



C.A.R. Times

Volume 28 Issue 10
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Greetings Model Citizens,

I'm sure we are all looking forward to the October meeting of C.A.R. October is SAME KIT NIGHT and as you know, this year's kit is the Revell '34 Ford Coupe. Even though this is a "snap kit" it has the basis for some interesting models. Don't forget that if you bought the kit from the club and bring it as a *finished* model you get your \$5 back. Also on the agenda will be the nomination of some new club officers. We will be accepting nominations for Vice-president, Treasurer and Newsletter Editor. I ask every member to please consider giving their time and effort to one of these posts. Do not be shy about placing your own name in the nominations if you think you can do the job. These positions are vital to the life and activities of the club, please help us. See you all on October 14!

Rockne

~~~~~ from the editor's desk ~~~~~

This month, I'm offering up a second helping of my '34 Ford coupe essay, I hope you like it.

BTW, that B&W pic on the front page is, for the unknowing, Bob Pierson & the Pierson Brother's 34 Ford Coupe. That pic was taken around 1950, & the car exists today, returned to almost the same condition as you see it here. The car has passed through many hands, & many rebuilds, & yet, has been in competition almost constantly until the current owner decided to retire it & restore it to the original 'Pierson Bros' configuration, which, while historically significant, isn't even remotely 'competition legal' for any SCTA season since about 1955. The coupe was, of course, updated a lot to keep it current with the ever-changing safety requirements, but as it was never wrecked (through almost a half century of competition), restoration was much more a matter of removing stuff, than of reconstruction. In every way that counts, this car is a truly iconic hot rod.

See you on Monday.

*Robb*

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2013 Monthly Themes

Oct - Same Kit: Revell 34 Ford Coupe Snap Kit

Nov - End of the Year Contest

Dec - Oh, you know.....

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\*\*\*\*\* Bench Racing by Bill Bench \*\*\*\*\*

### *My Take on the '34 Ford Coupe*



Same Kit Nite is upon us & I'm ready! I've built several of the Revell '34 Ford coupe snap kits in the past, & I was ready to try something different. There's a lot to like about this kit. It goes together really quick & it looks nice when completed. Two things I don't like... It looks a little high & the gas tank, while correct, looks a little tacked on & dorky in my opinion. Robb addressed the ride height in last month's newsletter & I'm here to tell you, it works!



The fuel tank was fairly simple. Using my trusty razor saw, a fingernail file & a little patience easily removed the upper half of the fuel tank from the upper frame rails. Sprue cutters did the deed removing the lower half of the fuel tank from the lower frame rails. Assembled, the rear body looks cleaner & shows off the rear suspension & differential on this fenderless Hot Rod. No flat black or dull, shabby paint job on this build! The body was painted Testor's Phoenician Yellow, clearcoated & polished. The interior is difficult to see when assembled with the chopped top, but it looks very nice & I painted mine dark Tan. Everything else came from the kit. Got a few more touches to do & it's finished. Got yours finished? It would be cool to have at least thirty-four of them entered. Can we do it? Bring yours to the meeting & we'll find out! See you there!

*Bill*

## Building the Revell 1934 Ford 3W coupe snap kit

Portions of this essay have appeared previously in the BPMG newsletter & are reprinted here with the authors permission.



### Introduction

Last month, I mentioned how much I enjoy building this kit & have done so, over & over, & that there was a technique I used in nearly every build to lower the front end, as I think that, as offered in the kit, the nose of the car sits too high. Again, as I mentioned last month, the final step in getting the proper stance is to use a wheel/tire combo that will enhance the way the final build sits. One of my favorite replacement wheel/tire combos is the big & little w/w 'Stones available from Modelhaus, but I've sourced rolling stock from a variety of kits & aftermarket suppliers.



### Jaunty Jo

I do so prefer the hiboy style over the full fender'd, & here's another example. This one is a tribute to the WWII bombers & their flamboyant nose art (a great example of after-market custom painting, if ever I saw one).

As far as I can recall, I've left the body box-stock, excepting, of course, removal of the roof insert.

Chassis wise, after lowering the front, I added single tube exhaust dumps, exiting under the doors on either side, reminiscent of piston-engine WWII planes. I mounted a ball hitch on the rear spreader bar. Adding the ball hitch doesn't enhance the WWII theme, but it makes the car lots more versatile in display settings. I eliminated all of the chrome on the chassis &, along with the wire wheels, painted most of it a medium blue.



The interior has had the door panel upholstery removed, exposing the door's inner structure, the bench seat has been replaced by a couple of bomber type buckets & the steering wheel has been

replaced by one more reminiscent of a WWII plane. A tall shifter with a cubic knob pokes through the insert-less roof. As I figure out how to, I plan to add WWII fighter-style seatbelts.



&, while the removal of the canvas insert is the most obvious mod, the real eye-catcher is the "Jaunty Jo" graphic on the decklid.

I couldn't help myself - I put an SCTA decal on the windshield & a flying eyeball on the backlite. Of course, I'm sure that if this graphic (the eyeball, that is - as it happens, the SCTA graphic predates the war) had been around during the war, it would have wound up on any number of aircraft!



### The Old Gray

Another 'Hiboy' style build featuring my usual dropped front end & 'lakes plug' type exhaust. Out back, I've filled in the original taillight indents & mounted '50 Pontiac lights. Paint is light gray primer with black pinstriping on the hood, doors & deck. I've added 'Mr Horsepower' decals to the quarter panels. Wheels, tires & wheel covers were lifted from the Monogram '57 Chevy. Running the same size wheel/tire combo front & rear gives the car a different stance than the other '34s in my collection. The frame is black with red suspension components.



On the inside, I've smoothed the door panels, thrown an old indian blanket over the bench seat, pinstriped the dash & added a tall shifter with a skull knob.



The Black Car

Another simple hot rod, based on the full-fender'd kit. I'm running Modelhaus wheels/'big & little' whitewall tires. I've dumped the front end & I think that that's pretty much the extent of major modifications. Minor mods include valve stems, door handles, red & white rolls & pleats, pin-striping on the bod & dash, 'Moon' eyes on the skirted fenders, "Bare Metal" around the windshield, detail painting on the dash & a license plate from a kit decal sheet (but I can't recall what kit). At one time, the car sported a ball hitch, but, through repeated handling, that has gone away & needs replacing. If I haven't said so before, lemme say now: a tow hitch increases a model's versatility, in terms of its use in a display, immeasurably. I tend to build with my overall display in mind, & being able to hang a trailer on a vehicle is an incredible advantage.



Fireball

This one is another almost-box-stock build with the front end lowered & the kit-offered wheels & tires replaced by resin big & little white walls from Modelhaus. The semi-gloss purple paint is, as always, the least expensive I could find, but it went on well. The fireball graphic is from a Revell (badged, anyway) "pinewood derby car" sheet. This car is still under construction, so some of the details, such as taillights & seating, haven't been finalized yet.



More later...

*Robb*



NEXT MEETING: North-Central Branch Library  
11109 Hamilton Ave Cincinnati OH 45231  
visit us @ < [www.cincinnatiautoreplicas.org](http://www.cincinnatiautoreplicas.org) >



