

Revell 1934 Ford 3W Coupe Snap Kit

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Introduction

Over the past decade or so, this kit of Ford's Model 40 has become one of my all-time favorites. All of the model companies have, at one time or another, issued kits of the 34. I have no idea, which, if any, are accurate, but this'n is the best looking one! I've built several examples of this kit & would like to share some of those experiences, as well as some of the building techniques I've used.

I prefer to build 50's era hot rods & this kit is a perfect canvas for my ideas. There is of course, one thing that I think requires priority attention - the front suspension, to my eye, anyway, is simply too high. Here's what I do about that. I start the lowering process by replacing the kit-offered metal rod with a styrene rod of the same diameter & length. This rod gets glued in place & then the center portion, from backing plate to backing plate gets cut away, giving the front end a much more realistic look. The axle itself mounts to the car via a large bracket molded to the top of the spring. It is then located by a pair of hairpin-style radius rods that snap around the axle at the front & have pins that push into bosses back along either side of the frame. These radius rods do not impact the lowering of the front of the car, & are left unmodified. The bracket atop the spring, however, is removed completely, allowing the frame rail to drop almost all the way to the axle.

The final step in lowering the front is to use a tire that has a smaller outside diameter than the kit offering. 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. & while I describe the interior mods, I don't have any decent pics to show what I'm talking about.....



B/Altered

As mentioned before, I almost always lower the front end by replacing the metal rod with a styrene rod, trimming the center portion away & removing the large mounting bracket from atop the spring, allowing the front of the car to drop, sometimes quite dramatically. That is what has been done here as well. In addition, the wheels & tires I've chosen for this buildup (pirated from a vintage Monogram supermod) have enough difference in OD to establish a definite 'rake'.



Body mods have been kept to a minimum: On the hood, I've removed the 'beltline' reveal that comes off of the cowl & goes almost to the grille shell. In addition, I've filled in the scribed line between the hood & grille shell, such that the front of the car seems to feature a one-piece, lift-off nose. I've also removed the headlight mounting 'lugs'. The steering-gear shaft, shown here without the drag link or pitman arm, exits the body through the side of the cowl on the driver's side, sprint car style.



Other than the lowering job, the only change I've made to the undercarriage is to add 'lakes plugs' that exit the exhaust system just to the rear of the radius rod mounts. It is the interior that receives the bulk of the mods. What I've done here began with tossing out the bench seat & dash, & removing all of the engraved detail from the snap-in door panels. I then constructed a firewall that locates just below the windshield, where the dash used to be. Both the firewall & the inner door panels are liberally sprinkled with rivets. The roll bar is a simple two-point hoop with supports going through the firewall. The steering wheel is an early Ford piece mounted to a scratch'd column. Other driver controls consist of a throttle pedal, a clutch pedal & a brake lever. Creature comforts include a bucket seat & scratch'd safety harness & hardware.

Paint is sky blue exterior w/the chassis & suspension painted white. The interior is silver, to look like unpainted metal. Graphics consist of class designation & number, done with a 'white-out' style marker. I had a lot of fun building this altered coupe & will probably build a couple more drag cars based on this kit. The 34 Ford coupe was a very popular altered in the 50's & early 60's.



The Gold 34

They don't come any more box-stock than this - at least, not off of my work bench..... This hiboy does feature my regular lowering treatment, plus resin w/w tires (slicks in the rear) & plain open wheels from Modelhaus. That set-up gives the car a serious Calif-style rake. The interior is also pretty much box stock since the only modification

to be found there is a tall shifter & skull knob. The paint is 'hardware store' gold, inside & out, with implied piping done with a green sharpie.



The black dragon graphic on the door is a rub-on I found on a "pinewood derby" car sheet from Revell (of all things....) & I think it looks pretty sharp against the gold. Rather than use the kit-supplied taillight stickers, I used a red sharpie to paint 'em. The vanity plate reads: 1951 Ohio "GOLD 34".



Suede

Unlike the other cars here, this one does not feature a nose in the dirt stance. Nor does it roll on resin tires - but it does roll..... This one is a Gravity Drags car & features almost no modifications beyond wheels & tires looted from an AMT Chevy pickup. These tires have a much smaller 'footprint' than the originals, & so have a much lower coefficient of drag to overcome. Plus, the old Chevy wheels look so much cooler than the kit-offered modern 'mags'. I also really dig this pic, motivatin' on down the blacktop in the rain.....



Brown Sugar

This one I built from the full-fendered version, sometimes referred to as the "California Kid" because of its pre-decorated gloss black finish & bright flames. I lowered the front on this one just as I did on all of the others - the difference being that instead of lowering the frame to the axle, as with the fenderless cars, I brought the fender to the tire, for a stance that, coupled with the taller back tire, looks perfect.



As an aside, I cannot recall where I found those front tires, but the rear tires & all four wheels came from the AMT snap kit '50 Chevy pickup. I also cannot recall where the dog dish caps came from, but as they say 'Ford' my first guess wouldn't be the Chevy pickup.

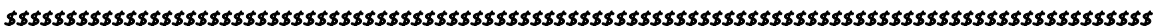
The interior has had the door panels smoothed, eliminating the window & door controls & the door-mounted speakers, leaving only the armrests.

The dash is more or less unchanged from the kit offering - & even features the 'gauges' sticker plus a bit of pinstriping - & the kit's steering wheel. The bench seat is covered with an 'indian' blanket & the tall shift lever sports an old piston for a knob. Paint on the wheels & body is a flat brown, while the major interior color is a slightly different flat brown



At the rear, I've filled the original taillight indents, & moved the taillights to the fenders. A photo-etched license plate bracket holds a 1947 Ohio plate. Graphics consist of a bit of pinstriping on the panel below the deck lid & a couple of 'Moon' decals on the quarter panels. The final detail is a ball hitch made from Evergreen strip stock & a shirt pin. Next month, a few more.

Robb



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

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