

AUTO MODELER MAGAZINE

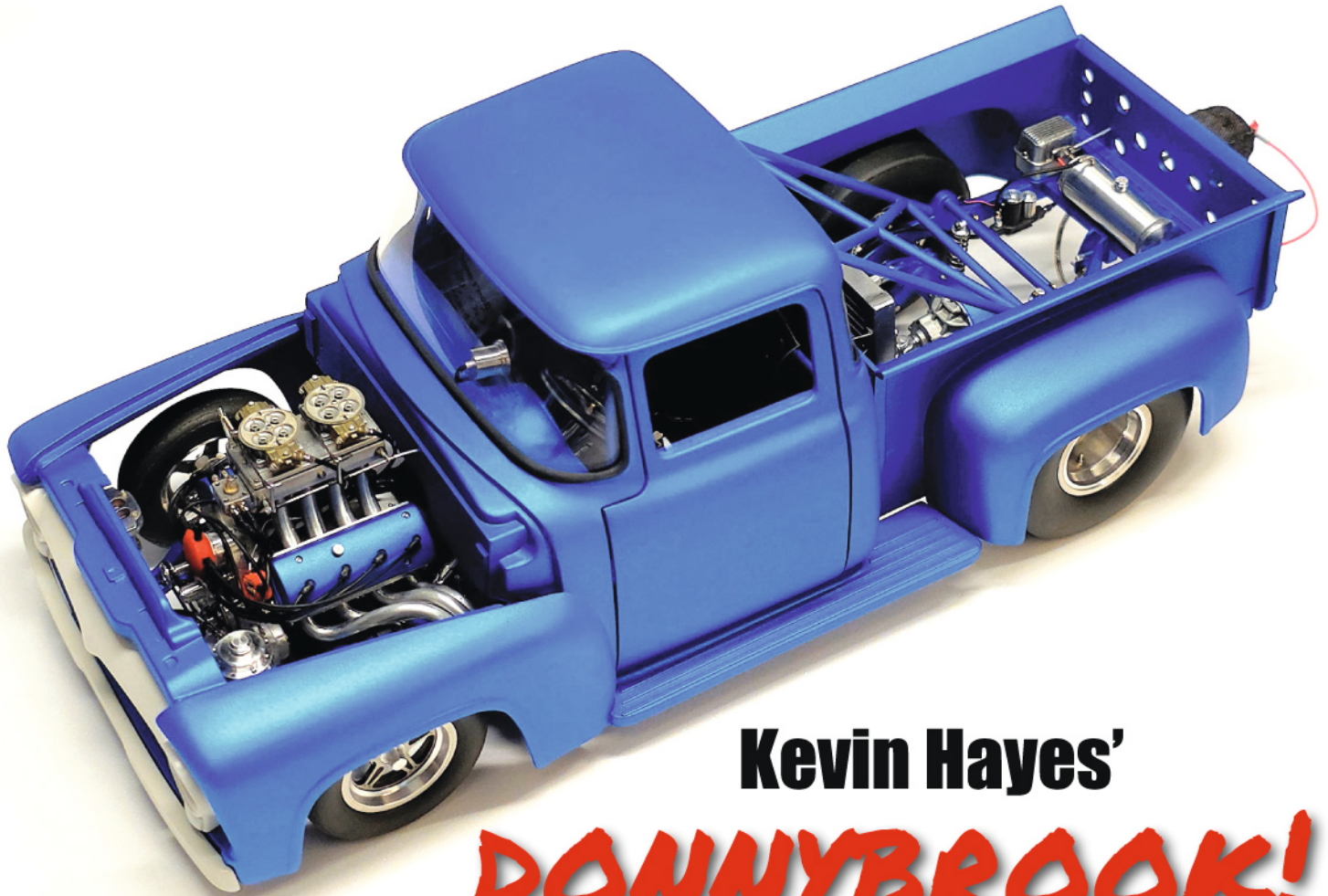
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ISSUE 13

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Lucky 13 and counting.

With issue 13 we begin our third year. We want to thank all those who subscribed, renewed, submitted contests, articles, completed our Facebook questionnaire, and sent words of encouragement. Your support has helped us grow and support our hobby in so many ways.

The Auto Modeler Magazine Group - Official on Facebook continues to add members. The models shared there are always a treat.

The Top Ten Models of the year brought out hundreds of great models, great participants, and a host of excellent judges. Top Ten Models of 2026 will be back next year.

Our first Contest Issue was produced to showcase the great turnout of show submissions that we have been receiving through the course of the year. We will be doing the contest issue again... with some upgrades.

Digital copies and subscriptions are now part of our catalogue so readers beyond the reach of the US Post Office, or who also want to view Auto Modeler Magazine on a device have that option. You can find digital magazines on our website at AutoModelerMag.com

Big Tent time again

It's been encouraging to see more Slot Cars, RC cars, and Hot Wheels included in traditional model shows. I hear that the model cars section is growing at some IPMS shows as well. These are great ways to grow our amazing hobby and get builders to shows.

Now it's time to be good ambassadors for our hobby, encourage, teach and cheer. For those veterans, up and coming, or frequent winners, be an example by taking losses, when they come, with grace and goodwill. No one wins all the time. Encourage, Teach, and Cheer. Keep our hobby fun.

AUTOMODELER
MAGAZINE


YouTube
GUIDE

- Luka Cee Channel - Build ups, Interviews, Unboxing, Club coverage, and more
- Model Car Muse - Build, tools, photography tips. Build coverage. Interviews.
- hpiguys Workshop - Box stock builds and unboxings of upcoming kit releases.
- N.Y.S Modeling - Show Coverage, build ups, Interviews
- Kenji's Plastic Models - Super detailed build series of cars and motorcycles. Watch him build.
- Mark Batson 007 - Car Modeling Tips, Show Coverage, Whimsical Commentary on the Model Car Community
- Blue OX Model Shop - Build Reveals, Unboxings, Model Car Commentary
- BGs Model Workshop - Modeling Tips, Build Reveals, Model Car Community discussions
- Chuck's Hobby Spot- Car Modeling Tips, New Kit Reviews, 3-D print reviews
- Tim Nolan's Ratdaddy Studios - Showrod, Hot Rod, and Rat Fink builds.
- THROTTLE POWER - Show and event coverage. Model and 1:1 cars.
- The Autistic Modeler - Pre-release kits from Round 2 models, Rare and vintage unique kits to build, Tips and tricks.
- Scale Model Outlaw Channel - Build ups, Tips, Product reviews, Show coverage.
- Scale Model Experiment - Model build ups, Tips and Tricks from 20yrs. of modeling.
- Laser Creation World - Modeling with plastic models vehicles, tanks, planes, ships and figures. A great source for inspiration and ideas
- Scale Rodder Collective - For the collector, builder, or just curious - something for everyone.
- Right On Replicas - Great Kit Reviews galore!
- Manny's Scale Modeling - Products reviews, Paint Reviews, Built ups, Stash updates.
- TheModelingHermit - Crafting cars, buildings, and landscapes into scenes with a story that gives them life. It is
- The Arterake. Model cars, How to's and other things model car related.
<https://www.youtube.com/watch?v=gImOMB1u3Ks>
- Model Car Mania Podcast on Apple - Building and painting car models, current projects, and hobby news.
- SJs Lottery Models - <https://www.youtube.com/channel/UCpmvSAOPGCI31AVhd-oeVXQ> Model building. Model car shows. 1:1 Hot Rod shows Hobbies
- Model Building in Retirement - For any model car enthusiast or those wanting to learn this hobby

MODEL CAR COMMUNITY GUIDE

Forums

- Spotlight Hobbies Message board. Old school presentation with lots of conversation and activity.
<https://board.spotlighthobbies.com/>
- Coffin Corner. If you like Showrods, this is for you. <https://coffincorner.proboards.com>
- Modelers Social Club Forum - Caters to all types of model builder. Check out the model cars page. <https://modelerssocialclub.proboards.com/#category-2>
- Model Cars magazine - A very active forum dedicated to model car building and discussion.
- Model Car Makers - Formerly the MCM forum with a new look

Facebook Pages

- Auto Modeler Magazine Group - Official. Public
- Luka Cee's Model Car Hobby Headquarters. Public
- Model Building Fanatics. Public
- Tamiya Fujimi Aoshima Model Kit Group. Request to Join
- Luka Cee's NASCAR Modeling Hobby Headquarters. Public
- Wes's Model Car Corner. Request to join
- Scale Survivors - Vintage Built models. Public
- Model Building Fanatics. Private
- Show Rod Model Kits - Public
- Scale Auto Dude - Public
- Hobbydude 007 Scale Models / Mark Batson

Department of Contest Issue Oops

We gave credit to the wrong person for the 2025 Glue Bros coverage. Credit and payment goes to: Dan Zimmerman - Pictures. Mark Johnson - Captions

In the Hollister coverage we credited Don Graham for the Dream Truck on page 29. This excellent model was actually built by Sean Langer

Two new lines of TruWires wheels



First, we have a set of four 1/25 motorcycle wheels. These represent the wheel with drum brakes. \$35.00

The "Buffalo" wheels/tires for 1/25 and 1/24 Model T Speedsters. \$70.00
The Buffalo wheels work with the IMC Ford Model T Speedster Kits and can be used with the AMT Model T kits as well.



These wheels are in a natural finish. It is up to the modeler to use their favorite primer/paint to finish the wheels.

All wheels have stainless steel

spokes, aluminum hubs and rims.

You can buy these at: Ted's Modeling Marketplace tedsmodelingmarketplace.com. Or purchase them directly through PayPal at ceraitz@gmail.com

STS Dimensional Decals



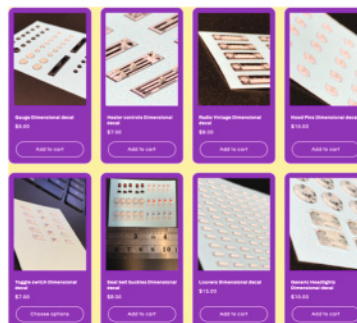
STS has expanded their product line to include new dimensional decals. These are raised custom elements to add more detail to your projects.

STS currently offers a staggering range of interior details, lighting options, exterior details, and some

very nice louvers.

Prices run from \$7.00 to \$12.00 depending on the product.

Go to STSDecals.com/Dimensional/ decal / designs



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Three Weekend Projects to Recharge Your Modeling Mojo

By Chris Bell



Summer is here. Vacations, cookouts, lake days, this is where memories are made. Add in the yard work and house projects that become impossible to ignore when the weather turns nice, and summer quickly puts a premium on bench time. If you're in that boat, here are three 3D-printed/3D-printable projects that provide big fun in appetizer-sized slices of time, perfect for those small weekend moments at the bench.

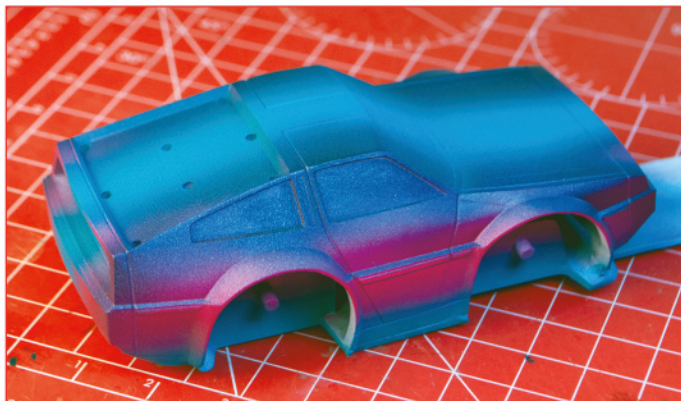
Saturday Morning Car Toons

When bench time is limited, a full kit can be daunting. If you're anything like me, even a "quick build" can become the pursuit of a masterpiece. It doesn't have to be that way; instead, rediscover your inner child. When was the last time you built something driven by imagination and flights of fancy rather than things like factory colors, or correct wiring?

Enter the Tooned car, a cartoonish caricature of a car instead of an exacting replica. Much like "Chibi" or "egg plane" modeling, Tooned cars can increasingly be found in printed form from vendors such as Iceman Collections or in STL form by designers like TunerKits, Twist3D Models, and SoarPix on Cults3D. The range of available designs spans everything from JDM cars to Porsches, classic American muscle to SUVs, and even F1 cars.



I recently pulled the Tooned DeLorean from Iceman Collections off my shelf. The first thing you notice with a Tooned kit is the parts count, typically about the same as the number of hot dog buns in a package. These things are not about details, and that's a good thing. What hits you as you pull one out of the box or off of the printer is "I CAN DO ANYTHING I WANT!". For the serious modeler, the thought almost feels irresponsible.



The DeLorean is the quintessential 80s car, so I planned to go full on Trapper Keeper on this thing! After laying down white primer, I gathered my paint, Certified Gangster pink pearl from Tropical Glitz, and custom cyan and purple pearls I mixed up from partial bottles of ScaleFinishes paint. I laid down my fade, working lightest to darkest.



The colors alone weren't enough for this build. As a longtime fan of the Memphis school of design, I knew I needed some funky shapes. I laid out a sheet of shapes using clipart on Canva and a squiggle I made in Adobe Illustrator, then cut the sheet on the Cricut using Tamiya masking sheets.



After masking the shapes, I laid down a custom black tinted Widow Pearl from ScaleFinishes gradually to allow the fade to still show through. Finally, I finished the body with GX113 clear.



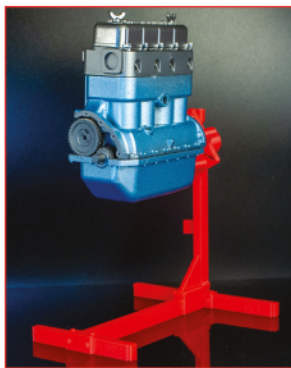
The wheels were painted Tamiya Pure White to be a stark contrast to the energetic body. I felt a gloss window finish would compete with the body. Rather than mask and paint them, I applied a satin black adhesive vinyl and added reflections with an acrylic paint marker.



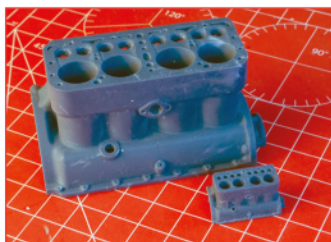
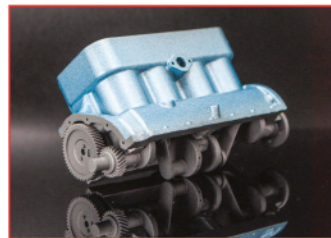
I couldn't be happier with my DeLorean. Whimsy was paramount in this build, not chasing perfection. If you're itching to just let loose, hop in. Where we're going, we don't need photoetch.

The Heart of the Car

Let's be honest, for many modelers, the engine is the reason for the build. When summer bench hours have set in, why not build just an engine, in a large scale? 3D printing means you can print in any scale you want, and highly detailed files by designers like Motabas Yen, Scale Auto Model Works and Scale Speed Garage offer enough detail to really shine, on a large scale.

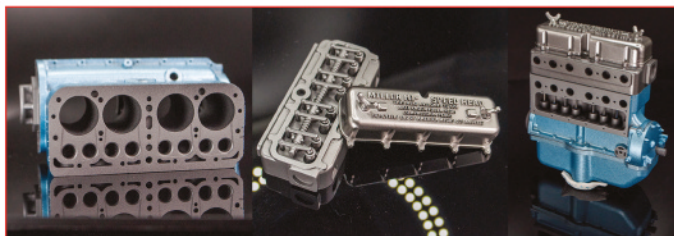
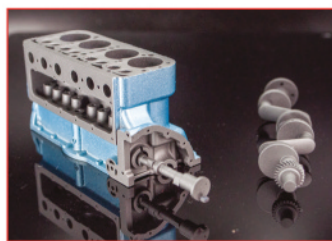


What I love about an engine build is its flexibility. Really short on time? Skip the internals, just build and paint the subassemblies, then assemble. Got a full weekend free? Why not build a vignette style diorama of an engine teardown complete with bench and an engine stand like this printable one from Abscale on Cults3D or a fully wired, plumbed engine on a run stand? I kept it simple for this article, but the possibilities are endless.



I printed our recent Scale Speed Garage Ford Model A engine in $\frac{1}{8}$ scale. A model engine with separate details like camshaft, valves, pistons and crankshaft is practically begging to be built big.

Parts were primed in Upol black primer. Most were then sprayed in Splash Paints Steel. On the block, I masked the mating faces. The outer block, oil pan, timing cover and side cover received ScaleFinishes Ferrari Hyperion Blue.



The Miller High Speed OHC head was painted in Alclad Hi Shine Aluminum then Alclad Magnesium. The valve cover received Alclad HS Aluminum. Engine internals were left steel. Assembly was quick, and I left the covers off the engine to show all the great internal detail.



A Creative Reset

One of the best ways to brush up on your model car painting skills is to, well, not build a car. Not only is painting miniatures a relaxing way to flex your creativity muscle, it's also surprisingly good at building skills we use in scale auto modeling, like weathering, glazing, edge highlighting, and dry-brushing. 3D files for minis are available in hordes online, often for free or just a couple pieces of silver. No printer? Many hobby and game stores sell pre-printed minis, ready for your artistic touch. A set of nice detail brushes and some acrylic paints are all you need. But if your bench time comes in small chunks, a wet palette is a good investment. It will keep your custom paint blends wet and workable long enough to complete your project.

Endless Summer

The three projects I've shared here are not about perfection. They pull us out of our modeling routines and give us license to be inventive. After all, like that time Uncle Jeff dared you to jump a buoy on waterskis, isn't summer all about having fun and taking risks? When the commitments keep coming and the hobby room feels like a memory, these projects are ways to stay connected to the hobby when time is limited.

OUTATIME

And in that same vein, the time has come for me to say "bye for now." I now find my life pulling me in new directions, so I will be stepping away from my role as a regular contributor to *Auto Modeler Magazine*. I've genuinely loved being a part of this publication from the very beginning and am incredibly proud of what we've built together. Writing for *Auto Modeler* has made me a better modeler, a better writer, and introduced me to some wonderful people in this hobby. I am eternally grateful to Scott and Nani, my fellow founding contributors, and most importantly to you for giving me this experience.

As Doc Brown said, "The future hasn't been written yet," I can't wait to see where the next road leads. Thank you for letting me be part of yours. ■

Truing up 3D flex

For those who 3D print or build 3D-printed kits, warpage is an unfortunate fact of life. The printing process and the material properties of resin mean some warpage is almost inevitable, especially in large, thin-walled parts like car bodies. Even parts from the best printers, printed with the best resin can end up going a little wonky. Even though this is an out of production limited run kit from two years ago, I could have easily contacted Iceman Collections knowing they would have replaced the part and thanked me for the feedback, but I decided to try my hand at working the part true so I could teach the moment.

Hot and Cold

The first technique to try is heat. Moderately hot water softens the resin just enough to make it workable. Avoid using super-hot water, this can make a bad situation worse. Hot water is only half the equation. Once the body is warm, it needs to be quickly reshaped and then cooled with cold water. Secure the part against something flat and rigid while it cools. Things like machinist's squares, sample slabs of countertop material, wood blocks, or even your benchtop can all work. To secure the body or part to the form, clamps, rubber bands, tape, and rare earth magnets can all be great tools.

Permanent Correction

The hot and cold technique doesn't always work. If you've tried that and it didn't solve the issue to your satisfaction, it's time to move on to the next approach, using epoxy to glue the body or part in place. This can be done in conjunction with the forms mentioned above to ensure everything is square. When using this approach, I like to work in stages, allowing each section to cure fully before moving to the next. When possible, leave all clamps on until the end.



The De Lorean base plate had just enough flex that hot and cold water was not getting it to perfect as it flexed back. I went old school by epoxing the base plate to the body in three stages. I generally like to start in the middle and work my way outwards, which is what I did here.

Don't Wing It

Because a warm body cools quickly, and because epoxy begins to set up in mere moments, proper planning is the key to success here. You should dry fit the parts first, including any forms, and tools you are going to use. Once you've settled on a plan for your particular situation, you'll want to practice it a couple of times to ensure you can work quickly. Finally, before mixing your epoxy or heating the body, ensure you have everything you need at hand and well-organized.

With a few common items, these techniques, and a solid plan in place, you can confidently square up a warped resin body, allowing your vision's heart and soul to shine.

Building Better Models Without Even Trying That Hard

By Randy Derr

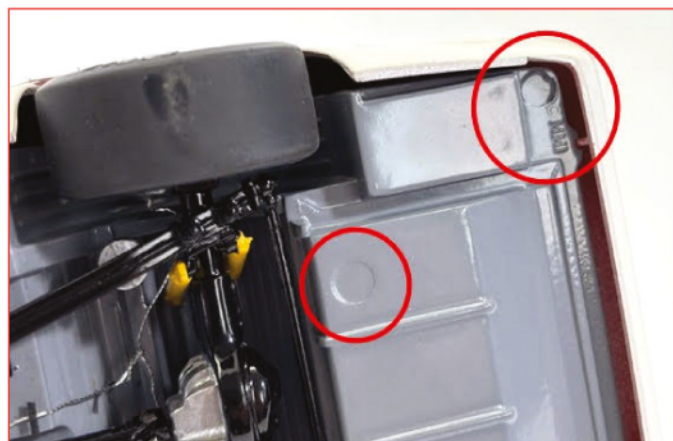
Recently I was asked by AMM publisher, Scott Colmer, to be one of the ten judges for the first ever Auto Modeler Magazine Top Ten Models of 2025. As I reviewed the nearly 240 entries via submitted photographs, a pattern soon became apparent in many of the entries. Common issues (I won't call them mistakes exactly) were appearing on the various models, preventing them from placing better in my rankings. The most interesting, common characteristic of these issues was that they all could be corrected very easily, without the builder needing different tools, materials or even talent. Every builder that fell victim to these issues already had the necessary elements, including the building skills needed to avoid the issues and build a better model.

Here are the Top Ten Issues I observed and what can be done to prevent them on your models.



1) Unfinished underbody wheel wells.

Before you declare your latest model complete, take a minute and turn it over to study the undercarriage. Do you see any unpainted plastic showing anywhere? Does the outside surface of the interior bucket show in the wheel wells? Does the underside of the fenders show unpainted areas? If so, then take a few more minutes, get out the paint brush and a matching paint, and cover those offending surfaces. If you were to put a full-size car on the lift, and look up at the wheel wells, you will either see primed/painted body panels or finished wheel well liners. This example of a dirt track stock car shows a white, unpainted area just above the front wheel, which detracts from the realism of the model.



2) Model manufacturer trademark/copyright marks not removed.

The same logic holds true for these model menaces as well. "Copyright 1998 Monogram Models" has never appeared on the chassis pan of a full-size car, so why do you leave it on your model? Again, during parts prep, spend the extra few minutes prior to applying primer to the chassis to scrape/file/sand off the manufacturer's marks to yield a much more realistic result.

3) Ejector pin/mold marks not removed/filled in.

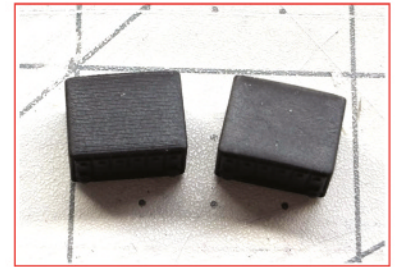
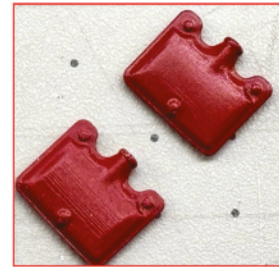
Have you even seen an ejector pin mark on the chassis of a full-size car? No? I didn't think so. Well then, why are they present on your latest model project? When prepping the chassis (and even the body panels, such as the hood underside) pay close attention to the details on those parts. Do you see any ejector pin marks? If yes, then take a few more minutes and fill those offending features with either putty or a small disc of thin plastic. Countless very well-built models have been denied an award at contests due to these molding pin marks.

The chassis of this Monogram stock car model exhibits both of these oversights, with the copyright MMI logo and ejector pin marks both very visible. Not eliminating these two issues significantly reduces the quality of this otherwise well-built model.



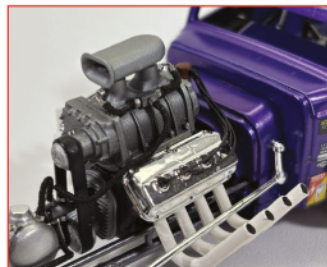
plug wires, take some time to form them into a shape that mimics the ones on the full-size car, draping them along the valve covers before turning in a gentle curve to join the spark plug. The addition of small keepers or looms can help as well, but those are often optional.

The left photo shows plug wires that are just hanging in space on their way from the magneto to the plugs, while the right photo shows plug wires that have been dressed just a bit to lay more realistically on the engine. A small thing, yes, but very critical to making the model a more accurate replica.



4) Shiny tire sidewalls and treads or tire treads with visible mold parting lines.

Other than on show cars that never see anything other than the inside of a trailer or a show venue, full-size car tires do not have shiny sidewalls or tread surfaces. Correcting this oversight is very simple. Merely take a piece of 400 grit sandpaper or sanding stick and work it over the tread surface of the tire to scuff it up a bit. Getting rid of the shine on the sidewall is a little trickier, but still quite easy to do. Take some fine steel wool or a Scotch Brite pad and lightly scuff the sidewall, just enough to remove the shine without damaging the sidewall lettering/detail. Another way is to apply a thin coat of flat clear acrylic paint to the sidewall. That will knock down that shine and make the tire much more realistic in appearance. The tire on the left has been scuffed on the tread and the sidewall to improve its appearance compared to the kit tire.



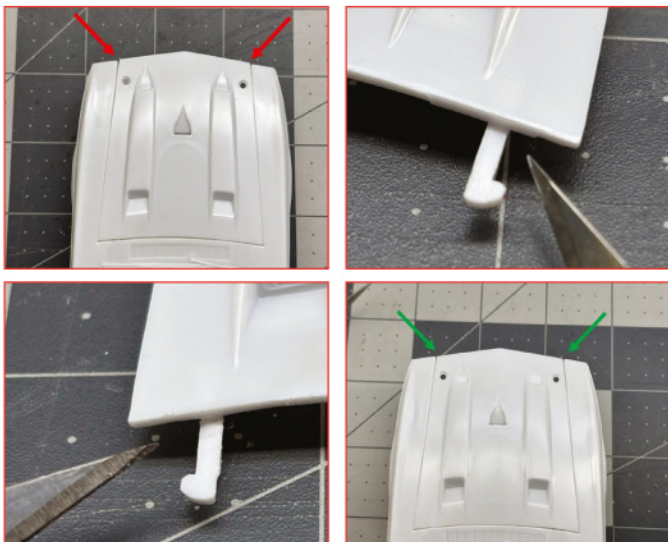
5) Levitating spark plug wires.

Take a look at photos of full-size car engines, and spend some time studying how the plug wires are routed and how they drape on the engine. Real plug wires are very flexible and cannot hold a shape without support. On too many models, the plug wires are just hanging in space, traversing from the distributor to the spark plugs without any visible means of support. Not realistic at all. When installing the

6) Unfilled/smoothed print lines on 3D printed parts.

With 3D printed parts now becoming very commonplace on the models we build, another build issue has entered the fray: 3D printing layer lines. Depending on the print settings used to create the part, these print lines can range from nearly invisible to painfully obvious. As we discussed before, when you are prepping these wonderfully detailed parts for paint, take the time to really study them, even under some magnification to find those print layer lines. You may have to apply a first coat of primer to bring them out so they can be dealt with. Yes, 3D printed parts are great, but rarely are they ready to paint and assemble as-received. And if you say you don't even primer these parts prior to paint, then we need to have another discussion altogether. Not only does primer allow the color coats to cover better, they also allow you to better see any flaws/print lines/etc, that may be on the parts so they can be eliminated prior to paint. Always primer parts prior to paint.

In these two photos, the parts on the left-hand side were painted just as printed, while the ones on the right were carefully sanded to lessen the print lines. Definitely an easy improvement that hardly takes any time at all.



7) Hood/trunk panels that did not fit.

How many times have you seen a beautifully built model, but the hood does not close or even fit the opening? Too many times, no doubt. Most model kits are not so perfectly designed and molded to be assembled right out of the box without some test fitting of the parts and then some massaging of those parts to ensure a perfect fit. Take the extra few minutes needed to check how all of the parts fit together prior to paint and final assembly. If things don't line up, do what is needed to make it fit. Removing material from oversized parts is easy, adding material to undersized parts is more difficult, but with practice can be achieved without any special skills.

The hood on this Shelby Mustang protrudes too far forward of the fenders, resulting in a shoddy appearance. The cause of this misalignment was actually some extra plastic on the back edge of the hood, near the hinges.

Careful trimming of this extra material allowed the hood to move rearward just enough to align properly with the fenders. A few minutes of finessing the panel results in a much better result.

Once the hood fits in its opening without hanging out or sitting above the fenderline, **PLAN FOR PAINT.** When you paint the sides and underside of the hood and the support rails, the added thickness will raise the hood back above the fenderline and even reduce the opening size. While paint thickness will vary by application, a good starting point is the thickness of an # 11 exacto blade. Create that gap before painting.



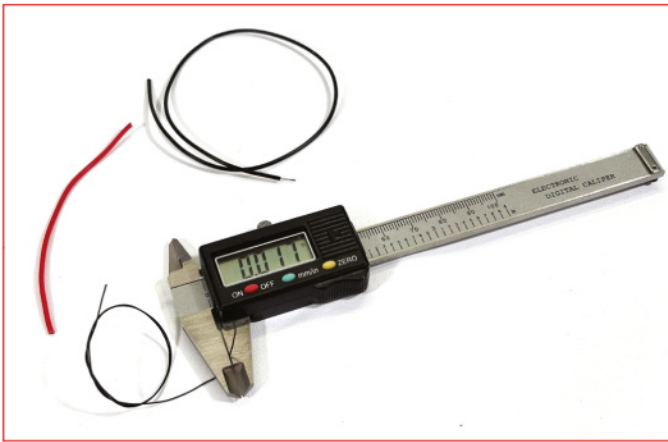
8) Rough paint surfaces.

In this day and age of polishing kits and painting materials, there is no excuse for rough paint surfaces on your model. It just takes a bit of extra time and effort to properly prepare the model for primer and paint, and then after the paint is cured, polishing the surface is super easy too. It takes no special skills, just time and patience. If you didn't have both of those, then why are you even building models? There have been countless articles and videos created showing how to achieve a top-level paint job on your model, so I'm not going to go into this one in any great detail, but with a little searching, you can find help with your paint jobs out there.



9) Super dusty surfaces on the model.

I'm not talking about dust in the paint; I'm referring to dust covering all surfaces of the model! Today's cell phones take such high-quality close-up photos, that all the dust and fibers really show up, especially on black or dark colored vehicles. When you are photographing your latest creation, use either a soft make-up brush or canned cleaning air to banish those dust particles from the photo shoot. Nobody wants to see a fuzzy car!



are building. It is really quite simple. For example, if you are wanting to determine how big of a wire diameter to use for realistic spark plug wires, just take the diameter of the actual wire (usually around 0.350"), divide by the scale you are working in (25th typically) and that is the wire size you need to find ($0.350"/25 = 0.014"$). So now you need to find some wire in the range of 0.014" (also referred to as 14 thousandths) in diameter. When searching for a specific wire size I need, I even take my calipers into the store I'm shopping at so I can confirm the wire size before buying it. This same "measure first" logic applies to every detail on the model, from suspension and steering links to bolt heads, oil lines and hoses. Once you get accustomed to using the calipers and finding the right size material, you will find it to be something you do on many parts while building.

10) Out of scale details.

Okay, this last one may actually cost you a few dollars; I'll admit that. Consider spending a few dollars on an inexpensive pair of digital calipers and use them. Low-cost calipers, more than adequate for model building, can be found on-line or at discount tool stores for less than \$30. That's not even the price of a kit nowadays! Buy a pair and start using them when you are working on the details of your model. Learn how to convert the size of an actual component on a vehicle into the size correct for the scale of the model you

So, there you have it; ten ways to build better models without spending much, if any, money and very little extra time. The results of those extra efforts will show up immediately on your models and people will notice. Also, after practicing these new-found techniques on your next few builds, eventually they will become second nature and you will incorporate them into every one of your modeling projects. Keep on building and learning as you go! ■

MODEL Roundup
For Hard To Catch Kits

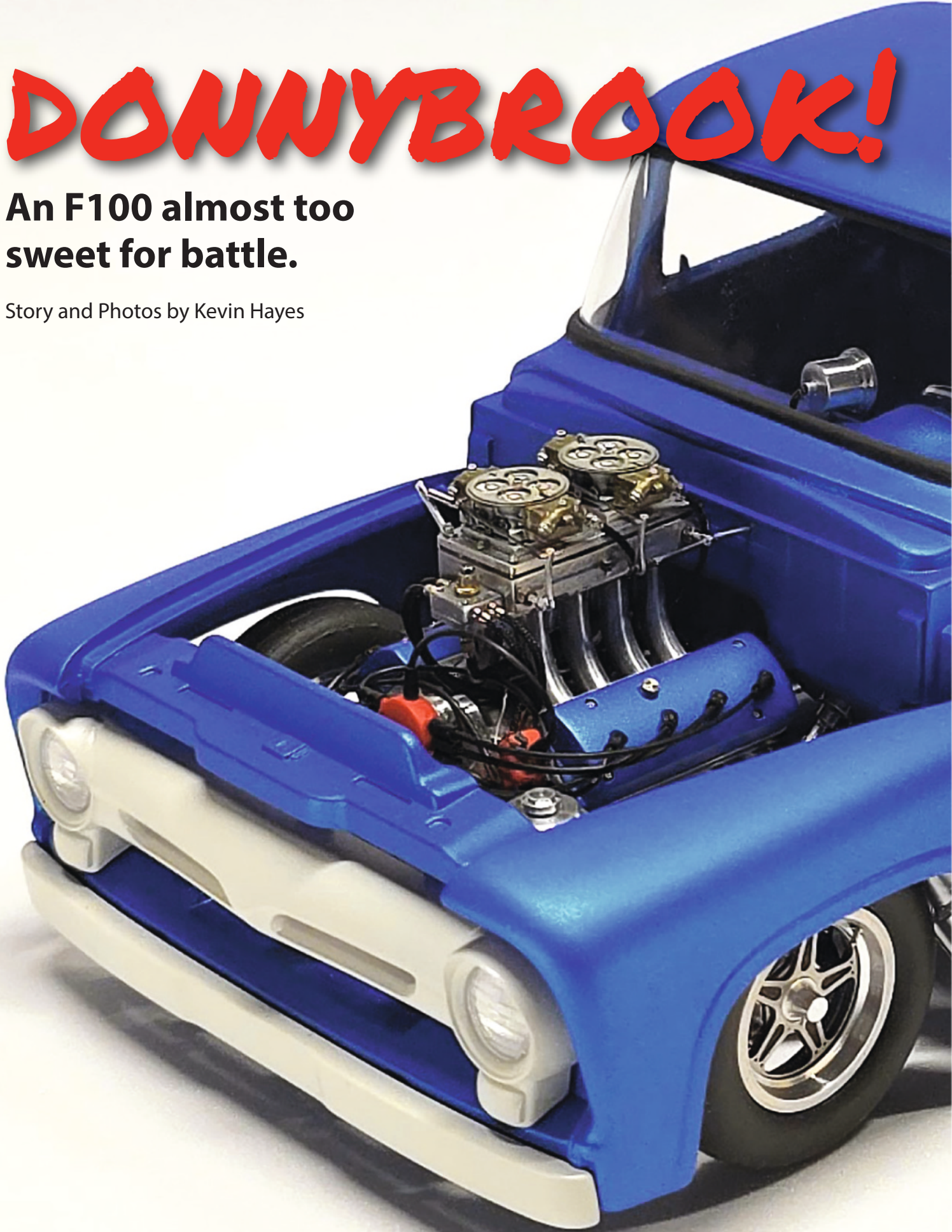
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DONNYBROOK!

**An F100 almost too
sweet for battle.**

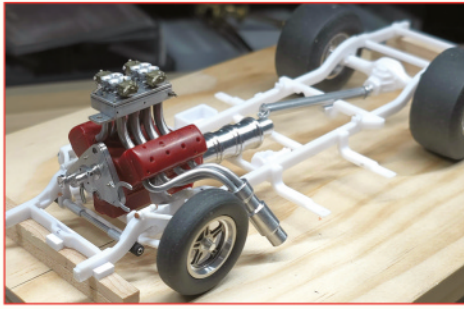
Story and Photos by Kevin Hayes





Cars have been my life since I was a kid. Aside from art, it's all I really know. I'm not sure why I didn't have the idea to start building models earlier. After retiring early, I built a few vintage hot rods, but the funny thing about living with a panic disorder is you never know when things can go sideways, so I had to stop. We can learn to manage it the best we can, but it's a sneaky little thief, I tell you. So now I build models to scratch the itch. Not only can I treat it as my own little Hot Rod shop, but having my hands on tools, solving problems, and creating what I feel is art makes me feel more present than anything else I have tried. But, enough of that. Let's talk about Donnybrook.

I started with the Revell Foose F100 kit for the modern frame, lowered stance, with the idea to build something loosely

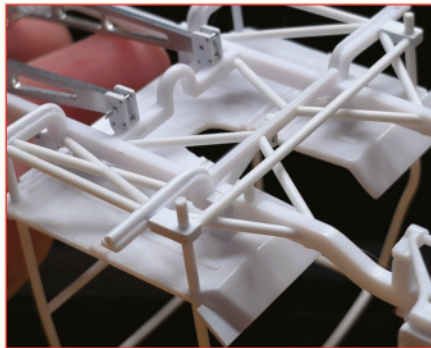


inspired by '90s Prostock. For the engine I used the Boss 429 long block from the old Revell Jukebox kit.



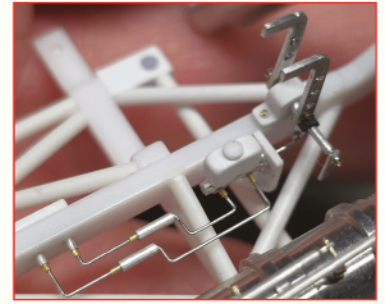
CNC wheels and tires from Futurattraction were chosen for quality, and to fit the overall aesthetic. The front ride height was left stock while the rear was set as low as possible to maintain a realistic ride height.

In addition to fabricating the roll cage from .062 evergreen rod, many rods were added to the frame to reinforce the structure just like we would do in the chassis shop, for added realism.



The body and floor were extensively modified allowing the entire assembly to come apart for paint. Including the rear tie bars ability to slide through the back window to meet the main hoop.

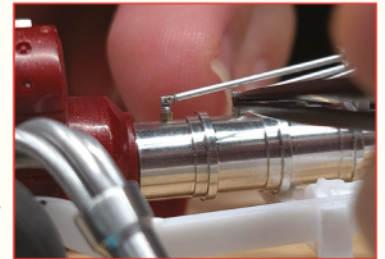
The pedal assembly is entirely scratch built and modeled after standard door slammer racecars. The old Hot Rod method of running lines through the frame to help to keep things tidy, every part is represented including proportioning valves.



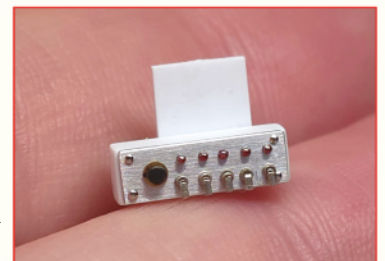
All mechanical systems were represented from linkage, plumbing, and wiring, including the scratch built steering system and steering linkage. An often overlooked detail with stock kits.



The parts box transmission didn't have any shifters, so I took the opportunity to make a transmission out of aluminum and build shifters, complete with linkage.



A switch panel complete with push button start was built to handle electrical needs with K&S aluminum, Top Studio washers, and Albion Alloys aluminum tube. Lights are small rivets painted red.



The doors had to open to show off the interior. This style of hinge drops vertically into receiver tubes so the door can be removed racer style. A simple latch holds everything in place when the door is closed.





One last mockup allows a final check of everything before double checking body work, then off to paint. No hood was chosen as a subtle nod to Project X. The infamous HotRod magazine '57 Chevy.



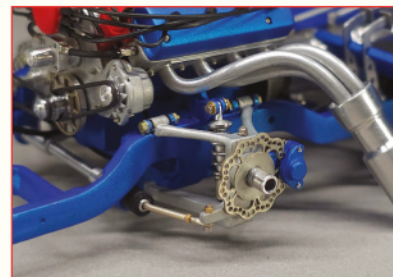
It's hard to believe there are close to 1000 hours in this image, and over 700 scratch-built pieces. For the main color, Createx Metallic Blue Pearl was used then covered with Vallejo Satin varnish. The satin finish was chosen to mute the body while allowing all of the metal work and detail to stand out.

Only the Juke Box engine block, heads, and valve covers were used. Besides the Futurattraction carbs, everything else is scratch built from aluminum, styrene, and other media.

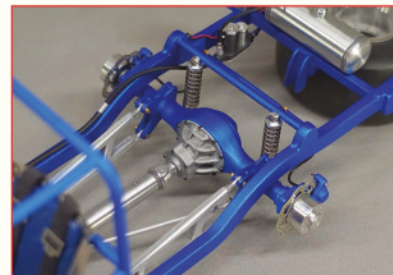


Oops, the alternator is also from the parts box, but you get the idea..

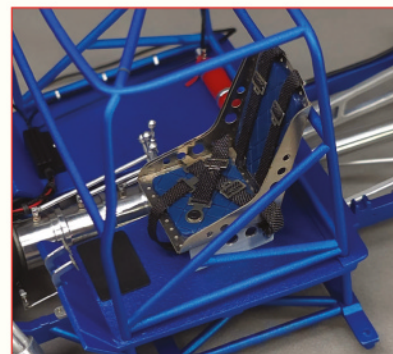
Futurattraction coilovers were added with custom mounts, considering the Foose kit does not have shocks. A scratch built manual steering rack was built to round out the front suspension while Futurattraction TBM brake rotors with scratch built calipers finish off the fully plumbed brake system.



The rear suspension is mostly scratch built except the kit third member. Scratch built coilovers using Futurattraction springs tie into the custom crossmember. A custom set of long ladderbars were cut from 1/16" aluminum plate as a nod to the gasser, while the custom aluminum driveshaft features functioning U-joints.



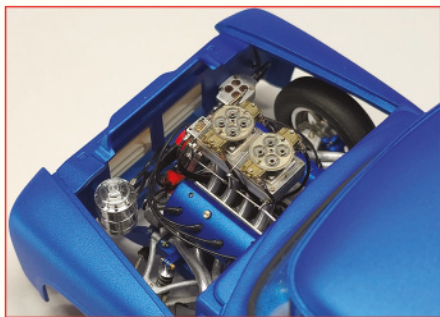
The Highlight Model Studio bomber seat #2 was modified with pads from a scrap piece blue sparkle styrene. I cut pieces into pads then scribed with a diamond pattern to give them a little life. This worked out pretty well and a bonus for not having to paint them.



The entire steering system is scratch built from the rack to the wheel. In the cabin we can see the wheel made from aluminum plate, and scrap blue sparkle styrene, while the scratch built tachometer sits nicely to the right. Besides staying true to drag racing, having removable doors is a nice way to allow the interior details to be observed on display at a show.



To complete the oil system, a dry sump tank and clearview oil filter were built from aluminum then mounted to the core support to finish the engine plumbing. The oil filter even features a clear styrene window and a drop of red chainsaw oil to look like Redline racing oil. The scratch built intake topped with Futurattraction carbs and scratch linkage are a subtle nod to long runner manifolds used during the '60s. Fenderwell headers with collector mufflers were made from aluminum armature wire and round stock.



Many hours of sanding were needed to get the body completely flat in order to show the Createx metallic blue pearl topped with Vallejo Satin clear finish just right. Vallejo Model Air white with a couple drops of black was used on the bumper and grill to simplify the look, and the old white basic work truck trim is one of my favorites.

If you want to see this amazing build in action, check out Kevco Modeling on YouTube 



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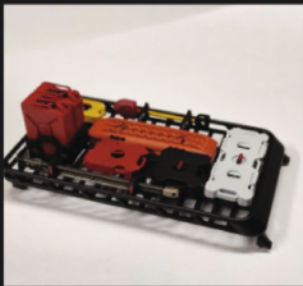


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Factory stock '37 Chevrolet sedan delivery

By Cliff Read

I can still recall the unlikely origin of my fascination with sedan delivery vehicles. I've been a car-crazy kid since my 'toddler days' in the early '50s, and I was perusing hot rod magazines since the later '50s, but one Sunday in the summer of 1959, my twin brother and I bicycled quite a few miles from our home on the South Shore of Montreal to the local drag strip to see the excitement first hand.

At that time, the vast majority of race participants competed in street driven cars, whether stock or modified,

one of the most surprising to us was a '57 Pontiac sedan delivery with 'Snap-On Tools' markings on its commercial indent panel. Being a Canadian Pontiac, it was built on a Chevrolet platform and used a 2-4bbl setup on a 283 V8. Somehow, seeing a 'commercial vehicle' compete so successfully back then, firmly etched sedan deliveries into my psyche as one of my favorite genres of automobiles. I've built quite a few models of sedan deliveries, and over the years, gathered a lot of reference to stock versions of mostly General Motors versions.



I'd accumulated a few incomplete AMT '37 Chevy kits in my parts stash and I decided to adapt Monogram/Revell's '39 Chevy sedan delivery body to a '37 Chevy front clip and make a factory stock version. The R/M '39 kit was done as a street rod so there was a bit of modification and detailing required to make it a stock vehicle, mostly to the interior and underbody, as readers will see.

Making the '37 Chevrolet stock Sedan Delivery:



The main starting material: Revell/Monogram '39 Chev sedan delivery kit as well as a couple of incomplete AMT '37 Chevy kits from my stash.



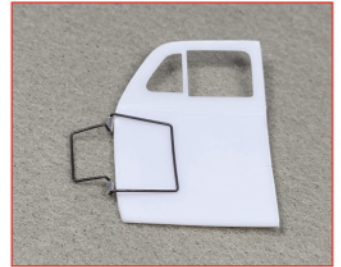
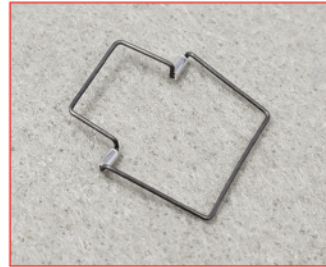
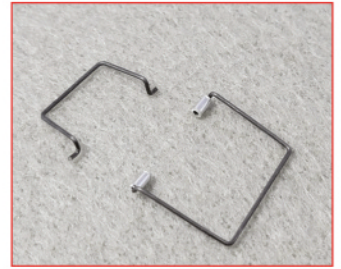
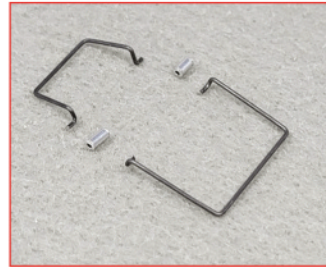
The initial merging of the '39 SD body and the '37 Chevy front-end 'sheetmetal'.



The doors cut out (sharp Exacto and razor saw), and the '37 Chevy 'fade-away detail' added to the doors.



The beginning of the modifications to the rear fender area to accept the '37 Chevrolet's more tear-drop shaped rear fender.



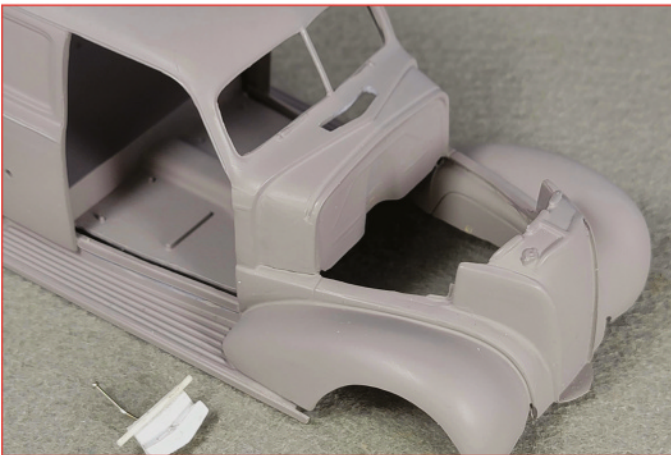
Small hinges are added to all the door areas. A stiff wire form is bent to fit onto the inner surface of the door, and another is bent to fit into the body.

They both meet in short sections of aluminum tubing which is glued onto only one of the forms. The other form fits into the same tubing but is allowed to swing freely.

Notches are cut into the bodywork to allow the hinge tubing to be visible on the outside of the body. The wire forms will ultimately be epoxied to their respective inner body areas and eventually hidden by inner door panels, etc.



The body is now in primer and the belt line as been extended around the back, including on the back door.



The cowl vent is now opened up and a hinged vent fabricated in styrene.



The underbody 'sheetmetal' area was fabricated using sheet styrene according to reference because the Revell/Monogram sedan delivery underside is simplified as a hot rod to just the underside of the cargo floor. The 1/1 GM sedan delivery underbodies included a spare wheel/tire well at the back as well as a completely hidden fuel tank amidships between the underbody sheetmetal and the plywood cargo floor, only visible when the rear door was opened.



Most of the modified or scratchbuilt parts now primed and ready for paint.



In order to have durable poseable steering on my model, a brass reinforced styrene axle and kingpin arrangement was fabricated to fit on the Revell/ Monogram basic chassis, and the AMT '37 kit supplied the stock 216" Chevy six cylinder motor, augmented with the usual spark plug wiring as well as fuel and vacuum lines.



Paint has been applied to the main body parts and various wire fittings have been formed such as window gaskets, vent window frames, inner window cranks, and operating door handles.

The body color is automotive basecoat/clearcoat, mixed to simulate the 1937 Chevrolet available Regatta red..... one of the few non-metallic colors offered.



Stock sedan delivery utility bucket seats with folding backs are formed from Renshape.





My brother and I had built a nice full size '37 Chevrolet sedan street rod back in 1969/70, so I knew how real '37 Chevy hoods operated and spent some time working out the geometry to simulate the hinge details in 1/25 scale, including the hood prop struts. ■





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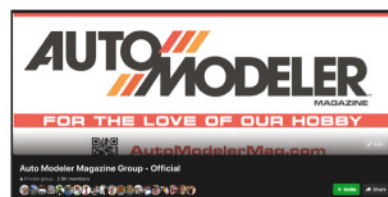
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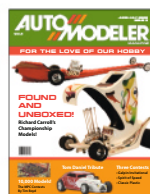
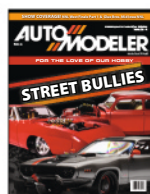
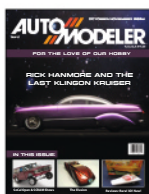
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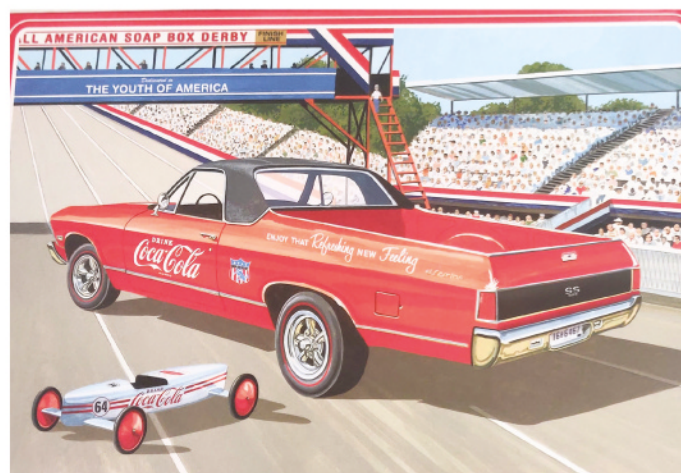
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Creating a GTO Camino!

By Dave Armstrong



Over the years, I have constantly thought of things I'd like to build, or seen something that inspired me to want to build a near (for me) replica of. I put these ideas into project folders for "sometime down the road". Well, the time has come for this one. I saw photos of a real GTO Camino some years ago, and wanted to build something very close to it.

Making it Happen

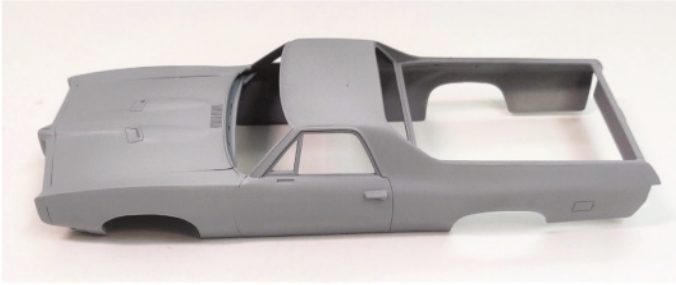
Starting with an AMT '68 GTO and a '68 El Camino, I looked at the bodies and saw that proportion wise, it was a feasible project.

I used my jeweler's saw and cut off the front ends of both the GTO and El Camino, along the door lines to the windshield.



I sanded off any excess roughness, switched front ends and matched them up. Looked good! I cut small pieces of Plastruct and glued them to the inside of the door/windshield area of the El Camino, let dry just a bit, then added a little super glue around to make sure it was a real durable bond

and did the same with the fender area of the GTO I was attaching.



It was actually a pretty close match, needing only a little super glue as filler. The body parts were just a little different in height at the bottoms, so I sanded them to make them even. I knew ahead of time that the body lines around the rocker panels weren't *quite* going to be the same, so, along with badges, I smoothed the body out, to make it nice, smooth, and easy for the paint later. I don't like Landau tops, and the 1:1 didn't have one, so I sanded it off the El Camino. I test fit the hood and windshield glass- virtually perfect! I cut a small, thin piece of Plastruct to glue at the bottom of the windshield area, as there was just the tiniest gap to be filled; it probably wouldn't be noticed but I wanted it filled. Finally, I finish sanded everything and shot primer to check my work. Looks good!

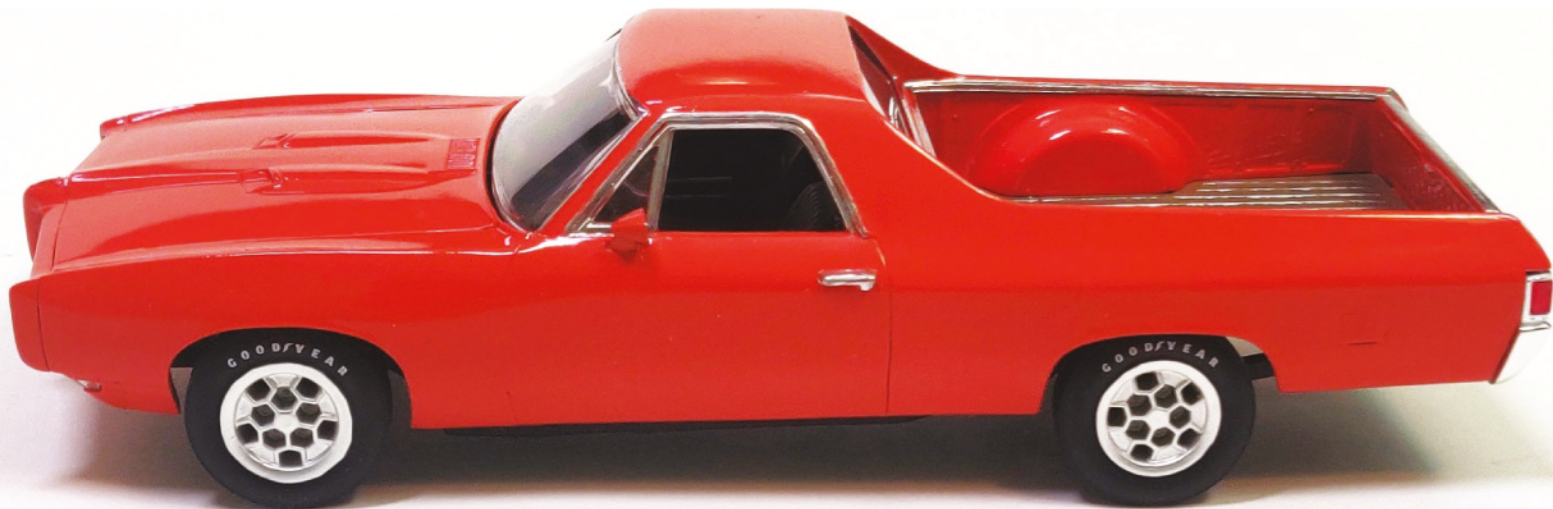
But they were chrome, and the real wheels have an aluminum finish, so I dull coated them. I used the stock El Camino engine, detailed with paint only. I didn't have any Testor's Hugger Orange paint left, so I used Tamiya Orange as a substitute. For the bed, I primed it, then airbrushed it with one of my military colors, RAF Dark Rare Earth. I detailed the ribs by hand painting them with Fusion Firm, which I also used for the windshield and door trims. The 1:1 car had more modern side mirrors, so I scrounged some from the parts box to replace the stock ones.



In my project folder, I actually have pics of a twin project, a '65 GTO and a '65 El Camino. I picked the '68 for now, I guess I'll get around to building the '65 later. This was a real fun project, and looks good on my shelf! ■



I used the El Camino interior, painted black like the real car and added some painted details. The real car had these cool honeycomb wheels that I definitely wanted to use, and I had a set in my parts box.





Bad Boy vs Good Boy Part one.

After 32 years this stalled truck's split personality keeps getting worse.



March 1992

It was all about fat rear rollers and splash graphics in the brightest of colors. Pink had its saturating moment during that time with one Hot Rod Nationals being described as a sea of pink. At sometime in the early '90s, I couldn't resist the urge and decided an old Datsun Mini truck from Revell needed the Pro Street treatment.

Of course there would have to be a couple twists. Starting with the engine, it was an easy decision to cleave one bank of cylinders off a Revell top fuel engine from their series of '80s dragsters. The kit blower got mounted at an angle with scratchbuilt support brackets. Additional details include a scratchbuilt EFI system under the kit blower hat which is upgraded with scratchbuilt butterflies. Mortensen Engineering supplied the aluminum magneto and drive pulleys. (Sorry kids, Mort closed up shop long ago.) A Monogram Pro Stock header provided the evacuation duties.

Also from the Monogram P/S came the chassis and front struts resting on a set of Buttera A-arms from Revell. The rear housing is from the Revell funny car and the ladder bars are from the Monogram '66 Chevelle flip nose. They actually have weld detail!

The canted blower sitting on the right side of the engine bay sparked an idea to add an asymmetrical theme to the mini truck. The right hand steer dash from a Tamiya RX7 fit nicely. The grill opening got a rightside fill at the same angle as the blower. Out back, the pick up bed was tossed

and the stepside fenders were used to create a rear "bed-pod" with a recessed license plate on the right side... of course. A set of louvers from the Revell '53 Chevy panel were added to the right side of the bed pod cover. See the trend? I also dug up some decals from the Revell '57 Ranchero that said "Wild Ride". The idea is to flip the "W" over on the left side of the car. Think about it. Cool, huh.

Stalled

It was a design issue that pulled the brake on this one. The front lower edge of the bed-pod sat above the lower bodyline of the cab.

I had already run the exhaust out the back of the bed - on the right - and so I just could not figure out how to fill that gap. I moved on to the next to-be-stalled project.

Jan 2026

The theme for the inaugural Left Coast Classic NNL was Mini Trucks. The date was April 25th, and I thought, hmmm, the '80s truck is pretty close to being finished. Let me see if I can get it done.



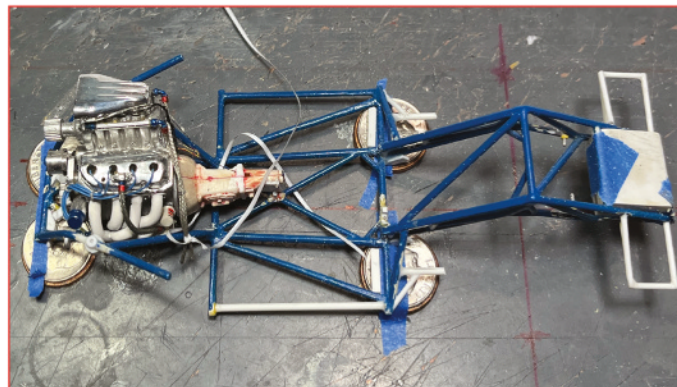
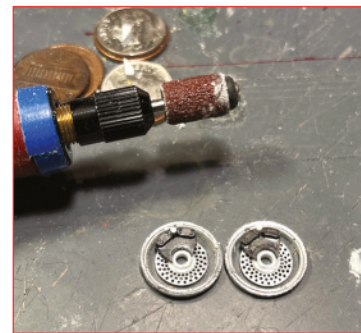
Let's lay the parts out and take a look. Looks pretty close to being ready to assemble. Even got the fuel cell done back then too. Looks like the louvers delaminated and the rear cover took the hit. I had some of the brake parts

made. One of the strut supports broke off. Looks like I got some decals and the original exhaust tips for the rear. The hood is a bit rough. This may work.

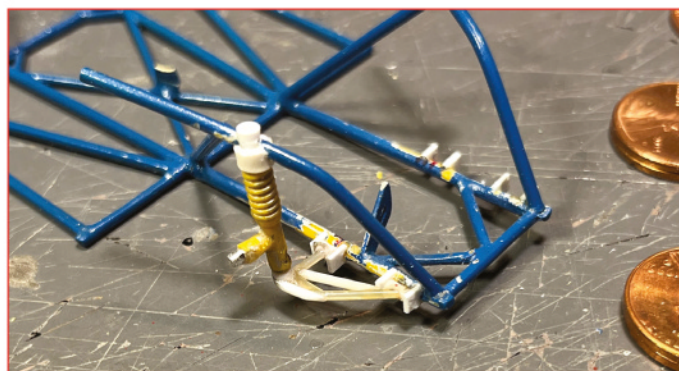
Front suspension first. Fortunately the chassis has solid placement under the body and interior tub. So it was a matter of positioning the front wheel in the wheel well and marking the center.



Calipers from the parts box got fitted with a bung and clearance was checked to the inside rim.

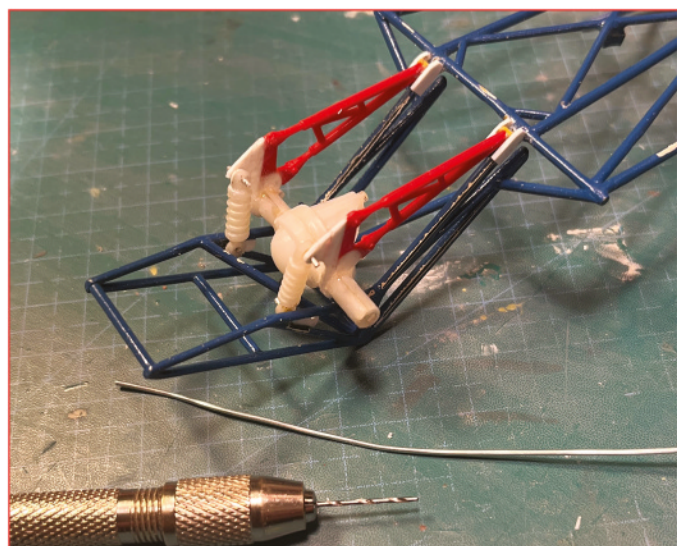
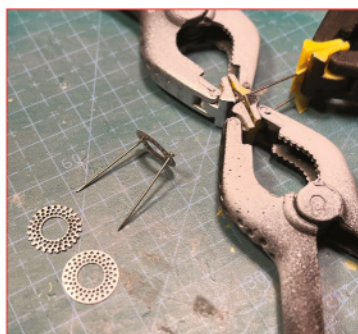


This is about the time I made a chassis jig using the back of an old mirror and CA glued coins held in place with liquid tape. Chunks of white styrene hold the chassis in the same place with each mock up. A new jig will come later.

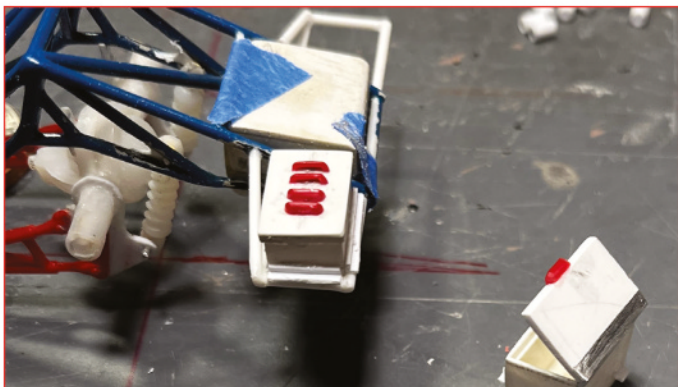


Now I was ready to make an A-arm to line the wheel up. I originally planned to use the triangle A-arm from the Buttera chassis, but to get the strut to line up with the down bar and keep the wheel in position, the ball joint had to be moved back. So out came the styrene rod and CA glue. No more triangles, but they look more street worthy. The assembly is held into place with Liquid Tape. The brackets will get cleaned up when the chassis gets primed and sanded.

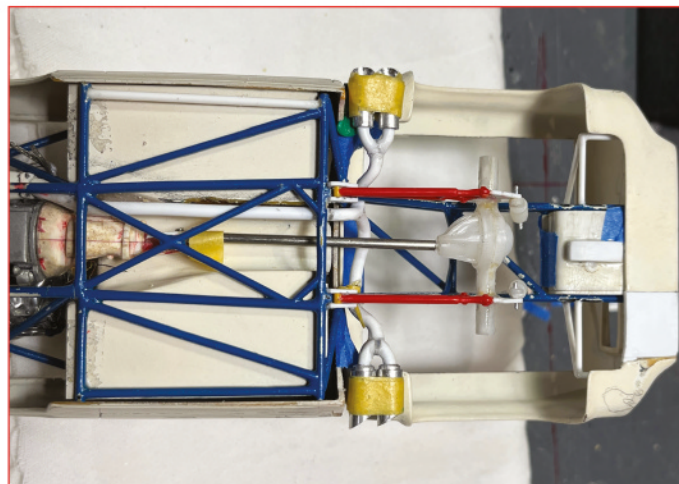
I have always liked the photoetched brake disks from Detail Masters. Getting the holes to line up is made easy with two pins that fit snugly through the holes put in place after rotating the center piece until ALL the openings line up. Then CA glue one outside disk at a time to the center. Be sure to scuff all sides of each part for extra hold on the glue and a more realistic look on the exposed surface areas.



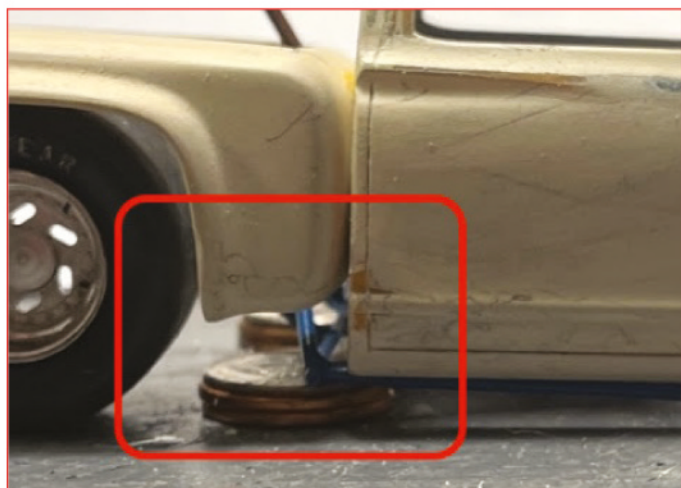
Out back, the rear housing got more believable brackets to hang the ladder bars. The chassis also got brackets. Pins created from aluminum rod and a little liquid tape hold everything in place.



Even further out back, we have the fuel cell flanked by a vented battery box on the left and a cooler to be stocked with a period correct energizing beverage. Everything is framed and flanged for added realism. The cooler “hinge” is metal plumber’s tape. It will last the 10 to 15 times the lid is lifted during display.



The new exhaust runs through the trans tunnel and then splits left and right. It also runs through the chassis. The engine and transmission are pinned to the chassis as is the main exhaust pipe before the split to make sure everything lines up during final assembly. The angle cut tips made from K&S tubing have their own hangers. They are loose so they can be correctly spaced during final assembly. Here is the fun part. The Wild Side of the truck will have open exhaust while the Mild Side will be muffled.



Fixing the stall point

Filling this void was the problem. Extend the bottom of the fender? Add a step? Nope. I decided to go with something to fit the Wild/Mild theme. The answer to filling the stall inducing gap took a good amount of time. The exhaust was rerouted so the outlets will fill the space.

First, we had to make sure the bed/pod lines up the cab the same way every time. Easy solution: Add giant pins that secure the bed/pod to the back of the cab. The pins are a very snug fit to the receivers so there is no wiggling.

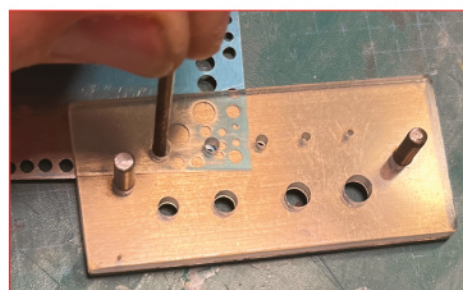


Sounds of the '90s

If we are talking '80s/'90s “prostreet” mufflers, then it's got to be Supertraps. The process starts with thin aluminum disks made with a hobby punch. The disks are made in two sizes and are first made into small-on-large sets. Then the sets are glued on top of each other.



The end cap is domed using the back of a grinder bit then punched out. It took a few tries to get it to line up in the punch correctly.



Presto..., Super Trap.

Tilted Tops

It's not a '90s ProStreet-er if the hood and "trunk" don't open sideways. So which side should be open for viewing? If the left side of the truck is the Wild Side, that's where the show should be.



The bed/pod cover braces made from .003 aluminum. They are matched by pinning both ends during shaping and will "bolt" onto tabs on the underside of the cover. I need some strength for cargo that will ride on top of the bed/pod cover.



Starting with the hood. Since the hinges will be visible, I didn't want to go the traditional bent wire route. The solution was to make a paper template of a combination hinge/brace, then to check the swing clearance, and then replicate it in .003 Aluminum sheet. Got to be careful not to bump into anything under the hood. One hinge is shorter than the other to clear the engine.

Out back, in the bed/pod, I decided to go a different route. Instead of a dogleg, I used a simple pin-in-tube hinge on each side. For each hinge, one piece of tube is on the body and one



is on the moving panel. Just pass the locating pins through the tubes to line them up and then carefully add a thicker CA glue to avoid joining the tubes. Add more glue as necessary to strengthen the bond. You just have to shave the leading edge of the mounting side to allow the panel to tuck under as it swings up. Those tabs will support the aluminum braces that run under the bed/pod cover.



When the covers are open, the show's on the Wild Side. Cool!

April 26, 2026

The deadline for the Left Coast Classic is in the rearview mirror. Stay calm. Keep building.

Next installment: Open Doors, Latched, and Cool Cargo

The

PLASTIC

CREW

Theme Award is CRAZY HIPPIES

Fifth Annual Model Car Show and Sale

Sunday October 18th, 2026

Hiller Volunteer Fire Hall

911 First Street, Hiller PA. 15444



Model building and sketching share many aspects, creativity, craftsmanship and attention to detail, just to name a few. They also allow you to make anything you can imagine. I have dreamed about building a Bonneville racer that you could drive to the salt flats, run in competition, and drive home. My friends and I run a 1929 Ford Model A (second photo from the left) but it is not built for comfort. The 911 is a great car to start from, speed and comfort to spare. One of the fastest Porsche 911s was the 1978 935/78 designed for high speed competition above 200 MPH.





The 935/78 was built to meet regulations that required a stock roof structure, doors and drivetrain location. At Bonneville there are competition classes that allow a great many more modifications. Cadzzilla (above) was originally inspired by all things Bonneville and there is no car ever manufactured that doesn't look better with a chopped top and lowered stance, even the 911 GTRS. Start with Tamiya's 1/24 kit. Drop the top, ditch the wing, at Bonneville it's low drag not high down force and since weight is your friend out on the salt flats you can use any body filler you please, even lead.



DAY DREAMING

AUGUST/SEPTEMBER 2026

38th Annual NNL EAST



April 25th 2026

Pictures and text by Tom Valenta

Using the Tri State model club's own words... "The NNL EAST aims to make this the best day of the year for the hobby." They did not disappoint.

120 tables of incredibly built models in a wide open, well laid out display room. Two rooms filled with over 50 of the most sought after aftermarket, cottage industry, and kit distributors from all over the country displaying their newest resin, photo etched, 3D printed masterpieces, alongside model developers, sellers, and collectors displaying their new and vintage kits for sale.

The NNL East day starts at zero dark thirty in the morning with people lined up at the door, even before the club members get there to open the building for vendor setup. At 7AM, the crew from The Tristate club start welcoming the vendors in to set up their spaces, in an orderly and efficient manner. At 9AM the public is let in, again in a very controlled and efficient manner. The tables fill up quickly with modelers' creations and everyone starts to mingle, the buyers and sellers are transferring hard earned cash for much wanted and needed goods.

Please keep your arms and legs inside the car at all times, and come along for the ride that is NNL EAST!



Gregg Hunt displayed his **Monogram 1965 Indy 500 Race car**. Painted with Duplicolor paints, and the graphics from Indycals, Gregg's passion for the old time Indy cars was his inspiration for this incredible build.



Watching any of the car shows on the TV lately, the trends are to save even the worst basket case classics. **James Berry** is looking to resurrect his **Revell 1969 Mustang Mach I**, tore down to its bare shell and mounted to a scratch-built rotisserie, James' Stang features rust holes in the floor pan and body panels, dents and damage just waiting to be fixed, to bring this Pony back to its former galloping glory.



Looking like something out of the Dr. Who tv series, **John Rothermel's** British **phone booth hotrod**. Inspired by a piece of artwork John saw on the internet, he set out to bring the art to life. The chassis is 1925 AMT chopped "T" kit, the booth, wheels, and engine are all 3D printed items and the rest is kit bashed from various kits and parts box parts. STS decals and Tamiya Italian red round out John's 3D vision of a 2D piece of art.



John Rothermel's friend Ken Koenig knows how much John likes low hotrods, so Ken 3D printed up a kit that John just could not refuse to build. The Bomber paint scheme, Allison engine, and bomb tanks were inspired by WWII fighter planes flown during the D-Day invasion. Side note: The checker pattern on the grill shell was masked and painted, it is not a decal.

David LeParc's Tamiya C-Class DTM (Deutsch Tourenwagen Master) **Mercedes** sports car features opened panels, and a removable front clip. David's Merc carries Sonax livery on its Mr. Color green paint. David has always had a soft spot for the boxy era German touring car designs, using that inspiration for this build.



Jan Flores' Tamiya Toyota Supra 3.0 GT Turbo Kaido Racer was inspired by the trend that is all the rage in Tokyo today. Jan's Kaido racer features an MR color, "in your face" Yellow, red, and black paint scheme on the exaggerated spoilers and body panels, a red velvet upholstered interior, and the massively tall, and known to be really loud exhaust pipes.



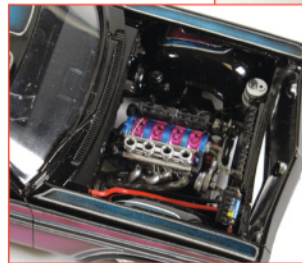
Built for a 24-hour challenge **John Hodgkin's 1992 Toyota 4X4** features a 4BT Cummins engine, a lifted suspension along with off road bead lock wheels, aftermarket rack, and off-road goodies to the bed. Scale Finishes supplied the color for Johns "Yota" and we are happy to announce he got it done in the 24-hour time frame.



John Stachura's love for the tow industry inspired him to build this first edition **AMT Peterbilt Wrecker**. John modified the sleeper, the boom, and under-reach arm, painted the body and bed using Tamiya paints, added parts box decals, and now this mighty tow truck is ready to help the stranded.



Growing up in the North east, Modified race cars were always on the local tracks, most were Vega's and Pinto's, so to see other body styles was unusual. **Bob Seagraves** went the route of unusual with his **1963 Corvette NASCAR Modified**. A 3D Printed chassis and body along with many P/E and aftermarket parts was assembled to represent a what if racer. Painted Tamiya green, numbered, and sponsored just as any other racer on the short tracks of New England, Bob's '63 would definitely stand out from the norm.



From the fertile mind of **Jan Flores** comes the first and only conversion anyone has ever seen of a rotary powered **1965 Chevrolet Impala**. Jan started by replacing the old piston engine with a 3D printed 4 rotor power plant, added 3D printed pro street type wheels along with a sick, multi-colored panel paint scheme supplied by Mr. Color.



Joe Marteusz's 1/16 scale 1963 Corvette Pro Mod started life as a \$5.00 bagged kit found under a table in a box of parts. Joe resurrected the Chevy by chopping, lengthening, lowering the body, and making the rear quarter panels taller and wider to accommodate the brass pro mod chassis monster slicks out back. Joe's Vette features a multi-hued "slick as glass" paint scheme and is motivated by a 3D printed blown engine and transmission.



Scott Eriksen's 1985 Mack R600 cement mixer is a kit bash using an AMT R685 tractor kit, and AMT's Kenworth mixer kit. Grafting the two kits and giving it a two-tone green and orange paint scheme, Scott was able to represent a Weldon materials company truck from Westfield NJ.



Built for the 1963 Theme at this year's NNL East, **Steven Johnson** brought out his split window **Corvette restomod**. Steven's Vette is painted with Tamiya Deep Blue, and features a big block engine, NOS tanks, and a fully detailed interior.



Mark Batson's replica of Tiny Lund's **1969 Camaro** race car features modified suspension for wider race wheels and tires, floor pan and rear bulkhead along with a dash that was cut into multiple pieces to make it replicate a race style dash. Mark fabricated the full roll cage, and engine bay braces as well as the head and tail light covers from scratch. The Camaro was painted using Tamiya, Testors, Alclad II, Fusionfirm paints and uses ACE decals for the graphics.



The **Mercedes AMG GT-3** kit has been a favorite by modelers, and **John Zweber's** BHAUCTION Livery merc is a definite standout. John used Splash Paints to replicate the one-to-one cars red color and then added the HATSUNE MIKU anime decal set to finish off his OOB build.

Rick Hanmore has a soft spot for **Ford Country Squire** station wagons and his Paul Hettic mastered 1963 was just the kit to fill the passion. Rick lowered the suspension, added parts box wheels and tires and found that the AMT Ed Roth Mysterion kit had the correct rear tail light bezels for the 1963 Ford CSW.

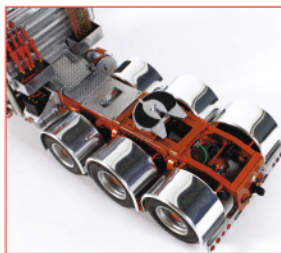


Wayne Puffer set out to build the Dodge Coronet of his wife's dreams, letting her direct the build how she would like it. Wayne's wife's **1969 Dodge Coronet** features HOK Kandy Tangerine paint, a fully wired and plumbed Hemi engine, ol'skool Crager SS mag wheels and just a '70s bad to the bone street machine vibe.



Scott Eriksen set out to build a replica of Joe Black's **1965 Plymouth AFX** race car. Scott used a Moebius AWB kit, did a straight front axle conversion, used MCW paints, and aftermarket decals to create the multi-hued green, white, and yellow finish.

Paul Paradis' 1980 Peterbilt features parts from various AMT and Revell kits, as well as many parts from scratch to complete this Heavy Hauler. Paul's Peterbilt features a fully detailed Caterpillar engine, scratch built exhaust, brake system, and all the air lines. Painted Pearl white over metallic orange, this rig was a stand out in the heavy commercial class.





Ryan Keyser's Revell ACE of spades Chopper was built straight from the box using Sherwin Williams water-based Ford Grabber lime green color. Ryan just wanted to build a bike where everything was exposed, to showcase his ability to build a clean box stock model.



Needing to build something out of the norm, **Bruce Boyer** took a shot at a **Minicraft 1935 Morgan** three-wheeler. Bruce stated that he had millions of issues with fit and finish on this model, but after his cut, scrape, putty, and black paint supplied by Tamiya, the overall build of this Morgan is top notch.



Scott Banagan used an **SMH resin 1963 Chevy II fastback body** on a highly modified Moebius 1965 Nova gasser chassis, Scott added a wired and plumbed aftermarket big block engine with fuel injection, and the correct wheels and tires to replicate the one to one Dixie Twister.



Eric Ritz took his imagination where normal people never go. Eric fabricated the body, added a Tamiya Porsche 959 Chassis and engine as well as many 3D printed parts to create his **Ultimate Performance Manx**. Eric used Splash Paints Rubystone red and custom Manx graphics to finish this unusual mashup of two completely different automotive platforms.



Tom Decker's 100% from scratch **Galion crane** features a working boom, outriggers, and pulley system. Tom has intimate knowledge of this rig, as it is a replica of the crane he once operated. Painted custom mixed Galion yellow, Tom opened the cab doors, and executed a fully functional crab walk steering system.

Joseph Dumanski took on the challenge to build Justin Allgiar's Traveller Whiskey NASCAR Cup series race car. Joseph used a **Salvinos JR Chevy** kit along with Powerslide decals, SCO 3D printed wheels, additional parts from Jay's model garage, and the tan paint were supplied by MCW.



Luigi from the movie Cars has gone Hollywood. **Jodi Doyle's Tamiya Fiat Abarth 695 SS** features Papaya Whip craft paint on the exterior and cranberry wine for the interior. Jodi added a set of aftermarket wheels and opened the sun roof to create this European style show car.



Being his first bike and a group build, **Charles May's** OOB build of the **Tamiya Ducati 916** features only paint detail using various Tamiya paints and Gravity Colors Ducati red for the overall smooth finish.



William Bauer has been building a Porsche collection and his **2011 Porsche 911 GT3R** hybrid is his latest build. William used a resin nose grafted to the 911 GT3r kit, painted it with Tamiya orange/white colors to accent the Porsche Intelligent performance Le Mans cup livery.



Red, White and blue was one of NNL East's theme classes and **James Russel** displayed his bobbed **Revell Snap Tite Peterbilt tractor** to actually showcase the M&R Model machined aluminum wheels he produces. The Paint used on James' rig was supplied by Model Mastery, and the decals on the cab and chassis are from the parts box.

Chiqui Honyley displayed his **Johan 1962 Chrysler 300** as a full blown ¼ mile monster. Chiqui added a monster Hemi engine, a fully detailed scratchbuilt chassis and rolling stock, a scratch-built wing, parachutes, and wheelie bars. The big bodied Mopar sports a Tamiya Cobalt green finish with matte clear.



Natalie Proulx combined her love for VW's and all things anime to create her OOB **Hasegawa 1950 Volkswagen** Valentine egg girls delivery van. Natalie used water-based craft paints, added the Eggplant girls decals and sealed it all with 2K urethane clear.

SCRAPBOOK



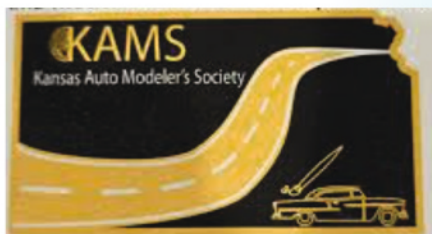
Swapmeet and Vendor set up at 7AM looks something like this. Controlled mayhem.



With commitment like this, its no wonder the NNL East platformed over 1.400 models.



The line starts at zero dark thirty in the morning, long before the members of the Tri State club get there. Sleeping in your car in the parking lot is not unheard of.



KAMS

(Kansas Area Modelers Society)

Photos by Jerimiah Gordon and Shawn Steinle

The KAMS (Kansas Area Modelers Society) model car show and swap meet was held on April 12, 2025. This marked their first show back in their hometown of Wichita, KS, hosted in larger, upgraded facilities to accommodate the growing number of builders and vendors from across the Midwest.

For news on future events, contest themes, and exact dates, connect directly with the modeling community through the Wheat State Auto Modelers Model Car Show Facebook Group.



There is beauty in simplicity. Starting with **Revell's '32 Ford**, **Randy Baker** tapped the Revell '29 roadster for several period parts, then laid down smooth Tamiya black paint, nicely contrasted with bright red wheels.

This classic cruiser from **Jerimiah Gordon** is done up in Tropical Glitz Black with added pearl. By the way, this '52 **Chevy** from Lindberg is 1/32 scale, Cool.



Johnathan Emig, says he loves race cars. He put together **AMT's '36 Chevy Wild One modified**, and bent the nerf bars for a realistic touch. After laying down Krylon Cherry Red, he mounted it on a **'72 Racer's Wedge** painted Testor's Metallic black.



Donnie L. Baker's love for AA/ALT Bantams, inspired him to combine the chassis from the **AMT Trojan Horse**, a resin cast body, and the 392 Hemi from the AMT Scorpion kit. Color is Acrylic red, Marigold, and pumpkin under a clear lacquer. Donnie added his own front end and tons of detail. Killer.



Jennifer and Ken Sweeny used this **AMT '37 Chevy** as a way for Jennifer to learn about Dad's hobby. The paint is a well-weathered Acrylic Light blue and dark blue. The real learning happened when Jennifer tried her hand at paint weathering, rust application, and making rust holes. The dent came from thinned plastic and a little heat.

For his first resin build, **Chris Heine** decided to try his hand at a Cheetah from Modelhaus. Chris painted his "rather simple" build with Tamiya Mica red. What a summer.



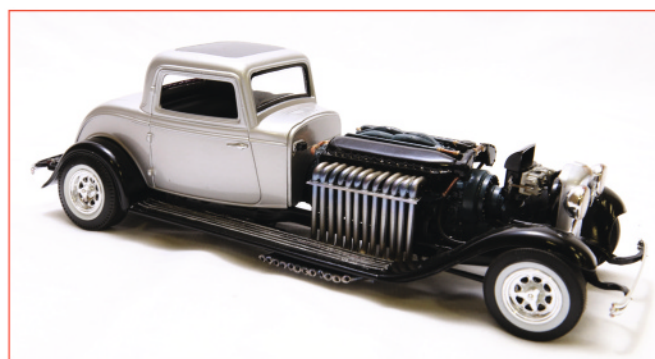
Mel Frenger started with a **'36 Chevy Panel** and then expertly transformed it into the beautiful La Salle Ranch truck you see here. The brown Dupont paint is complemented by a handmade wood bed.



When Revell chopped the top on the classic '57 Ranchero kit back in the '80s, some purists lost it, but we say it still makes a cool model, as evidenced by **Philip Cox's** Odds and Ends black utility cruiser.



This famous last ride was rendered by **Chip Meeks** using an **AMT '32 Ford** and a Dragcity casting Ford fourdoor body. Rustoleum tan provides the color, but the real show is the arsenal on the roof and numerous hand-drilled bullet holes.



Getting an AMT Allison into a **Revell '32 Ford** wasn't easy, but **Greg Renfro** was up to the task. After he stretched the chassis and running boards, he handmade the 24 tube (!) zoomie headers. Tamiya Silver and Black make this a classy beast.

How do you show off a custom interior on a hardtop? Add a clear roof made from styrene! "**Clutch**" Guy kept the show going on this '86 Monte Carlo with Teal paint, an underhood blower, and of course, massive Donk rims.

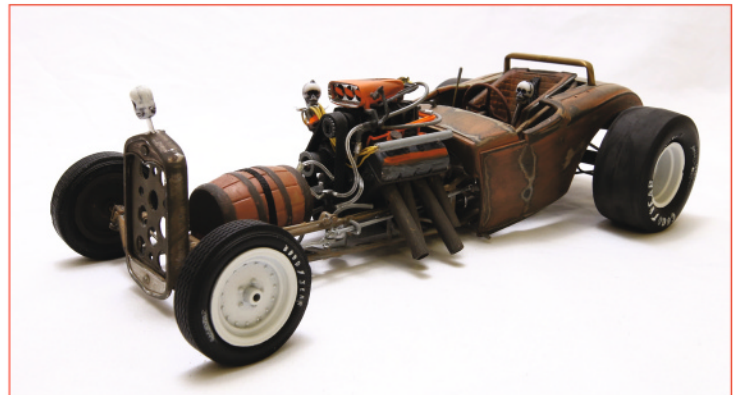


This classy cruiser started as the **AMT '55 Chevy**. **Timothy Hale** put this one on the ground and added a set of Pegasus wheels and tires, then he gave it classic Testors light blue and white colors.

Meatloaf again? You bet! **Mark E. Logan** started with a **Monogram 1/8 scale '32 Ford Roadster**, then spiced it up a lot. He stretched the frame to make room for the 3D printed SOCH motor. Mark used Testors, One Shot, and PPG paints to create the finish.



This is where a model building history starts. **Sloa Reed** brought his first model, a **Flintstone snap kit** from Lindberg. He did the assembly himself and started his customizing ways by flipping the roof around to make a windshield for Fred and Wilma.



Ryan Baker's wild Rat Racer started with a **Revell 1/16 scale funny car** chassis. Then the fun started. He added a sliced and diced '29 Ford roadster body, custom parts and lots of hand painted rust. Our favorite parts...The beer keg "fuel cell" and pure white rims.

This is one sweet **AMT '72 Blazer** by **Fonzell Brown**. Fonzell added a '67 front clip to create a missing link that should have been. He used Tamiya beige and brown paints, and 3D printed rims and tires. Fonzell finished this project with his usual styling finesse that makes us say "Wow."



PPG Pond green and white paint are what set **Steve Hubbard's '60 Ford Galaxie H/T** apart. That, and the perfect stance, wheels and tires. Inside, Steve converted the bench seat to buckets.

Spirit of Speed 10

NHRA Museum, Pomona CA

Photos by Dirk Herzog

Captions by Scott Colmer

THE MODEL CAR GUYS
In conjunction with NHRA Motorsports Museum present
"Spirit of Speed 10"

The **Spirit of Speed 10** model car show is a popular Southern California scale modeling event hosted by the Model Car Guys Club, that features extensive vendor tables and a judged competition. The 10th iteration of this contest took place on November 2, 2025. It was held at the NHRA Motorsports Museum in Pomona, California. This year's theme was Tri-5s, and boy did they turn out. Spirit of Speed 11 will be 11/8/2026. This year's theme is "Air Cooled."



Broadway Bob stages two Screamers at Great Lakes Dragway, and **Scott Kapellusch** replicated the moment in exacting detail. The Screamer done in Testors metallic green with the metallic removed is based on a **Revell '34 Ford**. The modifications are extensive, with Speed City Resins supplying many of the performance parts.

The Lil' Screamer II started with a Speed City Resins body that has been further modified for tilting. This one features custom mixed white pearl, candy blue fades, and a ton of scratchbuilding to match the 1:1 version. Jimmy Flintstone resins supplied the driver.



Starting with a resin **speed boat** kit, **Fred Pickering** let it all loose. He added maximum detail, including milled pulleys and motorplates, carbon fiber wing, and a handformed driver. The extra cool part is that the exhausts that light up.

This **AMT '67 Shelby GT-350** was built to order for **Jose Oviedo's** nephew. Jose molded in body parts, and opened the doors and trunk. He used Testors Extreme Lacquer for the jet black finish which landed on the second try.



How do you make your **Revell Foose F100** different from the rest? **Charles Ruth** decided a Revell Ferrari drivetrain and suspension, and various shades of Rustoleum paint would do the job. He also added a host of details, like a rag in the gas filler, to keep it fun.



After a 40 year hiatus, **Douglas Guerriero** jumped back into model building with **Tamiya's Ford GT**. He painted his project with Metallic blue, and gloss black from Tamiya. Douglas reports that this is a great kit to build overall.





Paul Rowe

What you see here is a highly researched 1/25 scale model of Big Jim Dunn's final rear engine racer. The '74 Cuda features a scratchbuilt chassis with custom tins and resin body. The blue lacquer paint is graced by aftermarket decals preserved in urethane clear.



David Cruz shows the famous **Mr. Unswitchable** GTO funny car with a face lift (drop?). David started with an original MPC kit and added an updated chassis that places the driver under the roof and the body close to the ground. Automotive orange paints keep the original flavor.



Roger Underwood has nothing but praise for the **Moebius '65 Nova**, "Everything fit with no frustration." The Folk Art Craft acrylic laid down nicely too. The final touch is the custom designed wheels and tires.



Chris Rohde brought a bunch of really cool Pro Touring projects. His '62 **Corvette** based on a Revell kit features his own designed and printed front and rear suspension, and fuel injection. To get his Vette to sit lower, he sectioned the interior. Paint is Duplicolor with automotive clear.



Chuck Failner (Chuck's Hobby Spot YT) built this **AMT 1/16 scale '55 Chevy** for this year's theme award. To set his entry apart, Chuck 3D printed his own engine and wheels. After grafting on the hood scoop, he painted his racer Tropical Glitz white and yellow, and he also wired the lights.



Way back in 1998 **Marc Weller** got this **Monogram '59 Impala** finished just enough to enter in the Car Modeler Custom Clinic photo contest. He placed 5th and put the nearly finished model away, until he pulled it out and finished it "last Tuesday." Marc thinks he used Dupont Urethanes; it's been a while.



When **Chris Rohde** decided to join his club's **'69 Camaro** build off, he knew he did not want to go Pro Street. Pro Touring was the way to go. Chris added custom ducting, intake manifolds, and liberal amounts of carbon fiber. He lengthened a race chassis to fit the Revell body and added a screen grill.

Steve Sovereign put a lot of time on this **Monogram '55 Chevy** into masking and fading his HOK candy orange paints. The Goodies decals and shotgun injector add to the look.



When **Pat Knowles** got tired of building shinier cars, he picked up a **Jimmy Flintstone van**, added lots of “junk”, then spent the next year working off and on, weathering the body and goods, and installing a 327, and custom chassis. Take your time looking at this one!



Dan Sielke built this classic '77 Trans Am to annoy his wife. “She hates cars with stickers.” Working with a less detailed kit, Dan added LED lights to his Tamiya Black classic to liven it up.



John Teresi started with a 1/16 rail dragster from Revell, performed his usual excellent detailing and wash/weathering, then topped it off with a custom 3D printed streamliner body. He laid custom decals down over PPG candy blue paint as well. It all paid off with a Best in Show.



They don't come much brighter than **Jeff Dyke's** HOK candy/metalflake green '49 Ford drag racer. If that scoop looks to be in the wrong place, it's because it rides on a modified chassis from the Monogram Trouble Maker.





Lee McGowan started with a 1/24 motorized '70 Subaru 360 to take a trip in the wayback machine. While Lee's 1:1 360 was a wagon, it did not stop him from pumping up this fantasy version with a wide body kit and a "sparkly" roof.



Mike Jordan used to go to the Bakersfield drags with his dad, back when the gassers were the thing to watch. He has recreated that memory with his **Revell '41 Willys Gasser**. He painted his SWC gasser with Tamiya Metallic blue. The kit supplied PE grill always looks good.



Alan Cozby had a vision and we are glad he brought it to life. His Outsiders race team uses an original **AMT '62 P/U** carrying the infamous streamliner kart with engine modifications. The '34 coupe is from Jimmy Flintstone. The whole team is painted with Testors Extreme black and Gold. Such a cool set!

SCRAPBOOK



Rusty Price checks out his latest resin acquisition.



If it's a contest, there will be hardware. Those piston trophies are pretty cool.



Building Ford's F800 Service truck

By Alex Melnychuk

Manufacturer: Brian's 3D Marketplace
Kit price \$65.00

For this project I will be covering a 3d printed kit from Brian's 3D Marketplace.

The truck in question this time is a mid 1980's-1990's Ford F800, built as a service truck. Listed on Brian's Ebay page, you can purchase this exact kit with the service body, or just the bare cab and chassis style, to install whatever body you desire onto it. These medium duty F800's were commonly used as box trucks, flatbeds, garbage trucks, and small single axle dump trucks.



Diving into the kit itself, it is a fully loaded 3D kit, which I never had the opportunity to build, until now. You do not need a donor kit, everything is included in this beast

of a truck, except windows/glass. It comes with a full gas engine, exhaust system, axles, chassis, drive shaft, 2 fuel tanks, 4 steps, rims, tires, front/rear bumpers, one piece mirrors (many builders will be happy about this!), cab lights, service body with separately printed doors, complete interior (steering wheel, seats, dash board), cab, and hood. Let me also add, true quality material is used for these prints, and the intricate details are outstanding.



The dashboard has all the A.C. vent detail, shift and turn signal stalks, plus the window cranks and door fabric on the interior paneling. I haven't seen a 3d kit this detailed before, it blew me away looking over all the little details as I was assembling this rig.

When working with 3D printed parts, prep work is key to achieve smooth parts and a smooth paint job. I sand all the body panels, avoiding molded on details, with 80 grit sand paper to start. This initial pass will take most of the printing waves off the parts. The second pass I go to a finer 150 grit, and end with a 240 grit pass. By this time my pieces will be clear of blemishes and smooth enough to lay down my paint and primer.

As I mentioned, this kit does come with a gasoline engine, transmission, and all the engine/ engine bay accessories. However, since I am extremely unfamiliar with gasoline engines, being a diesel mechanic, I omitted it from this build.



The interior portion is stunning. The dashboard with steering column and foot pedals are one piece, this makes for easier paint and detail work. The floor pan and side door panels are also one piece. Since this is a service truck, it will get dirty eventually, so I added a little weathering and black/brown wash to the dash, floor, and seats. My only complaint with the interior portion on this kit is no dash gauge details. It would be a major improvement to include gauge decals, or add gauges to the print itself. So heads up when doing this project, have spare gauges on hand!



Windows and light lenses were not included in this truck kit, so I had to fabricate my own out of thin clear styrene sheeting. Before I started the paint process, I cut out my sections, held them up to the cab, marking where to make my cuts on the clear sheet. The side and rear windows were the easiest, but the windshield took a little more time due to the odd shape and angles. Take your time, and mock up along the way! Once they are cut to size, it will fit perfectly with the interior assembly installed.

During the whole assembly process from start to finish, it went together surprisingly well for my first full 3D kit. I had minimal issues, no warpage, and no headaches. What made it even easier were the locating pins and tabs on all the parts. It ensured nothing could be glued incorrectly, and lined up flawlessly!

PROS: extremely detailed, high quality, easy to work with and assemble, self locating tabs

CONS: no glass/windows/lenses, bare dash gauges, part clean up

MODIFICATIONS: mudflaps, various spare decals, antennae ■



Fire Iron

By Lewis Hicks



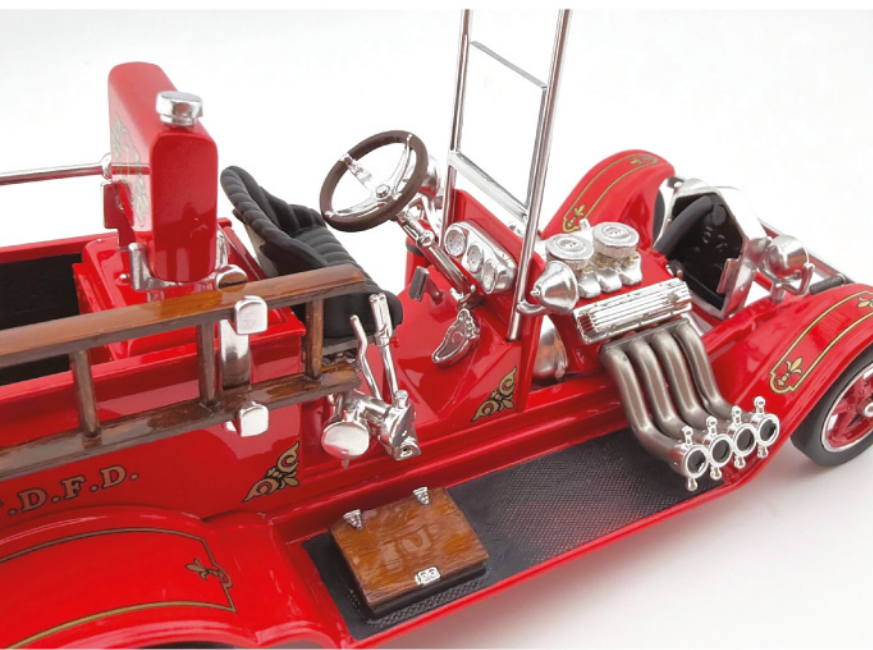
Kit Supplied by Spotlight Hobbies
Manufactured by Atlantis (Mongram)
Scale 1/24
Price US: \$28.95

When I got word I was receiving Fire Iron from Atlantis I got excited. Not only because I have a love for the show rods but because I was partially raised by a Baltimore City Firefighter. This kit really is a super cool kit but needs some tweaking that I will get to later. The kit is 80 pieces and depending on the quality you are looking to achieve, it could range from a beginner to an advanced skill level needed to achieve the desired results.

Upon receiving the kit, I did my usual quick inspection and initial clean up of the body parts. I quickly realized there was some work needed to fill sink marks throughout the



parts. Once I washed the parts with some Dawn dish soap and warm water, it was time to address the sink marks. To do this, I scuffed the sink marks with some 180 grit sand paper, then filled them with some gap filling CA glue. Once it was dry I sanded it flat with 400 grit. Finally, I test fit the parts before priming the filled pieces.



While waiting for the main body pieces to dry, I decided I was going to work on cleaning up the other pieces. I pulled the gold (chrome) parts tree out and while I greatly appreciate Atlantis' attempt to do the gold, the representation fell short for me. My kit had a bunch of red still visible, along with visible sink marks. Upon realizing these issues I decided I was not going to leave these parts gold. I clipped all the pieces, cleaned up the mold lines and submerged the parts in some purple power. After a day they were back to being the red plastic. I used a 2k clear coat as a "primer" before using molotow chrome through my airbrush to refinish all the parts in a chrome finish.

Now that I had addressed most of the clean up issues, it was time for paint. I decided to go with Mica Red from Tamiya with pearl for this one, bright enough for the fire truck look, plus pearl to appeal to the show rod side of things. I then topped the red with 2k clear and let it sit for a few days before applying the decals, and painting the back sides with Tamiya Satin Black.

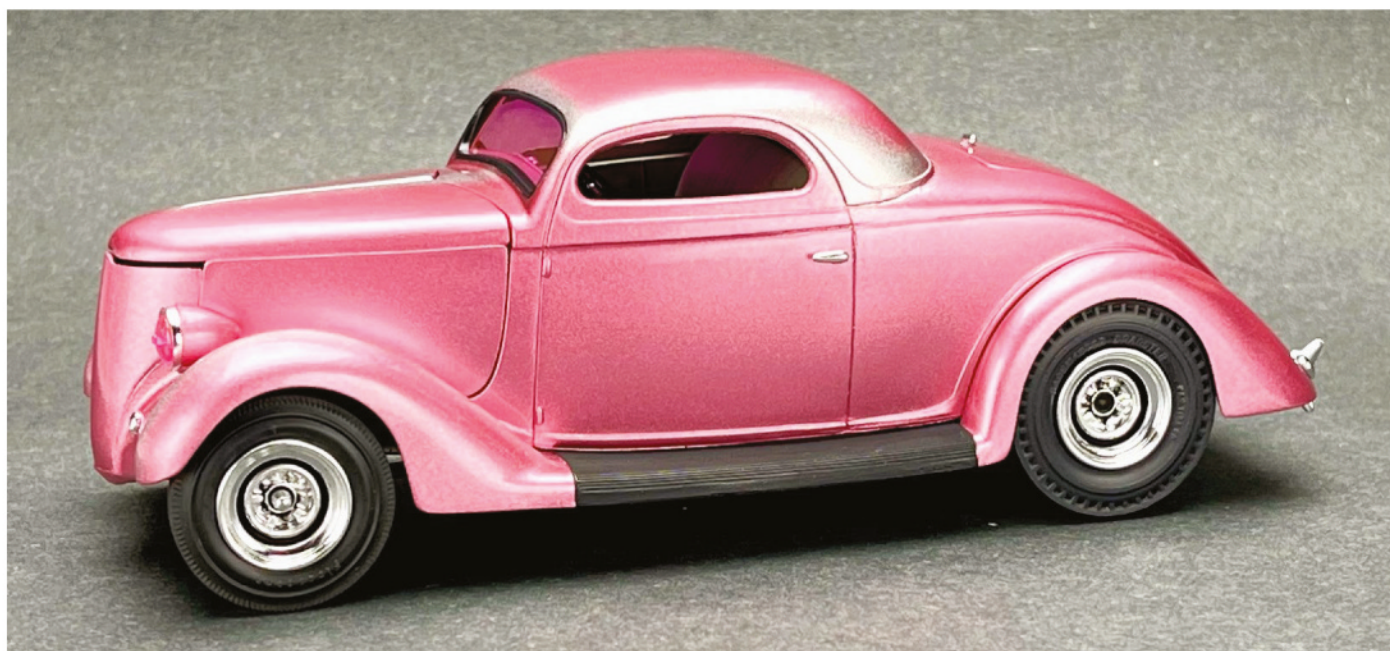
Even with pre-paint test fitting, I ran into issues with the hood clearance around the transmission, also the body parts did not want to line up square. It took some time shaving hidden areas to achieve an acceptable fit.

While going through the assembly process I decided I wanted to have the most realistic looking wood that I could achieve on this model. I used a trick shown to me when I was around 10 years old from a friend, Lyle Willits. To achieve this you start with a yellow base then build up layers with a brown overtop.

During the final assembly, I can't stress test fitting enough. Making sure to assemble this on a perfectly flat surface will help to assure its square. Even though there are a lot of small pieces, they all fit pretty nicely. For the rear ladder rack there is a cross bar you have to put in to hold them together and that is probably the hardest part of all the finer pieces. Other than that, most everything falls into place and fits well.

Unfortunately, there's no layout of the decals in the instructions. So to apply my final decals I used the box art and the location indicators on the decal sheet. By juggling those two I was able to figure out where everything went and changed up a couple of placements on my own.

So that brings us to the final product you see here. I really enjoyed this kit and have actually already purchased another to revisit at a later date. My biggest issue with this kit was the gold (chrome). Again, I really love that Atlantis did it, I just wish the quality of the plating was better. Other than that, I loved this build as I felt it came with just the right amount of challenge to keep me engaged, but not enough to cause me to become frustrated. I would recommend this kit to almost anyone. A brand new builder might be challenged by the sinkmark clean up if they want to address it. So be sure to grab yourself one and put your own spin on it. ■



1936 Ford Gasser

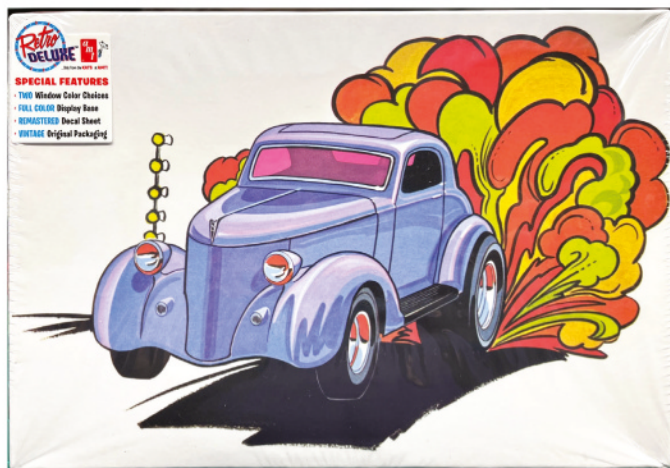
By Jodi Doyle

Kit Supplied by Spotlight Hobbies

Manufactured by Round 2 / AMT

Scale: 1/25

Price US: \$32.85



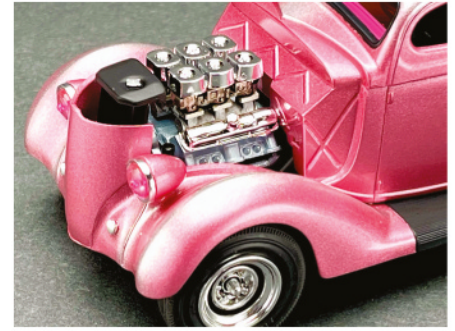
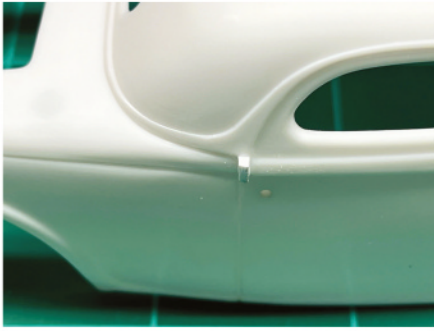
The year is 1961! Life Cereal is born, Sprite is released by Coca-Cola as a competitor to 7-Up, the IBM Selectric takes typewriters into the future, the Slip and Slide has children sliding into summer fun, BUT, more importantly, AMT releases the venerable 1936 Ford. In a span of more than six decades, this kit has seen several releases. The 60's and 70's releases would see the addition of new parts. The kit returned in the 80's, and has continued to the present day with several releases, new parts and

reboxings. This latest release features '70s throwback box art. In all my years of being a plastic fanatic, I have never had the opportunity to build the kit until today. Now that we are in the dog days of summer, grab a Sprite, and let's Slip and Slide into this latest kit review.

Inside the box you will find a 1/25 scale body with no roof, a convertible top, standard top, chopped top, fender assembly, interior tub and chassis. There are 7 parts trees, 1 chrome tree, a separate chrome tree with AMT parts pack, chrome reverse wheels, 4 white wall vinyl tires, two multi-piece pie crust slicks, clear and pink tinted glass, a clear acetate sheet with a template for the chopped top glass, a full vintage decal sheet, and a period correct instruction sheet.

The icing on the cake is a cardboard diorama scene to display your model. There are engine options, parts and pieces for stock Ford, custom or drag Pontiac. I chose to build the kit as the Gasser option, with chopped top, and fully kitted drag engine. There are so many parts and roof options in the kit you could build it multiple ways and never build the same kit twice.

I started out by building the engine and painted it Model Master Pontiac Engine Blue. The chassis and suspension components were painted Tamiya Semi-Gloss Black Lacquer, and floor pan and underside of the fender assembly painted with Tamiya Nato Black Lacquer to add some contrast to the underside of the car. All the bare metal



parts were painted with Tamiya and Mr. Hobby Super Metallics Lacquer paints to bring added realism. The interior and rumble seat were painted a vintage looking Tamiya Light Gray Acrylic. The roll bar, fire extinguisher and moon tank were added to complete the drag look. The chrome reverse wheels were treated to black Tamiya Panel Liner, the pie crust slicks assembled and the tire assemblies sanded for a well-used look.

With all sub-assemblies complete, focus was then turned to the body. The first order of business was to fit the chopped roof to the body. For those that have not built this kit, the body is molded with the roof and cowl section missing. It is up to the builder's creativity and vision on which roof to use. Extra time and attention need to be taken for the process of installing the roof. There are no positive alignment marks on either the body or the roof. The cowl section has some built-in alignment regarding how the firewall and upper cowl meet up. The roof can be moved forward or backward which can create issues. I had pre-fitted the body on the fender assembly to assure that the grille shell, the hood, all aligned to the body. Once proper placement was confirmed, I used a stiff long sanding stick to clean up the mating surfaces of the roof and body to minimize any gaps and promote good adhesion. There was a small gap on each side of the body that needed to be addressed where the door meets the quarter panel. Again, the roof could move back and forth, so you had either an ill-fitting hood to body or a small gap to close. I used a small wedge of styrene on both sides to fill the gap. I then used a variety of abrasives and Xacto blades to smooth things out. The body and fender assembly was then primed with Tamiya Gray Primer Surfacer. I wanted to spend extra time on the paint to make this Gasser Pop! I base coated everything in Mr. Hobby, Mr. Metallic GX 212 Metal Peach. I then went back and highlighted the peaks on the fenders, hood and outlined the roof in Mr. Metallic GX 208 Rough Silver. Everything was then covered in Mr. Hobby GX-112 UV Cut Super Gloss Clear.

Final assembly began with installing the engine in the previously assembled chassis. The steering box and narrow front frame section make for a VERY busy area under the engine. The headers were installed after the engine and steering were fitted. I had to cut the long pipes off the headers as there was not enough room to maneuver them

in place in one piece. Vintage model kit, and vague instructions be damned! As model builders we are first and foremost, problem solvers. I rerouted the exhaust manifold, and used the provided glass packs to finish out the exhaust. I fitted the clear pink glass into the body. The kit comes with clear acetate and templates for the chopped roof but was inspired by the pink glass for the body color and HAD to use it. I needed to do some work to trim the pink glass down to fit inside the body. It took some time but can be easily accomplished with a sharp blade and sanding sticks. The rumble seat/trunk lid sits in a divot, so when the body gets placed on, there are tabs that hold it in place. The rest of the assembly was minimal and easy, attaching parts and pieces with a variety of adhesives.

The '36 Ford Gasser was a very enjoyable build. There were expected challenges as typical to these older tooled kits. The body and roof configuration need a little time to get it sorted, but great results can be achieved. I enjoyed it so much that I am inclined to grab another one. I love the profile of the car with the chopped top. With aftermarket parts availability, decades of Hot Rod history and extra time working through the details would make for a killer model. Go out and grab one of these '36 Ford kits and enjoy it for the decades of nostalgia. Until next time, I am going to Slip and Slide my way out of here! Happy Building. ■





Unreal Edsel

By Chuck Most

Available at Spotlight hobbies
Manufactured by Round 2 / AMT
Scale: 1/25
Price: \$32.85

Anyone who knows me will tell you I'm no stranger to holding the occasional unpopular opinion.

For instance, I don't think the odd-numbered Star Trek movies are nearly as bad as people claim. Sure, they're not on the level of *The Wrath of Khan* or *The Undiscovered Country*, but hey, few movies are.

I also prefer Van Halen with Sammy Hagar over David Lee Roth. Yeah, I said it. Though we can all unite on one point, nobody's picking Gary Cherone.

And finally, I don't believe every scale model project needs to result in a perfectly realistic replica.

Enter the AMT Unreal Edsel.

First released in 1967, the original kit was essentially a pre-existing 1958 promo body tossed onto AMT's pre-existing altered-wheelbase funny car chassis, with a pile of newly-tooled "wacky" accessories thrown into the mix. How wacky? Wooden outhouse door wacky. Bunk-bed

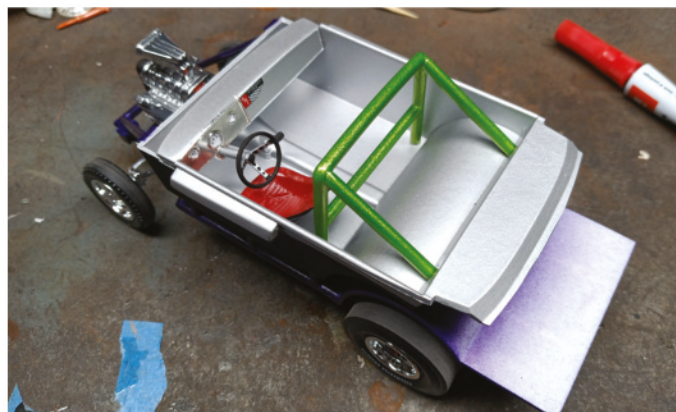
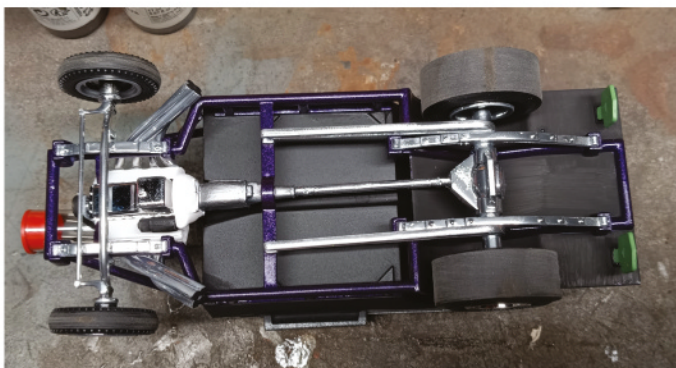
ladder hanging off the side wacky. Mud flaps on a funny car wacky. Think of it as a sort of "factory kitbash".

It even has a brief disclaimer on the instruction sheet warning you that the kit is a little on the crude side. Haven't seen anything like that since the 2003 reissue of the Johan 1959 Rambler wagon.

This isn't a straight reissue of that original kit. While the 1967 version felt like it had been assembled from whatever AMT found in the trash an hour before the deadline, this new release is a mostly new tool designed to faithfully recreate that original hodgepodge. You get a new body with relocated rear wheel arches and a revised chassis similar to the one found under the retooled '65 Chevelle funny car. The parts specific to the Unreal Edsel appear to be fresh tooling as well, though I don't think the original molds would have seen much action. It's honestly kind of bizarre that Round 2 went to the trouble of almost completely recreating such an oddball subject, but I'm glad they did.

I'll get my two biggest gripes out of the way first.

One thing Round 2 didn't improve is the rear wheel mounting setup. Each wheel has a molded stub on the backside that slots into the axle tube. Personally, I would've preferred a traditional wire axle. That said, the wheels themselves look good, and while the tire fit isn't perfect, it's acceptable.



The chassis follows the same basic formula as AMT's other altered-wheelbase kits from the '60s. In other words, it's not accurate, but it gets the job done. The kit includes some cool looking trusses that act as a sort of body lift. They peek out beneath the rocker panels on the completed model. The instructions suggest gluing them to the interior tub first, but I attached them to the chassis instead to give myself a little more flexibility when fitting the interior. More Revell "canned chrome" was used on the suspension components.

Speaking of the interior, it's bare bones basic. You get a tub, dashboard with a few molded instruments, one-piece steering wheel and column, shifter, bucket seat, and a three-piece roll bar. The decal sheet provides gauge faces. Just ignore the fact that, judging by the body-to-interior fitment, the driver would need to be about seven feet tall to see over the hood!

The body itself is a decent recreation of the original '58 promo shell, with one notable difference: the rear wheel arches have been moved forward. The original kit left them in the stock location, which added to the cartoonish look. I'm not entirely convinced this change is an improvement. The body also has some very noticeable mold lines, though that works out well because they're easy to spot. A few minutes with a flexible sanding file and some 600-grit paper made them history.

I'm not a huge fan of Testors products (there I go with my unpopular opinions again), but I thought that Extreme

Also, the instructions show the cowl braces attaching to the firewall notches. If you follow them exactly, the front shocks end up too short to reach the braces. I just left them off on mine. Lack of shocks would be one of the least unsafe aspects of this car's design. I mean, there's no steering box. Not having front shocks is perfectly acceptable in that context!

I started assembly with the engine, a big-block Chevrolet topped with a massive GMC supercharger, a two-piece injector hat, and two-piece headers. I painted the engine white, an old-school drag racing trick that probably helped dissipate heat, and definitely made leaks easier to spot. The plated parts were refinished using Revell chrome (with the pulleys and headers painted to match), while Vallejo "Natural Steel" acrylic was used for the transmission. I used part number P21 (fuel pump end) as a cap for the Moon tank.

Lacquer Purplelicious and Lime Ice would make for the perfect color combo on this oddball. In hindsight, I'm not so sure, but by the time I was having second thoughts, it was too late to repaint. But a purple and green Edsel will certainly leave an impression, even without a lovingly varnished outhouse door repurposed into a spoiler.

Anyway, the Extreme Lacquer line (formerly marketed as One Coat) rarely disappoints, although Lime Ice always comes out a little more matte than gloss. I chose not to clear coat the model. I didn't polish it, either. Why spend time on the paint when something like this probably isn't going to survive its first blast down the track?

I did consider painting it with a brush as a nod to one of the sponsor decals, but I resisted the urge. This time.

Just like the original kit, there's no glass or chrome trim included for the body. Remember, this thing is basically a promo shell unceremoniously plopped atop a generic funny car chassis. I didn't have one handy to test, but I wonder if the glass from an AMT '57 Ford Fairlane might fit. The body doesn't so much fit the interior tub as hover over it, just like the original kit. Again, random promo body on random funny car chassis. Realism was never the point. And really, accuracy and realism are absurd things to discuss regarding this kit. It's an altered-wheelbase Edsel

with a discarded outhouse door fastened to the nose. The subject matter is about as connected to reality as the plot of a Neil Breen movie. In other words, not much.

That being said, this isn't a full-blown caricature kit in the style of Deal's Wheels, but it's also nowhere near an accurate representation of an actual drag car. It exists in this nether region where it's just cartoonish enough, but you can almost imagine something like it existing in real life.

Here's another unpopular opinion: in a strange way, it's a little disappointing that Round 2 made improvements. It's kind of like restoring the missing bass on "...And Justice for All". Sure, it's technically better, but it's not that enjoyable thing that carries its flaws front and center anymore.

Either way it's still an Edsel body sitting on top of a funny car chassis that said body wasn't meant for.

That's never, not going to be entertaining.

Do I recommend it? I already have two more in my shopping cart. Sure, it's crude. It's simple. Maybe even a little stupid. But I enjoyed the entire process. And that's the point.

(I usually end my review with some kind of fun fact, but the fact that this kit exists is fun enough!) ■

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The advertisement features a black background with a radial light pattern. On the left, a blue sports car is shown. On the right, a purple drag car chassis is shown. In the bottom left, two white 3D printed figures of a man and a woman are shown. In the bottom center, a white 3D printed car body is shown. In the bottom right, four white 3D printed wheels and a white 3D printed engine are shown.

CHECK THESE GUYS OUT!

From the Auto Modeler Magazine Group Official Face Book Group



Bruce Kridler '61 Ranchero

I guess this one is a cross between pro touring and show car. Most of the parts were printed: motor, frame, wheels, seats, etc. I made the roll cage out of styrene. Paint is 2K clear over Tamiya field gray. Thanks for looking



Manny's Scale Modeling

This channel is for plastic model building. I will be doing how-to's, kit review's, Air-Brushing, 3D Printing, product reviews and much more. We will have special guests showing their builds and chatting about models and much more!

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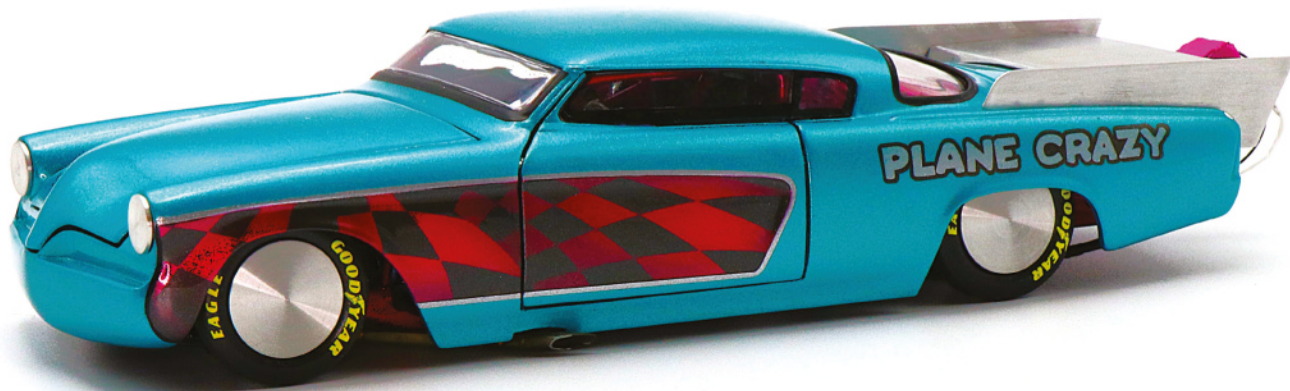
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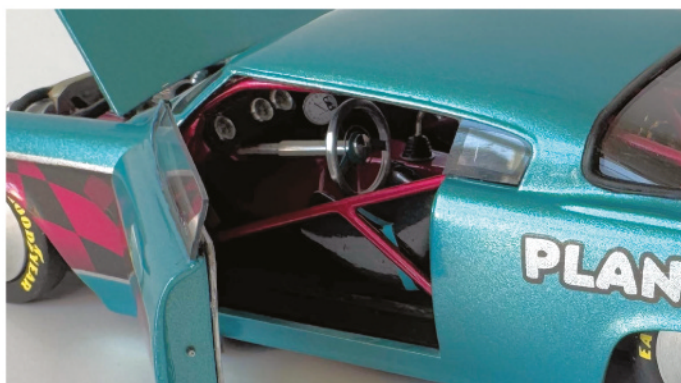
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Welcome to the Reader's Table. This is the spot where you can send pictures of your favorite project to share with other readers. Good stories and photos make a difference.



Deborah Kasper's "Plane Crazy" 1953 Studebaker Salt Flat Racer



lowering the suspension. I used a 5 point racing harness seat and covered it with leather. Carbon fiber was used on the instrument panel which also features an aluminum tach gauge w/wires. The tires feature hand



As I was perusing the new model kit section at the model store, I noticed this Studebaker. This AMT kit was part of the USPS series, and on the side of the tin was some artwork of a racer. Gave me a great idea! As some might know, I am a Disney fan, and all of my builds have some reference to Disney. In this case, it was based off of a Mickey cartoon called "Plane Crazy". I made custom door inserts picturing the plane with Minnie and Mickey in it from the movie.

This was my first build where I built some scratch parts... roll cage, aluminum pulleys, drive train hull, aluminum rear wing, steering wheel, and headlight block-outs. The Chrysler Fire Power engine w/Paxton superchargers features a wired distributor w/boots.

The model itself was altered by chopping the roof, adding window frames, cutting out and hinging the doors, and



painted yellow Goodyear and the graphics on the car are painted, not decals. I used "Glamour" silver base with "Lake City" teal, "Minnie" pearl pink, and

"Midnight" pearl black. This by far was one of my favorite builds. The colors, the look of it being fast, and of course my hidden Mickey. Enjoy!! ■



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- The Clarence Brown Convention Center is located about 40 miles northwest of Atlanta, only 1 mile off I-75. The host hotel, Courtyard Cartersville by Marriott, is adjacent to the Center.
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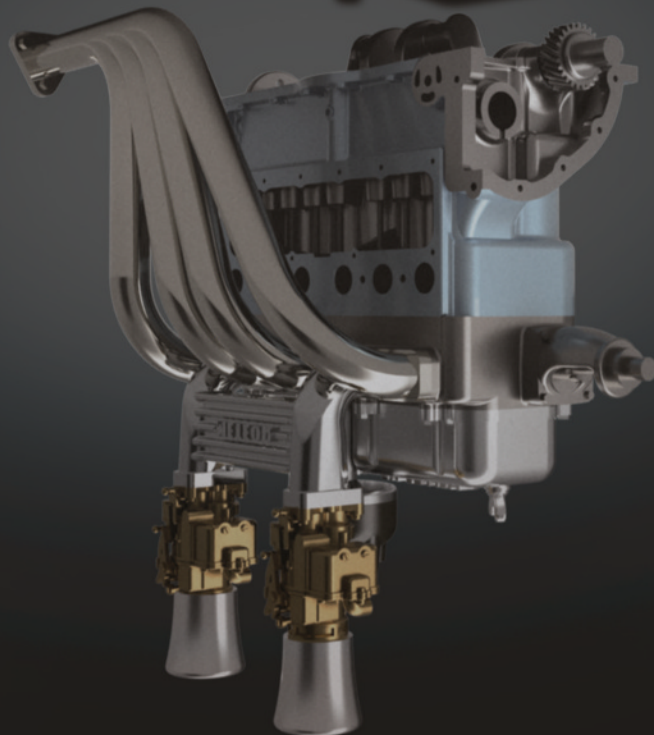
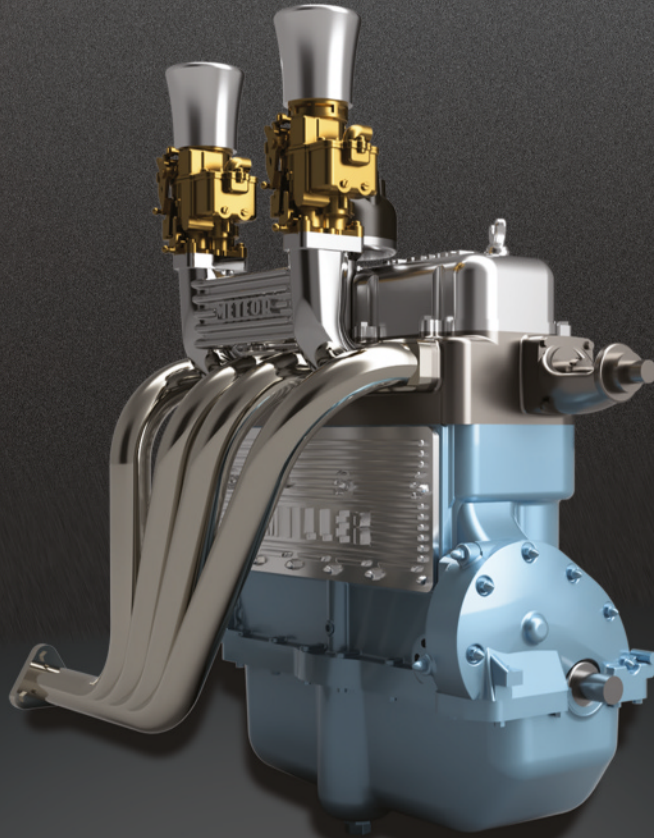
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