



C.A.R. Times

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this kit all along are not particularly stock - deep dish, chromed w/baby moons - not that they aren't nice, they are - just not stock.....

The rest of the kit:

Engine assembly is pretty straight forward, a right & left block/trans with separate heads, valve covers, oil pan, front cover, distributor, coil, oil filler tube, intake manifold & carb (2bbl?), alternator, fan belt & fan. An alternate intake manifold, bigger carb, chrome air cleaner & a pair of really nice ribbed valve covers. Twenty four pieces, all told.

An interior bucket, of sorts, gets a bench seat, door panels & pedals. The dashboard holds a clear instrument cover, a steering column & steering wheel. This assembly mounts to the door panels, completing the interior. The inside of the cab receives a full set of windows (except the doors). The cab does have a pair of pieces that the instructions call 'vent windows' but all my life, I've heard 'em called 'wind wings'. A careful builder could open 'em up - a simple, but killer, detail.

The engine bay has an optional custom fan shroud, which replaces the stock shroud &, I would suppose, the stock fan as well. Radiator bulkhead, firewall & cab back are mounted to the body at this point. Also mounted in the engine bay, are the battery, windshield washer bottle, brake fluid reservoir & booster. The outside of the body gets the front splash apron, the cab roof, fender badges, door handles & gas cap. The completed interior bucket goes into the body at this time. I really like the pickup bed - it's basically all one piece, easy to turn it into a small, 1/4T trailer. The builder adds four exterior posts, one at each corner - two of 'em have rubber covered chains - those would be the rear ones - steps, taillight housings & clear red lenses & a non-functioning tailgate. A couple of brass hinges (dollhouse stuff) would make it functional.

With cab & bed out of the way, we move to the chassis, a typical, ladder-style pickup frame. The two front suspension pieces differ only in the spindle location & the only other pieces are the tie rod & a pair of shocks, which will fit either suspension. If you wanna use the stock exhaust, a single piece, it will have to be mounted before the rear end. The rear end consists of the axle/trailing arms, a separate torsion bar & as with the front, a pair of shocks. The rear bumper & spare tire assembly (tire, w/w insert, inner & outer wheels & bracket) finish off the basic chassis. Now we add the engine assembly & locate the drive shaft to the differential & the trans. The rolling stock, either stock or 'Dub', assemble & mount pretty much as you'd expect - inner & outer wheels trapping the tires between, except that the stock version has whitewall inserts & baby moon hubcaps, while the custom version includes disc brakes. The instructions do not differentiate the front & rear wheels/tires on the stock setup, but do on the custom. This leads me to believe that the front & rear are not the same, although I cannot discern any difference.

The bed locates to the frame rails via small pins on the bed floor & bosses on the rails, whereas the cab is located by the contours of the floor & the body's rocker panels.

What remains are the rest of the under-hood items like the radiator hoses, heater & hood latch, as well as body details like wipers, grille, clear headlight lenses, bumper & hood - a four piece assembly with simulated hinges a part of the hood side panels.

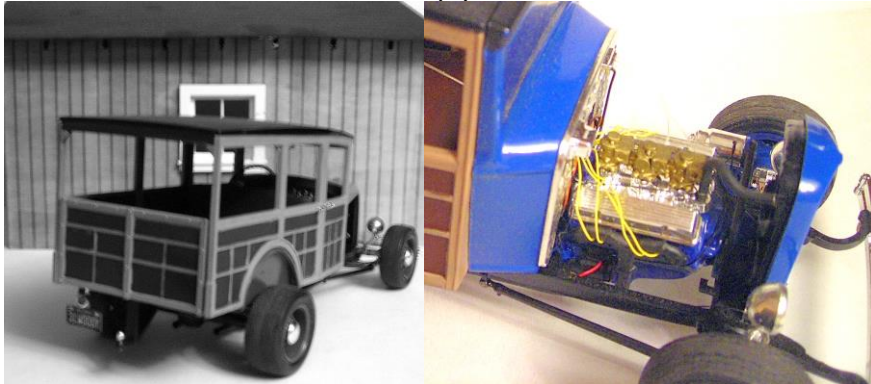
The decal sheet features flames, wood for the bed floor, details for the brakes & license plates. But no commercial stuff, like a plumber or a TV repair or *something*. The instructions, throughout the various steps, are as clear & concise as could be. Because it's a pickup, & can be built pretty close to stock, I like it. Still, a set of aftermarket wheels & a chromed air cleaner, do not a custom make. I recommend this kit for the potential stocker it could become, with all the possibilities that implies.

Robb

~~~~~ on the drawingboard ~~~~~

### *Woodies, Wagons & Willys*

I have a few built woodies that I'll be bringing out to the meeting, though none are new builds. First up, is my '31 Woody that's based on the Monogram Model 'A' kit. While the chassis, engine (mostly) & forward 'sheet-metal' are straight out of the box, I did omit the fender assembly, cutting the rear fender wells free of the assembly, painting 'em to match the cowl & hood & gluing 'em in place on the woody bod. I pirated a radiator & grille shell from the Monogram 'Little Deuce' kit (the 'A' hood actually fits to the '32 grille shell better'n it fits to the '31 cowl???). The headlights are from an AMT 'T' kit & the carbs & headers are from the Monogram Model 'A' Phaeton kit. The vanity plate reads "31 WOODY".



The cream & black stocker is just that - a box stock MPC '29 Model 'A', that I put together when AMT first released it as their kit (mid 90's, maybe?).



Here are a couple of pix of a fairly radical woody that I've had in the works for quite a while, now. I managed to get a pretty good 'wood' paint job, so I'd really like to finish the build. The upcoming Woody theme might be just the right incentive.....

Robb

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*Up Coming Events:*

Apr 13 Cincinnati Challenge 18, 248 Locust St Owensville OH 45160

Info: [www.cincinnatiautoreplicas.org](http://www.cincinnatiautoreplicas.org)

Apr 20 NNL East #27 1 Pal Dr Wayne NJ 07470

Info: [NNLEast@aol.com](mailto:NNLEast@aol.com) or [www.nnleast.com](http://www.nnleast.com)

May 5 HMCA #32 9AM-4PM KofC Hall 511 Thompson Rd Indianapolis IN

Info: [indyhmac@hotmail.com](mailto:indyhmac@hotmail.com)  
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~~~~~ *BOOK REVIEW* ~~~~~

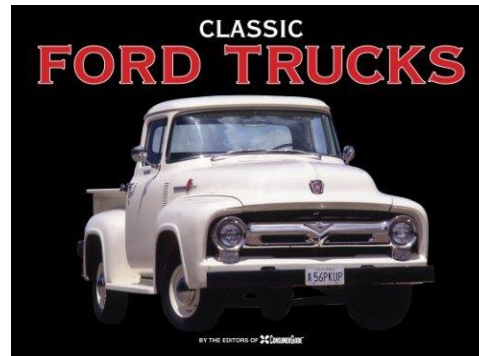
**Classic Ford Trucks**

by the Editors of Consumer Guide;

192 pages, 250+ color & b/w photos,

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International, Inc.



Ford Motor Company's first attempt at a commercial vehicle came in 1905, with the Model 'C'-based Ford Delivery. But @ \$950, it was expensive & attracted few buyers. Only 10 or so were built before production was halted. No other truck-oriented activity came from the company until 1912. The Model 'T' was in its third year of production & had become a popular commercial platform. In that year, FoMoCo introduced the Commercial Roadster, a Model 'T' Runabout with a removable turtle deck; & the Model 'T' Delivery Car, a van body on a Model 'T' passenger chassis. This vehicle was Ford's most successful truck yet.

& so begins this very informative book. The book is broken down into eleven chapters, each covering an era of Ford production, from 1896 through 2012. Just about every variety of commercial vehicles Ford ever marketed is shown, the majority in vivid color. As this is a picture book, just about every page contains at least one illustration, many pages have multiple illustrations. Almost every photo is accompanied by captions that include historical facts relevant to the truck(s) pictured. These facts include when specific cosmetic changes were made, making the visual identification of given model years easier, and specifying when mechanical changes happened - an incredible boon to vintage truck modelers. Light duty Ford trucks are the most modeled trucks ever, & this book is a treasure trove of relevant information, including paint colors. Most of the vehicles that are restored (as opposed to original) are identified as such, with any 'updates' noted. In my opinion, if you are a light truck modeler, this book belongs on your library shelf.

*Robb*  
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Robb's Garage

presents

The Riverside II Trailer Kit
Deck size: 175" lg x 87" wd
1/25th scale

Single Axle unit includes:

- (1) Frame Kit with deck & ramp lumber
- (1) Tongue Kit with hitch & jackstand
- (1) Suspension Kit with axle & springs

Tandem Axle units are available
Frame, Tongue & Suspension Kits
are available separately

All kits are multi-media, but primarily
styrene

Kits do not include wheels, tires, fenders or
lights.

In my opinion, these kits are skill level 3.
for further information & prices
contact

< robbshelby@cinci.rr.com >



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Your article or kit review or advertisement or announcement  
could have been

**HERE!**