

**IPMS FAME CITIES
NEWSLETTER**

AKRON/CANTON, OHIO

VOLUME 5, NUMBER 10

OCTOBER, 2009

Scale Scribblings

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September News

We have little business news to report this month, since we had no actual business meeting at the picnic. Speaking of which, see the photo layout on page 5. If you missed it, the picnic was, as always, a great time. Ed and MJ Kinney were the perfect hosts, we had great food (thanks to all who brought a covered dish or dessert), and the traditional raffle was great fun once again.

As noted below, Jerry Royer's mother has passed away, and our sympathy goes out to Jerry at this difficult time.

No progress has been made in establishing a website at this time. If anyone has suggestions to offer or would like to volunteer the next meeting would be a good time to do so.

Next meeting October 19

Cutler Real Estate

OCTOBER CONTEST

OUT OF THE BOX

October's contest is 'Out of the Box' sponsored by Larry Davis. This contest is just what the title says - build a kit straight from the box. You may add seatbelts to aircraft, hollow out exhausts and gun barrels, use any paint scheme and markings (aftermarket decals are OK). If in doubt, check the IPMS-USA website for the National Out of the Box rules.

INSIDE

September Models	Page 2 - 4
Picnic Photos	Page 5
September Contest	Page 6
Kit Review	Page 7-9

CONDOLENCES

On behalf of Scale Scribblings and the entire membership of IPMS Fame Cities, we extend deepest sympathy and condolences to Jerry Royer on the death of his mother. Take a moment at the next meeting to speak to Jerry.

Scale Scribblings

October 2009 Vol 5, Number 10

September Models



JR Bruegger

Tamiya 1/25 1966 VW



Revell 1/25 1934 Ford
3 Window Coupe



Larry Davis

Mach2 1/72 RB-45C



Lee Ainsworth

Hasegawa 1/48 A-4N



Joe Staudt

Monogram 1/25 Red Baron

Scale Scribblings

October 2009 Vol 5, Number 10



Steve Dottavio
Italeri 1/48 MV-22



Larry Davis
AMT 1/25 1961 Ford



Jerry Royer
Academy 1/72 F-18C



AMT/ERTL 1/72 F-5B



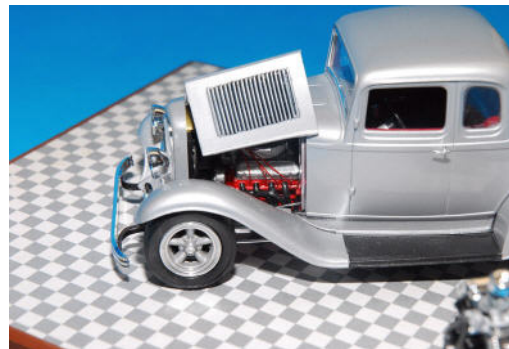
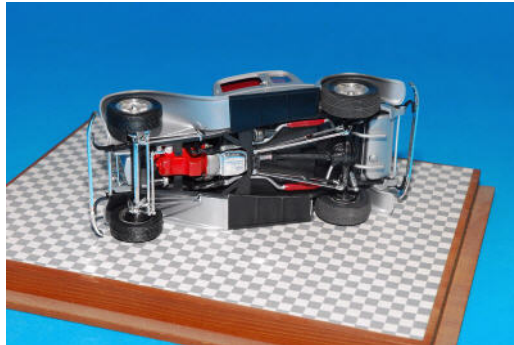
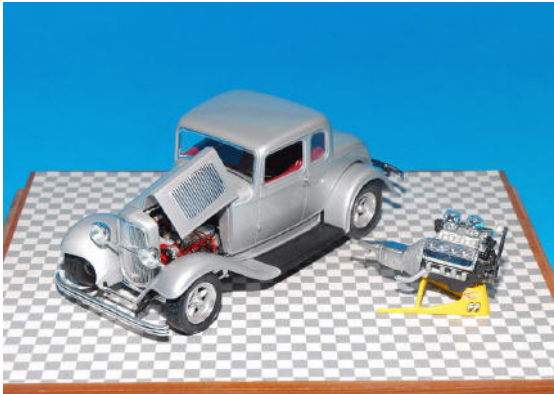
Jack Norton

ESCI 1/48 F-86



Scale Scribblings

October 2009 Vol 5, Number 10



Larry Davis *Revell 1/25 1932 Ford*



Steve Dottavio
*Monster Dork Studios 1/6
Raw Head Rex*



John Lesnicki
Revell 1/25 1964 Fairlane



Seale *Scribblings*

October 2009 Vol 5, Number 10

2009 Annual Picnic

Many thanks, as usual, to Ed and Mary Jane Kinney for hosting our annual picnic. We were blessed with perfect weather, and everyone had a great time. Thanks also to Dave Morrisette and Kevin Hess for the raffle prizes,



Scale Scribblings

October 2009 Vol 5, Number 10

Picnic Contest - 'Polishing a Turd'

Theme Awards



FIRST PLACE

Steve Dottavio



SECOND PLACE

Jack Norton



THIRD PLACE

JR Bruegger

Non Theme Awards



FIRST PLACE

Jerry Royer



SECOND PLACE

Lee Ainsworth



THIRD PLACE

JR Bruegger

Kit Review

Revell 1/25 Scale '32 Ford 5 Window Coupe

By Larry Davis

When Kevin at Whistle Stop Hobbies showed me the new Revell 32 Ford 5-Window Coupe kit, I was surprised and excited. It's been many a year since we had a new 5-Window coupe kit. The very old AMT kit is still a good place to start but it was due for an overhaul. The Revell 3-Window Coupe kit was good for a 3-window.



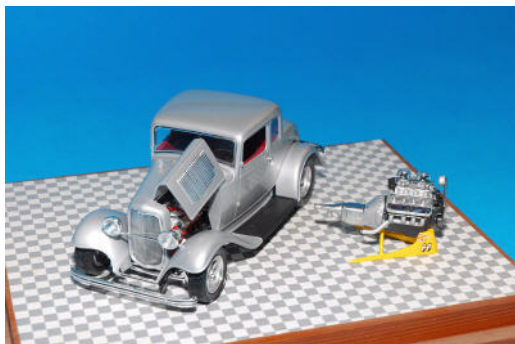
Upon opening the box I was both excited and disappointed by what I saw. The basic kit was a revision of the 3-window kit with a new 5-window body and interior; plus a new 392 Chrysler Hemi engine. A great addition to your parts box if nothing else. The small block Ford from the 3-window kit is retained.

So why was I disappointed? Well I'm a 'purist' when it comes to hot rods. I like to build them the way we did it back "in the day". But this kit has a modern chassis and suspension. I would have liked to have had the option of a stock-type suspension included. Plus the only tires are modern radials, although they give you several wheel options including stock steel wheels and baby moons.

You can build it as a full fendered coupe, with several hood and deck lid options; or as a 'highboy' without fenders, and as a highboy "altered coupe" with a Moon fuel tank and louvered deck lid. I'm not a fan of highboy coupes so I opted for the full fendered version. And since this was a review kit, I decided NOT to make any changes in the kit other than wiring the engine.

The first thing I always do is to make my choice of things like the body style and engine. I chose the full fendered coupe version with 'clean' deck lid, stock hood and side panels, and used the SB Ford engine. I then pulled all the body parts and gave them a 'rough-up' using 600 grit paper, washed all the parts (don't forget the gas tank which has to be painted the same color as the rest of the body), and set them aside to dry before priming.

Sanding revealed ejector pin marks inside the rear fenders and under the running boards.

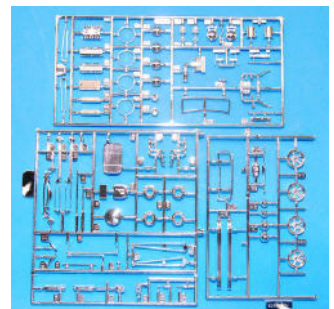
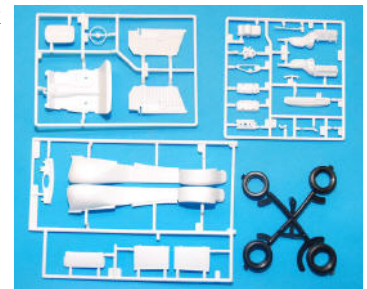
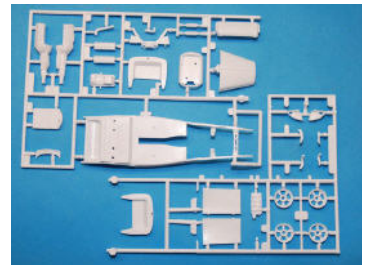
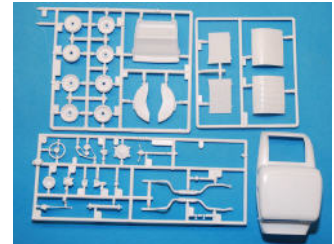


It also revealed that the body is made with the canvas top embossed and thin raised sculpture lines on the body and hood edges and grille. Although these were true sculpture lines on the real car in stock condition, I removed them as was done to most Deuces. I also found a large gap around the trunk lid, either at the top or bottom or both. I chose to fill in the bottom of the gap.

I built both engines. I used the Ford small block with a 4 barrel carb in the car, while building the 392 hemi as a spare to be used in 'something' later on. Both engines have fine detail and separate parts for the starters, water pump/front cover, oil filters, and distributor cap. But I used an aftermarket

distributor on the Ford. Neither engine has really good carburetors.

When building the frame and suspension, be sure and check all parts as to where they should go. The instructions are a little vague in the area of attachment of the radius rods, especially those used on the front axle with the full-fender version. There are a lot of little fiddly parts that are necessary to get right or things won't line up correctly. And of



Scale Scribblings

October 2009 Vol 5, Number 10



I found out near the end that I'd made a big boo-boo. At the beginning I glued the rear inner fender wells in. Since I was painting them the same color as the body, it made sense – then. But when I went to put the interior in I discovered that Revell had only left enough room to install the interior WITHOUT the inner fenderwells. I got it in but popped one of the rear windows out. And they're pain to stick back in with the interior installed.

Speaking of the glass, I discovered that Revell had put two chrome sprues in my kit – one for a 3 window and the other for a 5 window coupe. The 3 window has a chopped top and smaller windshield. I couldn't figure out why the glass was 1/8 too wide for the frame until I found the extra tree of windshield frames.

Ahh yes, the joys of building models. I just realized that on this kit of the 32 Ford, the frame rails are also the rocker panels for the coupe body. Mine were painted black when they should have matched the color of the body. So I just spent a half hour masking and re-masking my completely done engine and chassis/wheels. Hope it goes OK. At least the rockers are now silver.

During the finishing of the engine installation, I discovered that I HAD to build it as a modern street rod. A cooling fan was not included. You have to install the electric fan included in the kit. Plus the engine had an air conditioning unit and alternator. So all my work of trying to make it a 60s era hot rod went for naught.



With the engine installed I started to put the entire model together. First came the body, which fit like it was supposed to. Then came the fenders which were a little tricky because the right one had a slight twist to it. I had to glue the rear fenders into place first, then the front fenders. Then I attempted to fit the hood into place. It was more than a little tricky since I had cut it to open it. But after a bit of fiddling, it went on, not real good but it was on. Then came the radiator/grille assembly. It also was a bit tricky to get the hoses into place.

The next morning I did the rear of the car, i.e. the taillights, license plate, gas cap and rear bumper. Then came the front end. I started sizing things up and I'm glad I did. Revell made a design choice of making the headlight bar and each headlight 5 SEPARATE PIECES! I tried white gluing the headlight bar to the fender but the surface was so smooth it kept falling off. There was a slight 'dimple' in each fender but the button on the bar was just too slick to attach and stay. So I went with superglue and waited for it to set up.



The following day I looked at the headlights. There was a small tab on the back of the bar, which was supposed to mate up to a slot on the bottom of the headlight itself. But the chroming had filled in the slot! I put a dab of CA on the tab, then held the headlight over the tab until I felt it was JUST READY to set up. I quickly lowered the headlight and held my breath. The right side did as I wanted and stuck. The left side

fell off 3 times before I finally scraped out the slot on the bottom of the headlight and tried again. This time it stuck. A slight adjustment and wait. Then retouch with a dab of CA to ensure everything stayed in place.

The wheels went on and I finished the 392 Chrysler as a display engine using white glue so I could pull it apart at a later date, for a blower perhaps.

It sure is pretty in silver metalflake paint, russet red interior, and black running boards. But I wasn't happy with the kit overall. First you can only build it as a modern street rod, radial tires, electric fan, air conditioning, automatic transmission. Just not my bag. Throw in the fiddly nature of the build and it made a most unpleasant build. Would I buy another one. Sure, but I'd gather all the necessary parts to build it the "right way" before I even opened the box. Real hot rods are standard shift and have tall bias-ply tires. And the air conditioner was the crank to wind down the window.

SNEAK PREVIEW

Tamiya 1/32 Spitfire MK IV

Coming in November 2009

