Model Cars

October 2011 • Issue 162
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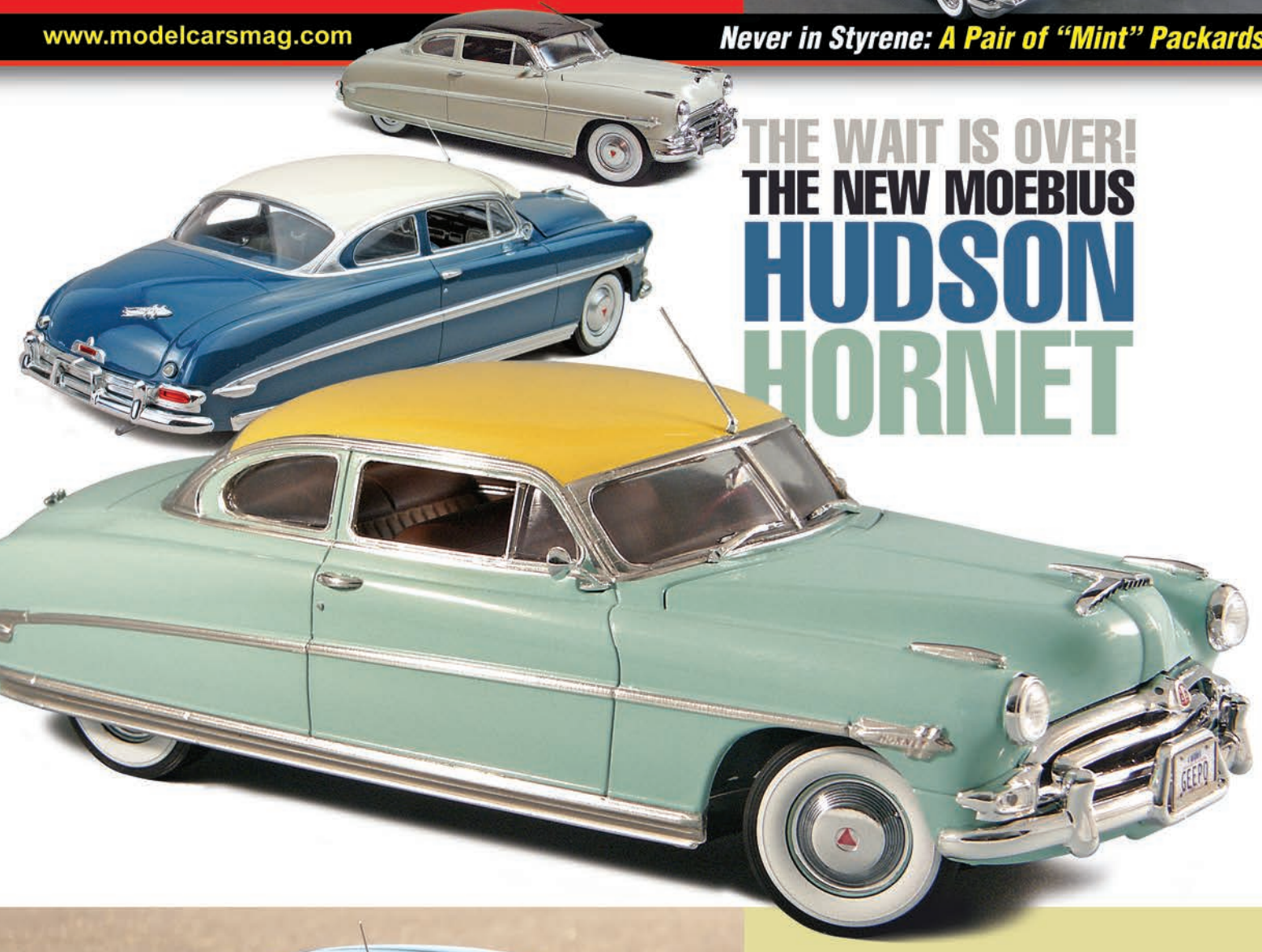
Never in Styrene: A Pair of "Mint" Packards



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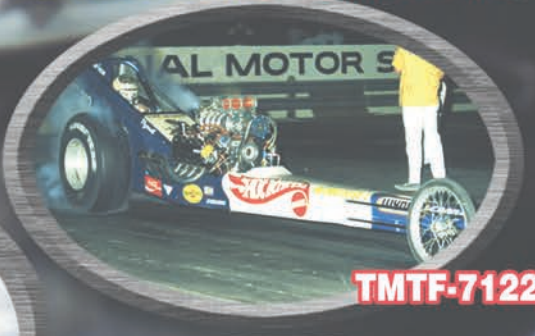

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EDITOR'SCORNER

First off, I have to apologize to Alex Kustov for spelling his name wrong on the cover of the last issue. I'm sorry about that, Alex. It won't happen again, I promise.

We have some great new kits out this year. Revell's new 1/12 scale Mustang Shelby GT500 is on my bench as I speak, and the new Moebius Hudson Hornet has also just hit my workbench. Bill Coulter and Len Carsner have beaten us all to the punch with their knockout build and review of this great new kit, and I'm sure we'll see tons of other builds on our forum and web site within the new few months, if not next few weeks!

For me, of course, I love the new 1/12 Shelby GT500, due to the fact that I had a nice new 2010 Mustang GT Convertible for the last year and a half. Had? What's that? Another new car? Well, it's not what you think. I don't have my own private jet and all that, it's more that Kelly and I were filling up the Mustang every five days, and that was not fun anymore. Yes, it was a great fun car, especially with the top down and cruising around, but I was not able to enjoy those far and few days like I should be able to. So, I ditched the Mustang in favor of a new hybrid Ford Fusion. It's nice, but…yawn…

Anyway, the new Moebius Hudson Hornet is really cool. I will probably make mine a sleek custom, and I'm sure a lot of others will as well. It builds into a nice replica stock version, as you can see by Bill and Len's feature in this issue. I'm also building the Moebius new International Lonestar in Candy Apple Red, which will be wearing some of those cool aluminum rims I featured from MicroNut.com a little while ago.

I have also laid down the paint on the new Trumpeter Falcon Convertible, Tamiya Pearl Green, with a two-tone brown/light brown interior.

Paul Rowe stopped by for a visit and we met up at Diamond Head.

Yes, I'm building more, isn't that what we're supposed to be doing? Well, that and playing tour guide, too. Our friend Paul Rowe and his family came to Hawai'i for a short vacation, and we met them up at Diamond Head for a quick visit. Paul is the creator, or I should say master, of some of the best and meanest 1/16 Pro-Mods around. He handed me some smuggled 1/16 parts and bodies for my future builds, which I will post here and on the web site. Mahalo, Paul!

The web site is getting bigger and better every week. I have finally gotten the hang of the CMS software thanks to Richard To and David Ambrose, and I am adding more content to it every week. I upload the photo reviews of the new kits as soon as I get them, and I hope to get the back issue area updated also. It's a lot of work, but it will be well worth it.
Thanks Richard and David!

I am amazed at the numbers that the web site has every month. During the recent merge to a VPS (that's French, I think), we found that we were getting over 45,000 unique visitors a month, and that makes me go WOW! Now, we have to get all those visitors to subscribe to Model Cars and then maybe I can get that private jet…

A hui ho!

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Publisher **Larry Bell**

Editor **Gregg Hutchings**
gregg@modelcarsmag.com

Art Director **Harry Pristovnik**

Marketing Director **John Oszajca**
john@modelcarsmag.com

Associate Editors
Dave Pye dave@modelcarsmag.com
Darryl Gassaway d-gas2000@cox.net

Photo Editor **Doug Whyte**

Copy Editor **Paul Anagnostopoulos**

Circulation Director **Sherri Simpson**
(877.463.3127 toll-free or
303.296.1600 for subscriptions)

Production Manager **Joe Simpson**

Production **Auggie Velasquez**

Contributing to this issue:

Tim Ahlborn
Tim Boyd
Len Carsner
Scott Colmer
Bill Coulter
Larry Greenberg
Mike Lomaka
Wayne Moyer
Mark Taylor
Sergey Torkhov

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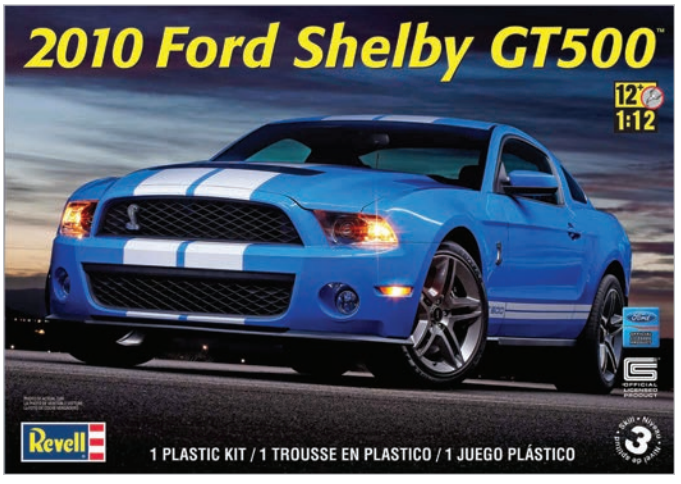
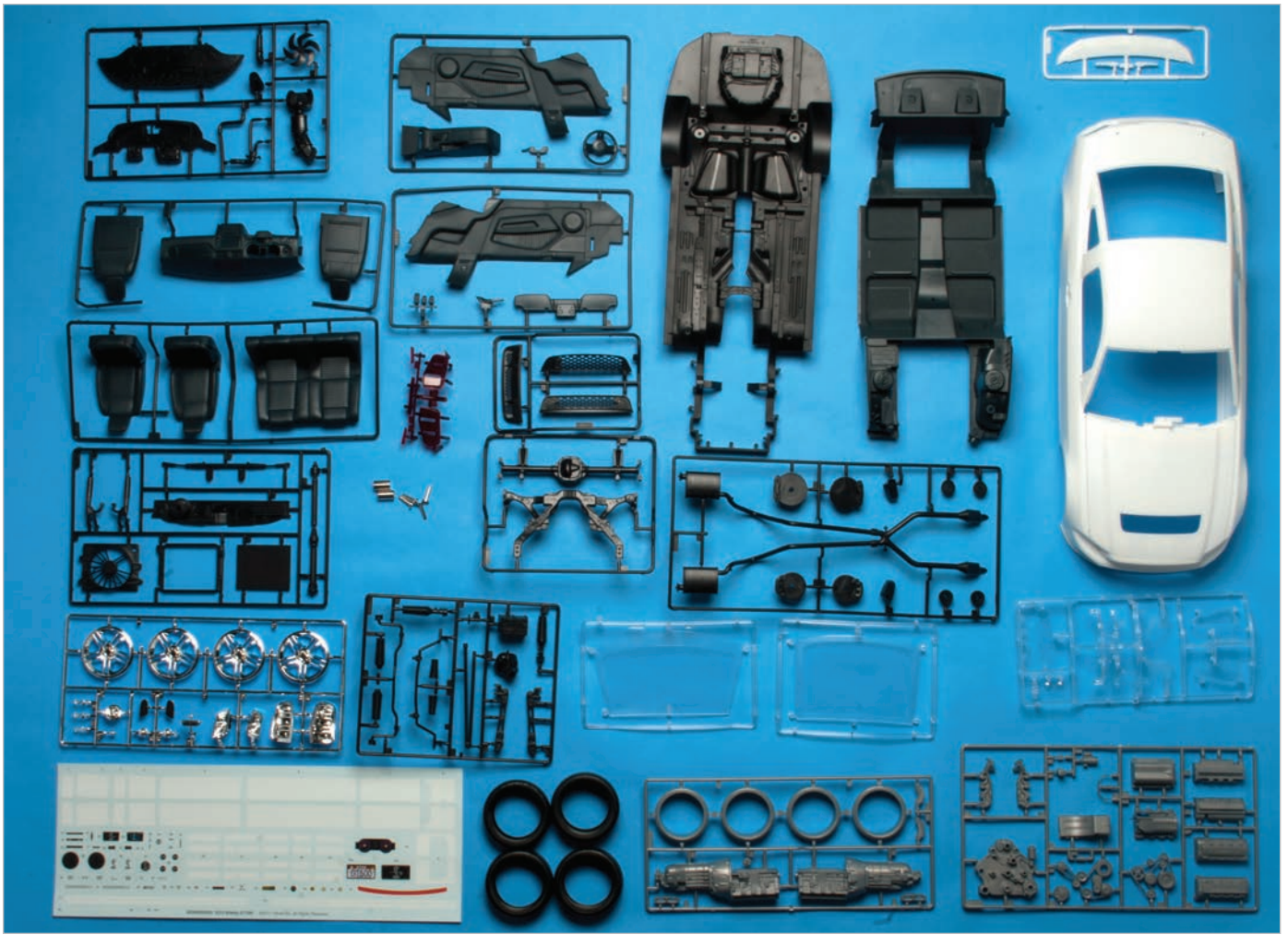
Revell's 1/12 Ford Shelby GT500

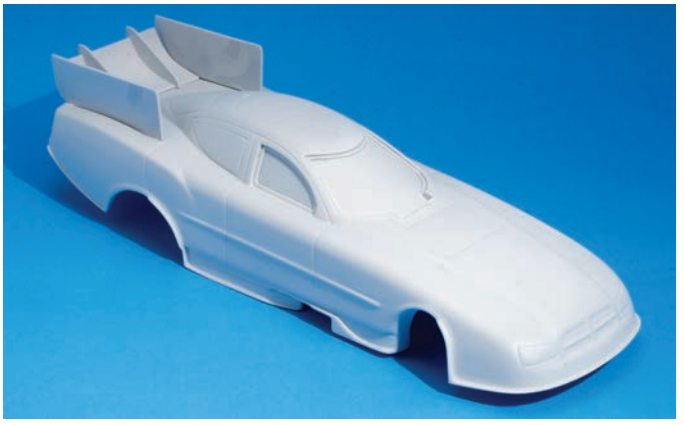
We got our hands on a couple of Revell's new 1/12 scale Ford Shelby GT500 and it's a beauty! David Thibodeau is doing an online build/review of his in Grabber Blue on our forum(www.modelcarsmag.com/0901)and your fearless editor is doing one in black. Stay tuned for more on this beast soon!



I started a quick build of the Shelby GT500, laying down a simple black paint job with the kit's white stripes.



The second series of decals for the Revell Kurtis Kraft Offy Midget from ***Scale Auto Details*** are available now, and they run between $4 and $6, depending on the decal set. For more information, contact Darryl Peters, Scale Auto Details at **doctordwp@gmail.com**.



I was wondering what new Funny Car bodies were available after watching an NHRA drag race on TV, and after a quick email to Becky and Gene over at Slixx (**www.slixx.com**) this cool new Charger Funny Car from Competition Resins showed up, along with three new sets of Slixx decals for the 2006-2008 Dodge Charger.

by Mark Taylor

Pinch Hitter

To mix up the order this month, we'll start small. Since I haven't gotten much feedback regarding the "missing man" Record 1/43 Daytona Spyder project, I decided to call in a substitute for a while. As you may recall, the Daytona's frail windshield frame was damaged, and is gradually on the mend. However, the process of fixing it to a reasonable standard is pretty tedious and unfortunately doesn't make for exciting reading. For those of you that were wondering about the Daytona, it will likely magically reappear once it's paint-ready. However, I really do want to get a completed 1/43 model on the shelf sooner than that, so I went looking for a stand-in. Being the cheapskate, err, bargain hunter that I am, I couldn't pass up a Provence Moulage Facel Vega III kit when one turned up on eBay for next to nothing.

Typical of 1980s era resin kit, the Provence Moulage Facel Vega III features nice touches like photoetched and machined metal parts to go with the resin body, interior, and chassis. Most of the photoeched parts won't be used, since they are intended for the hardtop version.

The car was one I wasn't very familiar with, but it was attractive. Facel Vega was a French metal stamping company that entered into luxury-sports car production with Chrysler powered vehicles that were elegant and hugely expensive. Stealing a page from rival Mercedes Benz, who had successfully transferred the elegant and exotic 300SL styling to the much less expensive 190SL roadster, Facel decided to try the same thing. But unlike Mercedes, Facel's small car, called the Facellia, met with no success. The radical all-French engine did a fair impression of a hand grenade, and by the time reliability was restored (by inserting a Volvo engine in the renamed Facel III) the reputation was soiled and buyers had moved on. The French government pulled funding just after a last-ditch Austin Healey powered Facel VI version was put into production. In all about 1100 of the cars were made.

However star crossed the original car was, being quirky and French it a good candidate for a short run kit in the 1980s, since so many of the companies casting 1/43 kits were French as well. The kit is similar to the Daytona, featuring photoetched parts, machined and cast metal wheels, as well as simple body and chassis/interior plate construction. The bumpers are plated cast metal, and this one even has a full decal sheet. I won't go through all the prep steps but will instead pick up where the Daytona left off. The body and interior were painted without incident after clean up, but one of the 25 year old tires fell apart when the rim was inserted. This is pretty common with old resin, and while I had tried to hone out the tires a bit, I obviously didn't take enough off on the last one. Seen here, some Magic Sculp was massaged in after the tire was super-glued to the wheel. Cleaning up that one tire has taken up the majority of the effort so far, as the kit has basically fallen together. The chassis/interior plate is a bit warped, but hopefully it will respond to a bit of persuasion during final assembly.

Unusually for a short run model, the body needed almost no prep after cleaning and removal of the windshield reinforcement cast into the body. Just a bit of trimming around the windshield was all it took. I shot it with Tamiya white primer, gave it a quick once over with sandpaper to make sure it was smooth, then sprayed it Tamiya German Gray (Luftwaffe) right from the can. As ironic a choice as that may seem, Tamiya's aircraft line has several colors that look right at home on cars. They lay down just as nicely as the more familiar colors and dry to a semi-gloss finish. Two quick coats of Testors Wet Look clear and it looks the way you see it here.

Halfway home. The Facel Vega has the body and interior painted, and is ready for some Bare Metal Foil before final assembly

It's important to note that it is critical to test-fit everything both prior to paint, and as you progress through the build. Despite the small parts count, getting it to go together is never going to be as simple as a commercial injection-molded kit. Every part needs extra finishing, but almost all of them will need some re-shaping or re-sizing to get them to line up. You don't want to get everything painted and find out the chassis and interior don't fit in the body. Ditto things like the wheels lining up in the wells, and so on. Next time, we'll tackle installing the vacuum formed windshield, getting the major assemblies together, and finishing the model off with some Bare-Metal Foil trim.

Picking up where last month's resin review left off is the big, big brother of the little Mustang II. Ford was two years late to the downsizing trend for full size cars, but tried to put a positive spin on things by pointing out that their car was larger than even Cadillac in 1977 and 1978. In one of the more humorous and backwards-thinking advertising campaigns ever, Ford famously touted the car's "wider stance, and more road-hugging weight" as competitive advantages. Ford tried a stopgap counter by retrimming the Torino as the LTD II to make it appear that they had vehicles in their lineup that competed with the newly-downsized GM rivals, but the public saw through it. Ford would finally have a credible answer in 1979 when the Panther platform LTD, a derivative of which is just now ending production as the Crown Victoria/Police Interceptor, arrived. But for two glorious years Ford offered buyers a chance to buy the last of the real full-size leviathans after GM went smaller. To put in perspective how truly enormous these cars were, the 1979 replacement was a full 15 inches shorter than the car it replaced. While it can certainly be argued that cars this big had no place on America's roads in a post OPEC embargo era, almost unbelievably customers flocked back to larger cars in the middle years of the 1970s, only getting the picture that oil was a finite resource after a second oil shortage in 1979.

One Large Barge! The Missing Link 1978 LTD truly does provide a missing link in full-size Ford models to the last of the truly full sized American cars of the 1970s.

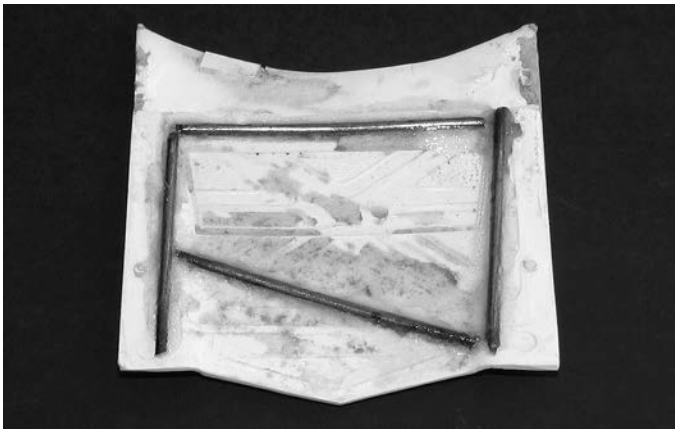
The car that Missing Link casts in a more manageable 1/25 scale represents the last of these gas-swilling monsters well. The kit is available with or without police add-ons. While it certainly will build into an attractive law enforcement vehicle, my childhood memory is filled with images of this car in civilian trim. I grew up in a Ford-driving family, and can still remember the enormous 1974 LTD Country Squire my mother drove. Missing Link's model captures the massive square-rigged body well, and contains the 1970s-standard cow-catcher type bumpers that probably weighed a much as a Smart car on their own. They come already plated beautifully, as do the headlight buckets and grille. Originally offered by All-American resins many years ago, this model shows a spot-on resemblance to the real car. Some resin kits are merely copies of existing models, but this one doesn't have a body or interior part that wasn't greatly worked over to replicate a car that was never kitted by AMT or MPC when it was new.

Aside from using a donor chassis from the AMT 1970 Ford Galaxie police car kit, this kit doesn't have much in common with any injection molded kit. Had it been captured in scale back then, it likely wouldn't have featured the separate clear lenses the Missing Link version does, which are a nice touch. The body also features clear red tail lights. Vacuum formed front and rear windows, plated poverty hubcaps, and a full interior round out the kit. The seats are 1970s-standard benches front and rear. As a donor, the 1970 Galaxie kit can supply the rest of the running gear, or you can buy it from Missing Link as well. Wheels, engine, chassis, and police parts are all optionally available. However, while a big block was offered, for more authentic detail builders may want to swap the Boss 429 that comes in that kit for a more pedestrian "385" series engine from another kit. As most of the real cars had big block power, then engine from Revell's 1970 Torino could stand in after de-fanging the Cobra Jet with less flashy valve covers and accessories. Please note that I left a lot of the smaller parts out of the photo to make it less cluttered, since this one comes with a lot of parts! Now disco-era car fans can add the last of the true full-sizers and avoid the sky-high prices original All American castings commanded.

While the car itself was out of step even as it sat in the showroom, the Missing Link replica allows the overstuffed 1970s excess to be represented on the shelf on a more modest scale. The main thing cars like this represent now is just how out of touch Detroit had gotten with customers, as while their factories were pumping out huge dinosaurs like this, a generation of customers turned to imported cars with their more modest dimensions and lesser appetite for fuel. With the luxury of hindsight, cars like this LTD were clearly living on borrowed time in the late 1970s, but it's hard not to feel a tinge of nostalgia for a time when Americans still believed that bigger was better, and didn't feel any shame about using way more resources to drive around than was necessary just because they could. Like the wide ties, collars, and sideburns that dominated fashion when it was a new car, the 1978 Ford LTD didn't make any attempt to be subtle.

In the 1980s most aspiration cars came from foreign nameplates, so there's something bittersweet about the passing of big brutes like this LTD from the automotive landscape. It's a good thing they don't make cars like this anymore, for many reasons, but for anyone that remembers them firsthand was left with a big impression. If the impression they made on you makes you nostalgic to relive the 70s, Missing Link did a fine job with the casting, and I can't recommend this model any more highly.

In a prior column we reviewed how to use hot water to reshape warped parts. That works almost every time, but sooner or later you're bound to run across resin parts that just don't want to stay the correct shape. Try as you might, some parts just seem to have a memory that gradually pulls the part back to pre-corrected condition. This is especially commonplace with thin, flat parts like hoods. When a part like that won't hold shape, is there no hope? Thankfully, that's not the case. However, some compromises may have to be made.



Very ugly, but very effective. Sometimes extreme measures are needed to salvage a part. Clearly this Impala hood won't be displayed open, ever, but at least now there's a chance to display a finished model with a properly flat, straight hood.

The photo shows the hood from a 1971 Impala resin body that I bought at a show. It was no-name bargain resin, and was of pretty suspect casting quality. However, I hadn't ever seen this body in resin, and the price was low, so I took a chance. I got more than I bargained for once I started to prep the pinhole-riddled body. The hood had the approximate shape of a Pringle's potato chip, and wouldn't stay in shape no matter what I did to coax it back to flat. Since the casting was of such low quality, and the inside surfaces of the hood were a blobby mess resulting from the caster making a crude attempt to fix numerous voids by filling them in with more resin after it was initially cast, I wasn't worried about making it pretty, but I wanted the hood to be the correct shape. As you can see, I made a grid out of wire rod stock purchased at the local hobby shop. Just prior to mixing up some epoxy cement, I heated the hood and got it close to the correct shape. I knew it wouldn't hold the shape indefinitely, but it only had to stay flat long enough for the epoxy to dry. If and when this model is ever finished, it will be a curbside so I made no attempt to hide or minimize the rod's appearance. The repair looks awful, but it's certainly strong enough to prevent future shape-shifting, and that's all that matters.

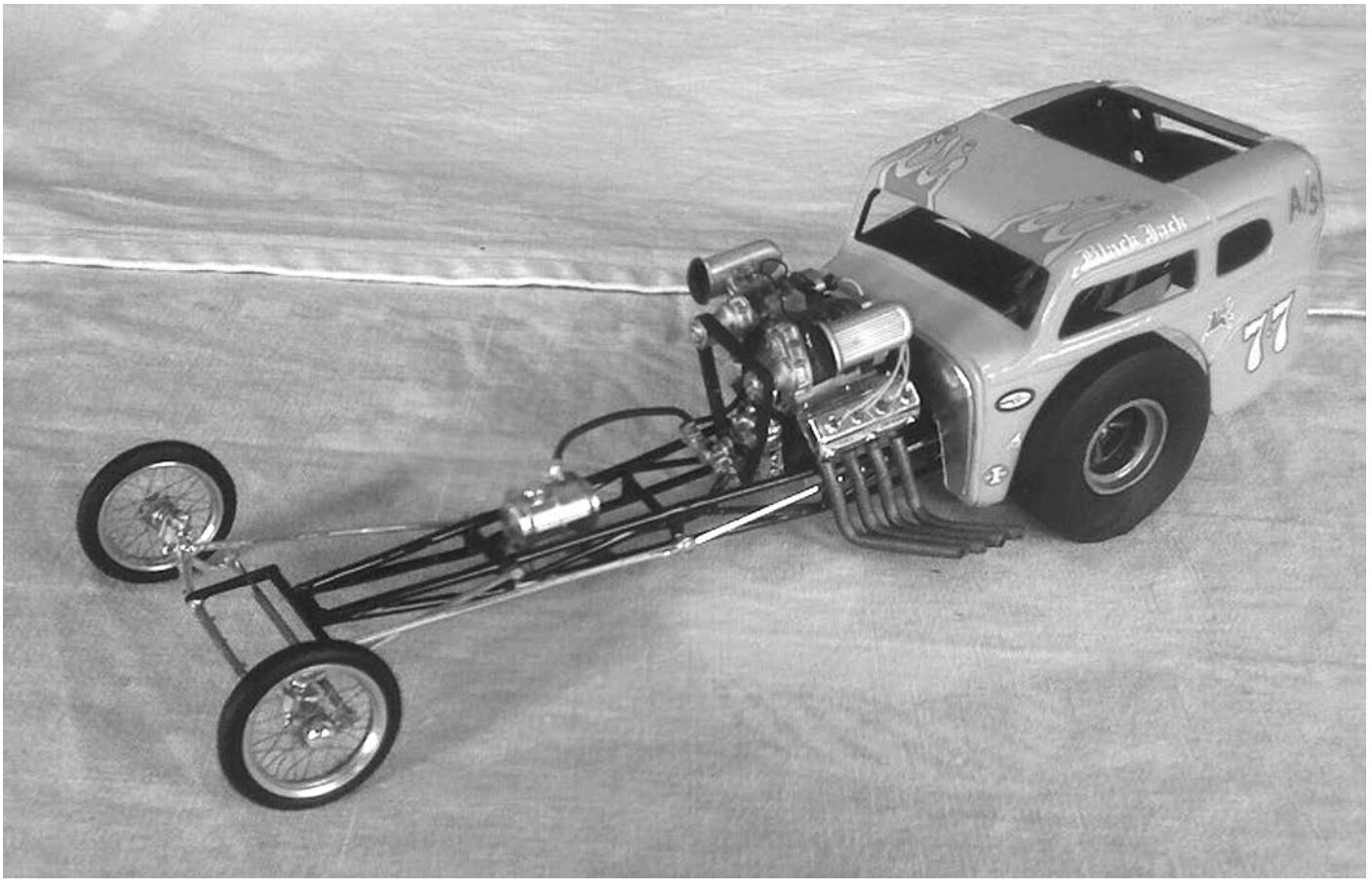
If a cleaner appearance is required breaking out the Dremel and notching out a channel to sink the rod into is a possibility. While the repair may look nasty, the hood fits flat and true, and has held shape for years. In fact, the hood repair long outlived my enthusiasm for this project. While initially I tricked myself into thinking this low-buck casting was a bargain, after many hours of filling pinholes, voids, and patching casting flaws this Impala is nowhere near ready for final primer or paint. While it did provide a lot of practice for fixing all manner of casting problems, this doesn't rank very high on my list of wise purchase decisions.

More of a why-do than a how-to, you'll remember the '65 Falcon we started in a prior issue was last seen in primer immediately after being soaked to remove any residual mold release agent. Many people might assume that it's best to start cleaning up any molding flaws before primer, but I don't do it that way.

One thing you only have to do once is start using your files and other tools on a resin piece you think is clear of mold release, but isn't, before you'll realize what a potential mess of fisheyed paint you're spreading around in the process. If the primer lies down without fisheyes, you know that you got it clean and can use your tools with no fear of spreading mold release to other parts. Also, every resin body is going to need some cleanup and getting primer on immediately will help show you what needs attention even more clearly than eyeballing the bare resin. Even on exceptional quality resin, you're going to have some flaws here or there almost every time.

This Falcon was no exception. For the purposes of the article, I highlighted the flaws with black Tamiya acrylic so you could see them better here, but basically the resin body had two flaws in very close proximity, which are typical. First, there was a void in the lower sill in front of the left rear wheel. It was due to a bubble in the resin. Above it was a flaw that stood proud of the surface. This is likely due to deterioration of the mold surface, and is very minor and easy to fix. While I use the process of priming immediately after the soak/scrub/dry cycle, I'll admit that while I saw the void in the sill, I hadn't even noticed the flaw immediately above it. The primer made it stand out immediately. If you haven't used this method, I think you may find it saves you some time in the end. Everyone has their own preference, but I prefer to use Tamiya primers because they are very, very thin, and leave a smooth finish that is a perfect base for smooth paint.

Highlighted in black paint, the otherwise clean Modelhaus Falcon showed two flaws once primed. A feather-shaped raised area that luckily doesn't intersect any molded-in trim, and a void due to an air bubble. Both are very easy to fix.



David Matiko used spares and orphaned parts to put together a drag coupe that really captures the spirit of the home built machines from drag racing's golden era.

Finally, our Reader's Resin of the month comes from ***David Matiko.*** Drag coupes in the 1960s were often a collection of unrelated parts that were thrown together simply because they were available. Well, David's take on a drag coupe came together in roughly the same way. *"It uses a resin body from a long-time forgotten source. It is not the recently re-issued 'Jaw Breaker' kit. This is mounted on an old Garlits chassis I had lying around. I added a double blown Hemi to be different. The blower set-up is from the salt flats Studebaker kit."*

Not bad for a collection of cast off parts, and a resin cast body from the Twilight Zone! For taking the time to send us this picture David will receive a set of Icon Automotive Miniatures treaded F1 Rain tires.

As a side note, while I appreciate all the reader feedback this column has generated, I do have a request. Many of the photos submitted simply aren't magazine-usable quality. Unfortunately, sometimes this means that really terrific models that I would love to show off to all of *Model Cars*' readers can't be featured here simply because the photos are blurry, poorly lit, or composed so that you can't see the model completely or clearly enough. I have attempted to follow up with several people to submit better photos, but I don't have enough free time to answer every submission personally. For anyone who has submitted pictures that haven't been used, double check that the images you sent were clear, focused, and featured the model in a solitary setting free of clutter. The quest for clear pictures, much more than the subject matter, has directed which readers' models have been selected so far. I do keep everyone's pictures on file, so if your images are in focus, there's a really good chance the model will be featured here sooner or later.

Speaking of submissions, any resin casters wanting their products reviewed in *Model Cars* magazine, and/or wishing to submit a resin product to be given away to a future Reader's Resin of the Month can contact us at ***resin@modelcarsmag.com.***

Special thanks to Icon Automotive Miniatures for providing the reward for this month's Reader's Resin selection.

Sources: ***Missing Link*** ***www.missinglinkrc.com*** ***Icon Automotive Miniatures*** ***www.iconautomotiveminiatures.com***

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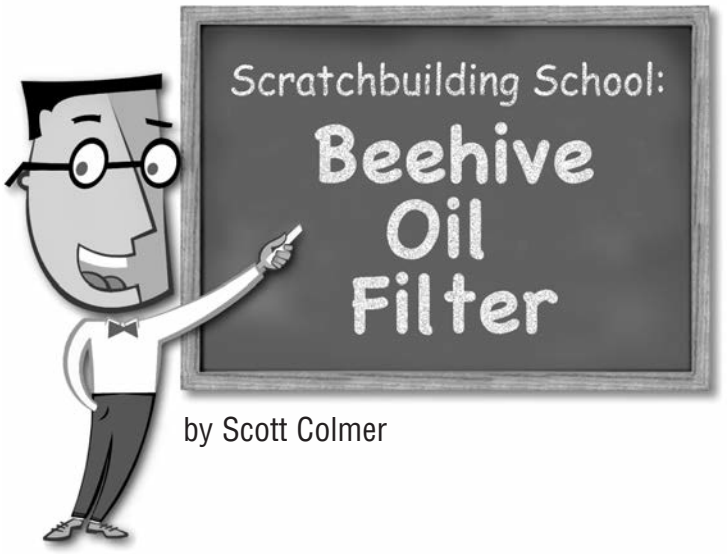


Bee Plus!

How to make an aluminum beehive oil filter with no lathe, and test your detailing fortitude at the same time.

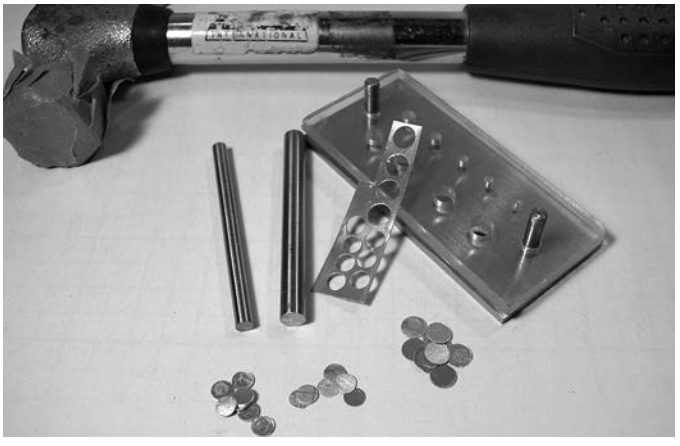
by Scott Colmer

While detailing an Orange Crate engine, I decided to try replicating the kit's beehive oil filter using aluminum disks. It took many hours to figure out how to come up with a presentable piece. I nearly gave up but saw it through. This is that little "problem child."

By the time I was ready to attempt it again, I had figured out a few tricks that made the process much less discombobulating.

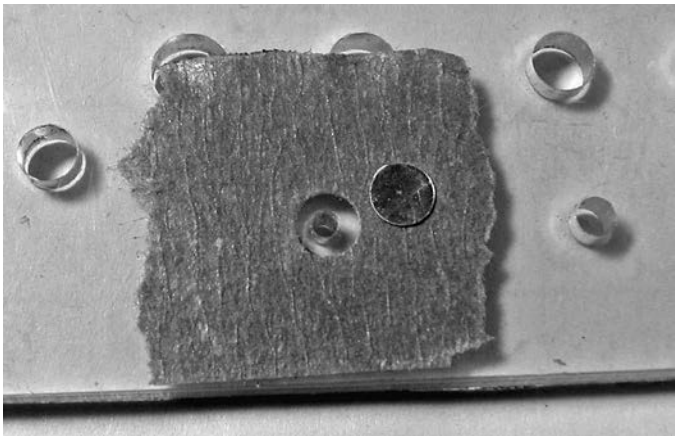
Tools: Micro Mark punch, side cutters, drill set, rat-tail file, flat file, X-acto with #11 blade, masking tape, 800 grit sandpaper.

Materials: 1/64", 1/32" and 1/16" K&S Aluminum sheet, 1/16" K&S Aluminum rod, two-hour and five-minute epoxy.

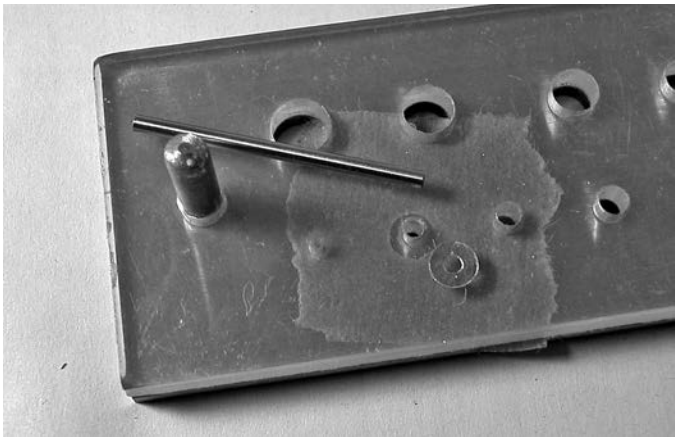


A quick Internet search turned up a few different types of beehive filters that looked cool. For the fins I chose 1/64" thick disks and a 3/8" diameter (the largest hole in the punch). The spacer disks diameter would be 3/16",zz but I was not sure what the thickness should be. I would have to experiment. I needed 11 fins; I punched out 14 to allow for mistakes and adjustments. For the spacer disks I punched out only half of what I thought I would need, but in two different thicknesses–1/64" and 1/32". That would give me enough for a visual test of the spacing between the fins.

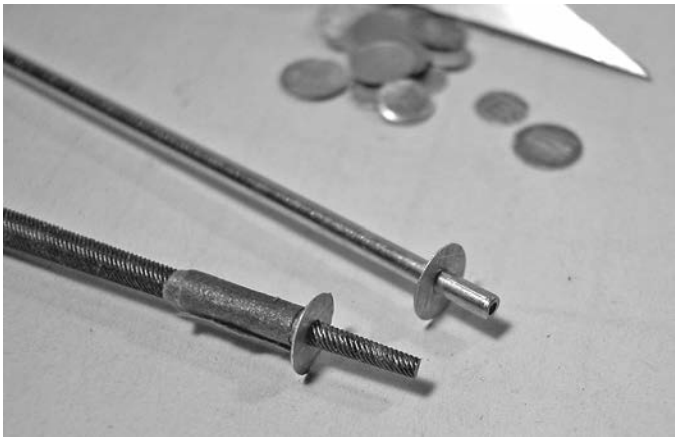
The next step is to create the holes in the center of the disks. I was halfway through this second filter before I got so tired of drilling the centers out that I finally figured out an easier way to make these parts. Frustration precedes learning. Here is the easy way… I started by laying a piece of masking tape over the same size hole as one of the fin disks. Then I punched a hole in the tape.



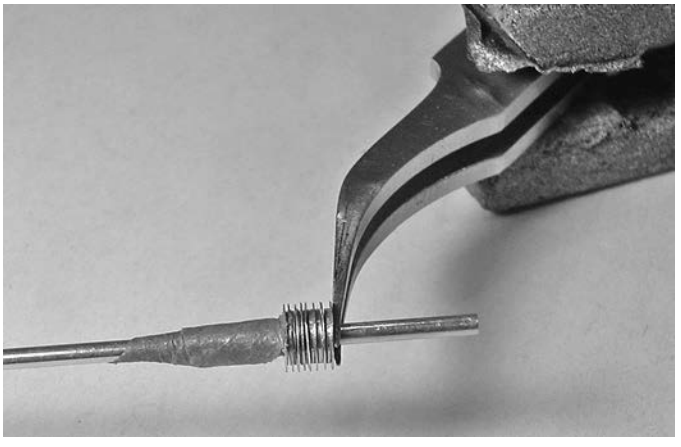
Then I applied the piece of tape with the hole punched in it to the underside of the clear plastic punch guide over the 1/16" hole in the punch, taking care to get it absolutely centered over the hole in the punch guide.



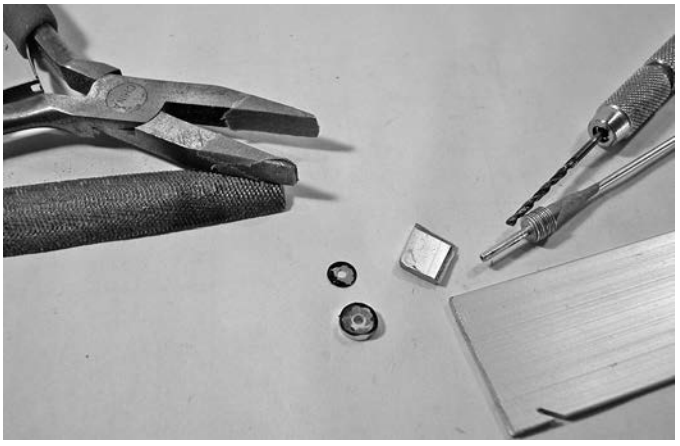
Once I had the tape lined up perfectly I placed one of the fin disks in the recess made by the hole in the tape. With the tape still facing up I placed the metal bottom of the punch onto of the guide. With the disk now secured in place I could flip the punch over and punch out the hole in the fin disk.



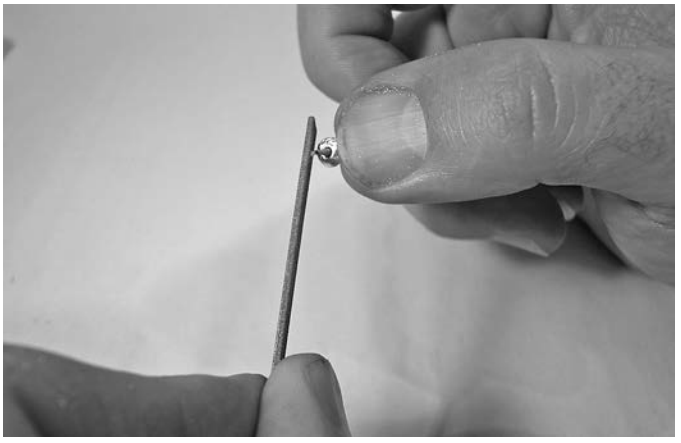
The next step was to open up the hole just enough to let the disk slide onto a length of 1/16" rod. I enlarged the hole by twirling the rat-tail file in it. I worked my way up to the snuggest fit possible so that the disk could not tilt when on the rod. I marked the perfect spot on the file with a piece of tape (bottom).



I repeated the process for the rest of the fin disks. I had to make a second tape guide to punch out the center holes in the spacer disks. Punching out the center holes in the fin and spacer disks is the most tedious part of this entire process. Since this was the first time with this design I made two half sets of spacers to see which fin spacing looked best. I decided to go with two stacked spacers that were the same thickness as the fins. I used a tape collar on the guide rod as a stop.

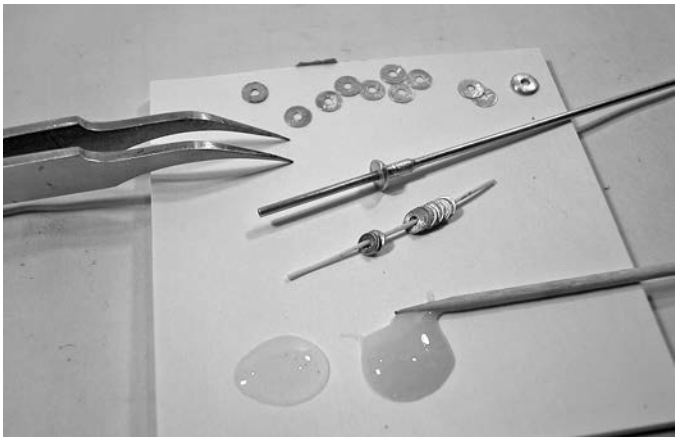


Time to make the top and bottom. For the bottom I cut a section of 1/16" aluminum sheet slightly larger than a fin disk and made a 1/16" hole in the center, then slid it onto the 1/16" guide shaft, up against the tape collar. I slid a fin disk on top of that to use as a guide for filing the bottom piece to a rounded shape. The bottom of this filter is sort of a bowl, so I filed it to that shape. The top was made the same way, but using some 1/32" sheet because it did not need to be as thick as the bottom piece.

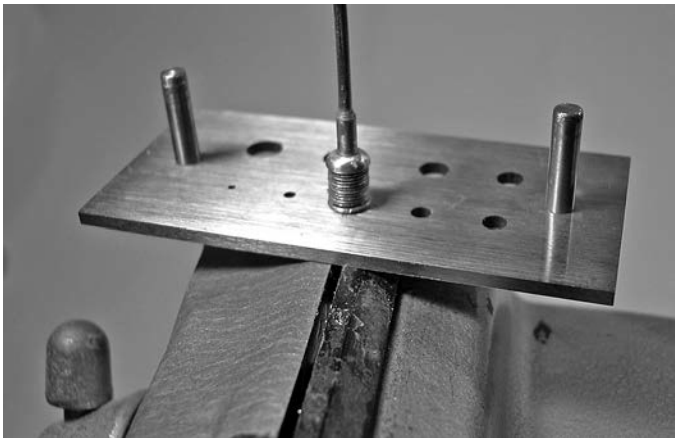


For some reason these parts are drawn to the workbench abyss. Two others vanished during shaping. I finally stuck them on the end of a bamboo skewer to help hold them as I filed them to shape.

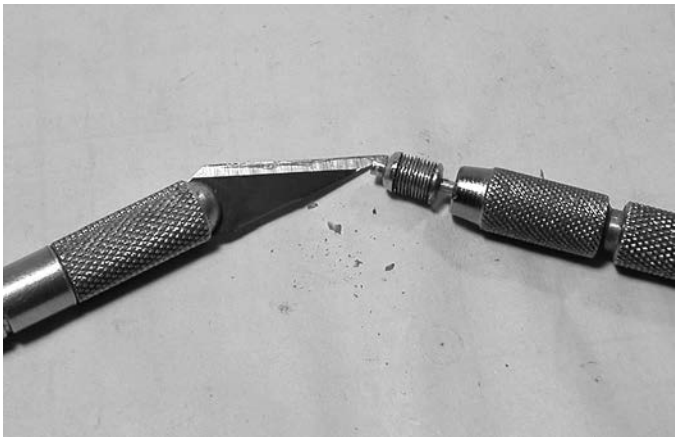
Then it was time to stack it all up. I did a dry assembly of the top, bottom and all the disks in between, and compressed it down to see how it looks. I ended up adding one more layer of fins and spacers. The look is more important than the actual disk count. To prepare for gluing I sorted the disks into fins and spacers. Before starting assembly I decided to glue a 1/8" collar on the 1/16" rod to help the disks seat more squarely. Then came the fun.



I mixed up what I thought was some slow curing epoxy and got a toothpick ready for application, but I made the mistake of using five-minute epoxy. More on that later. I slid the bottom disk onto the guide rod and put a teeny, tiny amount of epoxy at the very center. I followed that with a spacer disk and another spot of epoxy. One more spacer, then a fin disk. Then it was just a matter or stacking them up and keeping track of which disk I needed; spacer or fin.

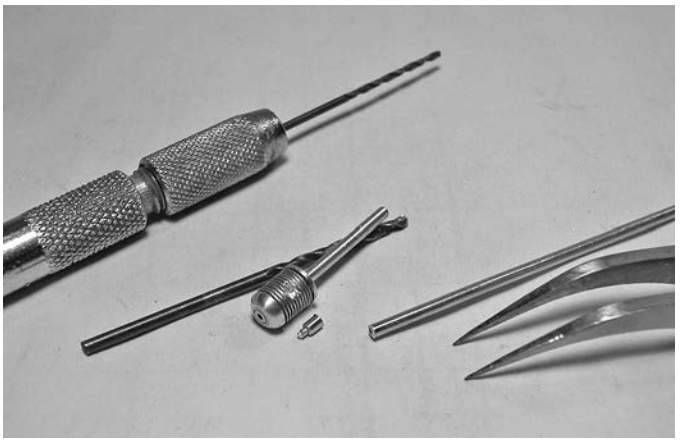


I turned the filter over so the collar I glued to the guide rod was on top and used it to push the stack down and trap the bottom of the guide rod in a vise. I used the bottom of the punch as a leveler. If you are very sparing with the epoxy and use slow-setting epoxy, cleanup can be done with the edge of a damp paper towel run through the grooves. Time to let it sit overnight.

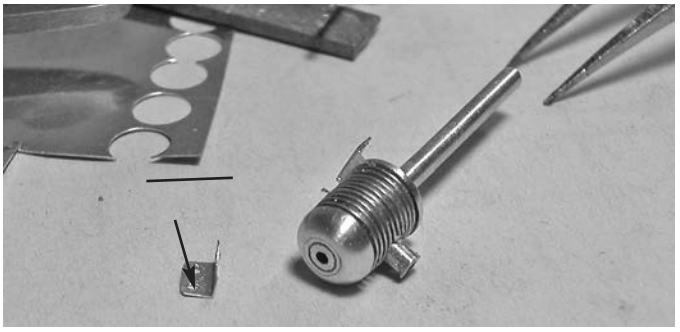


If you used five-minute epoxy like I did you get to spend some time picking the lumps of dried epoxy out from between the fins with an X-acto.

After the epoxy has set you can use a flat jeweler's file and do any additional shaping. I brought the bowl and cap to the same diameter as the fins. I cut the guide rod off flush with the bowl and filed the bowl smooth, but left the opposite length of guide rod in place as a handle for now. The final step was to put on a brushed finish with some #800 grit sandpaper.

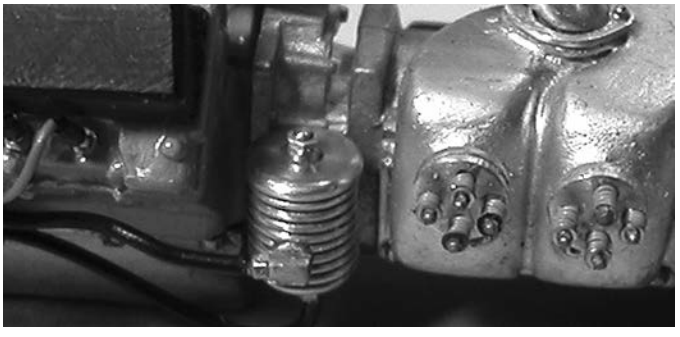


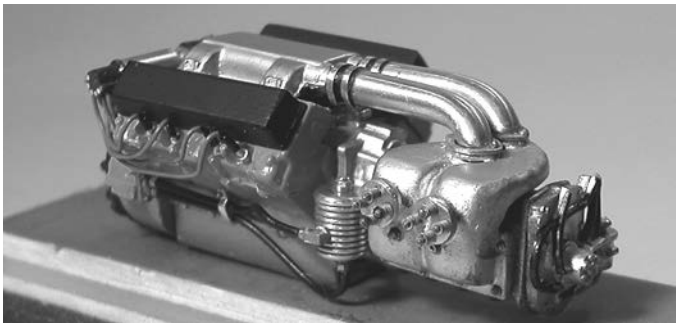
To add the oil bung I started by drilling a shallow hole in the side of the filter (pretty scary after all that work). Just be careful. Then I epoxied in a short section of 1/8"" K&S tubing. I also incorporated a smaller piece of rod sunk into a deeper center hole for strength. Once completely dry I carefully filed it flush.



The mounting brackets were made from a small section of the 1/64" sheet that had the curved edge from punching out a disk. They were bent, drilled and glued with five-minute epoxy in between the fins on the opposite side of the bung.

Finally the excess guide shaft was sawed off and the nub was filed flush. A nut shaped from a straight pin tops it all off. This can be a nice addition to any hod rod. While I prefer the look of metal, you can flow some paint in between the fins for that classic look.






MODEL CARtoons
HEY HENRY, YOU'RE MAKING ME NERVOUS, GO PLAY SOMEPLACE ELSE.
I WANNA BUILD A MODEL TOO.
FRED BOATMAN 9/2011
THEN HERE'S AN OLD KIT FROM WHEN I WAS A CUB SCOUT.
CUB SCOUT of America
PINEWOOD DERBY RACER
TAKE IT AND THIS OLD DULL SCOUT KNIFE, AND SAND PAPER, OVER THERE AND WORK ON IT.
OH BOY!
THAT'LL KEEP THE LITTLE PEST BUSY FOR A WEEK OR TWO.
ONE HOUR LATER
I'M FINISHED, YA GOT ANY PAINT?
I'VE CREATED A MONSTER. I THINK I'M GONNA BE SICK....

NEVER IN STYRENE

by Bill Coulter

Accept it! There are many exciting, desirable and attractive automotive subjects that will likely (yeah…I guess I'm already hedging my bets) never be seen in 1/24-1/25 polystyrene model kit form. With that said, the relevance (and acceptance) of quality diecast replicas are worthy alternatives (to plastic kits) and possibly the only outlet for many of us who've had a lifelong love affair with many special vehicles…cars and trucks alike.

For me, the last "real" Packards (1955 and 1956) were some of VP of Design Dick Teague's best aesthetic efforts. I've always loved Packards down through the decades of the 20th century. Remember, there was a day when Packard was our Bentley, Rolls Royce or Mercedes Benz…a step above U.S. luxury brands (Cadillac, Lincoln, Imperial). For many of us though, from 1948 through 1954, Packard sort of lost its way, styling-wise.

Packard, an ultra-conservative corporation short of do-ray-me, trying to stay true to its corporate design heritage, built some odd looking boats with antiquated power trains during that span. Even it you like those curves and crevices, it was getting really dicey putting flathead eights up against modern OHV V-8s. While I'd paid passing attention to '48-54 Packards (I thought the Caribbean concept cars were cool), it was the '55 Packard Caribbean that really caught my attention. The 1956 with peaked headlight shrouds got even better. Mix in the Packard Predictor concept car and Packard had my attention big time by the mid-'50s.

But with the ill-fated, mid-'50s Packard-Studebaker merger, those warmed over '57-'58 Studies ("Packardbakers") with tacked-on Packard-ish design cues looked more cartoon-ish than anything seriously Packard. And, we'll never know how the Predictor would have influenced future Packard styling.

Since there are ***zero*** mid-'50s Packard plastic kits in 1/24-1/25 scale–or in ***any*** scale, for that matter–I refuse to ignore my fondness for those cars or condemn anything of quality that would suffice to feed my automotive sweet tooth.

With that thought in mind, let's take a close look at Franklin Mint's 1955 Packard Caribbean convertible (released circa 1998) and the newly "minted" Danbury 1956 Packard Caribbean convertible, both in the ubiquitous 1/24 scale. These are both high quality pieces. No cheap discount diecast here and no short cuts, sloppy panel fit or any lack of attention to detail.

In the late '90s, the Franklin Mint Packard Caribbean was state-of-the-art in factory-built model making. The paint finish, the attention to detail and the fit of even the most minute parts and pieces made for considerable eye candy.

Nearly fifteen years have upped the stakes considerably. The new Danbury Mint '56 Caribbean is absolute proof that researchers, designers and craftsman never sleep! When you observe even *better* fit, finish and attention to detail than the Franklin Mint offering, you've got to be really hard-hearted against all things diecast to not take notice and be mighty impressed!

Danbury Mint's new
1956 Packard Caribbean

This Franklin Mint 1955 Packard Caribbean convertible is quite striking visually with its Rose Quartz, White Jade and Gray Pearl metallic tri-tone paint scheme. The overall appearance attests to a quality high-end replica.

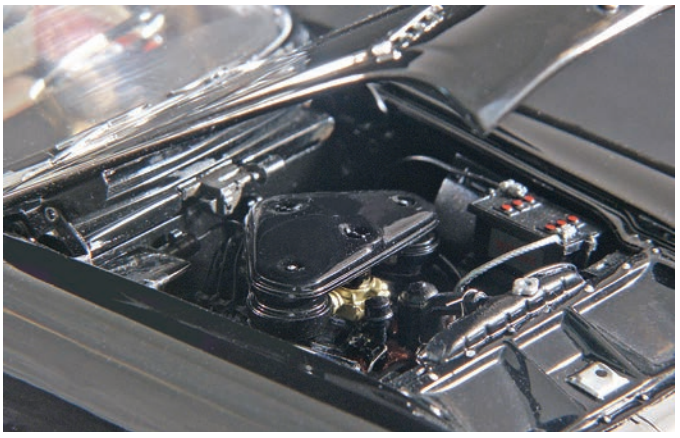
Considering it represents nearly fifteen year-old technology, it remains a worthy addition to anyone's model collection.

The surface finish/detail on this Franklin Mint '55 Caribbean holds up well but it's what's inside that really tells the story. The opening body panels, movable front seat backs and interior appointments are still fresh, but those oversized door hinges (arms?) simply don't work these days… not to mention the incorrect door articulation.

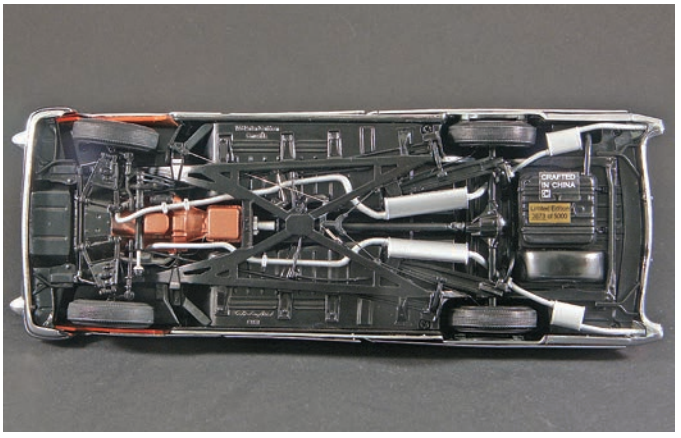
Note the heavy "snake fang" hinges present under the hood. (It's the same with the rear deck as seen in the previous photo). An otherwise very realistic and visually presentable powerplant/engine compartment is overshadowed by those ghastly hinges.

This Dover White, Naples Orange and black tri-tone DM 1956 Packard Caribbean convertible (also seen on the previous page) is an amazingly accurate depiction of what many feel represents the last "real" Packard. This rear view shows off the up top, which has a nice textured canvas feel to it. The "one up and one down" antenna treatment is not a mistake… they are fully functional!

Danbury Mint's Packard is as nice as it gets, representing a mid-'50s luxury ride, the colorful Caribbean. If it's near-endless details you're after, the question is where do we start? Prototypical hood, deck and door hinges, adjustable sun visors, seats and dual antennas, and removable/reversible seat cushions for starters, and correctly articulated doors. And did I mention the opening gas filler door?



Though they're hard to see black against black, trust me, these to-scale fully functional hood hinges bring a level of reality to this Caribbean like nothing I've seen earlier.



Other than mandatory embossing and trade stickers, you'd be hard pressed to find a factory-built model of anything in this price range with this level of realistic detailing. Brake and fuel lines, along with a complete emergency brake system, bring about as much realism as the budget will allow.

Plastic kits of these two are about as likely as flying pigs. So until then, this will be my route to satisfy my affection for the last real Packard Caribbeans in scale. The 1956 Danbury Mint (left) vs. the 1955 Franklin Mint (right).

From any angle, the last "real" Packard Caribbeans are still two of my favorite '50s luxury cruisers. Both Franklin Mint (left) and Danbury Mint (right) have captured the shapes, proportions and essence to satisfy my P.C. sweet tooth.

When it's all said and done, I'd still like to see a '55-56 Packard plastic kit on my workbench. But since that's getting more and more unlikely with each passing year, I'll continue taking great pride in adding models like this to my collection. My only regret is that it's possible some nameless Chinese teen or grandma builds a better model than me; and they do it every day without losing parts, screwing up a two-tone paint job or losing their temper saying things my late mother would have surely washed my mouth out with soap for!

Sources:

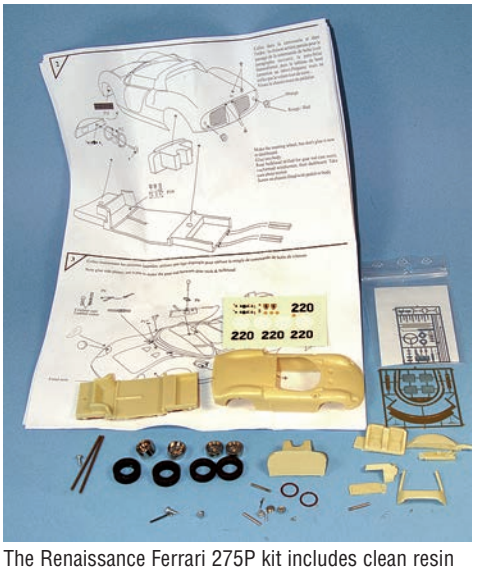
Danbury Mint: **www.danburymint.com/diecast** Franklin Mint: **www.franklinmint.com/diecast-model-cars.html**

The Final Ferrari

Building the Renaissance Ferrari 275P

by Wayne Moyer

Enzo Ferrari was dragged kicking and screaming into the world of rear-engine racing cars by Cooper, Lotus, and other small British race car builders. His first rear-engine racer, the 156, was an immediate winner in Formula One, primarily because its engine was much better than the converted water-pump engines and similar "boat anchors" available in England. The first rear-engine sports-racer, the 1962 246SP, was much less successful but by 1963 Ferrari engineers had designed a much-improved chassis which, when powered by the classic Testa Rossa three-liter V-8, became the 250P in Ferrari-speak. Divide the displacement (3000 cubic centimeters) by the number of cylinders (12) and you get 250 cc per cylinder, which combined with its purpose (Prototype racing) provided the 250P designation. Simple, except that Enzo changed the rules any time it suited him!



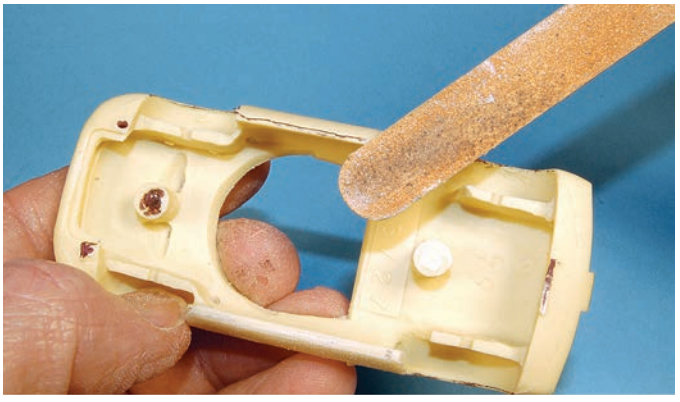
The Renaissance Ferrari 275P kit includes clean resin castings, machined metal parts, brass and chrome photoetched pieces, fully assembled wire wheels and four pages of instructions.

The 250P dominated endurance racing during 1963, winning both LeMans and the Championship. Worried about the speed shown by the Ford GTs in testing, Ferrari increased the engine size to 3.3 liters to create the 275P for 1964. Just to make things more difficult for historians and modelers, he also built a four-liter version, the 330P. Since the differences between the '63 and '64 bodies were very minor and Ferrari dropped new engines into older cars without any means of telling just what was under the rear deck, 250P, 275P, and 330P models are exceptionally difficult to identify correctly. The Fords were fast in practice but didn't last long, so Ferraris filled the first three places (a Cobra was fourth) at LeMans and won the Championship yet again. Stung by Shelby's GT class win at LeMans, Ferrari added a fixed roof to the 275P body and called it the "250LM" (even though its displacement was still 3.3 liters) in an attempt to homologate it for GT racing. He'd pulled that stunt a couple of years before with the GTO (Ferrari "promised" to build enough for homologation but never came close) but the Shelby wasn't about to let the FIA fall for that again. Miffed because the FIA wouldn't accept his promise (and facing an even bigger Shelby threat in GT racing) Ferrari retired from sports car racing in 1965, but somehow several 250LM's, 275P's and 330P's found their way into private hands and a 250LM, driven by Gregory and Rindt as the North American Racing Team entry (complete with mechanics who spoke only Italian) recorded Ferrari's ninth and final overall win at LeMans. Has it really been 42 years since the last Ferrari win?

Although there were several kits and models of the 250P, 275P and 330P in the good old days of 1/43 scale modeling, there were only a couple of the 1964 winner, and those have become extremely difficult to find. The #20 Guichet/Vaccarella 275P has been a very conspicuous hole in my collection of LeMans winners, but that hole is now filled very nicely by this Renaissance 1/43 scale multi-medium kit.

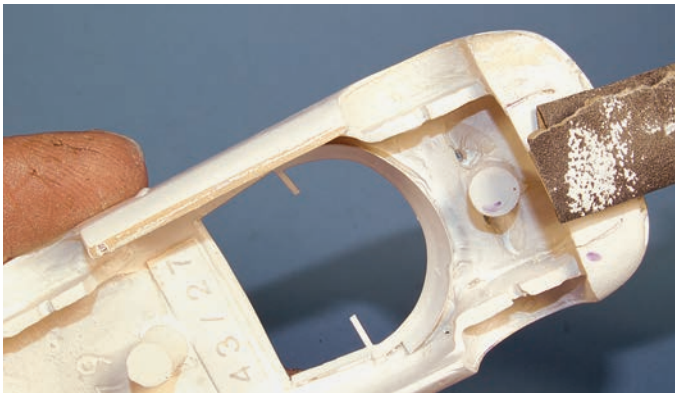
By my count there are 95 parts, of which 13 are resin, 49 are photoetched, with four excellent pre-assembled wire wheels with authentic narrow rubber tires, and 20 machined metal pieces along with axles, screws and other miscellaneous bits. The four pages of instructions include four exploded view assembly steps, complete painting information, numbered diagrams of the photoetched trees, and a four-view drawing for decal placement. There are many good references; I've listed the most useful in no particular order at the end of this feature.

I began by cleaning the resin castings with my favorite tool, an ordinary emery board. There were a couple of large feed tags inside the body, small mold lines on the lower edges, and ragged edges, all highlighted here in black.



The instructions say to shape the brass windshield frame and glue it to the body before painting. I expected to have a problem with that but the photoetched part was soft and malleable and I was able to shape it to fit easily. After gluing the other parts of the windshield frame, rear vents, and lower nose panel to the body I soaked everything in warm water and dishwashing detergent for an hour, then scrubbed the parts with an old toothbrush and let them dry overnight.

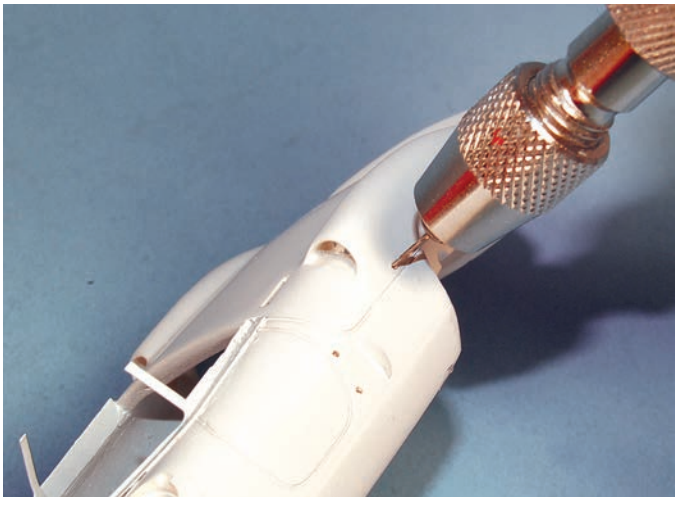
I wanted a fairly bright red, so I sprayed on a coat of Tamiya white primer instead of my usual gray automotive lacquer primer. It went on well but doesn't have the filling properties of the thicker automotive primer, and showed several minor surface blemishes. Don't fill the seam under the nose, since Renaissance says that's a panel line.



The first primer coat showed a few uneven spots under the nose. Don't fill that panel line, though.

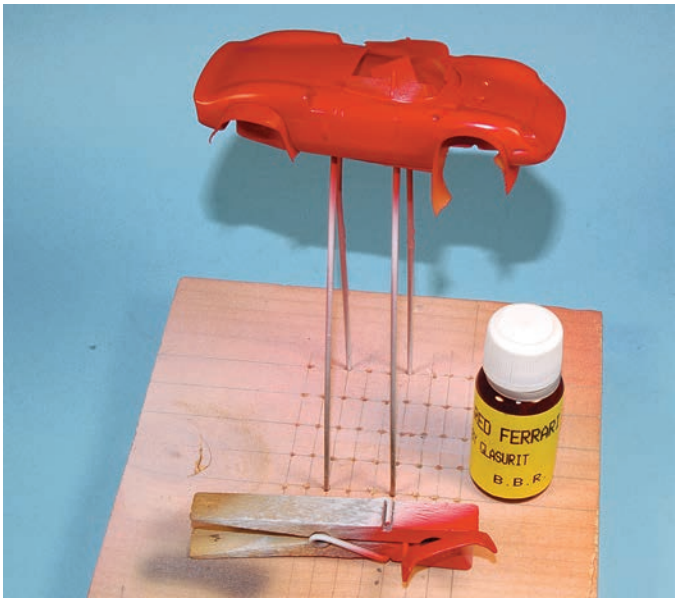
One of the hood vents had a hole that I filled with thick super glue, but all the other blemishes were eliminated by simply sanding the area down to bare resin and spraying another coat of primer. No filler or putty was needed. The last step before painting was to drill out the holes for the number lights and panel latch handles with a 0.6 millimeter bit and pin vise. Don't use a power tool for this job!

My body shell had a chip missing from the lip of a hood vent that I filled with superglue. A small chip of excess resin might have worked better. Small blemishes are easily filled by sanding the area down to bare resin, leaving primer in the blemish.



Drill out all the holes for the number lights and photoetched latches before painting the body. Dry-fit the lights to make sure the hole is deep enough.

Race cars of this period had bare metal inner panels and unpainted chassis, and Ferraris were no exception. I sprayed the inside of the body shell, both sides of the baseplate, rear bulkhead, and instrument panel with Tamiya Flat Aluminum and picked out the relief-molded chassis tubes with Model Master Steel for contrast. When that was dry I masked the interior and mounted the body shell on a wood-and-wire spray stand for the color coats. I'd purchased the kit from Grand Prix Models and they also sell BBR Original Ferrari Red paint, VER 02. I'm not exactly sure what it is, but it went on smoother and glossier than most paints I use. It also showed that my white primer coat wasn't as smooth as I'd thought, so after a couple of coats I sanded the body with 3200-grit cloth and a medium sanding stick before spraying on a couple more thinned coats. The result was a smooth and very realistic gloss that looked right for the period, so instead of clear-coating the body I just applied the simple, accurate decals and waxed the body.



After painting and masking the interior, I mounted the body on a home-made spray stand. That makes it a lot easier to turn and twist the body while spraying paint. Speaking of paint, the BBR Ferrari Red is excellent stuff!

My primer coat wasn't as smooth as it should have been, so after a couple of color coats I sanded the body again.

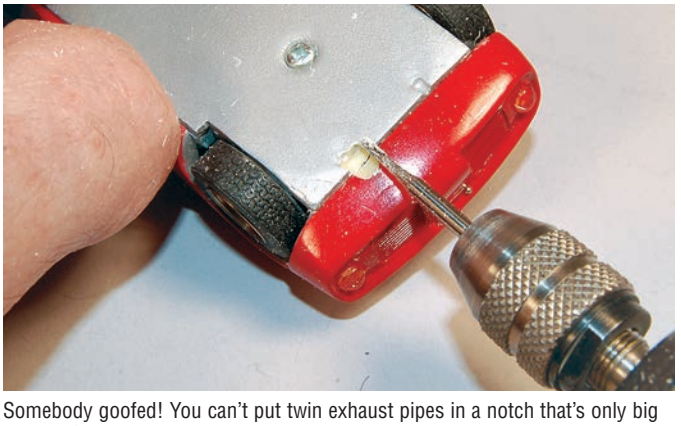
The edges of the vacu-formed windshield and headlight covers were indistinct and hard to see unless the light was just right, so cutting them to shape was a slow process. They are thin and especially clear, and once they're cut to shape they *do* fit well. A spare for each is provided if you make a mistake. I used my old standby, Krystal Klear, to glue the windshield in place.

Krystal Klear is an excellent adhesive for attaching clear parts. When carefully cut to shape, the windshield fits very well.

I got a big surprise, though, when I tried to fit the machined headlights and the headlight covers–the metal light rims were too large and stuck up above the body. Fortunately my 40-year collection of aftermarket parts included some turned 4.5 millimeter rims and jeweled lenses that fit properly and looked better than the original all-metal parts. The only alternative would have been to email Renaissance to ask for the proper lights.

My kit had the wrong headlight buckets–they stuck up well above the body. If you don't have a good selection of spares, check your kit carefully before you start.

My next discovery was that there were no taillights in my kit (parts box again) so perhaps my kit got the wrong parts bag. There are four chrome-plated exhaust tips as there should be, but the notch in the lower rear body panel is only big enough for one pipe on each side. After checking photos to be sure four pipes were correct (that's what the instructions showed) I used a Dremel tool to make the notch wider. Having been forewarned, you should do this before the body is painted!



Somebody goofed! You can't put twin exhaust pipes in a notch that's only big enough for one.

Some good color photos of a restored 250P show that the upper top of the instrument panel is flat black while the panel itself is bare aluminum. The kit instrument decals match those photos very well. All other major parts went together well, although I did enlarge the slots for the axles a bit to make sure the model would sit with all four tires on the ground. The only white-metal parts are the fuel filler caps, which were bare aluminum on the real car, so I polished them gently with steel wool before dropping them into their recess. I whittled a toothpick to a very fine point and used that to apply a tiny drop of thick slow-drying Hot Stuff Super T cyanoacrylate glue to the hole before fitting the number lights and body latch handles in place. Tiny is the operative word here. I used a new glue avail-

able from Grand Prix, Bison Glue, to attach the thin photoetched chrome side strips. It's a one-surface contact cement that tacks up quickly and has the advantage that any excess can be cleaned off of painted surfaces without damaging the finish.

Buffing the white-metal gas caps with fine steel wool gives you a very realistic representation of the unpolished aluminum caps.

I used a very pointed toothpick to apply minute amounts of thick slow-drying Hot Stuff Super T in the holes for the number lights.

My finished model matches all the reference photos very well. Things like the photoetched rear panel vents, chrome tube exhausts, and excellent wire wheels add a lot of in-scale realism, as do the two-piece photoetched hood and deck retaining straps and molding around the windshield.

It takes a steady hand to glue the photoetched side trim to the body; it's got to be right the first time! I had to add taillights from my parts bin. Photoetched louvers and chrome pipes with indented tips add realism to the rear view; those wire wheels help, too.

All the retaining straps are made from two photoetched pieces and the tiny latches have lightening holes in them. I didn't see seat belts in any photos.

The built-up wood-rim steering wheel looks especially good, but photos show the instrument panel and shifter gate are accurate, too.

The three-part brown resin and photoetched chrome steering wheel is especially realistic and there's even a tiny Prancing Horse decal for the hub. Dimensions are right on 1/43 scale as well. The current exchange rate puts this kit at around $100, but aside from the light problem, you get all you need to make an accurate and very realistic model of the first Ferrari to ever beat a Ford.

References:

Ferraris at Le Mans
Dominique Pascal, Haynes Publishing, 1986
ISBN 0 85429 492 9

Ferrari, The Man and His Machines
Peter Lyons, Publications International, 1989
ISBN 0 88176 526 0

Supercars In Profile No. 3, Ferrari "P" Series
Nathan Beehl, Sapphire Publications Ltd
ISBN 0 947973 028

Sources:

Renaissance Ferrari 275P 63/64, Kit 43/27

BBR VER 02 "Original Ferrari Red" Paint and Bison Glue

Grand Prix Models
4 Thorpe Close, Thorpe Way, Banbury
Oxfordshire, United Kingdom OX16 4SW
www.grandprixmodels.co.uk
Tel: (+44) 01295 278070

We Build and Review

THE NEW MOEBIUS HUDSON HORNET

I just finished building a brand-new 1953 Hudson Hornet 1/25 scale plastic model kit. Pardon me while I pinch myself. OUCH! That hurt! Hey… I really *did* just build a '53 Hudson Hornet *plastic model kit*. And here I thought maybe it was all just wishful thinking!

During the 1960s I owned and drove four step-down Hudsons: a '51 Hornet, '52 and '53 Hornets with Twin H Power, and a '54 Super Wasp two-door. As a poor college kid and later scraping by as a newlywed, I got to know my Hudsons pretty well. Yes, I did work on them. I fixed things. I serviced them. I kept them looking sharp, and I often longed for a plastic model kit of any description of a step-down Hornet.

After fifty years, though I still build a model or two, I long ago gave up any hope of a Hornet kit. I was puttering along that way until a couple of years ago when Dave Metzner flagged me down at iHobby and asked if I'd heard Moebius was ginning up to do a Hudson Hornet plastic kit. Shazam! You could have knocked me over with a feather, as they say. At that point Metzner had my complete and undivided attention.

With that said, I have a confession to make. The new Moebius '53 Hornet kit instruction sheet has my name on it, among other folks like Art Anderson and John Mueller. Early on, Dave Metzner asked me to be part of the team who would tweak, critique, and help guide this first effort from a brand-new model car company (Moebius) who was getting into this part of the kit business for the first time.

Dave knew I'd owned/driven Hudsons for years, and that I knew these cars pretty well. He was aware I retained an abiding love for the step-down Hudsons. I was flattered to be asked to be part of this small group that would work together to keep

The box of Moebius' new '53 Hudson Hornet kit features the work of noted automotive artist and modeler Sean Svendson.

By Bill Coulter and Len Carsner

Models by Bill Coulter, Len Carsner and Sean Svendson

this project on target. My involvement with this project was done with a single purpose… to make absolutely sure this Hornet kit was the best that it could be.

Actually, I've been as excited as a kid with a new toy. Having owned, driven, worked on and loved these cars, and being a model car builder, I'm thrilled that something I had given up on years ago is now a reality.

I've worked on projects for other kit manufacturers in the past, but never before was my involvement mentioned publicly. I have no problem being objective in reviewing this kit or any other one. I've always been able to separate one part of the process from the other. But my objective here will be to build a '53 Hornet kit, and leave the commentary to Len Carsner. Okay, let's get down to the business of building, and in the process reviewing, the brand-new Moebius 1953 Hudson Hornet two-door coupe kit.

Take it way, Len.

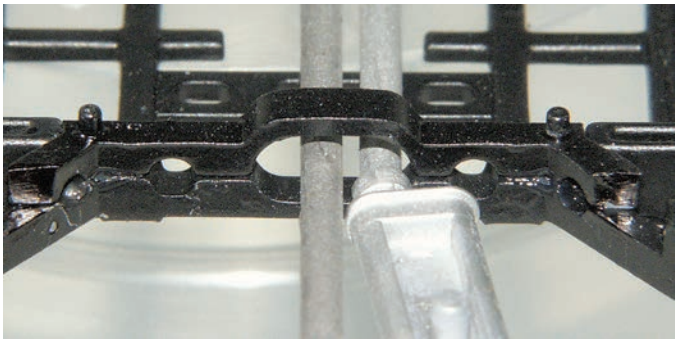
Len: By the time I was born the merger of Hudson with Nash had already taken place, and shortly after my second birthday the last Hudson rolled off the assembly line. I never had the opportunity to be as closely involved with Hudson cars as Bill did, so my knowledge of them comes mainly from books and museums. But, I think that puts me in a good position to be objective about this kit–I'm grading it on its merits as a model, not for its subject matter.

With that being said let's take a look at what many feel is the most highly anticipated kit in years.

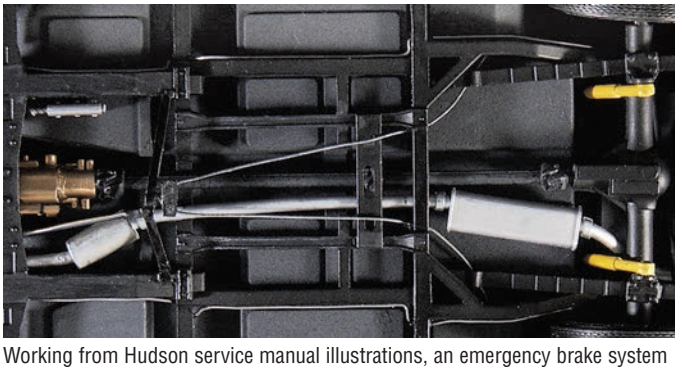
We're starting from the bottom up with the new Hornet. Thankfully, the subframe and floor pan are separate pieces making it a cinch to paint the subframe semi-gloss black and the floor pan Testors Panzer Gray. Then the gas tank was brush painted with Testors Aluminum Plate Metalizer.

A simple means to paint tailpipes, resonator, and muffler separate colors is to apply Stainless Steel Metalizer to the assembly. Once dry, cover the pipes with sections of Post-It notes and then paint the remaining parts as shown.

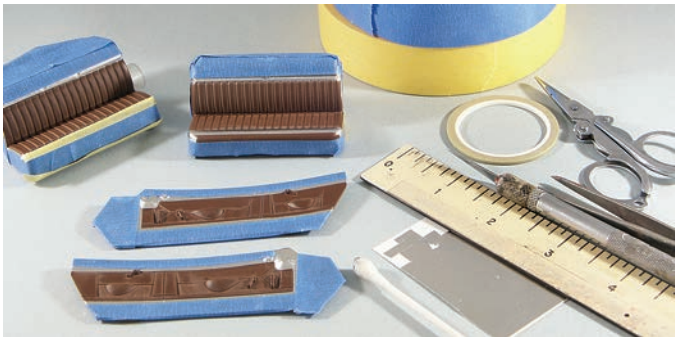
For simplicity the chassis colors/shades are kept to a minimum. When installing Part No. 29 (upper rear crossmember) give thought to when the exhaust system is installed. Once #29 in glued in place, getting the resonator or muffler worked through the reduced opening in the frame can be a challenge.



Here's a closeup of the exhaust and drive shaft with the crossmember in place.



Working from Hudson service manual illustrations, an emergency brake system was constructed, and using .022" diameter solid core solder wire, both fuel and brakes lines were plumbed up on Bill's Hornet chassis.



The instructions identify a number of interior colors and treatments. In this case a light/dark leather look was selected. A base coat of Testors Leather was first applied to all the interior pieces. Once thoroughly dry, a combination of Bare-Metal Foil and painter's tape was used to mask for the second color.

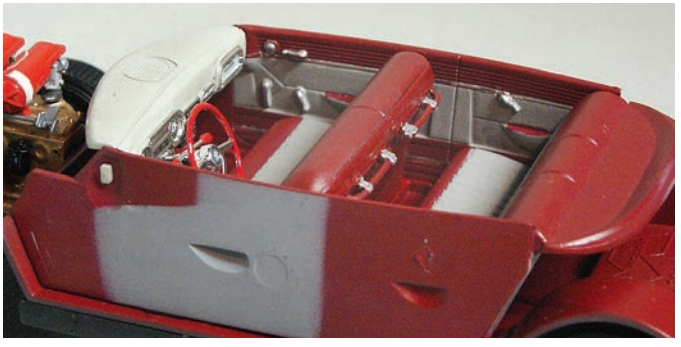
After masking, Testors Light Tan was applied to the exposed areas, additional detail painting was done and foil was applied to the interior brightwork.

Interior decals such as dashboard instrument faces and the crest on the steering wheel hub were applied before the dash, seats, and side door panels were glued into place.

We recommend test-fitting the component parts to the Hornet's platform interior. It's always best to find any fit issues ***before*** parts are permanently glued in place.

Model Car Garage photoetched hardware was combined with lengths of masking tape painted flat black to provide a front seat safety belt set. Bill says though not standard equipment back in that era, many owners did so equip their Hudson Hornets.

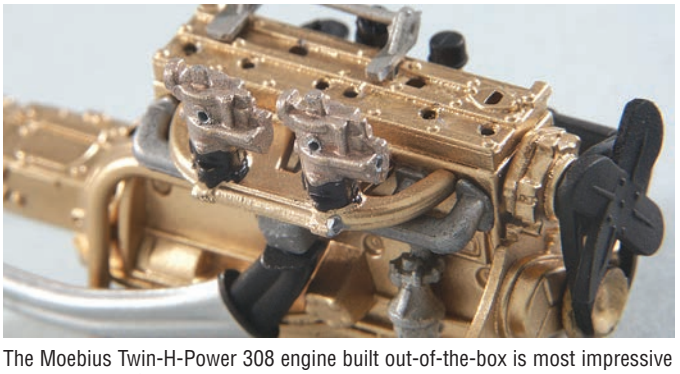
Here we see the tasteful two-tone interior from Sean Svendson's box art Hornet build. Note that Sean has picked up on the interior two-tone colors to create a theme.



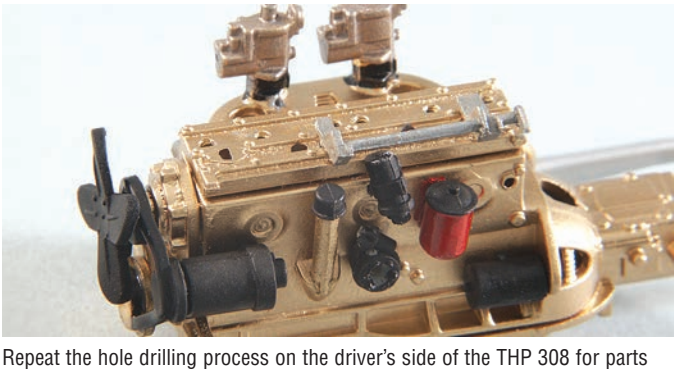
I chose a burgundy with gray insert design for my Hudson interior. It goes well with the exterior color scheme I'd planned.

If you'd like to add more interior detailing, consider Scale Motorsports upholstery pattern decals. Their line contains a wide variety of patterns and colors to fit just about every 1950s era need.

Once the 308 engine was assembled, prepped and primed, Bill applied Testors Gold Metallic to the cylinder head, intake manifold, block, pan and transmission. Testors Guards Red was used on the Twin-H-Power dual air cleaners. A toothpick inserted into the tranny tail shaft makes handling this assembly convenient.

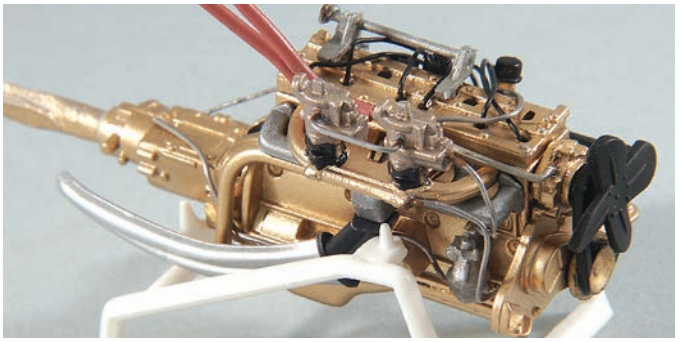


The Moebius Twin-H-Power 308 engine built out-of-the-box is most impressive but it just begs for additional detailing. Use a small diameter drill bit to open up holes for spark plug wiring, fuel lines to and from the carbs and fuel pump, etc.

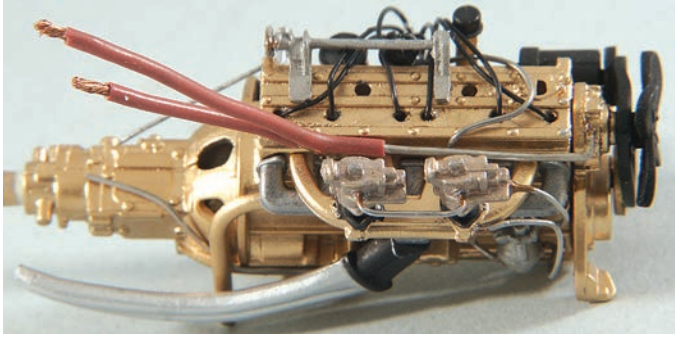


Repeat the hole drilling process on the driver's side of the THP 308 for parts like the coil, distributor, vacuum advance, and starter.

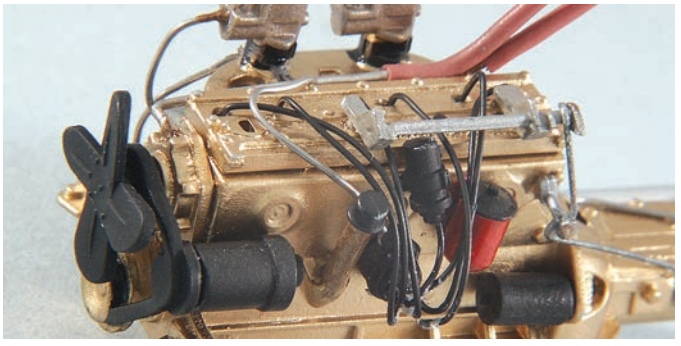
Once all the proper holes have been drilled, coated spark plug wires (Detail Master) and fuel lines (Radio Shack .022" diameter solder wire) were run to various components per 1:1 references.



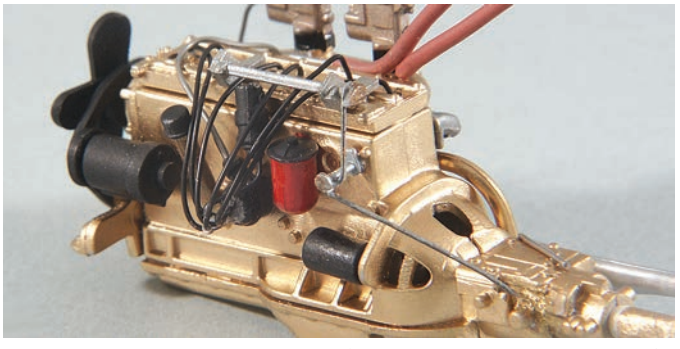
Hudson heater hoses were unique. To represent them, a length of copper wire was run from atop the water pump to near the rear carb.



The return line was also made from copper wire and is located near the next to last spark plug on the right side of the cylinder head. The copper wire was combined at that point with coated electrical wire to be inserted in pre-drilled holes on the passenger's side of the firewall.



A single wire is run from the vacuum advance (at 11 o'clock on the distributor) to the base of the front carb as seen here.



Throttle linkage parts No. 88 and 98 are further enhanced with the addition of short lengths of straight steel wire on Bill's 308.

This shot of the engine compartment of Sean Svendson's Hornet was taken just before all the engine and underhood factory decals were applied in their proper locations as noted in the instructions.

Bill was looking for something over-the-counter that somewhat represented the factory Surf Green color; Testors Fifties Aqua was a close match. He lined up all the parts getting a common color and shot them at the same time. Don't forget the gas filler flap!

Once the aqua was thoroughly dry, Bill masked off the rest of the body and applied a few coats of Testors Light Yellow bottle paint to the top. A make-up brush is great for keeping surfaces free of debris. Polly S Plastic Prep is also recommended for wiping down surfaces before painting.

After a light polishing using #6000, #8000, and #12000 wet/dry sandpaper and white polish, a light application of Pledge will not only clean things up but allow you to see just how nice the finish is on your model.

The first areas to receive Bare-Metal Foil were the extensive rocker moldings on both sides of Bill's Hornet. To get that brushed metal look in the crevices, brush on Polly S clear flat bottle paint. Any excess can be removed from the raised ribs by wiping them off

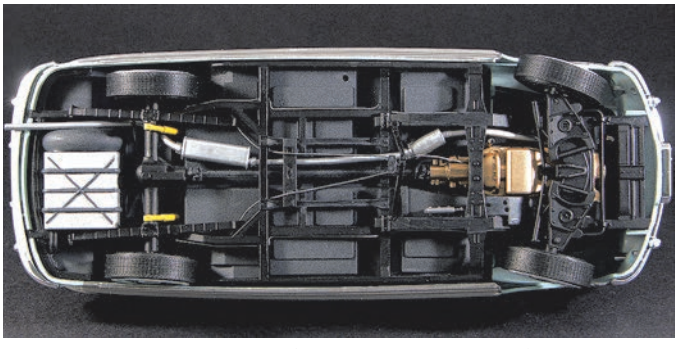
Once the polishing and foil work is completed, Fantastik cleaner works great for removing any grime and residue. Using a no-lotion facial tissue, apply the liquid cleaner working in and around all the areas where foil is present. Finally, a few generous coats of Pledge furniture wax will bring the shine to its peak.

Don't forget to paint the headliner in a corresponding color to match your interior color choices before installing the sun visors, dome light and windows. Pick a color that works with your chosen interior color scheme.

Testors Aircraft Interior Black was used to brush paint the underhood, inner fender, and front bulkhead surfaces.

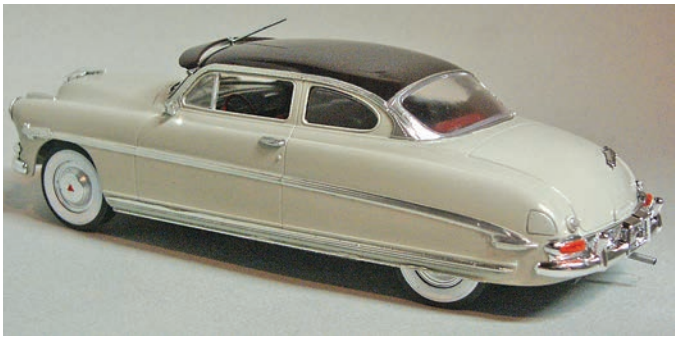
Using coated light-gauge electrical wire, Bill made simple connections between the battery, solenoid, voltage regulator, and general ignition system. Here, a Firestone decal was added to the side of the six-volt battery.

The perimeter of each rim was treated to a light coat of body color paint. A dab of paint on a small diameter brush was positioned horizontally and slowly applied along the outside edge of each wheel. The triangle in the center of each hubcap was colored with a fine point red Pilot rolling ball drafting pen.



Whether you build the underside of your Hudson Hornet out-of-the-box or with additional detail, based on all the reference materials we've consulted, Moebius got it right, and this kit's level of basic detail is a great canvas for making your own detailing statement.

As for my car, there's nothing fancy going on here. Just a box stock build with no add-ons.



I chose the dark burgundy over gray to replicate an original factory color combination. The optional windshield visor is a neat addition.

Moebius' Hornet lends itself to major or minor mods. Spotlights, lake pipes and a different wheel/tire treatment can do the job. A smooth hood is the result of not installing the hood ornament (removing the fender ornaments before painting would improve the image).

Though not done specifically for the Moebius Hornet, Parts by Parks gives you choices of beauty rings, and dog dish/baby moon caps to help set the style.

Whether posed with hood up or hood in the closed position, the new Moebius 1953 Hudson Hornet coupe looks every bit the spitting image of this iconic old-school performer from bygone days. Certainly, Moebius' entry in the model car kit wars is to be applauded as a fine first effort.

Sean Svendson's the guy who started it all. This talented designer and builder got the privilege of building the very first Moebius '53 Hornet for the box art from an early test shot. Sean points out that since that time the final production version of the kit includes numerous improvements and refinements.

And the hits just keep on coming, as the old adage goes! Next up for the Moebius Hornet tooling is the Model King's future release of this legendary championship-winning car driven by the late Tim Flock to the Grand National title in 1952.

The new Moebius Hudson is a beautifully engineered kit and includes everything you need to build a correct, factory-stock Hornet, including a set of nice period-correct wide whitewall tires.

Pros:

- *Great nostalgic box art*
- *Great four-color instruction sheet with factory paint callouts*
- *Great detail painting guide with suggested colors*
- *High level of detail and accuracy*
- *Very good fit and alignment*
- *Individually bagged components–tires, decals, clear parts, etc.*
- *Tampo-printed WSW tires*
- *Separate floor pan/uni-body sub-frame*

Cons:

- *Twin-H-Power air cleaner decals (no white background)*
- *Some enlargement of mounting hole diameters necessary*
- *Sink mark in back of hood*

Things we would have liked to see:

- *Separate door handles*
- *Separate bumper guards*
- *Side door glass*
- *Two hoods (one with hardware, one without)*

The release of Moebius' 1953 Hudson Hornet is significant on several points:

1. It's nice to have something new and totally off-the-wall when it comes to new releases. A new subject from the fifties that's not a Chevy? Who would have thought?

2. The amount of detail and the attention to fidelity to the original car is nearly unprecedented in our hobby, especially in plastic kits in this price range.

3. Moebius allowed the public to view the development of this kit as it progressed, opening themselves to public scrutiny and criticisms. Some comments were helpful, others weren't, but all were read and noted. I'm not sure I've ever seen a manufacturer welcome such a level of public involvement during a kit's development.

I know there are other reasons, but rather than get long-winded I'll just let you find out for yourselves. Moebius has given us the kind of model we have been asking for–now it's time for us to do our part. They deserve our support for their efforts. Personally, I am in awe of this model and can't wait to start my next one.

–Len Carsner

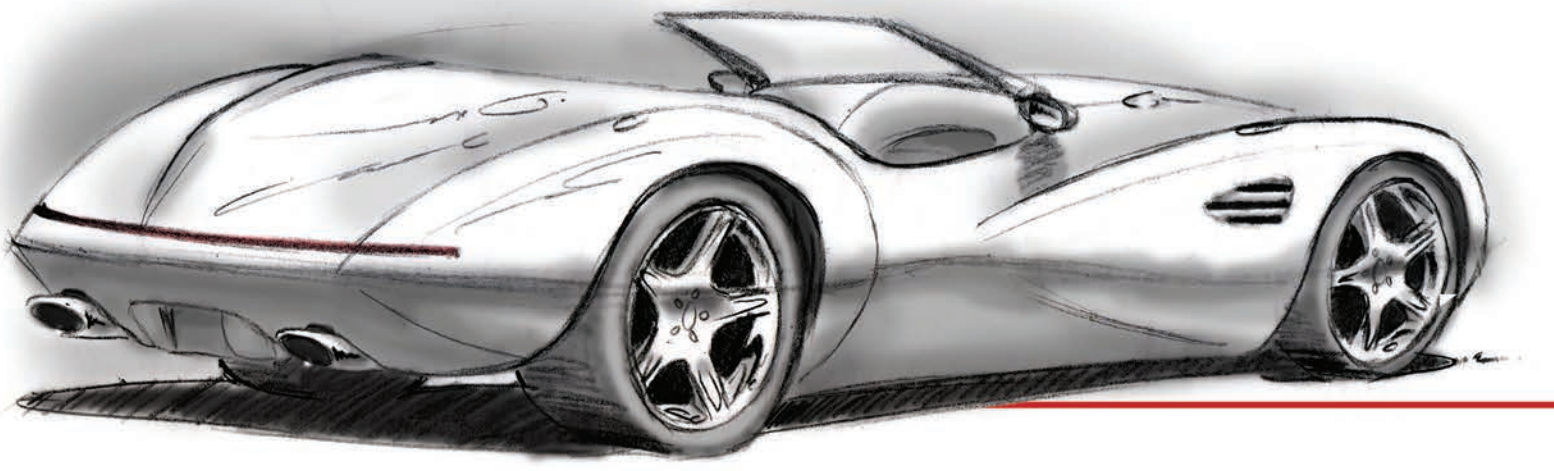
sketch pad

with Mike Lomaka

Concept cars are great not only for some really good design studies, but also for some great custom parts. Who hasn't bought a Dodge Sidewinder and used the wheels and tires on one kit, and the engine in another? I thought I would throw some ideas out involving a couple of concept cars. Not just some ideas of what to do with those left-over parts, but also ideas to make a concept car that I have not seen in kit form.

Even if you just perform an easy modification, like chopping the roof off the Chrysler Atlantic and putting the wheels and tires from the Sidewinder kit on it and call it the "Pacific," like the sketch below, concept cars can provide a great base for some cool customs.

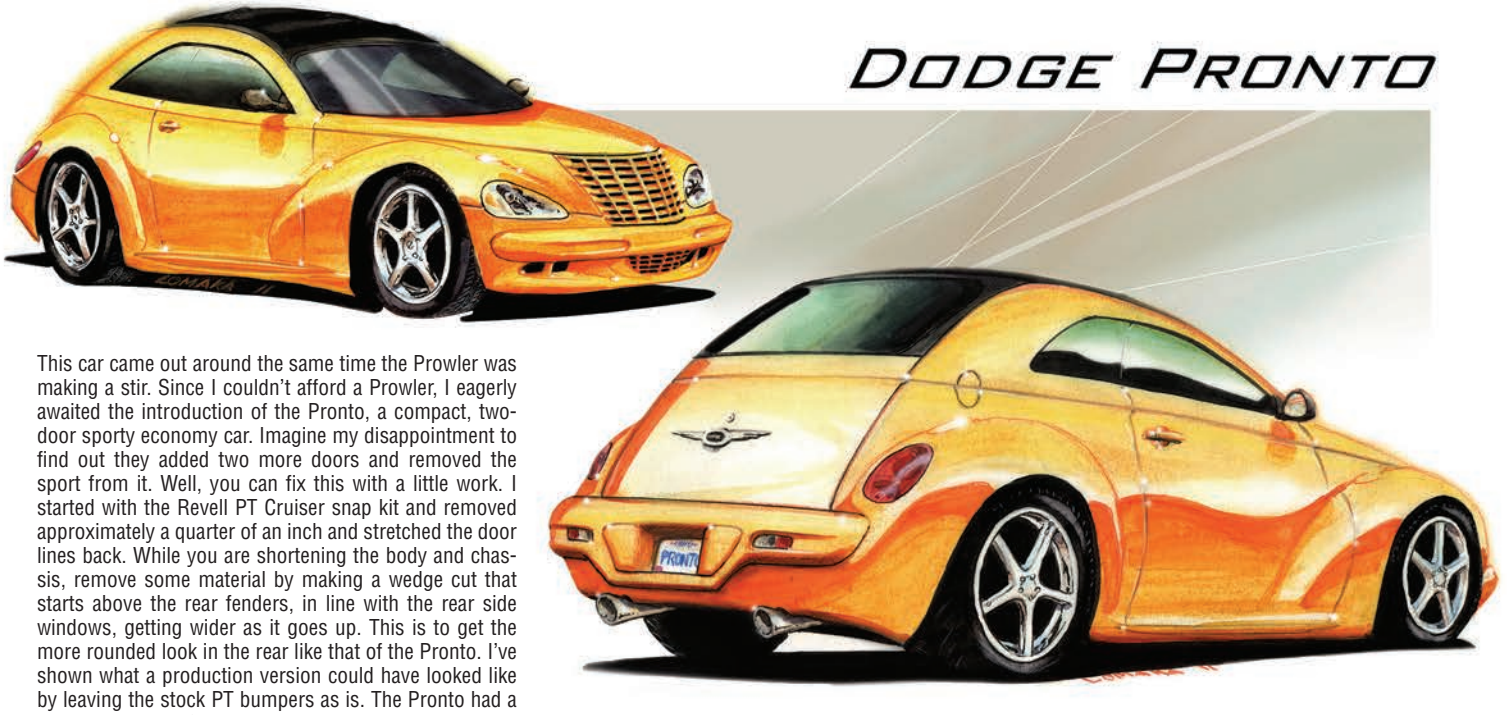
Chrysler Pacific



F100 Winder

I am surprised no one has done this yet. Am I the only one who sees the similarity between the front of the Dodge Sidewinder and a Ford F-100? If you fill some of the holes from the grille and headlights, you can cut a new opening and put one of many different styles of F-100 grilles into the new opening. I replaced the stock headlights with some bigger units out of the Revell/Monogram '32 ford. I went with a low tech, almost rat rod-style flat black paint with the wheels from the Dark Force kit. Simple red will make the retro looking interior look at home. I even put some older style box tail lights on it for effect. I did have the idea (after I drew this) of using the roof from a Ford Lightning to make a non-convertible version.

Dodge Pronto



This car came out around the same time the Prowler was making a stir. Since I couldn't afford a Prowler, I eagerly awaited the introduction of the Pronto, a compact, two-door sporty economy car. Imagine my disappointment to find out they added two more doors and removed the sport from it. Well, you can fix this with a little work. I started with the Revell PT Cruiser snap kit and removed approximately a quarter of an inch and stretched the door lines back. While you are shortening the body and chassis, remove some material by making a wedge cut that starts above the rear fenders, in line with the rear side windows, getting wider as it goes up. This is to get the more rounded look in the rear like that of the Pronto. I've shown what a production version could have looked like by leaving the stock PT bumpers as is. The Pronto had a cloth rollback roof, which I thought would be cool, so I painted the top like the original to help with the effect.

Concept Cars

CopBlur

This one is really quite simple. I actually got this idea while looking at the leftover parts from several kits I happened to have laying around. The top of the front section is a separate piece from the AMT Copperhead body. That made it easy to put it on the AMT Ram Blur kit to see how it looked. After seeing that, I finished cutting out the rest of the top of the car which enabled the windshield and interior to fit as well. It went together easier than I thought. I went ahead and added a stripe in the side panel (along with an engine call out) along with the flat black on the hood and dual red stripes on the front, put some wheels that I believe are also from a snap kit, lowered it down and called it done.

NASCAR 2010 CHEVROLET IMPALA
AMT #AMT739

VERSIONS: Racing
MOLDED COLORS: White, Black, Clear, Chrome Plated
SCALE: 1/25
MSRP: $19.98 USD
MODIFIED REISSUE

ENGINE: None. This is a curbside model.

CHASSIS: The chassis comes in two sections–the basic chassis frame, including the transmission, driveshaft, and rear suspension, and the floorboards, including the engine lowers and fuel tank. The front suspension lowers are simplified and snap onto the front section. Exhaust pipes and driveshaft shield are separate components, as are the radiator and fan shroud. It's highly simplified (after all, it *is* a snap kit), but the scope for extra detailing is definitely there.

WHEELS AND TIRES: Eight-slot black wheels with pad-printed silver hubs and lug nuts mount on all new slick tires with pad-printed yellow GOODYEAR EAGLE lettering.

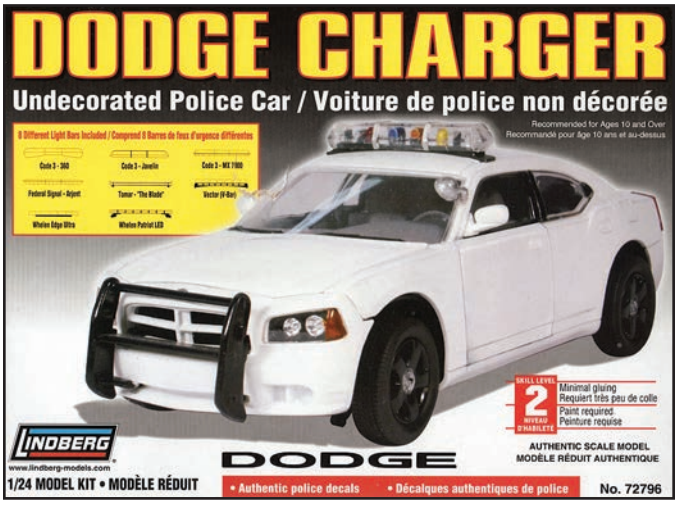
INTERIOR: The interior shell is a platform type that has the pedals molded in place. The sculpted seat unit has molded-in belt and harness detail. As for the requisite roll cage, it's a three-piece unit that must be carefully aligned or it will be totally out of proportion. The driver's side window netting is way out of scale and begs for an aftermarket replacement. The dash has pad-printed instrument detail and a two-piece steering wheel and column. At the rear are four upper and lower hose units that look very realistic.

BODY: The contours of the Chevy COT (Car of Tomorrow) have been captured well here by Round2's engineers. There is practically no trace of mold lines on the one-piece body, so cleanup will be minimal. You have the option of a one-piece "big wing" or a two-piece spoiler and mandatory body extenders. Separate from the body are the fascia lowers and body filler panel for the front. The one-piece clear window unit has pad printed blackened areas and silver fastener detail.

DECALS: A fictitious AUTO WORLD sponsored car (a trademark that Round2 now owns) is featured on the sheet. Elements include red/black/white lower body striping and "53" numbers, five AUTO WORLD logos, including one large one, two black AUTOWORLDSTORE.COM logos and a red one for the spoiler, one black AUTO WORLD car logo, four blocks of sponsor decals, two yellow GOODYEAR logos curved to fit the wheel arches, two SUNOCO logos, eight small hood arrows, Chevy bowties in black or white, headlights, taillights, grille sections, IMPALA block lettering in black or white, and two small signatures for the roof that upon closer inspection say Thomas E. Lowe–he's the President and CEO of Round2! Interesting is that the sheet has a matte finish, almost flat versus glossy.

COMMENTS: *Releasing a no-name NASCAR kit is not anything new: Revell-Monogram first did it back in the 1990s, then AMT did it in their pre-RC2 days (the original Pro Shop series), and now we come full circle with this latest offering. Purists will want to bash this kit for lack of correct detail here and there, but keep in mind, it's a Snap Kit first, designed for younger audiences. The dedicated modelers among us will correct the idiosyncrasies and add additional detail, and turn to the aftermarket for what seems to be a plethora of decals to adorn this kit for one's favorite driver(s). The inclusion of the Auto World decal scheme is a nice plus, though why Round2 went with a matte-finish decal sheet for a glossy paint job is beyond me. In any event, kudos to Round2 for addressing the NASCAR faithful with this well done issue. Now, any chance of seeing any of the other COT cars in the line?*

DODGE CHARGER UNDECORATED POLICE CAR
Lindberg #72796



VERSIONS: Stock (see text), Police
MOLDED COLORS: White, Clear, Chrome Plated
SCALE: 1/24
MSRP: $25.98 USD
MODIFIED REISSUE

ENGINE: The thirty piece (that's right, 30 pieces!) 5.7 liter Hemi is very nicely done indeed. If it could have been molded separate it *was* molded separate. Of special note are the delicately molded fuel rails, the separate plug coil units, and the separate oil stick (now when was the last time you saw one of *those* in a kit!)? If you look closely at the parts trees, you'll see what the instruction sheet does *not* show you: that all the parts to make the SRT8's 6.1 liter bruiser are there, holdovers from the SRT Super Bee kit! Nice to have an option, eh? In any case, some extra detail time, both painting and plumbing, will not only make this mill stand out, but make it contest winner material.

CHASSIS: The basic chassis pan unit has both front and rear inner fenders/wheelwells molded in place, and is very well engraved. The obligatory (for this day and age) copyright notice is molded to a raised panel and can be easily sanded off. The front suspension is a seven piece assembly with separate three-piece (!) sway bar, and at the rear is a nine-piece independent rear suspension that will require you to take your sweet time assembling it. The exhaust system is a five-piece affair with drilled tips, and get this–the contoured heat shielding are not molded to the chassis but are separate pieces–five to be

exact. Won't *that* help with detail painting! The underhood area is well-stocked, with a five-piece radiator/fan assembly, and separate fuse holder, washer reservoir neck, regulator, anti-lock brake module, and shock tower covers.

WHEELS AND TIRES: In the box are three (yes, *three*) different sets of Charger wheels: chromed R/T, chromed SRT8, and unplated stamped steel style cop car wheels with separate chrome dog dish hubcaps. Of course, only the third choice is right for a police vehicle, but I'm sure you can find some use for those chrome Mopar mags! Tires are four low profile no-name black vinyl moldings, and these feature a very believable tread pattern.

INTERIOR: The base interior is platform-type–no components or detail is molded to the pan itself. Side panels are nicely engraved and have separate front and rear armrests–another nice touch. Front bucket seats are two-piece affairs with separate–get this–seat belt retainers! The new rear seat with built in restraints is not the only unit in the kit: the original stock rear seat is still there as well. The dash is a six-piece assembly with chrome instrument bezels and decalized instrument faces. New to the Charger components are a six-piece police-only center console with earpieces and a laptop computer on a swivel mount, and the three-piece rear separator bulkhead. The headliner (with molded in overhead console) is a separate assembly, something of a rarity as far as scale model kits go! Onto this goes a pair of separate sun visors and the requisite rear view mirror.

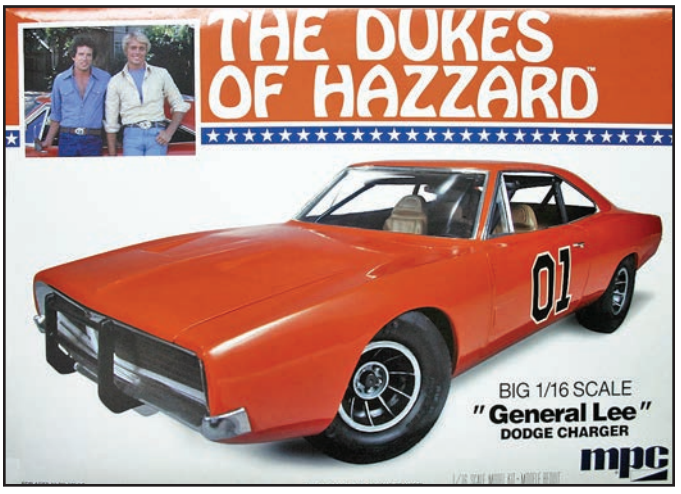
BODY: The iconic shape of the Charger has been well captured here by Lindberg. The one-piece body is cleanly molded, with only door handles, keylocks, and the base for the Dodge logo on the trunk molded in place. Note that you have an option of showing the gas filler door open or closed, with gas cap detail inside–a very nice touch! Front and rear fascias are separate from the body. The engineering on this is quite good–note the separate reflectors for head and taillights and the two piece grille (the mesh is separate from the grille bars). A four piece "cowcatcher" grille guard assembly differentiates the front end from civilian Chargers. Speaking of the taillights, the clear taillight lenses (and the tiny center spotlight lens) will need a coat or two of your favorite transparent red paint. The non-scooped hood has separate delicate hinges, and the wipers are separate delicate pieces too. The outside mirrors have separate chrome faces and the A-pillar mounted spotlight has a separate clear lens. All window units are thin and clear and fit flush from the outside. No less than *eight* separate light bars are included with this kit–two-piece Code 3 Javelin, three-piece Whelan Patriot LED, three-piece Code 3 360, three-piece Whelan Edge Ultra, two-piece Federal Signal Arjent, two-piece Code 3 MX7000, and eight-piece Vector V-Bar. The light bars alone are worth the price of entry.

DECALS: A generic decal sheet comes with the kit, containing two sets of black numbers 1234567890, two sizes of black POLICE block letters, two Dodge Ram logos for front and rear, and two TO PROTECT AND SERVE motifs.

COMMENTS: *When Lindberg's 2006 Charger kit came out under the Testors banner, it was considerably more expensive than most AMT and Revell kits of the period, and on price alone many passed it by. Those that invested in the kit saw a masterful piece of engineering, a true modeler's kit for the 21st century. Two years later, Lindberg issued the SRT8 Super Bee kit with all the requisite parts and decals, and raised the bar again, not to mention giving a lot of new hope as to a revitalized Lindberg. The police cars have been a long time coming–four years, in fact–but apparently, the wait was worth it. Not only do you have nearly all of the stock Charger parts, but all those lovely new cop car items as well. Releasing a generic kit along with the six sister kits with actual Police Department markings from major cities and states was a brilliant move. Not only does this give the aftermarket decal guys a canvas to work with, but gives guys like me whose local PD's use Chargers a chance to model a familiar subject. I am impressed with this kit, even though there are a few warts here and there–it builds beautifully (though not by any means a shake-and-bake kit) and represents its subject well. Kudos to J.Lloyd International (Lindberg's new parent company) for a job well done. Now guys, dare I say it–more please!*

"THE DUKES OF HAZZARD" GENERAL LEE DODGE CHARGER

MPC #MPC752



VERSIONS: General Lee
MOLDED COLORS: White, Black, Clear, Chrome Plated
SCALE: 1/16
MSRP: $39.98 USD
REISSUE

ENGINE: The 42 piece (yes, I said 42 piece!) Hemi is nearly identical to its original incarnation in the 1970s-vintage MPC 1/16 scale Richard Petty Charger. This engine, unlike most 1/16 scale powerplants, has a great deal of extra detail–this is not simplified, much to the delight of the modeler. High points of this superb mill include a two-piece intake manifold with bolt detail, a three-piece Holley carburetor, separate rocker arm detail (unfortunately hidden by the big valve covers), separate throttle and transmission linkage, the eight-piece pulley and fan assembly, a separate flywheel unit (hidden by the bell-housing when assembled, however), and the three-piece dry sump lubrication system. Lengths of yellow and black vinyl tubing are provided for spark plug wiring, oil lines, and water lines. Some extra care in detail painting and minor plumbing is all that's required to turn this Hemi into a 1/16 scale eye-popper.

CHASSIS: This is a NASCAR chassis, not a stock-based one, but the level of detail here is simply outstanding, especially for a kit that was released in the past century! The basic one piece chassis only has stiffening ribs molded in place–everything else is separate. The twenty-one-piece (!) front suspension features poseable steering and working two-piece shocks. At the rear is a twenty-piece suspension unit with working shocks and a choice of ride heights. Note the two-piece drum brakes on all corners, well done and visible through the wheel spokes. The upper front chassis sections, firewall, two-piece fuel cell, and rear blanking plate are separate, as are the oil cooler, coil, battery, and steering box.

WHEELS AND TIRES: Four two-piece Vector 10-spoke wheels (the outer half plated) ride on black vinyl Goodyear Blue Streak Speedway Specials with FOR RACING USE ONLY sidewall lettering.

INTERIOR: Again, this is NASCAR, not stock-based, with the exception of two two-piece custom high-back bucket seats and two stock-style side panels with three-dimensional arm rests and map pockets. The interior builds up off of the chassis floor, as expected. The seven-piece roll cage will need some modification to properly fit inside the body, as it was originally designed for the lower roof line of the 1973-74 style Charger body. As a racing roll cage, it is missing some key elements that would also need to be attended to–some lengths of Evergreen styrene rod and some reference material would do one good here. All three pedals, the Hurst shifter, the rear view mirror, and a two-piece fire extinguisher are separate interior components. The stark NASCAR dash has a separate insert for the instruments, a separate steering column, and racing style steering wheel.

...continued on page 50

THE NIGHT TIME

IS THE RIGHT TIME

Building–and lighting up–Tamiya's Jaguar XJ220

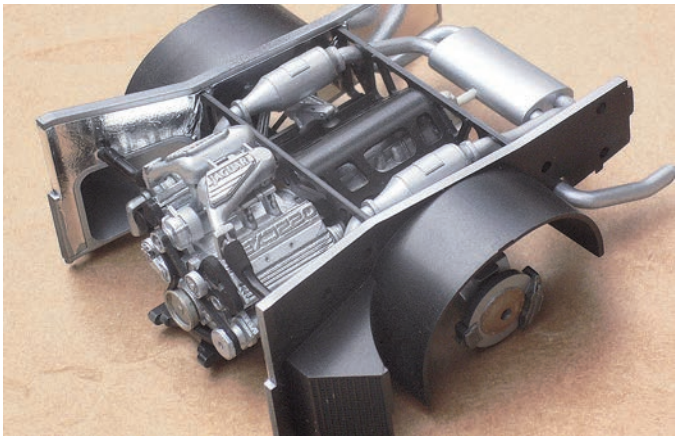
Photos and story by Sergey Torkhov, "translation" by Harry Pristovnik*

In 1984 Jaguar engineer Jim Randel made the first sketches of the XJ220, a car which would excite people of all generations. The sports car definitely turned out very beautiful, thanks to the body designers, but traditional features of the famous British marque can be seen in the design of the XJ220. For example, the lines of the Jaguar E-type can be seen in the front end of the car.

The concept was demonstrated to the public in 1988. That first XJ220 was 5 meters long, equipped with a V12 (6.2L, 500 HP) and had four-wheel drive! The concept's doors open by lifting up, Lambo-style. The road version of the car was released in 1991 after undergoing significant changes. TWR was charged with producing the car and had several goals, which made the Jaguar rear wheel drive, the engine became a V6 (3.5L, 542HP) and the doors lost the Lambo style feature and opened the classic way, but the thickness of the door (13 inches) was still charismatic.

The name XJ220 was assigned as a reference to the targeted top-speed of 220 MPH (350 km/h). The XJ220 took 3.9 seconds to reach 100 km/h and cost something between £361,000 and £403,000, but it was still desirable for a great number of rich people.

**Note: Russian modeler Sergey Torkhov's English is actually quite good, but I rephrased a lot of idioms and generally smoothed out the bumps in the grammatical road, to make his story easier for us Yanks to understand… but the gist of the text is all Sergey's.*

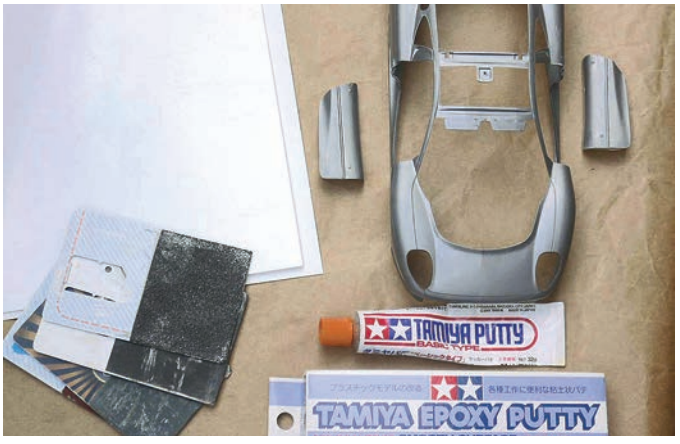


Assembly started with the engine and rear axle. All parts were cleaned of excess plastic, painted, and joined together. The main colors used were Tamiya X-18 Semi-Matte Black and X-11 Silver, though some colors were mixed according to the instructions. The letters “Jaguar XJ220” on the engine top were covered with pieces of Bare-Metal Foil, then the engine was painted, and the letters lightly sanded. This way the letters stand out on the block. Next the motor was washed with diluted black matte acrylic paint to emphasize the details.

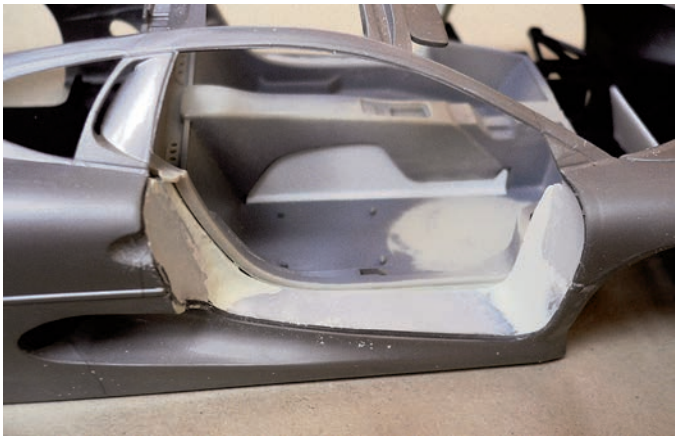
The engine was detailed with different wires, including braided line and hexagonal fittings from Pro Tech. Angles (soldered pieces of copper wire) and fittings were painted silver and sprayed clear red or blue afterwards for an anodized effect.

I’m always searching the Internet for pictures of assemblies (pipelines, engine, interior, exterior details) of the real car. These photos are very useful and help me to detail the model. For example, I found that the walls of the engine compartment are covered with thermo shields all around. So I used cigarette box foil to cover the appropriate areas. I also noticed the position of some of the main pipelines and wires.

Using plastic rod I scratchbuilt a couple of pipelines forgotten by Tamiya. Also scratchbuilt were two fuel filters (using pieces of plastic tube and punched circles of styrene), and a couple of thermo-shielded sleeves. I added many clamps made from an aluminum can all over the engine compartment.

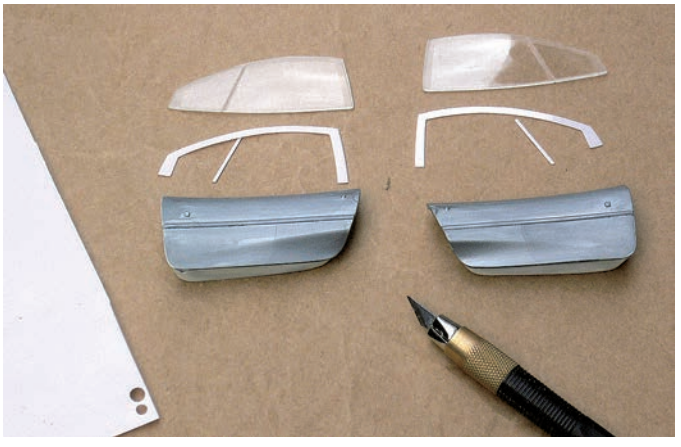


Opening the doors on the model turned out to be the hardest work in this project. First of all, it was hard to carefully cut them out of the body with a scraper, because of the thickness of the plastic. Patience is the key. The second problem is to fill the gap between body panels and interior tub. When you cut out the model car's door, it becomes obvious that you should build up a door jamb on the body and door stud (end) on the doors.

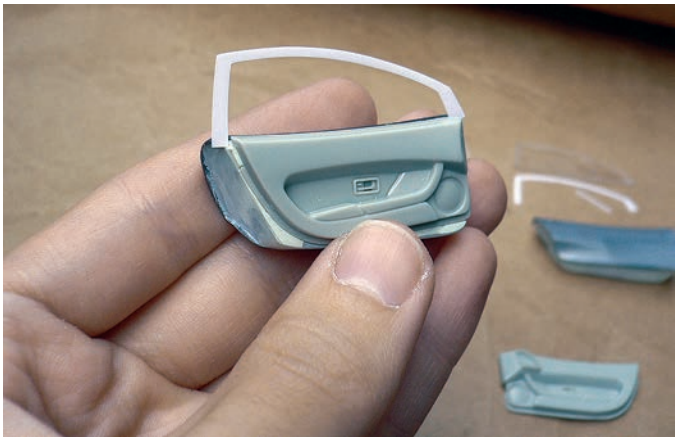


I used styrene and putty. I glued pieces of Evergreen sheet styrene to the body, then filled the corners with putty. After that, the scratchbuilt elements were smoothed by Dremel and by sandpaper. It was laborious work to get the doors and doorway to perfectly match together. Also, the interior door trim must match the interior tub when the doors are closed. Test fitting is very important at this stage. Also take into account a thickness of the following paint layers. I left 0.5mm clearance between the body and door along the door shut line.

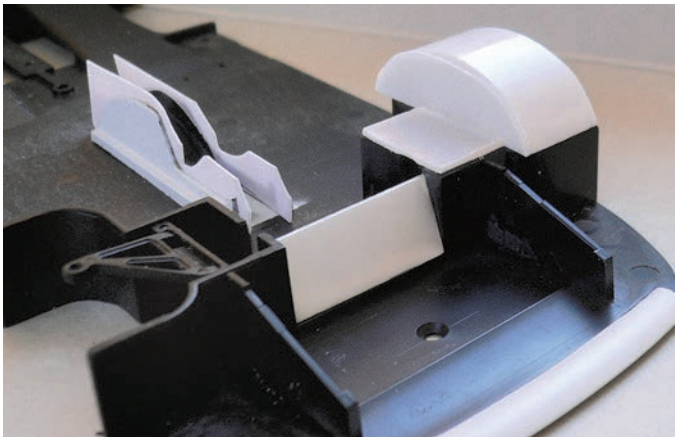
Door hinges on a car are more complicated then on trucks which I built before. The front side of the door dips in behind the body when the door is open because of the hinge pin being back and inside the door, compared to American truck hinges. As a pivot pin I used a piece of cooper wire, glued into the door sill. Plastic tube glued inside the door fits firmly on the wire. I used this simple way after spending too much time with doorway adjustments.



Door windows were cut down in height to look partially opened and to allow me a way to grab the doors to open them on finished model. From reference pictures I discovered that the door windows have a frame on the inside of the glass, invisible outside, but when the glass goes down the dark frame becomes visible. Of course, Tamiya's model doesn't have this feature. I made window frame from 0.3mm styrene, using the windows as a pattern.



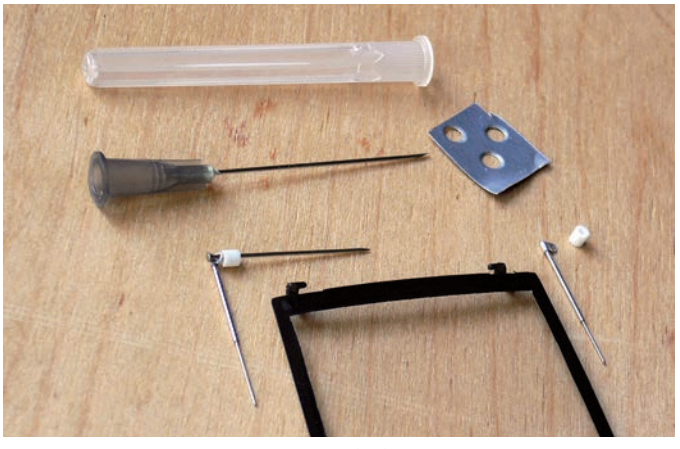
The frames were then attached to the doors. Here you can see how I built up the thickness of the doors between the outer skin and the inner panel with sheet styrene.



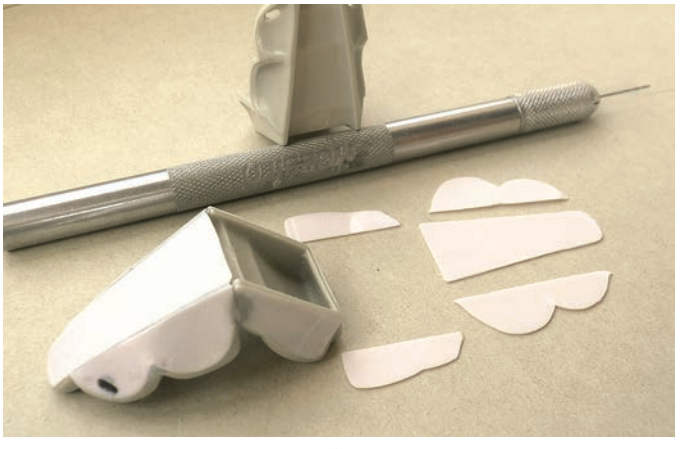
Tamiya's engineers made rear wheelwells, but forgot about the front ones, so I scratchbuilt front wheelwells using sheet styrene and epoxy putty.

I used flocking to simulate carpet on the floor. There is a real rubber mat on the driver side floor.

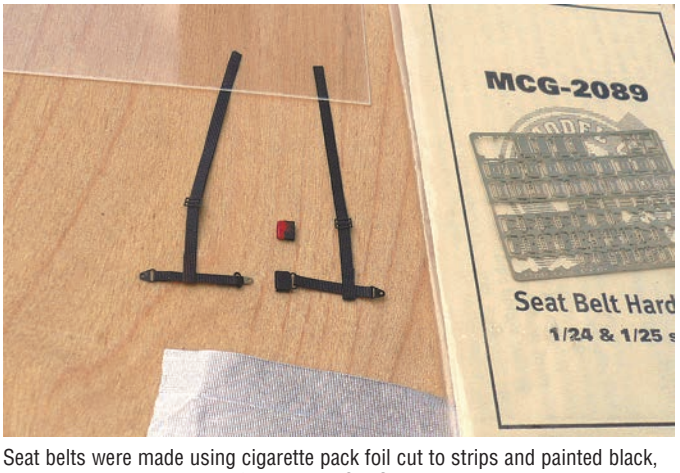
The transparent roof was painted using Tamiya's X-19 Smoke. The serigraphy around the windows was sprayed on using self-made window masks. This kit was developed when Tamiya did not supply kits with window masks. So I used a pencil to draw a line on the edge of the frosted area, masked the glass with Tamiya's 40mm masking tape to cover all the window, then cut along the line with a sharp blade to clear the frosted area for black paint.



For the transparent hood lid I made gas lifts from a syringe needle, steel wire and a piece of aluminum can for a hinge.

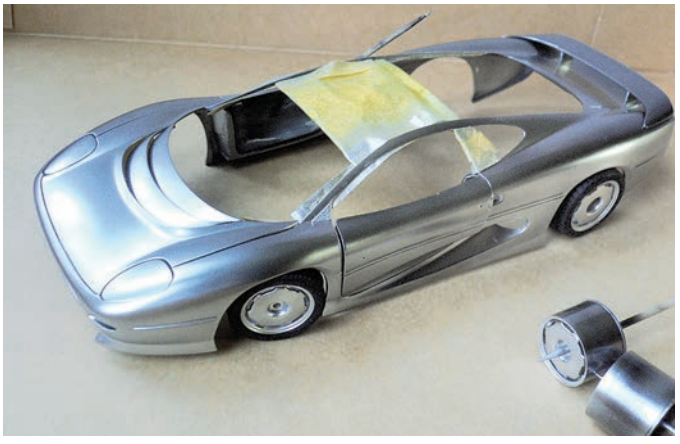


There are oval hollows in the seatback for the sealt belts to pass through. Backing was made for the seats from pieces of styrene.



Seat belts were made using cigarette pack foil cut to strips and painted black, plus photoetched hardware from Model Car Garage.

The finished seats with belts and hardware.



After the finishing work on the body was complete, it received a coat of grey primer. After eliminating a few defects, I primed it again. I decided to paint my XJ220 in a metallic red wine color. Body panels were airbrushed with Tamiya TS-14 first. After drying, the same parts were painted with Alclad Polished Aluminum, so I would get a metallic finish with very small grain.

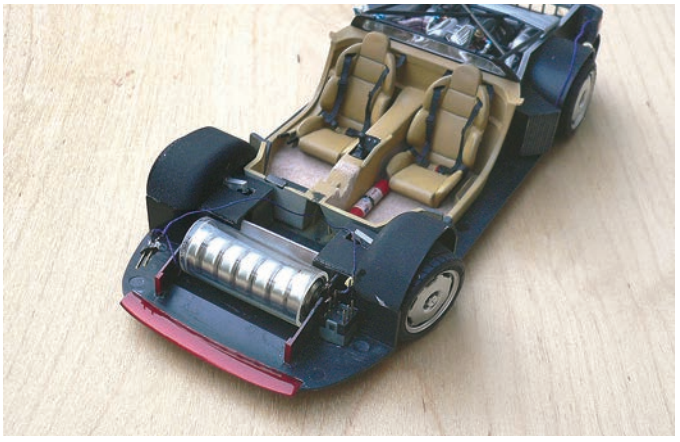
Next came several layers of red clear. The final clear coat is Future, which was sanded and polished to a mirror shine after it had dried.

A fire extinguisher was scratchbuilt out of brass tube plus some two-part putty. The decal for it was made on a computer using CorelDraw and printed on a white decal sheet with an inkjet printer

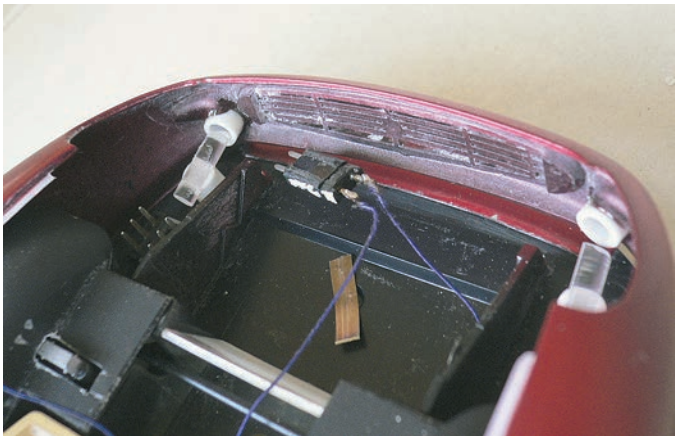
Side turn signals cast into the doors were cut off and used to make a mold. After the mold dried I used transparent resin with a drop of orange lacquer to make the replacement. Turn signals came out great with the addition of foil on the back side. I also added an aerial, made of a piece of steel wire, to the back of the body.

To keep the the doors in a closed position I inserted a couple of magnets inside the door and inside the body behind the door. Small pieces were cut out of brass mesh for the air intakes behind the door windows, and glued from the inside with five-minute epoxy.

The most distinctive feature of the model is working lights. There are white LEDs under the headlights lenses and red SMDs under the taillight lenses. Holes were drilled in the reflectors accordingly. All four diodes were connected in-line to reduce current and thereby increase working time. However, with in-line connection we need more voltage, so I used seven batteries from a laser pointer (7 x 1.5 = 10.5V) connected in-line, too. They can work continuously about 10 hours.



So far so good… but where could I locate the batteries without harming the model's authenticity? I found some free space inside the front overhang, behind the radiator. Batteries were placed in an acrylic tube and inserted into place. Spring-loaded contacts on each side of the battery pack provide a firm contact. Under the left headlight there is a microswitch and under the right one is a connector for parts of the circuit, located on the body and on the chassis.



I had to provide battery access, so I cut out the front lid from the body and made the hinge. This way I could replace the batteries when needed. By the way, there are no slots on the model which would hold the front of the body and the chassis together while gluing. So I made my own one from sprue and located it under the headlights.

The finished and detailed engine. Also seen in this photo are the brass screens in the B pillars, the scratchbuilt engine cover hinges, and the aerial.

There are two sets of "XJ220" name plates on the decal sheet, therefore I decided to use the second one to create the doorsill as on the original. The reflective strip is Oracle tape, and the black strips are electrical tape.

HemiHy

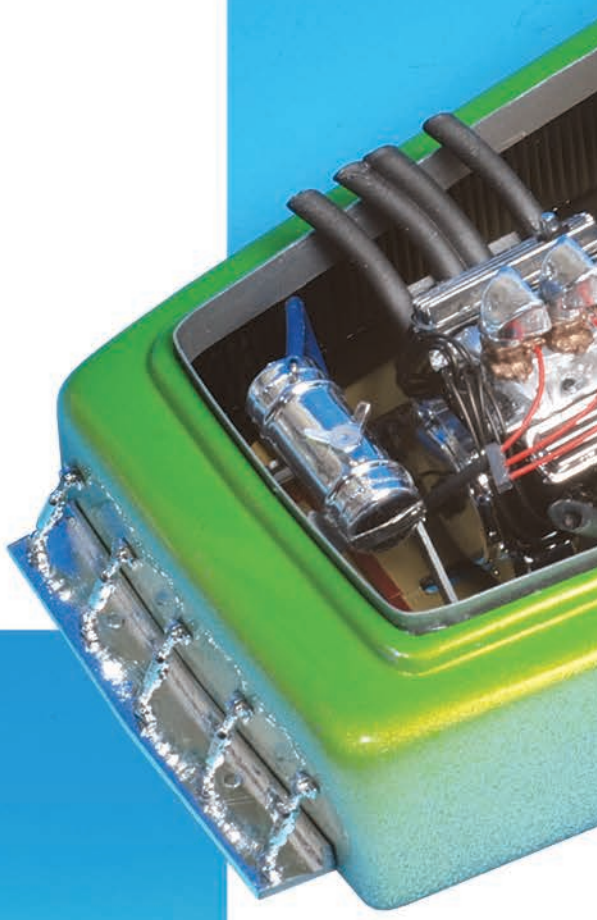
Kitbashing Revell's Hemi Hydro Drag Boat • By Tim Boyd

Have you ever found yourself in a "modeling rut?" I sure have. But for a change, my current modeling rut is a good one: drag and ski boats. I just can't seem to get enough of them. After showing you a stock build-up of AMT's extremely rare 1963 RaysonCraft ski boat (*Model Cars #118, November 2006*), and most recently offering a complete drag and ski boat kit history (*Model Cars #127, November, 2007*), we thought a drag and ski boat kitbash article might be in order.

The premise was as follows: what would happen if we took the basics of the Revell Hemi Hydro drag boat–which has a far more detailed interior than any of AMT's drag boat kits–and altered the hull so it appeared more like the graceful hulls that are the strongest points of AMT's RaysonCraft and Hull Raiser kits?

About one half hour later, all the boat parts had been sectioned through the centerline by 1/8" and glued back together, and I had my answer. Follow along as we do this relatively simple drag boat kitbash and see if you get any inspiration of your own.

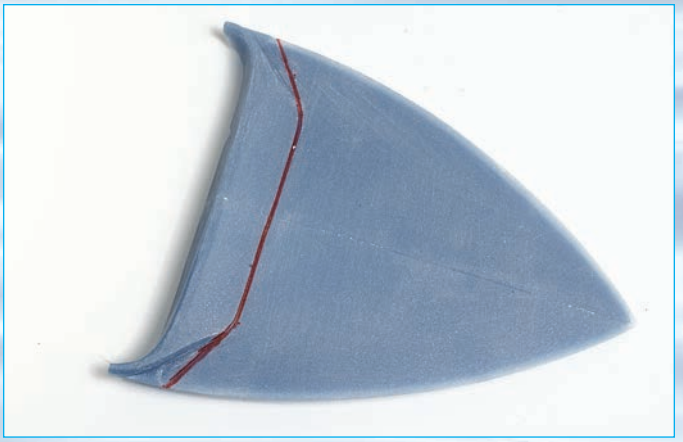
And as for my latest modeling rut? I keep wondering what the reissued AMT Allison V-12 (via the Stevens International AMT Parts Pack reissue or the Model King Allison Thunderland kit) would look like sitting in the back of yet another Revell Hemi Hydro hull?



dro

All elements of the Revell Hemi Hydro boat hull and interior componentry were laid out with 1/8" wide masking tape applied to the centerline of each part, for a total of 1/4" taken out of the middle of the boat. Some quick work with the razor saw and the result can be seen here.

After gluing the hull back together, you can quickly see the more streamlined–and appealing–appearance of the narrowed Hemi Hydro hull on the right.



I cut the top of the front of the hull top apart along the red mark, so that I could glue the instrument panel area to the hull, and then set aside the remaining triangular part for the next step.

Thin veneers from cigar box linings can be applied to the hull top for a real wood appearance. Nothing looks more like wood than real wood! Select a piece of veneer that is wide enough to cover the entire part in one piece.

I glued the veneer straight on top of the piece with CA++ glue, making sure that the part was firmly glued down and flat, without bubbles or ridges.

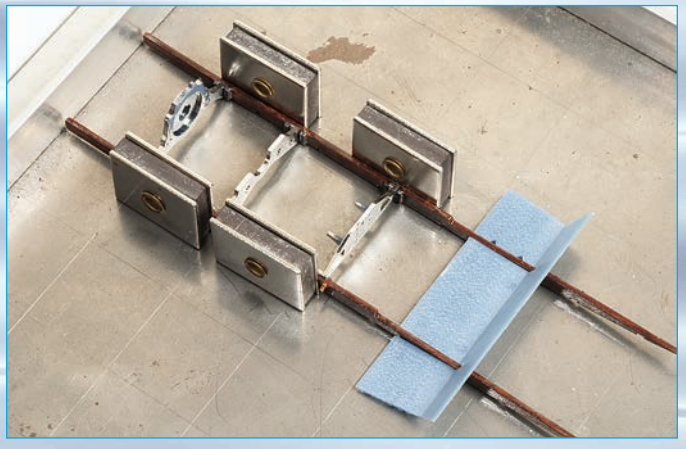
I then turned the part over, and trimmed the veneer along the edges of the styrene part. To do this without splintering the wood, you need a sharp (e.g. new) X-acto knife blade for this operation.

Test fit the wood-topped component back in the rest of the hull, file and sand carefully if needed. I carved down the mounting flanges in the front of the boat hull slightly, so that the wood-topped panel fit flush with the surrounding surfaces.

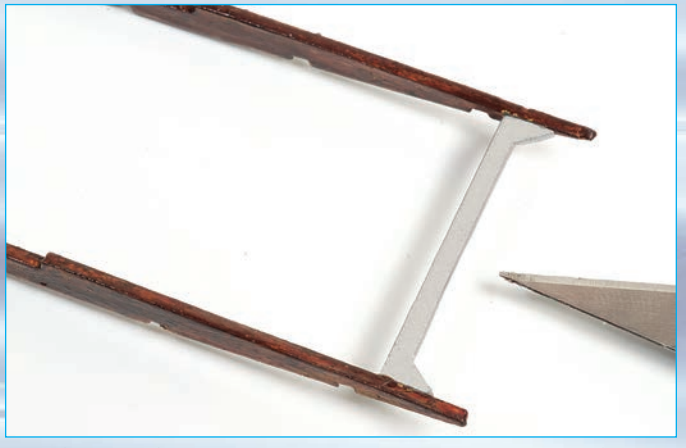
The wood top was painted with successive coats of clear gloss, sanded in between the coats. I wanted some of the grain to show in the finished surface, but if you want a glass smooth result, you'll need to use some wood sealer first, or an acrylic two-part wood finish.

I sanded and primed the hull, then applied Testors 1971 AMC Sterling Silver Metallic two-part lacquer as a metalflake-type base coat. I then fogged on black along the bottom of the hull, and Tamiya Candy Lime spray along the top surfaces. Note that interior is masked off–at this point it had already been brush-painted in shades of wood-colored paint.

One of the advantages of the Revell kit is the separate stringers (the lengthwise frame rails of the boat that the engine and all other interior components mount to). In real boats these are usually thick slabs of wood, so I used the faux wood painting technique popularized by Tim Powers and other east coast modelers. Note that the 1/1 scale engine mounts attached to the stringers are metal, and were painted accordingly as seen here.



I set up the hull stringers on this magnetized jig, then glued the front and rear engine crossmembers in place, along with the V-drive crossmember. Note that I also temporarily set the toeboard panel in place to further assist positioning of the stringers as the glue set up.

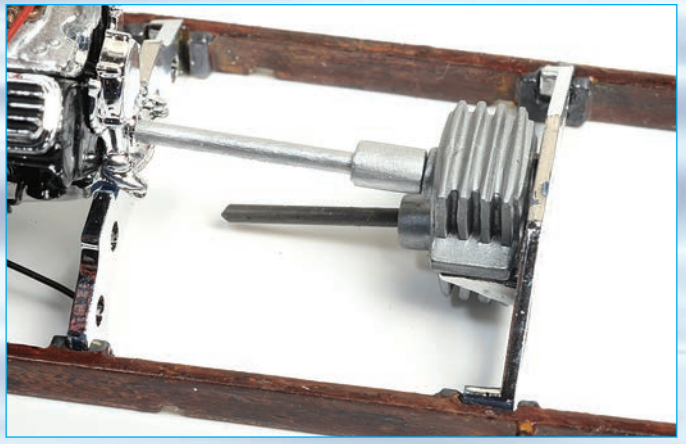


At the front end of the stringers, I created an additional crossmember from .030" sheet styrene and glued it in place as shown. After this picture was taken, the crossmembers were brush painted silver.

I considered a number of different engine combinations, but my final choice was this Revell-Monogram Parts Pack Pontiac 421. I chose it in a part because it has a separate plated engine valley cover that will look great under the tri-power intake manifold. Assembled with the three carb intake manifold along with the front cover for the supercharged version, here is our completed engine. Basic spark plug wiring and carb fuel lines were added.

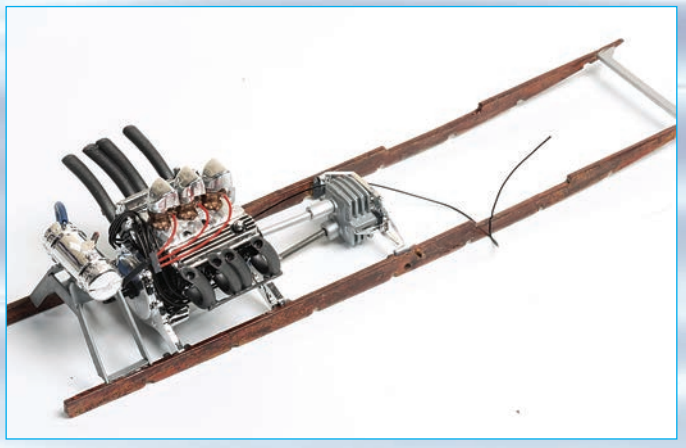
I created a fuel block from a piece of sheet styrene, and routed the main fuel line to a fuel pump mounted to the bellhousing at the crankshaft centerline. Finding a set of dragster-style headers to match the exhaust ports of the Pontiac cylinder heads was a challenge. I cut down the headers from the old Monogram Bad Medicine Tom Daniel kit (reissued in 2000). Alternatively, two sets of the headers from the Revell Mickey Thompson Attempt 1 kit will work.

The Revell Hemi Hydro V-Drive transfer case was glued together, then the ribs and seams were carefully puttied, filed, and primed, so that the result was an accurate one-piece appearance.

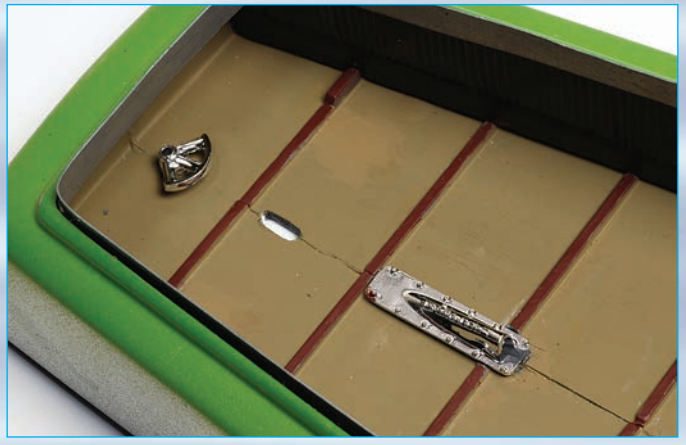


At the front of the engine/stringer assembly, we replaced the kit's molded parts with a driveshaft cut from aluminum tubing (upper) and a prop shaft from solid metal rod (below).

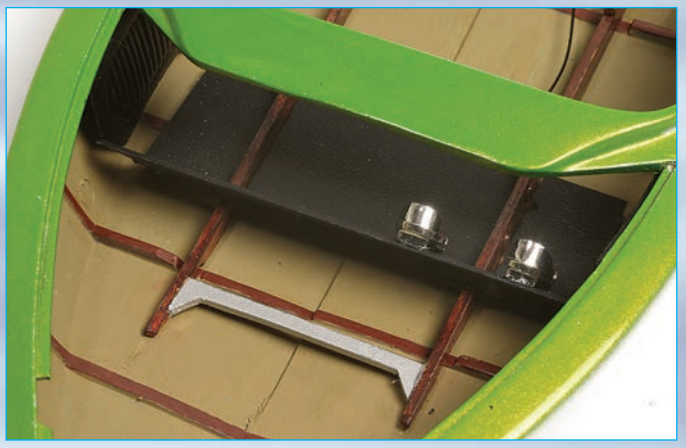
To fit the fuel tank in the tight rear end of the boat, I needed to lift the tank off the hull floor to clear the fuel pump (and also to ease the fuel filling access for it's 1/25 scale owner). I scratched a fuel tank mounting frame from .015" sheet styrene as shown.



Here is the completed stringer/drivetrain assembly. The small wire running forward is the fuel pump shutoff. Assembling these parts in this manner (rather than first gluing the stringers to the interior of the hull) ensures that the stringers are perfectly parallel and also eases engine/v-drive detailing.



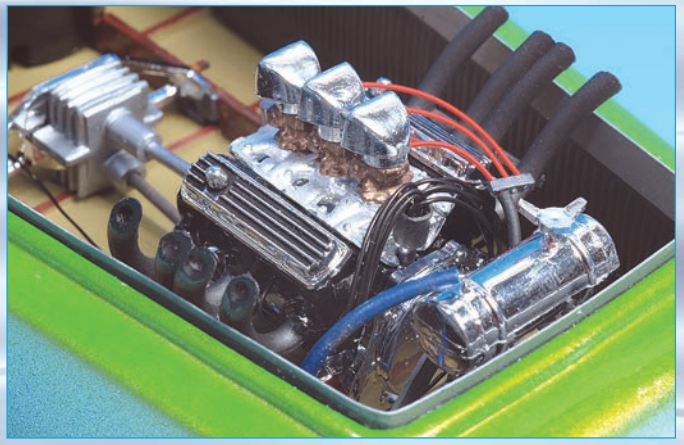
The hull interior was brush painted flat tan, with the hull braces painted in a darker, semi-gloss brown. Note that we used the V-drove hull adaptor from the AMT Hull Raiser boat, which is a far more realistic part than the Revell kit counterpart. Also, don't forget to install the rudder control now.



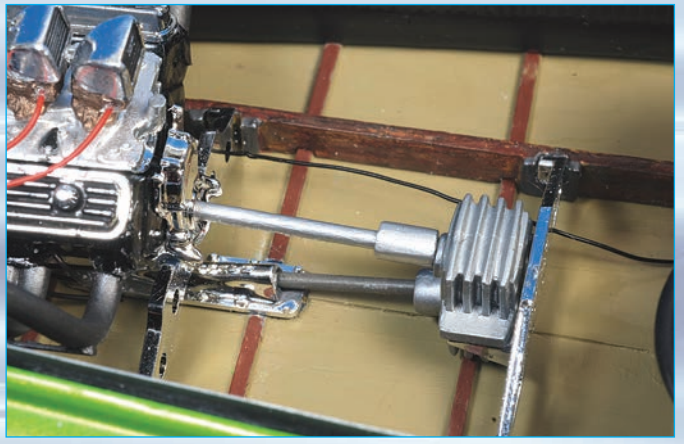
After mounting the stringer/drivetrain assembly, I added the toeboard (with the width trimmed slightly to ease fitting into the hull), then added the accelerator pedal and cavitation plate pedal from the AMT Hull Raiser kit.

I finished the model with a new instrument panel put together from the Revell-Monogram '32 Ford Highboy Roadster kit. Note that I created gauge lenses by dabbing in Devcon Five-Minute Epoxy to a slightly convex shape for each gauge. I added the steering hub from the Hull Raiser kit to the center of the panel.

Using the Tony Nancy upholstered seats from the Replicas and Miniatures Co. of Maryland Revell *Show and Go* parts pack that backdates the Revell Hemi Hydro to its original 1963 release content, I arranged them so that they sit towards the inside of the stringers. I then glued the instrument cluster in place, centering the steering hub in front of the bucket seat (which, again, is inward from the stock Revell Hemi Hydro kit position).



The engine is entirely from the Revell Monogram Parts Pack Pontiac V8 kit of a few years ago, except for the "flame arrestor" air cleaners which are from the AMT Hull Raiser that was in the Model King 1970 Pontiac Bonneville reissue. A couple of years ago, Stevens International reissued the original AMT Parts Pack Pontiac V8, appearing in fully plated form for the first time in over forty years, so this would be an excellent alternative if you cannot find the Revell-Monogram engine.



Replacing the kit parts with tubular driveline parts, along with molding together the V-Drive case halves, goes a long way towards delivering an accurate appearance. Note the wood-graining on the stringers. The AMT Hull Raiser's through-the-hull V-Drive casting looks far more realistic than the Revell Hemi Hydro parts.

The cavitation plate on the rear of the hull was shortened to match the narrowed hull. The fade paint scheme was accomplished entirely with spray paint cans. For instance, the Tamiya Candy Lime was sprayed down from the top of the hull, leaving a natural break-line at the transition from horizontal to vertical surfaces. The narrowed boat looks almost lost on the Hemi Hydro trailer. After these photos were taken, I moved the boat to a trailer from the AMT Hull-Raiser boat kit, which fits this boat hull much better.

The degree of modification to the hull is fully evident when compared to another drag boat based on an unmodified hull. Kitbashed drag boat models are a pleasurable hobby. There are many more themes waiting to be built; is it your turn to show your version?

by Tim Ahlborn

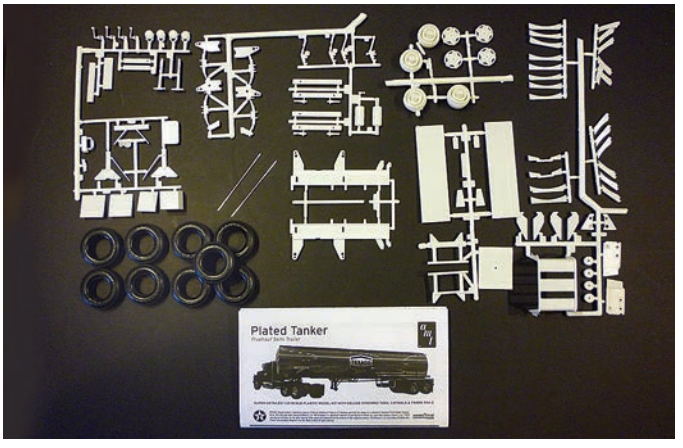
A Tale of Two Trailers

AMT brought back two trailer kits this past spring, the AMT Fruehauf 40 foot beaded side van and the Fruehauf tanker. Before you groan "not the tanker again," this time the tanker is the Plated Tanker last seen 35 years ago as the Sunoco tanker. AMT has continued their theme of retro-style box art, with subtle changes. The Plated Tanker now sports period correct Texaco decals for the trailer and tractor of your choice. The van has graphic sets for AMT Corporation, Auto World and Round 2 with logos for the trailer and a truck-tractor.

The original version of the Plated Tanker box sitting above the reissue. Round 2 changed the box subtly for the livery change from Sunoco to Texaco. My plan is to use the Texaco logos on an older version of the tanker painted all red, with an all red Kenworth K123 as the tractor.

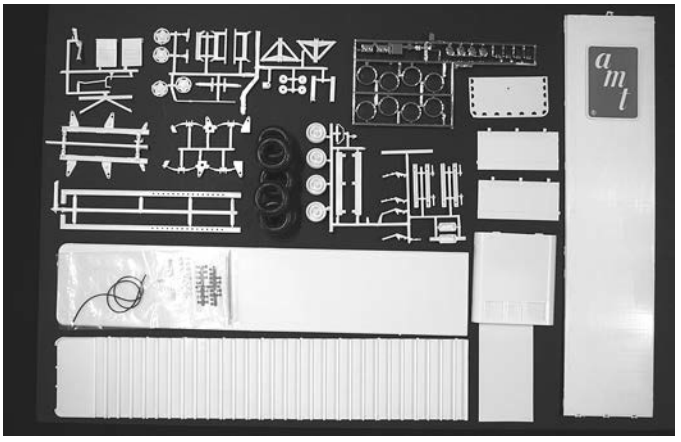
The parts are tightly packed yet carefully wrapped in foam wrap. I didn't find a single nick or mar in the chrome plating the parts. For those who recall the trouble AMT had with the original issue with two left tank halves in the kit, the correct left and right halves are in the box now!

Five trees of parts plus the tank halves, front and rear caps, catwalk and frame rails are chrome plated. The new decal sheet is also seen here; it features the 1960's and 1970's style Texaco logos for the tanker sides and cab doors. Also included are haz-mat "Flammable" placards. These wouldn't be used if you are building a 1970's tanker, but 1980's and newer would have them.

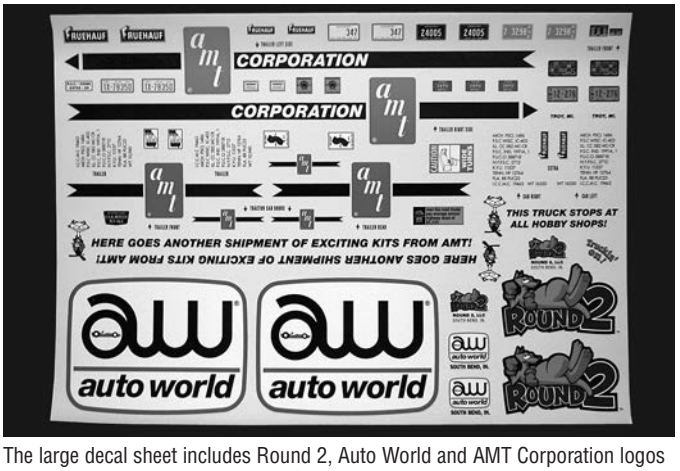


White plastic parts include the crossmembers, fenders and suspension, nine Goodyear tires and two metal axles. The trailer has spoke wheels. A parts-swap from another AMT trailer for 10-hole chrome wheels would look quite nice with the fenders and crossmembers painted silver or with chrome-look paint.

The original (top) and the reissue of the 1970 AMT box art of the Fruehauf trailer. The classic box art inspired me several years ago to build this trailer with a red and black Peterbilt 359 pulling it.



All the parts in the kit are bagged with no loose parts. There are seven trees of parts including the chrome tree with the wheel trim rings, an amber and red lens trees, plus the trailer sides, roof, front, doors, kingpin plate and floor. Two metal axles and vinyl air hose are also included. Round 2 also includes a sheet of plastic to create mounting panels for some of the decals.

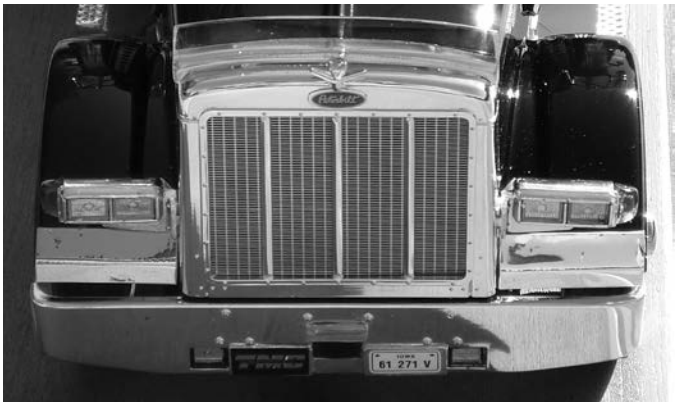


The large decal sheet includes Round 2, Auto World and AMT Corporation logos for the trailer and a truck-tractor of your choice. Not shown is a cardboard cutout of AMT model kit boxes on pallets to position inside the trailer doors.

My model built in 2005 based on the box art with homemade decals.

Just Finished

Fresh off the workbench, my Italeri Peterbilt 378 Long Hauler converted to a model 379-119. I added a resin raised roof, modified the cab doors, windows and mirrors and swapped the kit parts for resin door panels and instrument panel from P&P Vintage resin (**www.ppvintagekits.com**). The satellite dome on the sleeper roof was made from a spare AMT Peterbilt air cleaner base. I rounded the edges and added a strip of thin plastic and painted it white with a strip of Bare Metal Foil applied. I spent hours polishing and waxing the Duplicolor black and clear coat to get the finish as smooth as I could. The wheels and air horns were sourced from an Italeri Western Star kit while the quarter fenders came from an Italeri Ford LTL kit. Thanks to Doug Walker for making the TMC logos and lettering.



The kit fabric grille screen was replaced with metal mesh from ***www.planomodelproducts.com*** in Plano, Texas. I also used the mesh for the air cleaner screens.

…continued from page 35

BODY: Yes, that one piece body is BIG! It is a racing-style body, with only door handles molded in place (no keylocks or side marker lights.) The molding is very good and correctly represents the tunnel-roof body style. At the front is a separate lower pan (with molded-in turn signal/parking lights), a one-piece chromed bumper/grille unit, two chromed NACAR-type grille fillers, and a "cowcatcher" bumper guard unit. The grille fillers should be dechromed and painted the matte black of your choice. At the rear is a separate lower pan (minus the requisite backup lights), a one-piece chromed bumper (with bumper guards), two chromed taillight bezels, and two red clear taillight lenses. The separate hood has very good structural detail engraving on its underside. Transparencies (windshield and rear window) are commendably thin and relatively distortion-free.

DECALS: All the requisite decals to do a General Lee are on the moderately-sized decal sheet–the Confederate roof flag, two black and white GENERAL LEE block letters, two black and white 01 numbers, two smaller Confederate flags, and four CNH 320 license plates (two with only HAZZARD COUNTY titles, two with GEORGIA and HAZZARD titles). The decals are well printed and relatively thin.

COMMENTS: *I'll be the first to say it: this kit is NOT an accurate General Lee by any stretch. Since there was no one single General Lee, we can argue correctness forever; but none of the TV and movie cars were NASCAR based, as this kit is. Despite that, this kit is just plain awesome in terms of the level of detail and how many features the original MPC was able to pack into the engine and chassis assemblies of the original NASCAR Charger release that was the DNA for this kit. Built up and given some extra detailing time, this Charger impresses for sure, and that may be the only important thing here, especially to DOH fans. Those wanting to convert this into a true NASCAR racer have a lot to do: at one time there was a conversion set for this kit to turn it into a Charger 500, and I am not at the time of writing sure of who offered it–hopefully it is still available (if anyone knows of just such an animal, please let us know!) Also needed, besides the body conversion, are four steel wheels, a racing style seat, and plain side panels (the latter item can easily be made from sheet styrene as the kit components are flat.) Round2 knows their audience, and DOH fans around the world will be snapping this kit up and, if NASCAR update/conversion sets are out there or are forthcoming (hint! hint!), so will a lot of roundy-round folks.*

1968 CORVETTE L88 "REBEL RACER"
Revell #4915

VERSIONS: Racing
MOLDED COLORS: White, Clear, Red Clear, Chrome Plated
SCALE: 1/25
MSRP: $21.98 USD
MODIFIED REISSUE

ENGINE: The twenty-piece engine is an excellent representation of Chevy's vaunted L88 427. Design is Monogram-style, meaning the oil pan is part of the engine block halves. The oil filter, fuel pump, starter, distributor (with vacuum advance), and water pump are all separate components which, at the time this model's progenitor (stock '68 L88) hit the market, was a major shift in direction for the Monogram engineering folks who now engineered the Revell brand. The air cleaner is indeed the correct shape for the unique L88–the top section is mesh on the actual cars and you might want to try and replicate this using model railroad mesh screening–it does improve the appearance. Reference material on L88 engines is easy to find, both in print and on the Internet. Interestingly enough, the stock exhaust manifolds and 427 tri-power air cleaner are in this kit.

CHASSIS: The basic chassis has excellent engraving throughout. Only the spare tire carrier is molded into the chassis. Front suspension is a nine-piece affair with two-piece plated coil spring units, separate upper A-arms, separate sway bar (mislabeled tie rod on the instructions), and a separate steering box. At the rear, the Corvette IRS is represented by a five-piece assembly with separate shocks. It's simplified, but effective. The underhood area features a two-piece radiator (minus fan shroud, as was normal for the L88 cars); front inner fenders, coolant expansion tank, wiper motor, and two-piece brake booster/master cylinder. Note that the stock exhaust system is included in this kit–like the stock exhaust manifolds, holdovers from the stock L88 kit, and there is a radiator fan shroud, a holdover from the '69 coupe kit. Your spares box will thank you.

WHEELS AND TIRES: Four plated American mag wheels (different front and rear) ride on black vinyl big-and-little no-name racing tires.

INTERIOR: The basic interior bucket is identical to the stock offering, with molded-in console. Door panels are separate and are absolutely plain and devoid of detail, correct for the race car's cardboard inner door panels. Two one-piece "deep scoop" racing seats are the only option here, as is the requisite three-piece roll bar assembly with molded-in fire extinguisher. The dash is a racing-only unit, featuring decalized instrument dials, a steering column with turn signal stalk, a stock three-spoke steering wheel, and a hanging pedal unit with all three pedals. Shifter and brake lever are separate plated pieces, holdovers from the stock L88 kit. And speaking of holdovers, the stock seat backs are also on one of the kit's sprues. Oh, spares box…!

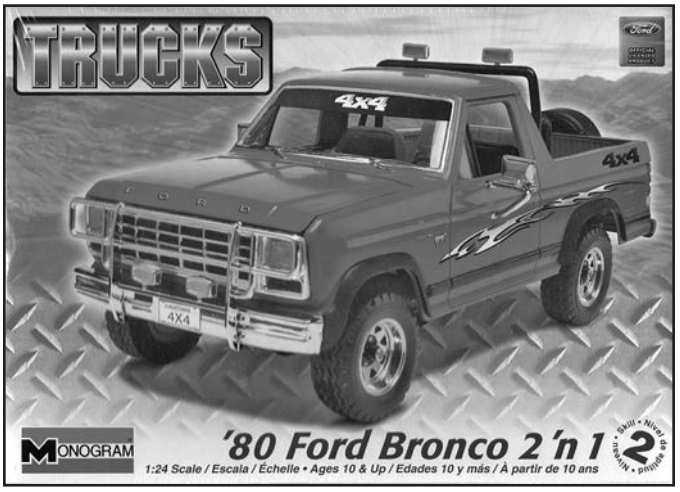
BODY: Dead nuts accurate. That's the best way to describe Revell's '68 Vette droptop body. Well designed and beautifully molded. The one-piece body only has the windshield frame and sun visors attached. The racing car features tube headers exiting into two-piece side pipes, so the rocker panel area is cut away for those, with the original separate chromed rocker panel trim as an option. While there is a chromed grille (without bumper) and no plated rear bumperettes, the kit sprues also have an unplated grille and bumper unit and two unplated rear bumperettes. Racing headlight units are represented by a pair of bulged clear covers with a pair of decals that go underneath giving the appearance of a sunken headlight unit. At the rear are the normal chrome taillight bezel and four red clear taillights. Underneath the domed L88 hood is the correct ram air box, another L88 feature. Separate is the removable hardtop that was used on almost all of the more famous racing Vettes of the period. A pair of add-on fender flares is provided for the rear, and you'll need to use a tad of thin filler (such as Gunze Mr. Surfacer) to blend them in. The window parts (windshield and hardtop rear window) are thin and nearly distortion-free. Note that on the chrome sprue, there are a few more stock parts–exhaust trim and exhaust tips–which your spares box will find a home for.

DECALS: The all-new decal sheet features all the blue trim with shite stars for the sides and rear end panel, black number 57s on white fields, silver duct tape for around the clear headlight covers, white DAVE HEINZ/BOB JOHNSON driver names, silver CORVETTE block script for the rear, red rear side marker lights, engineering callouts, and sponsor decals for CIBIE, D-A, Champion, KONI, Zorian, and a pair of optional bolt rear deck markings.

COMMENTS: *When Revell first issued the stock L88 convertible in 1988, it was lauded as one of their best kits ever and certainly one of the most accurate C3 Corvette kits–a distinction this model still deserves after, what, twenty-three*

years! This kit has seen duty as a racer twice before, once as the Owens-Corning car in the mid-1990's, then in the early 2000's as the John Greenwood "Stars and Stripes" car. The basics are here to build one of the legendary Corvette endurance racers, but some work is called for to accurize the parts of the kit that are pure stock and not that way on the actual vehicle of choice–and there are sufficient photos of the Heinz/Johnson car both in print and online to show that a fair amount of work is needed on the kit to get it there. That said, the kit is a good canvas for just that very thing. It's a good build all around, and all those extra spare parts, well, might just come in handy someday. Now one day, Revell might just see fit to issue this car with a few tweaks as the most famous of them all- the #48 John Greenwood BFG Lifesaver Radial special. That would make a lot of folks–this author included–a might bit happy.

1980 FORD BRONCO 2 'n 1
Monogram #7214



VERSIONS: Stock, Off-Road
MOLDED COLORS: White, Clear, Chrome Plated
SCALE: 1/24
MSRP: $21.98 USD
MODIFIED REISSUE

ENGINE: The seventeen-piece 351 V8 is decently done with good engraving throughout. Some parts appear to be a tad small for 1/24 scale, notably the valve covers and carburetor, but these do not detract from the overall appearance of the finished engine. A little extra TLC with painting and detailing will result in a good appearance. Note, however, the absence of water hoses of any kind–something you will want to correct.

CHASSIS: The basic frame is molded with the gas tank and rear 2/3 of the exhaust system in place. As was the Monogram way back in the 1970's and early '80s, simplification was the watchword. Front suspension is a three-piece unit with separate coil springs, and the rear suspension is a five-piece unit with separate shocks and transfer case. A separate skid plate covers the transfer case. You'll need to (as I always say) drill out the end of that big ol' exhaust pipe as this puppy is *very* noticeable. The underhood area has nearly everything molded in place–battery, master cylinder, and washer reservoir–except for a two-piece radiator unit.

WHEELS AND TIRES: You have a choice of two styles of chrome wheels: five-slot cast aluminum Astro type, or eight-slot off-road wheels also seen on Jeep products of the period. For tires, you have one choice: four black vinyl no-name knobby off-road types. Note the five-slot wheels have six lug nuts while the Jeep type has five.

INTERIOR: This is a basic bucket with the console and side panels molded in place. The side panel detail isn't bad, though, with good upholstery and armrest simulation. Both the front and rear seats are two-piece units. The dash is one-piece with hanging pedals attached and has very good engraving, a separate steering column with turn signal stalk, and a two-spoke stock steering wheel. Shifter and 4WD case lever are separate chrome pieces. Optional is a seven-piece roll bar unit with attached Cibie-style driving lights with separate clear lenses.

BODY: The Bronco was big, and so is this body. The basic body is well-molded, the blocky shape of the SUV captured well, with all emblems, tailgate, and gate hinges molded in. At the front is a chromed grille with separate clear headlight and driving light lenses, a chromed front bumper, an optional chromed brush guard with twin driving lights, and an optional winch. At the rear are two chromed taillight units (get out the transparent red paint, folks!), a chrome rear bumper, a two-piece external Jerry can gas can, and a three-piece spare tire bracket with two-piece spare tire cover. The hood features good underside structural detail. Optional is a four-piece rear roof cover section. Two chromed side view truck mirrors, a five-piece roof rack, and a one-piece ski rack with four skis are provided, the latter two meant to be used with the rear roof cover section. All clear parts are distortion free.

DECALS: On the all-new decal sheet are flame motifs for the sides in both silver-gray/white and red/yellow, two sunshades (4X4 and ALPINE MOUNTAIN SKI LODGE), four 4x4 logos (two black, two white), four ALPINE MOUNTAIN SKI LODGE logos (two different designs), FORD and BRONCO logos and block lettering in silver, two amber side marker lights, FORD BRONCO logos for the spare tire cover in black and in white, two California 4x4 plates, two Colorado ALPINE plates, and two Hawaii BRONCO plates.

COMMENTS: *Ford's Bronco was the forerunner to the Explorer (and later Expedition) sport utilities. It was big, imposing, and brawny. In fact, Dennis, a good friend of mine, used to own a 1980's Bronco in basic black, painted on all sides with murals of the Battle of Midway–it was one heck of a conversation piece if nothing else. Monogram's kit first saw the light of day in 1980, and was reissued once before, in the mid-1990's. The model captures the essence of the Bronco, one of the original American 4x4s, and the good selection of optional parts means there is something here for everyone. Some extra detailing and painting will prove to be a good investment here. As far as replicating my friend Dennis' truck in 1/24 scale….!!!*

1997 FORD F-150 XLT
Revell #7215

VERSIONS: Stock
MOLDED COLORS: White, Clear, Red Clear, Chrome Plated
SCALE: 1/25
MSRP: $21.98 USD
REISSUE

ENGINE: Ford's 4.6 liter "modular" V8 with automatic overdrive (AOD) transmission is well represented here by a 24-piece assembly with excellent engraving throughout. The intake plenum and the transmission pan are chromed and should be stripped of plating and painted accordingly. If you can find some photos of this engine, take the time to study the plumbing and replicate it, as the engine compartment would look somewhat naked without it.

CHASSIS: The frame and floorboards are separate units. As to the frame, no accessories are molded in place, they are all separate. Front suspension is a nine-piece assembly with separate upper A-arms and two-piece spring units, while the rear suspension is a nine-piece unit with separate rear shocks. The gas tank is a two-piece assembly, and the separate exhaust system is a single-piece unit that (of course) requires the end drilled out for realism. The under-hood area is well catered to, featuring the inner fenders molded to the cab (with molded in battery and washer reservoir), separate firewall with two-piece master cylinder, four-piece radiator unit, and a separate overflow tank.

WHEELS AND TIRES: One option–chromed Ford stamped steel wheels with integral center caps on black vinyl no-name truck tires. On the real truck only the center cap was chrome; the wheel itself was semi-matte aluminum.

INTERIOR: The basic interior bucket has the console and rear jump seat areas molded in place. Side panels are separate and feature very good three-dimensional detailing and separate door handles. Bucket seats are three-piece units (separate backs and arm rests). The dash is a four-piece unit (with hanging pedals and a separate instrument binnacle) featuring a steering column with integral shifter and twin stalks, and an airbag-type steering wheel. The instrument cluster is decalized.

BODY: The club cab is nicely done, with a separate cab back wall. As for the stepside-style pickup bed, this is a one piece molding (bed sides and bed) with a separate two-piece tailgate, underside crossmembers, chrome rear bumper, and red clear taillight units. The tailgate is not designed to be operable. The front grille and bumper unit is one piece (with separate clear light lenses) and plated–careful painting of the body color area between bumper and grille is necessary to break up the set and not look toy-ish. There is very light structural engraving on the bottom of the hood, a tad too light to be realistic. Two-piece external mirrors have separate chrome faces. All window sections are thin and clear, and fit flush from the outside.

DECALS: An all-new decal sheet contains two checkerboard-style side swooshes in white/purple/gray/black, a rear window sunset mural, black rub strips for the pickup bed, a five-piece black rear bumper applique, three F-150 logos in silver and black, two Ford blue oval logos, four outdoorsman-style window decals–two deer heads and two fish (your choice of black or white), two Ford blue oval plates, two Florida TWT 10A plates, and two Washington SUNSET plates.

COMMENTS: *In 1997, all three model manufacturers (AMT, Revell-Monogram, and Lindberg) scrambled to get their 1/25 scale New F-150 kits to market. Revell's version was the only one of the three to feature a club cab. The kit builds up very well into a convincing replica of the real truck. While it may not be a classic in the true sense of the word, it's a very attractive subject all the same. Some custom touches and a trick paint job will set it off just fine. Reference material on the '97 F-series pickups are plentiful, especially online.*

COMINGEVENTS

October 8 (Saturday) Sylvania, OH
N.N.L. Nationals #32, held in conjunction with the John Carlisle Toy Show, Sylvania Exhibition Center, Tam-O-Shanter, 7060 Sylvania Avenue, Sylvania, Ohio 43560. For more info, send a SASE to Glenn Marek, 512 Abbyshire Drive, Berea, OH 44017

October 15 (Saturday) Binghamton, NY
Model Car Swap Meet, Howard Johnson's, 1156 Upper Front Street, Binghamton, New York. Vendor and show info: Butch Somers 607.722.2716

October 15 (Saturday) Wausau, WI
IPMS/Glue Crew Contest & swap. Howard Johnson Inn & Conf Center, Wausau, WI. Contact Joe Drew 715.842.0173

October 16 (Sunday) Gilbertsville, PA
Pennsylvania Model Car, Diecast & Kit Show. New Hanover Fire Hall, 2154 Swamp Pike, Gilbertsville, Pennsylvania. Contact John Carlisle, P.O. Box 1007, Lockport, NY 14095-1007, 716.434.0733

October 16 (Sunday) Countryside, IL
Countryside Collectors Classic Toy Show, With 1/43rd Collectors Club, Park Place of Countryside Countryside, IL
www.uniqueeventsshows.com

October 20-23 (Thurs-Sun) Chicago, IL
iHobby Expo, Public Days 10 am – 5 pm Saturday and Sunday. Stephens Convention Center, Rosemont IL. *www.ihobbyexpo.com*

October 22 (Saturday) Norfolk, VA
The Tidewater Automotive Society will host their 19th annual model car show/swap meet at the VFW hall at 5728 Bartee St, Norfolk,Va 9am-3pm. www.vabiz.com/tams for more info and fliers.

October 23 (Sunday) Wayne, NJ
New Jersey Model Car, Diecast & Kit Collectors Meet. Wane NJ P.A.L. Building, 1 PAL Drive, Wayne, New Jersey. Contact John Carlisle, P.O. Box 1007, Lockport, NY 14095-1007, 716.434.0733

October 29 (Saturday) Indianapolis IN
Circle City Modelers Contest & Swap Knights of Columbus Hall, Indianapolis IN Cgbeach1221954@yahoo.com

October 30 (Sunday) Kirkwood, MO
Midwest Model Vehicle Association--St. Louis, 2011 Fall Swap Meet & Model Contest, Kirkwood Community Center
111 S. Geyer Road, Kirkwood, MO 63122, email dbigley@earthlink.net

November 6 (Sunday) Milwaukee WI
Scale Auto Hobby and Toy Swap Meet, Serb Hall, Milwaukee WI,
www.uniqueeventsshows.com

November, 6 (Sunday) Stanton, PA
The Olde Potbelly Gang's Model & Toy Show - 10th Anniversary, New Stanton Volunteer Fire Department, just off Interstate 70 on S. Main St. - New Stanton, PA.

November 12 (Sat) Downers Grove IL
29th Annual IPMS Butch O'Hare Model Contest and Swap Meet, Lakeview Jr HS Downers Grove IL. Co

November 12 (Saturday) Smyrna, GA
Southern Nats NNL. NNL Style Model Car Show & Swap Meet. Smyrna Community Center, Smyrna Georgia. *www.acme-ipms.com*

November 12 (Saturday) Freeport, NY
L.I.A.R.S Challenge, at The Freeport Recreation Center is at 130 East Merrick Road, Freeport, NY, 11520. For show or vendor info, contact Rich Argus at 516.884.2270 or r.argus@juno.com, or through the club website at www.liarsmodelcarclub.com. For info on classes or judging, contact Bill Murray at 516.293.6378 or murfam7@yahoo.com.

November 13 (Sunday) Chicope, MA
Massachusetts Model Car, Diecast & Kit Collectors Meet. Knights of Columbus, 460 Granby Rd., Chicopee, Massachusetts. Contact John Carlisle, P.O. Box 1007, Lockport, NY 14095-1007, 716.434.0733

November 19 (Saturday) Princeton, IL
Illinois Modeler's Club Model Contest & Sale. In conjunction with Northern Illinois Model Train Fair and Farm Toy Show. Bureau County Fairgrounds, 811 West Peru Street, Princeton, Illinois 61356. Contact Gary Cartwright 815.875.2152.

November 20 (Sunday) Princeton, IL
Illinois Modeler's Club Model Contest and Sale. In conjunction with the Northern Illinois Model Train Fair and Farm Show. Bureau County Fairgounds, 811 West Peru Street, Princeton, Illinois 61356. Contact Gary Cartwright 815.875.2152
ntact John Wendt 630.969.9016

November 26 (Saturday) Auburn, IN
Midwest Automotive Toy Show Model Contest and Swap Meet. Located at National Automotive and Truck Museum of the United States, 1000 Gordon M.Buehrig Place Auburn, IN 46706. Free admission with admission to the Museum.($7). Contest $3 first model $1 each additional model. Contact Jim Myers 260.489.5015 or Preston Fries 260.493.203?

December 4 (Sunday) Tinley Park IL
Tinley Park Toy Show. Tinley Park HS, Tinley Park IL. www.uniqueeventsshows.com

December 11 (Sunday) Waukesha WI
Milwaukee Miniature Motors. Winter Show – Swap and Contest. Waukesha County Expo Center,Waukesha WI
www.milwaukeeminiaturemotors.com

Send in your event or show information to:
Model Cars Magazine, Coming Events,
P.O. Box 3290, Honolulu, HI 96801
gregg@modelcarsmag.com
*** DO NOT SEND EVENTS**
TO THE DENVER OFFICE! *
If events are sent to Denver, I may not receive them in time. Also, please follow the format you see here in the Coming Events section when submitting your listings.

Advertiser Index

by Wayne Moyer

Last But Not Least

It's funny how things arrive on the diecast scene; this month we have models of the last Pagani Zonda (the ***what?*** Read on!), the last Lamborghini Diablo, and the last Packard. But as usual, there are lots of other goodies, too, so I won't waste space here. Enjoy!

Zounds! A Zonda: AUTOart's Pagani Zonda R

Argentine businessman/carbon fiber expert Horacio Pagani moved to a small town 30 miles from Modena in 1998 with plans to build a more exotic sports car than either Ferrari or Lamborghini. His lightweight carbon fiber and titanium Pagani Zonda was introduced in 2001. 100 were built before the last batch, 16 Zonda R's powered by a 739 horsepower AMG V-12, were produced in 2011. With a price tag of $1.8 million, I'll never see one but AUTOart has made it possible to have one in my garage–err, den. There are 658 parts, 68 masked spray steps, and a whopping 167 separate tampo-printing hits on this gorgeous 1/18 scale model. There's especially realistic carbon fiber texture everywhere, even underneath the lift-off body panels. The pearl white paint and red/green/yellow stripes are absolutely flawless, and that's just the start. Up front, carbon fiber scoops feed brake cooling ducts while master cylinders and the windshield washer are plumbed. Push up on a wheel and watch the titanium-colored rocker compress the inboard spring/shock unit. Interior details match Wikipedia photos with more carbon fiber, realistically upholstered seats, fabric and photoetched belts, and fully detailed wheel, console, and display panel. The engine bay is even better; multi-color V-12 with photo-etched details, lots of wiring, and black, clear, and braided silver hoses. And, of course, functional suspension. Bringing up the rear are the Zonda R's unique carbon fiber (what else?) wing and aero tunnel and the signature four-pipe exhaust cluster. Everything matches photos (***Jalopnik.com***) and dimensions are right on 1/18 scale. AUTOart's beautiful Pagani Zonda R is available from Gateway Global (866.288.6278).

Under The Hood: AUTOart 2011 Pagani Zonda R

5- Realism/Scale
4 Detailing
5 Working Features
5 Paint and Finish

BUT… No brake lines to the calipers.

Scale 1/18
Price: $286.95
www.autoartmodels.com

SOURCES

Brasilia Press
P.O. Box 2023
Elkhart, IN 46515
Ph: 574.262.9700
Fax: 574.262.8799
www.brasiliapress.com

CarVilleModels.com
13464 S. W. 131st St.
Miami, FL 33186
Ph: 866.973.6550
CarVilleModels.com
Sales@carvillemodels.com

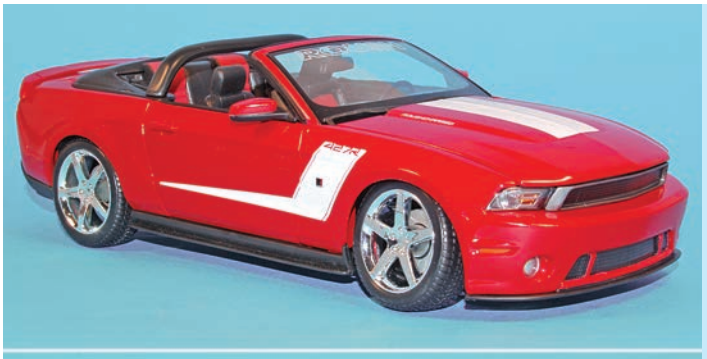
DiecastAuto.com
133 North Friendswood Dr. #336
Friendswood, TX 77546
Ph: 800.829.1520
www.DiecastAuto.com
email: sales@diecastauto.com

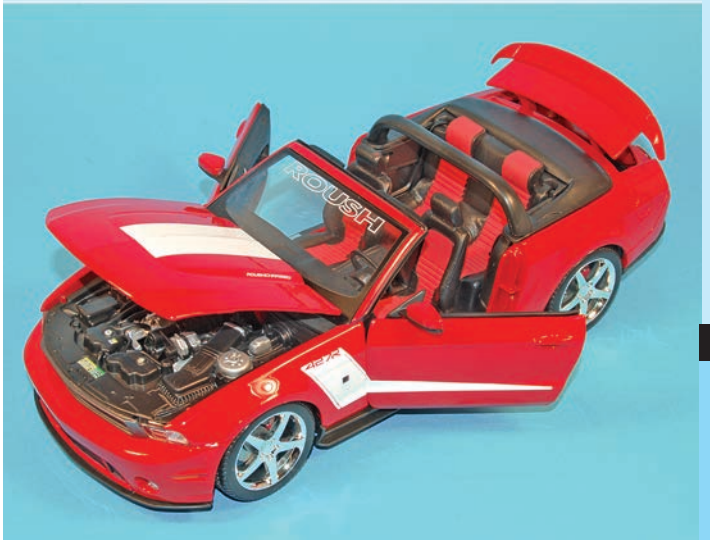
Gateway Global, Inc.
16720Marquardt Ave.
Cerritos, CA 90703
Ph: 866.288.6278
Fax: 562.623.0211
www.autoartmodels.com

Marsh Models
Court Lodge Farm
Wartling, Nr. Hailsham
East Sussex
BN27 1Ry England
www.marshmodels.com
email: jscanam@aol.com

Sinclair's Auto Miniatures
P. O. Box 8403
Erie, PA 16505
Ph: 814.838.2274
Fax: 814.838.2274
www.MiniAuto.com
email: Dave@MiniAuto.com

Wild About Wheels
P.O. Box 448
Richboro, PA 18954
Ph: 215.322.7593
Fax: 215.942.7467





Mighty Mustang: Maisto's 2010 Roush 427R

Jack Roush's 427R Mustangs feature a supercharged 435 horse 4.6 V-8 with appropriate suspension and body mods. Maisto has released this nicely done 1/18 scale model of the 2010 427R Convertible. Photos (***Road & Track*** October 2009 and ***www.motortrend.com***) show that Maisto has modeled the '10 Mustang accurately along with the Roush front clip, aero package, spoiler, roll bar, and wheels, but the second set of lights is missing from the grille. Engine detail is a multi-color high-relief pancake molding with separate parts for the accurate Roush-badged supercharger and air intake system and neatly fitted hoses. Properly hinged doors open to better see the red-printed seat inserts with Roush signatures, accurate panel layout with correct black-on-white gauges, and Roush logo on the sill plates. Maisto has omitted the optional boost pressure gauge. The glossy bright red paint shows some surface ripples but the accurate side stripes and "Roushcharged" badges are neatly printed. Dimensions check out well, too.

DiecastAuto.com (800.829.1520) has Maisto's bargain-priced Roush 427R.

Under The Hood: Maisto 2010 Roush 427R Mustang

- 3+ Realism/Scale
- 3+ Detailing
- 3 Working Features
- 3 Paint and Finish

BUT… Oil pan and entire exhaust system is chrome-plated.

Scale: 1/18
Price: $27.99
www.DiecastAuto.com

Lovely Lamborghini: Kyosho 2010 Diablo GTR-S

Since 2010 marked the 20th anniversary of the Lamborghini Diablo and Kyosho diecast models, Kyosho chose the ultimate Diablo, the GTR-S, as their 1/43 scale 20th Anniversary Special. Reiter Engineering modified the 6.0 liter V-12 Diablo GT for the French FF-SA-GT series. The GTR-S had an all-new nose and a cover over the trough between the sail panels to improve airflow to the big wing, a passenger seat, and rear aero tunnels. Check out ***www.extrememotorsports.com*** to see just how accurately Kyosho has modeled all these features. Its pearl white paint is as fine as anything I've seen in this scale. All scoops have mesh-embossed inserts and the chin splitter, wing, and aero tunnel have subtle carbon fiber texture. Open the rear hatch to check out the detailed V-12 and correct ram air intake. Interior detail is excellent, too, and disk brakes rotate through calipers behind the authentic Speedline wheels. Dimensions are virtually perfect.

Kyosho's excellent Diablo GTR-S is available from CarVille Models (866.973.6550).

Under The Hood: Kyosho 2010 Lamborghini Diablo GTR-S

- 4+ Realism/Scale
- 4 Detailing
- 3+ Working Features
- 5 Paint and Finish

BUT… A few small hoses missing from the engine.

Scale: 1/43
Price: $75.00
Sales@carvillemodels.com

Under The Hood: American Excellence 1973 Ford LTD Four-Door Sedan

4	Realism/Scale
4	Detailing
1	Working Features
4	Paint and Finish

BUT… No chassis detail.

Scale: 1/43
Price: $79.95
www.miniauto.com

Fine Ford: American Excellence 1973 LTD Four-Door

It's hard to believe, but American Excellence's new resincast 1973 LTD in the first 1/43 scale model of any full-size 1970-1990 Ford sedan. Happily, it's beautifully made, fully detailed, and very accurate! Two colors (Medium Chestnut Metallic and Bright Green Gold) are available; both are flawless and super-glossy though the latter is just a shade lighter than my paint chips. Vinyl roofs make these LTD Broughams, and the texture and sheen is just right. All the trim is done with either plated or carefully fitted photoetched parts; the 3-D FORD and LTD badges are right on scale and the door locks have key slots! Inside, upholstery patterns are correct, there's wood-grain trim where it should be, relief-cast handles are neatly painted silver, and the wood-grain dash has detailed speedometer, radio, and clock faces. My sample match photos from all angles and dimensions are right on 1/43 scale.

Sinclair's Auto Miniatures (814.838.2274) has the excellent American Excellence 1973 Fords.

Handsome Hearse: American Excellence 1966 S&S Cadillac

Cincinnati-based Hess & Eisenhardt built a wide variety of professional vehicles under the S&S name and American Excellence's new 1966 S&S Cadillac Landau hearse is simply the best model of this type I've seen in 1/43 scale. Its resin body is flawless and matches photos on the Cadillac-LaSalle web site perfectly. The high-gloss black finish has just traces of orange peel on the rear fenders but the big vinyl top has a very realistic sheen and texture. No hot-printing here; all the trim is either brightly plated or shiny photoetched metal. That includes thin chrome trim along the bottom of the vinyl top and lock cylinders with key slots. Very clear glass and lowered side windows make it easy to see the deeply pleated maroon seats and fully detailed interior; ***Collectible Automobile*** photos (Feb. 2009) confirm that detailed door panels and dashboard are right on the money. Open curtains display a well-done coffin, too. AE's 1966 Cadillac hearse has nice chassis detail and is also available from Sinclair's at www.miniauto.com.

Under The Hood: American Excellence 1966 Cadillac S&S Hearse

4	Realism/Scale
4-	Detailing
1	Working Features
3+	Paint and Finish

BUT… Exhaust detail painted but drivetrain isn't.

Scale: 1/43
Price: $89.95
Sinclair's: 814.838.2274

Under The Hood: Minichamps 1970 Martini Porsche 917K

3+	Realism/Scale
4	Detailing
1	Working Features
4	Paint and Finish

BUT… No instrument decals.

Scale: 1/43
Price: $54
Sales@CarvilleModels.com

Hippie Porsche: Minichamps 1970 917K

The official factory Porsche Gulf-Wyer team had competition from the Martini-sponsored (and factory supported) team owned by Dr. Porsche's daughter in 1970. The result–Porsche won 9 of the 10 World Championship races. The Martini 917's psychedelic blue and green color scheme earned them the label of Hippie Porsche and Minichamps has just released this fine model of the short-tailed (Kurzheck) 917K that finished sixth at Watkins Glen. The body shape, colorful graphics, and all details match photos in ***Porsche Racing Memories*** and on ***www.ultimatecarpage.com***. Those six-color graphics are a combination of hot-printing and expertly applied decals. The big cooling fan and intake covers are visible from above, with very nice tube-frame chassis, engine, and exhaust system details under the rear deck. Disks are visible behind the accurate wheels and tires have authentic Firestone sidewall markings on both sides of the treaded tires. Dimensions are right on 1/43 scale, too; Minichamps Hippie Porsche is accurate in all respects. It's available from CarVille Models at 866.973.6550.

Under The Hood: Marsh Models' McLaren M1C John Cannon

4	Realism/Scale
3	Detailing
NA	Working Features
NA	Paint and Finish

BUT… None, an excellent kit that makes a fine model.

Scale: 1/43
Price: $82
jscanam@aol.com

Mighty McLaren: Marsh Model's 1968 John Cannon M1C

John Cannon started 15th in the 1968 Laguna Seca Can-Am in a three-year-old McLaren M1C, passed leader Bruce McLaren on lap seven, and lapped the entire field for the series' biggest upset. His secret? It rained and he had the only set of Formula One rain tires in the field! Marsh Models has added Cannon's giant-killer to their line of excellent resin kits and factory-built models. Photos in ***Lyons' Can-Am*** show that Marsh has all the modifications to Cannon's M1C–big fender flares, spoiler, and other details–absolutely correct and yes, the tires have rain tread. I counted six beautifully cast resin parts, 20 more equally fine white-metal pieces, and enough machined alloy and photoetched pieces to bring the count to 66. Very little preparation time was required, the overall red paint job was easy to do, and all parts fit very well although the rear axle did take a little tweaking.

Contact Marsh Models (www.marshmodels.com) for kit or factory-built versions of Cannon's "Big Gun."

Delightful Dodge: Brooklin's 1950 Wayfarer Sport Roadster

Dodge introduced the Wayfarer Sport Roadster in 1949 as "a really low-cost open car," and while buyers didn't mind the manual top, the demountable side windows drew lots of complaints. The 1950 model had roll-up glass windows, a new grille, wider rear fenders, and a new name: Sportabout. The name is about the only error Brooklin has made in this model as photos (***Collectible Automobile***, August 1966) show that the revised shape and new grille are accurate, and the interior has relief-cast handles and cranks for the wind-up windows. Dash details include accurate square gauges. The glossy Iceland Green paint is set off by lots of carefully fitted chrome parts; the tiny ram's head hood ornament is especially well done. Dodge nameplates are cast in relief and painted over, but Brooklin has omitted the front-fender Wayfarer script, the only piece of trim that's missing. Dimensions check out right on 1/43 scale, too.

Brasilia Press (www.brasiliapress.com) will tell you where to find Brooklin's very accurate 1950 Dodge Sportabout.

Under The Hood: Brooklin 1950 Dodge Wayfarer Sportabout

3+	Realism/Scale
3	Detailing
1	Working Features
3+	Paint and Finish

BUT… Fender skirts, wire wheels not factory options.

Scale: 1/43
Price: $119.50
Brasilia Press
Fax: 574.262.8799

Under The Hood: Brooklin 1957 Packard Town Sedan

4-	Realism/Scale
3	Detailing
1	Working Features
4	Paint and Finish

BUT… Side trim is red on the restored car.

Scale: 1/43
Price: $119.50
www.brasiliapress.com

Brooklin 1/43 Scale Packard Clipper Town Sedan

After Packard CEO James Nance resigned, Dick Teague was given a small budget and three months time to design the new 1957 Packard. He grafted a Packard-style grille, Caribbean side trim, and '56 Clipper taillights onto a Studebaker President Sedan to create the 1957 Packard Town Sedan, often referred to as the "Packardbaker." The February 2010 issue of ***Hemming's Classic Cars*** shows how well Brooklin has modeled Teague's re-design. My sample matches photos from all angles and its authentic Tiara Gold paint is excellent, without a hint of orange peel. The trim is all there, although the badges and window surrounds are all painted over. The headlamp trim and tiny hood ornament are particularly well done and the trademark clipper ship's wheel is included–in scale–in the grille. Interior details include relief-cast handles, cranks, and armrests, authentic upholstery patterns, and the correct dash. Dimensions are as accurate as the looks.

Brasilia Press (Fax: 574.262.8799) will tell you where to find one.

Under The Hood: Burago 1970 Corvette Coupe

3	Realism/Scale
3-	Detailing
3	Working Features
3	Paint and Finish

BUT… Limited chassis detail.

Scale: 1/24
Price: $15.99
www.DiecastAuto.com

Burago Scale 1970 Corvette

The all-new 1968 Corvette drew heavily from the Mako Shark show car and little was changed in 1969. The '70 'Vette was face-lifted with a new grille, mildly flared fenders, and egg-crate side vents that replaced the previous gills. Burago's new bargain-priced 1/24 scale '70 Corvette has the basic Stingray shape and all these details correct (***Corvette, America's Sports Car***). Bumpers, grille, and mirrors are plated while all other trim is neatly printed in rather dull silver. Burago's glossy Bridgehampton Blue Metallic paint matches my chip perfectly but does have some orange-peel. Underhood details are done with a single pancake molding with painted block and accessories. Doors pivot open to show good interior detail with silver-painted trim, but there are no instrument faces and everything is one shade of black plastic. It's not a high-dollar Mint model but with some foil and detail painting it would be a fine shelf model at a pocket-money price.

DiecastAuto.com (800.829.1520) has Burago's 1/24 scale models.

Ixo 1934 Museum Series Mercedes 130

I'll bet you didn't know that Mercedes engineers beat Ferry Porsche to the idea of an inexpensive rear-engine "peoples car!" They introduced the 1300 c.c. 130H in 1933. In Michael Frostick's words (***The Mighty Mercedes***) it was "technically advanced but it looked, and was, horrid." Fortunately there are enough Internet photos (***www.autogallery.com***) to show that Ixo has modeled the unusual shape very well, and in view of some of today's econoboxes Frostick's words may be a bit harsh. Its smooth, glossy red and black paint has crisp parting lines and is set off by chrome light bezels, horns, handles and deck latches. Mercedes stars are photoetched and details like the "trafficators" are all there. An open driver's window makes it easy to see the authentic upholstery with silver-printed handles and cranks and the spartan but accurate dash. There's relief chassis detail with silver-printed engine and exhaust details and dimensions are exactly 1/43 scale.

Wild About Wheels (215.322.7593) has Ixo's fine vintage Mercedes 130.

Under The Hood: Ixo Museum Series 1934 Mercedes 130

4	Realism/Scale
4-	Detailing
1	Working Features
4	Paint and Finish

BUT… Actually, none!

Scale: 1/43
Price: $29.95
Wild About Wheels
Fax 215.942.7467

Under The Hood: Ixo 2009 Citroen C4 WRC "Acropolis Rally"

4	Realism/Scale
3+	Detailing
1	Working Features
4+	Paint and Finish

BUT… Sidewall logos not seen in British GP Photos.

Scale: 1/43
Price: $29.95
Wild About Wheels
215.322.7593

Championship Citroen: Ixo 2009 C4 WRC

While Sebastien Loeb was winning three consecutive World Rally Championships (2007-2009) in Citroen's purpose-built C4 WRC factory entry, Junior Team driver Sebastien Ogier was doing well, too, placing second overall in the 2009 Acropolis Rally. Ixo already modeled Loeb's car and has now released this stunning 1/43 scale model of Ogier's reversed colors Junior Team car. With hundreds of photos of the C4 WRC on the 'net, Ixo had to get the lines and details right and they did! They also have the exceptionally complex (eight colors plus bright chrome) color scheme of Ogier's car correct down to the smallest detail. I can read (with a glass) the OZ Racing logos on the wheels and Pirelli Scorpion sidewall logos. Windows are correctly tinted, with seats with five-point harnesses, instrument faces, roll cage, and spare tire under the rear hatch. Tow hooks and stone guards are photoetched and there's steel-printed relief chassis and exhaust detail on the baseplate. Wild About Wheels (Ph: 215.942.7467) has Ixo's excellent Citroen C4 WRC, too.

Southern Nats NNL

NNL Style Model Car Show & Swap Meet

November 12th 2011 • 10:00am - 4:00pm
Smyrna Community Center • Smyrna Georgia

- *The NNL is a non-judged event organized to promote fellowship among model builders. However, awards will be presented for Best in Show, Best Junior, etc.*
- *Model car categories include: replica stock, custom, tuners, street rods, various competition classes and others.*
- *The host hotel is the Cobb Galleria Inn at 2855 Spring Hill Parkway in Smyrna. This is the same hotel as last year with a new name. The phone number to make reservations is 770 435-4990. For the special room rate, mention the Group Code "ACM", or the group name "Atlanta Car Model Enthusiasts." A hospitality suite will be open to show attendees both Friday and Saturday evenings.*
- *6' vendor tables are $25 each.*
- *A "Make It-Take It" event is scheduled for children 12 and under to learn modeling skills. A FREE kit is provided (one per child per paid admission).*
- *We will offer an "Early Bird" admission pass at $20 each. This will include entry to the contest.*
- *Entry Fee: $8.00 to enter models into the show (unlimited).*
- *General admission is $3.00. Children under 12 free with paid adult.*

Vendor info:
4305 State Bridge Rd
Suite 103-356
Alpharetta, GA 30022
www.acme-ipms.com
acme-vendorinfo@comcast.net

ACME
ATLANTA CAR MODEL ENTHUSIASTS

www.acme-ipms.com

CARBON FIBER

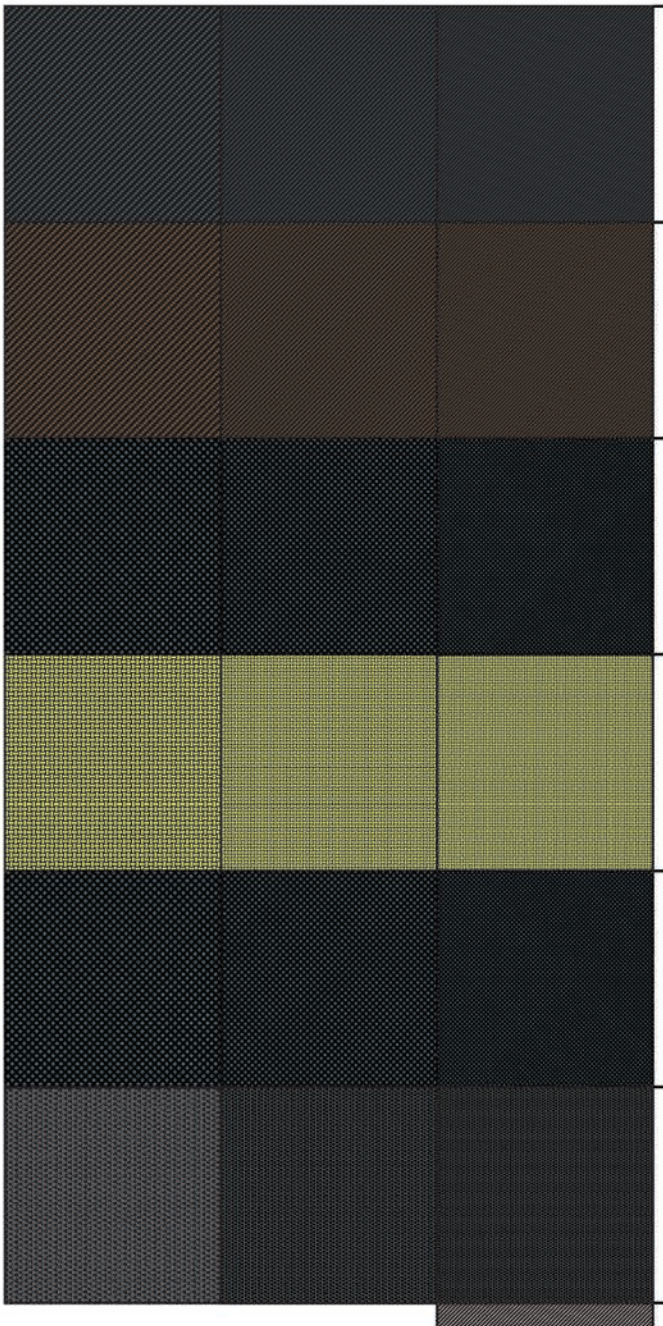
Everything you've always wanted to know but were afraid to ask!

When did it all start? In the past 30 years the F1 chassis has evolved from a tube frame covered with fiberglass to relatively heavy but stiff, strong sheets of aluminum honeycomb-covered alloy sheeting or Nomex bonded to carbon fiber. Beginning in the mid 1970's, carbon fiber from the aircraft industry was used in significant portions of some cars, though constructors remained cautious about using the material in their chassis designs because they doubted it could provide sufficient impact strength or chassis stiffness (a prime concern since the car's handling is affected by how well the suspension members and chassis react together). By the early 1980's, sufficient impact testing had been done to convince engineers that composite fiber was crashworthy. Design engineers sorted ways to build a chassis strong at its stress points, yet stiff enough to provide good handling. By 1980, the first total carbon fiber F1 car was the Mc Laren MP4, designed by John Bernard with carbon fiber panels produced in the USA from Hercules Aerospace.

What are Composite Fiber materials? Safety and speed are two primary goals of every racecar engineer. Carbon Fiber provides an extremely strong, lightweight, yet brittle energy-absorbing material that holds up under the stresses of high-speed racing. The brittle characteristics of carbon fiber materials are what cause a car to explode into thousands of pieces upon impact. The energy from the impact is carried away from the car and driver's cockpit. Carbon Fiber is ideal for structures on the car such as: nose box which must deformable and able to absorb impact; the undertray which must be lightweight, rigid, easily removable and able to retain its integrity under abrasion from encounters with the race track's curbing: the bodywork which must withstand attacks from exhaust gases and intense heat from the engine; and the wings which must be strong enough to sustain aerodynamic loads up to 100 times their own weight yet be rigid, adjustable, lightweight and easily removed by one mechanic. Kevlar, developed by Du Pont, is the same material used in bulletproof vests, with anti-tear qualities that help protect the driver and fuel cells from being punctured by flying debris during accidents. Carbon Kevlar is very strong and flexible, great for use on compound curved surfaces like brake ducts, air intake scoops and other chassis components. Every car is different even cars on the same team have different set ups so make sure to do thorough research as to how your car was built. No longer used just for F1, you will now find carbon fiber materials used in all types of racecars including Le Mans, GT, DTM, Rally, Pro Stock and Top Fuel dragsters.

Scale Motorsport's Carbon Fiber, Carbon Kevlar and Kevlar decals replicate the composite materials used in racecars beginning in the early 1980's through 2010. When used with any popular decal-softening solution, our decals will conform perfectly to any compound curved surface found in modern day racecars.

Available now on the Scale Motorsport web site our official 'How To" Carbon Fiber Decal video. Created by the guys at Space City Films, Matthew Wells gives a comprehensive tutorial on all aspects of carbon fiber decaling, tips, tools and techniques everything you need to know and than some for a professional finish every time.



SERIES 1000
PATTERN: TWILL WEAVE
COLORS:
PEWTER METALLIC & BLACK
SCALES: 1/12, 1/20, 1/24,1/43
SKU#: 1012, 1020, 1024
SIZE: 4-7/8" x 7-1/2"

SERIES 1100
PATTERN: TWILL WEAVE
COLORS:
GOLD METALLIC & BLACK
SCALES: 1/12, 1/20, 1/24,1/43
SKU#: 1112, 1120, 1124
SIZE: 4-7/8" x 7-1/2"

SERIES 1200
PATTERN: PLAIN WEAVE
COLORS:
GOLD METALLIC & BLACK
SCALES: 1/12, 1/20, 1/24
SKU#: 1212, 1220, 1224
SIZE: 4-7/8" x 7-1/2"

SERIES 1300
PATTERN: BASKET WEAVE
COLORS:
YELLOW & BLACK
SCALES: 1/12, 1/20, 1/24,1/43
SKU#: 1312, 1320, 1324
SIZE: 4-7/8" x 7-1/2"

SERIES 1400
PATTERN: PLAIN WEAVE
COLORS:
PEWTER METALLIC & BLACK
SCALES: 1/12, 1/20, 1/24
SKU#: 1412, 1420, 1424
SIZE: 4-7/8" x 7-1/2"

SERIES 1500
PATTERN: HI-DEF WEAVE
COLORS:
GREY METALLICS & BLACK
SCALES: 1/12, 1/20, 1/24
SKU#: 1512, 1520, 1524
SIZE: 4-7/8" x 7-1/2"

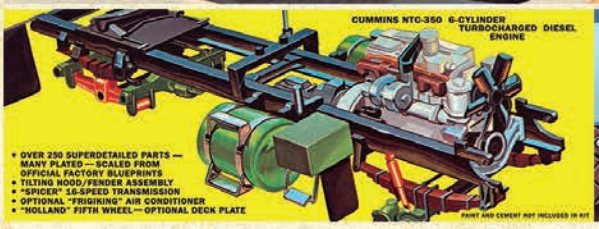
SERIES 1700
PATTERN: TWILL WEAVE
COLORS:
CLEAR & BLACK
SCALES: 1/24
SKU#: 1724
SIZE: 4-7/8" x 7-1/2"

SERIES 1448
PATTERN: MILITARY WEAVE
COLORS:
METALLIC GOLD & BLACK
SCALES: 1/48
SKU#: 1448
SIZE: 4-7/8" x 7-1/2"

SCALE motorsport

Scale Motorsport 136 Bolero Drive Downingtown, PA 19335 Phone: 484-593-0512 Fax: 484-237-8722 www.scalemotorsport.com

THE LEGENDS ROLL ON!



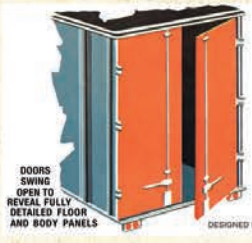
Diamond Reo Tractor

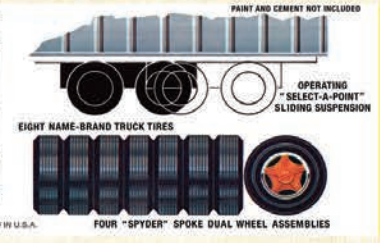
Back by popular demand, AMT's vintage Diamond Reo Tractor is being reissued in our Retro Deluxe Format.

Features:

- Scaled from official factory blue prints
- Original AMT packaging
- Expanded decal sheet
- Miniature replica box to display with the completed kit
- Incredible detail throughout

Truck enthusiasts, this will make an outstanding addition to your collection of AMT large trucks and trailers!





Fruehauf Exterior Post Trailer

AMT's Retro Deluxe™ reissues of vintage trucking subject matter have been extremely popular, and this super detailed Fruehauf Exterior Post Van will follow suit!

Features: Original packaging and an expanded decal sheet this finely detailed model includes opening rear doors, operating "select-a-point" sliding suspension, 2 support options and more!

www.round2models.com