

# MODEL CARS *with Terry O'Neill*

Plastic Model Car News  
Although production of newly tooled model car plastic kits has been sparse lately, there is some good news for starved collectors and builders eager for more .

Revell is releasing a brand new tooling of a 2010 Shelby Mustang GT500 in huge 1:12 scale (right). A test shot prototype model was seen at the 2010 Chicago iHobby Expo and 2011 Nuremberg Toy Fair. It has an expected release date of April/May 2011. This is going to be one seriously super detailed kit and will sell very quickly when released so keep a sharp lookout for it.

Revell will also release a 1:24 scale '85 Mustang SVO (below) with a



turbocharged inline 4-cylinder engine. This may be a reissue of the original Monogram kit, but still should be popular with Box Stock model car builders and others who love to customise their cars. There is talk of a V8 engine version in the pipeline too, maybe allowing a conversion to the popular Dick Johnson Palmer Tube Mills Mustang #17.

Revell Special Edition Series is a new tooling aimed at custom road cars of the forties and fifties. Opening the series will be a 1948 Custom Ford Coupe in 1:25 scale, with many extra custom options and parts including three different grilles

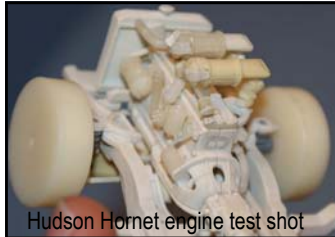


*Revell's upcoming 2010 Shelby Mustang GT500 1:12 scale plastic kit.*

and engine speed options. Don't expect the '48 to appear until the second half of 2011.



Moebius Models is soon to release two exciting and newly tooled 1:24 scale model cars. One is a 1953



Hudson Hornet engine test shot

Hudson Hornet Club Coupe, and the other is a 1955 Chrysler 300 coupe. The Hudson Hornet was not only a top road car, but also a major winner in the early days of NASCAR racing. The 1955 Chrysler 300 was a luxury high performance coupe that was also raced in NASCAR events. The first test shots should be completed by now and production planning will begin once minor adjustments are made to the tooling if necessary. Look for both of these models later in 2011.



Good news for truckers; Moebius will soon have available a magnificent looking 2010 International LoneStar prime mover/sleeper in 1:25 scale. Moebius is well known for its detailed model kits and this one should be no exception. The LoneStar truck is not your usual looking machine, and has amazing styling and

appointments that are mind boggling. In fact the truck has been designed for driver comfort and safety, as well as hauling large loads. Look for this one in the second half of 2011.



Coming soon from Polar Lights is their much anticipated 1966 Batmobile from the cult Television series Batman. The 1:25 scale model will be available in both snap-tite and glue versions and both will include figures of Batman and Robin. The glue version will include more detail including a V8 engine. Expected release date is May 2011.



Finally AMT has released a golden oldie, the Lil' Hot Dogger in 1:25 scale. Should be fun to build.



The Diecast Magazine advert



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## Model Car News

Trumpeter's new 1964 Ford Falcon Sprint Coupe in 1:24 scale will be available soon. This plastic kit will be joined by a Squire Wagon and a Convertible later in the year. Production planning is well under way and this model is expected to be available around April or May 2011, barring the usual delays in production. This is a completely new tooling and is sure to be hot.



Trumpeter also have a Chevy Nova on the way, perhaps later this year.



Tamiya has reissued its big 1:25 scale Datsun 240ZG plastic kit. This is a nice kit but can also benefit from extra detailing. The kit was originally released in 1973, and still retains its charm and gutsy looks. The model



has features that include opening doors and a fully detailed six-cylinder engine. It should be available around May or June.



Above—Something strange seen at the 2010 iHobby Toy Fair is this test assembly that resembles a custom Cadillac. It was displayed on the AMT show stand???



Minichamps has released a 1:12 scale figure of "Laurence of Arabia" to go with its magnificent diecast

Biante is to release a diecast 1:18 scale model of Sir Jack Brabham's 1959 Cooper T51 grand prix car. This is the car in which Sir Jack won the first of his three World F1 Championships. He was the first Australian driver to gain this honour. In the final F1 race of 1959 at Sebring, Sir Jack had to fight off two equally close rivals, Sir Stirling Moss and Tony Brooks, to win the championship. This car will be followed with a model of Sir Jack's 1960 Cooper T53 at a later date. Sir Jack won the World Championship in 1959, 1960, and 1966 in a car of his own design, the Repco Brabham BT19. The model's release date has not been announced at this stage.



*Biante's wonderful model of Sir Jack Brabham's first F1 World Championship Cooper car.*

model of his Brough motorcycle released two years ago. The figure is designed to sit astride the bike, and is finished in period military costume. Its a perfect combination of two very famous items and will be available around May/June 2011.

available at the Expo. The event will be held at the Hotel Grand Chancellor, who will also host special breakfasts and dinners for collectors and guest speakers. Visit the Diecast Expo website at <http://diecastmodelexpo.com.au> for more information and bookings.

I've also received news about the 2011 Diecast Model Expo to be held in Surf ers Paradise, Gold Coast, Qld on August 5-7. This is a whole new show featuring trade stands, guests, Swap & Sell, and exclusive new model releases only

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## CORRECTION



'59 El Camino Ute above has a very detailed engine and beautiful paint. '40 Ford Coupe below is strikingly different in black and silver finish.



In the last issue of ModelArt Australia I incorrectly credited a beautiful model truck/car combo, and hereby amend that credit to its rightful builder and owner, Graeme Marsh (aka "Marshie") from Launceston, Tasmania. Graeme is a member of the AMCC Forum and is a prolific builder of model cars to very high standards of finish and detail. His automotive subjects have included dragsters, trucks, motorbikes, and of course cars of all types. It is my pleasure to feature some of his magnificent builds here. You can see more of Marshie's work (and models of many other AMCC members) at <http://amcc.forum-motion.com>



Studebaker "Miss Deal" Gasser looks the part in wild gold finish (above). A new lease of life for this '55 Chevy Nomad below, painted with deep blue nail polish and lots of bare metal foil.

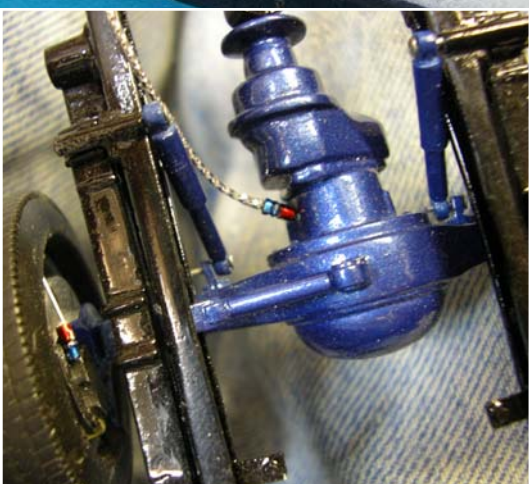




# World's Fastest Bedford ?



*“The Parts Box” owner Jason Richter tells how he went about building this wild Bedford drag truck*



*Above and below are some of the many cast resin and other spare parts Jason used in his Bedford truck project. The diff looks particularly real and is neatly detailed with plumbing and connectors.*



I am very interested in all forms of motorsport, especially drag and Salt Flats racing. I saw a Bonneville article in an old Hot Rod magazine. It was a picture of a 50's international truck with a big diesel V8 behind the cab sitting exposed on the chassis, boasting big turbos and a blower. It looked like a hotrod truck, and I was instantly inspired and thought “what a cool project” this would make!

First big problem I had was, being a car modeller, I had no truck parts and I didn't want to buy a new truck kit or raid ‘mint’ kits that I might have. All I had was the cabin, a stray C600 cab left over from another project, and nothing else. Luckily I told one of my model building mates about the project. He got interested and gave me a big bag full of 1:24 scale truck parts at one of our regular model nights.

After sorting through them I chose an old AMT Ford C600 stake truck chassis, suspension and front axle, and a Detroit V8 out of the old AMT GMC Astro kit mated to an Allison automatic transmission and a big meaty diff. I also picked out various chassis rails and cross members, front axle, springs,

steering box, arms, tail shaft, rear springs, engine block, valve covers, water pumps, and the transmission.

I started the project in 2005 at about the same time I started my family and a resin casting business “thepartsbox.com”. The project was pushed aside several times (modellers block and other projects pushing in). It was originally supposed to be a simple build but ideas kept popping up and it was getting more complicated each time I thought about it. So I harvested parts for about 18 months from wherever I could, including an unusual find months after purchasing some interesting rubber moulds from a late friend's wife. It was a Bedford S-Type cab immersed onto the workbench area. Months later I heard a joke about the world's fastest Bedford and the building connection was almost immediate.

The distinctive wheels are from a 1:18<sup>th</sup> scale diecast Bugatti EB-110 I got in a box of junk car kits I bought from an old and now closed-down shop. Most of the parts on the truck are my hand cast resin ones, plus many I made especially for this project (most of which have subsequently made it into the TPB catalogue). There is also quite a lot of solid solder of various sizes and plenty of Evergreen plastic, brass tube, small nuts and bolts, lots of Plastibond, and plenty from our



inventory of braid and wire of different sizes and colours to make the truck look interesting. I wanted to make this thing look like it could really run and that meant everything had to be wired and plumbed, down to the smallest detail from the gauges to the turbo plumbing. I spent hours staring at diesel truck motors on the net and in books trying to work out where the hoses and wires went on a Detroit V8, but after a couple of days I decided to give it a fantasy or test bed look (auto modeller's poetic license) for fear of a major building stall again. It was the best thing I did because it freed me from rivet counter correctness, and I could really get my teeth into the project and give it a wow factor.

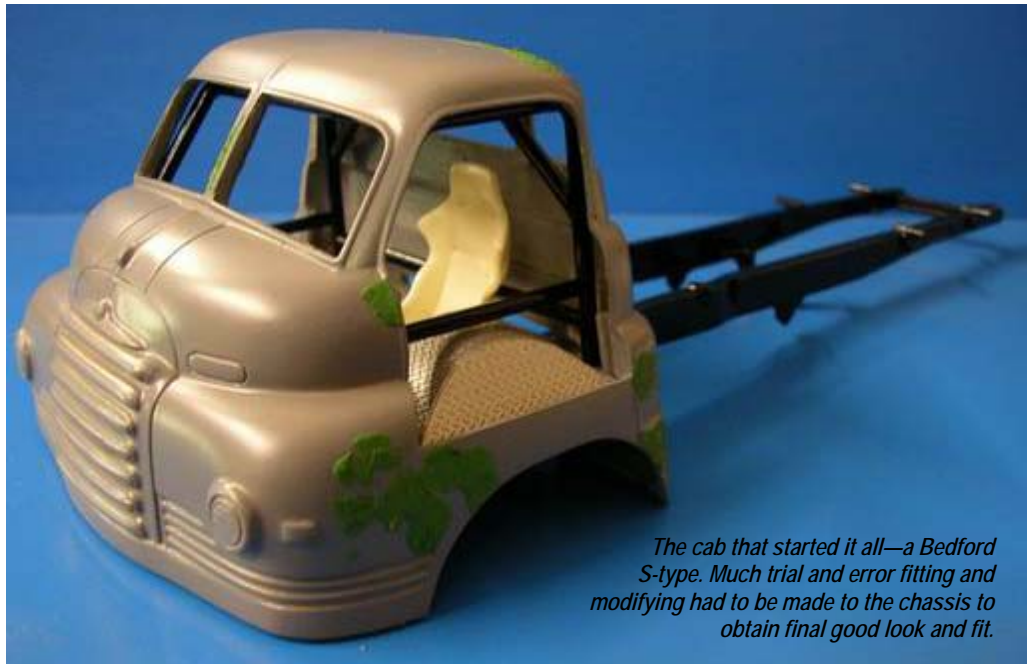
Rather than mess around with truck air brakes I used our biggest resin car brakes. I know how to connect them up and make them look cool, so cool I had to show them off, and the best way was to take the wheels off. I made drive dogs and hubs with real nuts and bolts fitted to axles that were easy to remove and inspect.

The real gem of this truck was going to be the motor out in the open for all to see. The plastic V8 was stripped of all accessories and smoothed. I treated it like a big dragster engine and added a blower, quad turbos, and drag car style blower belt. It was converted to a dry-sump motor with lots of braided lines and resin AN fittings (these were very fiddly to cast and use). When perfected I will offer them for sale.

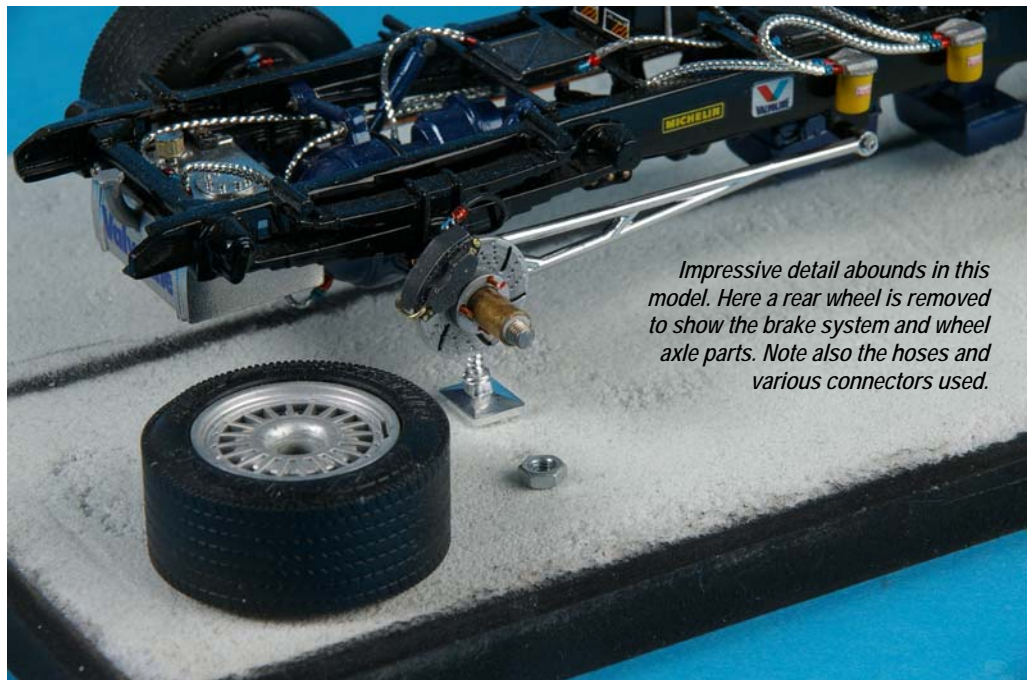
For the engine colour I used Alclad chrome and Testors metallic blue arctic. Some crazy solder plumbing turned the motor into a "nasty looking thing that looks like it means business"! The resin cab was cleaned up and the door cut open and hinged suicide style for a different look. Resin parts dominate the interior, from the flocked racing seat to the fire extinguisher. The checker plate floor was a real challenge to get right with no gaps, but it turned out OK.

The roll cage had to be a tight fit to look real, and the control console was scratch built using resin parts and plastic sheet. The cab was painted gloss black (Fiddly bits), and then painted Alclad green to blue prismatic and it looks best in bright sunlight. The windows are acetate sheet glued on the outsides of the frames, with small plastic rods cut into rivets and epoxied around the outsides to give it a real land speed look. I foiled the grill to add more "Bling" to an already wild build.

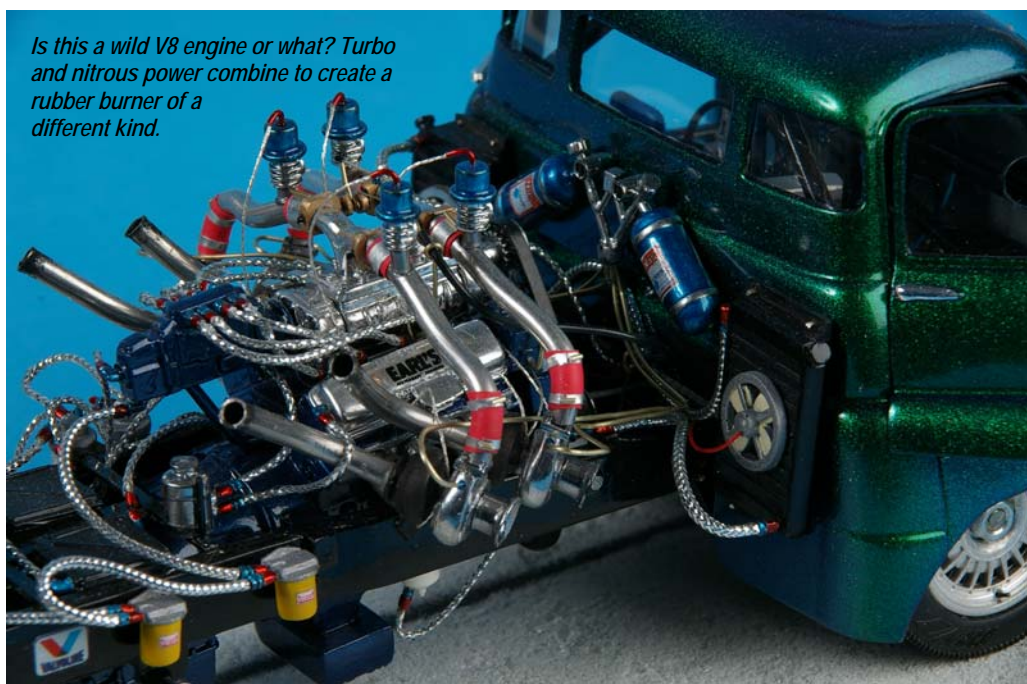
The steering was connected up using hoses attached to the power steering from the pump on the motor, and is poseable. The Allison automatic gear box has all the shift linkage



*The cab that started it all—a Bedford S-type. Much trial and error fitting and modifying had to be made to the chassis to obtain final good look and fit.*



*Impressive detail abounds in this model. Here a rear wheel is removed to show the brake system and wheel axle parts. Note also the hoses and various connectors used.*



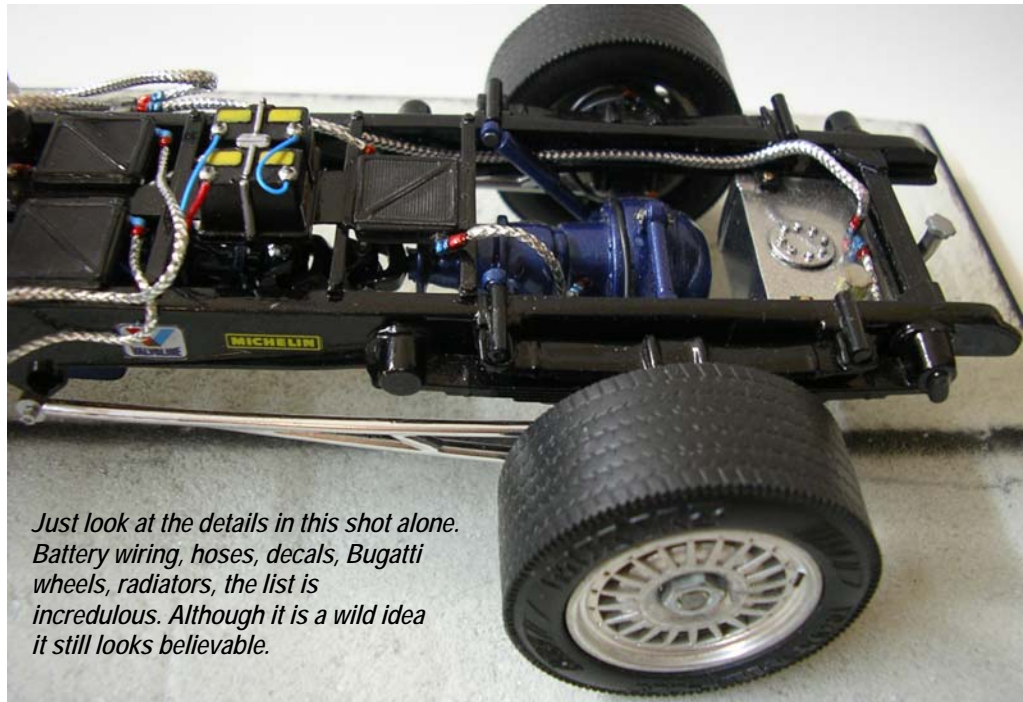
*Is this a wild V8 engine or what? Turbo and nitrous power combine to create a rubber burner of a different kind.*



connected to the drag car styled B & M shifter. All oil lines are routed through oil coolers and filters. The diff has also been fully plumbed with oil lines, filters, pumps and coolers. The truck has 5 radiators, three for oil cooling and two for water cooling.

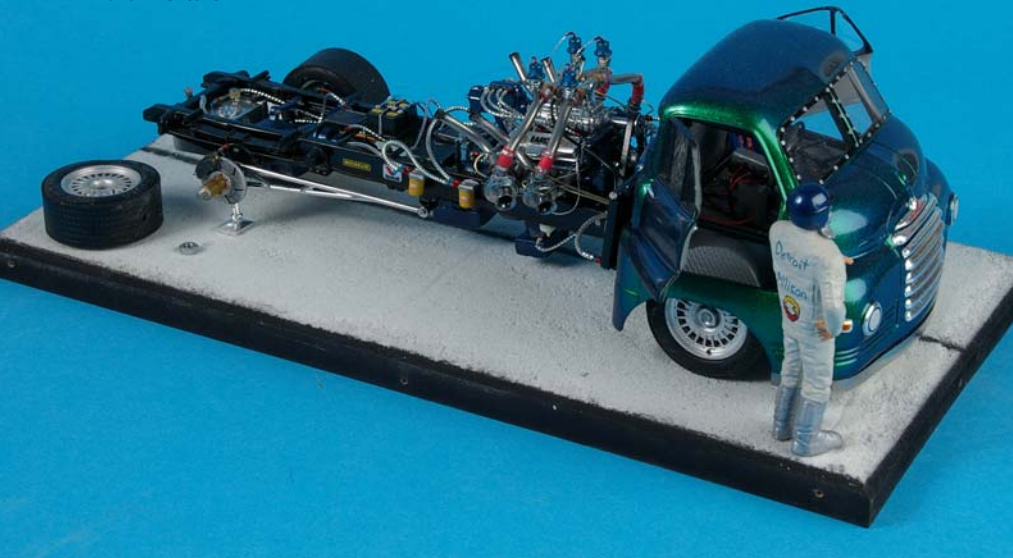
I designed my own experimental fuel system with a big diesel pump driven off the back of the blower like an old top fuel dragster, with full recirculating fuel lines and a tank made from plastic sheet. Twin nitrous bottles are also fitted to the rear of the cab.

The chassis and springs were left almost stock. The rails were lengthened to the same length as the resin cab just to get the cab in front of the motor, and to get it as close as possible to the ground. The springs are standard height with the biggest shocks I could find on each corner. I had to discard the original C600 diff as it wouldn't cut in



*Just look at the details in this shot alone. Battery wiring, hoses, decals, Bugatti wheels, radiators, the list is incredulous. Although it is a wild idea it still looks believable.*

*A magnificent model in every respect. Jason has built something to be proud of here, and to share with us mere mortals.*



properly. The ladder bars were scratch-built and painted with Alclad to give the chassis a real racy look. To represent a piece of the Bonneville Salt Flats, I used an MDF base with real salt glued on, and a watered down white wood glue surface with a black line painted down the middle. A few well placed small detail decals finished off the Bedford nicely.

The project took me two years on and off; the only problem I had now was to decide where to display it (with the race cars or the trucks). At the first big model show for this project the problem was solved. When we got there we discovered the theme was Salt Flats races. It took out the theme class but the real buzz for me was seeing all the fellow modellers checking it out all day. It's the most photographed model I've ever built.

Advertising