

AUTO MODELER MAGAZINE

APRIL/MAY 2026
ISSUE 11

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9 Takin' It To The Beach

14 Generation Next

22 Building a white metal Trans Am Champion

50 No Hassle Fighting Irish Funny Car



Columns

4 FROM THE SMALL DESK

5 NEW STUFF

6 3D SCHOOL
Building Better 3D Printed Engines
From Supports to Show-Ready

26 UNSTALLED!
Stream Team Part 3 Please Mr. Postman...

62 THE MISCELLANEOUS TABLE
Broken Dreams

IT'S SHOWTIME!

34 34th Annual
Metroplex
Car Modelers
Showdown
Contest

40 Midwest Scale
Madness #5

46 Hoosier Model
Car Association

KIT REVIEWS

52 Swamp Rat Swamp Buggy

54 1965 Plymouth Barracuda

56 '60 Chevy Nomad Station Wagon

60 1972 Plymouth Duster

You put your own car on the cover?

I am excited to feature the final installment of the Stream Team project (AKA The City of Morton Grove) in this issue's Unstalled column. Yep, it's on the cover. When we started AMM a friend asked me if I was going to put my own model on the cover. I replied, "I don't see me putting one of my own models on the cover." But it seems there is always a loophole. As the team was pulling together the Spirit of Morton Grove, and pictures were being shared, a couple team members asked if I was going to put it on the cover. "Sorry, Not one of my models." "But we did a LOT of work on it too. And it is really cool." Fair point. The liner is not just my model. And that is really the story. Page 1 it is.

Changes are afoot at Auto Modeler Magazine.

We want to know what you want to see in Auto Modeler Magazine. If you go on over to our Face Book page - Auto Modeler Magazine Official Group - you can find our reader's poll. Please take the time to send us your thoughts on how we can make the magazine better for you.

Some upgrades already in place:

Better paper - We upgraded the paper to a heavier stock starting with issue #9.



Readers' Table. - Starting with this issue, the Miscellaneous Table will be folded into The Small Desk Editor's column and the open space will be filled with models submitted by readers. Send your submissions to Readerspage@automodeler.net Clear photography counts and a good story counts!

Contest Issue!

Issue 12 will be our first contest issue. We needed this to give coverage to all the great shows and contests we have been receiving.

Miscellaneous Table

We learned that Jay Savarese's AMM Top Ten winning Tide Lumina NASCAR could have also been a story in the same issue's Miscellaneous Column as it was "disassembled" at the ACME show when his trophy fell on it. Yikes!

- 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

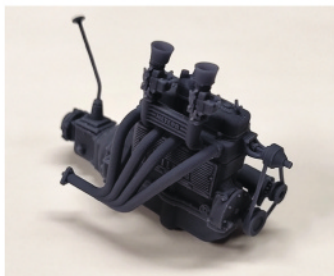
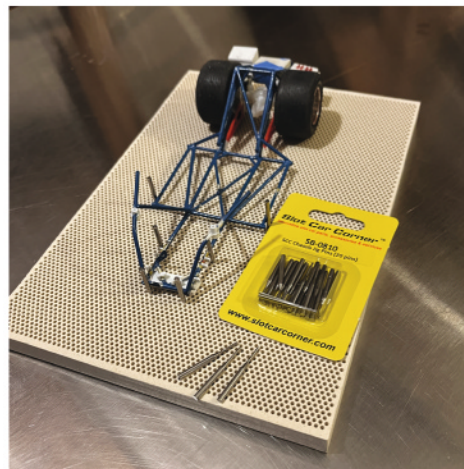
Facebook Pages

- 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

Do you have a new product that needs to be seen?
Drop us pictures with your story at contributors@automodeler.net

Crossover chassis jig solution.

Your editor was lamenting that he did not have an adjustable chassis jig for his current project. An online search turned up this heat tolerant chassis jig from Slot Car Corner. I ordered two sets of pins so I can use some for setting height and some for positioning frames, rails and suspension. The total cost was \$46.82 including shipping from the east coast to the west coast. They also have great customer service. Check them out at slotcarcorner.com. (They also have some cool 1/24 metal rims.)



VCG's 4 Banger packs in the detail

When a member of our FaceBook group posted PICs of VCG Resins by Reese's new '28 - '31 Ford 4 banger with a Miller OHV conversion, we had to check it out. This 40 piece kit is VCG's most detailed kit yet. There is a ton of detail and raised lettering everywhere. There is even a cam shaft just for fun. If you are planning a lakester, 40s style Rod, Beach Racer, or

just want a cool element for your diorama, this 4 banger is a must have. At \$22.00 it's worth it. Go to; vcgresins.com There is a LOT of cool stuff there.



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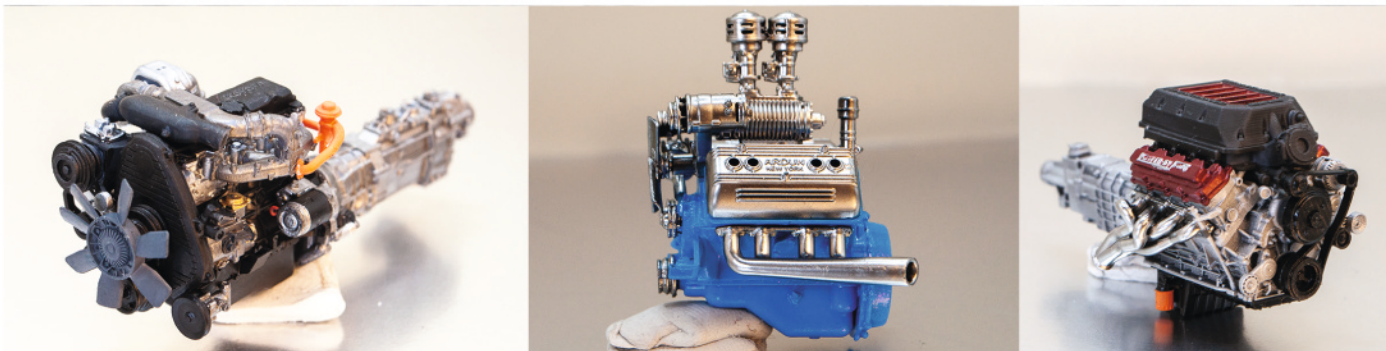
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Building Better 3D Printed Engines

From Supports to Show-Ready

By Chris Bell



Three very different engines — a no-frills Toyota turbodiesel from Wynn's 3D, a pearl-and-chrome-drenched MCV Products Arduin Flathead, and a modern supercharged Godzilla by Iceman Collections, — all built using the same core techniques.

3D printed engines have opened doors that simply didn't exist a few years ago. You're no longer limited to what's in the kit box or a small handful of resin upgrades. Today's after-market can put nearly any engine you want on your bench.

But the detail that makes these engines exciting also demands careful handling.

For this article, I built three very different engines and documented the entire process — support removal, surface prep, paint, and assembly — while highlighting the tools that make the work predictable and repeatable.

The Tools That Matter



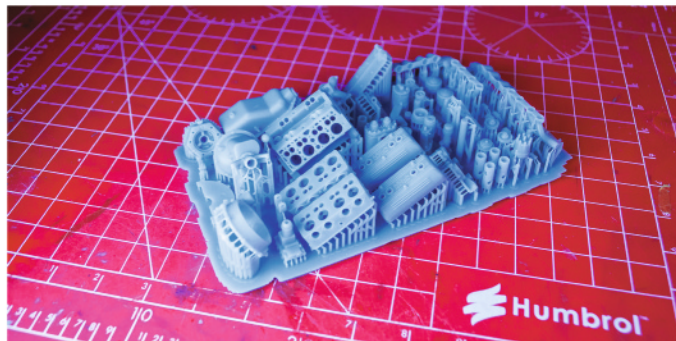
A compact toolkit: sprue cutters, sanding sticks, micro drills, airbrushes, markers, primers, and CA glue.

The core tools I relied on:

- Standard Xuron-style sprue cutters (flush side toward the part)
- #11 scalpel blades
- Dspaie carbon fiber sanding sticks and adhesive-backed sandpaper
- Micro drill bits
- Dspaie Wash-Free Airbrush
- Gaahleri GHAD-68 airbrush
- BSI superglues (Medium, Extra Thick, and Super Gold+)

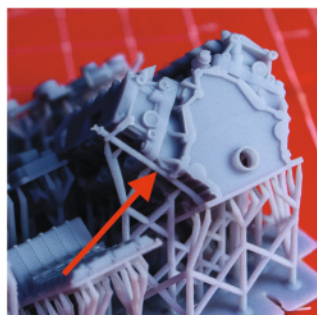
The goal isn't fancy equipment — it's control.

Removing Parts from Supports



Study the part before cutting. Identify fragile details first.

Many larger parts will pull cleanly from supports. But before removing anything, identify fragile features, like the dipstick on the Godzilla that has to be printed thin to maintain scale fidelity.



Delicate details should be freed first.

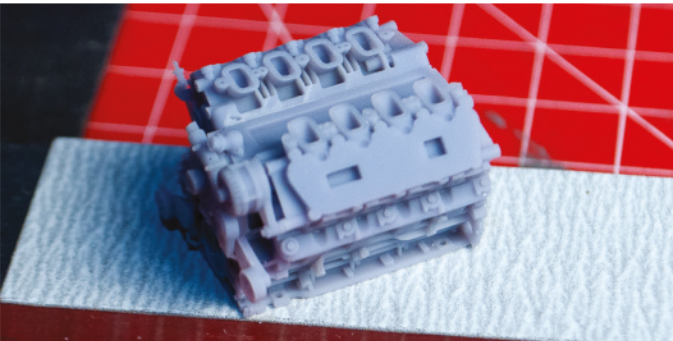
My rule: clip supports at the base or mid-span first. Let the support structure absorb flex before freeing the detail.



Cut in stages — don't go flush on the first pass.

If the resin allows, a gentle twisting motion works well. Any remaining nibs can be clipped flush or flicked off with a #11 blade. I brace my hands when using a scalpel — resin is forgiving, but skin isn't.

Flattening Mating Surfaces



Adhesive sandpaper on a machinist's square ensures perfectly flat mating surfaces.

One of the biggest upgrades you can make to a printed engine is flattening mating surfaces before assembly — oil pan rails, head decks, transmission faces.

I use 400-grit Dspaie adhesive-backed sandpaper on the steel bar of a machinist's square. A piece of glass works just as well. Circular motion, light pressure. Let the paper do the work. Pressing too hard is how you sand a surface crooked.

Repairing Chips & Surface Flaws



Small chips happen — especially near supports. If you do get a chip, CA glue doubles as filler. Apply sparingly.

Apply a small amount of BSI CA glue, hit it with accelerator if needed, then sand flush. It feathers beautifully into resin.

Heavy primer coats can also help minimize visible layer lines on complex shapes where sanding isn't practical. There's always a balance between burying layer lines and preserving fine detail.

And one safety note: wear a dust mask when sanding resin. The dust is irritating and shouldn't be inhaled long-term.

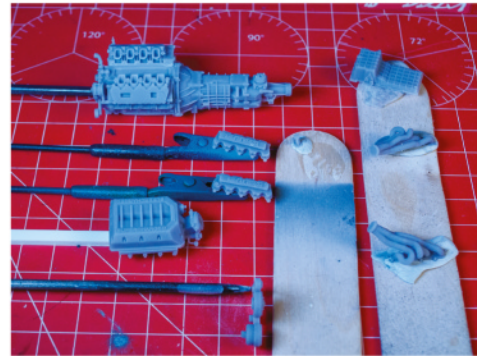
The #1 Rule: Test Fit, Test Fit, Test Fit

Resin shrinks during curing. Connections can be tight.

If two parts don't join easily, sand or drill the joint. Don't force it.

CA glue sets faster on resin than styrene. For final assembly over glossy paint and chrome, I use BSI Super Gold+ to avoid fogging. Cotton gloves help prevent fingerprinting delicate finishes.

Airbrush Work: Two Tools, Two Roles



Organize parts before paint. Subassemblies that share color should be glued before spraying.

For airbrush work, I used two tools:

Dspaie Wash-Free Airbrush



Proper alignment of needle and nozzle can take some figuring out, but is crucial to success with this airbrush.

Ideal for base coats and small parts where trigger finesse isn't critical. I sprayed ScaleFinishes light blue and the Godzilla's valve covers, and supercharger's silver base, and Bordeaux metallic through it at about 25–30 PSI. It requires higher pressure to draw paint up the siphon tube.

“Wash-Free” is slightly misleading — unless you treat bottles as disposable. Cleaning bottles is easy; cleaning siphon tubes is not.

Gahleri GHAD-68

Used for Alclad metallics and clear coats. The adjustable trigger stop makes controlled mist coats easy — especially spraying Alclad at 12–15 PSI.



Pearl added to clear coat before application.

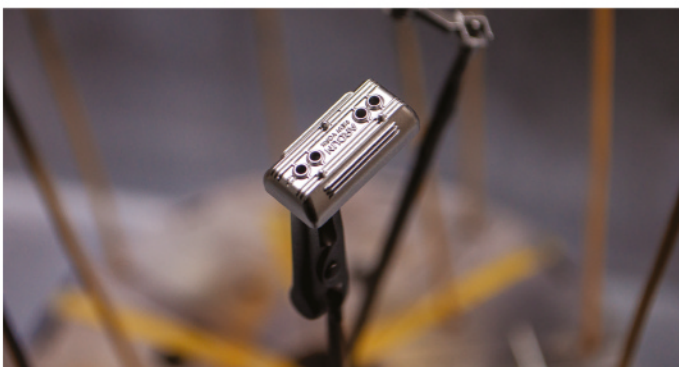
Show Finish: The Ardu Flathead

The Flathead received white primer, light blue lacquer, then three coats of GX100 clear with Twisted Guava pearl added. The pearl produced strong sparkle — but not a dramatic color shift.

That's worth noting.

Mechanical components don't behave like body panels. With smaller, broken surfaces and complex geometry, you'll see flake and shimmer more than dramatic flip.

After pearl coats, I buried everything in progressively reduced GX100 clear — starting around 60/40 thinner to clear, thinning slightly between coats to avoid sags.



Chrome parts require ultra-smooth black base before Alclad Chrome.

Chrome parts were primed black, sprayed with Alclad Gloss Black Base, then Alclad Chrome. Avoid handling chrome with bare fingers, even after dry.

No Brushes? No Rattlecans? No Worries!



The entire Toyota engine was finished using AK Real Color markers.

The Toyota 2.3L diesel was built entirely with AK Interactive Real Color markers — no airbrush, no rattlecans, no primer.

Yes — directly over bare resin.

The markers adhere well because resin already has tooth. The key is keeping the area wet while you work. Use the side of the brush tip for broader coverage and consistent leveling.

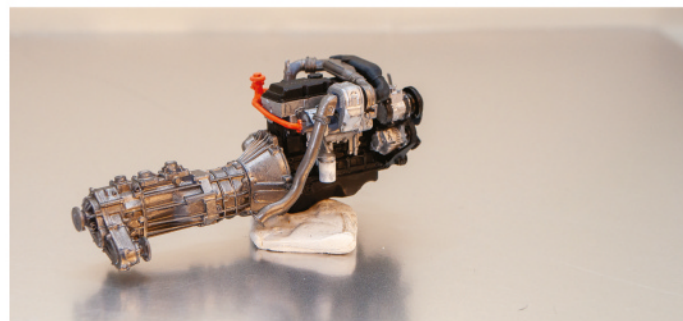
They dry enough to handle in under a minute.



Gunmetal marker applied directly over bare resin.

The palette included Flat Black, Rubber Black, Gunmetal, Dark Aluminum, Aluminum, RLM66 Dark Grey, and Signal Orange. A white acrylic paint pen handled the oil filter, and a gold Sharpie handled a few caps.

The result?



The transmission finish reads like weathered cast aluminum — achieved entirely with paint markers.

You can topcoat them with acrylic varnish for added durability and sheen control.

Final Thoughts

Whether you're spraying lacquer metallics, layering pearl clears, or building an entire engine with markers, the fundamentals are the same:

- Remove supports intelligently.
- Flatten mating surfaces.
- Repair flaws properly.
- Take care with fine parts.
- Test fit everything. ■

Takin' It To The Beach

Building a Vintage Beach Racer with Tim Boyd



Comin' at ya! Picture the sand below, the Atlantic Ocean at the left, and a helmeted driver crouching up to the steering wheel, and you've just captured the spirit of Vintage Beach Racing in scale. Follow on for the build recipe of this 1934 Ford Coupe and some building ideas for your own scale Vintage Beach Racer.



1. This project is primarily based on the stock kit version of the AMT-Ertl 1934 Ford Five Window Coupe first introduced around 1994. You'll also need parts #122-124 from the Street Rod version of the AMT-Ertl 1934 Ford

Five Window kit. If you can find the rare "2 in 1" kit that includes stock and street rod parts (#38405), all the better.



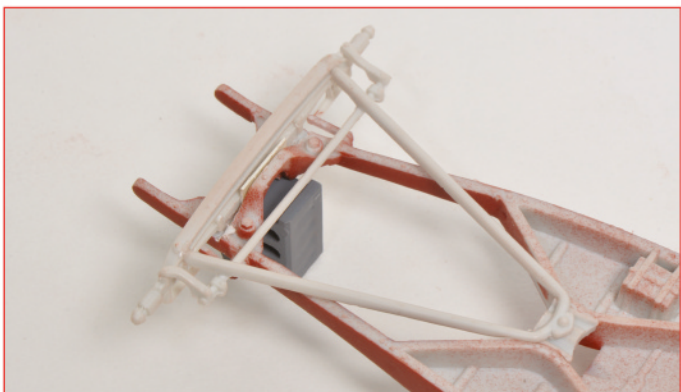
2. The kit frame forms the foundation of the project. Most kit samples I've seen have sink marks along the side rails, so fill/file/sand with your favorite materials to achieve a uniform surface (as seen here, the red filler here addresses the sink marks). Also note that I removed the front and rear bumper supports.



3. With the header extensions I used, I had to remove the underfloor battery box (the white area here shown after the operation) for adequate clearance. Do so earlier in the build cycle, unlike my late modification shown here!



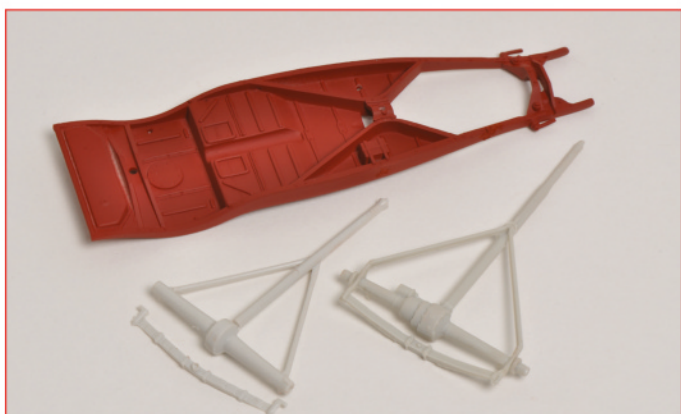
6. Nearly all VBRs run without the factory fenders and running boards. In the case of a 1934 Ford, that means most builders moved the gas tank to the trunk. Accordingly, here I've cut away the gas tank, along with the frame extensions that surround it.



4. Most Vintage Beach Racers (VBRs) use the original factory suspensions, not hot-rod style dropped axles. Here I've added the AMT kit components but couldn't resist slightly lowering the finished stance by filing a depression into the front crossmember where the transverse spring attaches to it.



7. After trimming the lower fender liner and back panel that concealed the gas tank, cut a filler panel of sheet styrene, add it to the body as shown, and mold it into place with your favorite body putty or filler.



5. At the back, most VBRs again use the original showroom equipment, as represented by the "banjo" style layout at the left. Potential upgrades would be the Columbia two-speed rear axle (found in the AMT-Ertl 1941 Woody stock version kit – as seen here – and the stock versions of the Revell-Monogram 1940 Ford Standard Coupe and Deluxe Convertible kits).



8. Most 1/1 scale fenderless 1934 Ford projects retain the inner front fender liners. The street rod version of the AMT-Ertl 1934 Ford kit includes these parts (#122 and 123), but they are configured with a large, non-factory cutout to clear the independent front suspension parts in that kit. For this application, you'll need to fill and shape the opening back to the original factory configuration as shown here.



9. The AMT-Ertl kit has separately molded front and rear window surrounds as well as a firewall that I prefer to glue to the body and mold in place prior to painting. But doing so makes it just about impossible to insert the interior unit into the body (as the body no longer flexes apart). The answer, then, is to cut the interior shell into two pieces as shown. You'll insert the front and side pieces into the body first, followed by the floorboard/rear piece. Problem solved!



10. To add a little extra character, I cut a piece of wood veneer to place atop the floorboard, source racing or bomber style seats from your parts box or use the units shown here from Replicas and Miniatures of Maryland. Note that they sit atop spacers cut from Plastruct Channel.

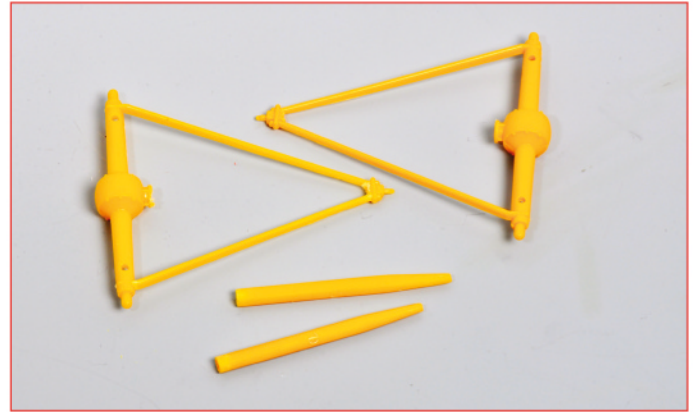


11. Here's the completed interior is shown in mocked up form (the assembly is still two separate pieces as explained in step 8). An application of "dirty" (used) paint brush cleaner, followed by the wood stain of your choice, brings out the grain in the floorboard.



12. Any pre-WWII four, six, or V8 engine is fair game for a scale VBR. For simplicity's sake, I based this Flat-head Ford V8 on the parts in the AMT-Ertl 1934 Coupe kit. I added the plated cylinder heads from the AMT

1934 Ford pickup, with a topcoat of Testors Dull-Cote. The other add-ons are from Replicas and Miniatures of Maryland, including the "Y" yoke intake, Stromberg carbs, and curved stacks (#FJ-83); and the exhaust headers (#RH-906).



13. Many 1:1 scale VBRs use header extensions formed from the engine to rear axle Torque tubes of 1932-1948 Ford. Here I cut the header extension from two identical parts box rear end assemblies, then drilled out the ends of each (thereby making happy model kit reviewers everywhere (apologies in advance for adding that tidbit of model car humor...)).



14. VBRs most often run wire wheels, with steel wheels and artillery style wheels as alternate choices. For this kit I chose the Replicas and Miniatures #W-7 artillery wheels. They are just slightly smaller than the inner diameter of the Monogram 1941 Lincoln Continental wheels I used out back (right), so I wrapped them with a couple of rounds of masking tape to properly fit. I ended up using front

tires from the AMT-Ertl 1934 Ford kit up front, which are slightly smaller than the R&MofM tires shown at the left. The whitewall inserts were painted Tamiya Matt Black followed by Rubber Black, then mounted to the inside (so the as-formed blackwall tire sides faced outward).



15. Here the completed body wears Tamiya TS-69 paint, overcoated with Tamiya TS-79 Semi-Gloss Clear (Flat or Gloss Clears would also be correct choices). Most VBRs show racing numbers on the doors, sourced in this case from the Round 2 "AMT Custom and Competition Decals Rat Rod Graphics" (#MKA024). Other details include clear acetate windows, and a satin black firewall insert.



16. Aligning and mounting the grille without using the fender assembly can be problematic. I glued the 1934 Street Rod kit "radiator splash apron" (part #124) to bottom of the grille shell, used .015" sheet styrene to shim outer edges of #124 to the fender rails, then glued the grill with radiator assembly to the frame using the kit hood as a prop to assure correct spacing and alignment

17. I originally planned to run the car hoodless but decided to add the hood as an optional display item. Rather than paint the hood with the same color as the body, I decided on



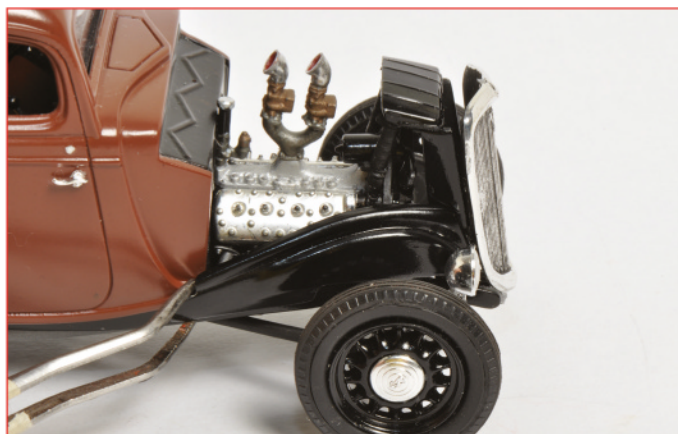
a 'tarnished aluminum' style finish, using the OOP Testors Metalizer Stainless Steel with an overspray mist of Graphite and a finish of Testors DullCote. I had to finesse the underside of the front portion of the hood to get it to fit flush with the grille/radiator assembly and the topside grille ornament.

18. VBRs sometimes run single rear taillamps since that is how many cars were factory equipped back then. I placed a single, using the 1937 Ford bullet style housing from a Monogram kit in the center as shown. The streamline-moderne style taillamp is an unidentified unit from my parts box, accented with Testors Stoplamp Red Metallic. The 1934 license plate came from the AMT-Ertl kit.



19. I chose not to run the inner fender liners (see Step #8) on the finished model. As seen in this mockup, they visually hide some of the engine and header details. You may choose otherwise, as most fenderless 1934 Fords do use the fender liners. The "Ford" wheel hub covers are found in any of the AMT 1932 Ford kits.

20. The straight side profile view shows the subtle forward rake from recessing the front transverse spring in the crossmember and the taller Monogram Lincoln Continental kit rear tires. Note the side exhaust tubes peaking out from under the doors.



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21 Per the Race of Gentlemen rule book, front headlamps are not allowed, or alternatively they must be taped. I chose to go ahead and use the headlamps and headlamp bar from the Revell 1932 Ford hot rod kits, with the option of adding 1mm Tamiya tape if attending a “scale” VBR event. Also note the lightly sanded treads on the tires front and rear.

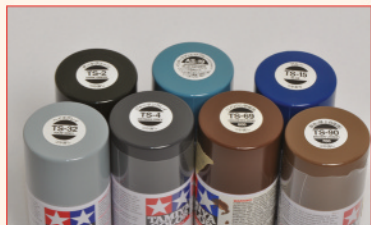


22. With this low-angle rear $\frac{3}{4}$ shot, we can return to our imagined VBR scene as described at the beginning of this feature, with the rear tires slipping and sliding and kicking the beach sand up into the air. I highly recommend you give your own VBR project a try – they’re a blast to build and display! ■

Variations for your Vintage Beach Racer

The project illustrated here is just one of many ways you could go with a vintage beach racer project. The goal here is to offer a few ideas for you to personalize and fabricate your own VBR, while staying within the general boundaries of this genre. In any case, the bottom line is to have fun, so if your idea looks good to you and makes you smile when you envision the result, full speed ahead!

Tim Boyd



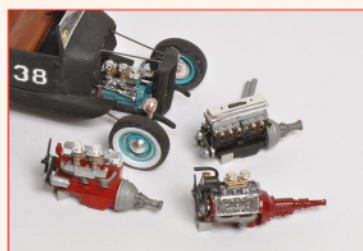
Green, AS-19 Navy Intermediate Blue, TS-15 Blue, TS-90 Brown, TS-69 Linoleum Deck Brown, TS-4 German Grey, and TS-32 Haze Gray.

V1. While Black seems to be the most popular color for VBRs, other colors are also seen. Referencing Tamiya’s aerosol offerings, we see (clockwise from the upper left) TS-2 Dark



V.2 While VBRs seldom feature ground hugging stances, they do sometimes use bodies with chopped tops. You’d be hard pressed to find a finer resin casting than this

chopped 1934 5-window coupe body from Ed Fluck at Drag City Casting. As this is written, it is still available for \$32 plus shipping from Spotlight Hobbies.



V.3 Any engines up to the early 1950s are fair game providing they are not modern OHV-V8s. Shown here? A Model A “Banger” I-4 from Revell’s original 1929 Model A Pickup kit, a Chevy Six with

dual carbs and exhaust (AMT 1951 Chevy Fleetline and Convertible kits), a Fisher I-6 Chevy conversion (AMT 1951 Chevy Bel Air), and a Flatty Ford from the post-1990s issue of the AMT 1949 Merc. i



V.4 Wheels and tires are another area of personalization. Starting at the upper left with our project’s artillery wheels, we also show Divco-style wheels (upper right) and big’n’little wires

(lower left), all from Replicas and Miniatures of Maryland, and 1941 Ford wheels and hubcaps (from the AMT-Ertl Showroom Stock 1941 Ford Woody Wagon kit).

Generation Next

No. The car modeling hobby is not dying. It is certainly smaller, but the number of shows and clubs is very high. Yes, we may not see a tiered contest system that ends up with a total of 10,000 entrants and winners receiving cars and motorcycles, but even at our reduced size, the building options are now truly endless. And we are seeing younger builders entering the hobby as well as returning builders and older first time builders.

For this issue, let's take a look at 8 talented builders under 25.

Emilio Aguayo (21) California

My name is Emilio Aguayo, and I'm 21 years old, living in California's Central Valley. I started building models at the age of 12, going through the usual learning curve glue bombs, fingerprints in the paint, and fogged-up glass that, let's be honest, it still happens from time to time. But that's part of the journey, right?

Editor - We met Emilio at the Spirit of Speed in Pomona California. When we picked his model for coverage we had no idea he had only been out of high school a couple of years. When we read his builder card, we saw that Emilio could also write. He is now a contributor when he is not busy at the Fire Department.



Not locked into only one building style, this dirt racer is the car Emilio produced for his first magazine feature. The story that went with it was very creative.



Emilio's '55 Chevy Nomad conversion drew a lot of attention



This is a Parts box kit bash just for fun.



Jackson Bull (16) Australia



Thank you to Alan Barton for introducing us to Jackson and doing his write up.

Nineteen year old Jackson Bull is a third generation hot rodder from Perth, Western Australia. With his father, his grandfather and his uncle all owning home-built hot rods, he really never had any choice about being a car guy – it was in his genes!

Jackson's first model, built around 7 years of age, was the Revell '49 Mercury, followed shortly by the

Revell '32 Tudor and the AMT '40 Ford coupe. Like the young kids back in the sixties, he was never happy with building them stock and was quick to kit bash and even scratch-build! From these photos you can see that he is right into 40's and 50's style traditional rods. Jackson is heavily involved in the world of 3D printing and has even produced a 1/25 scale Deuce hot rod frame printed in titanium!

Jackson is an active member of the Perth and Districts Model Club and the Nu-Breed Street Rod club. Jackson located and acquired an old magazine car that is his first 1:1 project. Club.



Jackson enjoys applying patina to some of his models and you can just imagine finding this old warrior inside an abandoned fuel depot!



As a keen follower of the Irontrap garage YouTube channel, Jackson Bull set about to replicate one of their project cars, a '29 roadster Pickup shop truck. As the real car was brush painted, the flat black that Jackson employed was perfect for the job.



As simple as can be yet wearing the sophistication of a very experienced modeller, Jackson applied a slick coat of Tamiya Black to this AMT '39 Ford Tudor



Straight from the pages of mid-sixties Model Car Science magazine was this '63 Stingray . Look deeper inside the engine bay to see side by side, front blown twin small block Chevys from the infamous AMT Double Dragster kit.

Elliot Hamm (16) Iowa



I am a 16-year-old, third-generation model car builder. Growing up, I would see my dad's old built models and box art sitting in the basement at my grandparents' house. Seeing those builds and knowing they had created them is what first lit the spark for me and made me want to try it myself.

When I was around six years old, my grandpa bought a kit for my dad and me to build together. We started it, but after running into paint issues, the project stalled and never got finished. For a while, that was the end of my involvement in modeling.

At 13, everything changed when my grandpa passed down all of his and my dad's old model kits, parts, and tools to me. That meant a lot, not only because I now had surviving builds from both of them, but also because it gave me a strong foundation and a serious head start on a parts stash. Going through those boxes reignited my interest and inspired me to go back and finally finish that same kit the right way. From that point on, I haven't stopped building, aside from a few short burnout periods. Modeling has since become a serious passion of mine. I'm constantly working to improve by connecting with other modelers, experimenting with new techniques, and researching and learning as much as I can.

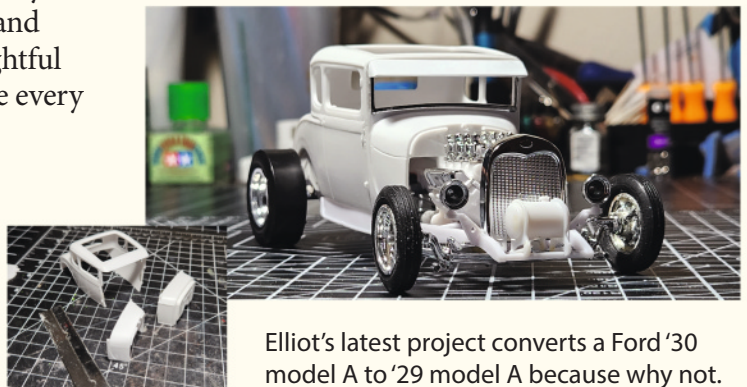
My favorite subjects to build are traditional hot rods, kustoms, and 1960s drag cars. My building style is focused on making each car truly mine, whether that requires major modifications or subtle changes. Sometimes that means chopping the top, kit bashing and scratch building suspension, full custom tuck n' roll interiors, and finding correct parts combinations. I like starting with a kit as a foundation, then pushing it beyond stock form so it reflects my taste and creativity while still staying true to the era and style I'm building in. Clean craftsmanship and thoughtful decisions are important to me, and I try to make sure every modification looks intentional and well executed.

Instagram: @heartlandscagearage
Model Car Makers Forum: FoMoCo66

Model On!



Elliot hit the Rod vibe perfectly with this turquoise Tudor



Elliot's latest project converts a Ford '30 model A to '29 model A because why not.

Leo Madia (18) Kansas

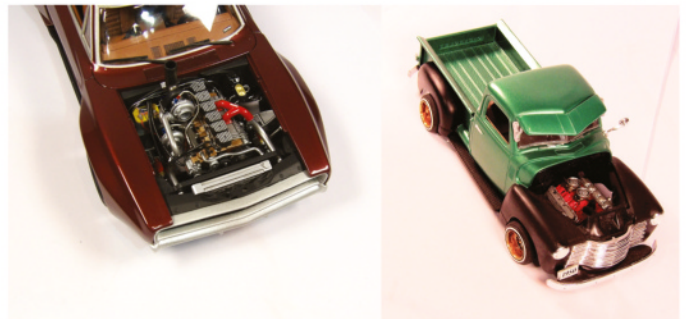
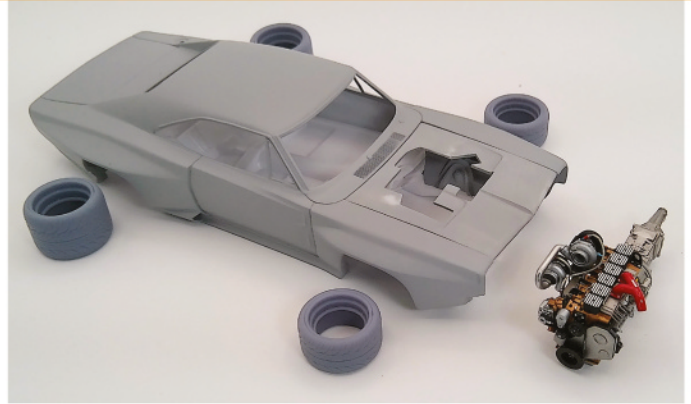


I'm 19 now (born 2007), and probably in 2015 or 2016 my dad made an effort to get my brother and I off of our screens by introducing us to model building with subjects we were familiar with. Because I liked playing tank games, my dad would get me tank models to build. I have no recollection of this but my dad's Facebook

Memories clearly show me building a 1/35 scale Monogram M48 Patton. By 2018, I was building cars, and this is when we started going to shows and realizing there was a whole other world of modeling.

In my mind, model cars are scaled-down versions of the real thing, so I'm always thinking to myself how I can make the model as realistic as possible. A large part of this is simply doing way too much research. can be. The other part of it is the very deep rabbit hole that is associated with detailing models. My philosophy when it comes to this is "if you're gonna do it, why not do it right." As my dad says, "each model is an experiment." Every model is an attempt to do better than the last. When it comes to 3D modeling, I made the leap to purchase my own 3D printer, and from there, I decided to teach myself how to 3D model.

Right now I am away for college in Kansas. I am studying Automotive Restoration at McPherson College (look it up). When I'm back home in California, I model as much as I can when time allows.



We first spotted Leo's Charger when it was in primer. It was so outrageous we had to shoot it. He had it finished up by the NNL West 40. What a stunner. Those are his own 3D designs and prints.



This project is waiting for Leo to get back from school. We are waiting to see this one finished for sure!



Leo decided to try his hand at custom paint with this '53 Chevy. Wow.

Dylan Thomas (24) New York



Way back in 2008 when my brother and I were doing nothing but playing games, my dad figured we needed a hobby. He told me and my brother to get in the car and he took us downtown to our local hobby shop. I remember walking in and the entire thing was just filled with model cars from the ground to the roof. My brother and I looked at each other like what the heck is this stuff. Dad told us to pick out a model kit. The model that

I picked out was a REVELL 2005 T-Bird convertible (snap kit). My brother picked out an AMT 1958 Edsel. On Saturday morning Dad sat down and helped us put our kits together. Since mine was a snap kit, there wasn't much involved but snapping the parts together. It wasn't too exciting. I finished and went back to gaming. As for my brother, he glued the engine halves together, got a little bit overwhelmed, and just said, "I can't do this." He went back to gaming as well. Dad said, "Well, at least I tried."

Fast forward 10 years later, it's 2017. I was doing RC trucks which were stored in the basement. I was down there wandering around and I saw my brother's AMT 1958 Edsel model. I opened the box and all the parts just caught my attention because that kit is so highly detailed. I took it upstairs and asked Dad about it. "Oh yeah, that was your brother's model that he picked out 10 years ago but never built." There were so many detailed parts. I got some glue and went to town and started gluing the thing together. I did not paint it, I just glued it up straight out of the box, but that was enough to get me hooked. I found a bunch of YouTube videos and articles about model cars and what you can do with them. One of the elements of model building that caught my attention was painting. I wasted no time and got an airbrush right away from Harbor Freight, and started practicing on a Shelby GT 350.

Airbrushing opened a whole new world with colors and companies for painting such as: fingernail polish sometimes and 2k clear.

I'm a huge car enthusiast; I like to build pretty much any model car kit such as; sports cars, super cars, hot rods, muscle cars, race cars, and even sometimes semi trucks.

Building model cars is a great learning opportunity for me whether from the instruction sheet or doing online research, it makes each project a deeper journey.

When I do sports cars or super cars there's usually lots of carbon fiber on those cars. So I deal a lot with Scale Motorsports carbon fiber decals which takes some time to get a hang of because you have to make the templates first then cut them out then form the decals to the body line or interior wherever you're putting it.

You can find Dylan on YouTube at N.Y.S Modeling



Dylan likes to use his airbrush for custom colors and laying 2K clear of Scale Motorsports carbon fiber decals.



By leaving off the rear skirts and adding matching black rims, Dylan gave his Merc cruiser a powerful look. The HiPo Cobra engine backs up the look.



Up next for Dylan is this blown '69 Camaro. Big treads, blower whine, and wind in your hair. That's a good day.

Ruben Diaz (18) California



My name is Ruben Diaz, I am 18 years old, and I am an aspiring automotive custom painter. This is about my 4th or 5th year building model cars. The first model car I built was a candy red 1959 Impala Revell custom back when I was about 9 years old. I built it with my dad for the 2016 NNL West. That model still sits on my shelf to this day and is the reason why I am still building models.

My dad and grandfather have been into cars their entire lives as well and it stuck to me too

Now I am working on cars almost every day. I have always been into lowriders and customs mainly because that's what my dad and my grandfather are into. Family values.

When I was 15, I started looking into custom painting and these patterned out lowriders. I've always looked up to people like Mario Gomez, Walt Prey, Danny D, Larry Watson, Gene Winfield, and all these other custom painters who were doing their own styles and that's exactly what I wanted to do. I always try to do a paint job as my own and unique from others and that's what I was going for on this build. The project I really want to work on next, is my dream concept of a custom and lowrider mix of a 1959 impala hardtop. I tell myself everyday that I will own that car.



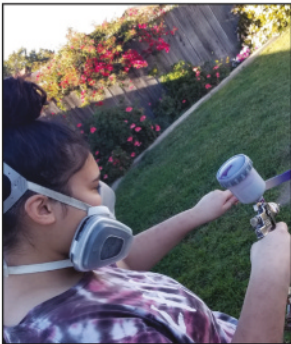
When a kid showed up at the Hollister NNL with a neon pink RC hopper, we asked him who painted it. He said, "I did." That was all it took us to invite Ruben Diaz to be part of the Generation Next issue.



This is my MPC 1976 Chevy Caprice. I built it to be more of a modern style lowrider. The custom paint job consists of a pearl white base with Tropical glitz candy aqua on top overlaid with custom mixed candies and House of Kolor and their silver base. This paint job is simple but vibrant and contrasting to bring one's eye directly to it. I emphasized simple fade and fogging techniques with one main trick which is the marble effect.



Bella and Julian both grew up around the full size Hot Rods and Customs along with model car building. Both of them attended their first show, the NNL West at a young age, well before they were building. Both would participate in the “Make and Take” that was offered and Bella always enjoyed helping pull tickets for the raffles.



The first model that really got Julian’s attention was a snap kit of a fire truck, after that he continued building other snap kits off and on. After a few years of not touching a model, he saw the Revell 1968 Bullitt Mustang. He really got into it, looked up the factory color, we ordered it from Scale

Finishes and he built it, painted it and since then is constantly seeing cars he wants to try and build in 25th scale or simply seeing kits that he really likes, box art etc that gets his attention. Currently Julian is working on an AMT 1965 Pontiac Grand Prix and an AMT 1967 Mustang.

Bella has always had an interest in big cars and model cars, Bella has attended a lot of full size car events we go to as well as some model car shows. Similar to Julian, Bella started with some snap kits but was very eager to jump into glue kits. Bella tends to see something and envision the color, wheels, and stance then tries to build a project to match her vision. Bella loves Bugs and old Customs. She is currently working on a Revell Bug and has her eyes on an old school hot rod build.

Both Bella and Julian were very fortunate to grow up with their grandfather, father and older sister who are all into model building and real cars - runs in the family. They both enjoy attending model car shows and full size car shows such as West Coast Customs Santa Maria Show and Nostalgia Drags at Famoso Raceway.

Bella’s AMT 1934 Ford Pickup was a lot of fun for her along with being a bit challenging. This was one of the first glue kits she did that she felt came out similar to what she had visioned. The original idea on this came



from a 1:1 early Ford Pickup that we saw while attending one of the West Coast Customs shows in Santa Maria. The body was cleaned up and painted in House of Kolors Passion Purple and then covered in a PPG clear coat.



This is the Merc that scored Bella her first AMM cover. The inspiration for this build came from growing up around the Kustom and Hot Rod scene in California. The color used is Tropical Glitz Indigo Pearl with Restoration Shop Euro Clear.



Julian built this AMT 1965 El Camino after seeing one that I had built and sold. The body was cleaned up and primed with Mr. Hobby 1K primer, then sprayed with House of Kolor Oriental Blue Base Coat and covered in Restoration Shop's Euro Clear. The wheels and tires are from Pegasus Hobbies and the chassis was lowered to really get the stance down in the weeds.

The Demon was built as part of a YouTube Group Build - Yearly 48 Hour Group Build, Julian and I both built the recently released Dodge Demons from Round2. Julian wanted to build the race version, using all the kit pro-

vided parts and decals. Paint used on this was a DBC Basecoat - it was an AMC 70's Blue Metallic with no clear coat to leave it in a satin finish.

We hope as you read the bios on our eight builders that you saw some common threads in how they got started - Parent influence. Whether a young builder came from a "car" family or were introduced to models as a video game replacement, a parent got them started. Your editor built models with all his kids and some students. None of my kids build now, but they said they just enjoyed the time together. That's a win.

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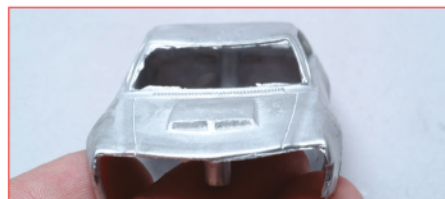
Email us for a quote
CustomizedByDesign@yehoo.com

Building a white metal Trans Am Champion



By Mark Jones
ScaleMasterDecals@gmail.com

This is a 1/43rd scale 1970 AMC Sunoco Javelin Trans Am white metal kit from SMTS's Boss Models line. It builds the Penske engineered Trans Am car driven by Mark Donohue. While these kits offer some really cool subjects and they are fun to build, sometimes they're a bit challenging too. They also sometimes turn out all too often to not be as accurate as one might hope, so it is worth looking at the larger picture before diving in to correct every little detail. In many cases there are just too many issues to fix without affecting the enjoyment of building them and in the end the basic shapes are still not 100% accurate. But if they are built cleanly with a curbside mentality they usually do a really good job of looking like what they should.



tightly packaged in foam inside the box.

The cast parts are pretty much on par with other kits of the time, but the roof on mine is damaged. Sadly it is not an uncommon issue with these types of metal kits, most likely caused by being



The softness that allowed the damage to happen also makes repairing it easier than it might seem. A little clean-up of the



There are about twenty-five cast parts, a nice fret of PE, two vacuum formed windows and semi-soft tires. The bumpers are chrome plated white metal; not a very

common feature for kits of this era. The decals are simple, thick and very yellowed; sadly they are how most SMTS kits of this era are. Sun bleaching them usually helps quite a bit.

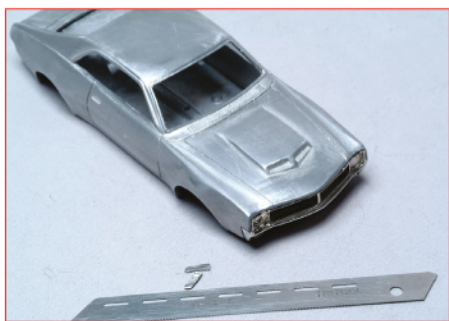
window frames was done with a knife and files to get a better idea of where the openings actually are and then the roof was pushed and bent back into shape literally by hand. The roof also needed to be pushed towards the passenger side to true up the windshield opening. I noticed after getting the dome back into the roof that the hood and cowl were bent in too, so the same forceful technique was applied there. Once it looked like it was uniformly corrected the clear windows were used as

a secondary guide. Keep in mind when handling white metal that it is an alloy of mostly lead, so use common sense; wash your hands when you're done with each session.



It's a good idea to test fit the components early on to see if they fit. The body/interior/chassis fit pretty well with some minor filing and bending but the grille/bumper piece does not fit flush with the hood

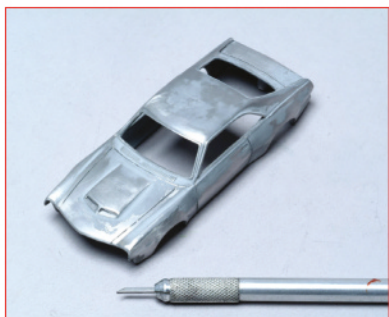
as it should. There is a decent sized gap between the chrome part and the chassis too, so the fix is to remove material from the body where it meets the bumper.



I used a PE saw to cut two pieces from behind the front bumper. I measured the distance the grille stuck out and cut that much off both sides.

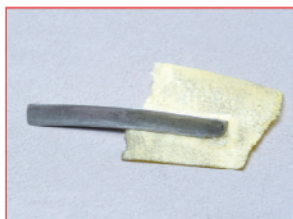


The inside of the body also had to be hopped out for clearance. A Dremel tool with a 1/8 inch metal burr bit did the trick.



White metal parts should be primed before painting. I used a filler/primer by SEM for the first coat and it was mostly wet sanded off with 400 grit. This took care of knocking down the high and filling the low spots.

A few of the low spots needed additional filler, I used CA for that. The panel lines were scribed with the same PE saw and the hood scoop openings were cleaned up with a small chisel. (It was clear that the mold was wearing out in that area when it was cast.)



The rear spoiler didn't fill all the way on one corner when it was cast. Soldering it up and reshaping is one way to deal with these issues, and arguably the most durable. But an easier way is to fill it

with CA and sand it to shape. Once it's on the car, it's not at risk of being broken off, but I would not trust putty or even two part fillers to have the integrity needed. A piece of tape was applied to the underside so the glue would follow the contour where it fits to the trunk. Once the CA cured the tape was peeled off and the corner was reshaped with #400 grit sandpaper.



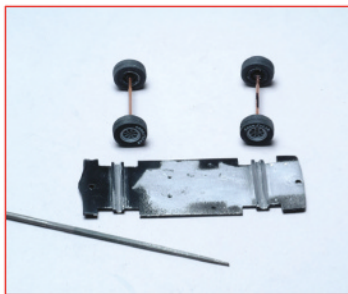
The body has been cleaned up, primed and painted with a basecoat of white. The SEM primer is good for porous and uneven surfaced castings like this one, but I don't use it on nicer or finely detailed bodies due to

its heavier nature. The final coat of it was wet sanded with #1000 grit. Tamiya Fine White Primer (or their gray) is usually sufficient to prep the white metal. I used it over the sanded gray primer to make it easier for the white paint to cover. Two moderate coats of Pure White were shot from the can. I'm not worried that I didn't get full coverage on the nose and tail ends since they are to be painted different colors. A pin and corresponding hole was added to the spoiler and body to make final assembly easier and it gives me something to hold the spoiler by when painting.



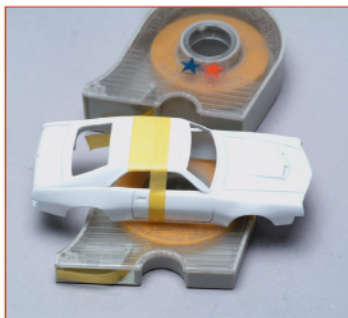
The interior builds up easily because there are not many parts. It's actually quite incomplete but it is pretty much the way these kits are in general. Once the car is done, the lack of interior detail doesn't stand out. I did make a set of decals for the dash; otherwise it is straight

out of the box. A bottle of Testors enamel Aircraft gray that's even older than the kit was used for the main color.



Before shooting the red and blue on the body I screwed the assembled interior and chassis to the body to check how the wheels fit into the wells. The axles are steel rods cut to create the track.

The fit was close, but two of the wheels were not centered in their respective wheel wells. I filed the axle channel in the chassis to allow the wheel sets to be positioned properly upon final assembly. The axles will be cemented to the chassis at that time. I usually don't try to make these kits roll. As cool as the style of the wheels is, they only have four lugs instead of five. This happens on these European kits of American cars more often than you may think. Since I was making all new decals for this kit I added a set of tire lettering too.



The paint scheme is pretty basic on this car, but that makes it all the more imperative to get the mask lines straight and sharp. The blue is just in front of the door handles but masking over the indentations makes it hard to measure the distance from

the cast in detail to the edge of the tape. There are other parts of the car to measure off of, but this detail is going to be something the eye can really pick up on. An easier way to get the masking located evenly is to pre-mask where the blue will be applied first. I used Tamiya 6mm to establish that line. Then I used their 10mm wide tape to make the actual masking. I applied a length to a piece of glass and using a metal rule and sharp knife I cut about 1/16th of an inch off one edge for the cleanest line possible. This cut edge was put against the 6mm tape guide.



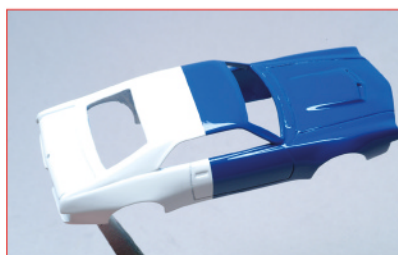
After the ends of the actual masking tape were wrapped around to the insides the pre-mask was removed. No need to toss that tape, just apply it behind the 10mm

sections. I covered the rear of the body with cheaper tape to eliminate the chances of overspray.



I had already set up my airbrush with my paint before I began masking because I prefer to have the masking on for as short of time as possible. (I used a fresh

bottle of Testors 1111 Dark Blue enamel from the 80's.) When applying the paint near the masked line I only shot away from the tape, (forward in relation to the body) and I built the paint up slowly with light coats. In this photo the paint is still uneven and it has three light coats each allowed to dry for about five minutes. I put a few more light coats on then one moderately wet one to smooth it all out.



The tape was removed a couple minutes after the last coat. A knife and tweezers are very helpful to peel up both ends of the tape inside the body

first. Don't rush, be extra careful not to touch the paint and slowly peel the tape back on itself and away from the fresh paint. No matter what it looks like, leave it alone until the paint dries. If something needs to be fixed at this point, it will almost always work out better if you leave it alone and address it later.



I let the blue dry for several warm days before the same process was used to mask and apply the red. Like the blue I went with an old bottle of Testors enamel, 1103 Red. It

turns out the casting is not symmetrical from side to side so the red/white mask line runs behind the quarter window on the right side and through the rear corner of it on the left. I cheated a little and moved the mask line a little rearward so it wouldn't be so conspicuous. If it weren't for the paint scheme the discrepancy of the casting would not be noticeable, but this is part of the "charm" some of these handcrafted kits bring to the table.



I got a little bleed under the tape on the right side of the roof where it curves downward to the rear window. I doubt this would have happened if I were able to put the

mask line where it belongs; there are a lot of contours in a small space to contend with, but it is not difficult to fix.

After the red dried to the touch but was still somewhat soft



(later the same day), I chased the mask line with a fresh #11 X-Acto blade. Let the weight and sharpness of the knife do the work. You only want to cut through the one

layer of paint, not into the base color if you can help it. One or two passes is all it takes. Then the offending pieces of red can be removed by lightly scraping parallel to the line with the same blade if they don't come off on their own.



Sun bleaching was not going to fix the yellowing of the white in these decals and they didn't fit the asymmetrical window openings of the body plus they were

printed very poorly detail-wise by today's standards as well as missing some elements, so I drew up and printed a new set. The window trim was done by hand brushing with Tamiya LP-48 Silver. Originally, I was going to use foil, but the edges of the frames were very soft and scribing them into the metal was more work than freehand painting. At this point the body has been cleared with Valspar AC-2100 two-part urethane. I've had good luck shooting urethanes over most of the Tamiya metallic lacquers.



The windows were installed with Formula '560' canopy glue. They go in from the inside and actually fit better than I expected, but still not great.

Next the front and rear bumpers were attached with CA next, (after the PE grille and light block offs were added to the front piece.) All the PE parts were attached with '560' canopy glue and then sealed with clear. Many of the parts PE parts were added as a final step to prevent them from getting knocked off during handling.



Some of these kits can come out looking just as good as their larger scale counterparts; some just don't translate as well.

While the photo-etch stuff can add a lot of crisp detail, on this car I think some of it is actually distracting and a bit clunky looking, especially the hood scoop surrounds, but some of it works well too. Plus some of the parts, like the rear bumper/taillight for example, were cast a bit wonky. So in my opinion this is not one of this brand's best offerings when it comes to accuracy and the capturing the overall essence of the racecar, but it is a cool subject. The bold paint job does a good job of distracting from the other issues. There is no doubt that this kit clearly represents what it is supposed to, so I am good with the end results. ■





Stream Team Part 3

Please Mr. Postman...



When we last featured the streamliner project, John Teresi had applied his prep magic to get the body ready for paint and graphics. With the project now on Paul Rowe's bench, we immediately hit a big snag. Our decal guy's ancient ALPs printer bit the dust. He was out. We turned to AMM friend and contributor, Dave Marek for the graphics design and reached out to Terry at STS for the decals. We were back.

Dave whipped up a color scheme (Check out the Issue 9 centerfold.) and then sent us the artwork to pass on to Terry. Paul got to work. Just like Dave, Paul is an artist but with custom paint. As artists do, Paul put his own spin on Dave's design work. That's cool. I encouraged each builder to put their spin on their part of the project. On to the finish.

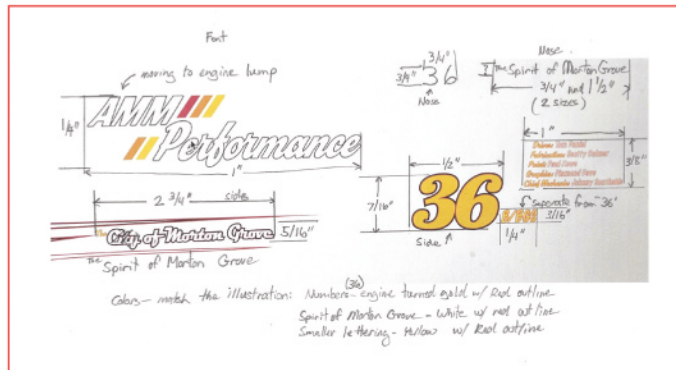
SC

I am worried about the pontoon outlines because the ones Dave drew are probably a different shape since he did not have the model with him.

JT

As far as the stripes go, because of the shape of the wheel bumps, it will be easier to do them in paint rather than trying to get decals to conform. The numbers and name should be done in the spun gold pattern. The class and team number should be deep red or black. Also, I think the AMM logo would look best on the engine cover.

Photos by John Teresi and Paul Rowe.



Paul started the custom paint by loading his 20 year old Anest Iwata touch-up gun with a #12 tip and a load of HOK DC-26 White base coat followed by HOK PBL 44 Snow White Pearl.



Next came three hours of tape work. Paul likes to cut his tape on a piece of glass for a sharp edge.



Then the candy orange stripes and cobwebbing. How can you tell what it looks like?!

SC- OK. Good upgrades. I'll ask Terry at STS to mail you the proofs in Ironside, CA.

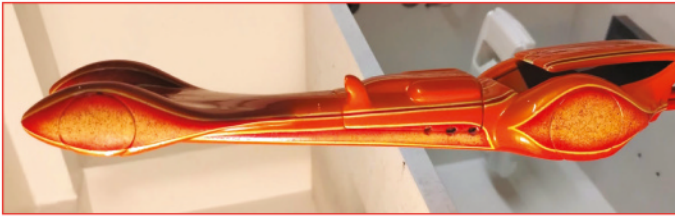
(Ironside is an inside joke. Spell check had caused some misdirection on a parts donation to Paul.)

PR - Oceanside. Have him text them. It's easier.

Paul got to work on checking the panel gaps and double checking the bodywork. More importantly, he started planning the sizing of all the lettering.

Using print out of Dave Marek's design, sizes were marked up for Terry at STS.

On 11/26/25 I received a notice that the decals were in the mail on the way from STS in Kentucky to Paul in Oceanside, CA. In the meantime, Paul started laying down the color.



The unveiling! Ready for the decals!

JT **Did those Bad Azz decals show up yet?**

PR **Not yet.**

JT **Screwed.**

The first set of decals vanished into the USPS Black Hole. Terry sent a second set. Those got routed through Puerto Rico and then vanished. Terry sent a third set via Fed Ex. After losing weeks of time, the third set arrived and Paul got to work. The print deadline might be saved.

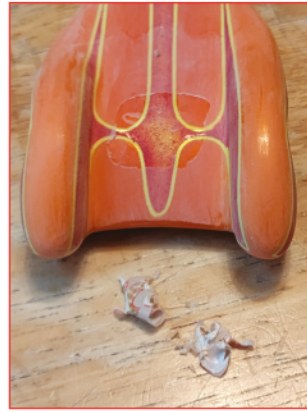


It was a few days before we saw pictures from Paul. There were problems. We had some fogging under some of the decals. The decals may not have liked Paul's 2K clear or it was the weather. Also, the gold engine turning on the lettering lost impact against the candy orange. Finally, some of the decals did not fit in the panels they were meant

for. Not the fault of STS, our sizes were off.

"A true professional can fix the mistakes without it showing." - Chip Foose.

The team decided to have a group call. (Texting was not going to work) It was a good session with ideas coming from everyone on how to save the project. Most of the work fell on Paul. The first step was to order another set of decals from STS with corrections: smaller lettering and change the gold engine turning to silver with smaller circles on the turn. We also asked Terry if he would put his name on the team list. These decals were NOT going out via USPS. Paul said he would try to lift the decals by sanding the clear and then using tape. I ordered the decals and Paul got to his precarious work.



A few days later, Paul posted to the group text. He had done it. The decals came off with minimal damage to his amazing paint.

The decals were on their way and we were back to the races. But the deadline was missed. Luckily, Tom Geiger stepped up for Unstalled, issue #10.



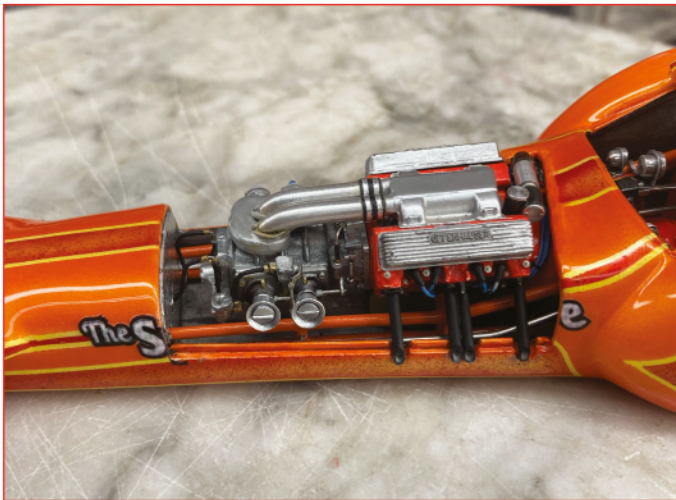
Finally, Paul posted the new pictures. The liner was perfect. And now it had a name. The Spirit of Morton Grove. This is how we paid homage to the roots of Tom Daniel's T'Rantula that provided the base design of the model. Time for final assembly.

Putting it all together

The body arrived at John's shed/shop with zero problems. Here we go. First came some clean up and fitment corrections. On my side I started pulling clear plastic windshields from a buck made from an old T'rantula windshield then sent them off to John. John would provide updates of the assembly.

SC - Do you think you can add butterflies to the injectors?

JT - I can do that.



The next set of pictures featured the hatch detail and the injector side of the engine.

SC - Love the open Hatch shot! Don't get mad...Can you get the butterflies out of the injectors? They stick out a little too much.

JT - I know you like a book. I white glued them in cause I knew you would say something. (laughing emojis.)

SC - LOL. That was too easy! Well done. That's going in print.

JT - You R such a clown. (clown emoji)

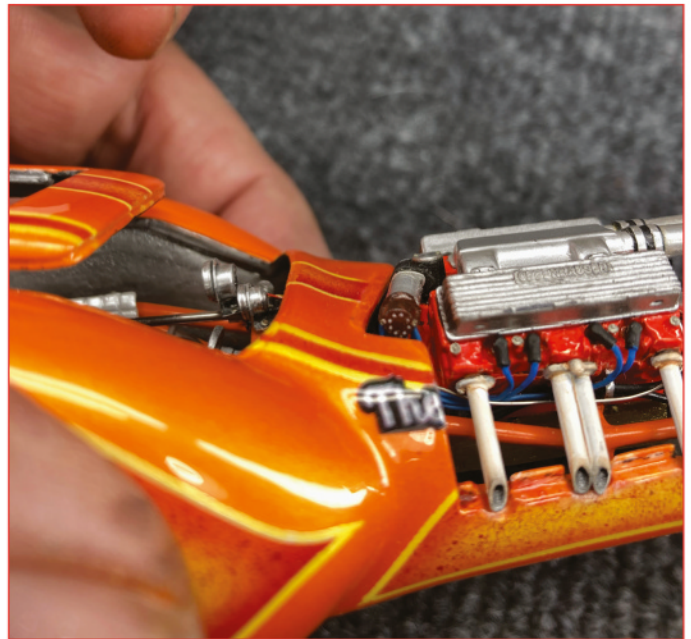
SC - I noticed one of the headers is turned a bit. Can you twist it back?

JT - That's the way you glued it up.

SC - Rats. Can you file it flush as possible? Just tape the body to protect the paint.

JT - I'll try.

John nailed the headers fix. He also changed the color to white. Much better. The weathering is perfect. See the white dots on the magneto cap? Thank you STS Decals! John added the wiring to the back of the gauges.



JT - I'm going to need more windshields. I'm not happy with the black line. And they are a little short on the sides.

SC - OK, give me a few days.

I got back to work making windshields. I made the buck a little bigger and took the side in a bit. I also tried different methods of holding and heating the plastic. I must have pulled 10 windshields. Off they went to John via USPS.

A few days later...

JT - You used enough toilet paper to wrap the windshields. I don't have to go to Costco for a month.

SC- Because I care.

A few MORE days later.

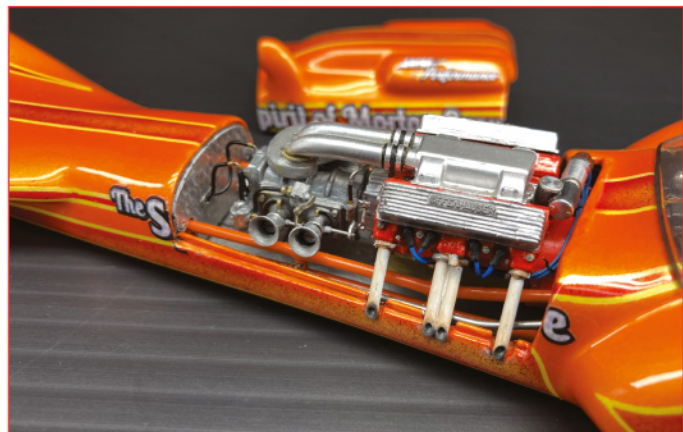
JT - The windows are in. It's DONE! I'll take pictures when it is sunny again.

SC- WHOOP!!

Back in the pits

What a project. This whole thing started over 25 years ago for an online Tom Daniel tribute contest at the Coffin Corner forum. The unfinished project led to me meeting my childhood hero, Tom Daniel. Other projects took over and the "liner" was packed away until good friend John Teresi talked me into giving it to him to finish. I agreed then unagreed, because I want to enter the model in contests as my own work. I got some well deserved ribbing for that move. Then a conversation with notable SoCal modeler

and painter Paul Rowe sparked the idea of putting together a team to finish the T'rantula streamliner. Paul would do the paint and John would add detail and his assembly and weathering expertise. The team grew to include Dave Marek for livery design and Terry Borchert for lettering. We identified and overcame challenges along the way. Knowing when to go from texting to talking probably saved this project a couple times. I am certain I could not have pulled off this model with my own skill set. But that is not the point. The win is that a group of talented modelers were able to pool their talents to complete a very special project. Now we have a great story and a great model.



John is the master of detailing and subtle weathering. Look at those headers. Looks like he had plan for the injector butterflies all along. The engine turned firewall plays well with the silver engine turned lettering.

We did not tint the windows because we wanted to show off the cockpit detail. That engine started life as an Orange Crate Olds, but got upgraded with scratchbuilt angle drive magneto, oil filter and intake manifold. ■



The hatch opens to show the driver's controls. John did all the detail painting and added PE fasteners where needed. The sliding latch works, but is a bit on the delicate side



Here are the guys who put the skilled work and hours to bring a stalled project to the finish line. Where's Terry from STS? He was too humble to add his name to the crew list, so he sent some very small STS logos we added to the side windows.

FIRST ANNUAL



2026

**Theme
Mini Trucks**




Proceeds to benefit:
BAND OF BROTHERS
ECHOVETS.ORG

APRIL 25TH, 2026 | VENTURA COUNTY FAIRGROUNDS
9am - 3pm | Model Car Display & Hobby Swap Meet | Admission \$25

LeftCoastScaleClassic.com



CHECK THESE GUYS OUT!



Kevco Modeling
@kevco-modeling · 2.09K subscribers · 23 videos
Small plastic car builder ...more

Youtube.

If you are a fan of A4 Garage and Kenji, but you want more American subject matter, Kevco Modeling is the place to go. Kevin Hayes is a scratchbuilder on one of the highest levels. His videos highlight the construction of a single part. There are tons of tips as Kevin works his way through each one hot rod at a time. Check him out!



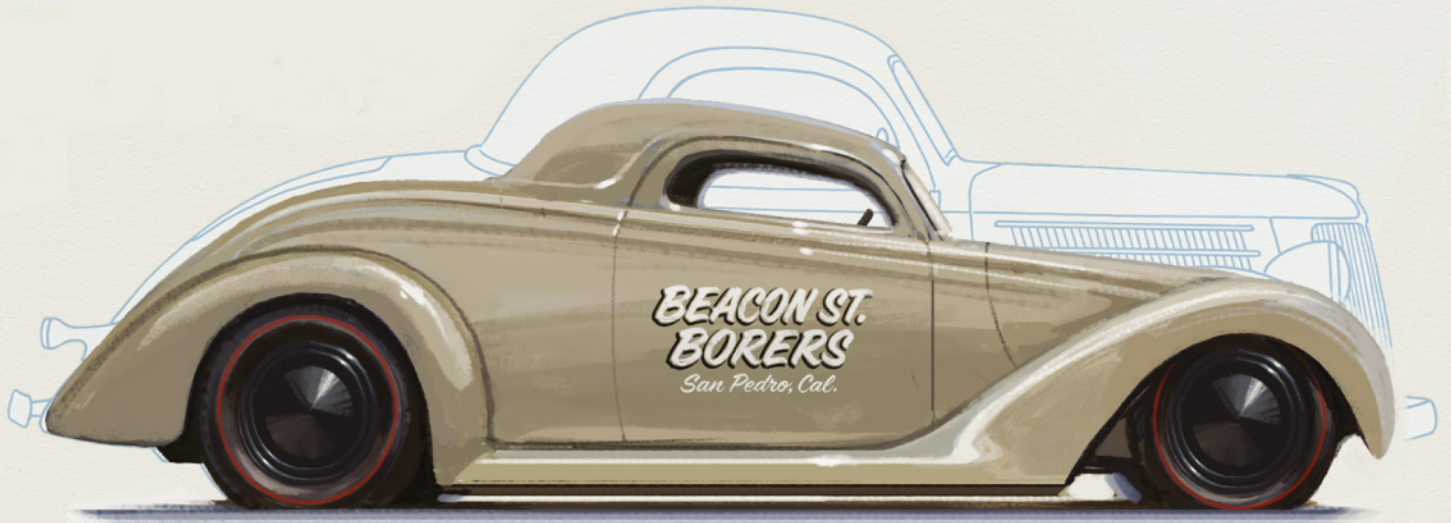
From Auto Modeler Magazine Facebook - Official

Steve Sears showed us how sweet the right color combination on a clean build can be. His AMT '65 El Camino is shaved with nerf bumpers and hand carved upholstery. The white interior and SMS Pearl Ice blue paint are like a cool breeze. Well done!

Brave enough to take a sawzall to a '36 Ford?



Do it in scale plastic! Start with the cleaned up AMT gasser- It's got great proportions to start with, but sectioning, chopping, and savage trimming get angular anger! Fryewerk ponders some "easier-drawn-than-done" kit conversions...



Handwritten signature and date: "me '26"

34th Annual Metroplex Car Modelers Showdown Contest

Photos and story by Len Woodruff

March 22, 2025 marked the 34th consecutive year of the Metroplex Car Modelers Showdown traditional judged model car contest. This is the second year at our new location in Plano, TX.

The Showdown attracts contestants from all over Texas and the surrounding states. Every year the quality gets better and better. This year was no exception. There were more than 150 cars entered that competed in 23 classes with 1st, 2nd and 3rd awards.

The contest room was jam packed with vendors selling all types of aftermarket parts as well as 3-D printed accessories and bodies. The Best of Show went to Hugo Garcia with his weathered wrecker truck.



Keith Rule executed this eye-catching asymmetrical paint job using House of Color paints. Then cut 2 sun roofs to show off the custom interior on this **Nova** long roof.

Some of my favorite Monte Carlo's were the mid 80's SS Aero Coupes which dominated Nascar. **Allen Clark** used the **Revell 86 and 87 Monte Carlo SS's** to create this white on red using Tamiya paints. The hardest part was getting the decals around the body.



This late 70's **MPC Corvette Funny Car** has a fantastic multi-color glass smooth paint job. **Keith Rule** added a 3-D printed Iceman's Collection blown hemi with hyper detailing to complete this build.



David Green built the **Meng BMW Z4 convertible**. He painted the car using Tamiya Red Metallic. He loves this car and hopes one day to have a real one.



The **BMW side car motorcycle** was a rare and interesting kit from Protar. **Keith Rule** used MCW paints with engine detailing. The challenge was to get the decals to lay down over the curved surfaces.



Allen Clark built this **Revell 62 Corvette** using Tamiya and Mr. Hobby Paints. He set off the gold color with a red interior. He also added comprehensive engine detailing. He liked the body color and crisp lines of the Corvette.



This **Tamiya Repsol Honda Monkey 125** was built by **Larry Litoborski**. He decanted and airbrushed the Tamiya paint. The fact that this is a great kit with an unusual paint scheme made him want to build it. Color masking was the biggest challenge for this build.



Allen Clark wanted to try something different using the Gulf paint scheme. He pulled this off using the contrasting orange and blue paint schemes. The engine detailing was a challenge he was able to master.

This **Tamiya Alfa Romeo** was built because of **Allen Clark's** love of red cars. He used Tamiya paint for the red and yellow on the car. He did find the glass was hard to fit.



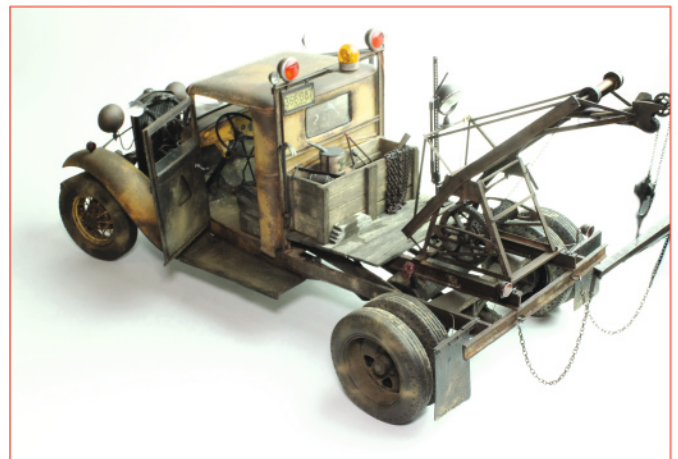
Salvinos JR's 71 Charger was the kit **Allen Clark** used to replicate Bobby Issac's infamous racer. The look of the car motivated Allen to finish this kit. The photo-etched parts added to the complexity of the build.



This ICM MiniArt scratch built **39 Ford Tow Truck** was done by **Hugo Garcia**. He loves tow trucks and scratch building too. Hugo used spray paint to do this fantastic weathered truck with opening doors and hood.



Gary Curry used the **Johan 1935 Mercedes** to build this car nick named "Kiss". The paint is a Clown House Custom flip flop color shift. This was his first Johan kit with the hardest part finding the right wheels for the car.



This large scale build is a combination of a **Revell** kit and scratch building by **Hugo Garcia**. He is a master of weathering and adding details to his favorite subject of tow trucks. This dirty mule pulled down Best in Show.

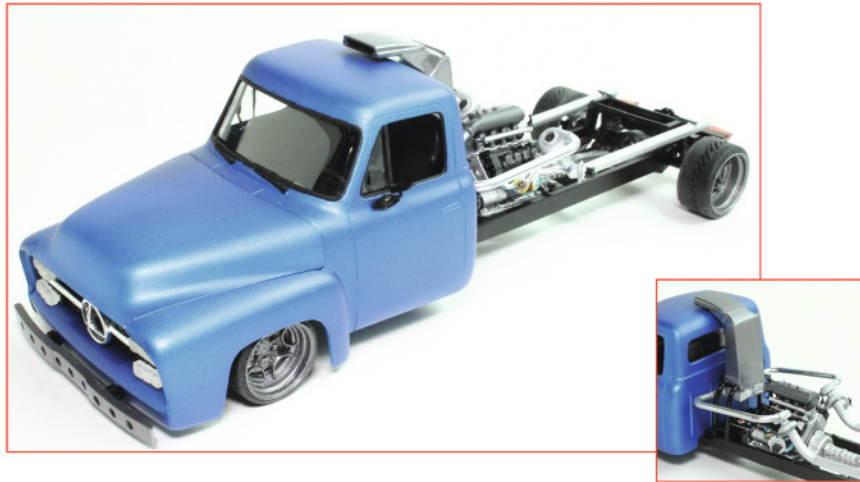


This Fernando Pinto Portugal **Mercedes Benz 300 SL** was finished in MCW Mercedes Silver. **Larry Litoborski** likes different subjects and the Buzzard Bars on this replica.



The **Tamiya GMA T.50** by **Justin Hart** was painted using Splash Paints Candy Orange over Zero Paints Silver. He added carbon fiber details with scratch-built door and storage pulls.

Jeff Brown built this **AMT 53 F-100**. The goal was to use a modern Mercedes Sauber C9 engine in a classic car while maintaining the mid-engine layout. He created a new grill and the intercooler piping for the turbos. Mission accomplished!



This **Fujimi Mini Cooper** looks like it was left outside too long. **Gary Curry** added C1 Models wide body kit with Scale Finishes paint. He expertly weathered the model for a realistic look. LED triangle head lights were added.



For your eyes we have a **Hasegawa Ferrari** in Clown House Color Shift flip flop color called the Joker. **Gary Curry** wanted a classic kit to build but with an updated paint finish.

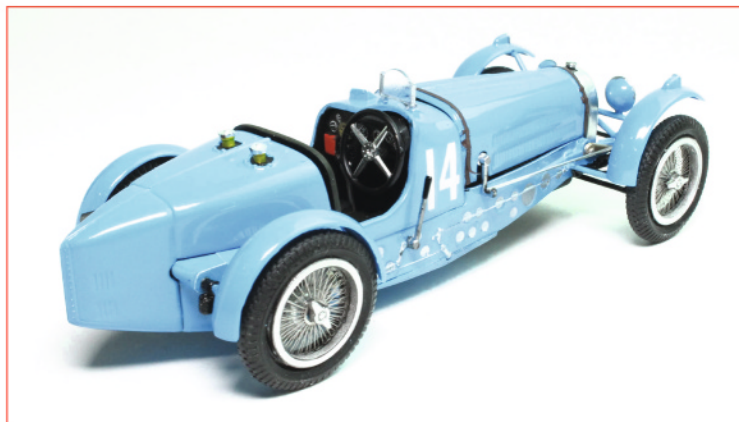


This **AMT John Deere 310 Backhoe Loader** was painted in Sunset Yellow spray can. Then it was expertly weathered by **Hugo Garcia**.



Jim Alexander built the **Monogram Tijuana Taxi** because he always wanted one of these as a kid. He added lots of detail to reflect real life, like the chickens flying their coop. Fun!

Updating a 70's era kit to today's standard was the motivation to build this **Matchbox 1/32 Bugatti Type 59** by **Larry Litoborski**. He used aftermarket photo etched wire wheel centers to upgrade the wheels along with Tamiya paint.



SCRAPBOOK



Texas puts on a nice, big show. There are lots of quality models to see and compete against. After all, it's a Showdown.



Need to fill a need with more plastic? The Texas Showdown has got you covered.

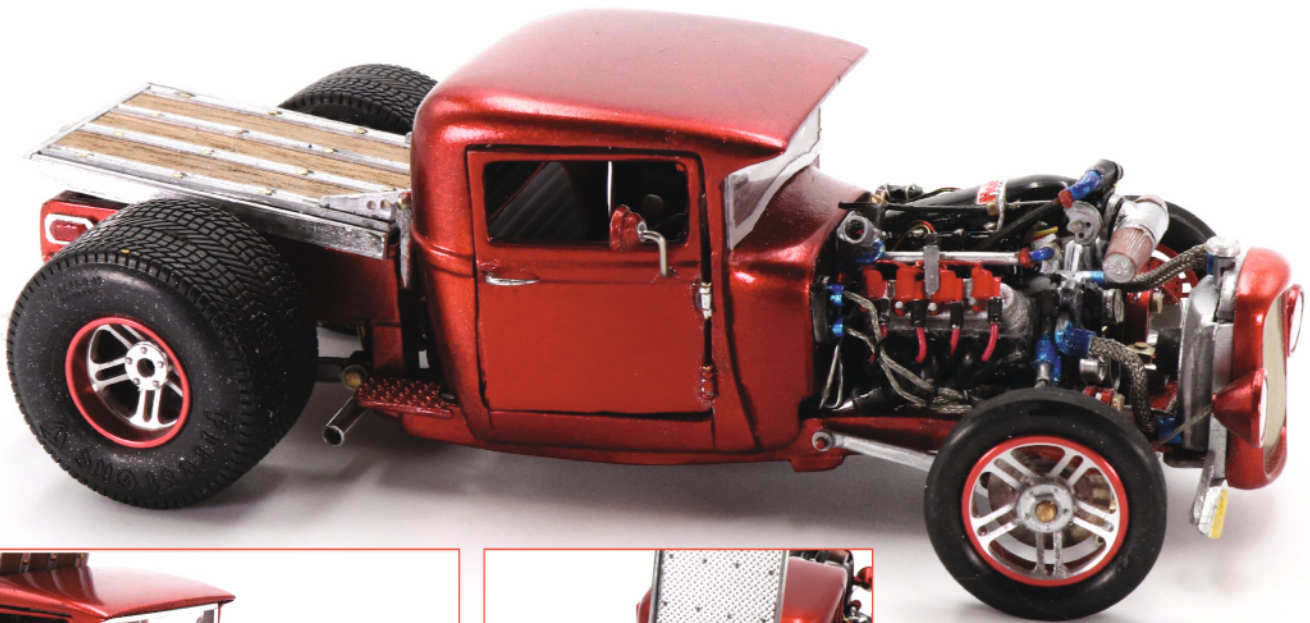
IT'S SHOWTIME!

Midwest Scale Madness #5

September 12, 2025 • Delavan, Wisconsin



Midwest Scale Modelers is a club that meets in Delavan, Wisconsin. They have members from as far away as New York. This was our 5th show and our reputation is getting out there. This year we met Alan Barton who was on a model show tour from Australia! From the venue (at a hotel with awesome lighting), to the easy registration, to the professionalism of the judging (points system), to the vendors, (which is a great mix of aftermarket and kits) it is not a show to disappoint. They have a raffle and even a DJ that keeps the fun going for the whole day!!



This was built by **Tom Kasper** using a **1934 pick up** body and everything else was scratch built. He loved giving it the tiniest details, including the smaller wires, which were hard to find. Awesomeness Tom!!



This awesome **Missing Link 1974 GTO** was built by **Mike Kollver**. He used to build model kits back in the day. Now he is back. What a cool job! His GTO features poseable steering and a wired engine. He had a challenge with fitting the frame under the car, but because of his previous years of experience, he made it happen!!



Victor Demichie is a designer who works in scale. This is his **Aero Vette** built specifically for the Scale Madness contest. Madness indeed! This one features a high tech engine pushing a three wheel chassis. Paint is a mix of Tamiya and Bob's.



This **1965 Barracuda** was built by **Mike Kollver** to replicate Richard Petty's response to a NASCAR ban on Hemi engines. He really loves "the King" and had a great time building it.



This beautiful **Monogram 1970 Plymouth Road Runner GTX** kit was built by **Wayne Puffer**. He LOVES his Mopars and had to build this one to add to his collection. He used House of Kolor paint, detailed the engine, and the trunk opens. Awesome!



This **1972 Moebius Ford tow truck** reminded **Kreg Woods** of one the Ford dealer had that he used to work at. He used MCW & Tamiya paint. He said that the reel box was a challenge! Looks great Kreg!

This **1964 Pontiac Bonneville** converted to Catalina NASCAR was built by **Elliot Doering**. He and his father loved NASCAR and this build brought him back to his childhood. He used Testors paint. He loves the original swept back blue on the car, unusual graphics for the 1960's. The masking of the two colors was challenging, but he did a great job!



Alan Barton worked real hard to chop and rework the shape of the body to "un-ugly" his **Monogram 1932 Ford 3 Window Coupe**. I think it worked! He used metallic red Tamiya paint and clear spray from a can. We want to thank Alan for coming to our show all the way from Australia!! He and his wife are doing the US model show tour while they're here.



This **1959 Mercury Colony Park** was built by **Logan Hanson** using 6 kits: 2-1960 Mercury convertibles, 2-1957 Ford Del RFO roofs, and 2-1960 Ford Starliner frames/floors. Oh boy!! He scratch built the interior panels and floor. This was his biggest challenge to date because he was turning 6 cars into one by lengthening and widening them, then weathering them to get that battle-ready look.



This **Moebius Ford truck** was built by **Kevin Couch**. He used red and white lacquer paint. Some of his favorite parts of this build were the push bumper and he added bigger tires. Dry brushing was a challenge.

This is a **Revell 1968 Chevelle** built by **Larry Hahn**. He used Duplicolor and Tamiya paints for this awesome custom paint job. In addition, the engine was plumbed. He had a difficult time fitting those darn bumpers!! Looks awesome!



This is an **AMT Moonscope** kit built by **John Anton**. Looks pretty out there with the lime green metallic with rainbow flake and gold fading. He enjoyed it because it was something cool and different.



This custom scratch built "**War Monster**" urban assault vehicle was built by **Ric Buikema**. He used some glue bombs and many parts box finds along with some resin parts. He used rattle can paint and weathering powders for the finish. It took him about a month to finish. Looks awesome!



This is a **Revell 1968 Ford Mustang** built by **Ken Kellner**. He cut the roof and trunk out and fab rear window area. Looks good!



This 1/32 **ARII 1963 Honda T360 truck** was built by **Bob Kremer**. He saw this truck in a Honda video, and decided he needed to build one, especially since it doesn't take up a lot of space. He used Tamiya grey green and wood deck tan. Simply great!



This '72 Chevy C10 was built by **Ronald Neuendorf**. He built this as a model club group build using Testors paint. He liked the Corvette seats, Mustang steering wheel and Pegasus wheels. Looks nice!!



This futuristic **Tamiya M48A3 Patton Tank** was made by **Vic Demichei**, adding his wowness of scratch building to it featuring a bomb sniffing dog, 8 ball wheels made from Nerf bullets, 8 motors made from ear buds, shock light, 4 8' tall robot officers, water cannon, 50 cal machine gun, tear gas dispenser, and concussion rockets w/launcher. As Vic would say, far out!! He used navy and black paint. This won the Best Theme award at the show. Congrats!!



This **Tamiya Zakspeed Capri GRI** was built by **Chris Juno**. He liked the tri-blue stripes, which challenged him by putting them on a compound surface. Looks great!



This **Monogram 1971 Plymouth GTX** was built by **Wayne Puffer**. He used House of Kolor paint and added BMF. He really likes Mopars and enjoyed all parts of this kit.



This **AMT 2021 Ford Bronco** was built by **Ben Barth**. He modified the half cab in tribute to the original first generation Broncos. A friend challenged him to make this Scale Finishes Ford Eruption Green and Ford Oxford white painted Bronco. Great!



This IMC 1963 **Cougar II** was built by **Stew Edwards**. He used Tamiya metallic black w/red clear. He modified the roof, flared the fenders, modified the front suspension, and used a Mustang Coyote engine. He wanted to do his version of a concept car. Awesome!

SCRAPBOOK

The house was packed. Waist high tables were filled to capacity. What a show.



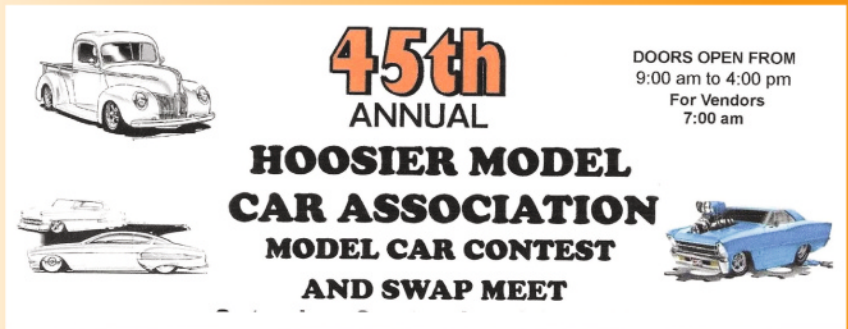
If you got past the excellent car models you would find yourself looking at some great armor and SciFi builds. So much to see.



Hoosier Model Car Association

Saturday, September 6, 2025
Centennial Hall, Boone County
Fairground, Lebanon Indiana

Photos and story by James Casassa



45th
ANNUAL
**HOOSIER MODEL
CAR ASSOCIATION
MODEL CAR CONTEST
AND SWAP MEET**

DOORS OPEN FROM
9:00 am to 4:00 pm
For Vendors
7:00 am

The Hoosier Model Car Association got its start in 1980 through the efforts of Dave Williams. The club currently has about two dozen members and meets for lunch once a month.

Our 45th show saw a notable increase in the number of vendor and contest entries – 98 vendor tables in the swap meet area and more than 400 models displayed in the other end of the building. Contestants came from 7 states and from Australia.

In addition to the plaques awarded to the first three places in 27 classes, several special awards were given in memory of deceased HMCA members. Recognizing that many members of the modeling community are military veterans, items donated by vendors and friends of the club were raffled off with \$500.00 in proceeds from the raffle going to Indy Honor Flight.

Our 46th annual show will be September 19, 2026, the third Saturday of the month. Centennial Hall is a great facility. The hall is well lit and air-conditioned with lots of parking. Breakfast and lunch are available from a food vendor in the building. Mark your calendar now!



For **Scott Bischoff** there is nothing better than a Bonneville race car. He used a **Revell '32 Ford** roadster body and a Duesenberg hood for the body, but most of the rest of the car is scratch-built and aftermarket parts. The flathead Ford engine came from Iceman Collections. For paint he used Tamiya field gray and green USAF. Scott said building the wheels was a challenge – each of those fins is an individual part.

The winner of the John White Memorial award for the best traditional hot rod was **Alan Barton** with his replica of an Australian hot rod he read about when he was 8 years old. He made the sport coupe body by replacing the upper and back part of a **Revell 32 Ford 5-window coupe** roof with a roadster top. He used Tamiya camel yellow paint. He displayed the cover of the magazine the real car appeared in with his model.



"I wanted to do a mix of old and new street rod parts," said **Wes Salazar** about his **Revell 32 Ford sedan**. The 3-D printed engine and grille came from Texas 3-D. The Ohau Blue paint came from The Spray Source. The fragile suspension parts provided the biggest challenge on this build.



The hood on this late model short track car was **Lance Spangle's** first attempt at using brass sheet and it turned out well. He used a front frame clip from an **AMT NASCAR**, but the rest of the chassis and the body were scratch-built. The paint is Tamiya. Lance built the model for the owner/driver of the real car.



How often have you heard a modeler say, "I just wanted to do something different"? That urge led **Mike Garrett** to turn a **Johan 68 Plymouth** police car into a cool 4-door, hardtop custom cruiser. Besides removing the B-pillars, he lowered the stance and used some aftermarket wheels. He used Duplicolor rattle cans to apply the finish. Atomic City selected it as the best Johan model.



John Pawlowski lives in Wisconsin, but decided he liked the paint scheme on Florida Highway Patrol cars enough to build a model of one of their **1990 5.0 Mustangs** from a Monogram kit. John used Testors glossblack for the main color and custom mixed the beige. He scratch-built the rain shields over the side windows. The decals are from Police Specialties.

Jordan Willams loved the paint scheme on the #42 Grand Prix but recreating that scheme with Tamiya paint on a **Revell NASCAR** was a real challenge for him. He added 3-D printed hood pins and spent some time adjusting the ride height to get the right stance.



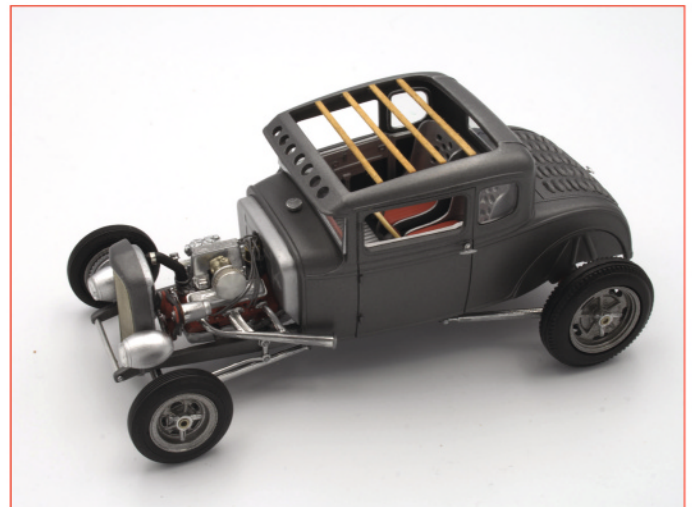
John Pawlowski built this **Hudson salt flat racer** for an AMG club theme. The Jimmy Flintstone body is covered with red, white, and blue paint from Bob's Paint. The decals are custom made. The salt spray on the body was created by dialing the pressure down and holding the airbrush far from the car.



Michael Gross built this **Iceman Collections three wheel Morgan** because it looks cool. He painted it with Tropical Glitz Luscious Orange. The entire vehicle is composed of 3-D printed parts. Michael detailed the Harley V-Twin motor and added brake plumbing.



Marty Neyrinck loves oddball gassers and altered. His combination of an **Italeri fire jeep** and an **MPC Winged Express** checks that box. He painted it with Testors paints and made his own decals. His favorite features of his model are the nasty stance and the chopped windshield.



Dennis Caudell checks all the boxes for a trendy, retro-style hot rod. His **Revell Model A** has a fuel-injected Chevy V-8 backed up by 4 speed trans, Halibrand knock-offs attached to Buick brake drums, and E&J-Type-20 headlights. The interior features an Auburn dash, bomber bucket seats, and a banjo steering wheel.



Frank LuQue wanted his **Monogram 41 Lincoln Continental** to be low and flat. He started the project with a \$2 “glue bomb”. He chopped the roof and cut down the windshield. He painted it with Testors silver and light earth.



Patrick Minarick built a completely different version of the **Beverly Hillbillies 1921 Oldsmobile**. He used rear wheels and tires from a Rommel’s Rod and carved a tractor seat from a plastic spoon. He added lots of clutter using kit and scratch-built parts. He used acrylic paints to weather everything.



A separate class for slot cars was new this year and it drew lots of entries. (Cool! - Editor) These guys build their cars to look good and go fast. **Mike Thomas** painted his **Corvette** with automotive paints then used a brush to add detail.



SCRAPBOOK



The vendor area with 98 tables occupied about two-thirds of the 12,000 square feet in the north hall of Centennial Hall. The number of vendors continues to increase over the past couple of years.



The contest tables were crowded with almost 400 entries in the contest. Modelers were busy throughout the morning registering for the contest and putting their models out on the table. Then it was time to see what everyone else brought.

No Hassle Fighting Irish Funny Car

by Dave Armstrong



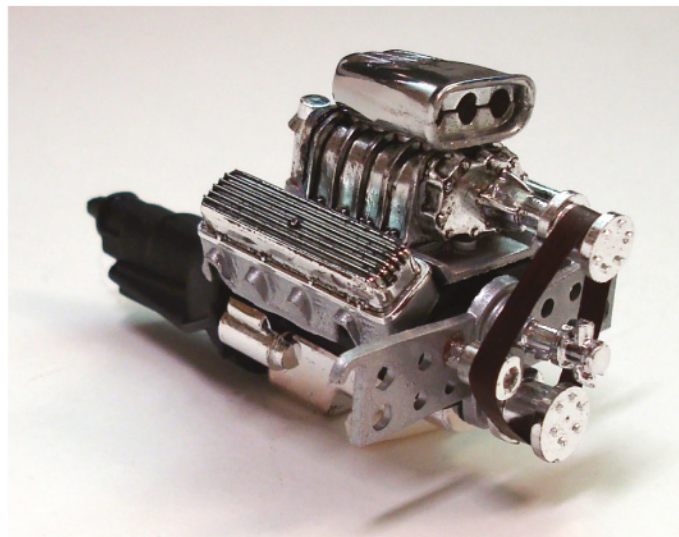
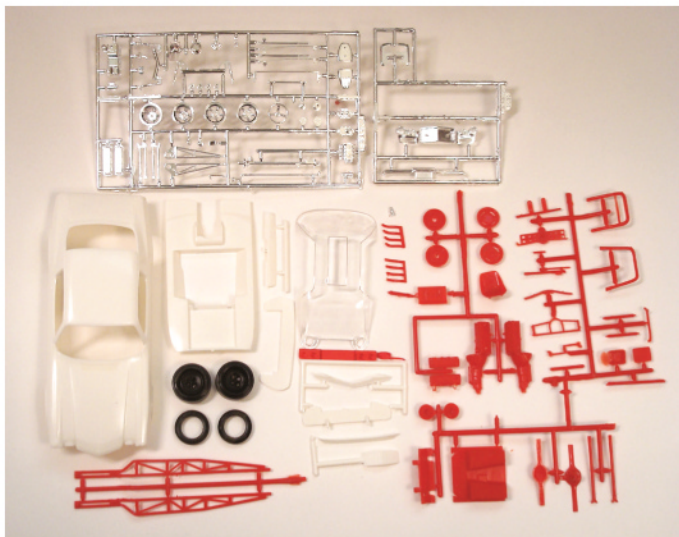
I'm certain you know the feeling; there's a car you want to build, but no one makes a ready-made kit of it. Nowadays, with the advent of resin and 3D printing, that's becoming less of a problem, at least for the body and specific parts. However, not all of us can find those key pieces for the perfect project. Hopefully, this will point the way to building a subject with more commonly available parts.

I love drag cars. Fuel Altered, Gassers, and Funny Cars inspire me. From the Beebe & Mulligan racing team, Tim

Beebe moved into funny cars. I always liked the '70-'71 Fighting Irish Camaro Funny Car, but no kit was available! It didn't have to be a perfect replica- just a nice reasonable lookalike. I'm writing about a particular car, but the same guidelines apply to any number of different cars.

The whole point of building this was rather than looking for something that had everything correct, I looked in my stash for something I already had that I could use. I started with an MPC 1/25 scale USA-1 Camaro Funny Car.





I had 3 of them, so I didn't feel bad about using one of them that had bad decals for this project. The beauty of this is, you don't need this kit,

larger than I wanted. I modified them by shortening the stripes just a tad, trimming and juggling here and there, and tightened the sponsors and other elements a little. Overall, the extra fitting came out well.

After everything, I think this project does what I wanted... represents the Fighting Irish Camaro. I always thought that it was such a cool funny car. Now I have one for my shelf! ■

you can use any '70-'71 Camaro body from any manufacturer; and because this is not an exact replica, you can source the chassis, engine, tires, and wheels from nearly any commonly available funny car from around the same time period (The AMT/Model King '69 GTO Judge comes to mind as one), or you may have enough material already in your parts box stash. Depending on what you use, you may have to slightly alter the chassis, etc., to fit. I'm using the kit supplied chassis, and parts, so no modification was necessary. - Obviously it is not quite correct to replicate the real car, but we are NOT museum building here.



Since I used the MPC kit for most of this project, a simple review is in order. Overall the kit is well designed. There was little flash, and parts fit together easily. I was not going to try to alter the body, chassis, or engine. I built this box stock, painted the engine and chassis black, and the tin work in silver. I slightly detail painted the engine and removed the seam from the blower scoop. Surprisingly the kit doesn't come with a plastic part for the belt, instead suggesting the use of sewing thread. "Yeah, um, No thanks." I cut and trimmed a piece of Tamiya tape to size and colored it with a black paint marker.

The body color is Testors Lime, but you can use Tamiya. I used Slix decal (still available) and they were either scaled for 1/24 or a resin body, so they were just slightly



Swamp Rat Swamp Buggy

By Lewis Hicks



Supplied and 3D printed by Adrenaline Junkies Model Kits

On line at: ajmodels.com

Scale: 1/25

Price: \$64.95

For this issue I was given the privilege of building the Swamp Rat Swamp Buggy that is offered from Adrenaline Junkies Models. Full transparency... going into this review, I was worried about building a 3D printed kit from a company I had not heard of and had not seen any of their products. Thinking about that made me realize this could either be a really good or a really bad review. But let me just say, I am very impressed.

First let's start with the packaging. I have never seen someone take so much pride in their packaging. Upon opening the box everything has a spot that is carved into a packaging material that keeps it locked in place and safe during shipping. As you peel back each layer of the packaging material you just keep finding parts.

Once unpackaged, I did a quick evaluation of the parts and the quality of the prints. It took very little time to



realize that the prints were very high quality. Once I was satisfied with what I saw, everything got a bath with some dawn dish soap and warm water. After a light scrub with a soft bristle tooth brush, they were set out to dry.

I decided to do some test fitting to see how everything seemed to fit. Again, I was very impressed. Normally with 3D printed kits there's a lot of clearance issues. With this kit, there may have been 2 that I can remember. The wheels and tires I received were printed and the tires just were too big for the wheels. Here is where AJ Models re-

ally impressed me. They reached out to me before I could contact them. They let me know they had a bad run and that they were sending out new ones. Upon the arrival of the new parts I was very shocked. They now were producing *rubber* tires. A major upgrade for the kit.

Now that everything was fit up and I was happy with it, I really needed to find a way to make this kit different. I had to do something cool with the paint. I decided a version of digital camo would be awesome on something like this. So off to the spray booth I went. Since it was a 3D printed kit, I followed the same process I do for any nicer quality prints. I sand everything with 400 grit then prime, then sand with 600 grit, then it's ready for color. Following that simple process has almost never let me down with the print lines.

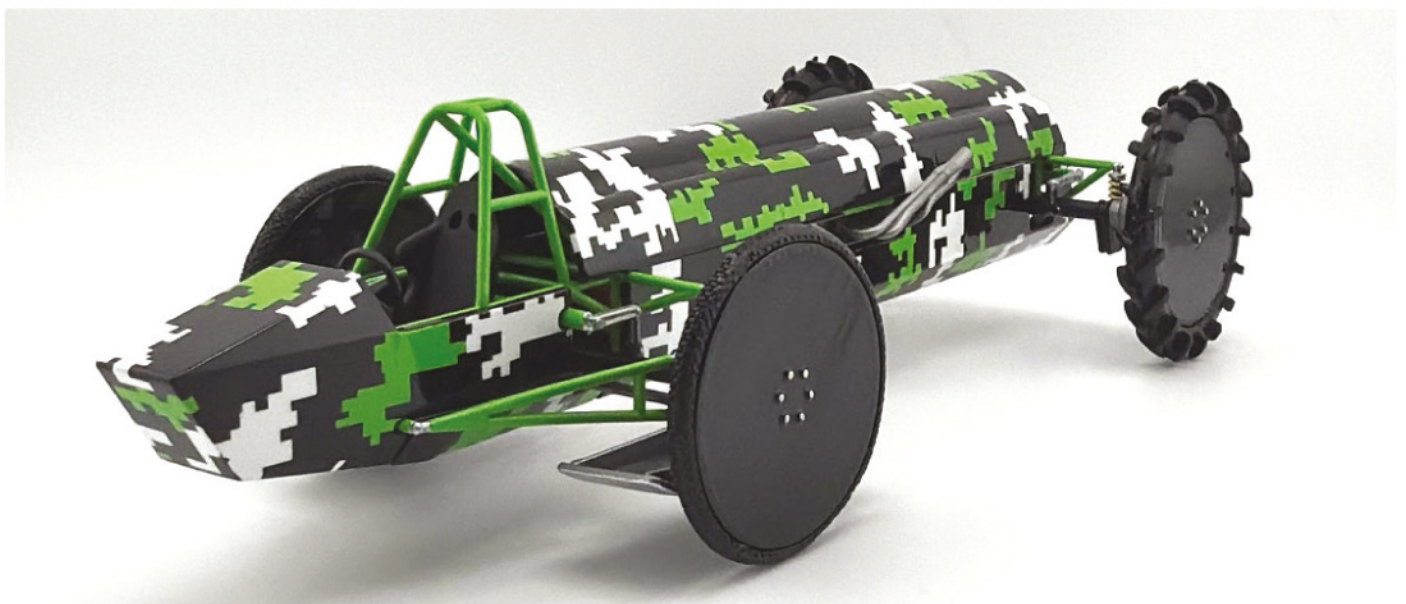
Once I had everything in color, it was time to start assembly. I read through the instructions and they could not be better to show the assembly of this kit. Their clarity made this already enjoyable kit that much better. During assembly there were absolutely no issues to speak of. I took a couple additional steps that I think are worth noting. First, while attaching the body to the chassis, I attached the front nose and the main lower body pieces in place first. Then I tried to get the remaining underbody piece lined up with those two. Second, I attached my skis before drilling the hole for the front wheels to attach. By doing it once they're on the chassis you avoid the issue of having to line up two mismatched holes.

Once the kit was fully together, I could enjoy the build. I decided to put bare metal foil along the bottom of the body to create a skid plate. Outside of that everything you see comes in the kit. I want to say even though



this subject is really far outside of my wheelhouse and honestly out of my interest, this kit is great. Also, this kit comes with 3d printed harnesses and the material to make them. Unfortunately, because I am still recovering from my arm injury I just could not get it to cooperate so it is not on my build.

Overall, I really recommend this kit. The Swamp Rat kit is not too complicated and as far as 3D printed kits go, I believe it is very builder friendly. Make sure to go check out everything that Adrenaline Junkies Model Kits offers on their site. You won't be disappointed. ■





1965 Plymouth Barracuda

By Roy Sorenson

Manufacturer: AMT/Round 2
Kit supplied by: Spotlight Hobbies
Scale: 1/25th
MSRP: \$33.85

From its huge fastback-style rear window to its three piece front grille the 1965 Barracuda had a unique style all its own. But the “S” model Barracudas had a 275 Horsepower small block V8 that was meant to compete against the new Ford Mustang. Most of the Cudas came with the old reliable Chrysler Slant-6 engines (170, 198, or 225 cubic inches), offering a “hamburger sleeper” alternative to the V8 models.

AMT’s all new tooling of the ’65 Barracuda is a “curbside-style” with no motor detail. Back in my day, (after all I’m 70 years old) curbside meant that they had reworked an old promo model and released it as a model kit. They often featured a one piece chassis with molded in suspension, motor, and exhaust details. But this AMT version features separate front and rear suspension, and a nice single exhaust. There’s a separate insert that has a molded

in engine oil pan and bottom of the transmission. The engine compartment under the removable hood, features a nicely detailed firewall, fenderwells, and radiator support. What it doesn’t have is an engine, radiator, battery, etc.. I think a full detail version of this car might be in our future. In the meantime, there are plenty of 3D printed motor options out there.

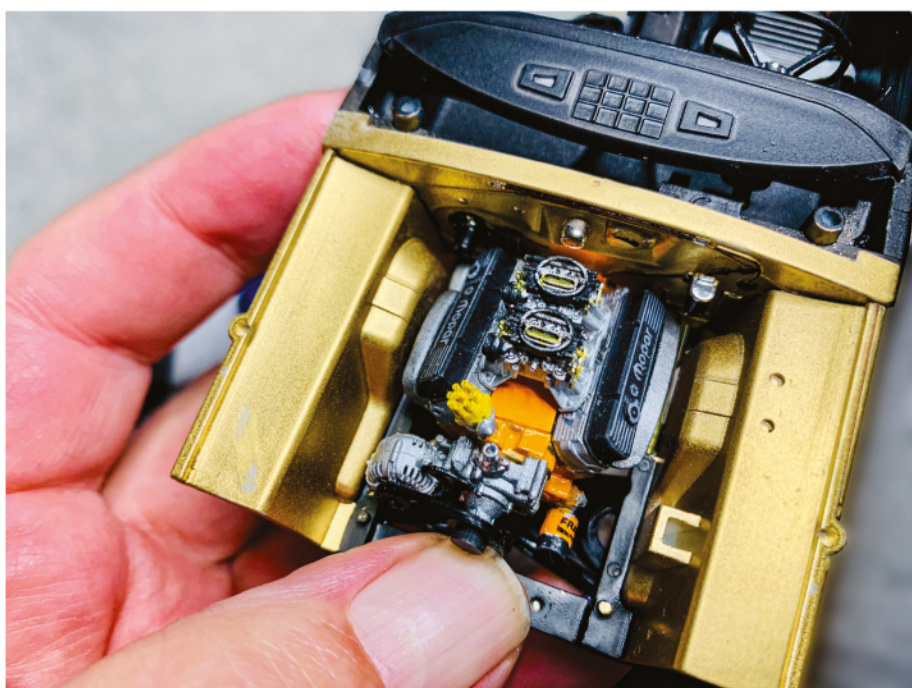
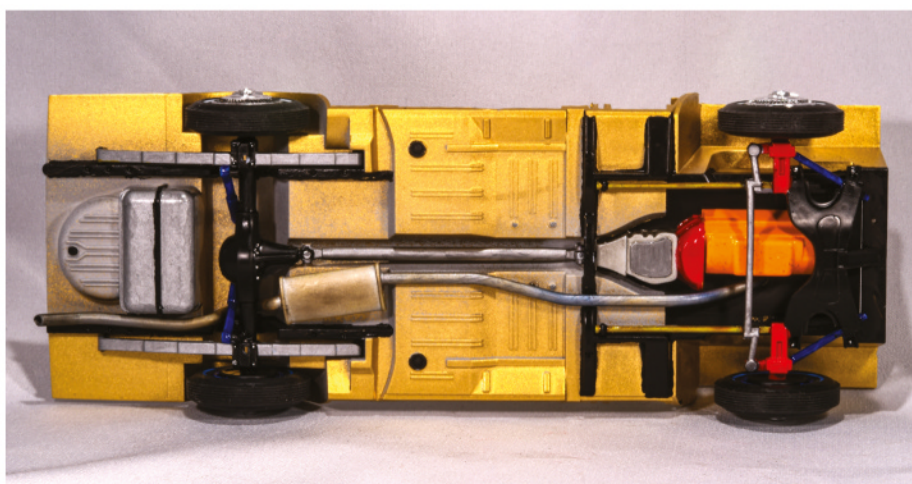
The interior features a nicely detailed dashboard, a three piece center console, separate bucket seats, and a folding back seat. The only thing I didn’t like about the interior is that it has an interior ‘bucket’ with the side panels molded to the floorboard. The door panel molding is pretty weak. The kit also provides separately molded seat belts, but the lap belt that drapes over the outer edge of the seat needs to be trimmed off. It’s a little too wide and won’t allow the bucket seat to sit flat. The glass is located with pins and fits perfectly.

The decal sheet is pretty interesting. They give the usual dashboard decals, and body scripts, but get this, they give you THREE sets! So if you screw up on the first one, you have back up. They give FIVE different rally stripes (in black, white, blue, gold, or red. I got a little creative with

the rally stripes and overlaid the red on top of the white, slightly off-set. I thought this would play off the colors in the door sign. They offer you three different door signs, I used the detail shop for my build, but there's also a set for "Rule of the Road Driving School" and "Coulter's Custom Shop." Finally, on the decal sheet are four different license Plates. Of course I used my home state, California, that says "LIL CUDA" on it.

The body does a great job of replicating the '65 Cuda. Just a few minor details; the parting line that goes from the roof to the rear quarter panel goes right through the chrome strip at the top of the fender. Some careful carving/filing is going to be necessary. There's a little controversy over the panel line that goes over the top of the roof line. At first I thought it was for the black vinyl roof, others thought it was a bad seam. But talking with a model car buddy who used to own a real Cuda, that's just an accent line on the body and is supposed to be there. If you want to run the two sideview mirrors and fender mounted radio antenna, drill out the reliefs under the body before you paint it. There are rocker panel trim pieces along the bottom of the car I chose not to cover in Bare-Metal Foil. The hood is removable and features some nice detail on the underside, but there is a big parting seam at the front of the hood that's going to need a little putty and sanding. I chose to paint mine in Tamiya Gold and Testors high gloss. I think the gold color just makes the chrome trim really pop!

The car 'pins' together nicely, is an easy and fun build of a classic Mopar. It would make a great transition kit for someone progressing from snap kits to glue kits. I'm sure we're going to see this one built in many different ways. In fact, I might tear this one back down and Pro Street it! The rest of you, save the hassle, buy two! ■



This kit does NOT include an engine, but a V8 will fit nicely if you want to add one.



'60 Chevy Nomad Station Wagon

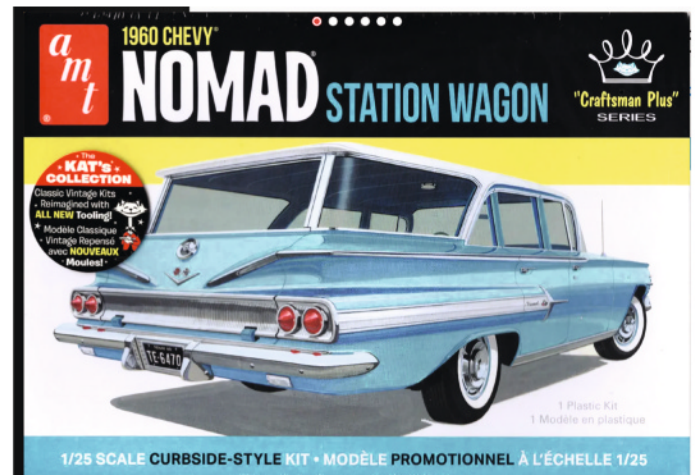
By Chuck Most

Kit Supplied by Spotlight Hobbies
Manufactured by AMT/Round 2
Scale: 1/25
Price: \$33.85

The Chevrolet Nomad arrived in 1955 as a swanky two door wagon, borrowing its name and roofline from the 1954 Corvette-based Nomad concept car. For 1958, Nomad became a four door wagon with luxurious appointments, more or less retaining that role for the rest of its run. AMT's kit represents the Nomad's final model year of 1960. These are the "forgotten" Nomads, so much so that a lot of people online think the fact this is a four door is some kind of mistake on Round 2's part. Sigh...

The 1960 Nomad is not a sporty wagon, but sports its own unique style. It's a solid family hauler that's just a bit more upscale than its cheaper sisters... think of it as the Tahoe LTZ of its era. Unapologetically big, spacious, and with enough comfort and style to keep the whole family happy.

And you know what? I'm happier to see a kit of something other than a Hemi/Shelby/Yenko/Whatever. Wagons are ever popular in the 1:1 classic car community, but compared to the knuckle dragger muscle cars they're few and far between in scale, unless you want to pony up for a resin conversion, be it traditional cast or printed. Or a long lost vintage



kit, like the original '60 Nomad kit. A fresh plastic wagon is always a nice thing to have!

Anyway... Back to what I'm supposed to be talking about!

With this '60 Nomad, Round 2 continues their recent tradition of re-creating past subjects as all new kits. Akin to the Craftsman kits of yore, these are curbside, albeit this time (as Craftsman Plus) with a separately molded hood and at least some engine bay doodads, even when an actual engine is not included. As is the case here. But it is "engine ready".

That seems to be the main complaint with this kit. Personally, I don't have a problem with curbside. Once I finish the model, it might be decades until the hood is ever popped again. But let's be



real. Other than the engine itself, all you really need to fill out the bay is a radiator, a battery, and maybe a couple reservoirs. I'm 99% certain that all the guys complaining about the kit not including an engine already have not only those items, but at least 50 engines in their spare parts pile that would be perfect for this. You're free to plug in whatever engine you choose... a 283, a 348.... Jeez, a Cummins 4BT if you're some kind of twisted sicko.

Let's start with the engine bay. While the inner fenders are molded to the chassis, you get a standalone radiator core support (but, again, not the radiator itself), and a full firewall with a separate wiper motor... a strange and unexpected (but nice) touch, considering every other detail is molded in place.

The engraved detail on the chassis is more than enough to work with. The level of detail is definitely better than the original early '60's Craftsman kit, but it is a little light for a kit released in 2025. The four piece dual exhaust slots into place quite nicely, along with the rear axle which has the trailing arms molded in place. The front suspension consists of the lower control arms molded as a unit with the engine crossmember and two separate blocks that slot into the "spindles". No shocks or springs are provided. Everything attaches straight to the chassis

plate. Even the "engine delete plate" can look realistic with a little detail painting.

The box says you have "two wheel options". Well, sort of. There's one set of plain steel wheels with the option of caps or covers. My sample kit was missing one of the full wheel covers. An email to Round2 will solve this issue. And of course you're free to just use the unadorned steelies. So actually, despite "technically" having but one wheel choice, you have the choice between three different looks. Six, if you count installing the blackwalls facing out. And with that, the required math education content for this issue of Auto Modeler has been met! (*Word problems. Love it!* - Editor)

Tires are nameless hollow black vinyl with pad printed wide whitewalls on one side. They're round, and they resemble tires. They have tread. They're fine.

The tub style interior gets the job done effectively, with the two piece bench seats and steering column with molded stalk detail. AMT suggests sanding away the molded door panel detail to facilitate use of the supplied decals provided in a houndstooth pattern in red and teal with corresponding seat inserts. I didn't sand away the detail. Instead, I issued a beat-down with Micro Set. The decals laid down nicely but to say the obvious, yes, they'd look better after removing the molded detail. The interior is simple



but pretty nice as is. A little extra detailing could really wake it up.

The body looks absolutely fantastic. Mold lines are faint and easily dealt with. I have but one complaint... I wish the trim was better defined. It would make using foil or a chrome pen much easier. Also, I wish the hood lettering decal was one piece as opposed to each letter being separate.

There's a flasher drum included on the clear red parts tree, no doubt for the future "full boat" version of the kit. Which, like the earlier 1963 Nova wagon, certainly will include more than just an engine. There's a second set of what I assume are custom taillight lenses, plus one extra stock lens, presumably a spare if you lose one. There's also a floor shifter on the chrome sprue, unmentioned on the instruction sheet.

There are four front turn signal lenses included. They're all marked C3, but they are driver and passenger side specific. That was the only real issue I found building the kit. Yeah. That's it!

Since I'm expecting a lot of shined up versions of this kit, I finished mine in gray primer and attacked it with weathering powder and a dull clear coat. To me the true test of a car's design is how good it looks in a rundown condition... I have to say that this Nomad

passed the test with flying (albeit drab) colors!

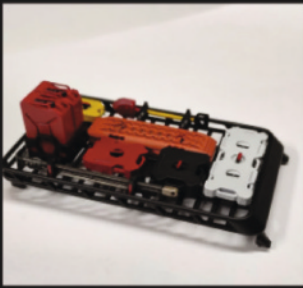
This is a simple but great kit. Pre-release buzz is nothing to go by, but if even ten percent of the people online saying "I'm good for a case of these" actually buy one or two, I'd say that Round 2 is about to have another hit on their hands.

As is typical with the new AMT Craftsman Plus kits, parts fit is clean and precise. I won't say razor sharp, but close enough. As an extensively experienced idiot, I'm here to tell you that this is an idiot proof kit! I have absolutely no snags or serious issues to report regarding the building process. I'm formulating splicing this with the AMT '59 El Camino, maybe turning one into a sedan delivery or a sedan. The one you see here might eventually get some surfboards strapped to the roof.

Now, where did I put that LazyCustomModels Cummins 4BT...

Fun fact: Legend has it Chevrolet considered re-viving the Nomad name for what became the 1990 Lumina APV minivan. I wish they had, just because it would annoy the type of people annoyed by such things. ;) ■





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1972 Plymouth Duster

By Jodie Doyle



Kit Supplied by Spotlight Hobbies

Manufactured by MPC/Round 2

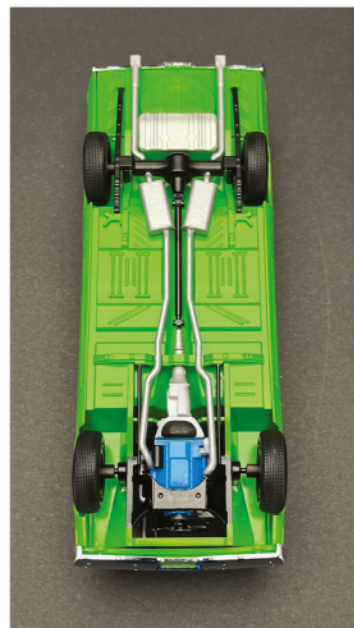
Scale: 1/25

Price: \$32.85

Summer of 1990... Yours truly was working his way through Driver's Education, readying for the big day of teen freedom and burgeoning manhood, a Driver's License! During this time my Pops got his hands on a VERY rowdy 340 4 Speed Duster. I had convinced myself that I would get my hands on it as I would soon be a licensed driver. He convinced himself (rightfully so) how much trouble a young driver could get into with the "family" Duster. The Duster got moved along. When the opportunity came up to build the MPC 1972 Plymouth Duster, I jumped at the chance. The model kit originally dates to 1970 where it has seen several re-boxings and new parts added through 1976 before it went dormant. The kit was just brought back in 2026 with new tooling and boxing. Join me as I revisit fond memories of my Pops in the Rowdy 340 Duster, as I work through the assembly of this kit.

The kit can be built either in stock or drag race trim. In the box you will find a nicely molded body, chassis, 7 white styrene trees, 2 chrome trees, 2 clear trees, 1 clear red tree, 4 pad printed street tires, 2 pad printed slicks,

basic detailed instruction sheet and a single decal sheet with multiple color and stripe options. The kit lends itself to being built in a variety of looks with multiple parts options. You have 2 hood scoops, rear spoiler, 2 exterior door mirror options, 2 wheel options, and black and white decal sets. If you consider factory color options, kit part options and decals you could build a BUNCH of these kits and not build the same one twice.

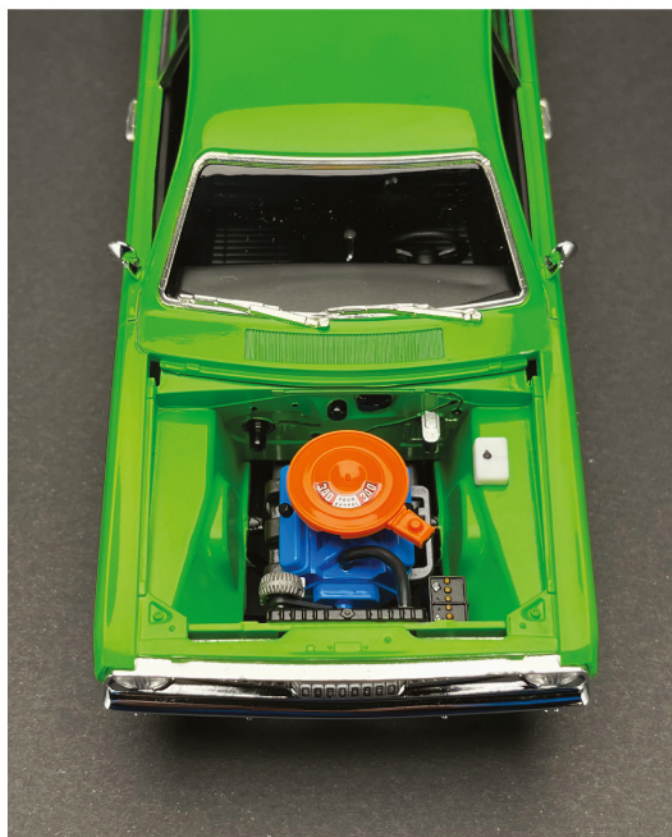


I sorted through all the parts and got my game plan together for the build. The body was straight coming out of the box with very minimal mold lines to be removed. The trunk has sink marks that need to be addressed if you are going for a highly detailed build. The hood and trunk have molded-in pin locations that can be drilled for accurate hood scoop and spoiler placement. My only "heads up" with the kit is the chassis is not super detailed and comes with a molded-in driveshaft. I believe this was likely a carryover from the ear-

lier kit releases. Once the model is completed, the driveshaft is not very noticeable and does blend well. I really enjoy kit bashing, scratch building and utilizing 3D printed parts on my builds. If you want to get wild with this kit with engine and suspension options, you may need to work around the driveshaft. No big deal either way!

All subassemblies were built and primed with Tamiya Gray Surfacer. The engine was painted with a custom mix of Plymouth Corporate Blue. The suspension components and the interior were painted with Tamiya Semi-Gloss black lacquer. Mr. Hobby Super Metallics were used for the bare metal finishes. The body and chassis were painted with X-15 Tamiya Light Green Acrylic jar paint through the airbrush. I then applied 3 coats of Mr. Hobby GX-112 Super Clear III UV Cut Clear. The clear works AMAZING for these quick builds. I chose the black stripe option as it fits best with the color combo. The factory wheels were brushed with Flat Aluminum and Gunmetal Tamiya Acrylic Paint for a factory appearance. Final assembly went very smoothly as all assemblies were positively pinned and fit together nicely. Exterior items such as the grill, bumpers, and mirrors can sometimes be finicky at times to get things installed and aligned but these items are also positively pinned, making installation and alignment easy.

I really enjoyed building this kit. Though there is not a huge part count, the parts that are there were thoughtfully engineered and fit together very nicely. The decal sheet is great as the two stripe color options and extra parts allow for the ability to build the kit in a wide variety of fit and finishes. The biggest enjoyment of this review was surely reminiscing about the summer of 1990 and wild rides with my Pops in the Rowdy Duster. A big reason for my continued love of the hobby is lamenting the good old days and simpler times sitting at the model bench. Wherever you find motivation to build, this would be a great kit. It makes for a nicely detailed build that can be easily achieved. Happy Building! ■



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.

First up...



Noel Smith JANIS JOPLIN'S PORSCHE 356C CABRIO

Looking for Porsche 356 Cabrio info for my 1/16th scale Revell kit on the net I came across Janis Joplin's daily driver. Per Janet "I want people to see me." The scheme piqued my interest and I decided to have a go at emulating the car in model form. Apart from a minor change to the dashboard, adding a chrome side trim and luggage rack the car was pretty much a straight out of the box build. The model interior was painted in shades of black but the main focus was the main bodyshell. It was sprayed matt white and the psychedelic scheme outlines drawn in pencil. Various artists acrylics were used to paint the model, and in particular some 0.7mm acrylic paint pens were used for much of the fine line work. The body was sealed with clear acrylic gloss afterwards. Enjoy!



Bruce Gorney - Big power midget

This Midget started as the Monogram kit, but it's been stretched using an offset cut on another kit that wound up shortened, while this one ended up sporting inline Twin Offy power. The hood is a modified and chopped Alfa Romeo part. The nerf bars are made from steel wire, painted with Molotow. The 120deg V16 was kit bashed using 2 1/20th scale Revival Alfa Romeo straight engines. The fuel Injector stacks used are from Parts by Parks, and it's got twin distributors. The front axle is made from brass tube with sheet metal spindles and poseable steering. The rims and tires are also from a Revival kit. I lucked out on a few Revival rebuilder type kits with parts missing. It's painted using Testor's Enamel and clear. I've built five of these midget kits and all of them have been modified in some way. Guess it is a thing I do. ■



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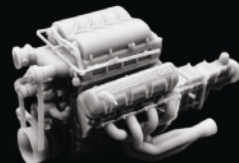
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TOOLS & SUPPLIES: Excel Tools, FLEX-I-FILE, Testors, Tamiya and MCW Paints, Atlas Paint Brushes, Evergreen Plastic and K&S Brass.



1972 Woodman Center Drive, Kettering, OH 45420

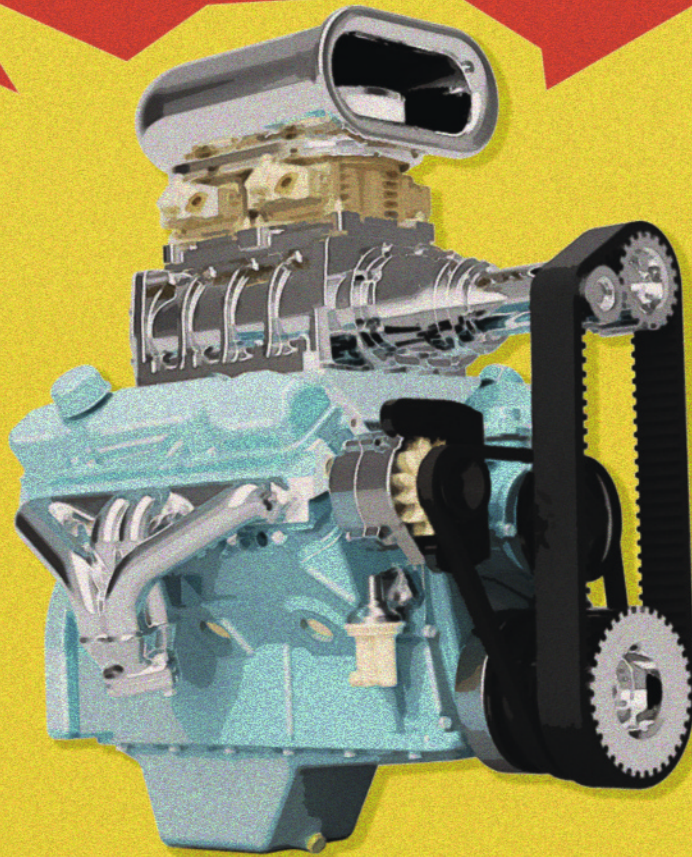
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