

Model Cars

ISSUE #226

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ACME SOUTHERN NATIONALS**



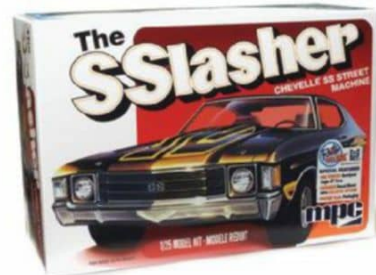
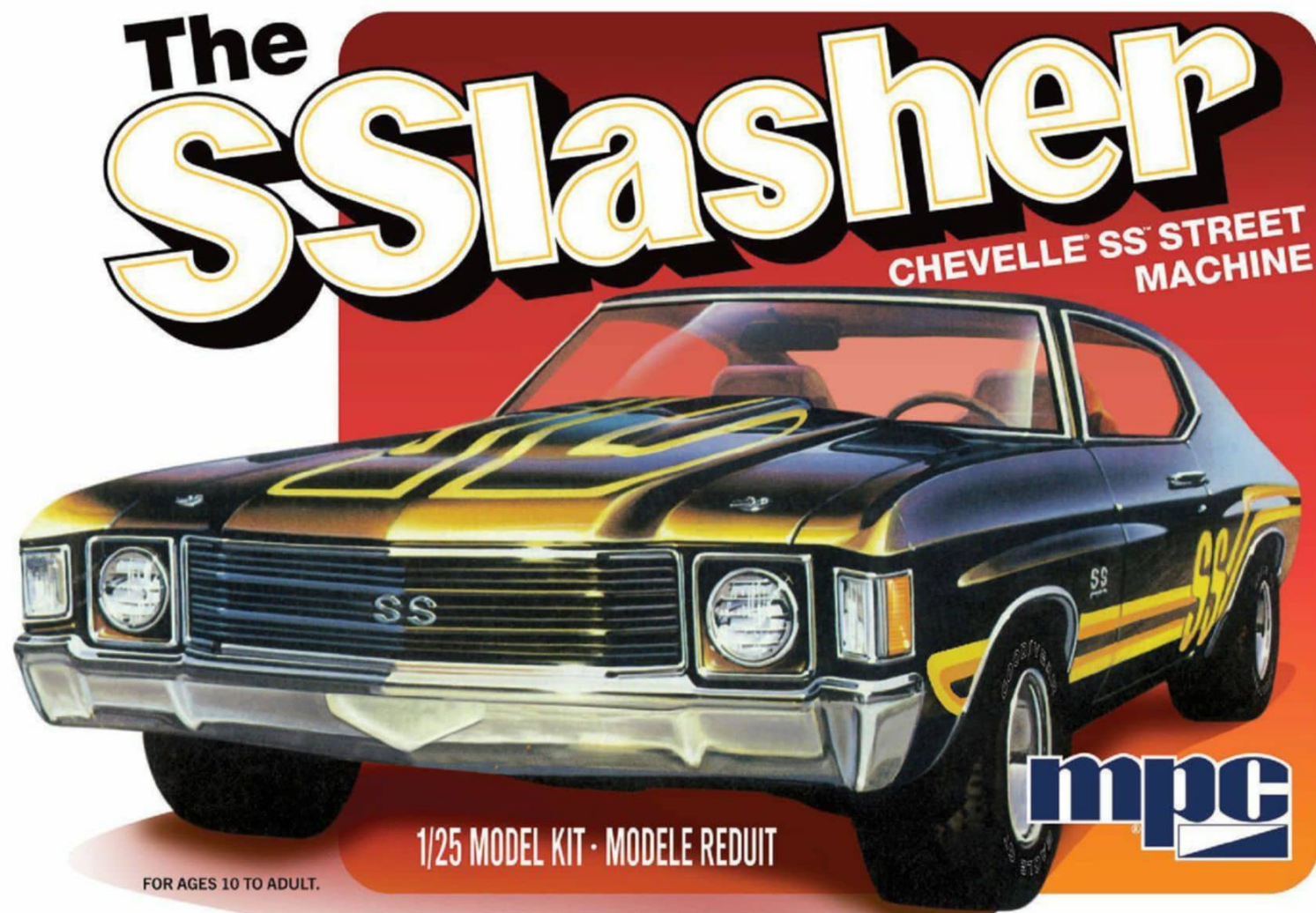
**EVEN MORE SHOW
COVERAGE!
CLASSIC PLASTIC
& HAWAII SCALE
MODEL EXPO!**

**MOD ROD TO TRAD ROD
KITBASHING A
POST-WWII THEMED
ROADSTER PICKUP**



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1972 CHEVY CHEVELLE SSLASHER
#MPC1014 (1:25 SCALE)

MPC revives the Street Machine scene with the SSslasher!

The Chevelle SSslasher is a great project for any modeler that loves 70s street machines. This kit comes with a ton of great features including bright chrome parts, pad-printed hollow vinyl tires, street aluminum wheels, traction bars, headers, an optional super stock hood scoop, and a detailed interior with roll cage. Also included is a detailed big block engine with a twin 4 BBL hi-rise setup and EXPANDED sheet of SS water-slide decals — all wrapped up nicely in MPC's Retro Style packaging.

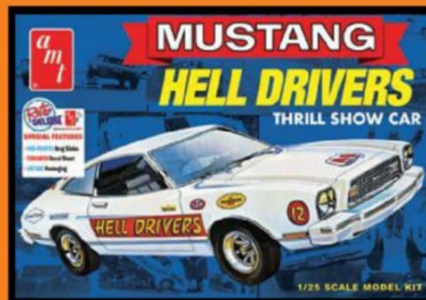
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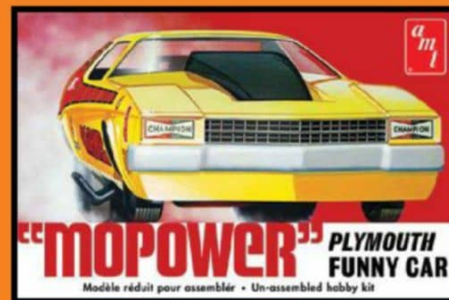
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1976 DODGE DART "WEEKEND WARRIOR"
#MPC1019 (1:25 SCALE)



FORD MUSTANG HELL DRIVERS THRILL SHOW
#AMT14675 (1:25 SCALE)



"MOPOWER" PLYMOUTH FUNNY CAR
#AMT1473 (1:25 SCALE)

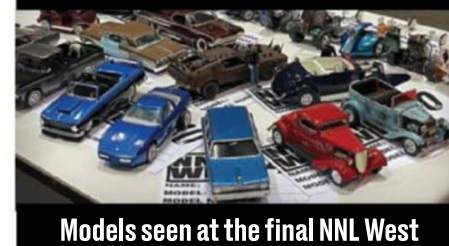


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Marvelous models gathered
in Cartersville, Georgia

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EDITOR'S CORNER

IN THE BEGINNING

Last issue I brought up the incredible hallmark that we have reached: Twenty-Five Years! One thing that issue brought up was memories. Memories of not only the trials, tears, fears, and all the problems that have popped up over the past two and a half decades but a lot of the reasons why. Why did I pursue this, why do I keep on doing this, and why should we continue? Well, for me, it's about what a lot of people call permanence. Once something is in print, it's there forever. Some will say the same thing about something being online, and that's true to a point, but anything online can be changed, no matter what someone says. With print, once that final piece of paper is off the press, it's there forever, mistakes and all!

I got started in this great hobby back in April of 1987: David Peter's Hawaiian Punch scratchbuilt Funny Car was on the cover of *Scale Auto Enthusiast* for sale at The Hobby Company here in the mall in Kaneohe, Hawai'i, and the rest, as they say, is history. Now, we can 3D-print our own Holy Grail kits and models, and I can honestly say, the future of the hobby is brighter than I have ever seen it before.

So what's been behind the delay since the last issue of *Model Cars*? To be brutally honest, my back issue (pardon the pun) has gotten worse, to the point where I'm only able to sit up for about 10–15 minutes at a time now. Most of the work that I try and do is now done standing up. This includes any building, which I do on one of those stand-up desks. We have been trying to get a second opinion for the next round of back surgeries, but that has hit a snag. Right now, everything (back wise) is in limbo, but I am trying every other alternative options that we can find for any type of relief, temporary or hopefully permanent. We had hoped to have good news by now, but it's still a "wait and see" period. I want to thank everyone so far for their patience, support, and prayers while this is all happening. I'm not giving up, just adapting and changing the way I can try to do things. 2025 should be an interesting year, and I look forward to getting back on track very soon.

Gregg

Model Cars

Issue Number 226 • January/February 2025

www.modelcarsmag.com
ISSN: 15274608

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Model Cars is published six times per year
(Jan/Feb; March/April; May/June; July/Aug; Sept/Oct; Nov/Dec) by

Model Cars Magazine, LLC
2044A 9th Avenue
P.O. Box 161179
Honolulu, HI 96816

Periodical postage paid at Honolulu, HI
and at additional mailing offices.

Subscribers: Please make sure your address is correct.
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we cannot honor your subscription unless we receive a corrected address within
one year from the postal notice.

POSTMASTER: Send address changes to *Model Cars Magazine*,
P.O. Box 161179, Honolulu, HI 96816.

SUBSCRIPTION RATES: *Model Cars* is published six times a year. Subscriptions (U.S. only) are available for \$40.00 per year, \$70.00 for two years, U.S. funds. Please email subscribe@modelcarsmag.com for any subscription inquiries.
Subscriptions are not refundable.

Hobby Shops/Dealers: *Model Cars* is distributed by
Model Cars Magazine, LLC, P.O. Box 161179, Honolulu, HI 96816.
gregg@modelcarsmag.com.

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WORKBENCH WORTHY

AMAHALO DISPLAY

amahalo.com

A different and unique display and LED lighting case has been introduced by Amahalo. They recently sent one of their new displays for us to check out, and we can honestly say, it is not only different, unique, and has an incredible “WOW” factor to it, it’s also a pretty neat way to display your models at a show, and on your shelves at home. It’s based on inductive technology, think charging the new cell phones wirelessly now, and it actually works! What also helps is that their customer service is top notch, and any problems that you may have (it is a kit to be fair), they will do their best to help you out.

The LED lights are powered by a USB-C power adapter, which is not included. There are four LED lights in the basic kit, and they are small, real small. They come with wiring already on the LED lights (2 mm long, and five color options), and are 10cm long, which is just about four inches for us “regular” folks, and the length will be fine for most, if not all of your projects. One thing to keep in mind is the inductive coils need to be in the same general line/plane, front to back, so that they get their power from the base correctly. You should play around with the lights over the base to see where they are the brightest, there will be spots that they don’t get as bright as other places.



The only drawback that we saw on the Amahalo Inductive Display Case is the clear covers. They are very clear, and the panels are nice and thick, but they interlock, and do not form a complete seal around the display base. We would have liked to have a one piece cover as an option. They retail for \$22 (basic kit, no cover), and \$32 (with interlocking clear cover set). Check out their web site to order yours today!

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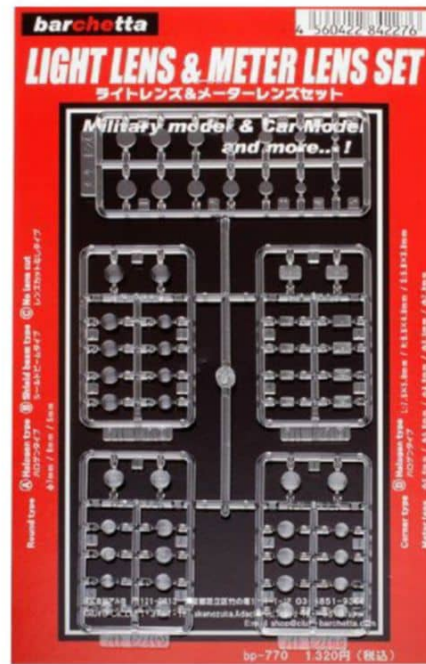


WORKBENCH WORTHY

BARCHETTA

HobbySearch.com

We came across these neat headlights on HobbySearch.com new product release page. Barchetta is the company, and they have these two sets of headlights for 1/24-25 scale modelers. The clear lenses fit the aluminum headlight buckets perfectly. There are round and rectangle styles of clear lenses, ranging in size from 5-7mm for the round ones, with three styles of lenses: halogen, shield beam, and no lens/engraving on them. They retail for about \$7.75 for the lenses (bp-770), and about \$9 for the aluminum headlight buckets (bp-771). If they are out stock when you check, don't worry, they are restocked fairly often!



Would you like to see a product in the Model Cars Workbench Worthy section? Drop us a line at submissions@modelcarsmag.com to let us know what you have.

UV CURING PUTTY

GreenStuffWorld.com

There is some neat modeling putties out there now, and we found two that we'd like to share with you. GreenStuffWorld has their own UV Curing Putty, which retails for about \$15 for a 50ml tin, and Phrozen has one (available at Gundam stores) that sells for about \$18. They both work by curing the putty with a UV light, which is NOT included (we used the one from a UV Curing Superglue), or you can use the UV curing light from your 3D printer setup. And yes, it does work!



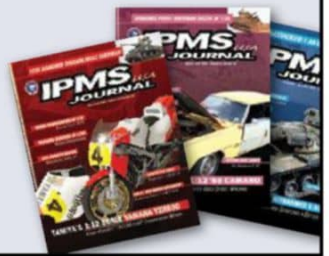
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FORUM FINDS

MODELS STARTED & FINISHED ON THE **MODEL CARS MAGAZINE FORUM**

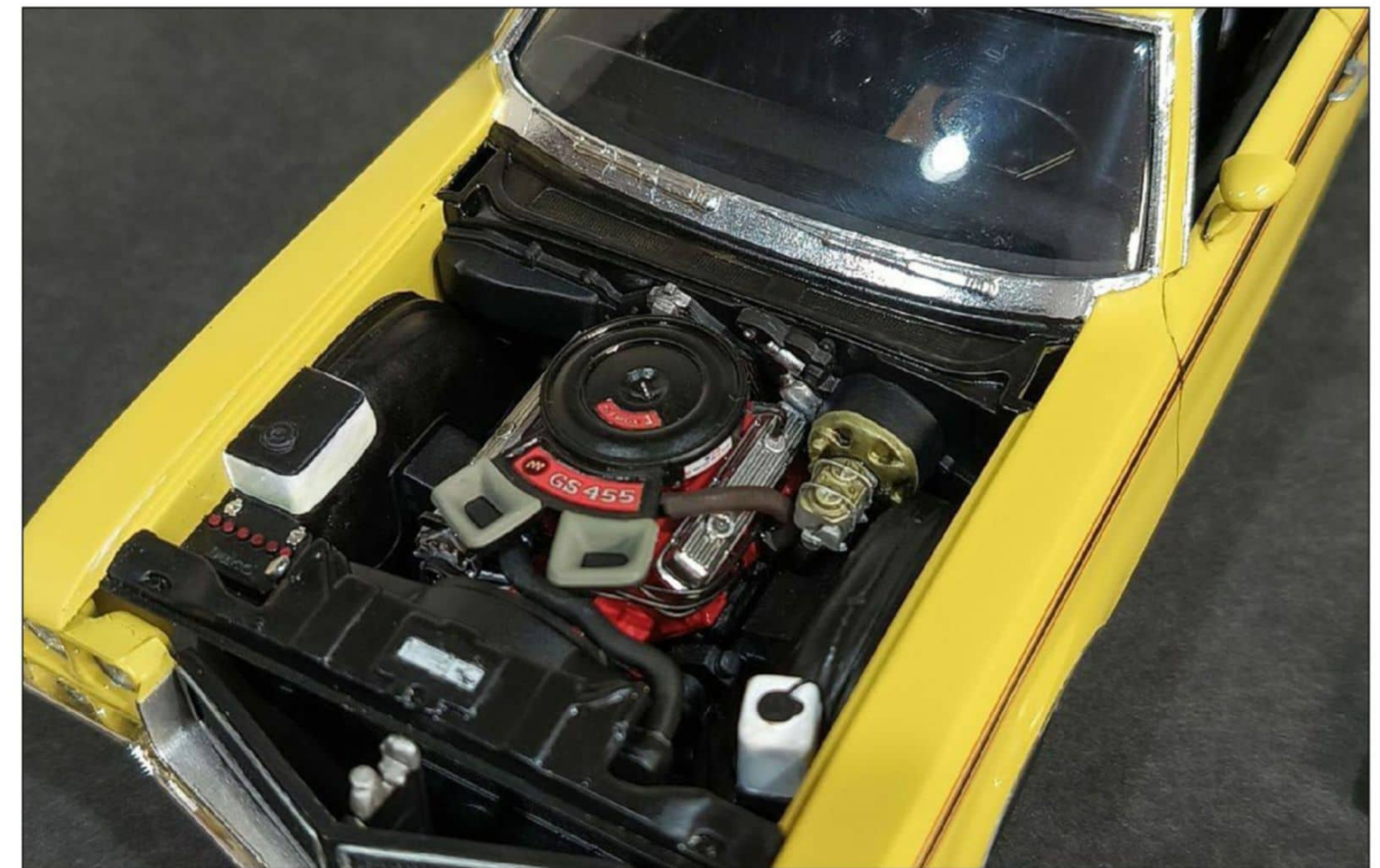
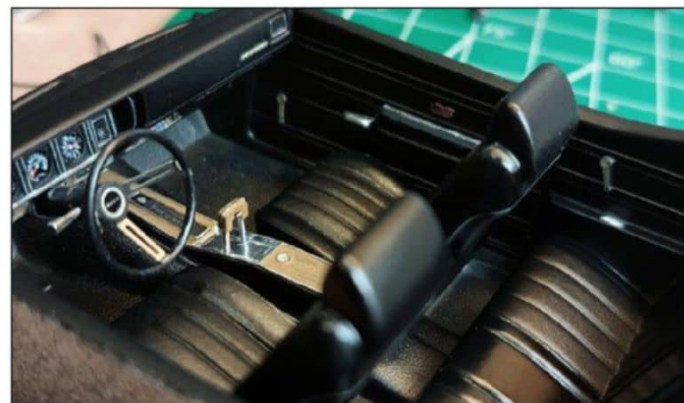
Let's go to the hop and do the BOP! This installment of Forum Finds is far from a new sensation with BOP being the automotive abbreviation of Buick, Oldsmobile, and Pontiac. So that's the swinging relation of the models seen here. First we have arguably the fastest muscle car of its era, a 1970 Buick GSX. Then we look at a first year Oldsmobile 442, a kit that was long lost and has been brought back. Finally we look at a great build of the notorious AMT/MPC 1967 Pontiac GTO, proving a nice model can be built out of the box. Keep posting those builds on the Model Cars Forum, because it might just show up in the next installment of Forum Finds.



1970 Buick GSX in Saturn Yellow

Member: baycolony

This is the 1/24 scale original Monogram kit from 1989. It is painted in "scalefinishes" factory Saturn Yellow with decanted UPOL clear coat. I added some details from the Model Car Garage photo etch set in addition to door handles and tire decals from "Fireball Modelworks." Finally, I added plug wires and a PVC hose, and sourced some gauge decals from eBay. Hope you like it.



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FORUM FINDS

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AMT '64 Cutlass 442
Member: THarrison351

My wife gave this to me on Father's day. Simple model, so happy they brought it back to life. I have the convertible to build as well, hopefully next year. Tamiya dark blue and pearl light blue. I added a tach for the console and a oil filler to the engine. Modified the optional shifter to look like the stock one. Also, I added blackened hardware store screws. The emblem decals have no silver to them, so be aware. Fun build overall.



FORUM FINDS

MODELS STARTED & FINISHED ON THE **MODEL CARS MAGAZINE** FORUM



MPC 67 Pontiac GT0
Member: Yeah Nah

This kit is a glaring example as to why I don't put paint a model until I've checked as much as possible the parts fit. I think I can count on one hand where two parts needed to be joined and did so without a major fight. I'm sure the build took twice as long as it should have. If I wasn't such a softie for mid 60s Pontiacs I probably would have put it unfinished back in it's box. Anyway, rant over and at least I ended up with a pretty good model that I'm generally happy with.



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Mod Rod to TRAD ROD

KITBASHING A POST-WWII THEMED ROADSTER PICKUP

STORY AND PHOTOS: TIM BOYD



Looking for a fresh idea for your next hot rod model car project? Consider building a variation of this post-WW II themed Model A/Model T/Flathead Ford V8 Mashup. The initial project setup is fairly easy, at which point you can add your own variations and level of detailing to suit your tastes, available build time, and budget.



The kitbashing project featured here was inspired by my old *Rod and Custom* magazine collection, specifically issues like these dating from mid-2005 through mid-2014. A 1:1 scale hot rod with a late 1940's theme built by Paul Bos, that was later photographed by R&C contributor Chris Shelton and featured in the April 2011 issue (lower right), became the inspiration for this modeling project. R&C back issues can be purchased online or at swap meets.



To build your version, look for the Round 2 AMT #1000/12 "Mod Rod" (large flat box). It came in two different boxings but the contents are the same. Both these kits, which aren't currently produced, are relatively easy to find and typically do not demand collector kit prices. The Mod Rod is a distant descendant of the original AMT AlaKart/Model A Double Kit introduced in 1962 (lower left). That kit was reissued twice, in 1965 and 1970 (upper left and upper right). In 1973 it was heavily revised for the #T129 25th Anniversary 1929 Model A Double Kit (lower right). Round 2 recently reopened all the original tooling gates for this latest Mod Rod release, restoring much (but not all) of the original Ala Kart content.

In search of just such a project, I recently revisited the final 10 years of issues of a hot rod institution, that being *Rod & Custom* magazine. From around 2005 until late 2014 when the magazine was shuttered by its publisher, R&C Art Director Aaron Kahan and Editors Kevin Lee and Rob Fortier published numerous articles on fresh and interesting 1:1 scale hot rod projects that were not the typical subjects referenced in the last paragraph. Not only that, but from historical post WW II projects to 1960's icons to wild hot rod show cars and much more, many of these cars were built or restored by younger rodders in their 20s or 30s, instead of the much older "graybeards" that are widely thought to comprise most of today's hot rodders.

As part of my review, I was particularly taken with a 1:1 scale car built by Paul Bos and featured in the April 2011 issue of R&C. Paul's hot rod was built with a late 1940's theme, combining an aftermarket Last Refuge Hot Rods 1929 Model A cab body with a 1927 Model T type cab back panel, along with fender splash aprons, tall 'n' skinny tires, and a downright righteous Flathead Ford V8. Soon after, I became really interested in building a model inspired by this car when I discovered that the recently



If you want to duplicate my choice of the immediate pre/post-WW II themed wheel and tire setup, the second key kit to track down is the Heller #721 Talbot Lago 4LS Grand Prix kit, a nicely rendered kit from the 1980s that replicates the 1950 24 hours of LeMans winner. Its narrow, tall 'n' taller tires and wire wheels deliver much of the character for this project. A more recent reissue under the IMAI/Heller brand (#8-1510-1800) is identical in content and typically sells for a lower price, too.



As has been noted by several hot rod modelers whose work has been featured in *Model Cars Magazine* and/or posted on the Model Cars Mag Forum, sometimes projects are first inspired by the builder discovering a killer wheel and tire combination. That was certainly the case here, so these became the first components assembled in this project. These are straight from the Heller box, finished in Tamiya TS-11 Maroon sprayed over a TS-33 Hull Red basecoat.

reissued AMT "Mod Rod" Double kit (a descendant of AMT's long-ago Ala Kart Double Kit tooling) had all the basics for just such a project.

Inspired by the fresh theme and the possibility of a relatively simple hot rod model kitbash, I dove right in, hoping to complete the project in under 20 hours. That goal quickly fell by the wayside following a decision to wire the engine, plumb the brake system, and add the finely detailed front and rear suspensions from the Atlantis "Yellow Fever" Altered kit. Combined with the time to photograph the accompanying how-to images, the project finally wrapped at 46.5 hours, but I still think you could do it in 20-30 hours if you stick to the basics of a somewhat less detailed shelf model project.

In any case, I am now happy to share with you how I transformed the AMT "Mod Rod" into a very traditional, post-WW II themed "Trad Rod" inspired by Mr. Bos's 1:1 scale creation, with a few my own touches added. And I encourage all you hot rod modelers to find some R&C magazines from its last decade of publication (try on-line auctions or swap meets) and see if you find some inspiration for your own next modeling project.



The Mod Rod kit body is a somewhat complex assembly of the original Mod Rod kit, which is 1/16 scale compared to 1/32 scale Mod Rod. The tub is made of white plastic and is painted with a 1937 Model T Roadster side body panel. This approximates the 1/16 scale Land Rover H & H body used by Mr. Rod in the Mod Rod kit. Since I the Mod Rod body is the end of a 1/16 scale kit, and the end of a 1/32 scale kit, it is quite considerable design. I employed all I could find to get the body to look like a 1/16 scale kit, paying particular attention to the prominent gear box area on the side of the tub. I the end is.



Transport is the most likely reason for the 3/8" mark on the tub. The tub is made of white plastic and is painted with a 1937 Model T Roadster side body panel. This approximates the 1/16 scale Land Rover H & H body used by Mr. Rod in the Mod Rod kit. Since I the Mod Rod body is the end of a 1/16 scale kit, and the end of a 1/32 scale kit, it is quite considerable design. I employed all I could find to get the body to look like a 1/16 scale kit, paying particular attention to the prominent gear box area on the side of the tub. I the end is.



With the use of the tub and a small metal file, the tub is made of white plastic and is painted with a 1937 Model T Roadster side body panel. This approximates the 1/16 scale Land Rover H & H body used by Mr. Rod in the Mod Rod kit. Since I the Mod Rod body is the end of a 1/16 scale kit, and the end of a 1/32 scale kit, it is quite considerable design. I employed all I could find to get the body to look like a 1/16 scale kit, paying particular attention to the prominent gear box area on the side of the tub. I the end is.



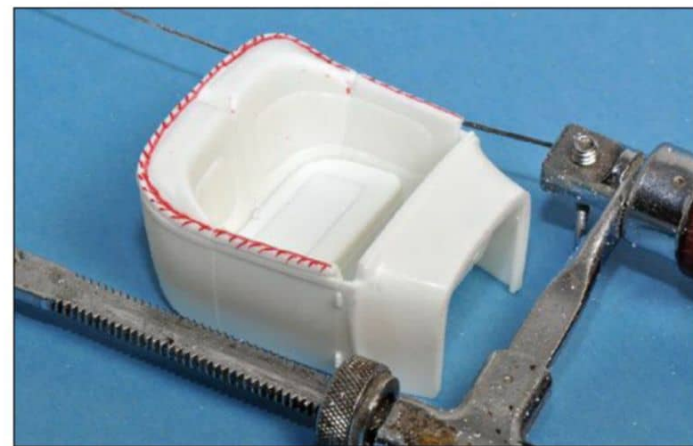
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Take the tub and I the Mod Rod kit and use it to get the tub to look like a 1/16 scale kit. The tub is made of white plastic and is painted with a 1937 Model T Roadster side body panel. This approximates the 1/16 scale Land Rover H & H body used by Mr. Rod in the Mod Rod kit. Since I the Mod Rod body is the end of a 1/16 scale kit, and the end of a 1/32 scale kit, it is quite considerable design. I employed all I could find to get the body to look like a 1/16 scale kit, paying particular attention to the prominent gear box area on the side of the tub. I the end is.



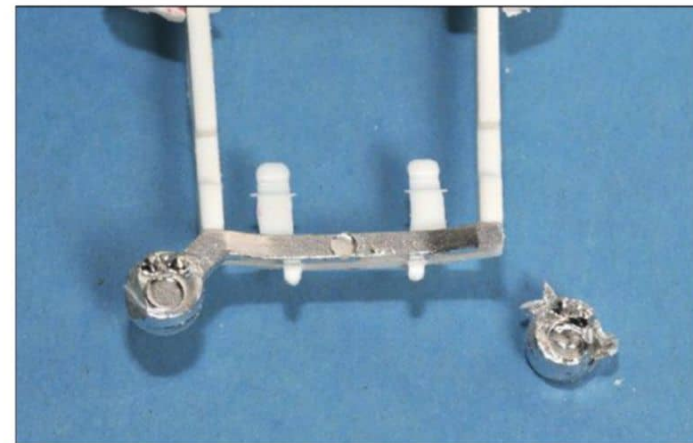
There are any number of ways you could go with an interior for this project, but for the purposes of simplicity I decided to adapt the original Ala Kart interior tub as found in the Mod Rod kit. To help hide its kit origins, however, I first filed down the sharp corners and engraved piping along the areas marked in red here.



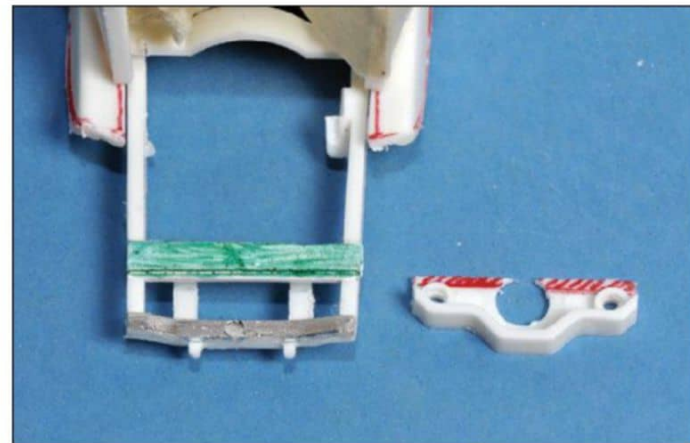
As shown here, Ala Kart interior tub assembles atop the body belt line in a somewhat unrealistic configuration. To further disguise its kit origin and to provide a more realistic appearance, I decided to address this by removing the molded lip areas highlighted in red, which should permit the tub to sit inside, rather than on top of, the body.



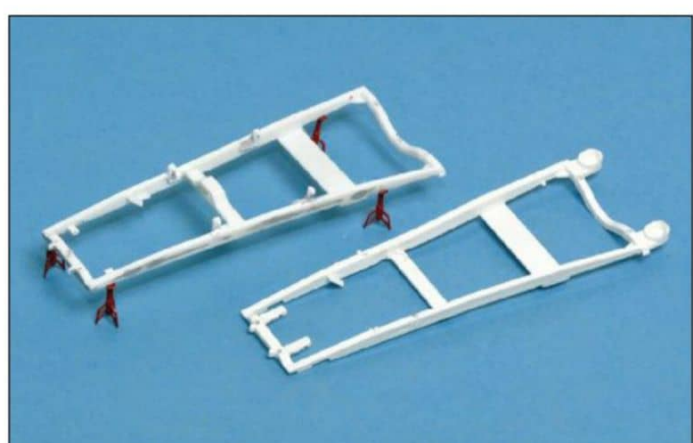
Several rounds of filing and fitting finally yielded the desired appearance, as shown here. This is a bit of a press fit (as indicated the finger holding the piece in place) so it will need to be securely glued in place during final assembly. Also remember to grind down the underside of the thickness of the floorboard with a motor tool, so that the revised body/interior still fits flush to the splash apron and frame.



Model Cars Magazine readers are generally well versed in hot rod chassis design and modifications, so I am going to minimally cover this subject as most of you will want to go your own way in this area anyway. I began by gluing in place the Mod Rod upper front crossmember, then cutting away the air bag mounting cups as shown on the right



I cut a piece of sheet styrene to shape (shown here in green) to begin to create a structure for the front engine mounts. I also removed a portion of the Mod Rod mid-frame crossmember (shown here in red) that served to elevate the engine to a slightly higher position in the chassis, which is necessary to allow the exhaust headers to clear the top of the frame rails during final assembly. After this picture was taken, I also trimmed the front engine mounts to their final size, while adding a set of 1/16" spacers on top, cut from aluminum tubing, to further raise the engine in the frame.



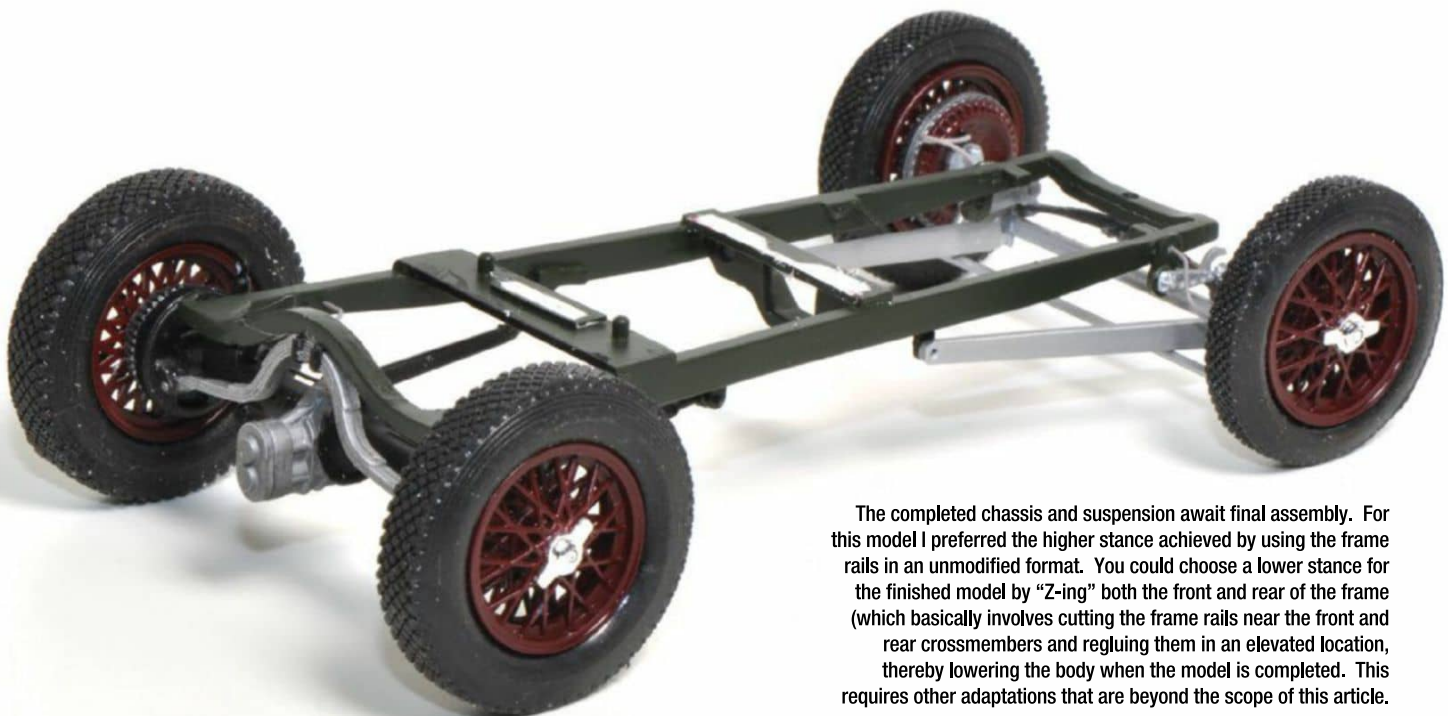
After adding the Yellow Fever mounting tabs to the frame to locate the front and rear radius rods, several applications of Mr. Surfer 500 Surfer with sanding followed to address numerous sink marks in the frame rails. Compare the modified frame (shown on the red jack stands) next to the original Mod Rod frame. Note the final configuration of the trimmed down front engine mounts as referenced earlier.

I departed from the typical front and rear suspension sources seen in most hot rod model cars these days, instead using parts from the recent Atlantis #13101 “Yellow Fever” Fiat Altered kit. These components—originally tooled for Revell’s early 1960s Parts Packs—reflect an unrivaled degree of scale fidelity. Accordingly, the parts’ mating surfaces are very small and demand a degree of patience to assemble properly. I added the rare (in 1:1 scale) and era-correct #P-119 Kinmont Disc Brakes front brakes from Replicas and Miniatures Co. of Maryland, and paired the Yellow Fever Halibrand Quick Change rear with finned Buick style rear brake drums.



Like the real car that inspired this model, the engine had to be a Ford Flathead V8. The best kit-based sources of hot-rodded 1/25-scale Flathead Fords are found in Revell’s 1932 Ford Tudor (just reissued), 1940 Ford Deluxe Coupe, and 1948 Ford Chopped Custom kits. I used the 1948 Chopped Custom kit parts with their incredibly delicate Navarro intake manifold and cylinder heads engraving. The over-the-frame side mount headers come from VCG Resins by Reese.

The completed Flathead V8 incorporates paint detailing, spark plug wiring, and fuel lines. Those desiring an even higher level of detailing should consider the model car aftermarket, including parts offerings from Replicas and Miniatures Co. of Maryland, the Model Car Garage, and VCG Resins by Reese (the latter offering several variations of a complete hot rod Flathead V8).



The completed chassis and suspension await final assembly. For this model I preferred the higher stance achieved by using the frame rails in an unmodified format. You could choose a lower stance for the finished model by “Z-ing” both the front and rear of the frame (which basically involves cutting the frame rails near the front and rear crossmembers and regluing them in an elevated location, thereby lowering the body when the model is completed. This requires other adaptations that are beyond the scope of this article.

Targeting the post WW II vibe, I chose Tamiya TS-2 Dark Green as the body color. I applied three mist coats at 20-minute intervals, followed a day later by one full-on wet application, leading to very smooth finished appearance. I was surprised that this color dries to an extremely smooth satin/eggshell-like finish rather than the gloss appearance of most Tamiya TS-line aerosols. Given my time constraints on this project and that flat sheened, primer-like finishes were often seen back in the period replicated by this project, I decided to omit any further paint work such as a gloss clear overlay.



Whenever the opportunity arises, I like to add real wood inserts to my hot rod model projects. The Mod Rod pickup floorboard (lower center) provides the foundation for a piece of 1/32” thick wood (found in the model railroad/doll house sections of your local hobby shop), followed by several coats of wood stain (the ones shown here are no longer produced, but similar substitutes can be found). A few light coats of Tamiya Semi Gloss Clear seals the wood.

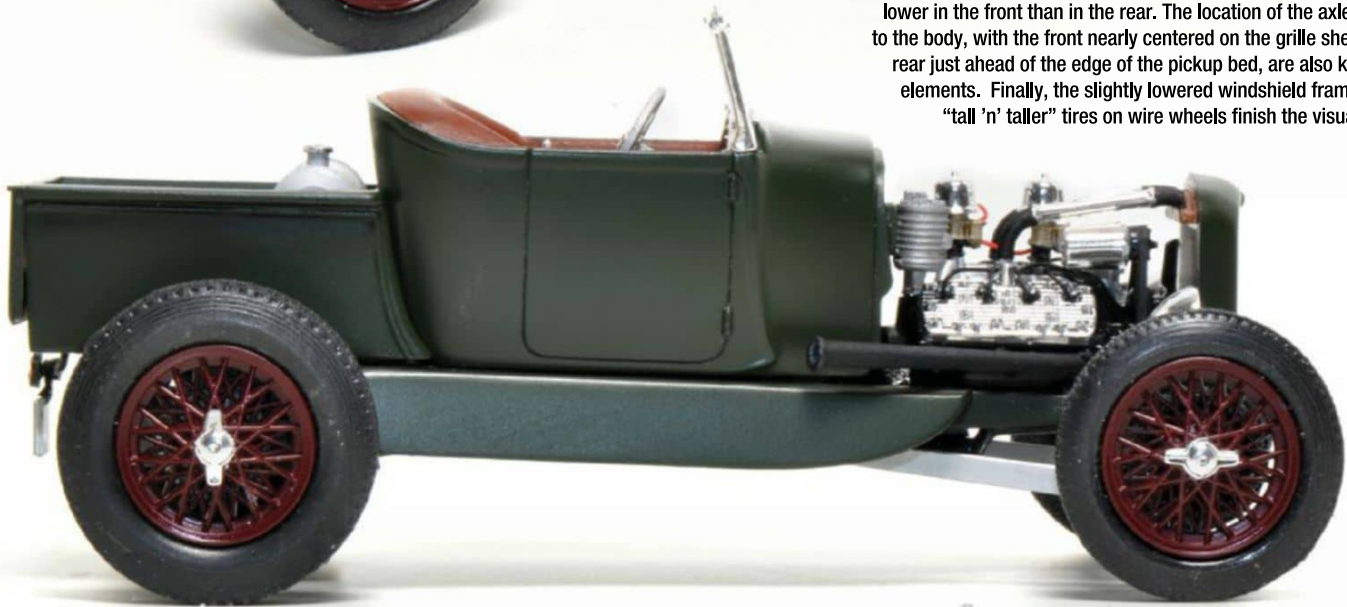
As the model neared completion, I mocked it up both with and without the splash aprons (in 1:1 scale, these are the curved metal panels that extend between the body/chassis and the running boards). I had a hard time choosing which way to go, but eventually retained the splash aprons, as they give the model a different look and are a key visual element of the 1:1 scale rod that inspired this build.



After 46 hours of model building and kitbashing, let's call it finished. It's clearly a hot rod, but also clearly differentiated from many of the more mainstream hot rod models we build today. The somewhat higher stance, satin paint finish, retention of splash aprons, and wheel/tire choice all contribute to the overall character.



Note the slight forward rake, so that the body appears just a skosh lower in the front than in the rear. The location of the axles relative to the body, with the front nearly centered on the grille shell and the rear just ahead of the edge of the pickup bed, are also key design elements. Finally, the slightly lowered windshield frame and the “tall ‘n’ taller” tires on wire wheels finish the visual impact.



One of the many inspirations I picked up from Don Emmons' models early in my modeling career was his emphasis on little details (he called it “detail for real”) that added authenticity to his projects. Continuing that theme here, note the single taillamp with a 1948 California “black plate” license (the latter from Revell's 1948 Ford kits), and the addition of Tamiya Semi Gloss clear on all of the plated components other than the engine accessories in order to tone down the appearance of those parts.



A front view shows the fine engraving and detail of the Atlantis “Yellow Fever” suspension parts and the Replicas and Miniatures Co. of Maryland Kinmont disc brakes. The tires from the Heller kit appear to be real rubber and present a very lifelike appearance.



The Moebius “Yellow Fever” kit is one of several excellent kitbashing sources to address the lack of a Halibrand Quick Change in Revell's otherwise outstanding 1929 Model A Roadster and 1930 Model A Five Window Coupe kits.



I recommend that you follow the basics of this post-WW II kitbash and then personalize it to your own hot rod tastes. Substitute the Columbia two-speed rear end from Revell's 1940 Ford Convertible or AMT-Ertl's 1941 Showroom Stock Woody kits. WW II-style Bomber seats are from the recent Revell 1930 Model A Five Window kit. There are several kit sources for a Ford Banger four-cylinder including this Model B engine from the original AMT 1932 Ford Roadster kit. A Model A grille and radiator shell can replace the Deuce grille, while the early-style Halibrand windowless mags can be found in most releases of the AMT 1965 Pontiac Bonneville kit. In place of the pickup bed, source the large gas tank in the Mod Rod kit. Finally, in lieu of over-the-frame headers, try the plated exhaust manifolds in the Revell 1948 Ford Chopped Custom kit.



I built the hot rod model on the right from the 1973 issue “25th Anniversary kit” soon after it came out. Even with kitbashed wheels, tires, and a beer keg, it was obvious that the model suffered from stance and proportion issues when compared to the compelling box art illustration. Our new project on the left clearly shows its basis in the original kit, but I think it also goes a long way to addressing the negatives of the one on the right.



A TALE OF TWO MID-CENTURY CHEVY SEDAN DELIVERIES: PREWAR AND POSTWAR

Story and photos: Cliff Read

Although sedan deliveries are one of my favorite modeling subjects, my own stubbornness kept me from building any of the early post-war Chevy kits from Galaxie for years. They are beautifully molded and packaged kits with nice fitting parts and no molding sink marks, etc., but I was always put off by a few obvious proportional discrepancies on the main bodies. In the case of their '46/47/'48 Chevy sedan deliveries, the main problems, to my eyes, were all the harsh window corners, the misshapen side indent panel, the windshield bottom edge starting too far up from the cowl area, and the front fender openings molded as just simple radii.

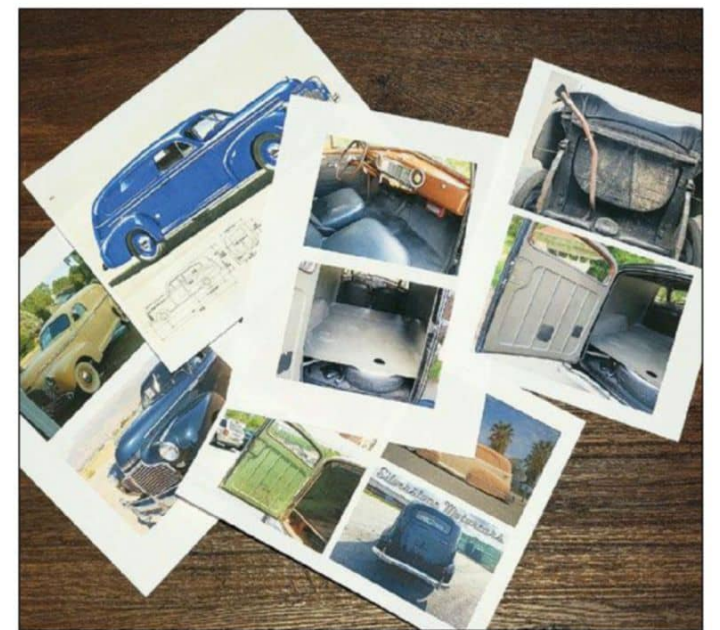
The post-war Chevy sedan delivery main bodies, chassis, interiors, and drivetrains were basically the same as the pre-war 1941 version, but with all new front-end sheet metal and trim. For some reason, I've always wanted to build a '41

Chevy sedan delivery, figuring I could begin that project with the Galaxie post-war kit. My plan was to merge the '41 front fenders and grille area from an inexpensive but reasonably well-proportioned Welly diecast toy convertible onto the Galaxie kit's main body. To add some additional challenge, I would also cut open and hinge the three sedan delivery doors and tackle the main proportion issues. Gluing metal parts to plastic is best done with some mechanical fastening to augment the usual epoxy and cyanoacrylate glues, and I solved that by drilling tiny holes in any mating parts to accept short sections of stiff and roughened piano wire rods.

Galaxie's kit supplied only the passenger car bench seat, but stock Chevy sedan deliveries in the '40s and even into most of the '50s era used utility style folding bucket seats, so, for accuracy, I formed those seats from Renshape.

Since the doors would now be openable, the sedan delivery interior would have to be completed, including the spare tire rear interior access as well as all the inner door panels, and so forth. The under-floor detail also had to be modified to include the formed spare tire well detail, since Galaxie had simplified their sedan delivery kit's underfloor by using their passenger car kit's floor, which held a fuel tank in that area. I used stainless jewelry wire to form all the body side trim as well as the vent window trim, and used black coated brass wire to form the corrected front and rear window gaskets. I even decided to open and hinge the cowl vent, the '40s era version of air conditioning.

The Galaxie kit includes a beautifully done Chevy 216 six-cylinder motor as well as a separate chassis. I detailed the motor with added plug wires as well as simulated fuel



Some of the 1941 research pics as well as the starting material: A Galaxie 1948 Chevrolet Sedan Delivery kit and a relatively simple and inexpensive Welly '41 Chevy Convertible toy to supply the front fenders and grille

and vacuum lines, and I also drilled and pinned the front suspension spindles to allow poseable steering. I removed most of the front bumper accessory bling from the outer ends and replated it using Molitow chrome.

I must admit, I was surprised how much I enjoyed the old Galaxie kit and was so pleased with how the '41 Sedan delivery project turned out that I decided to build another one as the 1948 postwar version, incorporating all the same proportion and detail improvements as well as the opening doors, etc.. One of my pet peeves with most plastic models is the necessity to remove the hoods to display the engine detail, so, on both projects, I also fabricated reasonably hidden poseable hood hinges.

The main body paint on both models is durable automotive basecoat/clearcoat to replicate available nonmetallic colors available from Chevrolet at those times.



The beginning of the project: bringing the '41 Chevy front end together with the Galaxy '48 Chevy body, as well as the cutting out of the three doors. 2-part body filler was used to fill in the art-deco front fender trim as well as blend the two main body assemblies. Most of the work was in the cowl area.



The now-detailed plastic '41 engine hood showing its beginnings as a sectioned '48 Chevy hood from the Galaxy kit.



Development of the sedan delivery body with some of the formed stainless wire side trim, as well as the development of the cargo floor with spare tire access. The windshield area has been reportioned, but the door window shapes have yet to be redone at this point.



The fabricated styrene correct under-floor spare tire detail added to the kit's passenger car floor.



A comparison of the corrected body-side indent shown beside an example of the Galaxy kit's original sedan delivery body.



The beginning of the opening cowl vent detail, which was an additional enjoyable challenge.



The inner rear door panel and black wire window gasket.



An array of most of the painted '41 Chevy sedan delivery parts ready for assembly.



The '48 Chevy body as supplied in the Galaxie kit. The windshield should come down closer to the cowl area, the indent panel is incorrect toward the rear, the door windows are too sharp, and the front fender opening is shown as a simple radius



All the doors shown cut out as well as the gutter rails added.



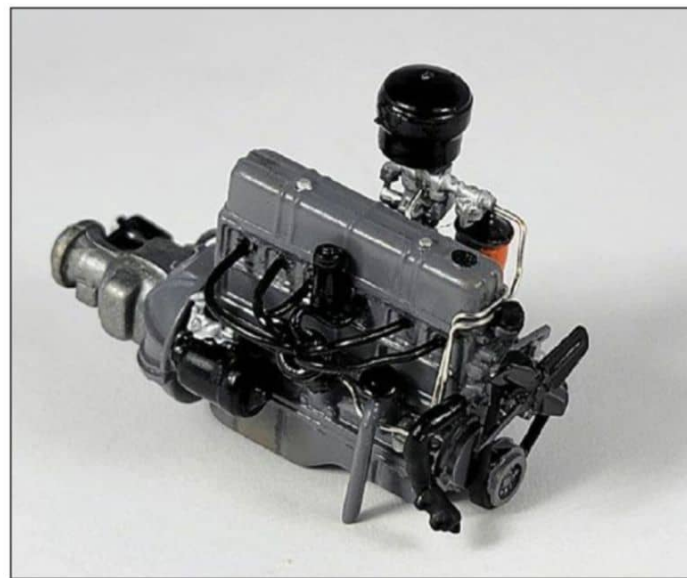
Rear door hinge detail, wire stiffening, and inner door panel formed in styrene.



Side door hinge detail started. The front fender inner thickness had to be thinned considerably to allow the "fade-away" door detail to disappear inside when the door opens.



The same under-floor spare tire well had to be fabricated for the post-war model.



Painting and detailing of the Chevrolet six-cylinder motor showing fuel lines, vacuum line, and plug wires, as well as its installation into the chassis that now includes the fabricated '41 Chev radiator hoop.



The main '48 Sedan delivery's painted and detailed assemblies displayed ready for assembly.



Assembly of the '48 begins. Notice the finished utility bucket seats formed from Renshape.



As with the stock 1:1 versions, the prewar and postwar Chevy sedan deliveries share virtually identical drivetrains and underbody detail. Poseable steering as well as corrected spare wheel under-panels have been added to both models.



The '41 and '48 displayed together with all their hinged appendages now closed.



POOR MAN'S JAKE

BUILDING REVELL'S 2022 CORVETTE STINGRAY Z51 COUPE

Story and photos: **Tim Kolankiewicz**

THE CHEVROLET CORVETTE DOESN'T NEED ANY INTRODUCTION. IT'S HISTORIC NAMEPLATE

would be the \$100 answer for "Name an American Sports Car" on Jeopardy. Produced in eight generations, the latest one, introduced in 2020, could be the most significant due to having a rear mid-engine layout. Rumors of a mid-engine Corvette started with Zora Arkus-Duntov CERV concept race cars, it just took 80 years to finally get one into production.

Speaking of race cars, the Corvette has certainly made its mark on the track. One mark most Corvette enthusiasts would recognize is the stylized skull logo with the cross flagged eyes. The story goes that a Team Corvette Racing truck driver put a skull decal on the race car and the car won that race. The team thought it brought good luck so the team designed the unique skull logo and named it "Jake" after Joliet Jake from the Blues Brothers, which aligned with their "Take No Prisoners" motto.

The Jake mascot was still helping win races when the C8.R race car debuted alongside the street car. For the 2022 model year, Chevrolet offered a C8.R special edition in the racing team's familiar yellow and black (or gray and yellow) paint scheme similar to the Championship race cars. This C8.R option added \$6,500 to the price of the base Corvette.

This seemed like a great car to create with Revell's newly issued 2022 Corvette. There are a few issues though. The C8.R edition features the optional high-wing spoiler, Trident design wheels, and GT2-style seats, which are not included in the Revell kit. While going through the Corvette online configurator on chevrolet.com, I found I could create my own "Jake" using the options Revell included in the kit and I wound up saving way more than \$6,500 in options to have an authentic 1/25 scale version on my shelf.



Many modelers have been patiently waiting for a 1/25 scale kit of the current generation Corvette. Revell has finally answered our call. Does it live up to the hype? Follow along as I try to find out.



One of the first things I found were these pesky injector pin marks on the underside of the engine cover. Fortunately they are shallow and could be sanded out without adding any filler.



I also found many of the parts had a bit of flash that needed to be trimmed. This is typically not expected with a newly tooled kit. The lower control arms are molded to the chassis pan. This aids in making sure all wheels sit square on the road.



The engine is very detailed with many separate parts. Several were preassembled to aid in painting. Toothpicks fit nicely in the voids within the back side of some of the small parts, giving a nice handle to hold while painting.



The upper control arms, steering knuckles, and rear wheel knuckles were also mounted to toothpicks to aid in painting. Be sure to study these parts as they can become confusing when it comes to assembling after painting.



Another set of pesky injection pin marks are found on the underside of the rear window. I had concerns that these would show if the underside was painted black per the instructions.



The rear window was masked with Frisket film, then the top side of the glass painted gloss black. This ensured the pin marks would not show. Other modelers have said these marks disappear if you choose to paint the underside.

POOR MAN'S JAKE



The chassis and interior were painted Tamiya TS-6 Matte Black and the preassembled engine and suspension components were painted TS-17 Gloss Aluminum. The valve covers are painted TS-49 Bright Red.



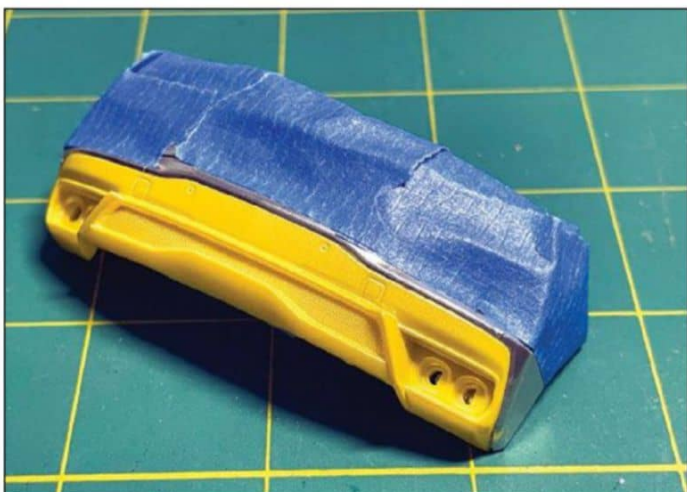
Tamiya TS-97 Pearl Yellow was applied directly to the clean white plastic. The factory "Accelerate Yellow" is almost a chartreuse yellow. For 2025 a new "Competition Yellow" is offered that is similar to the TS-97 Pearl Yellow.



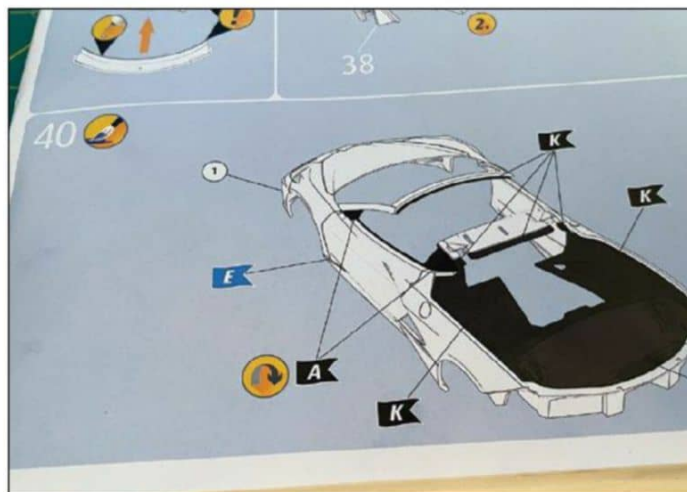
The completed engine is very impressive. The upper intake plenum has decal options that show well through the window of the engine cover. Unfortunately, most of the rest of the engine is not visible on the finished model.



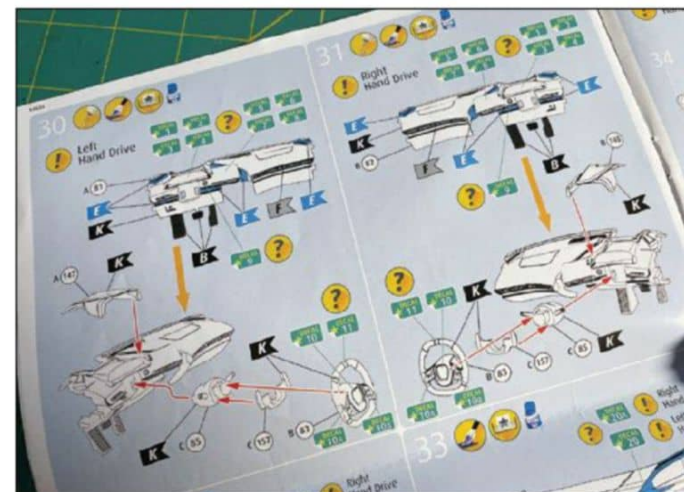
The wheels and tires are the standard 19" front and 20" rear. Carbon Flash paint with a machined edge are optional which requires a steady hand to replicate. Decals are provided for the brakes and center caps.



The rear facia is separate and requires a bit of complicating masking to paint the lower portion gloss black. Bare-Metal Foil was used to provide a clean edge. The lower portion is then painted with Tamiya TS-14 Gloss Black.



If the rear facia masking is complicated, Step 40 is not for the faint of heart. It would have been much better to have this large under-deck lid area as a separate part, which would have simplified the painting process dramatically.



The interior has options for left- or right-hand drive. The instructions have many callouts for decal and painting recommendations. Plan on spending a bit of extra time studying all of this since it will enhance the finished model.



More complicated masking was required for the interior. I chose Tamiya TS-45 Pearl White to replicate the "Sky Cool Gray" factor leather color and Tamiya TS-82 Rubber Black on the door panels. The black seat trim was brush painted.



After the body was decalled and then sealed with 2K Clear from Splash Paints, Bare-Metal Foil was again used to mask all the black trim.



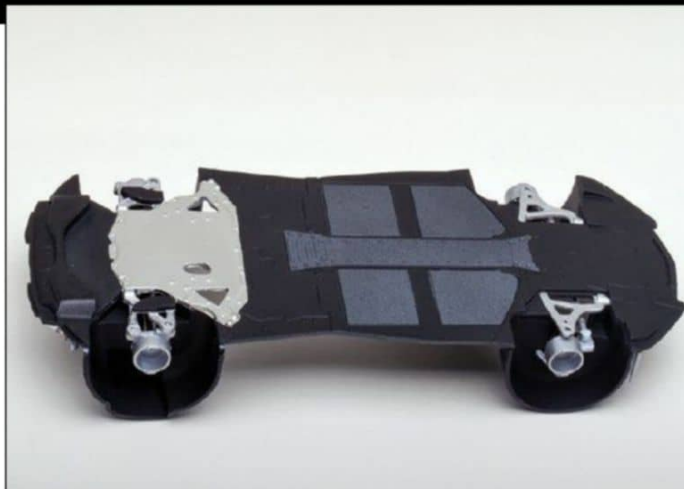
After the black was applied, yet another masking procedure was done to add a dark gray texture to the rear luggage compartment.



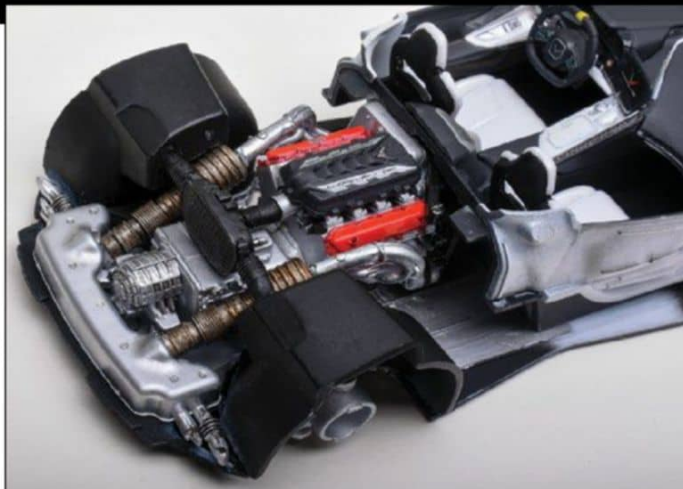
The dash also needed complicated masking again with Bare-Metal Foil. As seen above, many decals are provided, with four on just the steering wheel. I found using liquid floor wax beneficial to making the decals conform to the irregular surfaces.



The nearly completed interior looks the part, but overall the engraving is not as crisp as seen in Tamiya kits. The cowl with separate windshield wipers did not have a positive location, relying on hopes and dreams for a precise fit.



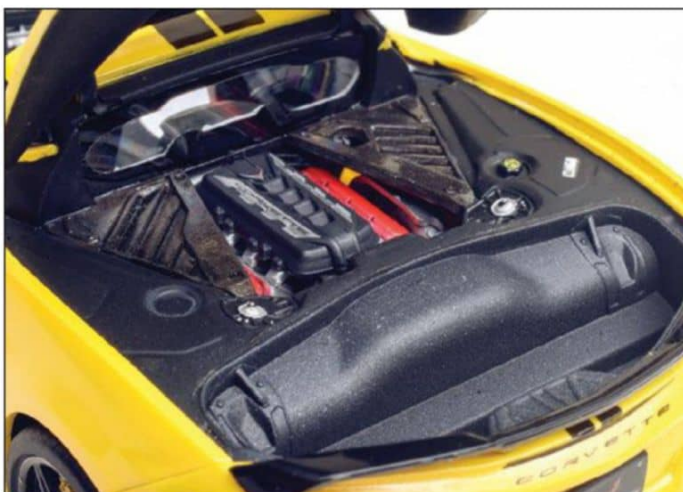
The underside is not very exciting, but neither is the real thing. I used Bare-Metal Foil for the rear aluminum tray then masked the floor pans and added some dark gray for some contrast. Nice underside photos are available on bringatrailer.com.



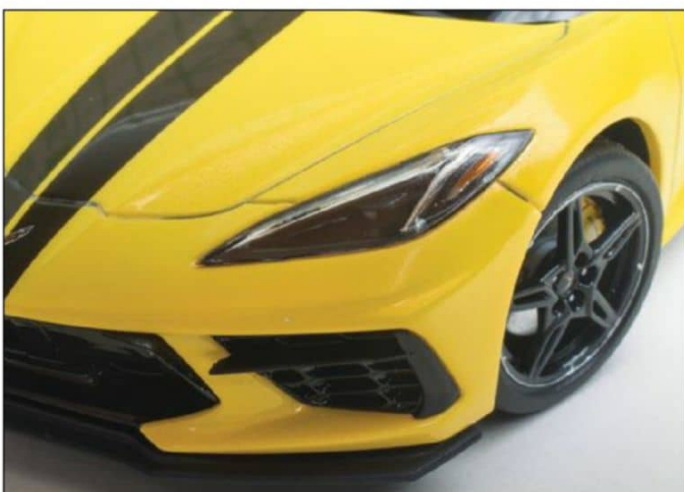
Revell did a nice job replicating the exhaust with many separate assemblies. Unfortunately, most of this is obscured by the trunk and engine cover molded to the body. It does give the builder some insight into the mid-engine layout.



Something I should have caught during all the test fitting is that the front top edge of the engine cover should be thinned so it doesn't bind with the roof. A bit of shaving it with the x-acto allowed it to swing up more smoothly.



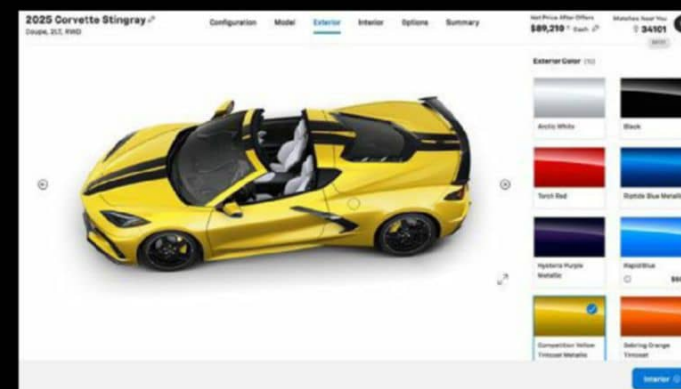
Once the body and engine cover are on, much like the real car, this is what you see. I would have rather Revell omit or simplify the exhaust and make the trunk area deep enough for the removable roof to fit and still close the engine cover.



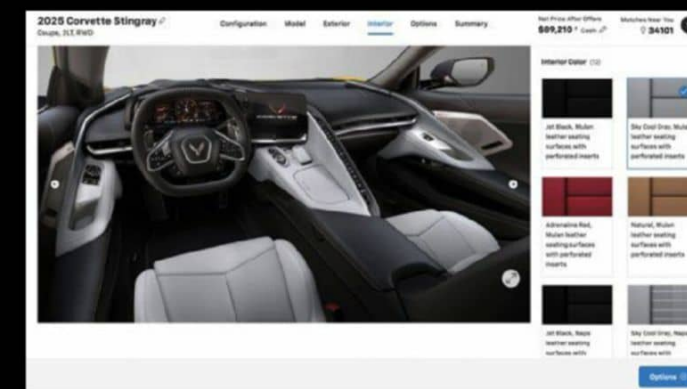
The headlights require a bit of detailing to look right. Bare-Metal Foil was applied to the raised LED portions. Tamiya Clear Orange was applied for the turn signal. The clear covers fit with precision; the edges were trimmed with a Sharpie marker.



The taillights are a bit more involved. They have separate reflectors that were painted with Revell Chrom Spray. The clear lenses were then painted Tamiya Clear Red, with care not to paint the clear LED light portion. The black trim was a tedious job, using Vallejo Black acrylic. Any that got out of line was scraped off with a toothpick.

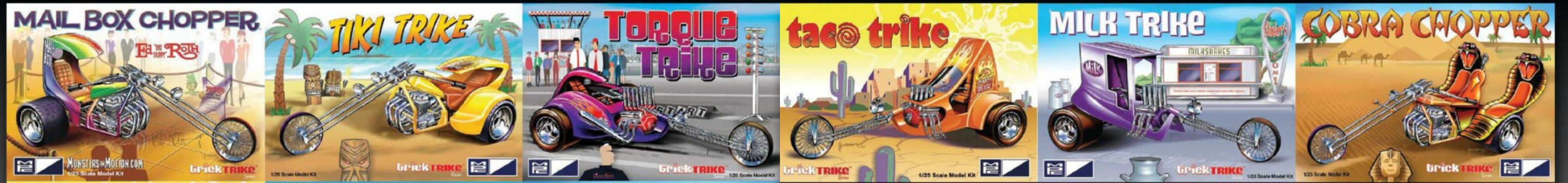


Chevrolet.com has a wonderful configurator that allows you to build your Corvette in any color and interior combination available. There is a little known \$590 option that can override the recommendations within the configurator, which has produced some very interesting low production color combinations.



The Revell 2022 Corvette kit might be as polarizing as the real car. Just like the purists that desire a front engine/rear drive, the modeling community will certainly debate some of this kit's tooling decisions. Personally, I'd rather have seen this kit with assemblies designed to eliminate the complicated masking procedures instead of a detailed engine that is largely obscured in the finished model. It seems the complicated masking could turn off more beginner/youth modelers that this subject could appeal to. Some of the fit of the parts could be better, such as the removable top, and as mentioned it would be cool to stow it under the engine cover like the real car. The interior is not as crisp as those seen in the Japanese kits, but this one does have a much lower price. These nitpicks aside, the Revell kit does produce a very nice model and building it gave me a much better appreciation for the real vehicle. The next version of this kit will be the convertible version, and with the current parts layout, it is difficult to say if a Z06, E-Ray, ZR1, or the much rumored Zora will be in our 1/25 scale future. The only way to have a chance to get those is to make sure this one sells out.





TIPS ON BUILDING THE MPC TRIKE SERIES

STORY: EVAN JONES

PHOTOS: LARRY GREENBERG AND EVAN JONES

ABOUT 1971, MPC RELEASED SIX 1/25 SCALE MODEL KITS OF CUSTOM TRIKES.

Four of these kits were re-released in 2005 with new box art, new decals and different names. In late 2020, all six original kits were reissued under the 'Trick Trikes' label, with all new decal sheets, differently colored clear parts, and four of the kits having new names. The models fall into two broad categories.

Honda motorcycle powered trikes. These use an inline four-cylinder air cooled motorcycle engine with a chain driving the two rear wheels on a solid axle. Four exhaust pipes exit the rear underneath the body. The models are:

- Mail Box Chopper (Ed "Big Daddy" Roth)
- Tiki Trike (originally the Digger Trike)
- Cobra Chopper

Small block Chevy engine powered trikes. These use a small block Chevy V8 engine connected to a differential rear end. Tall intake trumpets provide power and the exhaust pipes are either straight or four into one, all with no mufflers. The models are:

- Milk Trike (originally the "T" Trike)
- Taco Trike (originally the Wedge Chopper)
- Torque Trike (originally the Black Max Trike)

The Mail Box Chopper has always been labelled as being from Ed "Big Daddy" Roth. However, the model bears only a passing resemblance to the actual Mail Box vehicle designed and displayed on the custom show car circuit by Ed Roth, but that's another story.

TIPS ON BUILDING THE MPC TRIKE SERIES

All of the kits, with the exception of the Cobra Chopper, have two large halves for the body, resulting in a long seam down the center. Styrene strip was used behind the joint to strengthen it, and plastic putty (bits of sprue soaked in liquid cement and left overnight in a sealed jar) was used for these seams, followed by sanding flush.

The rear wheels on the Chevy powered trikes are open and so the wheels, both inside and out, were painted body color. The following Tamiya lacquer paints were used, a combination of airbrushing and straight from the can:

- Cobra Chopper: Park Green with seat inserts in Camel yellow
- Mail Box Chopper: Custom mixed lacquers with clear pearl and semigloss black acrylic seat
- Milk Trike: Purple with clear pearl and Insignia white seat
- Tiki Trike: Camel yellow with semigloss black acrylic seat
- Taco Trike: Mica red with pure red seat
- Torque Trike: Mica Blue with light blue seat

Most of the seats all were overcoated with a semi-gloss clear to tone down the gloss or add some gloss, as the case may be.

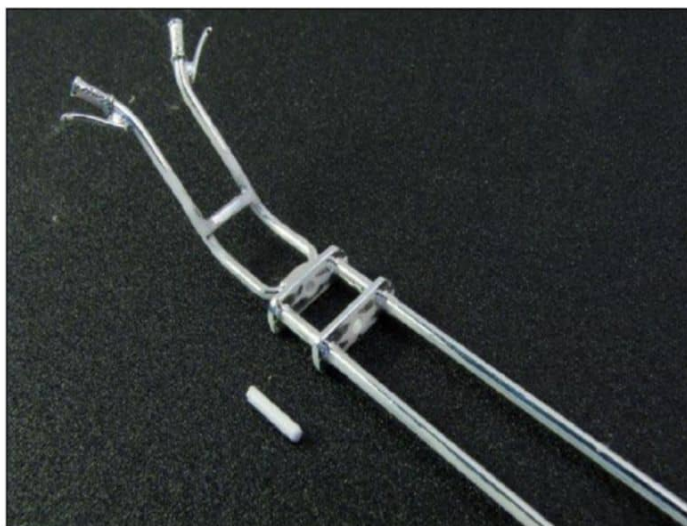
There were three main departures from the instructions.

The instructions for these kits show that the front fork needs to be sandwiched between the two halves of the frame or bodywork. This would leave a very noticeable joint that needs to be cleaned up. This design also means that the forks need to be masked when the frame/bodywork is painted.

The way to fix this issue is different for each type.

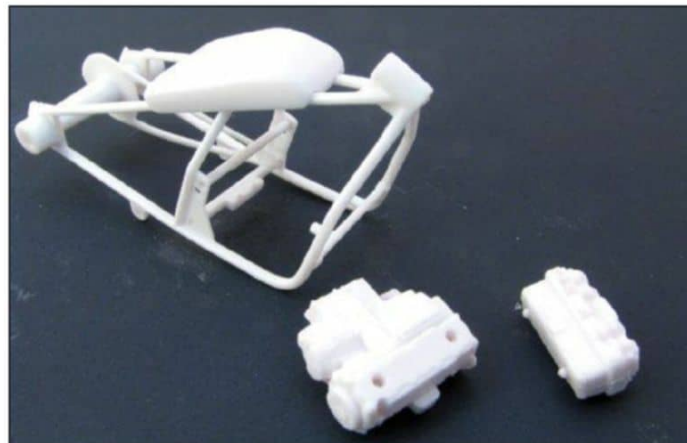
For the Honda powered trikes

The main pivot point shaft was removed from the forks and then a through hole drilled in the lower triple clamp and a blind hole (not all the way through) on the upper triple clamp. A 1.5 mm (0.060") diameter styrene rod was cut to replace the shaft. After painting, the forks were assembled by sliding the pin through the hole in the bottom triple clamp, the frame, and then into the top triple clamp.

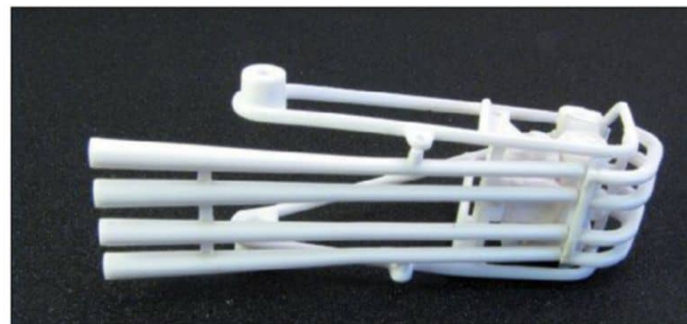


Honda powered trikes: Replace shaft with a removable styrene pin.

For the Honda motorcycle engine kits (Cobra Chopper, Mail Box Chopper, and Tiki Trike), the front mounting tube was cut off the engine and attached to the frame. This made painting the frame much easier. The engine was not fully assembled, but left in two main pieces. This allowed the engine to slip inside the frame after everything had been painted.



Honda powered trikes: Add mounting tubes to frame and keep engine partially disassembled.



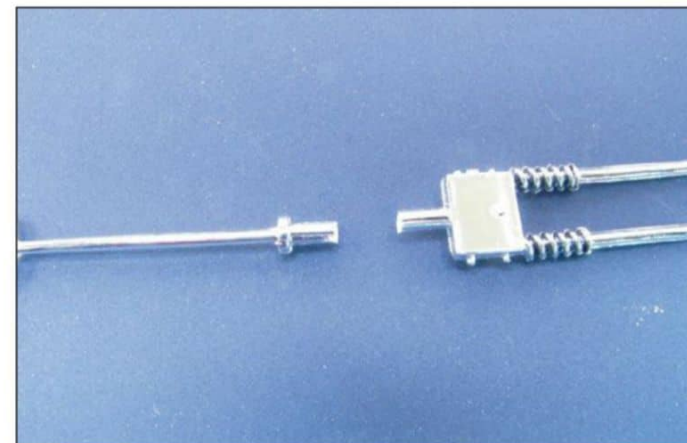
Honda powered trikes: Place the exhaust pipes in the frame to make sure the frame is square.

The only other major deviation from the instructions was done on the Tiki Trike. Sheet styrene pieces were made to fit inside the body and cover up the inside of the fenders. This allowed the cockpit sides to be painted the same as the bodywork. Make sure that the area at the back of the fender is cut properly, because after it is installed, it is very difficult to correct (you can guess how I know this). In addition, the parachute opening was filled in.

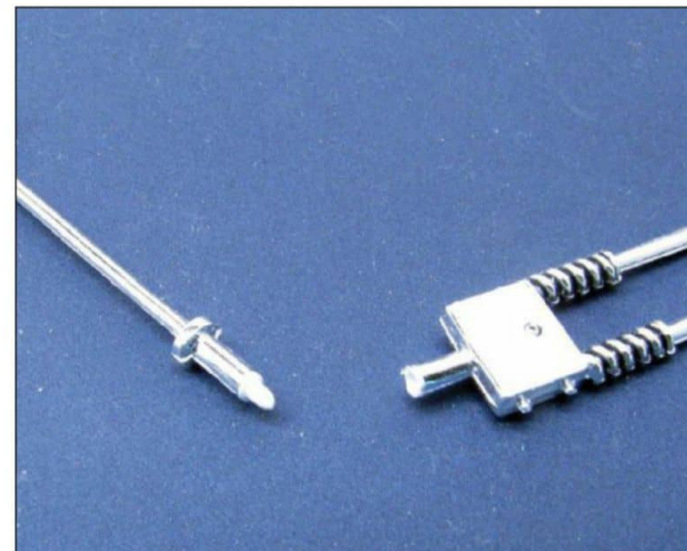


For the Chevy powered trikes

The main pivot point shaft was cut and a hole drilled in both pieces. A styrene rod, tapered at one end, was glued into one part. Make sure that the pin is a snug fit into the hole in the other part of the shaft. After painting, the forks were assembled by sliding the main shaft pieces through the body work from either end.



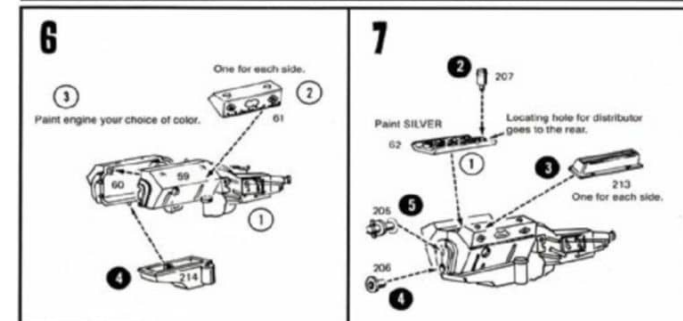
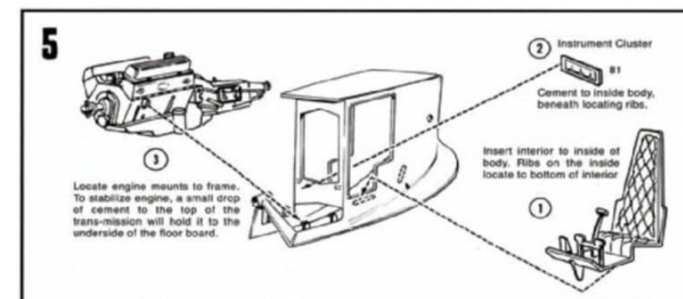
Chevy powered trikes: Cut the fork main shaft



Chevy powered trikes: Drill holes and glue tapered pin into one side



Another improvement for all the trikes was to replace the front wheel with a Dragster Wire Wheel from Minicurtraizing. The rubber tires from the kits mount perfectly on the 20" Wheel (0.79" OD). The only thing needed is to remove the four ridges inside the kit front tire so that it sits flush on the rim. The wheels are available from Curt Raitz via eBay (seller crtr8z).



The only quirky thing I found was in the instructions for the Milk Trike. In step 5, the completed engine is installed in the body and in steps 6 and 7 the engine is assembled (?!).



2024 SOUTHERN NATIONALS

ACME
ATLANTA CAR MODEL ENTHUSIASTS

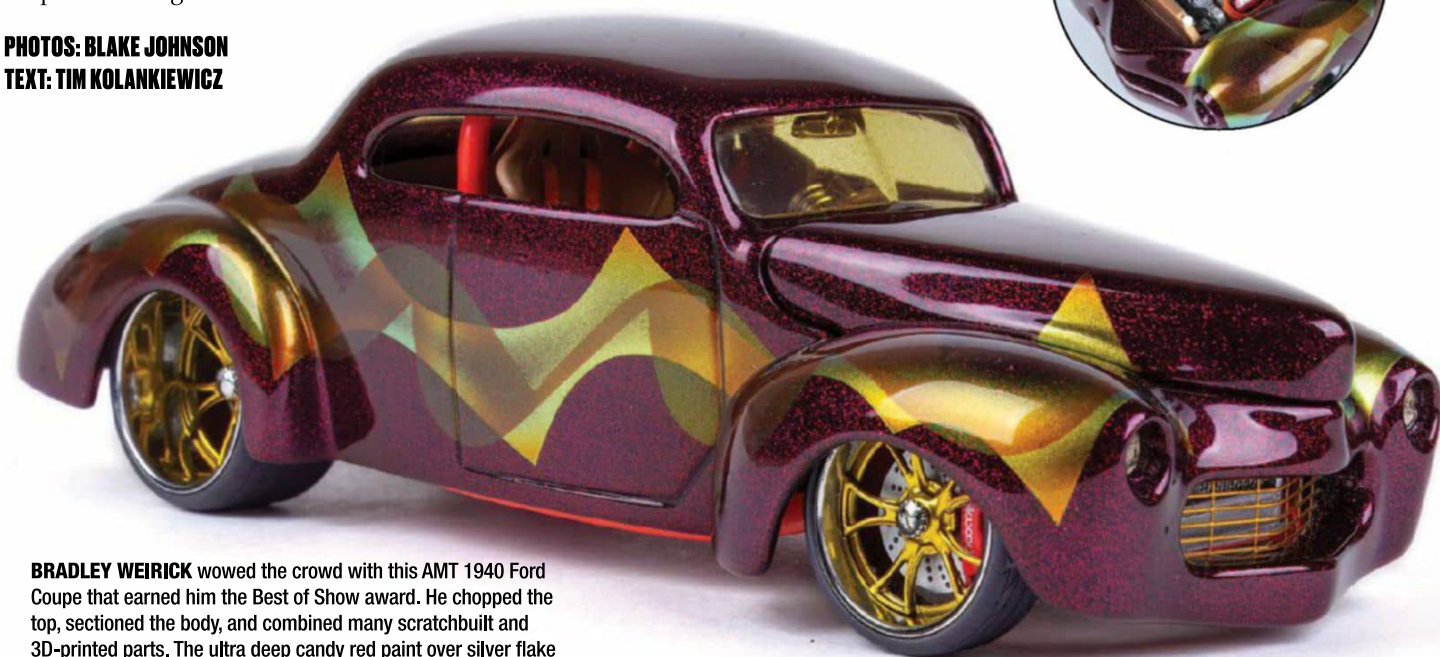
ONE OF THE MOST ANTICIPATED MODEL CAR EVENTS EVERY YEAR IS THE ACME Southern Nationals and the 2024 installment did not disappoint. More than 180 of the nation's finest scale model builders brought over 800 dazzling models to display. Held at the Clarence Brown Center in Cartersville, Georgia modelers from 27 states arrived days early not only anticipating the latest scale masterpieces, but also to enjoy the fellowship they share with other modelers. Each year the show has two themes and this year Mustangs and Pickup Trucks filled the tables with each theme having several hundred models entered.

There is plenty to do in the area, with many groups taking day trips to the nearby Savoy Auto Museum, which had many of the racers from the Indianapolis Motor Speedway Museum on display. Other groups toured Old Car City USA, which is billed as the world's #1 automotive junkyard.

Everyone in attendance mentioned this show could be days long and you would still want more. Models on display aside, dozens of vendors were there with new kits, old kits, aftermarket parts, decals, paints, tools, and just about anything else a model car builder would need. Make your plans now for October 25, 2025, with the themes being 100 years of Mopar and Drag Racers. You don't want to miss it.

PHOTOS: BLAKE JOHNSON

TEXT: TIM KOLANKIEWICZ



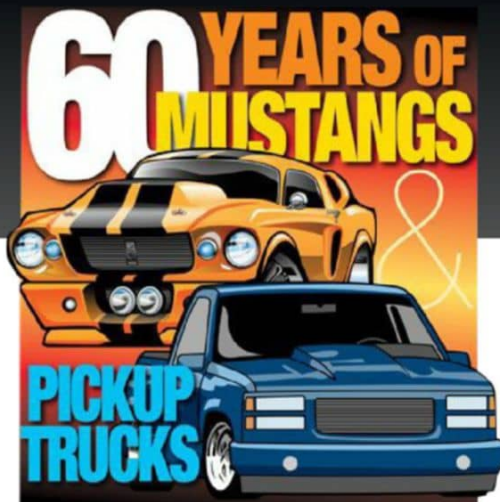
BRADLEY WEIRICK wowed the crowd with this AMT 1940 Ford Coupe that earned him the Best of Show award. He chopped the top, sectioned the body, and combined many scratchbuilt and 3D-printed parts. The ultra deep candy red paint over silver flake with gold graphics earned him the nickname "Sparkles."



MICHAEL "MOZZI" MOSKOV built this offroad inspired Revell 1970 Mustang for the the show theme. He scratchbuilt the fender flares and rollbars. Painted Tamiya RAF Grey and bright orange, he named this model the "Maxstang."



WES SALAZAR'S multi-colored Revell 1956 Ford F-100 was one of hundreds of pickup trucks on display. The scheme was inspired by the VW Golf Harlequin edition and painted with Splash paints. The big steelie wheels are from Z-Force.



TOMMY MOORE was given the *Model Cars Magazine* Editor's Pick for his wild bubble top surf rod that started out as an MPC 1975 Corvette. Inspired by Hot Wheels cars, he went to town customizing, then finished it with a spectacular Createx Candy Yellow over Silver Flake paint job.



RICK DOERING'S incredibly hot Revell 1951 Henry J drew a crowd all day long with it's flamed House of Kolor paint job. He reworked the body to appear more stock, then opened and hinged the doors to show off the custom 3D-printed interior. The model also features many custom Kaiser emblems throughout.



TIM KASPER displayed this incredible custom blend of 1953 though 1960 Corvettes. Detailed to the max with hundreds of items, it features a scratchbuilt chassis with cantilever suspension and a fuel-injected big block. He even added working exterior and interior lights. The amazing paint is called Dragon Spit from Tiki Paints.



SCOTT INMAN used new weathering methods on this Moon Marketing VW Delivery Van that started as a Hasegawa kit. He then went to town adding Highlight Model Studio safari windows and a host of 3D-printed parts.



RICK HANMORE was just looking for parts and wound up combining a 1962 Corvette with a 1959 Oldsmobile to create this "Oldsmobubble" wild custom. It uses a chassis and engine from a Monogram Lil Coffin.

LUIS PEREZ displayed this pair of Tamiya GT4 Mustangs on the theme table. One is built as a curbside and the other is built as it would be maintained at the race shop. Both models feature many scratchbuilt, aftermarket, and 3D-printed parts. The paint schemes are custom designed by STS decals. His hard work won him the “Best Mustang” award.



LEWIS HICKS added a 3d-printed wide body kit to a Revell 1971 Mustang. He painted it Seduction Red from Tropical Glitz. He then detailed the rest of the model with many aftermarket parts.



HECTOR GUADALUPE also added a 3D-printed wide body kit to a Revell 1971 Mustang. His is painted MCW Lemon Twist Yellow with Tamiya Black accents. He also added a MCV Products 3D-printed Coyote 5.0 Engine.



TIM BROWN threw a bunch of parts together in a week to come up with his out-of-this-world flying version of Revell's 1971 Mustang. He added jet thrusters and a chassis from a Bandai kit, then weathered it with Tamiya paints.



JEFF GLOVER spent two months building this Revell 1971 Mustang as a factory stock version for a club build. He did add deeper dog dish wheels and rear window louvers to give it a sleeper look. It is finished with Tamiya paints.



IRVIN ARTER JR. displayed this custom 1978 Dodge pick up service truck that he kit-bashed from MPC and Moebius kits. Under the hood is a Hellcat engine from Iceman Collections and in the back is a weathered GMC V-12 from Texas 3D Customs. The wheels are also 3D-printed from Bandit Resins and the model has his signature rake.



ANDREW GRAF used a Danbury Mint diecast to create this 1972 Chevy C10 pickup. He repainted it GM Tuxedo Black and then added JPS wheels and a supercharged LS engine. He was surprised how tricky it would be to disassemble everything.



JORGE RAMOS took an AMT 1950 Chevy Pickup and built it in the style of a lowrider “Bomb.” Many aftermarket parts from Detail Junkees, Lowrider Model Car Parts, and Showcase Hobbies were used. He used automotive touch-up paint in a vintage Ford color for the finish.



EDGAR COLE built this 1972 Chevy C10 restomod from the AMT kit. Under the three-tone exterior finish is a big block engine and an air bagged chassis complete with Pegasus wheels. He dedicated this build to his late friend, Terry Thacker.

JOSEPH DUMANSKI brought this unique replica of the truck on display inside the Buc-ee's in Calhoun, Georgia. Starting with a Revell 1950 Ford F1, a 3D-printed grille converted it to the 1951 style of the display truck. The model features a weathered finish and dozens of scratchbuilt stuffed beavers and many bags of Buc-ee's very popular Beaver Nuggets. The attendants awarded this model with “Best Pickup.”





JAY SAVARESE added this replica of Dale Earnhardt Jr.'s 2004 Daytona 500 winner to his collection of hyper-detailed NASCAR builds. Nearly every kit part was modified or scratchbuilt. Jay was pleased that Dale Jr. followed this build and shared information to make it as authentic as possible.



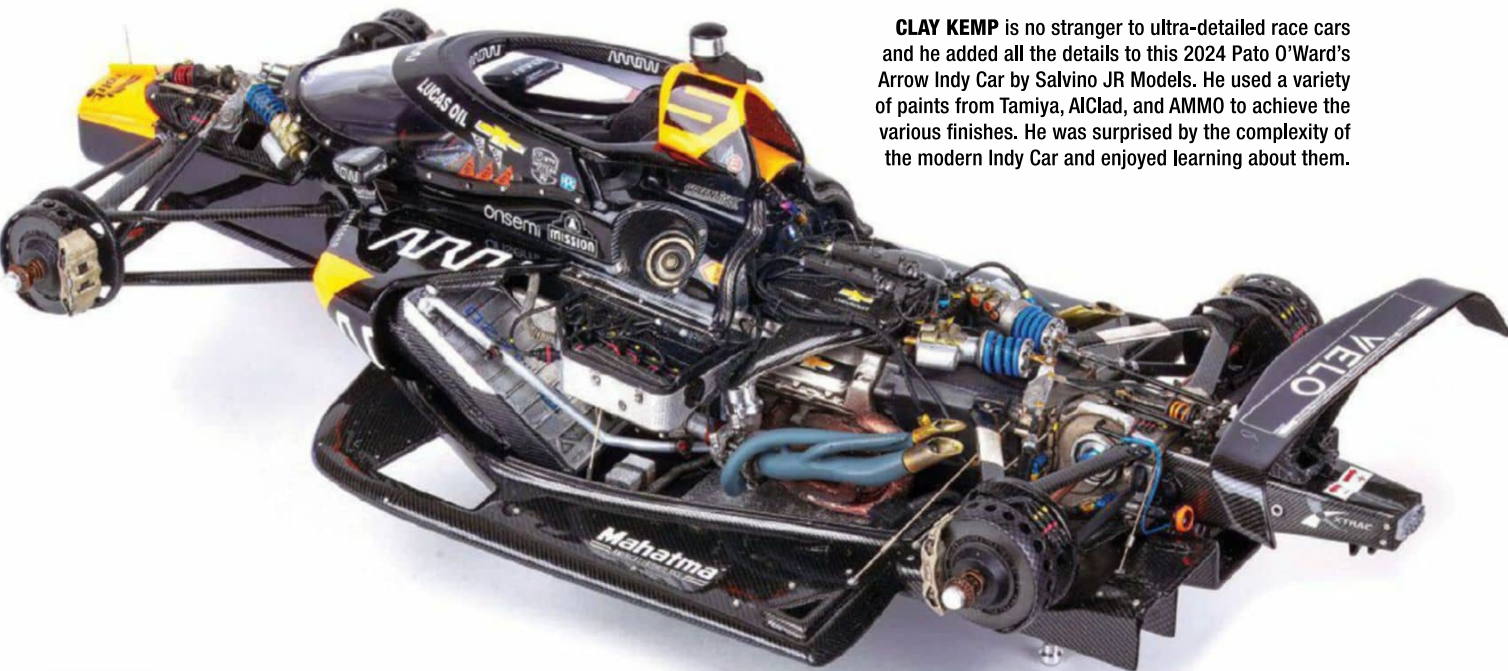
MARK BATSON went with a different scale for his latest super-detailed build replicating Dale Earnhardt Sr.'s 1990 Goodwrench Lumina. Starting with an ill-fitting, toy-like Monogram 1/32 scale Snap-tite kit, he added tons of 3D-printed and scratchbuilt details to rival those seen in the larger scales.



TIM KOLANKIEWICZ made this wheelstanding Porsche 914 for an online group build that is giving a ride to well known Youtuber, Matthew Inman. It features a 3D-printed engine, custom decals, and more than a quarter pound of hidden lead to allow it to balance wheels up.



TERRY BORCHERS displayed this radical pulling truck based on a MPC 1978 Dodge. It features a 3D-printed chassis and a fully wired and plumbed engine. He finished it with Tamiya and Dupli-Color paints.



CLAY KEMP is no stranger to ultra-detailed race cars and he added all the details to this 2024 Pato O'Ward's Arrow Indy Car by Salvino JR Models. He used a variety of paints from Tamiya, AlClad, and AMMO to achieve the various finishes. He was surprised by the complexity of the modern Indy Car and enjoyed learning about them.

JEFF MARSH spent the last five years building and detailing this Tamiya 1/12 scale 1992 Williams FW14B Renault Formula 1 car. Hundreds of aftermarket parts and extensive carbon fiber decals were included in this amazing model.



GENE KING converted the Salvino JR Models NASCAR Camaro into this Garage 56 ZL1 that raced in the 24 Hours of LeMans. He used Jim Roger's 3D-printed conversion kit and decals from 3 Amigos and Scale Motorsport.



KEN DENZA added a bunch of extra detail to a Wes's Model Car Corner modified kit to create a replica of Ted Christopher racer. It features the chrome "Showboat" package and was painted with Tamiya Italian Red with 2K Clear.



WAYNE STEVENS challenged himself to build a model with no kit parts. He combined a resin body with a 3D-printed engine and chassis to build this 1969 Daytona Pro-Mod. It features custom homemade decals that wrap the entire body, which replicates a real car.



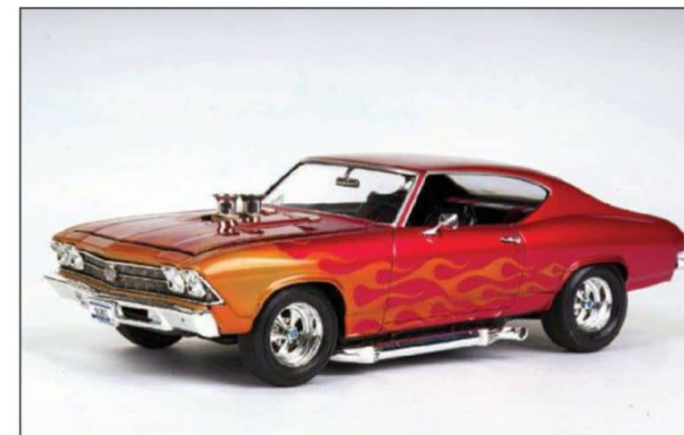
ROGER SITZES loves to replicate old drag cars and his Billy the Kid Dodge Demon Pro Stock certainly confirm that. Based on an MPC kit, it features a heavily modified 1971 Plymouth Duster interior and chassis and was finished with Tamiya and Testors paints.



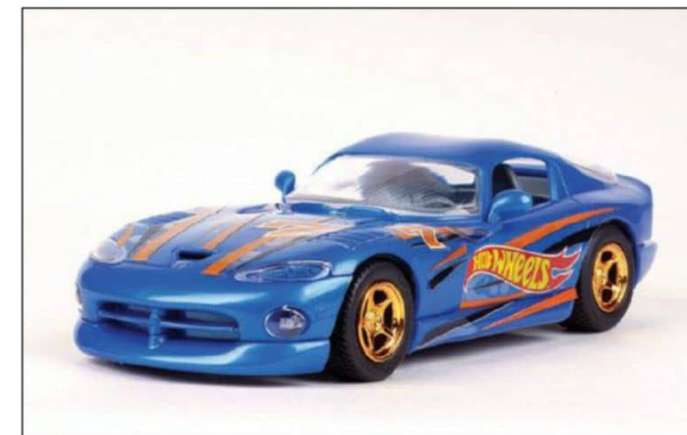
BYRAN GUGGEMOS built his AMT 1972 GMC Jimmy for his model club's annual group build. He included a hidden slide-out compartment in back for some extra details. He finished it with weathered Tamiya paints.



BENJAMIN LEGRAND showcased JPS Customs products with this custom 2022 Cadillac pickup truck. He custom mixed House of Kolor paints and applied it to a resin body. He also added a 3D-printed engine and chassis.



TIM GOHEEN built this '70's style street machine from a Revell 1969 Chevelle. He added airbrushed flames using Tropical Glitz paint. The engine is detailed with plug wires and aluminum velocity stacks.



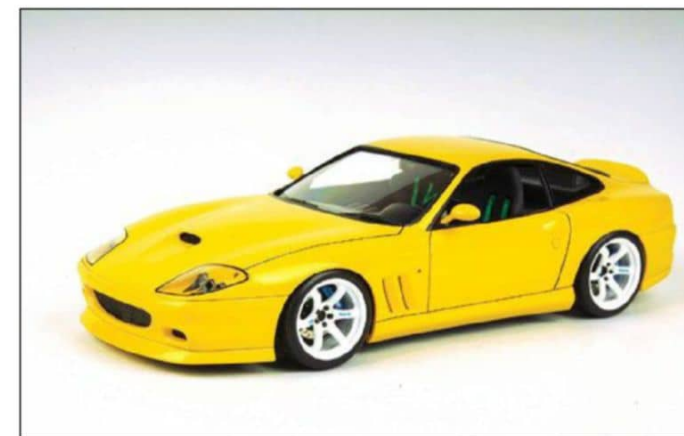
HUNTER LANNING likes Hot Wheels and his favorite color is blue so he combined both of those to finish this Revell 1996 Dodge Viper. He liked putting the stickers on and his efforts paid off as he was voted as Best Junior.



DENNIS MATTHEWS combined an AMT 2021 Charger with a Revell Dodge Magnum to create this updated version. He customized it further with a 3D-printed wide body kit and finished it with Mr. Metallic Color Violet.



GLENN KAESER says the 1970 Dodge Coronet is one of his favorite cars, so he built this one from the AMT kit. He added Pegasus "Chrome T's" with disc brakes. He painted with Mr. Metallic GX Metal Violet, and then polished it to a deep shine.



JIM SMITH built this screaming yellow Fujimi 2002 Ferrari 575M Maranello and finished it with Splash paint. It features aftermarket wheels, brakes and seats. He says this is his favorite Ferrari of all time.



TOM WHITE used a Jimmy Flintstone resin body to build this sugar plum candy 1949 Mercury. He was surprised how well the resin body fit the vintage AMT kit. Beyond the resin body, he detailed the engine with braided lines and more.

ALEX MELNYCHUK built this impressive tractor/trailer inspired by the one seen in Smokey and the Bandit. He combined an Italeri Peterbilt along with a Moebius Dry Van to create his customized version. This rig features more than two dozen working lights and was finished in Testors paints.



THE CLASSIC PLASTIC MODEL CLUB PRESENTED OUR 30TH

Annual Model Car Exhibition on October 6, 2024. The show was held at our traditional venue at the Elks Hall in Lawrence, MA. The hall is large enough that we can display the models at one end, position the vendor tables at the other, and run the kit raffle in the middle. Our favorite food truck vendor retired, but we found a new team that served us a fine breakfast and lunch.

This year we had 29 classes of competition, including a theme class, sub-theme class, and military class. The theme was “Mustang versus GTO,” celebrating the 60th anniversary of these two iconic cars. The sub-theme was “The British Invasion,” for British cars built in any style. We give out three awards in each class, along with eight best-of awards. In addition, a club member can award a “member’s favorite,” which goes to any model that the member finds particularly cool. The entrants are always enthusiastic about these awards; we gave out 14 of them this year.

This was the third year where we included a “Day 2” class. This is for factory stock vehicles with some simple changes that can be made the weekend after the car comes home. Allowable modifications include such things as installing new wheels, replacing the air cleaner, attaching chrome exhaust tips, removing badges, or adding seat covers. Before, such a vehicle would have to go in the Street Rod or Street Machine class, which really doesn’t make sense. We have had more entries in this class each year.



This 1949 Mercury custom coupe was built by **NATHALIE PROULX**. It sports her first airbrush paint job, using Createx Wicked Colors Pearl Plum.



DANA BENOIT built this Revell 1962 Chevy Impala box stock, matching the box art. He finished it with Model Master silver and black.



VINCE LOBOSCO dreamed up this JoHan 1970 Cadillac Eldorado with rear-wheel drive, a 3D-printed supercharged LS engine, and a conversion to four bucket seats. The club project is painted with PPG Aston Martin Dark Green and 2K clear.



NICK ARVANITES took the Revell 1970 Hemi Cuda and added Iceman Collections 3D-printed carbs, Fireball Resin tires, and a vinyl roof. The engine is fully wired and plumbed, while the chassis sports factory assembly line markings. MCW Plum Crazy Purple finishes off this great build.



This Tamiya Porsche 911 GT was on **DAVE PERKINS'** workbench for two months. It includes a Scale Motorsport photoetch detail set, and is finished in Tamiya Bright White and uses the kit decals.



This Revell Jaguar XKE was built in restomod style by **JODI DOYLE** and entered in the sub-theme class. He praised the engine detail in the kit and the stance of the car. It is finished in a Tamiya Grey with 2K clear.



This beautiful 1960s Dodge firetruck was created by **STEVEN HOBBS**. It was built from an MPC Dodge semi kit and an AMT firetruck body.



This AMT Autocar dump truck was built by **SCOTT RYDER** in honor of a fallen club member. It is painted with Testors paints and beautifully weathered.

TIM RHINE built this landscaping rig in honor of a fallen club member. It is based on the Moebius Ford F100. The 3D-printed trailer and equipment are from VCG Resins, while club member Pete Wisniewski provided the decals. The color is Almond Green from Splash Paints.



This 1981 Ferrari 126 CK was built out of the box by **GUILHERME ROSA** as a tribute to Gilles Villeneuve. Guil used several Alclad metallics and Tamiya paints.



This 1933 Willys Malco Gasser was constructed by **JAMES RONDOS** in two weeks. It was built box stock with Scale Finishes paint.



This Scooby-Doo van has custom pillows inside and "Senior's Angels" decals outside. **LINDA FOLLANSBEE** built this Polar Lights kit and painted it with Tamiya Deep Metallic Blue and Champagne Gold.



This 1/32 scale 2012 Wrightbus Routemaster was built by **BRYAN AHL** in one week. The plastic was simply polished and then Tamiya weathering compounds were applied.



TODD RYAN took an MPC 1990 Chevy C1500 truck and painted it in two tone with rattle cans. Then he built the rack with coffee stirrers, weathered it, and loaded it with tires.



RUANE CRUMMETT modeled a 2006 Harley custom using the Revell Fireball kit. He added plug wires and clutch and front brake cables. He painted it with Tamiya Metallic Blue and added flames.



ERNEST EMERSON built this MPC 1979 Dodge Van as the Vantasy, with a purple finish. The decals below the beltline were custom made. He says he likes to build van models.



MIKE MULLER built this MPC 1976 Cobra II after remembering one he saw in high school at a local Ford dealer. He finished it in Testors Bright Silver and Clear and entered it in the theme class.

STEVE ROBILLARD constructed this 1977 Mack DM-800 dump truck from the Ertl kit. It involved much kitbashing, wiring, and weathering. The finish is Rustoleum Forest Green, Rock Red, and Haze Grey.





TEXT AND PHOTOS: GREGG HUTCHINGS

This year's show was completely different than anything we have ever done before. Usually, our annual show followed the basic NNL style of model car show, with people's choice voting for the best ten best model cars at the show. This year, we opened up the show and welcomed *all* types of scale models, not just model cars. Everything including tanks, planes, ships, military models, figures, Sci-Fi, and also Gundam/Gunpla models were on display. The name was also changed from the Hawai'i NNL to the Hawai'i Scale Model Expo. And with the new name came a new location and date, the Neal Blaisdell Center in Honolulu, and now on a Saturday, October 12, 2024 (the show was traditionally on a Sunday). This really was a completely different event, and it all started with an idea from



ANDY BATANGAN really gave everyone at the show something to look at with this build. Andy picked up this Aoshima Omatsuri-Wasshoi truck while vacationing in Japan, and, as any of us diehard modelers will swear is required by law, he started the build in the hotel room while he was still in Japan!

one of our club members, Gary Saito. Gary had asked if we had ever thought about doing a model show that included all models, regardless of type. And after this conversation, the Hawai'i Scale Model Expo was born.

The surprising result was the amount of models entered and on display by the local IPMS chapter, Battleship Row; they took up almost two complete rows of tables. The model car guys showed up in force, with almost two tables of models, but unfortunately, the Gundam/Gunpla models were very limited, with only 14 models entered that day. Will we continue this new type of show? We will have to wait and see, and there is talk about doing a diecast/collectible show next year after the model expo ends, since we have the room all day and night.

DEREK "KATSU" KATAYAMA'S Aoshima UCF 21 Toyota Celsior was given the *Model Cars Magazine* award. The incredible color is from Tropical Glitz and is called Seductive Blue, and it's topped off with a PPG 2K clear coat. The fully detailed VIP interior has 3D-printed and hand made goodies, and is lighted by Evan Designs LED lights. The suspension has been heavily modified to fit the 3D-printed wheels and tires. The 3D-printed figure of Katsu himself is the same one he brought to last year's show.



CARL NAKAHARA took home the Best Of Show top honors this year for his stretched red Chevy Pickup that had a perfect matt finish (Tamiya Clear Red/Clear Orange over a Tamiya Gold base) on it that just made it stand out on the tables, and everyone noticed!



RYAN SHINJO gets da look from Katsu in front of the Porsche 911 GTR that he built for a friend's daughter Sophie. Katsu had himself 3D scanned and printed for display in last year's show, and this year, Ryan had the same thing done of himself. You can see the *Model Cars Magazine* logo shirt that Ryan is wearing also!



CHRIS "TAKI" TAKAMORI builds a lot of models, and you can follow along with their progress on a lot of them on his Instagram account takamori028. This Tamiya Honda NS500 with a Freddie Spencer figure shows off that familiar "drag da knee" turns that so many of us old sport bike riders used to love to do on our Sunday rides.



HIEN LE had this neat Honda Fit at the show that was quite clean, and he spent fifteen years building this Tamiya kit. Hien used Tamiya spray paints for the finish.



Junior builder **IAN HARE** entered this super cool '57 Chevy in a neat "Tuxedo" style. It looks like the model car bug has hit the Hare family, as his father Rick Hare, who also builds some great models, brought the family to last year's show also.



RICK HARE had this very cool early Racer's Wedge drag racing team for Tom ("The Mongoose") McEwen's Plymouth Baracudas. Rick likes to build these types of early drag racing models, and his pair of purple Baracudas was a nice addition to his collection.



HIEN LE built this clean 1968 Dodge Charger that he painted F8 Green from Splash Paints. Hien builds some incredible models, and the variety of subject matter he builds covers all types of cars, from tuners to box stock, with a lot of vans thrown in for good measure. The Charger's paint job and final detailing was great!



We usually see a lot of great models from **KEE KONG TUNG** at the Hawai'i shows, and his white and pink Fiat 500F was one that really brought a smile to everyone's face when they saw it on the table. Kee did some extra work on the kit, adding engine wiring and details, and redid the exhaust system.



Although **MARK GUERRERO** wasn't able to attend the show in person, his 3D-printed BlackBoxSTL Suzuki Kei truck was a hit at the show. The fact that he built this beauty in eight days is just crazy!



RYAN SHINJO is a diehard VW fan, and this Tamiya 1966 VW Bug was awesome! Ryan used a BlackBoxSTL 3D-printed ragtop conversion kit, some scale accessories, and the requisit model to pose in front of the Tropical Glitz Seductive Blue Bug.



LANCE MASUNAGA was awarded one of the Top Three awards this year for his Batman Tumbler Diorama build. This was a very well done display, and he did a great job with not only the wild Batmobile kit, but also the diorama/scene was just perfect!



RICH BENNETT had a great time building this "Back To The Future" DeLorean, based on two different kits. That "great time" was from 20 years ago! It just goes to show you that some builds are timeless.



EDWARD GABRIEL JR'S 1926 Mack AC Bull Dog Lumber Truck had a scratchbuilt flatbed made from real wood. Edward also added LED lights to this great looking vintage truck model.



GARY SAITO built this Tamiya GT-One TS020 "Full View" which is always such a cool way to build a model. It does present a lot of challenges when you do a clear body build, but Gary handled that perfectly!

CARL NAKAHARA had this "Old School Racing" team school bus and front engine dragster on display at the show. Carl started with a 1/32 scale Aoshima school bus, cut the front end off, and grafted the front from the AMT 1/25 scale '53 Ford truck kit. He had to scratchbuild the doors and ramps. The dragster is from the 22JR kit.





Review provided by: Wayne Webers

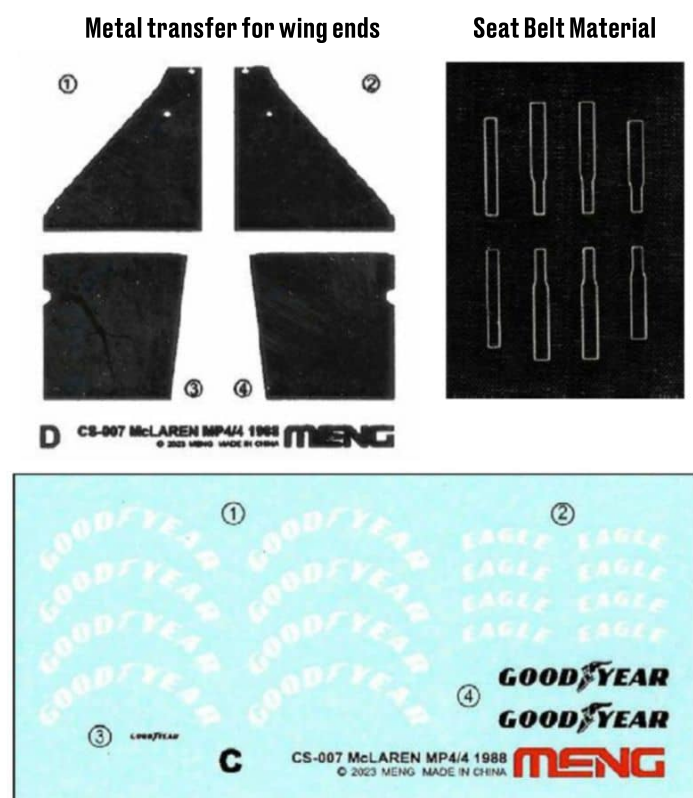
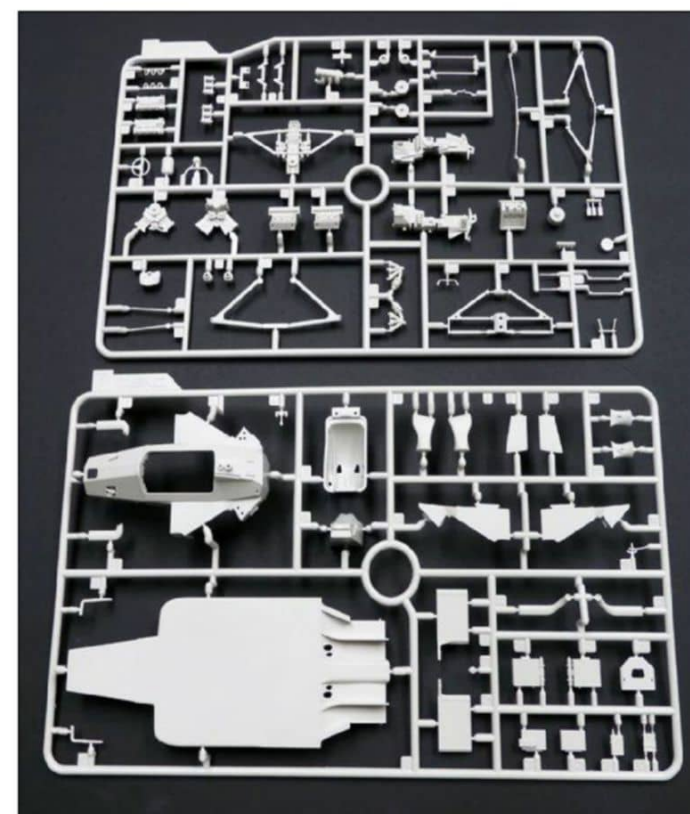
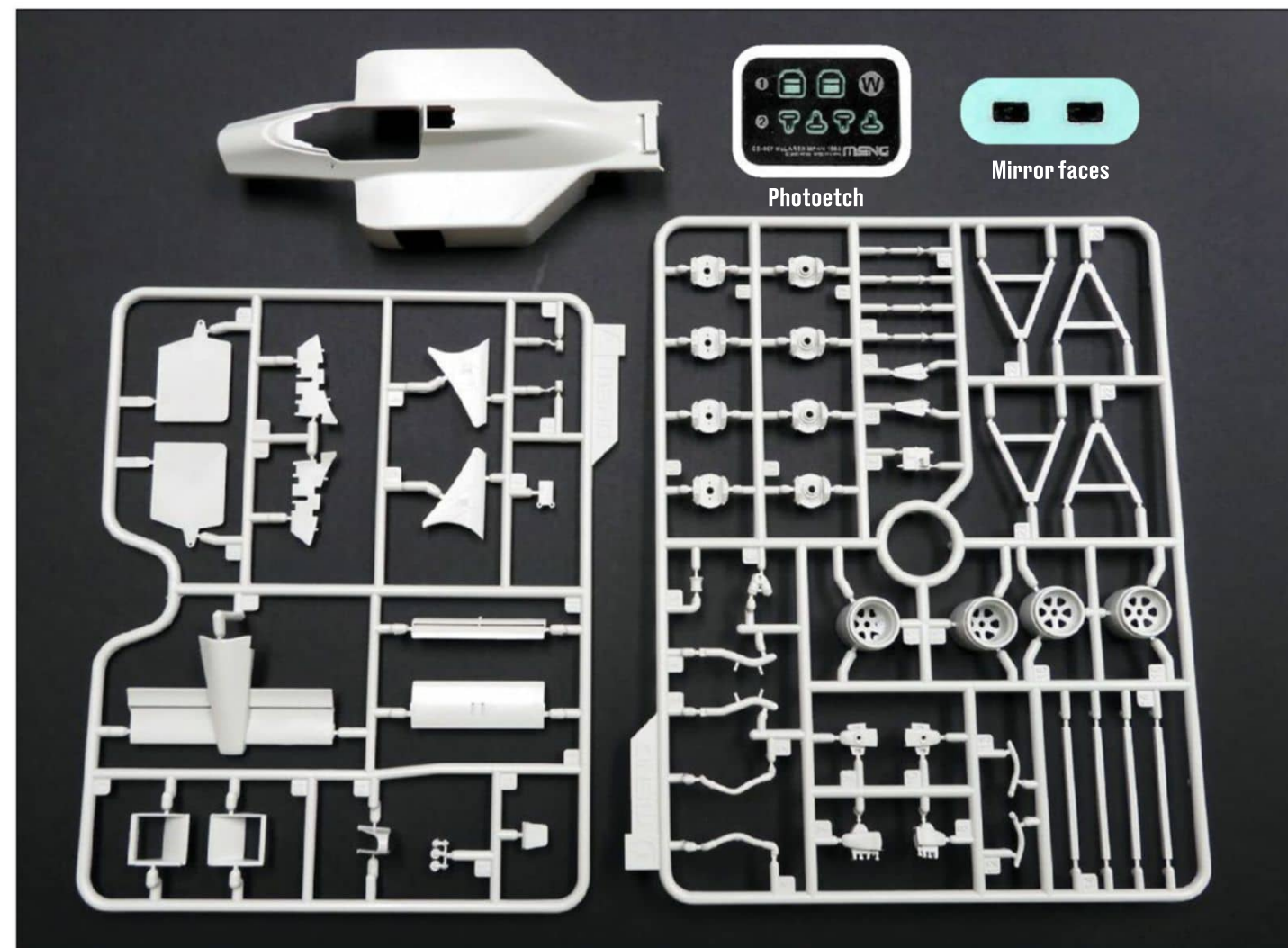
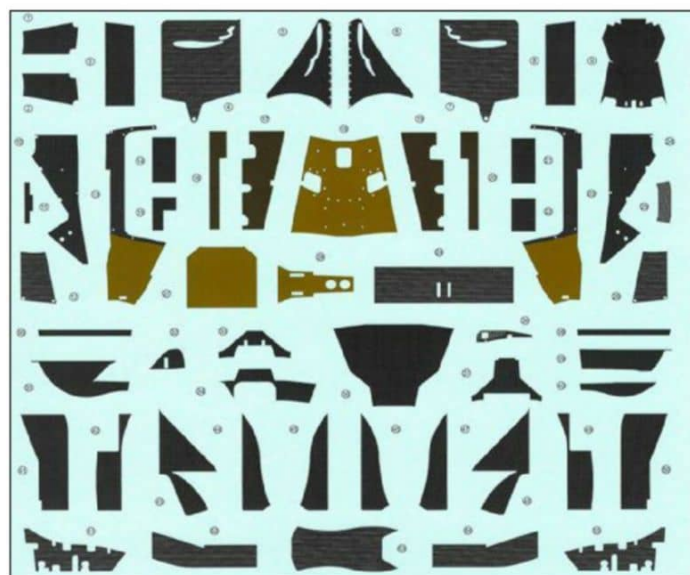
Meng always offers unique automotive subjects and their new McLaren MP4/4 1988 is no exception, not only because of the subject but also the scale. Most F1 cars are produced in 1/20 scale but Meng choose to produce the MP4/4 in 1/24 scale. This might persuade builders of F1 kits to pass on this model, but it is one of many things I like about it. In 1/24 scale it provides an easy comparison of the actual size of the car to other race cars. Unfortunately, Revell produced their previous Indy cars in 1/25 scale making an actual comparison between the two types of cars impossible. Revell of Germany produced a series of 1/24 scale F1 kits in the late 1990s and this kit slots in nicely with those. The assembly “manual” is a 28-page document covering 44 assembly steps, a painting guide, decal placement, and a paint reference. The paint color reference includes information for AK Interactive and Acrycion water-based acrylics.

The instructions are color-coded. The “active” parts are dark grey or shown in the color the part should be painted, and parts/subassemblies assembled previously are shown in a light blue/grey color. The number of parts assembled in each step is low and the paint callouts are excellent.

The parts count lets you know there is plenty of detail in this kit. For example, the engine assembly consists of 28 well engraved parts, and the transaxle/rear suspension assembly is constructed from 17 parts. The moldings are very crisp, highly detailed, and finely engraved. A good sprue cutter and patience are required as many of the parts are very small and probably fragile.

The three decal sheets provide a total of 108 decals to represent sponsors, details for the engine, and tire markings. A total of 55 separate decals of simulated carbon fiber and carbon/Kevlar are provided. This is an incredible number of decals that will produce excellent results, but will probably require patience and a lot of setting solution.

This will be an interesting build and I will probably build one of the earlier Revell of Germany kits with it as a comparison.



2022 CORVETTE Z51 COUPE • 1/25 Scale
Revell #14556 • MSRP: \$32.99 • New Tool



VERSIONS: Stock
MOLDED COLORS: White, Clear

ENGINE: The 6.2-liter 490 horsepower LT2 V8 is represented here by a 34-piece assembly that has excellent detail throughout. Engraving quality is first-rate, especially that on the engine block and transaxle. Just about every engine accessory is made a separate component, yet assembly is straightforward. Decals are provided for the separate oil filter and the engine intake cover. Photos of the actual engine are plentiful online and in publications, so spending extra time painting and detailing this LT2 could very well make it the showpiece of the entire kit.

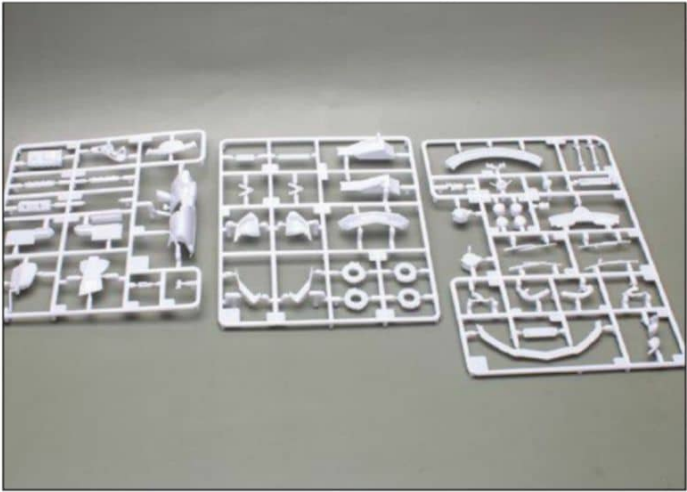
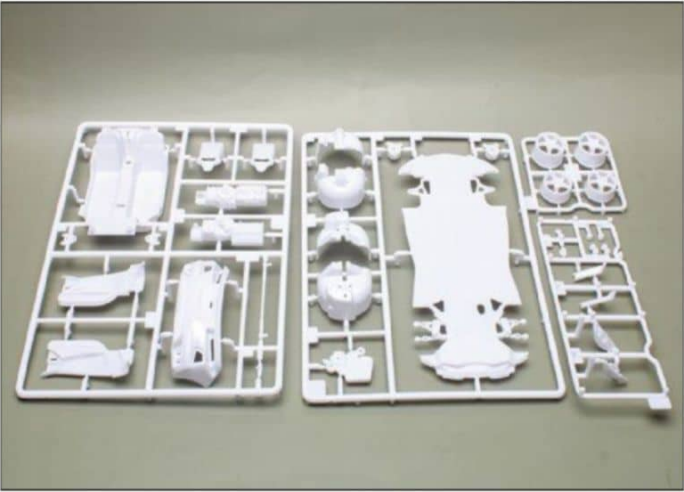
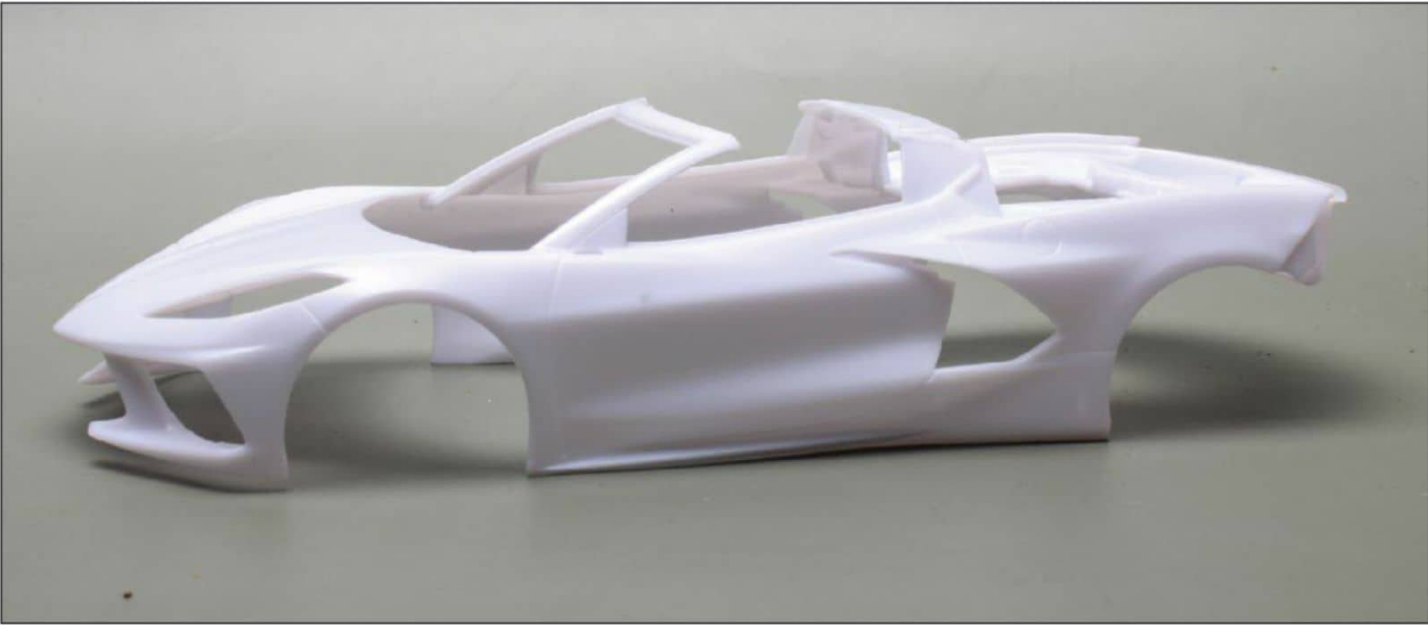
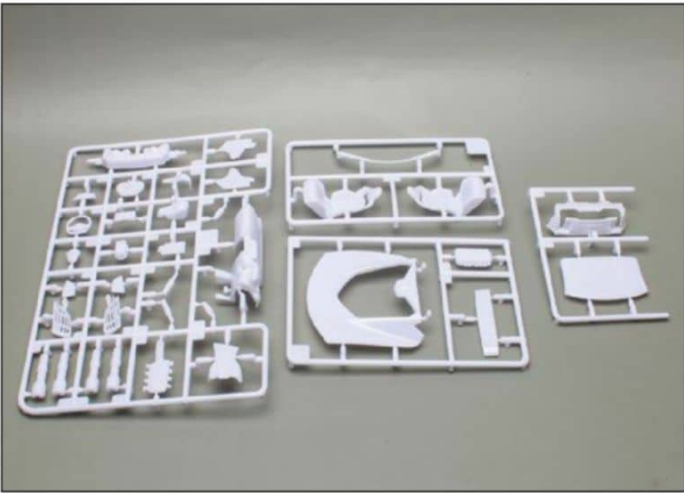
CHASSIS: The C8 Corvette has a full-length belly pan, so much of the excellent chassis detail is hidden on the finished model. All four wheel wells are separate from the pan. Front suspension is a 10-piece affair and the rear suspension is 11 pieces (not including the transaxle), both with separate coil-overs and disc brakes. A choice of two different logo decals is given for the disc brake calipers. Exhaust conduits are two-piece units. Two radiators fit at the front of the chassis pan and can be seen through the front fascia. The engine room is part of the body molding, and Revell gives detailed painting instructions for it.



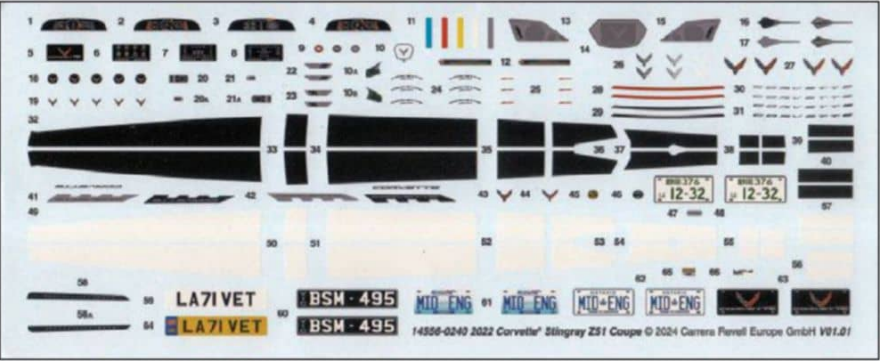
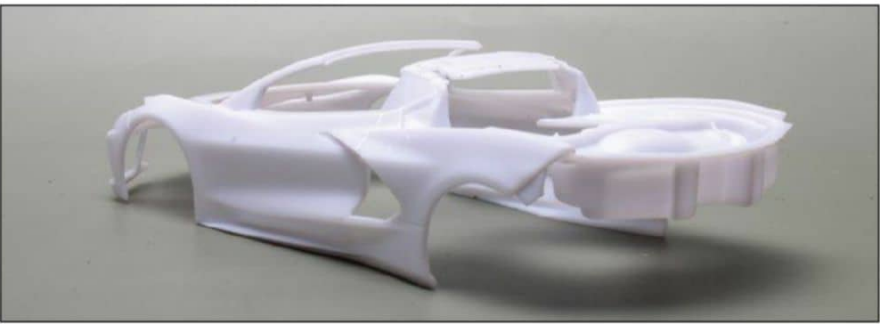
WHEELS AND TIRES: Five-spoke stock Corvette alloy wheels ride on big-and-little low profile rubber band-type wide performance black vinyl tires. Two different styles of wheel centers are given on the decal sheet.

INTERIOR: Chevrolet designed the mid-engine Corvette to go head-to-head with European supercars, and from the outset right-hand drive was a design goal that was admirably achieved. Like the real car, Revell's C8 can be built either left-hand or right-hand drive, and alternative dashboards and center consoles are provided for that purpose. Both dashboards have hanging gas and brake pedals and separate instrument hoods, Seats are two pieces, with decalized headrest logos. The central audio speaker is also separate. Side panels are separate also, with excellent detail. Steering wheel is a three-piece unit with separate paddle shifters and dual-stalk column. Decals are provided for the side panels, steering wheel, central speaker, side panel speakers, and a choice of decals are given for the gauge layouts and infotainment screen.

BODY: The complex shape of the C8's exterior has been captured beautifully by Revell's designers. The one-piece body has only the windshield frame, rear roof substructure, front and rear Corvette and Stingray emblems, and Corvette rear script molded in: everything else is separate. The characteristic side scoops are two piece, inner and outer. At the front are headlight bezels fitting inside the body with separate clear covers, two grilles, two clear cornering lights, a choice of US- or Euro-style license plates, and a separate air dam/lower fascia. At the rear is a separate rear fascia, two clear taillights (get out that transparent red again, folks, and this time don't forget the clear orange), rear mini-grille vents, four separate exhaust tips (and they are properly hollowed), a rear deck spoiler, and a choice of US- or Euro-style license plates. The hinged rear deck has an inner window assembly of two pieces, and there is a separate sun visor/upper console (OnStar?) for the underside of the windshield frame. Two external rear view mirrors are given with separate faces, and here is another good use of that new chrome paint or old-school foil. The Targa-style roof panel is separate and removable. A separate cowl includes windshield wipers for left- and right-hand drive options. All clear windows, including the clear engine cover panel, are thin and exhibit no optical distortion. Decals are provided for the sun visor panel, Corvette logos front and rear, three styles of Stingray logos, Corvette scripts, and complete sets of racing stripes in both black and white.



COMMENTS: Chevrolet, in the C8 Corvette, has produced a genuine world-beater. A true American supercar, the new Corvette takes on the best the world has to offer, including Ferrari, Lamborghini, and others, while remaining relatively affordable in comparison to those other makes. Many of us were surprised that we did not see a plastic kit or a promotional model of the superlative mid-engined C8 Corvette until now, given the accolades and success the car has garnered since its introduction. And many of us were surprised at the extent to which Revell has gone to produce one of the most detailed model kits of its kind here. It captures both the shape and character of the car quite well. The build is straightforward; however, some areas of the build are complex, and patience is certainly called for. The C8 has been covered extensively in print and online, so finding good references to help build a superdetailed replica won't be hard at all. The full color palette of the C8, including the Rapid Blue shown on the box art car, is available from Scalefinishes.com in airbrush-ready form. To sum up, Revell's C8 is a keeper, one of the best kits to come from the house of Revell in recent years. This one vaults past "highly recommended" all the way to "you just gotta have one."



DELOREAN • 1/24 Scale

Aoshima #064351 • MSRP: 5,720 yen (Japan) • New Tool

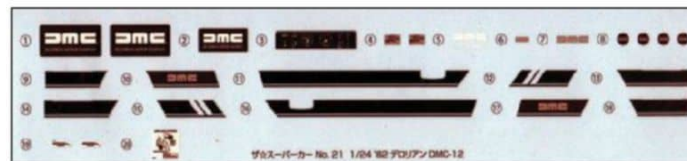


VERSIONS: Stock

MOLDED COLORS: White, Black, Clear, Dark Silver, Dark Gray, Chrome Plated

ENGINE: A full engine is not included; however, an engine insert with reasonable detail is provided with a separate air cleaner unit. Aoshima provides detailed painting instructions for the engine as it will be visible. Decals are provided for the air cleaner and an engine bay instructional placard.

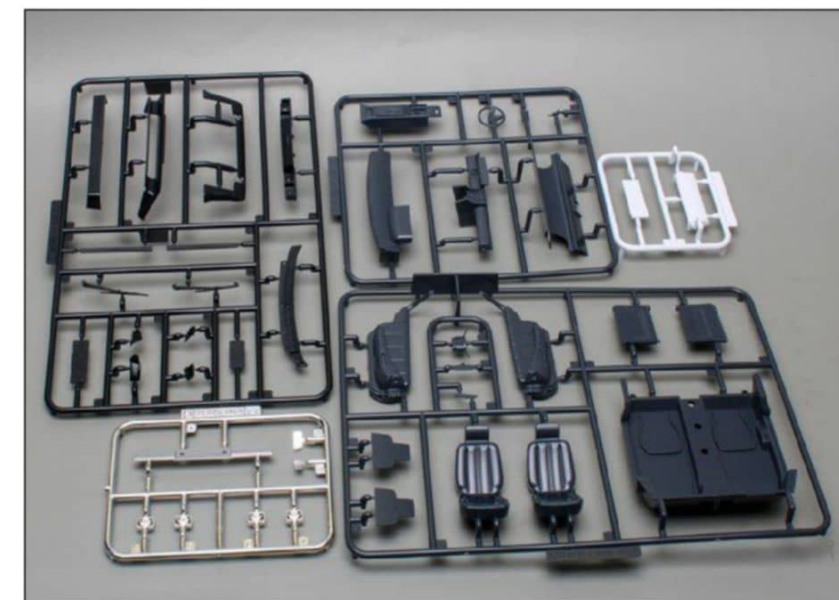
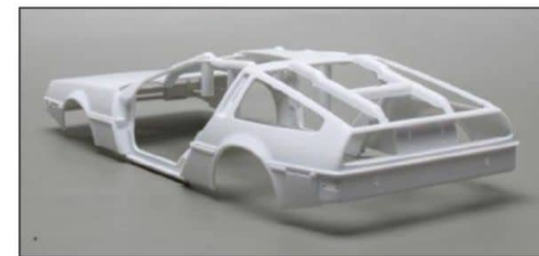
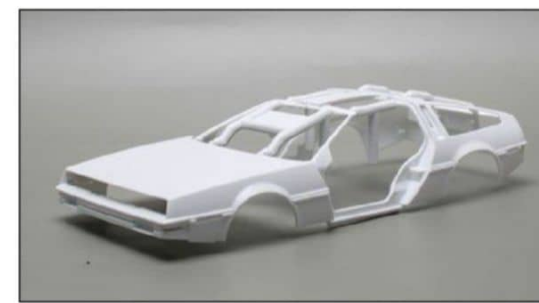
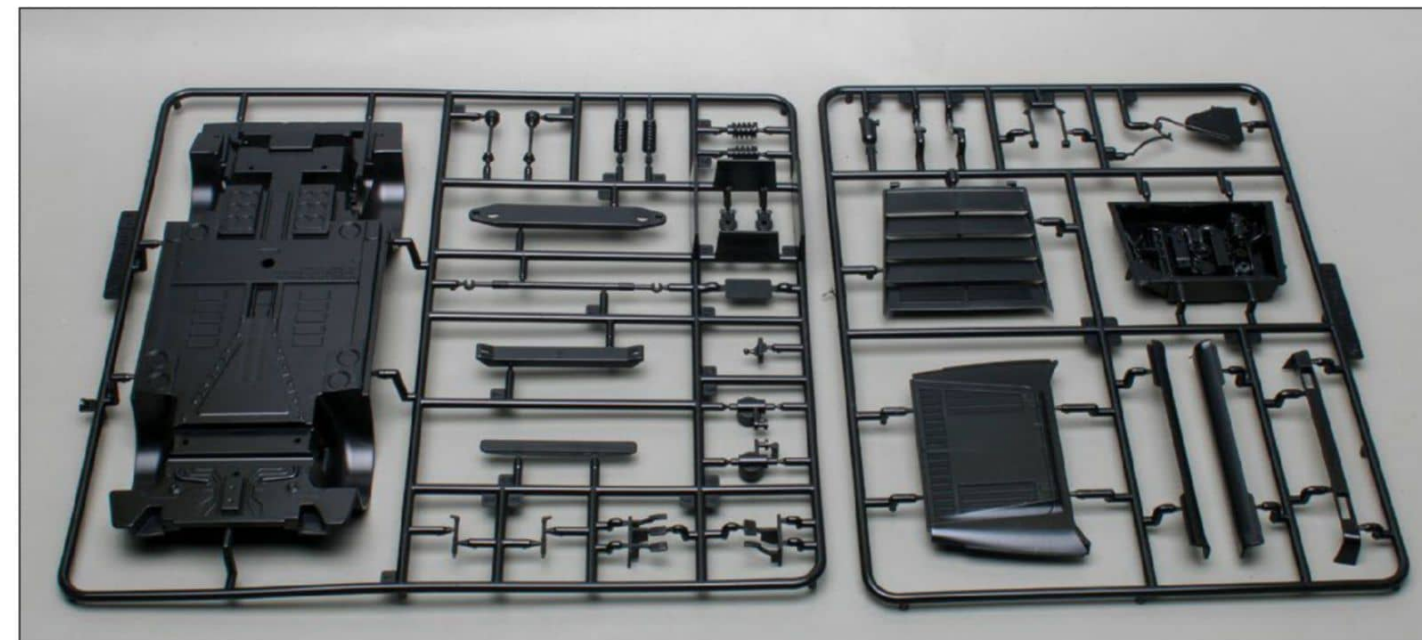
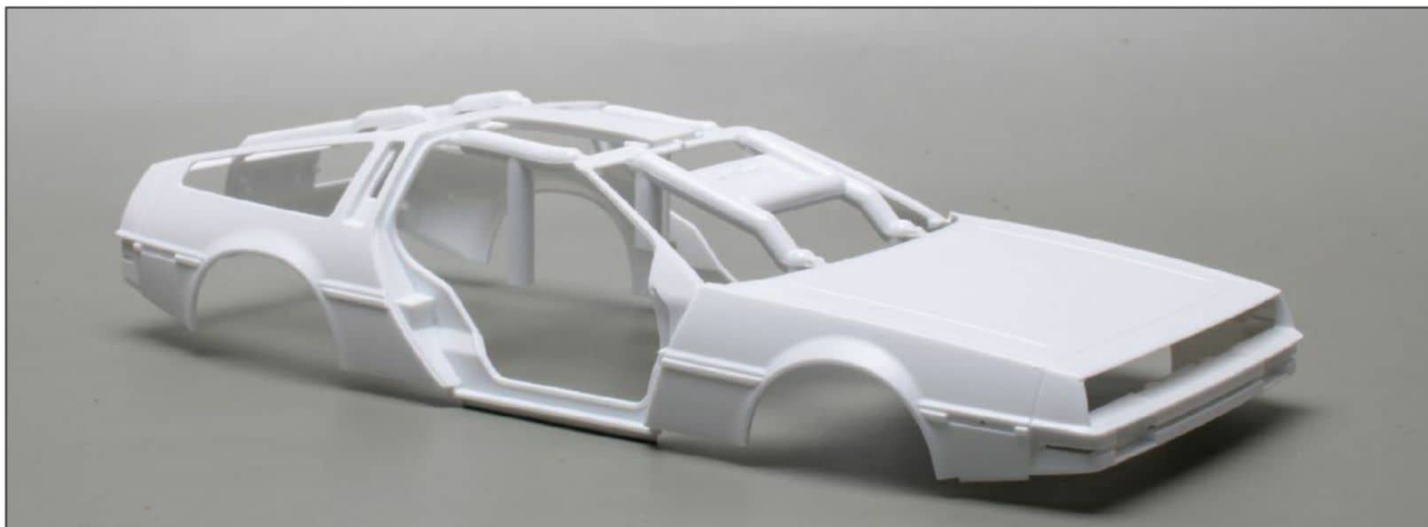
CHASSIS: The one-piece chassis pan has good detail engraving, with Aoshima providing a painting guide on the instruction sheet. There is some raised trademark lettering on the chassis pan, giving credit to Universal Studios and Amblin Entertainment, that in no small way is telling what other versions are planned for this new tooling (see the Comments section). Front suspension is an eight-piece unit with poseable steering, separate coil-overs, and separate disc brakes. Rear suspension is a nine-piece unit with those same disc brakes featuring good caliper engraving. The exhaust system is two-piece, with the pipes drilled out. The aforementioned engine insert has some engine room detail; nothing separate or remarkable, however.



WHEELS AND TIRES: The DeLorean's characteristic finned aluminum wheels are represented here, molded in a dark silver plastic, with decalized wheel centers. Tires are black vinyl big-and-little no-name radials with good tread detail.

INTERIOR: The basic interior shell is two pieces, with a separate rear wall. Side panels have excellent 3D detail and attach to the butterfly doors. Aoshima gives you the option of a manual transmission or an automatic transmission, with pedal units and shifters appropriate to the chosen version fitting into the separate center console. The dashboard is a two-piece unit, with a decalized gauge cluster and raised radio/HVAC controls. The steering wheel unit has a separate twin-stalk column. Seats are two pieces with good upholstery engraving.

BODY: Aoshima nailed the characteristic shape of the DeLorean. The one-piece body has both front and rear fascias molded in and, yes, the butterfly doors are separate. While not hinged, the doors are meant to be positioned open or closed at any time. At the front are a grille assembly with separate chromed headlight bezels and separate clear headlight lenses, a lower front bumper with separate clear running light lenses, and a separate lower fascia/air dam. At the rear are a chromed taillight reflector panel with two clear taillight lenses (transparent red and orange should be at the ready here), a rear license plate cove and separate plate, a separate rear bumper, and a separate rear lower pan. Two outer rearview mirrors have separate plated faces. Separate accessories include the lower side skirts, running board trim, side louvers, front and rear clear side marker lights, and rear side window louvers. The rear deck/engine cover assembly is hinged. All window transparencies are thin and exhibit no optical distortion. On the kit decal sheet are a DMC logo for the grille and a set of black custom side stripings.



COMMENTS: The DeLorean may have been a flash in the pan, so to speak, as far as upscale sports cars go, but it left a lasting impression. Much of that is due to the car being the star of the hit motion picture "Back to the Future" and its two sequels. We've seen BTTF DeLorean models before from Aoshima, with AMT/Ertl briefly reboxing them for US consumption in the 1990s; however, until now, we have never seen a plastic kit of a stock DeLorean. Aoshima has not only given us that stock version but also given us a state-of-the-art kit of that car, and it's greatly appreciated. Detail throughout is very good and the character of the car is captured beautifully. That the rear deck is hinged and the doors can be manually positioned are plus points to an already excellent kit. We've waited 42 years for a kit of a stock DeLorean. The wait is over, and it may just have been worth it. Highly recommended? You betcha. Must-have? Ditto. And as that raised lettering on the chassis pan indicates, Aoshima is also releasing revised Back to the Future kits based on this all-new mold; DeLorean fans of all stripes have reason to cheer.

1971 DODGE CHARGER R/T • 1/25 Scale AMT #AMT1442 • MSRP: \$34.99 • Modified Reissue



VERSIONS: Stock
MOLDED COLORS: White, Clear, Red Clear, Chrome Plated

ENGINE: Twenty-eight pieces make up the kit's Stage V-sourced 426 Hemi with 727 TorqueFlite automatic transmission, which is close enough to OEM stock. Plus points to this engine are the valve detail on the Hemi's heads, the detailed fan belt with alternator, air conditioning compressor, and power steering pump, the two-piece carburetors, the separate transmission pan, and the separate oil filter. The basic block and transmission are shared with the earlier 383/440 representation of the original release AMT/ERTL '71 Charger. Despite the fairly well-detailed nature of the kit's engine, it is, unfortunately, slightly undersized: the TorqueFlite tranny is okay size-wise, but the block and heads are a little on the small side. The Hemi's valve covers and two-piece air cleaner are also a shade too small. The rather skinny kit exhaust manifolds bear no resemblance to actual Hemi exhausts and look like they were patterned after a 383. There are plenty of photos of 426 Hemi engines on the web and in books to validate the size discrepancy. You could conceivably get away with using the kit engine, however, you'll still need to replace the exhaust manifolds (and adjust how they connect with the kit exhaust system). Transplanting the basic Hemi from either AMT's '68 Road Runner or Revell's '70 Charger and fitting that nice fan belt assembly mentioned earlier will resolve the size issue, though you may have to fiddle with engine mounting and hood clearance, not to mention locating (or scratchbuilding) and substituting a more accurate air cleaner unit. Or, at least pilfer the exhaust manifolds from either the two aforementioned kits to fit the kit's engine. On the kit decal sheet are several Hemi decals for the air cleaner. Real '71 Hemi engines were painted MoPar Street Hemi Orange, available in a spray can from MoPar parts counters, part number #P4349216AC, or from Scalefinishes.com in airbrush-ready form.

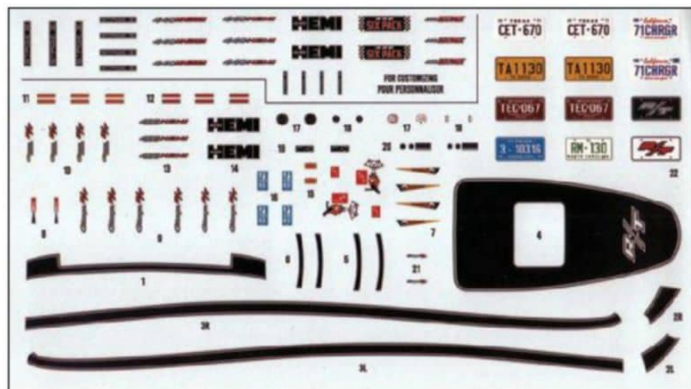
CHASSIS: AMT did a fine job on the kit's chassis. The front subframe and K-member are separate from the rear chassis section/floorboards, which only has the gas tank and twin brake lines molded in place. Overall chassis engraving is quite good. The front suspension builds up off of the front subframe, which contains the upper A-arms. It's a six-piece simplified assembly with separate shocks, sway bar, and spindles. The separate nature of the spindles can lend themselves to a poseable steering application if so desired. Rear suspension is a nine-piece assembly with separate leaf springs,

shocks, and shock mounts. Note that the two-piece banjo axle is incorrect for a Hemi car: such cars were equipped with the Dana 60 rear axle that was better suited to withstand the torque of Hemis and 440 Six Pack installations. AMT's '68 Road Runner and '69 GTX kits (stock versions only) have a correct Dana axle that can be transplanted. The two-piece exhaust system has period-correct MoPar bazooka exhaust tips molded in and the ends are thankfully dimpled, though they could be drilled out a pinch more for depth. Those exhaust tips are a perfect application for the new-generation chrome paint of your choice. Underhood detail is quite good: the inner front fenders, radiator upper support, and hood striker plate are molded into the body, while separate are the firewall, battery, two-piece brake master cylinder, wiper motor, heater hoses, steering box, and air conditioning lines.

WHEELS AND TIRES: Chromed MoPar Rallye wheels ride on black vinyl Firestone Wide Oval tires with pad printed white tire lettering (no tire size specified, however, the original equipment on the 1/1 car were F70-14).

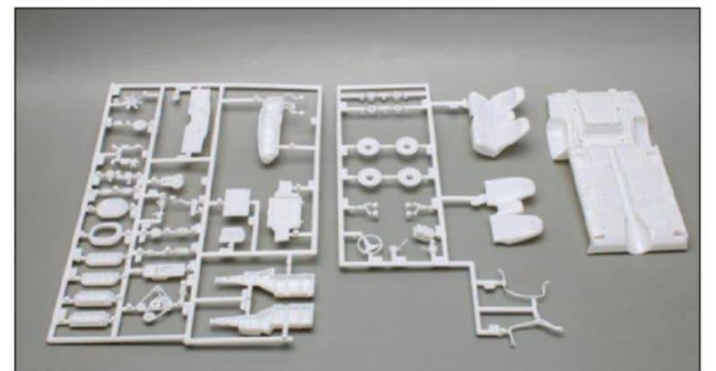
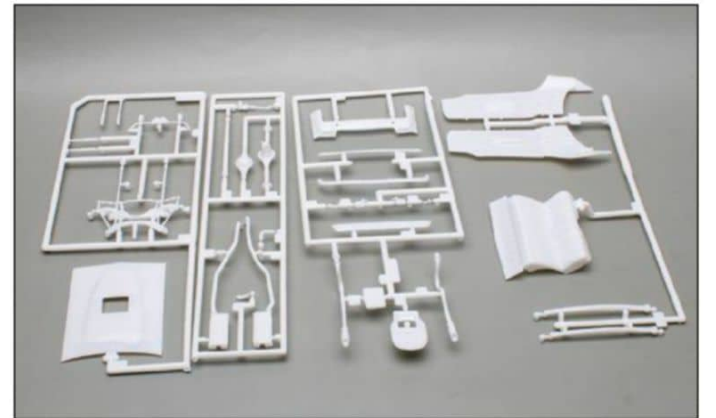
INTERIOR: The Charger's interior is identical to the previously-released Charger kits (see notes under Comments section). It's a platform-type unit building up off the floorboards/chassis bottom. Side panels are separate and have very good three-dimensional details including armrests, door handles, and window cranks. Upholstery engraving on these and both front and rear seats is excellent. The rear seat has the package shelf molded with it. Every edition of AMT's '71 Charger have had the base model bench-type front seat, with a bench-type lower cushion and two upper seat backs with an armrest in between, and that meant no center console and the shifter on the steering column, which incidentally is a two-piece unit with both the shift lever and turn signal lever molded in place. The dash is quite nicely done and has the gas, brake, and parking brake pedals hanging from its back side. Basic also is the steering wheel, more akin to a base Charger than the optional Tuff-style more generally expected in this kind of installation. On the kit decal sheet are two styles of gauge faces (black and white), switch panel, radio face, and dash Charger script.

BODY: The fuselage styling of the third gen Charger is captured very well here. Molded to the one-piece body are the cowl vents, wiper arms, Charger side scripts, twin curved side vents, door handles, keylocks, front and rear side marker lights, and rear Charger R/T script. Rear passenger window side posts are delicately molded to the body: be careful with these as they are easily breakable. At the front are a chromed bumper/grille/headlight unit with four



separate clear headlight lenses, a lower front fascia/splash pan with two clear running light/turn signal lenses, and a front air dam. At the rear is a chromed bumper/taillight unit with a red clear taillight insert, a rear pan, a license plate, and a three-piece freestanding deck spoiler. A driver's side outside rear view mirror is provided, but none for the passenger's side; this was optional back in those days. The separate hood is of the Air Grabber variety, with an optional-position scoop, and the underhood engraving is very good indeed. Under the roof is an engraved padded headliner, including two sun visors and a dome light, with a separate chromed inside rear view mirror. All window transparencies are thin and show no optical distortion. On the kit decal sheet are a five-piece black side-and-cowl stripe, black inlays for the side vents, Charger R/T scripts, a black R/T hood marking with cutout for the air scoop, 426 Hemi scripts, and front and rear side marker light lenses. Extra decals are provided for customizing: these include 426 Hemi, 440 Magnum, and 440 Six Pack scripts, Hemi and 440 Six Pack decals for air cleaner use, and Stage V scripts.

COMMENTS: AMT, under Ertl ownership, brought out its new-tool '71 Charger kit in 1999 (#30053) as one of the first products released after that company's acquisition by Racing Champions (later RC2). A second version of that kit, billed as a "1971 Dodge Charger Street Machine" (#30054), was released a year later and featured aftermarket pinwheel-style wheels, a Hemi rather than a 383/440 wedge, and an Air Grabber hood with optional position scoop. The original kit with the 383/440 has been reissued no less than six times including a pre-painted "Pro Shop" edition for WalMart, while the Street Machine saw a new box in 2002 and has not been seen since. Put simply, this new R/T rendition is the Street Machine kit with all-new wheels and a new decal sheet. The main components of the kit are very well done, and the Ertl engineers that spawned this kit are to be lauded for a fine job of capturing the car's character. However, as they say, "the devil is in the details." The engine needs a bit of help to be somewhat accurate: a real 426 Hemi is massive in person. Those puny exhaust manifolds won't do and, as said earlier, need replacement. The air collector that goes under the Air Grabber scoop is way too small and totally inaccurate. Revell got the design right with its original issue 1/24 scale '71 Plymouth GTX kit. You'll have to scratchbuild a better unit. Those wanting a true bucket seat interior can get the seats and center console in resin from Harts Parts (www.hartspartsresin.com). Conversion of this kit to a Charger Super Bee is possible, and again, Harts Parts Resin has the hideaway headlight grille, Super Bee-specific rear bumper/taillight panel, and power bulge hood available. Photos of real '71 Chargers are plentiful, both online and in print. The few details notwithstanding, AMT's '71 Charger in all its forms is a good kit and just needs some accurizing and detailing time to produce a stunning model. Recommended.



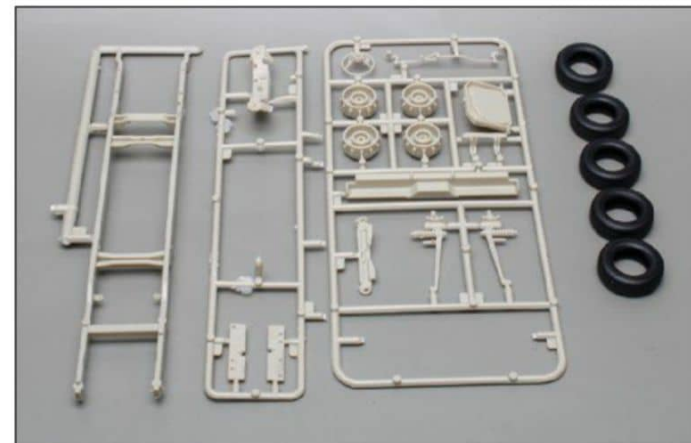
1968 MERCURY M100 PICKUP • 1/25 Scale
Moebius #2740 • MSRP: \$35.99 • Modified Reissue



VERSIONS: Stock
MOLDED COLORS: Tan, Clear, Red Clear, Chrome Plated

ENGINE: The 28-piece engine represents a Ford 390-cubic inch big-block engine with four-barrel carburetor and a C6 automatic transmission. The block and transmission are separate from each other. General engine detail engraving is quite good. The only chromed pieces here are the two valve covers, and its doubtful many M100s had this kind of brightwork. Dechrome them and paint with the rest of the engine. On the kit decal sheet is a 390-4V air cleaner decal. Good photos exist online of M100 engines that would undoubtedly help in detailing the kit's powerplant. Like all Fords of the period, M100 engines were painted Ford Corporate Blue. Spend a little wiring and detailing time on this engine and the result will be quite special.

CHASSIS: The ladder-type frame is one piece, with all crossmembers in place except for the front crossmember. The front suspension is 11 pieces and duplicates the "dual I-beam" of the real truck, however, the unit is not completely accurate. (Ed. Note: The radius rods that connect to the i-beams should actually bolt up to the bottom of the spring perches on the two-wheel drive models, not float over the beams as in the kit.) Rear suspension is

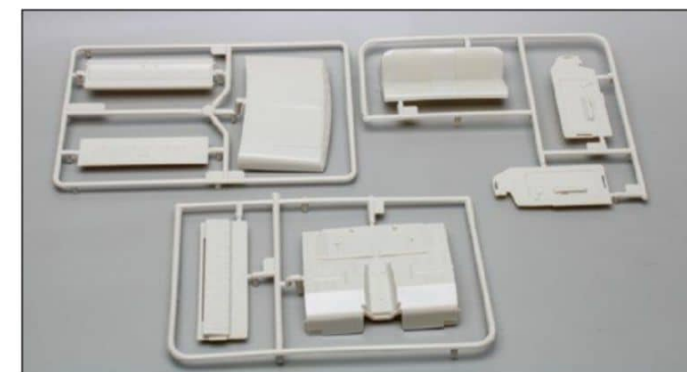
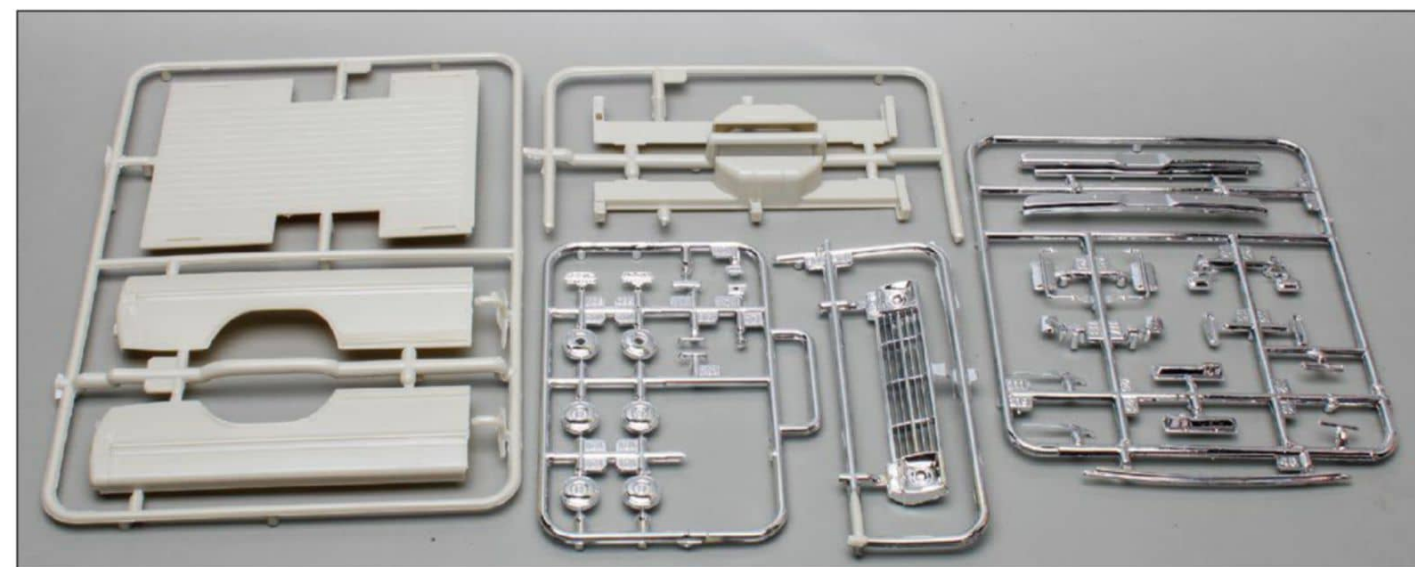


an eight-piece assembly with separate leaf springs and shocks. The one-piece exhaust system will need to have the tailpipe drilled out for realism. A three-piece spare tire assembly using one of the kit's black vinyl tires brings up the rear of the chassis. Detail engraving under the floorboards and pickup bed is very good indeed. Underhood detail is good, with the inner fenders molded as part of the body, and separate radiator, radiator core support, firewall, two-piece brake master cylinder, battery (with an Autolite decal on the kit decal sheet), jack, washer bottle, and dual horns.

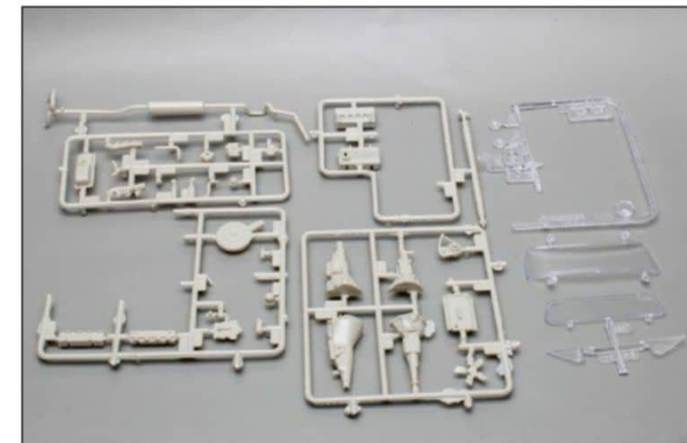
WHEELS AND TIRES: Stock open steel wheels with optional chromed dog dish hub caps ride on no-name black vinyl narrow bias-belted type hollow tires.

INTERIOR: The interior is platform-type, building off of the floorboards. Side panels and the rear wall are separate and have excellent three-dimensional detailing and upholstery patterns. Ditto on the upholstery pattern for the one-piece bench seat. The dash has good detail and a four-piece hanging pedal assembly that's quite convincing. Steering wheel is of the correct three-spoke type with horn ring, and the column has both the shifter and turn signal lever. A one-piece dash gauge panel is on the decal sheet is given, and Moebius gives advice on the instruction sheet on how to apply this while retaining raised detail.

BODY: The one-piece cab is cleanly molded, with only the rocker panel trim molded in place. Separate are the chromed door handles, wipers, body side badges, left and right rear-view mirrors, and gas cap. At the front are a chromed grille with separate clear headlight lenses and a chromed front bumper. The bed is an eight-piece unit with separate tailgate and no, that tailgate is not hinged to work. At the rear is a chromed bumper and two chromed taillight bezels with two clear taillight lenses (get out the transparent red paint, folks!) The separate hood has good underside structural detail, while inside the roof are a separate sun visor unit and a chromed inside rear view mirror. All transparencies are thin and clear, exhibiting no optical distortion. On the kit decal sheet are silver MERCURY block letters for the hood front and tailgate and two Mercury 100 side badges. A factory color chart and two-tone paint scheme examples are given in the back of the kit's instruction sheet.



COMMENTS: The Mercury M-series were rebadged versions of Ford pickup trucks, sold primarily in Canada from 1947 to 1968. The M100, which this kit represents, is at its heart a Ford F100, and this kit is based on Moebius' 1967-1972 Ford pickup kits. As is with all Moebius car and truck kits so far, the moldings are clean and flash-free, and the overall fit is quite good. Despite the inaccurate front suspension, the kit builds up well, and only requires some additional wiring, plumbing, and extra detailing to produce a remarkable model. Moebius is known for their excellent instruction sheets with factory color call-outs, and all the factory colors mentioned there are available in airbrush-ready form from Scalefinishes.com. Despite that real M100s are pretty rare today, there are good references out there online, helpful for modeling this truck. In short, Moebius' M100 is a good kit overall, well molded, and not overly complex for the novice to intermediate builder. Recommended.



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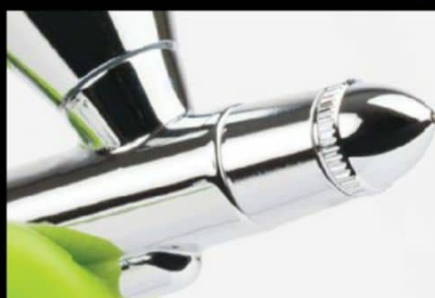
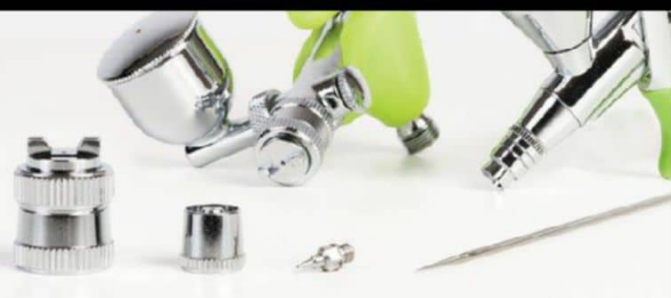
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