



## Low & Slow!

**Lou Isern's Ader Éole** *by Tommy Kortman*

PHOTO BY BOB DOEBLEY

**W**ell, this is an historic event. This is the first time in the almost 3 year history of the DVSM theme contest that we have had a back-to-back winner. But, that's exactly what we have this month. Join me in congratulating Mr. Lou Isern for winning last month's "Low and Slow" contest theme.

Lou's model last month represents the epitome of low and slow. It is a pioneering flying machine called the Ader Eole. (A-der Eh-ole).

Clement Ader (1841-1925) was a French inventor and engineer born in Muret, Haute Garonne, and is remembered primarily for his pioneering work in aviation.

Ader innovated in a number of electrical and mechanical engineering fields. He originally studied electrical engineering, and in 1878 improved on the telephone

invented by Alexander Graham Bell. After refining the Bell Telephone he established the first such network in Paris in 1880. In 1881, he invented the "théâtrephone", a system of telephonic transmission where listeners received a separate channel for each ear, enabling stereophonic perception of the actors on a set; it was this invention which gave the first stereo transmission of opera spectacles, over a distance of 2 miles (3 km) in 1881. In 1903, he devised a V8 engine for the Paris-Madrid race; although three or four were produced, none was sold.

Following this, he turned to mechanical flight and concentrated much time and money on it until the end of his life. Using the studies of Louis Pierre Mouillard on the flight of birds, he constructed his first flying machine in 1886, the Éole. It was a bat-like design run by a light-weight steam engine of his own design

(4 cylinders developing 20 horsepower, and it drove a four-blade propeller.) It had a wingspan of about 45 feet and all weighed about 650 pounds.

Unlike many early flying machines, the Éole did not attempt to fly by flapping its wings, but was to rely on the lift generated by its wings (mechanical copies of bat wings). Its steam engine was an unusually light weight design and drove a propeller at the front of the aircraft. The machine lacked means for the pilot to control the direction of flight.

*continued on page 4*

**NEXT MEETING**  
**June 3**

• **Annual Gold, Silver, Bronze Contest**

# Presidents' Corner *by Bob Doebley & Tommy Kortman*

## Hello Fellow Styrene Junkies!

**May has come and gone.** **If its June** that means that it is our annual Gold, Silver and Bronze contest night. Please bring some of your great builds to enter in the contest Tommy will have more information in his column below. Summer will be here in a few weeks, model shows will be over till the fall, model building will slow down, and people will be going on vacations to enjoy the summer weather.

**At May's meeting** we had a light turn out, but we all had a great time. We welcomed new member Len Wierzbicki. Welcome aboard Len.

**I would like to thank** Joe Leonetti for the work he is doing coordinating our club project for the Jersey-Con regional contest this coming October. Joe, along with Bob Ciccone and Joe Ivey are working on their Red Ball Express diorama. Sorry if I missed someone who was working with them. The NASCAR build is coming along, but they need a 1949-1955 and a 1976-1980 car to fill out their display. If anyone is interested please contact Joe.

**It was unfortunate** that Mike Napoleon was not at the May meeting to see Lou Isern's face when I handed his plaque for winning the April theme contest but he will be able to see his expression when he receives his plaque for winning the May contest. (Tommy will have more on this in his rant.

**To the dismay** of some of our DVSM members the Mid-Atlantic NNL show had to be canceled this year due to circumstance beyond MAMA's president, Lyle Willits, control. He promises to have a new venue for next year's show.

It looks like that's about all I have for this month, so without further ado, here's Tommy with his part of the report.

### Thanks Bob.

**Hello fellow DVSM'ers,**  
(or would it be DVSM'ites) I

hope everybody had a wonderful Memorial Day weekend. The weather was wonderful, albeit a touch hot for my tastes.

**Anyway, as Bob** so eloquently previously stated, June is our G,S,B contest month and as such there will be no theme this month. We will resume the themes in July with "That 70s Show". I will have more on that in next months newsletter, but I think the theme title is pretty self explanatory...even for the airplane guys.

**This month** is all about the bling, the hardware. It is our annual Gold, Silver, and Bronze contest. As most of you know, but I will re-state it for some of our newer members, the June contest is a judged event. Each modeler is allowed to bring in 3 models for the contest. The models are judged by multiple judges, and the aggregate score determines the final award. The models are not judged against one another, but rather against a standard of excellence. This contest is more about how well you build rather than what you build. There will be multiple awards given out in all ranks.

**Just a reminder,** I will be shanghaiing...I mean volunteering...um asking some of you to be judges again this year. Your help is greatly appreciated.

OK, now, even though there will be no theme this month, we would still like to acknowledge Mr. Lou Isern as May's winner. Lou is the first modeler to win back-to-back months. Congratulations, Lou! Looks like you'll be getting immortalized by Mr. Napoleon again. I will have more on Lou's model in this month's Winner's Circle column. Please see the chart on page seven for the latest point totals. Only five points separate the top eight modelers.

**Well, that's about all** for me this month, now let's see what's happening in June. ■

## JUNE EVENTS

**June 3-5:** *The 21st Annual WWII Weekend* at the Mid Atlantic Air Museum in Reading. I have been informed that this year's main attraction will be the B-29 FIFI GIRL. Look for Bill and Jan Garner and their display who will be there reenacting as civilians during the War. • <http://www.maam.org/maamwwii.html>

**June 3-5:** *The 42nd Annual NHRA Supernationals @ Englishtown NJ.* • <http://www.etonraceway.com/>

**June 3-5:** *The 38th Annual Street Rod Nationals East* at the York Expo center and fairgrounds. You can see some 4,000 expected street rods and hot rods at this event. • [http://nsra-usa.com/index.php/site/media\\_full/59](http://nsra-usa.com/index.php/site/media_full/59)

**June 11-12:** *The Ocean City Air Show* in Ocean City Md. Features: B2 Spirit Bomber and the F22 Rap-tor. • <http://www.ocairshow.com/>

**June 18:** *The 15th Annual Garden State Beer Festival* on the Battleship *New Jersey*. • <http://www.njbeer.org/>

**June 18th:** *Mummies of the World* at the Franklin Insitute. (Limited Engagement) • <http://www.fi.edu/mummies/>

**June 19:** *Father Fest at the American Helicopter Museum* in West Chester Pa. Hot Rods, Helicopters, and motorcycles. • <http://helicopter-museum.org/Portals/27/Father-Fest%202011.pdf>

**June 25-26:** *Renaissance Weekend* at Fort Mifflin on the Delaware. • <http://www.fortmifflin.us/index.html>

**July 1-3:** *148th Anniversary Gettysburg Reenactment* • <http://www.gettysburgreenactment.com/>

# May Meeting Highlights

Photos by Bob Doebley & Greg Hogg



Imperial Japanese Navy I-6, 1/700, by Bob Cicconi. BOB DOEBLEY



Kurtis Offenhauser Midget, 1/25, by Bob Cicconi. BOB DOEBLEY



Douglas TBD Devastator, 1/72, by Paul Tomczek. GREG HOGG



F4F Wildcat and F2A Buffalo, 1/72, by Paul Tomczek. PHOTO BY BOB DOEBLEY



'25 Ford "T" Hot Rods, 1/25, by Nick Sandone. BOB DOEBLEY



"Still Life" '40 "Fordillac" and still, 1/25, Tommy Kortman. BOB DOEBLEY



Carved Wood WW2 Fighters, 1/72, by Lou Isern. BOB DOEBLEY



Carved Wood WW2 Fighters, 1/72, by Lou Isern. BOB DOEBLEY



Carved Wood Ki-84 Hayate, 1/72, by Lou Isern. BOB DOEBLEY



Carved Wood B-26 Marauder, 1/72, by Lou Isern. BOB DOEBLEY

## Monthly Theme Contests

Every month we will have an open contest for the monthly themes. Members will vote for the best Theme model of the month. A personalized award plaque will be made by Mike Napoleon and presented at the following meeting.

**JANUARY: Winner - GREG HOGG**

Lost in the 50's

**FEBRUARY: Winner - PAUL KOPCZYNSKI**

Speed Weeks

**MARCH: Winner - LOU URSINO**

World War II

**APRIL: Winner - LOU ISERN**

Dead and Gone

**MAY: Winner - LOU ISERN**

Low & Slow

**JUNE (NO THEME)**

Gold, Silver & Bronze Contest

**JULY**

That '70's Show

**AUGUST**

Godzilla's Revenge II

**SEPTEMBER**

Euro-trash

**OCTOBER**

Never had it, never will

**NOVEMBER**

Failures & Misfits

**DECEMBER (NO THEME)**

Favorite Five Contest

# May Meeting Highlights

Photos by Bob Doebley & Greg Hogg



"Defeated" Moscow, 1812, 54mm, displayed by Jim Goldsmith. GREG HOGG



'60 Dodge Polara, 1/25, by Greg Hogg. GREG HOGG



1/72 Group Display (in-progress) by Joe Leonetti. GREG HOGG



Bob Cicconi (l.) & Joe Leonetti confer over the 1/72 group display. BOB DOEBLEY



Francis I, King of France, Battle of Marignano, 13 September 1515, 54mm, displayed by Jim Goldsmith. GREG HOGG

## Lou Isern's Ader Éole

from page 1

On October 9, 1890, the machine achieved a short flight of around 164 feet at the Chateau d'Armainvilliers in Brie. It reached a height of around 8 inches. Ader later claimed to have flown the Éole again in September 1891, this time to a distance of 328 feet, but this claim is less substantiated.

The Éole is considered by some to be the first true airplane, given that it left the ground under its own power and carried a person through the air for a short distance; and therefore consider the event of October 9th to be the first flight. However, the lack of directional control weighs against these claims.

Ader's supporters have claimed that the Wrights' early airplanes required a catapult to take off; however, the Wrights did not use a catapult for their first flights in 1903, though they did for many flights in 1904 and later. (\*In the interest of full disclosure, I got [stole] almost all of this directly from Wikipedia)

Lou's model is 46 years old and was produced by Brifaut in France. It is a plastic kit supplied with silk for the coverings. Brifaut supplied a pattern and the modeler was required to cut the silk to the pattern and then apply it. Here are a couple links to some info about Brifaut models

[http://modelstories.free.fr/histokits/BRIF\\_HIST\\_P/index.html](http://modelstories.free.fr/histokits/BRIF_HIST_P/index.html)

<http://www.scribd.com/doc/38184185/Encyclopedia-of-Military-Models>

Lou built this model as part of a club project on the history of flight for an MFCA show. Lou's club, the Eastern Pa. IPMS, was the predecessor to DVSM. Congratulations again to Lou and his award winning, flying, Éole.

Looks like the rest of you guys need to step up before Lou starts to run away with this series. We don't want him to go all Jimmie Johnson on us now do we? (Yes I know it's a reference that some of you will not get, but I thought it was funny.)

Since there is no June theme contest, next month's winners circle will focus on the GSB contest best of show winner. Tune in next time! ■

# MFCA's 70th Annual Show & Mart

by Tony Wootson • photos by the author

**V**ALLEY FORGE, PENNSYLVANIA. This was a key, strategic site for General George Washington and his Continental Army. On December 19, 1777, General Washington led his 12,000 troops to this area to camp for the winter. The army had suffered through a number of battles with the British, and with their arrival, their suffering continued. They experienced severe shortages of food and clothing. Upwards of 2,000 soldiers died during their brutal, wintry stay at Valley Forge.

**Through the winter** and into the following spring the conditions these valiant warriors had to endure gradually improved. They started receiving much needed supplies and food. In addition, new troops started to arrive. One of the most important changes was brought about with the arrival of Prussian drillmaster Baron Friedrich von Steuben. Von Steuben succeeded in transforming the troops into a very organized, effective fighting force, which began defeating the British soldiers in subsequent battles.

**With the historical importance** of Valley Forge, it is appropriate that this year's Miniature Figure Collectors of America Show took place once again at the Valley Forge Convention Center.

**The MFCA Show & Mart** is world renowned. It regularly attracts some of the very best figure modelers and painters from around the world. The quality of the miniature figure masterpieces is second to none. In addition, the other models which show up in the contest never fail to impress.

**This was my fifth time** attending this enjoyable event. It seems that each year the bar is raised up another notch with respect to the quality of the pieces out on display. This trend continued at this year's show.

**Unlike previous years,** I ended up attending the MFCA show both on Friday, along with Saturday. (I wanted to have an ample opportunity to photograph all of the entries in the contest, along with taking in all of the modeling sights). In addition, at this year's show, (unlike the previous ones) I ended sparking up conversations with a number of the builders and painters of some of the marvelous, miniature works of 3-dimensional art.

**I spoke with one artist** who shared the painting techniques he used to transform his scene, from color to black-and-white. It included a miniature photographer taking a picture of his subjects, Manfred Albrecht Freiherr von Richthofen (the Red Baron) along with fellow pilot Werner Voss. The photographer was painted in color, but his two subjects were painted in black-and-white.



(Clockwise from above) "A Captured Moment" depicted a photographer taking a picture of The Red Baron and ace Werner Voss. "Roman Legatus" figure featured well-rendered bronze armor. 1/35th Panzer I displayed in exploded view.



**I spoke with another master modeler** & painter who shared the way he applied and built up his paint, in order to give his miniature Roman Legatus' armor an all-too-realistic, lush and vibrant bronze look.

**I was also rewarded** with viewing other numerous excellent model entries which graced the show's tables. One memorable model was a Spanish Panzer I Ausf. A. It was built up in exploded view, (with the different tank components suspended above the chassis).

**All-in-all,** I had a GREAT time at this year's MFCA Show. The "modeling high" I got from the show helped ignite my modeling flame, propelling me back into my modeling projects.

(Post Note: If interested in viewing a more comprehensive report on this year's MFCA Show – which includes hundreds of pictures taken there – you can visit: <http://www.sciffantmod-madrealm.com/MFCA70thAnnual2011Show-1.html>). ■

# Loose Nuts: Jags & Brian Redman

by Tommy Kortman • photos by the author

**Dateline: May 7, 2011**

**Location: South Philadelphia**

**T**he car guys were at it again at the Simeone Museum. A few of them (Uncle Bobby, Fernando, Tommy K.) were on hand for another of the museum's Legends of Motorsports series. This time the featured marque was Jaguar and the guest personality was another British legend, Brian Redman.

**Brian Redman** was born March 9th, 1937 in Colne, Lancashire, England. He was the son of a Lancashire retail grocery chain owner, who never saw him race. Brian began racing in 1959, progressing through the ranks until by the mid-1960s he was competing in both sports-racing and open-wheeled formula cars on an international level with a fair degree of success.

**He was very successful** in sports-car racing and the World Sportscar Championship, winning the 1970 Targa Florio in a Porsche 908 and the 12 Hours of Sebring twice, in 1975 with a BMW Coupe and in 1978 with a Porsche 935.

**Mr. Redman** won three straight Formula 5000 titles (74-75-76) driving Lolas, one IMSA Camel GT championship on his own resume, and four World Manufacturer crowns; two for Wyer (1968 and 1970) one for Porsche (1969) and one for Ferrari (1972).

**Redman drove** for Shadow Racing Cars both in Can-Am and in Formula One. He also raced in McLaren, Cooper and Alfa Romeo cars.

**He participated** in 15 World Championship Grands Prix, debuting on 1 January 1968. He achieved one podium in the 1968 Spanish Grand Prix in third place behind Graham Hill and Denny Hulme in a Cooper BRM, and scored a total of eight championship points with two 5th places in the 1972 Monaco Grand Prix and the 1972 German Grand Prix driving a Yardley McLaren.

**Brian Redman is credited** with finishing both first and second in the 1970 24 Hours of Daytona. At the time,

*British race driver Brian Redman (left) shared tales from his career with Dr. Fred Simeone at the May 7 Legends of Motorsport event at the Simeone Foundation Museum.*



*Rare C-Type (above) and D-type (left) racing Jaguars were featured displays at the event. Originality and preservation are emphasized in the museum's philosophy.*

Redman was racing for the John Wyer Gulf team running the famed Porsche 917. He was driving the team car to Pedro Rodriguez. At that time there were usually only two drivers. Not like the team of four drivers that is routine

today. During the race Redman's own car experienced some mechanical difficulties and he believed that his own race was finished. The team manager approached Brian about doing some relief driving in the other car so that

those drivers could get some rest. It was during this relief drive that Brian came to realize that his own car had been repaired in record time and was back on the track. He realized this because his own car passed him to regain one of its lost laps. Since Redman drove both cars during the race, he is credited with both the win, and second.

**He raced many Le Mans** 24 hour races and living in Florida, is still active at the Rolex Monterey Historic Automobile Races and Goodwood Revival.

**We had a brief chance** to talk with Mr. Redman and ask him some questions.

**FAVORITE FORM OF RACING:**

**Brian preferred** Formula One racing because the cars were purpose built for racing, but he was not altogether happy with the atmosphere of F-1. He preferred the relaxed atmosphere in sports car racing at that time.

**FAVORITE RACE CAR:**

**Mr. Redman** loved driving the Porsche 908/3. This car was built for the Nurburgring and was a very fast

and excellent handling race car. He also stated that he preferred to drive spyders (open cockpit) cars to coupes. He liked the excellent vision afforded by the spyders.

**LEAST FAVORITE RACE CAR:**

**Redman did not like** the first version of the Porsche 917. The car was designed for flat out speed, and as such did not have very good road holding ability. It was very squirrely at high speed. This was due to a lack of down force. Down force is the “enemy” of aerodynamics as it causes drag, and therefore theoretically slows the race car down. However, the addition of down force makes the car more stable and therefore quicker in the corners. While sacrificing some straight line speed, the compromise made the later 917K almost four seconds a lap faster than the prototype longtail.

**FAVORITE TRACK:**

**Mr. Redman liked** both the Nurburgring and the original Spa-Francorchamps track. Both tracks were very tricky to drive, but Spa was much faster. He said that even though Spa was one of his favorites, the track also scared the Hell

out of him and would keep him up the night before the race reciting psalm 23 (Yea though I walk through the Valley of the Shadow of Death...) Ironically, Spa is also the site of one of Mr. Redman’s worst wrecks.

**It was truly a treat** to meet Brian Redman, he is the definition of an English Gentleman, He was gracious, patient, and a wonderful story teller. His stories were amazing to listen to (even the randier ones), and he does some really great impressions. We learned of some of the off track fun the drivers would have, and even got some hints as to the military back ground of some of the Porsche engineers back in the day. I took some pretty good photos and here is a link to those.

<http://public.fotki.com/El-Tanque/simeone-foundation-/legends-of-motor-spo-2/>

And here’s a couple of links to more information about Brian Redman

[http://www.vpracing.com/The\\_Drivers/Brian\\_Redman/brian\\_redman.html](http://www.vpracing.com/The_Drivers/Brian_Redman/brian_redman.html)

<http://www.racingsportscars.com/driver/photo/Brian-Redman-GB.html> ■

## 2011 Theme Contest Point Standings to Date

	<i>Jan.</i>	<i>Feb.</i>	<i>Mar.</i>	<i>April</i>	<i>May</i>	<i>Totals</i>
Kopczynski, Paul	2	5	4		2	13
Goschke, John	2	4		3	3	12
Hogg, Greg	5	1	1	3	1	11
Ursino, Lou		1	5	4		10
Isern, Lou				5	5	10
Kortman, Tommy	4	3	1	1		9
Anderson, Dave	2	2	3	2		9
Rifkin, Howard	4	1		1	2	8
Cicconi, Bob		3	1		3	7
Tomczak, Paul				3	4	7
Sandone, Nick		3	1		2	6
Leonetti, Joe	3		1		1	5
Senner, Don	1	1	1	1		4
Napoleon, Mike	2	1				3
Turco, Mike	2		1			3
Goerke, Doug	1	1	1			3
Vatillana, Joe	1			1	1	3
Borowski, Wayne			2			2
Wootson, Tony				2		2
Stark, John		1				1
Ivey, Tony			1			1

Monthly points are awarded as such: Each person who enters a model into the theme receives 1 pt. 1st place = 4+1, 2nd = 3+1, 3rd = 2+1

# Join IPMS/USA

**Why?** The International Plastic Modelers' Society/USA, of which Delaware Valley Scale Modelers is a chapter, finances the insurance required for our monthly meetings and for model contests around the country, and offers a make and take program for young modelers. Encourage the enjoyment of modeling in all its forms: aircraft, armor, cars, ships, fantasy, figures, military or civilian, beginner or advanced, join IPMS/USA! "By Modelers, For Modelers"

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**How?** Clip and mail the coupon in the DVSM Newsletter or the IPMS/USA brochure, see our IPMS contact, Joe Vattilana, at the next DVSM meeting, or join online at ipmsusa.org. ■

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