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ON THE COVER

Star Trek: Picard starship designer Bill Krause blueprinted, scratchbuilt, and lighted his 1/350 scale USS *Excalibur*. See more of his Starfleet portfolio on Page 20. Background/Getty Images

By Tim Kidwell

Advancing the hobby

A month or so ago, I was asked if I thought 3D-printing was ruining the scale modeling hobby. It was an intriguing question because of its maximal framing. The question wasn't whether 3D-printing was altering or hurting; it was cast in terms of destruction.

Of course, I said no, 3D-printing wasn't ruining the hobby. And really, it wasn't changing the hobby as much as we might think. Let me explain.

If you buy a 3D-printed part from an online vendor, that is no different than buying any other aftermarket part. Let's say you own a 3D-printer and purchased an STL file of a part you need for your model and printed it yourself. Other than the fact that you printed it, there's little difference between examples 1 and 2. You're basically enjoying the fruits of the aftermarket.

Now, going a step further, assume you have the skills to design, via CAD, a detailed replica of a V8 engine, machine gun, or landing gear. You apply that knowledge, make an STL and print your new part or parts. To my way of thinking, this is moving scratchbuilding to a new venue.

Instead of fashioning your part from styrene, wire, and glue, you've used your design skills, which are not to be dismissed, to accomplish the task.

What we are talking about is using different skills to accomplish the same goal — a model completed to the best of our ability. Many, if not most, modelers will not have the skills to do the sort of design work required to 3D-print miniature masterworks, and even the idea of widespread resin printers (one in every workshop!) hasn't come to pass.

On the other hand, 3D-printing has improved the quality of aftermarket parts and even parts included in plastic model kits. Some companies produce only 3D-printed kits, going that route instead of cast resin.

As you'll see in this issue, how 3D-printing fits into your hobby is entirely up to you. For sure, it has been an advancement for scale modeling and has carved out a lasting place in the hobby, but see it for what it is: another avenue to your destination.



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▲ **JUAN LOPEZ**
OTTAWA, ONTARIO, CANADA

To say Juan likes 1/6 scale motorcycles and bicycles would be an understatement. He has more than 30 such models in his collection. One of them, this Soviet MMZ M-72 with sidecar, was a 3D-printed kit that he painted for an almost factory-fresh appearance, just like it would have looked driven away from Moscow in 1941.

► **MANUEL CASTRO**
EAST STROUDSBURG,
PENNSYLVANIA

To honor the 761st Tank Battalion, known as the “Black Panthers,” consisting of Black American soldiers who were not allowed to serve with white soldiers, Manuel’s diorama shows one of their tanks crossing the Siegfried Line in Nazi Germany. The Sherman comes from a Tamiya kit, and it’s accompanied by Dragon and Tamiya figures, two of them with replacement heads from Hornet. Manuel scratchbuilt the Siegfried Line base and tank trap spikes. The dragon’s teeth are aftermarket parts.





▲ **MARC SMITH**
BENNINGTON, NEBRASKA

Marc has always been drawn to the look and capabilities of vintage Land Rovers, so when he found this Revell 1/24 scale Land Rover Series III 109-inch model kit, he had to have a go at it. Marc airbrushed the model with Tamiya acrylic colors and built the display base by carving a piece of builder's-grade rigid cell foam and creating random contours. He covered it with static grass and a few small rocks to provide scale for the vehicle.



▲ **MIKE WALSTON**
SARASOTA, FLORIDA

Mike detailed the Meng 1/72 scale Harkonnen Ornithopter from the film *Dune* (2021) with extended gun barrels and custom decals he made on CorelDraw for the cockpit windows and a blue griffon to more accurately depict the Harkonnen crest from the novel.



◀ **JOHN SOH**
ASHBURN, VIRGINIA

John depicted the *Bismarck* using a Revell 1/350 scale kit and Pontos photo-etched metal details to appear as it would have looked in March 1941 with the Baltic Sea scheme. He designed and 3D-printed a new bow to represent the *bugespiere* (bulbous bow) and S-Anlage active sonar not present in the base kit.



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NEW PRODUCTS

Compiled by Monica Freitag

AIRCRAFT

1/24 SCALE



P-47D Thunderbolt Razorback No. 702427
\$224.99 from Trumpeter/Model Rectifier Corp.

1/32 SCALE

Bücker Bü 131D (winter version), WWII German training aircraft No. 32029 \$72.99 from ICM.

1/35 SCALE

MD 500 Defender IDF No. 12136 \$39 from Academy/Model Rectifier Corp.



Ka-52 Alligator Hokum-B No. 705119
\$137.99 from Trumpeter/Model Rectifier Corp.

1/48 SCALE



Black Hawk MEDEVAC with crew and combat medics No. 48365 \$121.99 from ICM.
Focke-Wulf FW190A-8 No. 81782 \$56.99 from HobbyBoss/Model Rectifier Corp.
Buccaneer S.2D No. 705845 \$104.99 from Trumpeter/Model Rectifier Corp.
AH-6J Little Bird, US Special Forces attack helicopter No. 48370 \$69.99 from ICM.

Focke-Wulf FW190D-9 Early Prod. advanced kit No. 48044 \$TBA from MiniArt.
Junkers F13. Mid Prod. Military Service No. 48011 \$TBA from MiniArt.
P-47N-2RE Thunderbolt basic kit No. 48068 \$62.99 from MiniArt.

1/72 SCALE



PLAAF J-36 Prototype No. 701689 \$99.99 from Trumpeter/Model Rectifier Corp.



Fairchild C-123J Provider No. 065 \$TBA from Roden.
Supermarine Type 300 Spitfire prototype K5054 first flight with test pilot figure (3D printed) No. A720001 \$TBA from IBG Models.
Supermarine Type 300 Spitfire prototype K5054 test flights (3D printed) No. A720002 \$TBA from IBG Models.

ARMOR

1/35 SCALE



Australian Stuart Mk.I No. 35437 \$70.99 from MiniArt.
G7117 1,5t 4x4 Maintenance shop truck with trailer No. 35498 \$TBA from MiniArt.
Stuka zu Fuß Sd.Kfz. 251/1 Ausf.B, WWII German MLRS No. 35107 \$81.99 from ICM.

PzKpfw.III Ausf. D/B with crew No. 53085 \$TBA from MiniArt.
Raupenschlepper Ost RSO/01. Last Prod No. 53007 \$TBA from MiniArt.

1/72 SCALE



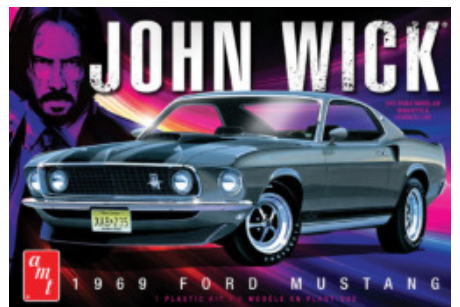
Borgward B 3000 S No. 740 \$TBA from Roden.



KTO Rosomak Medevac No. 72141 \$TBA from IBG Models.
Bedford MWD General Service (closed cab) No. 72161 \$TBA from IBG Models.
KTO Rosomak the Green Devil No. 72135 \$TBA from IBG Models.
FV4101 Charioteer in the Middle East No. 72114 \$TBA from IBG Models.

AUTOS

1/25 SCALE



1969 Ford Mustang Mach I John Wick No. AMT1454M \$37.49 from AMT.



1972 Chevy Chevelle SS Supernatural No. AMT1592M \$35.99 from AMT.

1978 Ford Pinto Cruising Wagon No. MPC1047 \$37.99 from MPC.

FIGURES

1/35 SCALE

U.S. Airborne Tank Riders No. 53040 \$TBA from MiniArt.



U.S. Repair Crew with Equipment No. 53004 \$TBA from MiniArt.

Kampfgruppe Hansen Battle of the Bulge No. 53051 \$TBA from MiniArt.

German Officers and Drivers No. 53030 \$TBA from MiniArt.



German Soldiers at Rest (Special Edition) No. 35378 \$TBA from MiniArt.

1/48 SCALE

German Fuel Drop Tanks and Bombs No. 49021 \$TBA from MiniArt.

SHIPS

1/700 SCALE



PLAN Type 093 Shang Class SSN No. 87023 \$17.99 from HobbyBoss/Model Rectifier Corp.

MISCELLANEOUS

1/35 SCALE

Ducks and Geese No. 38114 \$TBA from MiniArt.

Chickens No. 38112 \$TBA from MiniArt.

Standard N industrial tractor

Mod.1940/42 No. 35466 \$TBA from MiniArt.



German 3T Cargo truck with MG 151/20 drilling No. 53055 \$TBA from MiniArt.

1/48 SCALE

British Bombs No. 49023 \$TBA from MiniArt.

AIRCRAFT DETAIL SETS

1/24 SCALE



Bf109G-5/6 landing gear for Airfix No. 24015 \$34.95 from Scale Aircraft Conversions.

1/35 SCALE



He 111H-6 landing gear for Border No. 35023 \$38.95 from Scale Aircraft Conversions.

1/48 SCALE

HP.52 Hampden TB.Mk.I B Mk.I landing gear for ICM No. 48491 \$26.95 from Scale Aircraft Conversions.

PAINTS

Acrylic paints set for WWII British armored vehicles No. 3099 \$TBA from ICM.

Speed Blur (Valley) No. Art. EAN 6150517429437, \$34.58 from Modeltex.

Speed Blur (Forest) No. Art. EAN 6150515361302, \$34.58 from Modeltex.



Speed Blur (Desert Dunes) Art. EAN 6150517423428, \$27.66 from Modeltex.

THUNDER



3D-printed parts and careful painting improve the excellent
Academy 1/48 scale A-10C Thunderbolt II

BY RICARDO DACOBA

POSTRUCK



he A-10 Thunderbolt II has had a long and illustrious career, officially entering service in 1977 and continuing to fly missions to this day. Nicknamed the “Warthog” for its elegant appearance, the aircraft earned a reputation for incredible durability, and its GAU-8 Avenger 30mm rotary cannon has become legendary.

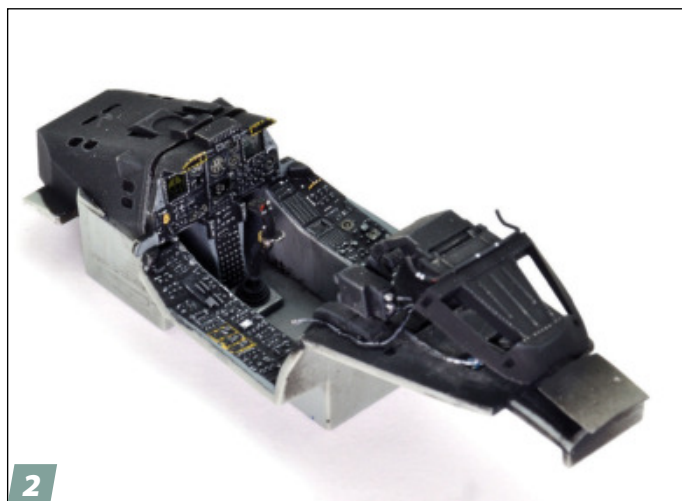
Academy released a new 1/48 scale A-10C kit (No. 1238) in 2023. Complete and highly detailed, I thought it would be a good place to start in order to add this close air support attack aircraft to my collec-

tion. It included markings for 78-0252, assigned to the U.S. Air Force 75th Fighter Squadron (FS). It logged more than 2,000 hours during its deployment to Bagram Air Base, Afghanistan, between 2005 and 2009. In 2014, it was chosen to be part of the 75th FS heritage display paying tribute to the founding volunteer squadron, the Flying Tigers of World War II.

As good as the kit and decals were, a couple areas needed some help, particularly the pilot, ejection seat, and engines. I spent a little time ordering parts online and got building.



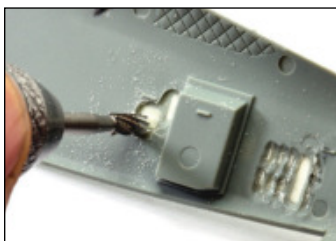
Overall, the cockpit had good detail, and I limited myself to adding lead wire cables. The two biggest changes were replacing the kit ejection seat with a True Details Aces II resin part (No. 46031) and using a 3D-printed figure from Reedoak (No. 480253; OOP).



I base-coated the cockpit light ghost gray and went over the consoles with flat black. The delicate relief of the details makes painting much easier. I used leftover decals from my spares for the instrument panel because I didn't find the ones in the kit particularly suitable.



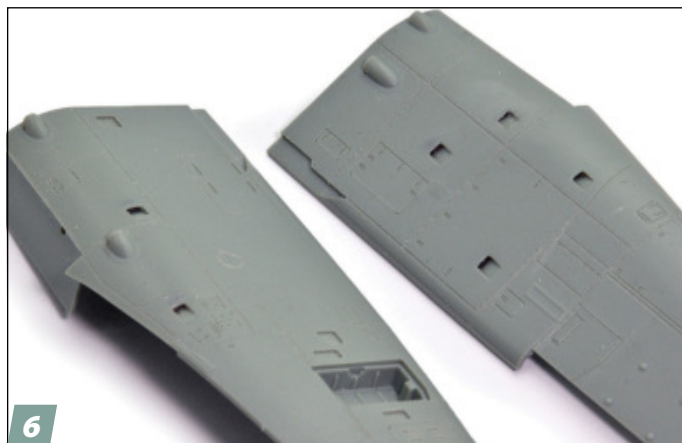
With a good pair of magnifiers, I was able to bring the figure to life and finish the ejection seat with fine-tipped paint brushes and Vallejo and Tamiya acrylics.



The fuselage parts represent the aluminum mesh filters well, but it could be improved. I thinned the inside of the fuselage parts around the filter details with a rotary tool and cutting bits. The main concerns were to be careful not to cut through the fuselage and to run the tool slowly to avoid melting the plastic.



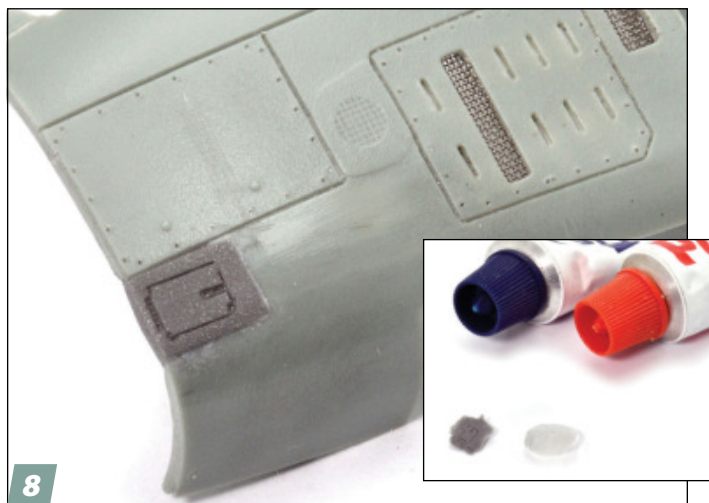
I cleaned up the spaces for the filters with a sharp hobby knife and then superglued fine metal mesh to the inside of the fuselage to finish the effect. I affixed the metal mesh with a minimal amount of superglue, taking care not to occlude the visible parts.



For a more realistic sense of depth, I opened up the various air inlets along the fuselage with a sharp No. 11 blade. Then I backed the inlets with two-part epoxy putty inside the fuselage parts.



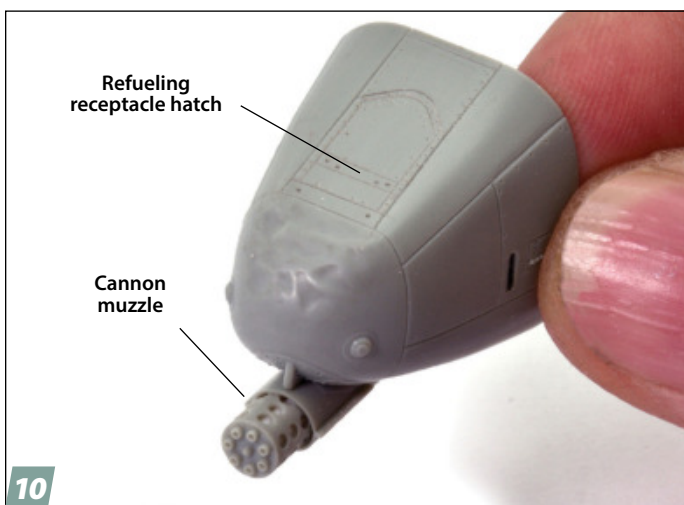
7 Near the nose, Academy omitted an inspection hatch. I used silicone caulk to make a mold of a similar hatch on the same part. Just apply a dab of the caulk over the section and let it dry.



8 I mixed two-part epoxy and beaded it on top of the silicon mold and let it harden. Peeling the mold out of the new part, I was left with the outline of the hatch. I cut a small area in the plastic part, shaped the hatch to fit, and superglued it in place. Then I sanded the new part to match the fuselage contours.



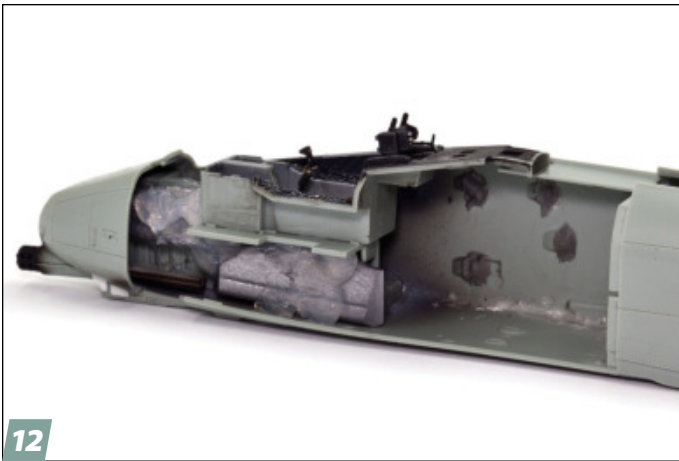
9 Academy did a nice job with the nose landing gear bay details. I completed it with a few lengths of copper and tin wire attached with superglue. Then the landing gear bay was painted light ghost gray, and a couple of places received a touch of additional color matching references. I finished it with a dark brown wash to provide shadows and a hint of dirt.



10 A-10 noses are often dented from refueling. I banged up the fairing with a rotary tool and a round bit. Then I smoothed the surface with a fiberglass pencil and 600-grit sandpaper. I scribed the panel lines and rivets for the refueling receptacle hatch and drilled the holes on the cannon muzzle and added seven barrels made from styrene rods.



11 Thin styrene strip around the interior edge of the nose landing gear bay improved its appearance and provided a lip for the closed bay doors omitted by the kit.



12

I did not follow the instructions' assembly sequence, focusing instead on correctly fitting the parts. Putty and sanding in certain spots was not going to be an option with so much relief detail. The cockpit was glued into the starboard fuselage half, and I used silicone caulk to install lead bars to keep the nose grounded.



13

In some spots, the kit included incorrect panels lines. I filled those with a mix of superglue and talcum powder applied with a toothpick. The fine slurry dries quickly and feathers nicely when sanded.



14

For improved engines, I turned to a Mini Craft Collection TF-34 3D-printed engine set (No. 4816) specifically for the Academy kit. Take care while using snips and a razor saw to separate 3D-printed parts from the support posts — they can be brittle. Once removed and cleaned up, they are ready for installation.



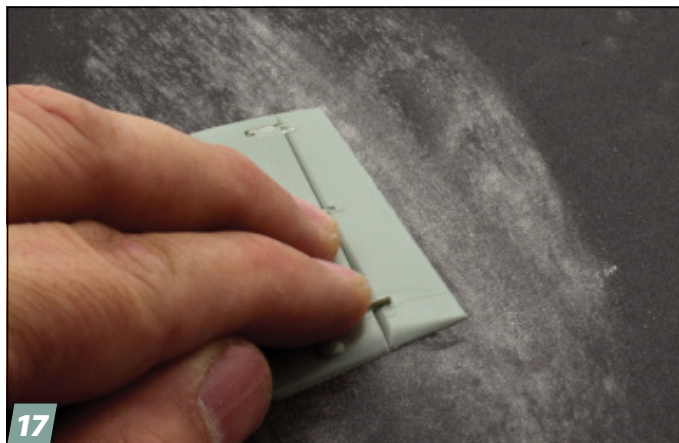
15

I detailed the landing gear legs with hydraulic lines made of copper wire. I hollowed the lights with a microbit and pin vise and inserted tiny polished aluminum discs. A razor saw blade helped deepen the tire treads. I painted the legs white, the hydraulics dark gray, and added a black wash before finishing with clamps made from aluminum strips.



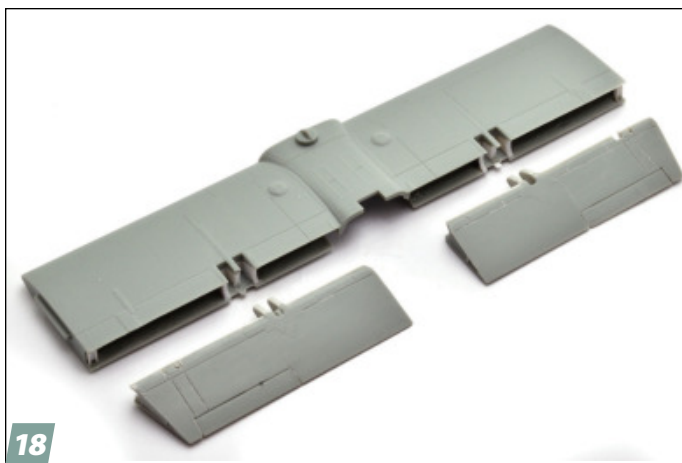
16

I test-fitted the fin halves and ran a line of black paint along the length of the rudder. The paint made clear how thick and out of scale the trailing edge was.



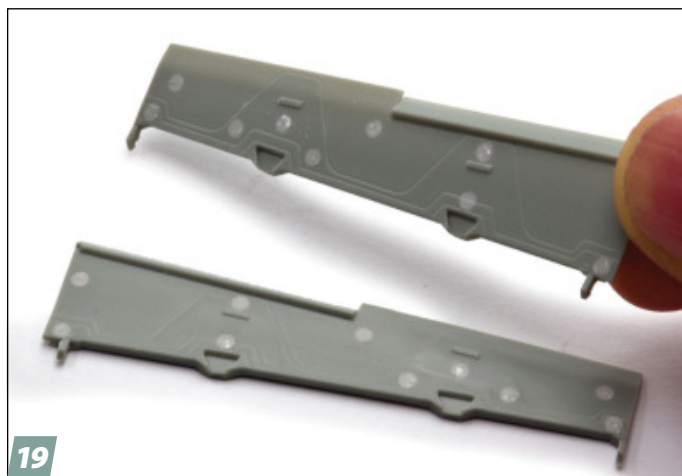
17

I placed a piece of medium grit sandpaper flat on my workbench and sanded the mating surfaces on the halves of both fins until the edge of the rudders were sharp. When performing this process, I made sure to keep the parts flat on the sandpaper and the pressure even. Then I cemented the fins together.



18

I separated the elevators from the tailplane with a scribing tool so I could model them drooped. I made a hinge, front to the elevators, and some internal tailplane details from styrene sheet and strip.



19

The weakest point of Academy's kit were the split ailerons/decelerons. Replete with ejector-pin marks, I filled them with superglue-talcum powder filler. When it was dry, I cut away the excess with a sharp knife, careful to avoid damaging the parts. I lightly sanded the parts afterward to finish the blending.



20

I recommend Mr. Surfacer 1000 as a primer. The color worked well for the A-10, but it also makes a great base for paint adhesion. What's more, a primer coat like this lets you see if your work has disappeared or if you need to make more adjustments. For example, the panel line I filled on the nose was no longer visible.



21

I airbrushed the airframe Hataka Light Ghost Gray (No. A037) lightened with about 25% Insignia White (No. A043) for scale effect. Then I rolled poster putty worms to mask for the second color and painted those areas Dark Ghost Gray (No. A035), again lightened with 25% white.



22

Using the same technique with poster putty rolled into about a 1cm rope, I masked the outline of the simulated cockpit canopy on the bottom of the fuselage and airbrushed it Dark Gull Gray FS36231 (No. A044). This method gives you control and allows for a semi-hard edge between colors.



23

Now that the basic camouflage colors had been applied, working in manageable areas, I brushed on a black tempera wash to mark all the panels and rivets. I followed up by wiping away excess wash with a soft cotton cloth moistened with water after the tempera dried, always wiping in the direction of airflow over the airframe.



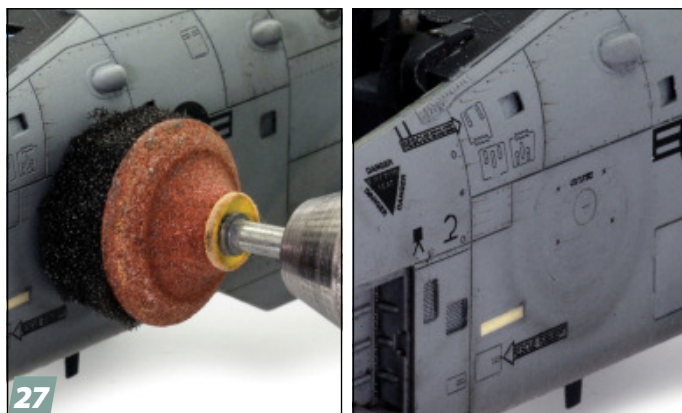
24 I airbrushed the A-10 with Vallejo Satin Varnish (No. 26.519), applied decals, and sealed those under another coat of satin clear. The wing walks are the same color as the camouflage, but to differentiate them, I mixed Vallejo Matt Varnish (No. 70.520) with microballoons and brushed the textured clear over the area.



25 Zig Kurecolor Warm Gray marker ink (No. W07) allowed me to airbrush pencil-fine lines with a transparency ideal for delineating distressed panels on the A-10's underside. With a fine brush, after checking references, I accentuated some of the dirt by making a small dot with the ink and then dragging it in the direction of airflow.



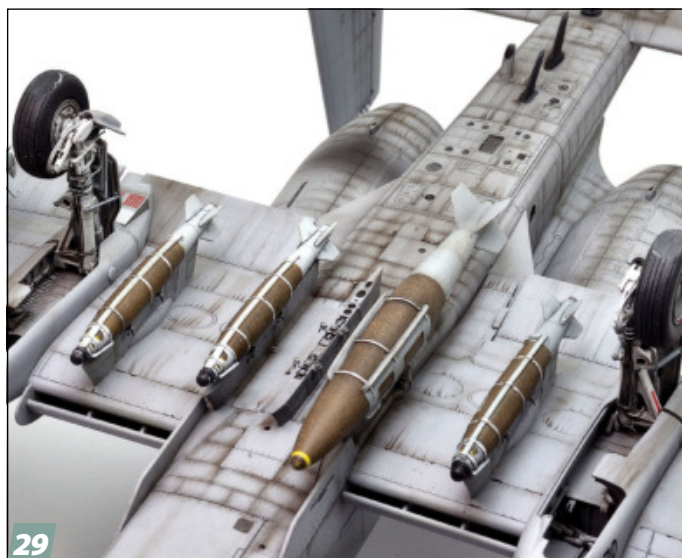
26 On some A-10s, circular marks left by the "remove before flight" tags blown by the wind can be seen on the fuselage. To simulate this, I glued a section of sponge to an abrasive stone disc and, with the bit chucked in a rotary tool, impregnated the sponge with black pastel.



27 With the rotary tool set to slow, I gently touched the sponge to the model. You may need to repeat this a couple of times to get the desired result. Whenever applying weathering in this way, use extreme care so you don't damage your model's paint.



28 Of all the external stores, only the AGM-65 Maverick missiles required my attention. I detailed the optics in the nose with a resin piece from my spares box, and in back, I added styrene and wire to the exhaust nozzle for more detail. Again, references are essential, and the internet is a good place to start.



29 The kit did not do a good job guiding loadouts, so I turned to the internet to find a correct configuration. On the other hand, the kit made it extremely easy to properly align all of the ordnance on pylons.

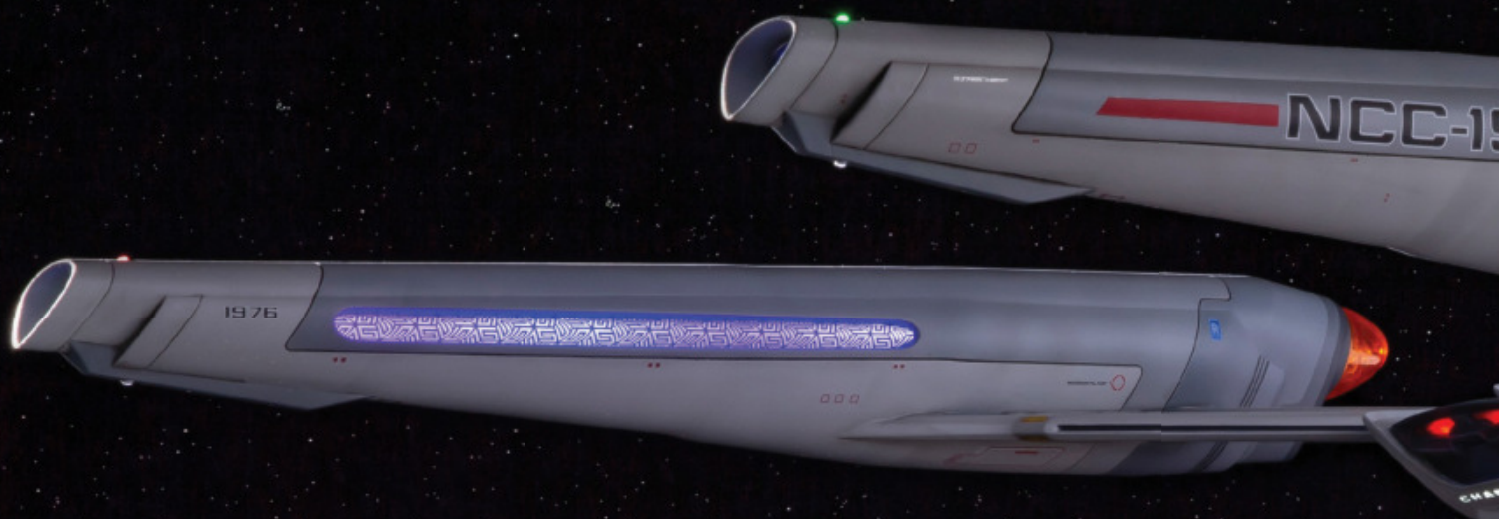


30

After the work I put in filling those ejector-pin marks, I had to pose the split ailerons/decelerons open. It makes the A-10 look that much more interesting.

Final Thoughts

With the model almost finished, I added the ejection seat, pilot figure, and open canopy last, preventing me from accidentally damaging them. With that done, my A-10C was finished. It's an impressive, chunky aircraft, and the Academy kit was a great place to start. We often talk about improving middling quality kits, but it's worth remembering that no kit is perfect despite overall excellence. Taking the time to just add one or two scratch details, raiding your spares, and modifying parts (like thinning trailing edges and freeing flight surfaces so you can pose them) will make your model stand out. For me, the aftermarket engine set, while not necessary, allowed me to more easily improve a part of the model that lacked the accuracy and finesse I wanted. With this project successfully landed, it's time to decide what I can improve next. **FSM**



Building cars as a kid began a journey to the stars

BY BILL KRAUSE AND KENDRA BELL

An ENTERPRISE

 Retired from his job as the owner of a video production company, Bill Krause now finds his passion for modeling and around 50 years in the hobby allow him to be a professional custom model designer and builder. Though he started by building model cars when he was given an AMT 1/25 Javelin AMX as a birthday gift at about age 10, Bill said he has always been a fan of *Star Trek*. Knowing that, it should come as no surprise that today

he primarily builds starship models, and his work has won multiple awards, including Best Scratchbuild and Best Star Trek prizes at WonderFest. It's well-earned recognition for someone who has designed and built models for *Star Trek: Picard* and had the distinguished honor of designing the G version of the seminal USS *Enterprise* for the streaming show.

A scratchbuilder at heart, Bill's favorite model is his 1/350 scale USS *Endurance*. It was the

first large-scale, completely custom model he designed and built from the keel up.

"I like to have the freedom to innovate and create something brand new rather than assemble a pre-made kit out of a box," he said. Bill was able to experiment with several techniques, materials, and processes that were new to him at the time.

One technique Bill likes to use to add detail to his ships is mounting 35mm slides of

interior images behind backlit window ports. He's also become known for building his ships around a sturdy brass armature that adds strength and a mounting point to the models.

"I've built many original scratchbuilds, as well as conversions and straight out-of-the-box kits, but adding a little bit of a personal touch really makes [a model] feel [like] it's just not another copy that everyone else already has," he said. **FSM**



I conceptualized and designed the *Toronado*-class interceptor and built three 1/350 scale versions. I kept this one, USS *Chaparral*, for myself. The hull and nacelles are 3D-printed resin with a brass armature inside. The model is fully illuminated with LED and Arduino-controlled navigation, strobe, and engine effects. It's supposed to be a *Star Trek (The Original Series)* precursor to the 23rd-century *Duderstadt*-class USS *Intrepid* I designed for *Star Trek: Picard*, Season 3.

Photos/Bill Krause

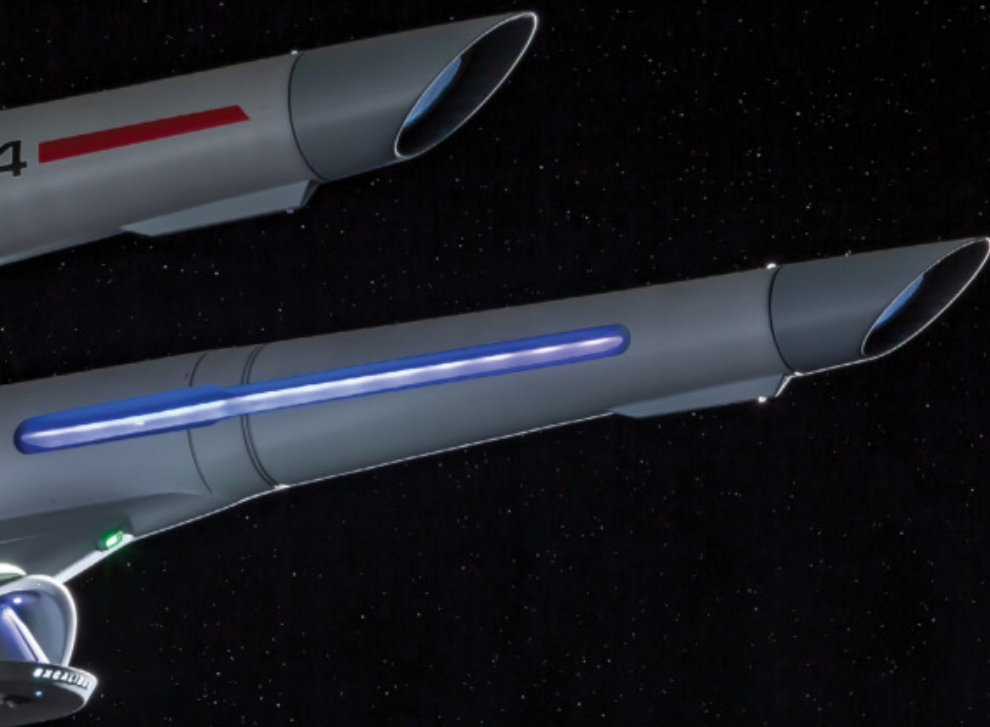
-ing modeler



I designed this 1/350 scale *Essex*-class expedition cruiser USS *Endurance* in SketchUp 3D and exported it as scaled plans. The hull is sheet styrene over bulkheads supported by a brass internal armature. The nacelles and some smaller details were designed and 3D-printed. Two open hangar bays feature chase landing lights and 35mm slide film backed window ports. I lighted it with LEDs and Arduino-controlled navigation, strobe, and engine effects.



I designed my 1/24 scale XN-1B *Javelin* long-range shuttlecraft in Adobe Illustrator and printed scaled plans in 2018. It is styrene scratchbuilt over a series of bulkheads. I 3D-printed a master for the engine nacelles, made a mold, and poured cast parts for the model. The fully detailed interior includes a cockpit, seating, galley, and lavatory with side and aft articulated hatches held closed by magnets. LEDs light both the interior and exterior, including the scratchbuilt control console and the navigation lights and engine effects.



➤ My 1/350 scale *Merlin*-class supercruiser *USS Excalibur* is my take on a refitted starship following the events of the M-5 encounter from the episode "The Ultimate Computer." It uses a modified Polar Lights 1/350 scale *Star Trek* *USS Enterprise* primary hull. I scratchbuilt the pylons from sheet styrene and designed the rest in SketchUp and 3D-printed the parts. A brass armature lends *Excalibur* support, and I installed LED and Arduino-controlled navigation, strobe, and engine effects. The Bussard impellers can be turned on/off by a hidden switch, and 35mm slide images fit behind backlit window ports for interior details.

➤ I originally designed the 1/350 scale *Repulse*-class Mk.III dynacruiser *USS Tempest* in 2016 and built it as a one-off scratchbuild. Then I was tasked with re-creating it in 2025 with 3D-printed resin molded over a brass armature. It features LED and Arduino-controlled navigation, strobe, hangar bay, and engine effects. I remastered the model in SketchUp and 3D-printed several, including two different nacelle designs. The *Tempest* wears a Starfleet Marines dark gray scheme and markings. Twin open hangar bays show off a 1/350 scale *Javelin* shuttlecraft.



➤ I designed the 1/350 scale *Radiant*-class long-range cruiser *USS Lysander* for *Star Trek: Picard* Season 2 as an earlier *Original Series* predecessor of the *Stargazer* when I was tasked with building the gold-plated legacy models for the ready room set. This model here was the first large-scale version with markings and lighting that I as a built for a client. A brass armature supports 3D-printed resin parts, and I lighted it with LED and Arduino-controlled navigation, strobe and engine effects.





GEOFF WHITTAKER
TORONTO, ONTARIO,
CANADA

Rudolf Stark's Fokker D.VII (OAW) comes to life with Geoff's help from an Eduard 1/48 scale kit. Mr. Color lacquers provided much of the bright livery, and decals decorated the wings with lozenge camouflage. He added a scratchbuilt cowl and machine-gun rails, and tungsten wire forms the aileron controls.



▲ **LORENZO MENDEZ**
AJAX, ONTARIO, CANADA

Junior modeler Lorenzo added armor made from styrene sheet, white-glue-and-tissue tarps, and epoxy-putty weld beads to his Games Workshop heroic scale Lemman Russ battle tank "Ana." Acrylic and lacquers from Vallejo, AK Interactive, Tamiya, and Mr. Color allowed him to get the camouflage, figure uniforms, and weapons glow just so. The display includes optional weapons and turret for the tank. Vallejo pigments offered wear and tear, and Lorenzo used more white glue to hold the camo netting in place.



◀ **LUIS TEJADA JR.**
BURLINGTON, ONTARIO,
CANADA

Luis primed his Bandai 1/100 scale MSK-008 Dijeh with Mr. Finishing Surfacer 1500 Black and Mr. Surfacer 1000 Gray before pre-shading with Tamiya Black. He painted with Real Colors lacquers and Tamiya acrylics. Chipping fluid, washes, pinwashes, and pigments provide a worn and tested appearance.



◀ **TOM CHOY**
CHAMPAIGN, ILLINOIS

Tom built a Dragon Models 1/72 scale M6 Bradley Linebacker mostly out of the box. He simulated the reflective coatings on the vision blocks and sight lenses with holographic vinyl sheet. "Random paint patches" deepened the AK Real Colors Army Tan base, and he added an artist-oil wash and powdered pastels to model the Bradley in the field.

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 HeritageCon, visit
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 show-galleries](http://FineScale.com/show-galleries).

ZEN BABIARZ

STONEY CREEK, ONTARIO, CANADA

What's cooler than having two Zs in his name? Zen's Tamiya Silver and Pearl White Moebius 1/25 scale 1969 Ford F-100. No weathering here, this showroom clean truck sports a 3D-printed 5.4-liter DOHC Mod motor; 3D-printed wheels, tires, and brakes; a scratchbuilt dual exhaust with chrome tips; chrome foil trim; and a modified suspension and chassis for a lowered ride.



CHUNG HEI NG

LONDON, ONTARIO, CANADA

Chung scribed the panel lines on the hull of a Very Fire 1/700 scale USS *Missouri* BB-63 to simulate hull armor. He used the kit's photo-etched metal parts and primed and masked for the Tamiya acrylic and Mr. Color lacquer camouflage. Chung lightly weathered to show the ship shortly after receiving its Measure 32, Design 22D camo.



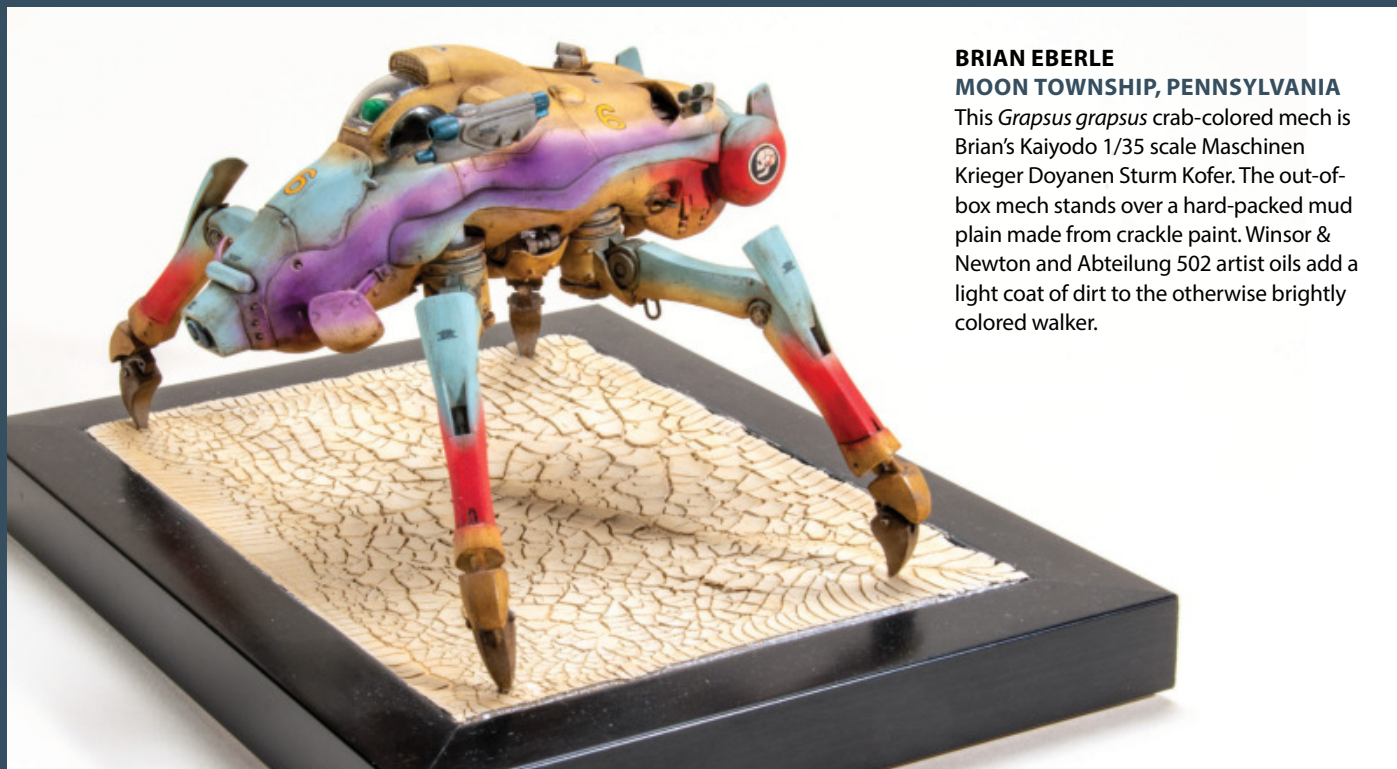


▲ KEVIN DOODNAUTH
BRAMPTON, ONTARIO, CANADA

Kevin added scratchbuilt parts, grime and dust weathering, and hand-painted wood grain to a Hasegawa 1/12 scale Nostalgic Vending Machine Mazinger Z noodle diorama he calls "Lunch Break." He painted the machine freehand with acrylics and paint markers, and Kevin weathered with hand-applied pigments and colored pencils. He said it represents "a brief respite, enjoying a hot bowl of sustenance in the middle of a busy, lived in, advert-heavy world." See the steam rising from the ramen?



U.S. BATTLESHIP BB-63
MISSOURI



BRIAN EBERLE
MOON TOWNSHIP, PENNSYLVANIA

This *Grapsus grapsus* crab-colored mech is Brian's Kaiyodo 1/35 scale Maschinen Krieger Doyanen Sturm Kofer. The out-of-box mech stands over a hard-packed mud plain made from crackle paint. Winsor & Newton and Abteilung 502 artist oils add a light coat of dirt to the otherwise brightly colored walker.



▲ **KEN KARNS**
LANCASTER, OHIO

Ken added strip-wood decking to the crew area of his MiniArt 1/35 scale British B-Type armored lorry in his diorama "On the Road to Antwerp." Tamiya acrylics over gray Tamiya Fine Primer color the armored vehicle as one in the service of Royal Naval Air Service Cmdr. Charles Samson's "Motor Bandits." The roadbed is real dirt atop a foam base.



▲ **MIKE SACKLYN**
CANTON, GEORGIA

We don't often see IJN Type 2 Ka-Mi amphibious tanks at contests, and Mike's attracted our attention. Built from a Dragon 1/35 scale kit, he improved it with MasterClub metal tracks, added tarps on the turret, and picked out slight damage. Mike used Tamiya paints overall, and weathered its sides to depict salt staining.



▲ **TED KAWAHARA**
PALOS VERDES ESTATES, CALIFORNIA

Ted, featuring a Tamiya 1/35 scale kit, depicted an M41 Walker Bulldog overrun by Vietcong. Olive drab serves as the base color, and Ted lightened it with tan to approximate sun-fading. He built a frame for a sun shield from copper wire, made a ragged tarp from Magic-Sculpt, and used an acupuncture needle as an antenna. Ted marked the Bulldog for the Army of the Republic of Vietnam with aftermarket decals.



▲ **BRUCE MACRAE**
LAS VEGAS, NEVADA

Bruce decided against modifying his Alpine 1/16 scale U.S. tank crewman in favor of "testing new painting ideas." He used Jo Sonja artist oils painted in thin layers for natural skin tones and a realistically worn and stained uniform.



▲ **JOE KOZAK**
BURR RIDGE, ILLINOIS

Joe modeled something unusual for this year's competition from AFV Club and Dragon 1/35 scale kits: an M54A2 delivering an OH-6A Cayuse helicopter. He airbrushed the models with Tamiya paints and added dirt and dust with Tamiya Weathering Master and AK Interactive pigments.

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 show-galleries](https://www.FineScale.com/show-galleries).

By Tim Kidwell

On maneuvers

By the time the U.S. entered World War II, the M3 Stuart (officially light tank M3) was already obsolete, although command wouldn't know it until February 1943 and the Battle of Kasserine Pass in Tunisia. When the U.S. Army joined the British in North Africa in late 1942, the Stuart made up a significant portion of its armor forces. After suffering severe losses in that battle, the U.S. made immediate changes, disbanding its light tank battalions and relegating the Stuart, and its derivative light tank M5, to scouting and screening missions in support of M4 Sherman medium tanks.

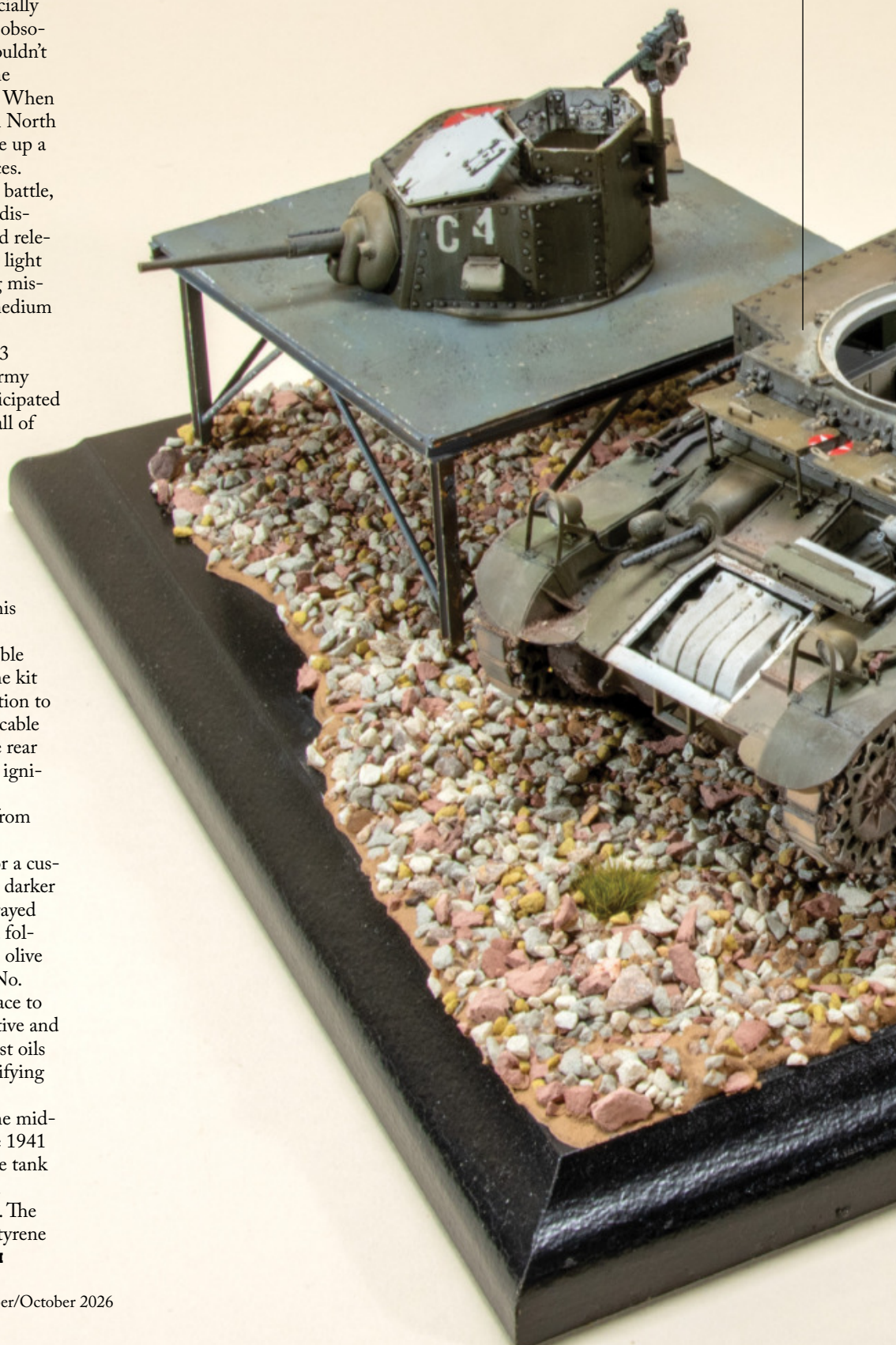
Richard Schaffer's 1/35 scale M3 depicts tank C4, part of the U.S. Army 2nd Armored Division, which participated in a wargame in Louisiana in the fall of 1941, just a couple of months prior to the Japanese attack on Pearl Harbor and the U.S. officially entering the war. C4 was declared non-combat ready and turned over to armored training command.

Believe it or not, Richard built his M3 mostly out of the box from a MiniArt kit. Containing an incredible amount of interior detail already, the kit was made better by Richard's attention to detail painting. He ran an antenna cable from the radio to the mount on the rear engine deck. He also simulated the ignition harness for the seven-cylinder Continental W-670 radial engine from fine solder wire.

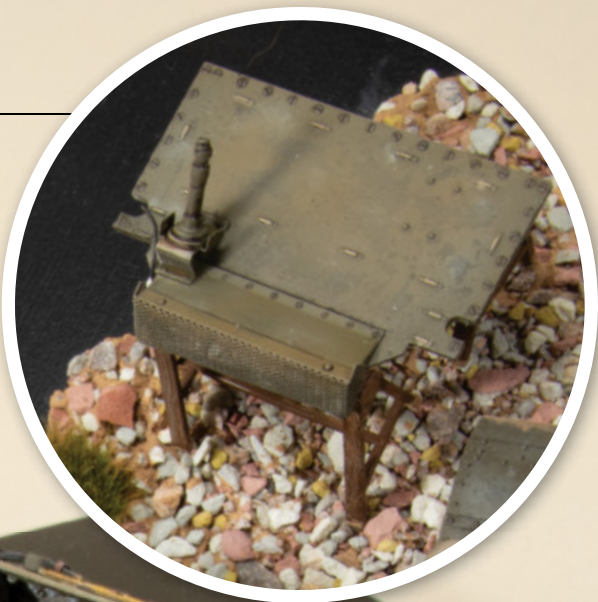
Richard mixed Tamiya paints for a custom olive drab, base-coating with a darker shade. When that had dried, he sprayed the tank with aerosol hairspray and followed up with a coat of the custom olive drab lightened with Tamiya Buff (No. XF-57). Then he scrubbed the surface to chip the paint. Various AK Interactive and Ammo pigments, enamels, and artist oils rounded out the dirt and grime, unifying the overall look.

To show his light tank M3 in the middle of field maintenance during the 1941 Louisiana Maneuvers, he placed the tank on rocky groundwork spread over a wooden plaque from a trophy store. The workbench was scratchbuilt from styrene sheet, strip, and I-beam stock. **FSM**

This was the first time Richard used the hairspray technique to chip paint on a model.

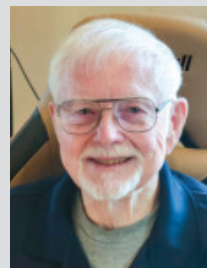


The wire from the antenna base links to a wire run from the radio inside the tank to the engine compartment.



ABOUT RICHARD SCHAFFER

RICHARD SCHAFFER LIVES IN SPARTA, WISCONSIN, and started building scale models when he was four years old. He began modeling permanently in 2013 after retiring, specializing in World War I aircraft. However, recently he started to branch out into 1/48 and 1/35 scale armor subjects from both World Wars.



The air-cooled radial engine wears an ignition harness made from thin soldering wire.



The MiniArt kit came with plenty of interior details that simply needed careful painting for a realistic appearance.

No other OPTIONS

Scratch-bashing the single Australian
SAS Unimog 'Mothership'

BY ANDREW COOPER



Andrew Cooper had no other options but to scratchbuild and kitbash to model the Australian SAS Mothership.



In 2001, the Australian Special Air Service (SAS) regiment operating in Afghanistan on long-range patrols soon realized it needed a vehicle capable of carrying fuel, ammunition, spare parts, and other supplies to sustain extended time in the field. It converted an Australian army long-wheel-base Unimog truck for the role, and it and became known as the “Mothership” by those who relied upon it.

According to the veterans involved, only one of these vehicles was ever made for SAS patrol use, and it had a short operational life. The Taliban changed tactics and began using IEDs as its main weapon. The Mothership lacked crew protection, so it was withdrawn in favor of the Bushmaster and other protected mobility vehicles (PMV).

The whole concept of the Mothership sounded too good to leave unexplored. It happens that I’d built a Chinook helicopter model for the SAS Historical Foundation, which now resides in its museum. That gave me an in to ask about the Mothership, and I was allowed to access the vehicle itself and talk to veterans at the Campbell Barracks in Perth who had served with it. The foundation let me photograph and measure the Mothership, and they showed me in-theater photos to help round out my information.

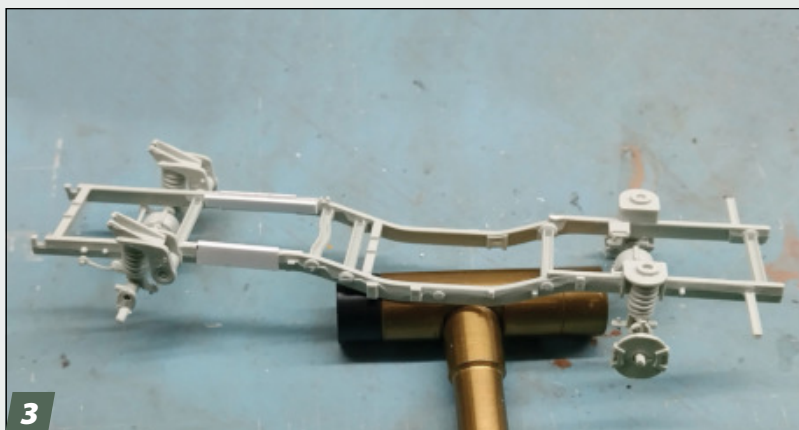
The cab superstructure and roof were removed in the field. The cargo bay sides were replaced with lockers, and weapon mounts, including a Mk.19 grenade launcher mounted on the roll cage behind the cab, allowed the truck to perform fire support. I pulled a Revell 1/35 scale Unimog 2t milgl (No. 03337) from my stash, opened it up, and began assessing my options.



The Revell kit was more flash than parts in some cases. Still, it was my best starting point. I removed the cab roof and A- and B-pillars. To convert the cab from left- to right-hand drive (RHD), I cut free the center console and moved it, filling in the resulting hole with styrene sheet and putty. Putty also filled locators on the floor in preparation for moving the pedals.



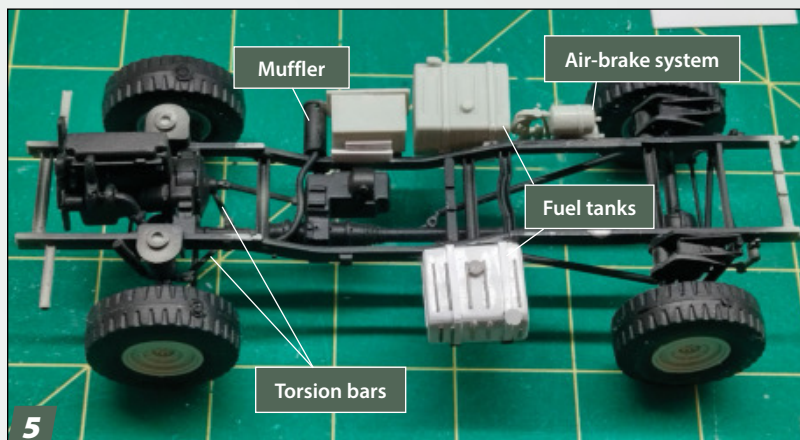
To continue the conversion to RHD, I sliced the instrument cluster from the center portion of the dash and shifted it to the right. A boxed-in shelf made from styrene sheet replaced the glove box as per the real vehicle. I drilled new locators and glued the pedals in place on the floor.



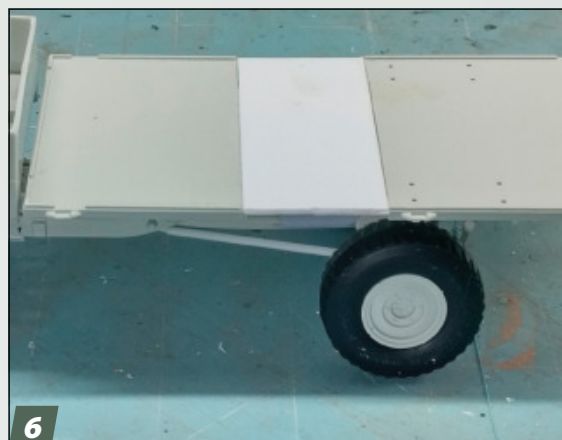
Referring to my measurements from the real Mothership, I scaled down the wheelbase to 1/35 scale. The kit chassis needed to be extended to achieve the proper distance between the axles. As you can see, the chassis part needed a lot of cleanup, but there wasn't going to be much of it visible on the finished model, so I went for strength rather than accuracy with the modification.



The Mothership had two chassis-mounted fuel tanks. The kit provided one that served as a pattern for making the second. I built the basic shape from styrene blocks that I covered with putty and sanded to shape. Details came in the form of styrene strips and tubing for contours, straps, and filler necks and caps.



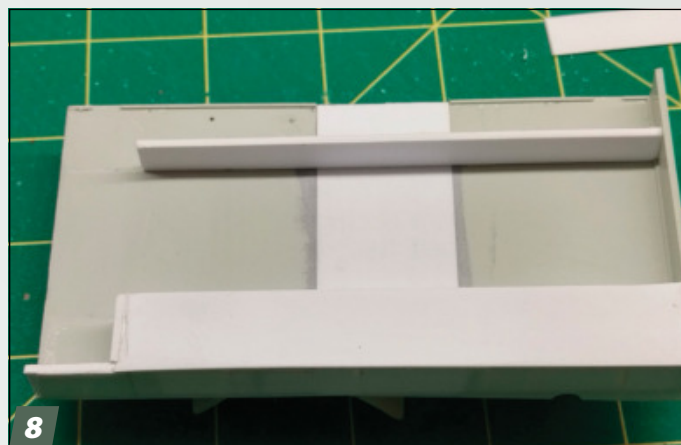
The kit wheels and tires were incorrect, so I ordered replacements online. While waiting for those, I used the kit versions to set the correct stance and ride height. At the same time, I installed the kit air-brake tanks and battery box, along with the original and scratchbuilt fuel tanks. The kit engine and transmission were installed to fill the space. I replaced the driveshaft with styrene rod, made torsion bars from styrene stock, and modified the exhaust to exit on the right side of the vehicle.



I cut the truck bed at a point where the joins would be supported when fixed to the chassis. A thick piece of styrene served to lengthen the bed, and the joins were further bolstered by styrene strips hidden by the chassis underneath.



Before going any further, I shaved the molded marker lights off each side of the bed. Using thick styrene sheet for the locker backs provided structural strength for the lockers and reinforced the truck bed where it had the new joins.



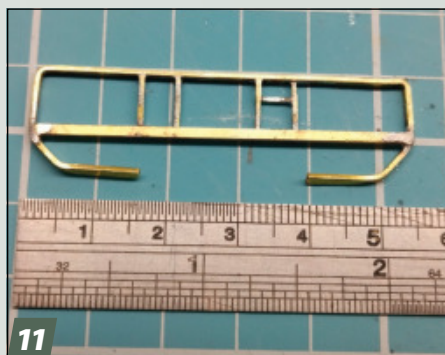
With the locker backs glued in place, I boxed them in with more styrene sheet cut to the appropriate sizes. Yes, it looks a little rough at the moment, but that's what sanding sticks and files are for. It's important when scratchbuilding not to become discouraged if something doesn't look perfect at first. You'll fix it as you continue on with your build.



I scribed doors and panel details on the top and sides of the lockers. Handles and other details were made from styrene strip and appropriately sized bits from my spares. Styrene rod, gently heated over a candle flame, was formed to create the roll-cage frame. I cut the various crossmembers for the frame, glued them together, and then drilled an attachment point in the top of the lockers. The Mothership had bucket seats in the cab, but the kit had a split bench seat. I cut off the outside portions of the wider seat and glued them together to make a second bucket seat.



The remaining center portion of the bench seat became the base for the rear-facing "operator's" seat in the truck bed. I fashioned the sides from styrene sheet, cemented them to the seat, and then shaped them with sanding sticks. Here, I'm test-fitting the seat to make sure it fits the area and the base.



After a few attempts, I found fabricating the brush guard from styrene impractical. Instead, I turned to square brass tubing and rod, cut the components to appropriate lengths, and shaped them according to references. When I had all the parts, I soldered them together and cleaned the joins with a file.



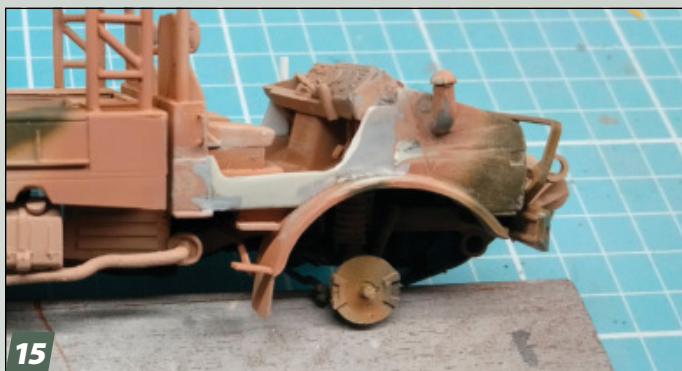
I soldered photo-etched metal (PE) mesh from my spares to the backside of the brush guard and test-fitted it. Australian army Unimogs do not have the Mercedes emblem, so I removed it. I scratchbuilt the winch from styrene sheet and blocks and Milliput. When the putty was dry, I sanded the winch to its final shape. Here, I'm test-fitting it before final cleanup and adding wire and details from my spares box.



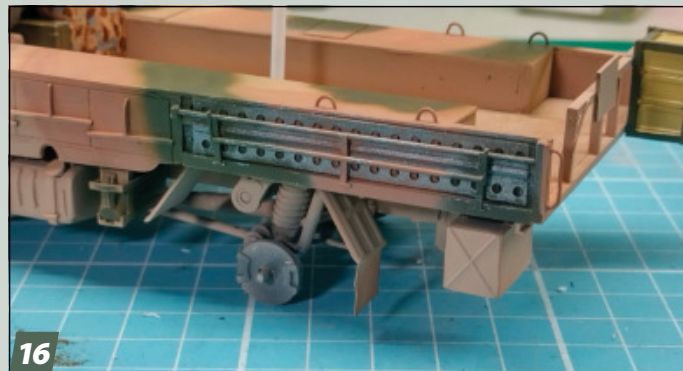
Finally, the 3D-printed wheels and tires from Ash's Scale Models in Queensland, Australia, arrived. They needed a going over with a sanding stick, but the details looked fantastic and much better than the kit's parts.



The new wheels and tires, base-coated, fit without any problem. At this point, things started to come together quickly. I built jerry can racks under the bed from square styrene rod and made headrests for the front seats from Milliput. I considered seat belts, but the soldiers who used the vehicle said they removed them for quick exits under fire.



15 At this point, I realized that I had completely forgotten the cab's door sills. Cut down from the original door aperture, I made the panels from styrene sheet, referring to my photos of the Mothership, and fitted them to the cab. Yes, I had to do some remedial sanding and filling, but they looked better than the kit sides and were, of course, more accurate. A reminder to check your references.



16 The Mothership carried lengths of pierced steel planking (PSP) on a rack along one side. The PSP I used came from Voyager Model (No. TE043) and was housed in a rack scratchbuilt from styrene strip and rod.



17 The main weapon aboard the Mothership was a Mk.19 40mm belt-fed automatic grenade launcher. Fortunately for me, Legend Productions came to the rescue with a resin set (No. LF3D054) containing two with the correct mounts.



18 As glad as I was that I didn't need to kitbash or scratchbuild the grenade launcher, the kit was a bit fiddly to assemble. It had quite a few small parts and PE, but the work resulted in a good representation of the Mk.19 grenade launcher.



19 When you take on a project like this, it can feel like there's a never-ending list of things to accomplish. The Mothership's hand-operated crane for the rear end with thread for a cable, a weapon mount, and folding boarding ladder were all made with styrene rod and sheet. The M240 general purpose machine gun came from my spares box, and the M249 squad automatic weapon was from a Gecko Modern U.S. Combat Weapons set (No. 35GM0082).



20 Photos of the Mothership in Afghanistan show it in three-color camouflage, not the standard AusCam seen on most Australian army vehicles. To replicate it, I turned to SMS U.S. Desert Sand (No. PL105), Pilbara (No. PL34), and Camo Green (No. PL31) and airbrushed them freehand following references. The cross on the bonnet was painted first and masked before applying the camo.



21

With the camouflage done, I loaded the Mothership. What it carried varied from mission to mission, and no two photos I saw showed the same equipment, but everything I added had been on it at some point. I started with ammo boxes and more boxes under tarps made from tissue and white glue. I also test-fitted the weapons mount to the bed.



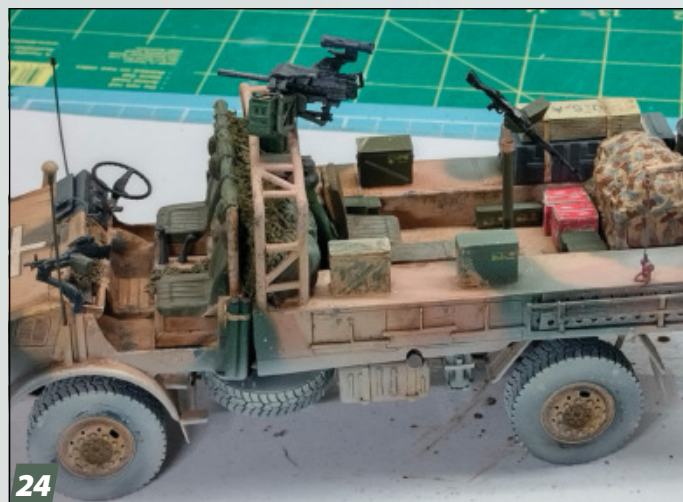
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The rear winch and gun mount were glued into position, and I added antennas, as per references of the Mothership in theater. A couple of 3D-printed 50-gallon drums in the back and more tarps and the payload really began to take shape. I also realized just how much space was in the back of this Unimog, but that was the whole point!



23

For weathering, I created paint chips by dipping a piece of torn foam in dark gray paint, dabbing off the excess, and touching it randomly to the model. I followed up with a wash of burnt sienna and raw umber artist oils to pop details and shadow recesses. A dot filter of leaf green, yellow ochre, light red, and titanium white artist oils added subtle color variations and visual interest.



24

The weapon layout remained consistent, so the guns and launcher were glued in place. I added a stash of M72 LAW rocket tubes, ammo cans on top that were affixed to the lockers for personal belongings, and some boxes that were held down with straps made from wine bottle foil. For a dusty patina, I misted with the airbrush and low air pressure Tamiya Buff (No. XF-57) and Deck Tan (No. XF-55) until I was happy with the result.



Photo/SAS Historical Foundation

FINAL THOUGHTS

SCRATCHBUILDING isn't for everyone, but there are some subjects that are going to demand it if you want a scale replica. And I badly wanted the Mothership in my collection. Part of what was so enjoyable about the process was the connections I made with the staff at the SAS Historical Foundation and the soldiers at Campbell Barracks. They assisted and supported my project in ways that far exceeded my expectations. Rarely are we able to get up close and personal with our subject matter the way I was allowed, and to be able to chat with the soldiers who used the Mothership was an incredible privilege. I humbly thank them for their time and insights.

As for the model, it did not remain long in my collection. After mounting the Mothership on a small base, I presented it to the SAS Historical Foundation Museum at Campbell Barracks, and it now resides in the cabinet alongside the Chinook. **FSM**

A **CLEARLY** different approach

Tips and techniques for building models with transparent bodies

BY PHILLIP GORE

Monogram Models, in 1969, issued an impressive 1/24 scale kit called the Bell UH-1B Phantom Huey Chopper that included a full interior, clear body parts and electric motor that could spin the rotors. Unfortunately, the Phantom Huey was a poor seller and out of production by 1974.

I was lucky enough to acquire one of the original kits and accepted the challenge to make an attractive and colorful display. Transparent-body models, old or new, present unique cases for modelers because every part needs to be perfect inside and out, and any gluing has to be kept to a bare minimum.

You can use the same techniques I did with my Phantom Huey to get the most out of your transparent-body model, no matter the subject or manufacturer.





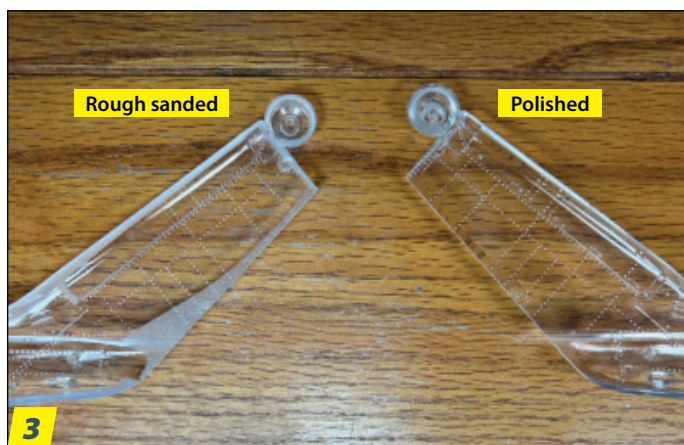
1

Here is the original (and excellent) 1969 box art that shows a great view of this unique and beautiful model. This depiction is the goal. The question remains, "How do we get there?"



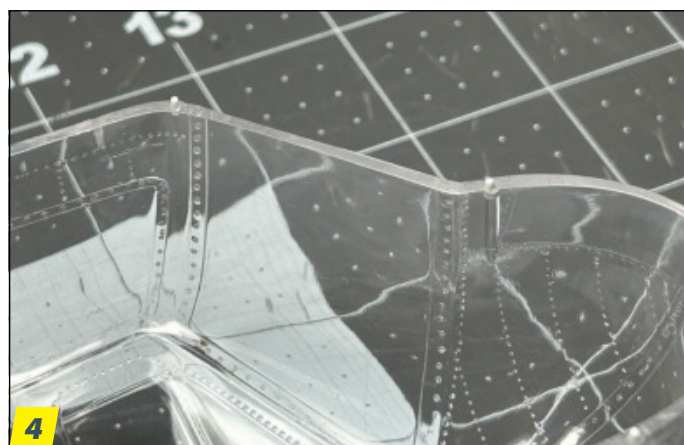
2

First, I taped a piece of 200-grit sandpaper to my workbench and sanded the joining surfaces of the clear fuselage halves. This removed any warping or extraneous material to ensure a tight, gapless connection between the parts.



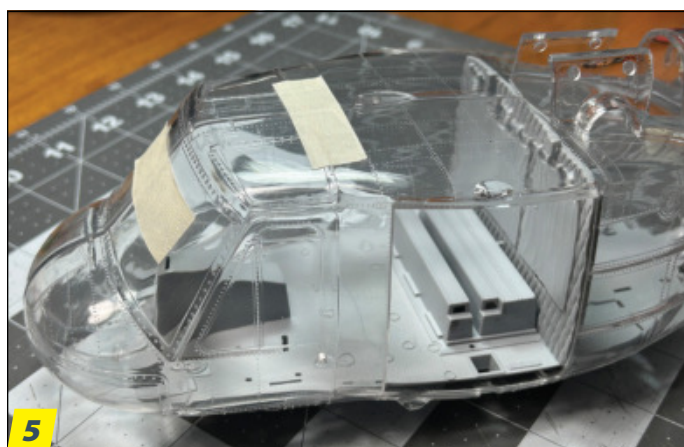
3

The rough sanded parts were restored to original clarity. To do this, I sanded the areas with 320- to 12000-grit sandpaper. Then I polished the areas with a soft cloth and Novus No. 2 Scratch Remover and finished with Novus Plastic Polish, applied with the same soft cloth.



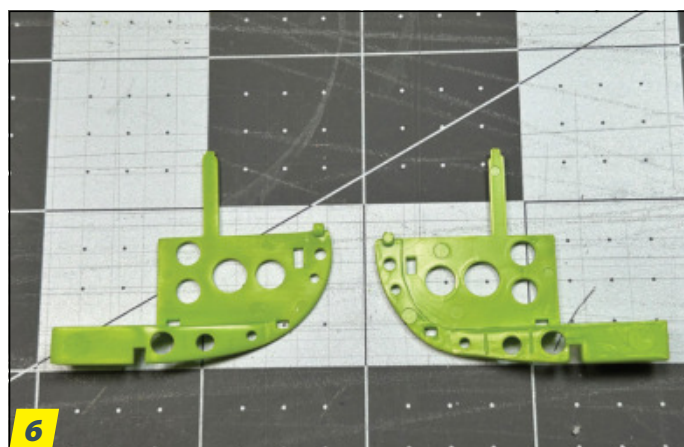
4

With fuselage halves like this, you'll lose locator pins using this process. I drilled the original pin locations with a microbit and pin vise and glued short lengths of small-diameter, round plastic rod in them with slow-setting superglue.



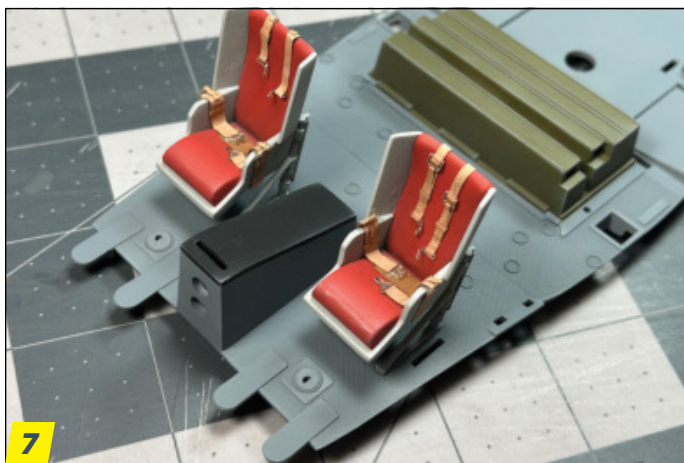
5

Sanding the joining edges flat resulted in the fuselage narrowing slightly. That meant that many of the interior parts had to be sanded and test-fitted for proper clearance. It's a painstaking and necessary step to make sure all of the parts fit well inside the fuselage.



6

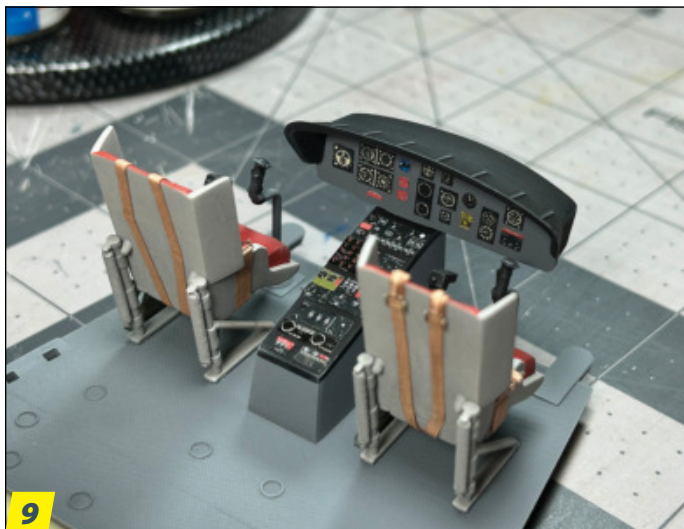
Almost every angle of the interior parts would be visible, and that meant inspecting them for imperfections, like ejector-pin marks, and cleaning them up. Being thorough at this point will save you work and potential disappointment later in the build. Don't think you'll be able to hide a flaw, so reconcile yourself to fixing it.



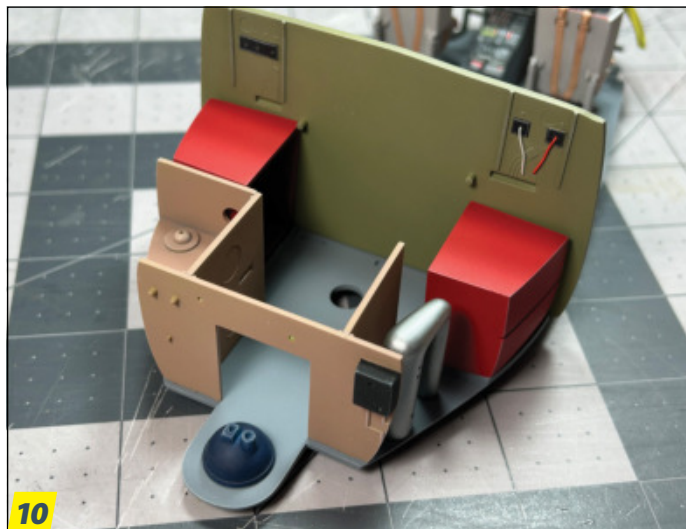
7 Good on Monogram for molding the seat belt on the seat backs in 1969, but they didn't look great. I sanded them off and replaced them with photo-etched metal Airscale 1/24 scale USAAF seat belt sets (No. SB25US). Burnishing powdered brown pastels into the paper straps gave them a realistic finish.



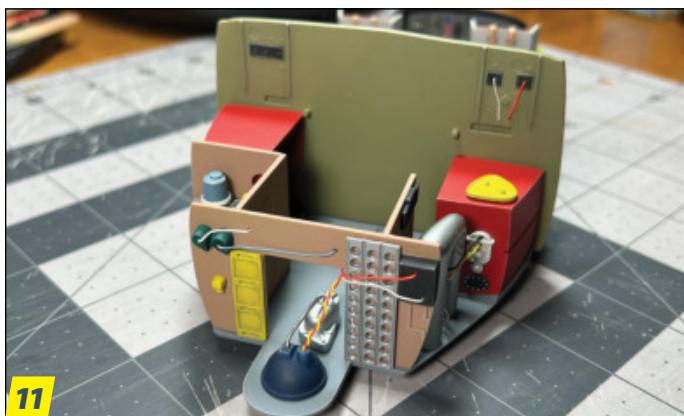
8 Feel free to add details not included with the kit, but don't feel like it needs to be hyper-accurate. There's a lot to be said for a nod to realism. In this case, insulated, fine-gauge wire represented electrical cables throughout the entire cabin. Take care to hide the connection ends and use superglue to affix them.



9 And don't be afraid to head to your spares box for extras to help dress up spots devoid of detail. For the Huey, I turned to leftovers from a couple of Eduard 1/32 scale pre-painted PE sets to add texture and color to the instrument panel and main console.



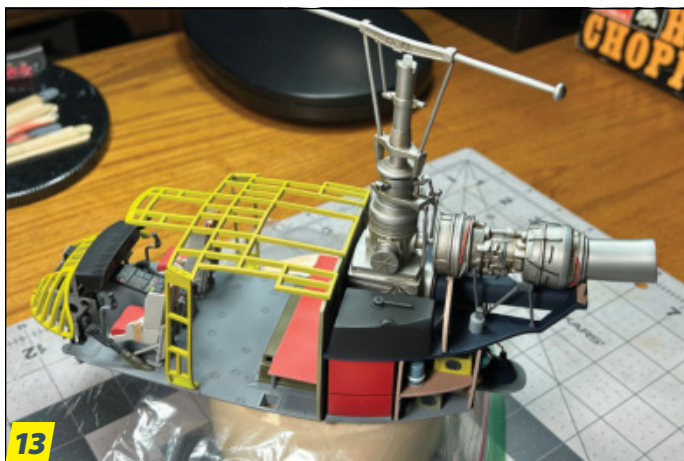
10 The rear cabin fuel tanks and bulkheads have been installed, but the kit provided almost no small detail parts to make the open spaces look more crowded and intricate. Not surprising of a kit its age, but a "busy" interior is critical for a clear body project.



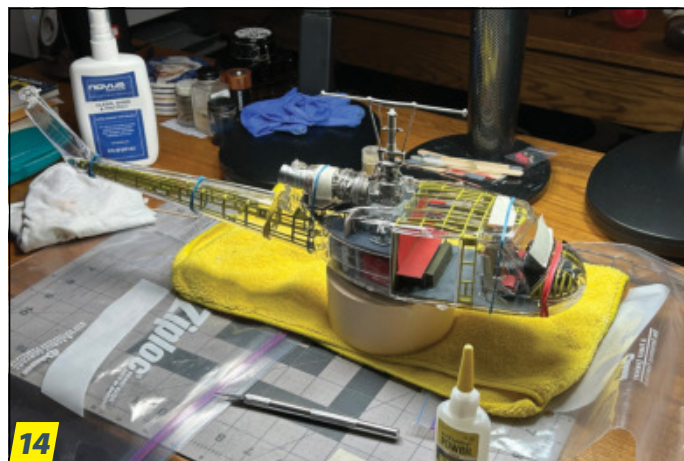
11 To my spares box I went, gathering miscellaneous parts for the space. Multiple wiring connections and colorful painting transformed a mostly plain area into something much more interesting to look at. Completely accurate? No. But that's not what I was shooting for. You, on the other hand, could.



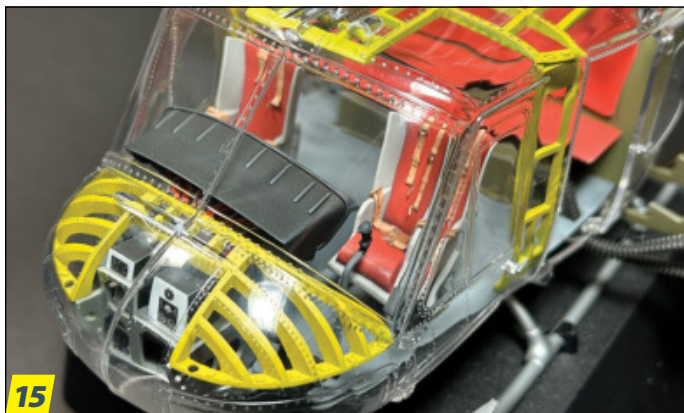
12 The kit's gas turbine engine looked pretty good. Alclad II Aluminum (No. ALC-101) provided the appropriately colored base. I brushed raw umber artist oil over the engine and wiped off the majority with a cotton swab to provide shadows and a bit of grime. Finally, I ran wires along molded cable details to add color and visual interest.



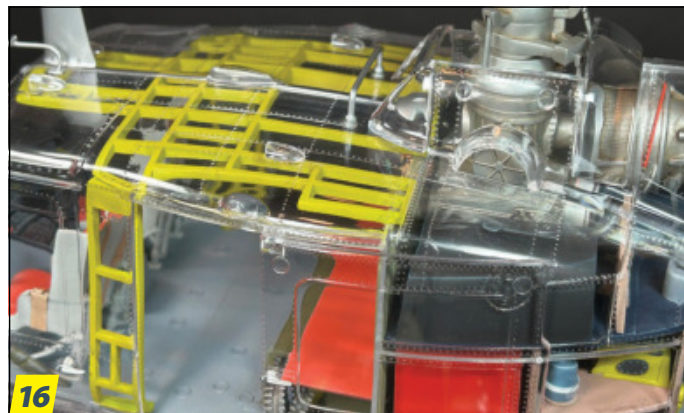
13 It's always fun when these sorts of models start to come together. One last check of the colorful cabin assembly and then it was time to install it in the fuselage. Now is the time to find any last-minute changes that need making.



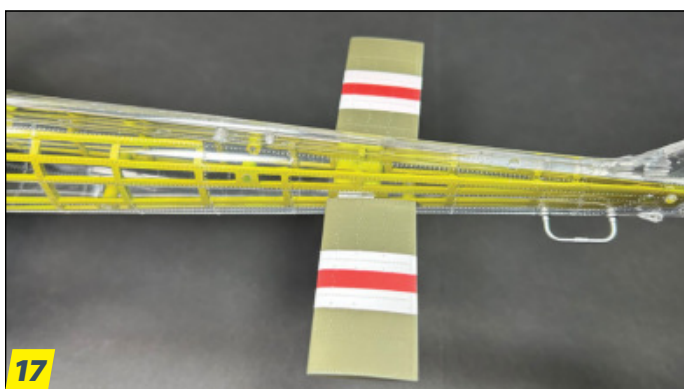
14 When I glued the clear body parts together, I used only tiny drops of slow-setting superglue at the locator-pin connections. Multiple rubber bands and strips of masking tape kept the joins tight.



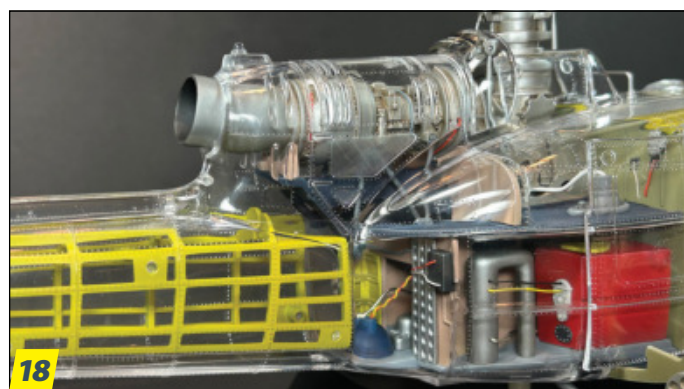
15 Blowing air across the glue joins (yep, pucker up and blow — nothing fancy here) while they were setting up prevented any superglue fumes from crazing and fogging the clear body parts.



16 White glue worked well to attach small clear parts like doors, vents, and covers to the fuselage exterior.



17 Every non-clear exterior part was carefully examined to make certain it was entirely painted before it was attached to the fuselage. You don't want to notice a mistake after it's been attached and then have to try to remove it for corrections.



18 Lastly, I applied Novus Plastic Polish with a cloth to the outside of the clear body to make it resistant to finger prints and dust. Do not use a clear coat over your clear model! It will end in disaster.

Final Thoughts

Transparent-body models aren't for everyone. Some prime and paint the bodies like they would any other model. But these kits can provide you with a unique piece for your collection, and are easier to accomplish than creating a full cutaway, especially if you're

considering building such a project from scratch. Following the guidelines above, you can turn any clear body model project into an eye-popping display to be envied by friends and family, whether they build models or not! **FSM**

Freak out!

An easy kitbash of a
Moebius Models 1/25 scale kit



You've heard the old adage, "What was once old is new again." We've seen this play out time and again in the automotive world. Look no further than the "traditional hot rod" movement wherein today's builders strive to research and re-create cars using post-World War II equipment and designs. Or

consider the rebirth of 1960s gassers at today's drag strips and car shows. Heck, even the 1980s pro street movement, having been disparaged for years, has started showing signs of rebirth. Still, some automotive genres have yet to return to popularity, including late-60s and '70s "street freaks." Back then, the covers of *Hot Rod* and *Car Craft* magazines were often festooned with high-riding 1950s and 1960s car bodies, fancy paint schemes, and chromed engine

components rising like mountains through holes in the car hoods.

Street freaks were a natural outgrowth of gassers fans would see at the dragstrip, but with their own style. For instance, street freaks replicated the raised tube axle front ends so typical of gassers, but they often matched it with equally raised rear suspensions for a flat or even slightly raked stance.

Were street freaks awkward looking and impractical, particularly when negotiating a sharp corner? Sure! They were also a blast to look at and gathered crowds at the annual

Car Craft Magazine Street Machine Nationals.

In scale, there are no new "street freak" kits, but you can definitely model one, and it's pretty easy with a Moebius Models 1/25 scale 1965 Chevy II gasser kit (No. 2324). Based on the popular Southeast Gasser Association drag racing rule book, the kit is accurately scaled with beautifully engraved chassis and driveline parts. To make it a street freak, you'd have to make a few changes, like adding a water pump and alternator, swapping the fuel injection and top hat for carbs and air cleaners, changing the drag racing wheels and tires to street-legal alternatives, and tweaking the gasser's stance. Don't forget an eye-catching paint job.

The temptation to turn a gasser into a street freak eventually became too appealing to resist. They may not be back in vogue yet, but I — and you — will be ready when they are. Plus you'll have fun creating your own scale replica along the way!



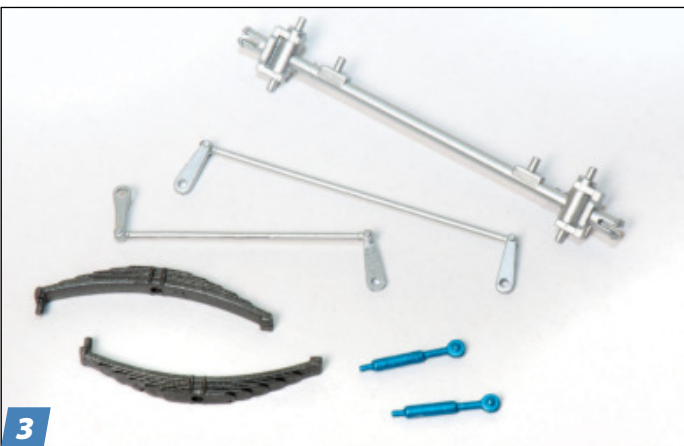
Tim Boyd shows you how to convert a Moebius Models 1/25 scale 1965 Chevy II gasser into an outrageous "street freak" with relatively easy kit modifications, parts swapping, and kitbashing.



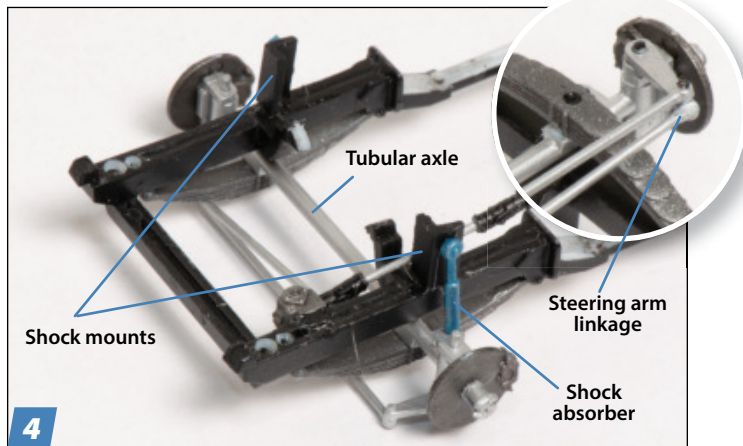
The Moebius 1965 Chevy II gasser kit's front subframe was molded open along the top surfaces to avoid styrene shrinkage. However, as a gasser, the kit omits engine compartment sidewalls, which leaves the open surfaces visible. I filled the open areas with Tamiya Putty.



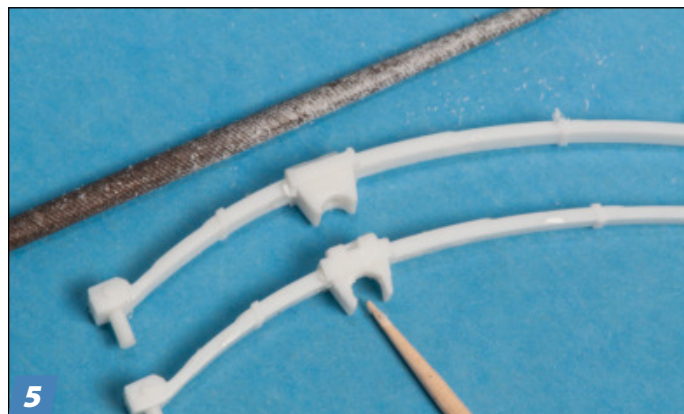
The gasser kit has a supplemental crossmember for the front subframe that also includes engine mounts. After gluing the crossmember and letting it dry, I cut out the center portion, which is not needed for street use. This created clearance for the repositioned front axle and oil pan.



In my opinion, the front gasser suspension parts are the best detailed and engraved parts of their type yet to be found in a 1/25 scale kit. To lower the front stance, I planned to assemble the tubular axle on top of the leaf springs rather than underneath as the kit is designed.



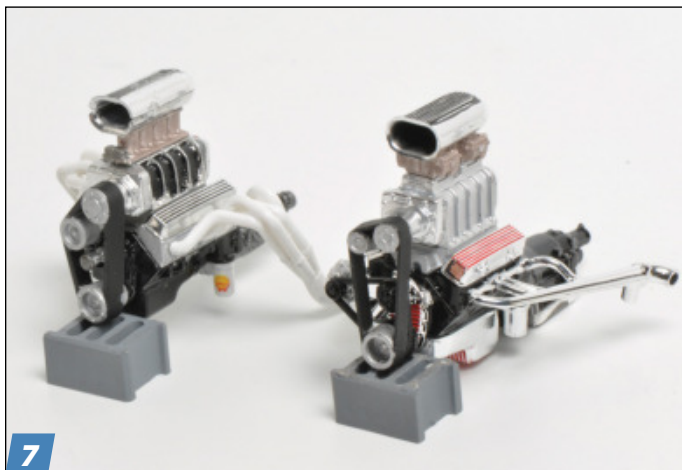
The assembled front suspension shows the tubular axle above the leaf springs rather than below it. This lowers the gasser-style front end ride height. The link between the steering box and passenger side steering arm was also modified. I added two upward facing shock mounts (painted black) to correspond with the new higher location of the shock absorbers (painted blue).



To raise the rear body to a more appropriate street freak stance, I deepened the leaf-spring mounting brackets where they attach to the axle with a round file. Notice the difference between the unmodified part (top) and the one with the deeper attachment point (bottom).

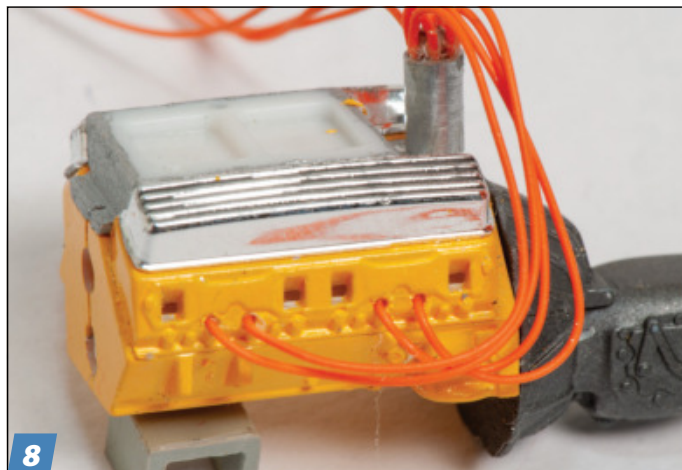


The rear axle and suspension parts have been painted and await assembly. The traction bars (upper left) could be painted yellow and be period correct; I chose a more muted appearance. At the lower left are the two separate traction bar floor pan mounts (here still attached to a tree for ease of painting) that locate to the underbody floor pan.



7

The gasser kit engine (left) had a drag racing configuration with a camshaft-driven fuel pump and Hilborn fuel injection but no alternator and fan-belt driven water pump for street use. The blown small-block Chevy (SBC) in Revell's recent Model A hot rod kits (nos. 85-4326 and 85-4463; right) includes those missing parts and dual carbs.



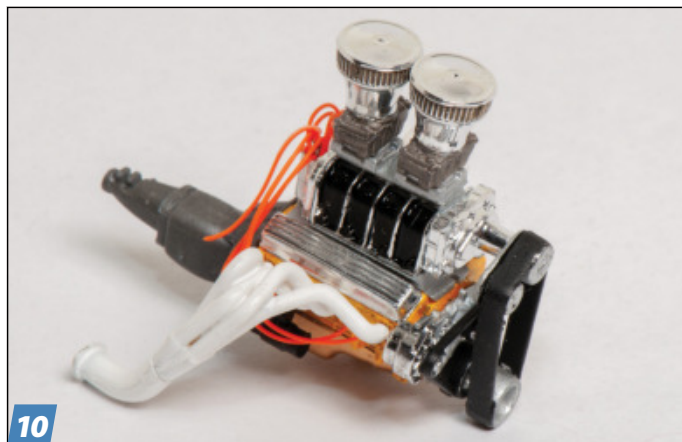
8

Time to mix and match! Starting with the SBC engine block, cylinder heads, and transmission in the gasser kit, I added a Morgan Automotive Detail distributor and spark-plug wires. Note that for most SBC applications, the spark-plug wires are routed underneath, rather than over, the cylinder head exhaust outlets.



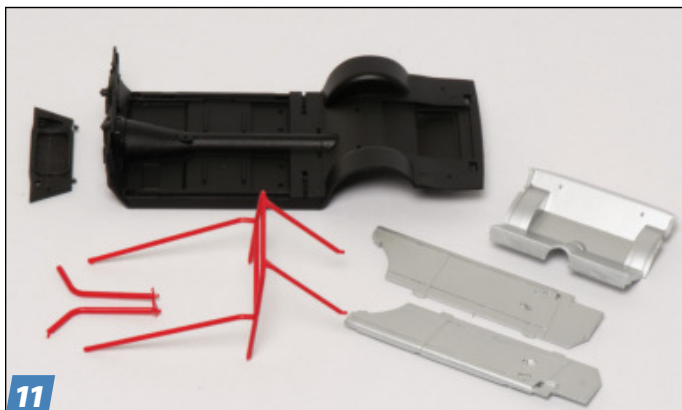
9

Dual carbs would be more appropriate for street use than the gasser's fuel injection and top hat (upper right). I swapped in Revell Model A hot rod carbs, carb base (cut from the Revell SBC blower case), and carb stack toppers and air cleaners from a Revell 1932 Ford "Rat Roaster" (No. 85-4995) or Revell 1932 Ford roadster (No. 14524).



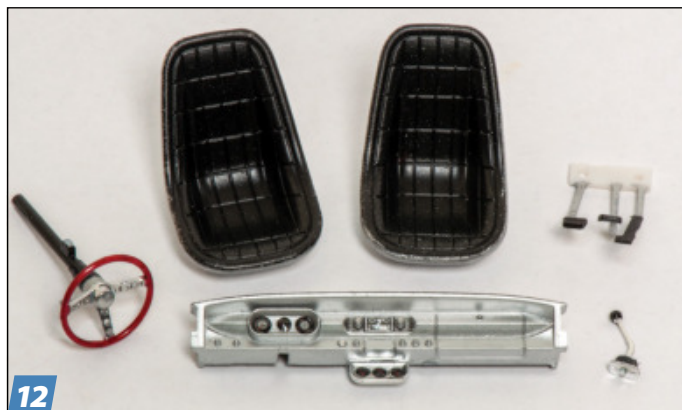
10

From the Revell Model A kits, I also used the engine front cover/water pump, Delcotron (alternator), fan belt, and the blower drive/pulley assembly. I routed the ignition wires beneath the headers and left enough for realistic drape. Painting the headers flat white was a common practice in '60s and '70s drag racing, so street freak builders opted to do the same, although sometimes you'd see flat yellow.



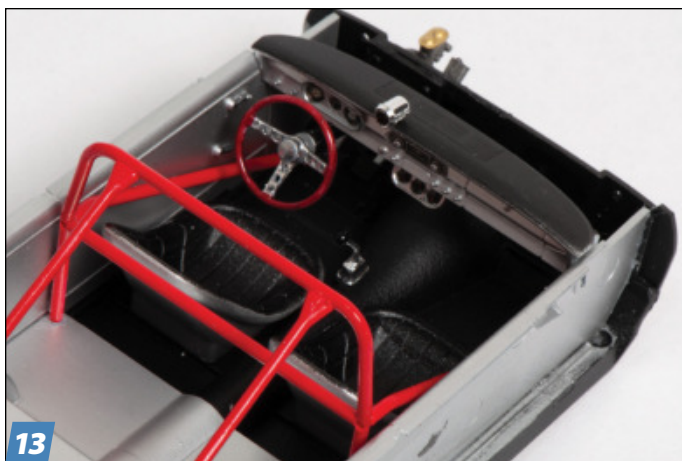
11

The gasser kit provides a basic floor pan and radiator wall (black parts), along with a roll cage, stripped interior door and quarter panels, and a competition-style rear compartment. These were built straight from the box and detail painted.



12

The seats, dash, steering wheel and column, shifter, and pedals also came from the gasser kit. Kit decals provided factory instrumentation, the three-gauge accessory panel, and a tachometer face (not shown). The one-piece racing buckets wear semigloss black on the front and aluminum on back. If you want seat belts, you'll have to add your own.



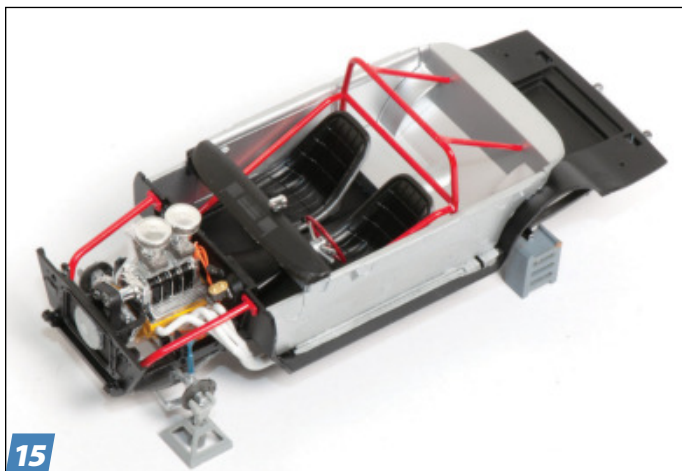
13

The six-point competition roll cage realistically attaches to the front floorboards, center floor area, and through the rear compartment walls. The steering wheel was detailed with decanted Testors Red Metalflake spray paint, and the holes in the steering arms were drilled out for added detail. The stripped side panels and paneled rear seating area were competition-correct mods seen on gassers and street freaks.



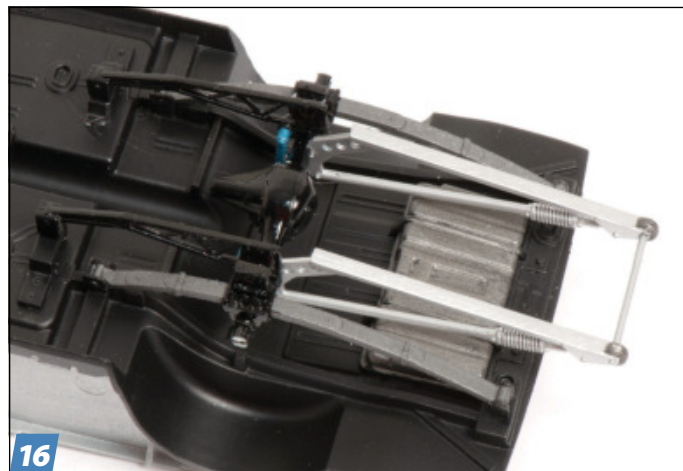
14

The completed engine compartment shows the addition of the cowl-to-frame supports on both sides. The electric fan was moved to the outside of the radiator for proper clearance of the modified blower drive. Everything seen here comes from the gasser kit except the blower drive, fan belt, Delcotron, water pump, carbs, air cleaners, and distributor and spark-plug wires.



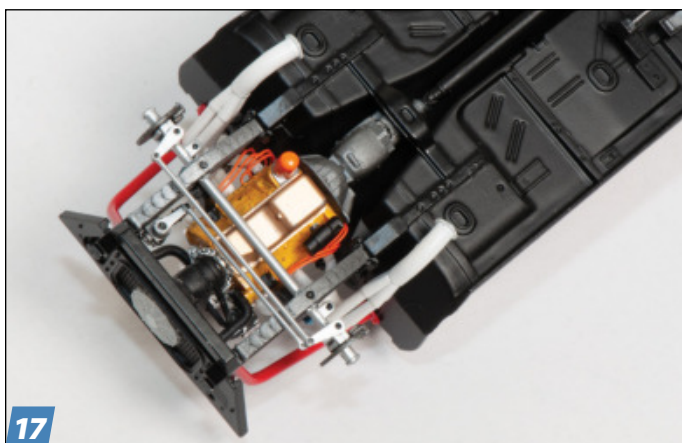
15

At this point, the chassis, interior, suspension, and driveline have been finished. Many of the parts you see could be adapted to other street freak projects you might have in mind, including the complete front and rear suspensions, the interior accessory gauges, seats, roll cage, and the over-the-frame gasser-style exhaust headers.



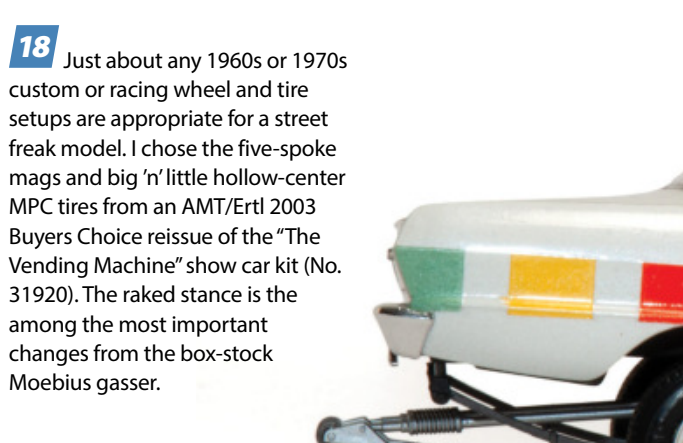
16

Traction bars, shocks, leaf springs — they're all there and show excellent engraving and detail. The wheelie bars are admittedly on the fringe as far as street use, but they were so nicely rendered I included them on the project anyway. Honestly, they would carry a powerful intimidation factor for the drive-in and car show crowd.



17

I reversed the oil pan for axle clearance, but if I had it to do again, I'd further modify the pan for more space. It works, but it's just a little bit too close for comfort. Overall, in my judgment, this gasser suspension assembly from Moebius is the best to ever appear in a 1/25 scale kit.



18

Just about any 1960s or 1970s custom or racing wheel and tire setups are appropriate for a street freak model. I chose the five-spoke mags and big 'n' little hollow-center MPC tires from an AMT/Ertl 2003 Buyers Choice reissue of the "The Vending Machine" show car kit (No. 31920). The raked stance is the among the most important changes from the box-stock Moebius gasser.

19 Wild paint schemes were part and parcel for street freaks, and the possibilities are practically endless. I chose to use Tamiya pearl spray paints arranged in a rectangular treatment across the sides, hood, roof, and trunk lid.



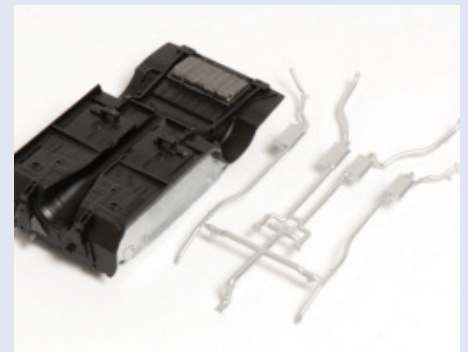
Building options



I chose to stick with the 1965 Chevy II two-door sedan body in the gasser kit. However, with adaptations, you could substitute the Moebius 1963, 1964, or 1965 Chevy II Nova hardtop bodies while keeping the remainder of the gasser kit's contents. You may have to swap the package shelf from the hardtop kits with the race-themed two-door sedan "post" interior used in this article.



Alternative wheel and tire choices include (clockwise from top left) the Cragar S/S wheels and Mickey Thompson N-50-15 rear tires from the AMT 1970 ½ Baldwin Motion Camaro (No. 854-12); wheels and tires from the Atlantis "Yellow Fever" competition coupe (No. 13101); the Chevy II gasser kit components (augmented with paint detail); and the Cragar S/S wheels and drag racing tires from the Moebius Models 1965 Mercury Cyclone B/FX (No. 2735).



While I opted to run open headers on my street freak, you may want to add a supplemental exhaust system. The Moebius 1964 and 1965 Chevy Nova restomod kits offer full exhausts. The one-piece street machine dual exhaust (center) is probably the better choice, but both will require modifications to attach to the headers. Attach them to the kit floorboard prior to installing the rear suspension.



Final Thoughts

Completing this model was drama free, with the chassis and interior inserting cleanly into the body and the front subframe locating to holes in the front roll pan beneath the front bumper. The front and rear body parts fit perfectly. The windows insert from the inside — I recommend Testors Clear Parts Cement and taping the windows in place while the glue dries. When parked side by side, you can see the difference between a box-stock Moebius 1965 Chevy II gasser and the street freak. Just looking at the result makes me smile, and a modification like this is easy enough for anyone to accomplish, making it a great kitbashing project for first-timers. **FSM**

Getting dotty

Painting webbing straps on figures

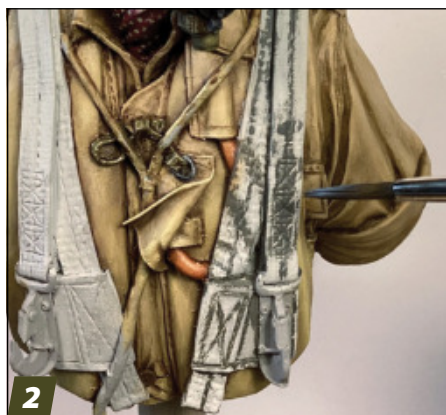
BY BRIAN WILDFONG



Military-themed figures are often cast with myriad straps and suspenders for carrying the weapons and items of kit needed by a soldier. Often, these straps are woven from a thick, heavy-duty canvas webbing. A coat of a single color will often only serve to obscure this lovely woven detail. Properly capturing that texture can serve as a really eye-catching detail on your figures.



1 On a 1/10 scale resin bust from Legion Miniatures, I undercoat the straps with a light gray acrylic mixed from craft acrylic colors. The undercoat brings out the cast canvas texture; it will serve as a guide when I use artist oil paints to enhance it.



2 Before diving right into adding the texture, I shade and highlight the straps. I apply a darker gray oil color to the folds, the borders between overlapping straps, and to the recessed stitching details.



3 I apply a very light gray to the parts of the strap not in shadow. Then I blend the edges between the blocks of shadow and highlight colors, softening the borders between them and slightly reducing their contrast.



4 Here are the straps with the initial shadows and highlights blended. The overall color is quite dark, but it provides a good background to which progressively lighter dots will be applied for better detailing.



5 To add the texture back to the webbing, I mix a gray color out of artist oils that is slightly lighter than the initial highlight (about 80% titanium white + 15% lamp black + 5% Naples yellow) and grab a sharply pointed No. 1 brush to apply the paint.



6 Picking up some of the gray mix on the lower 10% of the brush tip, I apply small dots along the edges to outline a section of the strap. Once the edges are defined, I apply dots across the strap in roughly straight rows (see the right side of the strap). When finished, I'll stop and let this step dry fully before proceeding to the next step.



7 Once the dots dried completely, I applied a darker gray artist oil mix (60% white + 30% black + 10% Naples yellow) for a bit more emphasis to the stitching.



8 Repeat the dotting process using a lighter version of the gray mix (90% white + 8% black + 2% yellow) along the edges and high points, and anywhere the straps looked too gray. Finally, I used pure titanium white to apply dots sparingly along the strap edges.



9 Here are the straps with their webbing texture completed. The effect looks a bit coarse super close up, but appears more subtle from a natural viewing distance. **FSM**

Tamiya M24 Chaffee



The M24 Chaffee was a U.S. light tank replacement for the M5 Stuart. Deployed late in World War II, it went on to see action in Korea. There have been many 1/35 scale kits of the M24, but this all-new kit from Tamiya offers state-of-the-art engineering that makes it a great choice if you want to add an M24 to your collection.

Tamiya has taken its excellent engineering up a notch with this release, making changes from typical armor kits to help modelers fit and align parts properly. Following the instructions, you'll build the lower hull and suspension first. The lower hull plates fit perfectly with alignment tabs. Of note is the clever engineering for the single photo-etched metal (PE) part in the kit. Not only does Tamiya provide a bending jig to form the wire rack correctly, but the part fits into slots in the hull plate that

ensures correct alignment. And it doesn't require glue — brilliant!

For the link-and-length tracks, Tamiya has precisely placed slots in the rear-most road wheel for the bottom track runs. Following the sequence in the instructions, I found the tracks easy to install with excellent fits. The only thing I noticed is the bend in the top run of the tracks to simulate the slight track sag on the return rollers seems to be a bit off. The track pieces fit into place correctly, so this could have been my mistake in positioning the tracks. Watch for it and adjust before the glue is dry. If you install the sand shields, the sag will be hidden.

On the upper hull, it took a good deal of glue and several minutes holding the sand shields in place to get a consistent gap where they attach to the fenders. I ended up going back over this seam with a hobby knife and razor saw a few times to clean it up and make it more consistent.

While I applaud Tamiya for making this kit easy to build, I found the pioneer tools for the side of the hull oversimplified. Molding several tools together in a single piece eases building, but I spent time with a hobby knife carving the parts to create better definition and a more realistic look.

Another area where detail could be more scale accurate would be the inclusion of PE parts for the brush guards on the front of the hull. The plastic parts fit well, but are exceedingly thick for the scale. Remember, there are always trade-offs between detail, ease of build, and kit cost. With the Chaffee, Tamiya has gone for ease of build and affordability. The aftermarket is sure to offer plenty of scale detail options.

One of the engineering improvements I noted are extra long locator pins on some parts, like lifting loops. This makes them easier to handle for part cleaning and easier to place on the model. Tamiya has included long pins in the lower hull that fit into holes in the upper hull for a stable and well-aligned joins.

The turret fits together without difficulty. With the figures in the open hatches, there is just enough detail in the turret for any part of the interior you would be able to see. If you display your build with the figures, you will need to remove some slight ejector-pin marks on both turret hatches. A little work with a hobby knife and flexible sandpaper will take care of these.

Tamiya provides only references to its acrylic colors in the instructions' detailed paint call outs. For the overall olive drab paint scheme, references for Tamiya acrylic,

lacquer, and spray paints are provided. I used the acrylic colors. The decals went down well over a coat of Tamiya Clear. I did cut the large U.S. insignias at the bottom portion of the decal where it folds under the turret so I could get it to settle in place.

Tamiya's figures in its most recent releases have good detail and are a welcome addition for those who like to add figures to their builds. The crew figures in this kit are no exception, with sharp details overall, and they fit well into their turret positions. I left off the binoculars and goggles because there are no straps molded into the parts for them. You could easily make straps if you use these details. I painted the figures with acrylics and placed them in their respective positions where they add a nice sense of scale and human interaction with the vehicle.

Tamiya's new 1/35 scale M24 Chaffee demonstrates great engineering to ensure an easy and quick build. The simplification of some parts may send some modelers to the aftermarket for updated details, but it also keeps this model accessible for novice builders. Even if you are inclined to seek



Kit No.: 35391 **Scale:** 1/35 **Price:** \$42
Mfr.: Tamiya (Sample courtesy of Tamiya America) **Comments:** Injection-molded plastic (green, clear); 315 parts (1 photo-etched metal); decals **Pros:** Well-engineered parts; good fits; easy to build; nicely detailed figures; good value **Cons:** Some part simplification impacts scale detail

Model photos/Robert Raver

out updated details, this kit is a hassle-free build on which to improve. I would recommend this M24 to builders at any skill level. Even if it is your first attempt at an armor model, this kit would be great place to start.

— Robert Raver



Tamiya 1978 Ford Zakspeed Capri Turbo



The FIA Group 5 category of racing underwent several variations. From 1976–1982, it was based on highly modified production cars. Rules required that the roof, doors, and hood line of the original had to be maintained, but the rest were fairly open to modification. The Zakspeed Capri Turbo made its racing debut at the Hockenheim circuit, and proved fast, but failed to finish. Its maiden victory came later in the year at Nürburgring.

Tamiya first released the 1/24 scale 1978 Ford Zakspeed Capri Turbo plastic model kit in 1979, the fourteenth release in its 1/24 sports car series. It has been reissued only twice since then, but this is the first re-release with the original markings. There are less than 70 parts in this kit, so it builds quickly, and the nearly 50-year-old tooling has held up remarkably well. Yes, you'll have to clean up some mold seams, but they're not bad.

The body is molded in black, and I could probably have polished it if not for the white-molded rear wing parts. The Cartograf decals are spectacular, and the kit includes a set of dry-transfer lettering for the tires. Typical fold-out style instructions have been updated to include Tamiya TS and LP lacquers in the color chart.

The first and most tedious step is painting the main chassis. Most of the underside detail is molded in, but with careful detail painting, it looks quite good. The front wheels are posable and mount with poly caps and metal rivets. Don't forget the small spacer on the rear axle that replaces the

original gear from when the kit was motorized. The kit included wheel fans; I added them to one side and left them off the other. (I'm still not sure which way I like better.)

The simplified interior has only the seat, dashboard, basic roll bar, and a few other parts. You're not going to see a lot anyway because the interior gets painted black. You can provide a bit of color with the driver figure if you wish.

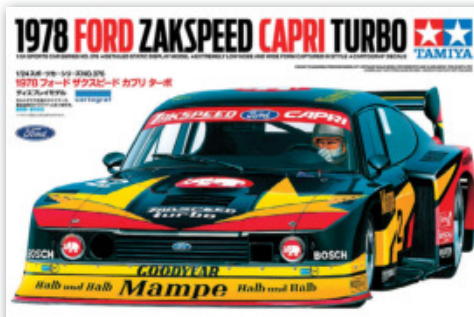
As mentioned, the main body shell comes molded in black, and the rear wing parts, rear fender louvers, and a couple other exterior bits are molded in white. After priming, painting, and polishing out the few imperfections, it was on to the decals.

The instructions have you put on decals 1–22 (the main stripey bits) in numerical order. I didn't, starting instead with the door panels since there is a crease at the lower edge I used as the baseline. Then I aligned the rear and front fender decals from there. The fit was spot-on perfect for all! The only ones that required setting solutions were the three that cover the front air dam. I used Tamiya Mark Setter Strong, which took some time to work its magic. Be patient. Solvaset worked on a couple stubborn spots, but its aggressive, so use caution. You don't want to melt your markings.

I've built the Tamiya 1/24 scale 1978 Ford Zakspeed Capri Turbo plastic model

kit before, so I knew it would be a quick and pleasant experience. I'm glad Tamiya decided to reissue it in the original livery, as I missed out the first time, and I hope it continues this trend with some of its other early kits. If you want to go all out, some modelers have kitbashed this with Monogram's excellent IMSA Mustang GTX kit to make a fully detailed version. Either way, it will make a great-looking addition to your collection. I recommend it for just about any skill level.

– Mike Klessig



Kit No.: 24376 **Scale:** 1/24 **Price:** \$33
Mfr.: Tamiya (Sample courtesy of Tamiya America) **Comments:** Injection-molded plastic (black, white, chrome, clear); 68 parts (3 cast metal, 10 vinyl); decals
Pros: Quick and easy build; fantastic decals **Cons:** Some simplified parts

Model photo/Mike Klessig

MPC Disney's 'The Black Hole' V.I.N.CENT

Disney's *The Black Hole* is a science-fiction adventure movie that follows the crew of the exploration vessel USS *Palomino* as they discover the long-lost USS *Cygnus* perched at the edge of a black hole. The *Cygnus* is manned by eccentric and megalomaniacal Dr. Hans Reinhardt, his sinister bodyguard robot named Maximilian, and a crew of faceless robots. The horrifying truth is that the mechanical drones are actually the zombified, lobotomized remains of Reinhardt's original human crew. As Reinhardt prepares to pilot his ship directly into the void to discover the secrets of the universe, the *Palomino* crew — accompanied by their own loyal, witty robot, V.I.N.CENT ("Vital Information Necessary Centralized") and *Cygnus*' battered robot B.O.B. ("Bio-sanitation Battalion") — must stage a desperate escape before being pulled into the gravity well. Notable for being Disney's first PG-rated film, the robots are the best parts of the movie by far, in my opinion.

MPC first released V.I.N.CENT in 1979, and over the last 47 years, it has become highly collectible. For the first time since its debut, Round 2 has re-released the classic Disney robot as the MPC 1/6 scale Disney's *The Black Hole* V.I.N.CENT plastic model kit. Faithful to the original model, the only changes are revised locator pins and a new decal sheet. With only 74 parts, the kit goes together quickly, and the full color molding (with the exception of the "leg" parts) means you could build it unpainted — useful for kids and novices builders.

The main body fit together well for a kit of its pedigree and only needed minimal sanding to hide the mold seams. In a couple of small spots on the side of its body, I filled low spots where the panels meet with superglue and then sanded them smooth.

One thing to keep an eye out for during assembly is that some areas look like mold lines at first glance but are actually raised line details that were on the filming model. A good example of this is the line around V.I.N.CENT's head. I found it helpful to

have a large reference image of V.I.N.CENT to glance at while building.

I left all the arm and leg options as sub-assemblies so they were able to be swapped out later and to make painting easier. Some parts, like the extended legs or arms, have large press-fit pegs and are interchangeable. A few options, like the guns in the firing position, the front arm doors, and the door for the cutting arm need to be glued in place. I chose to cement the guns in the stowed position and did the same with the cutting arm door. On the other hand, I left the front arm side panels loose and held

them in place with poster putty when switching out the arms.

The decals are the only area that really gave me some trouble. Nicely printed and in registration, the carrier film they're printed on was extremely thick, and they didn't want to soften as much as other decals with decal solution. I found Micro Sol and Solvaset both worked about equally well on them, softening them slightly. I needed to resort to brute force to get them to lay completely flat. What worked best for me was to apply the decals then brush on one of the decal solutions and let it start softening the film. After a few minutes, I pressed the decals firmly onto the surface of the model. Adding a little heat with a hair-dryer helped, but only slightly.

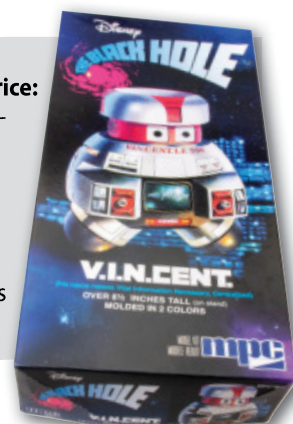
The only decals I would place completely differently were the ones around the leg pods. They are basically flat, rectangular decals meant to wrap around a complex curve. Getting them to lay flat was practically impossible. If I were to redo them, I would have never wrapped them around the leg pod, instead cutting them into sections or masking and painting.

Other than the decals, I had a great time building the MPC 1/6 scale Disney's *The Black Hole* V.I.N.CENT kit. Having only 74 parts that are all good-sized, I think any modeler will find it a fun kit to build. Just take your time on the decals and don't be afraid to show them who is boss. I built and painted V.I.N.CENT over a long weekend, taking about 25 hours to complete.

— Chris Cortez



Kit No.: MPC1018 **Scale:** 1/6 **Price:** \$35.99 **Mfr.:** MPC (Sample courtesy of Round 2) **Comments:** Injection-molded plastic (silver, clear, red); 74 parts (metal wire stand); decals **Pros:** First time available since 1979; multiple pose options **Cons:** Thick decals are hard to work with



X-Scale ATR-42-300

Resulting from an agreement between the French manufacturer Aérospatiale and the Italian manufacturer Aeritalia, the ATR-42 combined concepts from the AS 35 and AIT 230 designs for a regional airliner to compete with the British HS.748 and the Fokker F-27. This venture also resulted in the formation of the ATR Corporation.

The X-Scale 1/144 scale ATR-42-300 plastic model kit comes molded in gray plastic with crisply detailed parts, many of which are mighty tiny in 1/144 scale. An option is given for the propellers: two four-bladed ones, which I chose, and eight two-bladed ones to assemble both props in the feathered position. Fourteen parts make up a pretty nice, tiny flight deck. The kit supplies a good set of masks for the cockpit windows and wheel hubs.

The fuselage has no alignment pins or locators, relying instead on interior structure to provide accurate joins. The flight deck, forward bulkhead, nose wheel well, and main wheel well insert accomplish that. The small dorsal antenna farm behind the cockpit is one piece and did a fair job of aligning that part of the body halves when

joined, but smoothing the seams around the little antennas was tedious.

While the kit is nicely molded, trimming various parts was needed in order for them to seat properly. Two such areas were the wing-to-fuselage join and where the clear part attached to the forward fuselage.

The four-piece nose strut must be installed in the wheel well before the body halves are joined. Be warned, it's fragile. The four-part main wheel well assembly is a critical part and must be installed in the belly bulge accurately, because the main gear trunnions are on the outboard ends of the assembly and have to fit into the fuselage confines. I had problems with that and fitting the belly bulge to the fuselage opening. This, in turn, caused difficulty attaching the main gear struts at the correct angles.

The landing gear was the kit's weak point. So small, I needed tweezers to hold them, which made them hard to clean up. The instructions were a vague on where the MLG drag braces and retraction struts fit; there were no locators in the wheel wells for those. The main gear doors are three-part assemblies, and a reference diagram would have been helpful because there's too much play with the model's parts to assemble them all at the correct angles. An online ATR-42 walkaround was indispensable.

Color callouts list four paint lines, and I opted for the appropriate Mr. Color and Tamiya acrylics. The belly is specified to be silver, but from photographs, it looks to me like the real aircraft has light gray undersides. Not having proof of that, I went with the indicated silver.



Kit No.: X144009 **Scale:** 1/144 **Mfr.:** X-Scale (Sample courtesy of manufacturer) **Price:** \$30 **Comments:** Injection-molded plastic (gray, clear); 111 parts; die-cut masks; decals **Pros:** Beautifully engraved parts; excellent decals **Cons:** Some fit issues; some parts too small to hold and clean up

The matte-finished decals for a single American Eagle aircraft fit well and were easy to apply. Black decals are provided for the cockpit windows if you don't want to display the flight deck. Minuscule landing and navigation lights are separate parts. A dab of clear epoxy might be easier than fitting them to the model.

The X-Scale 1/144 scale ATR-42-300 is a precision kit whose tiny parts presented handling, cleanup, and gluing challenges aplenty. The last resulted in a fragile finished project. I spent a good 40 hours constructing mine with tweezers in hand, cheaters over my eyes, and lots of patience. It's a model for experienced builders.

— Walt Fink





AMT Scorpion mid-engine drag coupe

Round 2 has gone through the archives to bring back the classic AMT 1/25 scale Scorpion mid-engine drag coupe plastic model kit. First released in the late 1960s, the chassis may look familiar because it was also used for the Piranha drag car, which has been re-released in the last few years with original box art. With the Scorpion back, it's the best time to build this futuristic-looking drag car.

The kit instructions start with the Hemi engine, but I suggest piecing the body together first. The body is central to the kit, so it makes more sense to begin there and get it right.

Seven parts make up the car body, and you'll need to start with the left and right rear quarter sections and rear panel. Make sure to line up the rear panel to meet the inner body panels. The inner parts, once glued to the body, leave some pretty wide gaps. Be ready to apply putty to smooth out those areas.

The front pan lines up well without gaps. I found the two lower side body panels tricky to attach. I recommend taping them from the outside so they don't move while the cement sets up. There were some gaps I needed to fill, but nothing terrible, and nothing I wouldn't expect from tooling going back 50 years. There were no challenges assembling the body that patience and basic modeling skills couldn't overcome.

Turning to the Hemi engine, its 20 parts assembled without any issues. I was pleasantly surprised with the lack of flash or necessary cleanup. The headers appear

small to me, but it wouldn't be difficult to upgrade with replacements from your spares or the aftermarket.

The kit provides a set of pad-printed wide drag slicks with matching narrows for the front and five-spoke mags. Or, if you wanted, you could go completely old school and assemble the two-part plastic tires that you'd then have to paint. The kit provides six-spoke wheels for the front, but I suggest using the plastic tires if you choose those.

You really start to see the car come together when assembling the chassis and suspension. Make sure to test-fit before gluing the chassis parts — the locators can be a hit or miss. The front of the chassis assembly included the tie rod, radius rods, and steering plate, and went together pretty easily. When it came to the rear end, I needed to test-fit the chassis to the body. This allowed me to align the rear axle so it wasn't off center.

I held out as long as possible before painting the body because of the amount of test-fitting. Once I finally got to that point, I chose to paint it like the box art. There are plenty of decal options, and they laid down without any issues.

The AMT 1/25 scale Scorpion has challenges that you'd expect from a 50-year-old kit. However, your modeling skills are more than sufficient to overcome them. Early drag kits have been rising in popularity, and this one is an unusual car to add to your collection. It kind of has a Hot Wheels appeal and a futuristic appearance that is sure to get people to wonder, "Was that ever a real drag car?"

— Tom Nowak



Kit No.: AMT1501 **Scale:** 1/25 **Mfr.:** AMT (Sample courtesy of Round 2)
Price: \$35.99 **Comments:** Injection-molded plastic (white, chrome, clear, and transparent blue); 107 parts (4 vinyl tires); decals **Pros:** Plenty of decal options; two sets of wheels and tires to choose from **Cons:** Multipiece body can be tricky

Model photos/Mike Klessig

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By Tim Boyd

A serious Funny Car

MPC picked up its game with Dick Harrell's Camaro, but tragedy ended the comeback

Funny Cars were on top of the drag-racing world by the late 1960s. But Chevy enthusiasts were not happy, as Funny Cars powered by the 426 Chrysler Hemi and 427 SOHC Ford were dominating the quarter mile. Even so, there were several competitive Chevy Funny Cars, most notably those of "Jungle Jim" Liberman and "Mr. Chevrolet" Dick Harrell.

Harrell won the American Hot Rod Association (AHRA) Winter 1969 Nationals, was named AHRA Driver of the Year for 1969, and Driver of the Decade in 1970. His Camaro was ablaze in red with gold lace inset panels and prominent "Fred Gibb" Chevrolet sponsorship. When MPC set out to produce the hobby's first Camaro Funny Car kit, Harrell's car was the obvious choice.

Back in 1967, MPC debuted the first fully accurate "flopper" Funny Car kit with Roger Lindamood's "Color Me Gone" Charger. It contained the hobby's first tubular Logghe Funny Car chassis, a purpose-designed body with relocated front and rear wheel openings and devoid of all the normal trim and badging.

However, in the process of greatly expanding its Funny Car kit catalog over the next two years, MPC began to shortchange modelers with inaccurate bodies (most of them coming straight from the company's annual kits) and failed to update underbody components as the 1/1 scale cars continued to rapidly evolve. To compound matters, many MPC Funny Car kits at that time were not even based on real drag racers, instead sharing kit box art and decal livery created by their marketing and art departments.

With a planned production date of July 1969, MPC decided to right those wrongs with an all-new 1/25 scale Funny Car kit designed from the ground up based on Harrell's latest Camaro. The newly tooled one-piece Funny Car body had all the latest advancements — front wheel wells moved forward, rear wheel wells enlarged, an engraved roof top escape hatch, integrally molded trunk spoiler, and a flush front grille

MPC 1/25 SCALE DICK HARRELL'S CAMARO SUPER FUNNY CAR

Kit No.: 726-200

Introduced: 1969; never reissued

Current Value: \$300

panel. The kit body's underside even had fiberglass texture engraved on it.

The all-new second-generation Logghe tubular chassis also made this kit a must have. Shallow and deep five spoke ET-type mags were paired with newly shaped drag slicks. The 427 Chevy V8 featured a correct blower drive with three (not two as in MPC's prior kits) individually molded pulleys, designed for the builder to create a

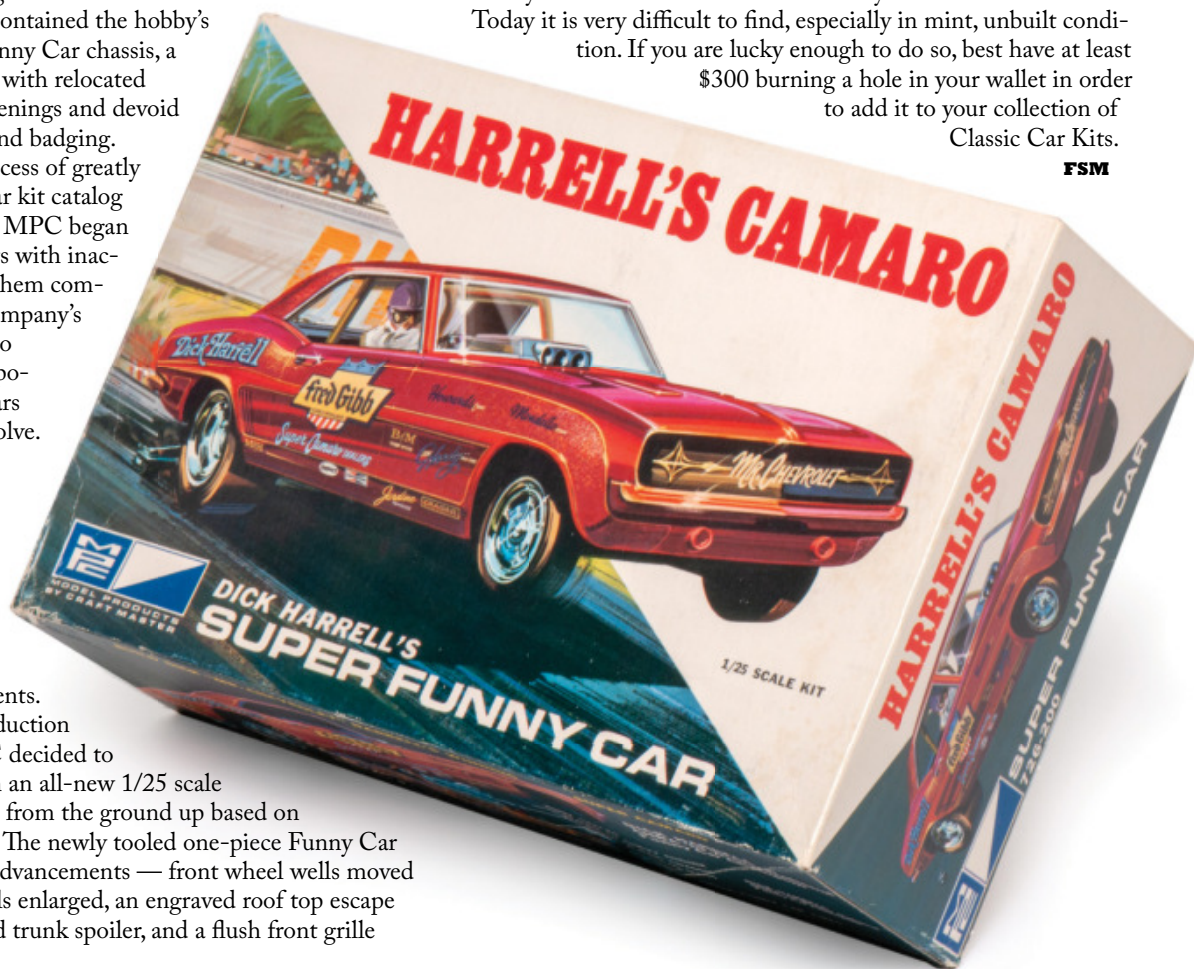
blower belt with 12 inches of black sewing thread.

The cherry on top was some of the finest box art to ever grace an MPC-branded kit. But tragedy soon struck, as Harrell was tragically killed in a 1971 racing accident at Toronto International Raceway. There would be no more Dick Harrell Funny Car kits.

The MPC Dick Harrell's Camaro Super Funny Car replica was a landmark kit and presented the most accurate and up-to-date Funny Car in the entire model car hobby when it was introduced. Today it is very difficult to find, especially in mint, unbuilt condition. If you are lucky enough to do so, best have at least

\$300 burning a hole in your wallet in order to add it to your collection of Classic Car Kits.

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This model kit of the *Constitution*-class starship was mastered from hands-on research gleaned from the original filming miniature during its conservation by the Smithsonian Institution. The kit assembles easily with the aid of the included pictorial assembly guide. Parts come in copper, clear, and two shades of gray to minimize the need for paint. All the details are featured from a precision-crafted interior bridge, hangar deck, and shuttlecraft to comprehensive waterslide decals.



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MESSERSCHMITT Bf109 G-6 **LATE PRODUCTION**

ITEM 61128 L:188mm

★This is a 1/48 scale plastic model assembly kit. Fuselage length: 188 mm, wingspan: 207 mm. ★The classic Bf109 G-6 form with its distinctive “Beule” is depicted in style. ★Late production features like the machine gun panel, additional smaller bulge and the “Erla Haube” canopy are depicted. ★The model can also be built as a special version with rear view mirror on the canopy and landing gear bay doors. ★Comes with parts for underwing rocket tubes. ★Includes a pilot figure and 4 marking options for Luftwaffe and Finnish Air Force aircraft.



Our highly accurate model is based upon extensive research of full-size subjects. Enjoy its depiction of the aircraft's form with distinctive “Beule.”

Modelers have plenty of options in assembly, including engine cowl, canopy and flap positions.



The DB605 engine shows excellent detail. The spinner pattern is recreated with a decal.



The nose MG131 13 mm machine gun has a realistic finish.



Wing and radiator flaps can be assembled up or down, and slats can be either retracted or deployed.



Choose whether to assemble the canopy open or closed. The cockpit and canopy itself show good detail.



The JG50 aircraft's special landing gear bay covers are included, and bay walls are separate parts.

