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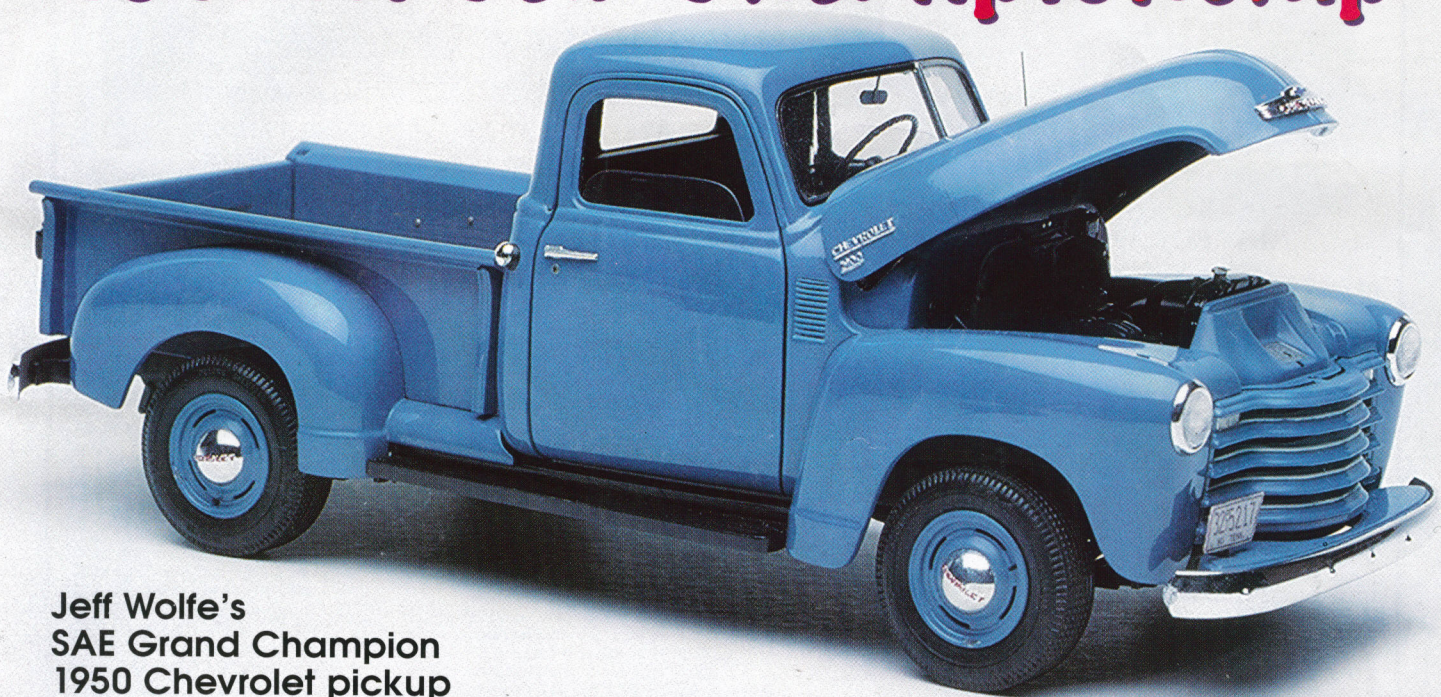
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October 1996

North American Model Car Championship



Jeff Wolfe's
SAE Grand Champion
1950 Chevrolet pickup

**PAINTING PLASTIC TO
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TIPS & TECH

by PAT COVERT

It's been an honor for me to serve as a judge at the North American Model Car Championship (NAMCC) for the past two years. If there are any doubts as to whether automotive modeling is exploring new boundaries, one need look no further than this show. The 1996 event had high caliber vehicles in every category, making judging an arduous task. In this installment of "Tips & Tech," I thought you might like a glimpse of how the judges' decision making process works in hopes that it may, in some way, enhance your competitive skills.

Judging starts by sifting out the winners in each individual category. In most instances, 90% of the entries are culled out for purely fundamental reasons. This is not to say that nine-tenths of the models are unworthy competitors. In fact, the overwhelming number of vehicles entered at the national level would place quite well locally and regionally. It simply means that there are generally a few models that stand out above the rest for their overall quality of execution. These exemplary models are further judged against others in the class for their fundamental expertise. However, other factors, such as risk, scratchbuilding and degree of difficulty, are taken into consideration as well. Flashlights are used to explore the nooks and crannies of each model and discussion is often heated as no two judges agree 100% on every point, every time, down the line. Most of the time there is an irrefutable first-place winner and the hard part is picking second and third.

After all of the class winners have been decided, the judges look over the entries to determine the master awards. Most often, but not always, these are first-place winners. A lot of toil goes into these selections because there are so many nice models to pick from at this stage. The flashlights continue to get a workout and discussions resume. The time spent picking the master award winners also helps determine Best in Show because it gives the judges time to further examine the candidates for the award.

Choosing the Best in Show winner is the most difficult part of the judging process. It begins by putting the four, five or six top models from the field on one table away from the rest of the group. Going back to ground zero, the judges consider the fundamentals of each model first. Flawless execution is of the utmost importance. There is no such thing as a "perfect model" because modeling technology is constantly redefining the term, but these models come darn close. Do the doors close flush? Are there textures where there shouldn't be textures? Is every little detail in scale? These are among the final topics of discussion that lead to the

selection of the grand prize winner.

This year's Best in Show winner, Jeff Wolfe's 1950 Chevy pickup, wasn't the glitziest model on the table. It didn't have the most aftermarket parts, nor the most bells and whistles. But the model looks like it was put together with air instead of glue, the paint looks like it was applied with a 1/25 scale paint gun and, oh, do those doors slam sweet! There's no mystery here. The answer is as obvious as the nose on your face. It's fundamentals, my dear Watson!

On to the mail pouch, where snafoos are reviewed and solutions issued.

Q: I have a couple of questions and a tip. First, did any company ever make any 1970-'72 Buick Rivieras? Second, can lacquer be painted over enamel or is it vice-versa, and should a sealer be used when doing so?

Now for my tip. Everyone has trouble with superglue tips getting clogged or glued shut. If you put a little Vaseline on the end and around the neck of the tube where the tip screws on, the superglue won't stick.

Caleb Barrow
Drexel, MO

A: According to my records, Caleb, you missed the last of the Rivieras by one year. AMT produced a 1969 Riviera as an annual kit in '69 and dropped it the following year. The '69 Riviera, however, was recently rereleased under AMT's Selected Subjects Program and should be readily available from both hobby shops and mail order houses at this time.

Concerning your paint question, the general rule of thumb is you can spray enamel over lacquer, but not lacquer over enamel. The hot base inherent in lacquer has a tendency to blister enamel, while the latter's cooler base has no effect on lacquer. I've applied enamel over lacquer on quite a few projects with excellent results, so I have no problem recommending the procedure here. I do suggest, however, that you experiment on scrap plastic when using different types of paint combinations before laying them down on your pet project.

Thanks for the tip, Caleb. It's a good one!

Q: I keep having problems with Testors spray cans. Every time I spray with one the nozzle spits out paint in globs. Is there any way to solve this problem?

Chip Miller
Wheeling, WV

A: This problem can occur with any brand of aerosol paint. First off, make sure to warm your paint by immersing it in hot tap water for about two minutes before spraying (do

not boil the can on the stove unless you want it to explode!). This will make your paint flow better. Nonetheless, sometimes paint does build up around the nozzle during the spraying process. When the buildup gets to a certain point, the force of the spray pulls the excess paint off the nozzle, causing large splatters or "globs" to hit the painted surface. You can rectify this by keeping an absorbent cloth next to your spray booth and blotting off any excess paint buildup as it occurs. This should alleviate the problem. Thanks for writing, Chip!

Q: I am currently looking to move to another county in my state and I need to know as soon as possible the best way to pack all of my 150-200 built models. My main concern is that my models will be stored in boxes for a long period of time. Are individual boxes the way to go? What should I do?

Bob Templeton
Lanham, MD

A: With so many models to move I don't recommend you box them all individually as it would be one big headache. Rather, I suggest you get larger boxes and add partitions to form bins so you can carry and store them easier. Partitions can be made from scrap cardboard and, if your box is large enough, you can actually add two or three levels to the box to store even more models. Wrap the models in either paper towels or toilet tissue before putting them in their individual bins. Don't use scented tissues as these have been treated with chemicals that might not react too well with the paint on your models. I have used this technique for carrying a quantity of vehicles to shows and it works quite well.

Store the boxes in a dry climate and keep them at room temperature if at all possible. You can store your vehicles for several months this way, but I do recommend getting them out of the box and onto the shelf as soon as possible. Hope this helps, Bob!

Q: I am building a Monogram 1964 Pontiac GTO and need to know how to add chrome around the windows, wheelwells and to the emblems.

John Van Riper
Rome, NY

A: The best way to add convincing chrome trim is with adhesive-backed metal foil. The Bare-Metal Foil Co., Detail Master and Shabo Scale, all frequent advertisers in SAE, offer varying forms of this product.

The technique for applying chrome foil is much too lengthy to explain here, so I

will refer you to the book *Building Model Cars, The Best of SAE, Volume II*. Therein is contained an article from an old issue of SAE entitled "Heavy Metal." This article can tell you all you need to know about applying metal foil. Scale Auto Supply carries the SAE "Best of" books. For ordering information, see the ad located on page 79 of this issue.

Q: I have two questions. First, does anyone make correct late-1950s/early-'60s NASCAR deep dish rims? These had six-bolt hubs. Second, what about tires? The ones for this period look quite a bit different than even the mid-'60s racing rubber.

Barry Postma
Calgary, AB, Canada

Q: There are a couple of routes you can take for wheels and tires for your late-1950s/early-'60s NASCAR. First, The Modelhaus offers a set of five-lug Holman-Moody wheels for 1963-'71 stock cars. If you must have a six-lug, you'll need to order a stock set of '57 Chevy Black Widow wheels from All American Models and widen them using a set of parts box rims or wheel backs. As for tires, The Modelhaus offers a set of '59-'63 Firestone racing tires that should fill the bill. Both of these companies are regular advertisers in SAE. See their ads this issue.

TIP: I have a tip on removing chrome. First, moisten the part under lukewarm running water. Then sprinkle some ordinary household cleanser (such as Comet) onto the part and simply brush the plating away with a medium bristle toothbrush. The cleanser works best when mixed to a paste-like consistency. After removing the chrome, rinse the part well.

Not only does this method leave details undisturbed, it also leaves microscopic scratches on the surface of the plastic which help paint adhere. I use it as a final prep before painting.

Steve Martin
Grand Rapids, MI

PAT: You have discovered yet another way to relieve plastic of its chrome plating. A shining example, Steve. Thanks for sending it in!

Q: I plan on hinging the doors and trunk lid on the 1970 Chevelle SS I am working on, and don't know how to get started. What should I use to remove the panels? Would putty act as a good filler between the inside and outside door panels? Finally, what would you suggest I use to hinge the door itself?

Duncan Pestock
Tonganoxie, KS

A: The best way to remove the doors and trunk lid is by gently scribing through the panel lines using the backside of a #11 hobby blade. Go slowly and remove as little plastic as possible to avoid creating excessively large gaps. If you do need to fill gaps, do so with thin sheet styrene, the kind available from your local hobby shop. Putty will not adhere as well to the body panels and could crack off somewhere down the road. Finally, there is a hinging how-to article for

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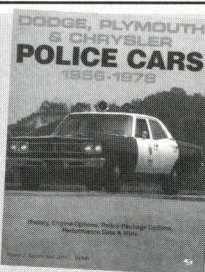
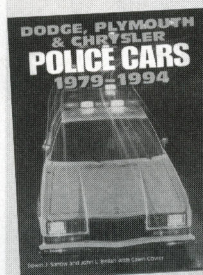


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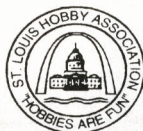
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TIPS & TECH

late model cars by Eric Hartlep entitled "Super 7" in *Building Model Cars, The Best of SAE, Volume I*. You can order this book from Scale Auto Supply.

Q: Due to neglect, about 30 of my collectible models have 15 years worth of dust growing on them and I'd like to bring these rarities back to life. What would be the best way to wash the dust off of these models without ruining the finish or decals?

Russ Talbutt
Michigan City, IN

A: Old models are surprisingly durable, but a certain amount of care should be taken when cleaning them. It helps to have two sinks handy so you can use one to clean the models and the other for rinsing them off.

Start by filling your sink with lukewarm tap water and add just enough dish detergent to provide a bit of cutting power. Five or six drops per gallon are all you need. Next, simply dunk the entire model into the water and bathe it using a very soft sponge. Most of the dust should come off very easily and the sponge will help you get into those tight crevices around bumpers and roof lines. Once you have rinsed your model off, dry it lightly with a bath towel and set it aside to completely air dry.

Decals should not be affected by the mild detergent in the water unless they are fragile or loose to begin with. Check your models carefully for these problems before cleaning them. Bathe, rinse and dry off models with decals very quickly so as not to soften the decals. After your models are completely air dry, you may wish to apply a finishing solution like Novus #1 to the body surfaces. The Novus will add luster to the finish and protect it as well. Hope these tips help, Russ.

Q: I am trying to make a tube axle for a drag car and am having difficulty bending the curves into the tubing. The tubing keeps slipping while I try to bend it and I can't

TIP OF THE MONTH. The excellent tips just keep on coming! And they're not only from this country. Luiz Tinoco of Rio de Janeiro, Brazil sent in a very useful tip that will help modelers paint and detail their engines without making a mess. I'll let him fill you in on the details:

"Here's a humble tip to help in the detailing of scale engines. After gluing together and smoothing out the engine halves, drill a hole into the bottom deck (large enough to permit the insertion of a plastic rod) at the location where the oil pan will be glued, then glue a piece of plastic rod into the hole.

"The rod serves as a holder that makes it easier to detail and paint the engine. It helps avoid breakage of delicate parts and keeps the oil from your fingers away from the painted surfaces. Once you're finished detailing the engine, simply twist off the rod and glue on the oil pan." **SAE**

seem to get consistent bends at the proper distance apart. Help!

Robert Henderson
Norraimo, BC, Canada

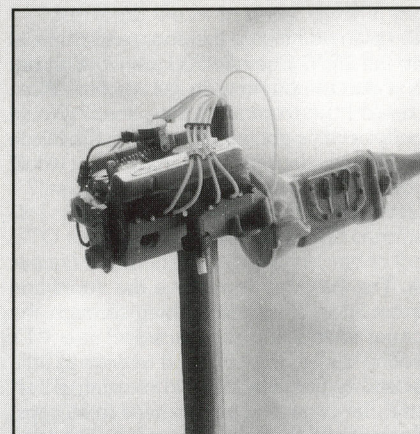
A: A simple bending jig will help solve your problems, Robert. All you need is a flat piece of high-grade plywood and some finishing nails approximately 1/16-1/8-inch in diameter. First, drive two base nails into the wood that will allow you to bend the tubing at the proper distance. Next, drive two more nails to serve as stops. These will keep your bends at consistent angles. Use a ruler to make sure your nails are set parallel to each other and spaced at exactly the same angle and distance.

To bend the tubing lay it up against the two base nails and, using your thumb, press the tubing firmly against them. Next, use the fingers of your other hand to bend each end of the tubing until it hits its stop. Presto! The tubing will be bent to the proper shape, the angle on each side will be consistent and your slippage problem should be eliminated. If you wish, you can make further bends in the tubing (such as bending the tube back toward the spindles) by adding more base nails and stops. Hope this helps get the kinks out, Robert!

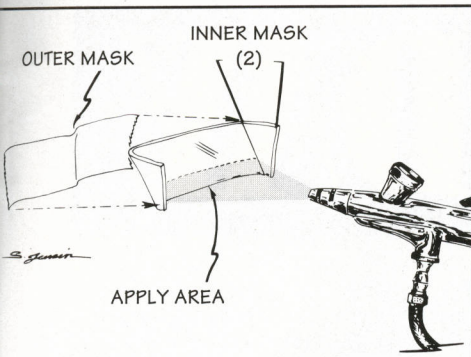
TIP: Here is a tip on tinting glass. To make a factory tint band, use a combination of Testors Candy Green and Blue. Simply spray these paints into a jar until you get the right color, then thin the mixture with Testors Brush Cleaner #1156.

Make sure the "glass" is wiped clean and masked completely on the outside (see illustration). Also mask off the wing windows on the inside. Using a good airbrush, apply a thin coat to act as the tint band. Don't use a mask here as the tint band should fade into the windshield. Instead, use a steady hand and an airbrush with a fairly tight spray pattern. Build up as many coats as you wish until you have your desired density (allowing approximately 20 minutes between coats). Once the tint has dried, remove the masks from the wing windows.

Next, mix the brush cleaner in a ratio of approximately 5% color and the rest thinner. Apply this to the entire unmasked (inner) surface of the "glass" in a very light wet



Mounting a plastic rod into the bottom of an engine provides a means of handling the assembly for detailing purposes. When the detailing is done, remove the rod and glue the oil pan in place to hide the resulting hole.



coat. Be careful here as applying too much could cause the paint to run and reactivate your tint. Once done, allow the windshield a couple of days to dry. Note: if you make a mistake, you can clean the windshield glass off with the brush cleaner and try again.

Steve Jansen
Wilton, CT

PAT: Nice tip, Steve, and thanks for sending such a fine illustration with it! Give this one a try, folks.

TIPS: On page 66 of SAE 87 you had an article by the "Dioramic Duo" on building a tarp from scratch. In this article, Elmer's Glue was used in the making of the tarps. I find that using laundry starch instead of Elmer's Glue provides a quicker drying time. I also find that by using starch you can mold carpet around curves and over corners more easily. The drying time can be cut down by using a hair dryer, but remember to keep the dryer far enough away so it won't melt the plastic.

The other tip I have concerns the article on page 55 of issue 89. In this article ["Promotional Rescue"], you explained how to reproduce parts by making your own molds and pouring in a mixture of styrene plastic and Testors liquid cement. Instead of the Testors cement I use lacquer thinner to melt the plastic. Everything is the same except the lacquer thinner melts the plastic quicker. I hope you find these tips helpful.

Marcus Jones
Belmont, NY

PAT: Indeed these are helpful tips, Marcus. A big "thanks" for sending them in!

TIP: Here's a tip for diorama builders. You know those mailers you get from companies like BMG and Columbia House that sell home movies? There are sheets of stickers inside that contain covers for all the various movies, about 250 of them per sheet. These make great posters for garage dioramas!

John Manna
Staten Island, NY

PAT: One heck of a tip, John. I'll never throw away one of those ubiquitous sticker sheets again!

Until next time, stay wired! **SAE**

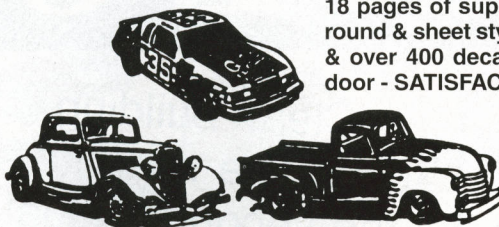
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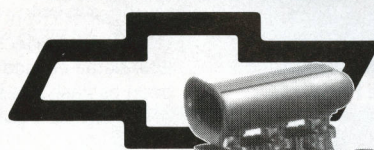


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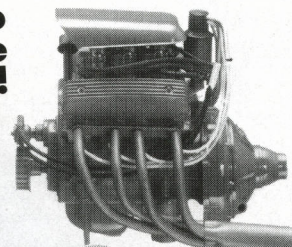
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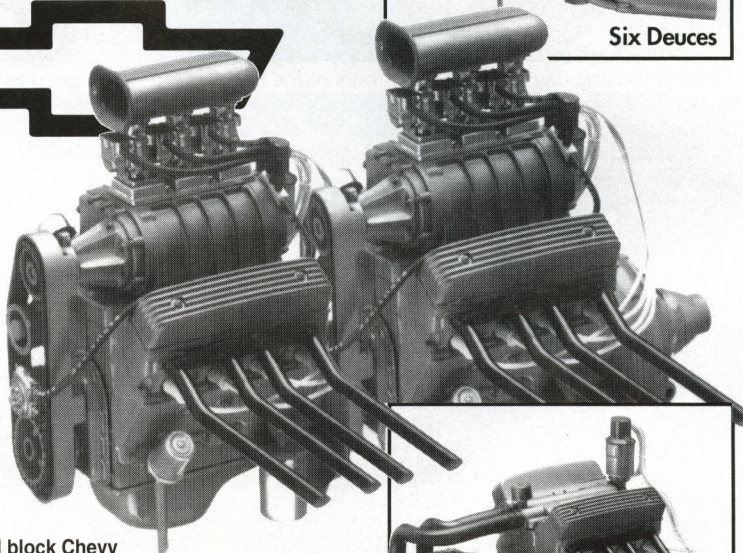


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WOLFE'S DAY

by KIRK BELL

In 1995, the first annual North American Model Car Championship attempted to become the hobby's number one model car contest. After all, the Greater Salt Lake Model Car Championship and the Southwest Challenge had both been discontinued, leaving the hobby without an event where the best of the best go to compete. NAMCC '95 was successful, drawing more models and competitors than any previous GSL or SWC.

While NAMCC '96 didn't draw the same kind of numbers as the inaugural event, the modelers in attendance still enjoyed a first-class show with scores of national caliber models. In all, 155 participants brought out 277 entries, and competitors came from as far away as Alabama, North Carolina, Nebraska and even England.

The show, held at the Clarion Inn near Chicago's O'Hare airport, kicked off on Friday, May 3 with the opening of registration. Activities for the first day included three tours of the Revell-Monogram facilities in nearby Morton Grove, Illinois, and seminars by Pat Covert on painting and Steve Strnad on figure painting. Many of the attendees then convened to the hotel's hospitality suite to talk models until late into the night.

Saturday morning brought the "Modeler's Marketplace" swap meet (see sidebar for details) where hobbyists could buy products from many of their favorite aftermarket vendors. Later in the day, builders were treated to another "Low Buck, High Tech" detailing seminar by Randy Derr and Jim Drew as well as a resin casting seminar by Randy Frost of Perry's Resin Replicas. In addition to the many fine competitive models, the contest hall featured a display of restored Dave Shuklis originals, presented by National Model Car Builder's Museum trustees Pat Covert and Joel Dirnberger. Once the contest hall closed for judging at 5:00 p.m., the crowd participated in a raffle of products donated by many hobby businesses and a couple of NASCAR Winston Cup teams. Once again, during the late night hours, modelers swapped stories and tips in the hospitality suite.

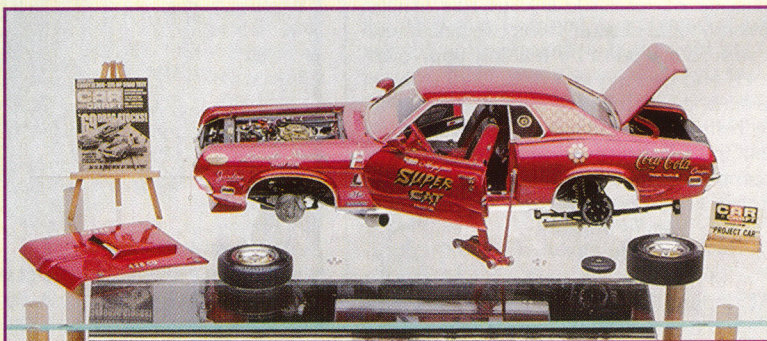
After a brunch on Sunday morning, it was time to get down to business and present the awards. Emcee and contest promoter Mike Siegman announced the class

Clean building technique won out at the second annual North American Model Car Championship

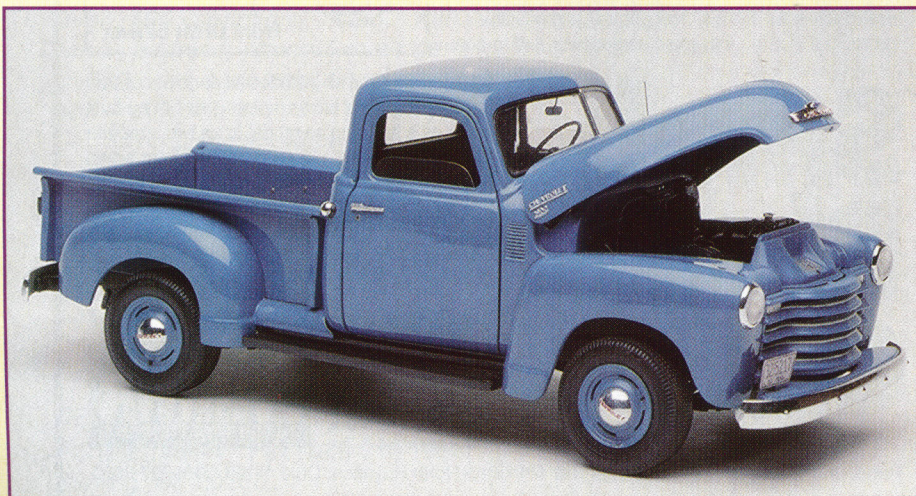
winners, then, during the master awards presentation, added a spark that lit up the crowd. Over the course of the contest, the NAMCC board of directors had decided to present Kentucky's Ken Brickell with a special "Spirit of the Hobby" award. The many fine slammers Ken displayed attracted a lot of attention because they were just plain fun, and Mike wanted to let Ken know that the hobby appreciates his efforts.

Next, it was back to the awards, and only the two biggies remained. Nobody was surprised when Ray Patrick was named the winner of the Modeler's Choice award for his beautiful 1959 Chevy street machine. Nicknamed "Seahawk," this sleek model features a '62 BelAir bubbletop roof, a low stance and literally hundreds of scratchbuilt and machined parts that Ray made in his shop. The crowd was a bit surprised, however, when a somewhat sheepish entry by Jeff Wolfe took the *Scale Auto Enthusiast* Grand Champion honors. Superclean building technique, perfect paint, working features and attention to every little detail earned Jeff the award. While Jeff's model may not have been as flashy as some of the other entries, the builders approved of the choice because of the incredible care with which he built the pickup.

As the show wrapped up, Mr. Siegman dropped another little bomb by announcing that NAMCC '97 will take place in Detroit. As a 1:1 automotive hub, the NAMCC board feels the Motor City will inspire even more modelers to attend and take in the sights of the surrounding area while they're at it. So, if you love cars, big or little, plan to make the trip to Detroit next May for NAMCC '97. **SAE**



Among the most impressive models at the show was Kenny Reeves' 1969 Mercury Cougar XR-7 factory Super Stock. Starting with an MPC kit, Kenny opened the doors, trunk and glove compartment, then added numerous scratchbuilt details, including the headlights, oil cooler, radiator, headers, traction bars and driveshaft. To achieve the candy finish, he had the body chromed, applied four coats of transparent candy red paint mixed with russet pearl, then added three coats of acrylic urethane clear.



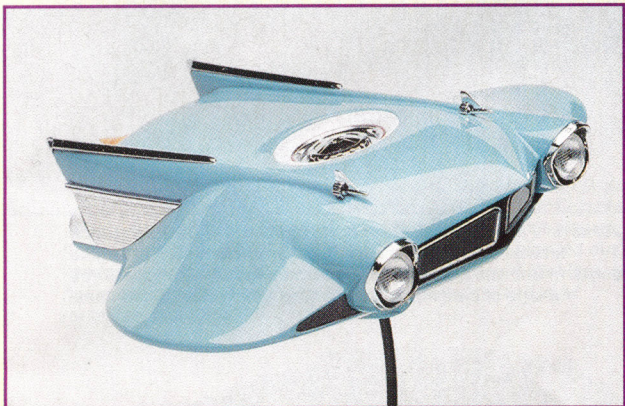
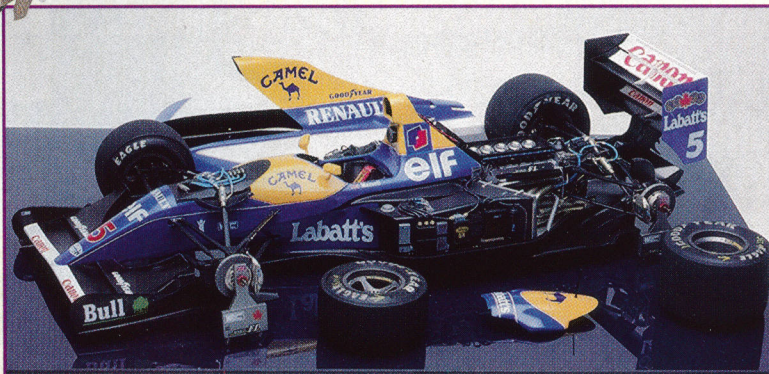
Following reference material, Jeff Wolfe completely reworked AMT/Ertl's 1950 Chevy pickup. His many modifications included filling the rear side windows, lowering the front suspension, scratch-building the master cylinder, opening the doors, and adding door "glass." Jeff earned the Best in Show honors for flawlessly executing both the fundamentals and the difficult procedures.

Sean Patrick Herron's Lindberg kit-based 1964 Dodge features an AMT/Ertl '68 Roadrunner pro street chassis, the 426 Hemi from AMT/Ertl's '70 Super Bee and the headers from a Revell Pro Stock '67 GTX. Tops in the Junior class, this model boasts unbelievable paint, graphics and overall detail.



Bud Ellis built his AMT 1940 Ford Deluxe convertible to show what a factory stock car of this vintage would look like today. He scratchbuilt the considerably dilapidated uptop, carved rust holes into the body panels, simulated a broken windshield, and added numerous other weathered details.

Over 200 photoetched parts were added to Tamiya's 1/12 scale Williams-Renault FW14B to produce this highly realistic replica. Builder Doug Fisher also utilized a Cody Grayland aluminum detailing kit and added all of the fuel and electrical lines. The headers were "blued" for realism and the body was rubbed out with an LMG Enterprises polishing kit.

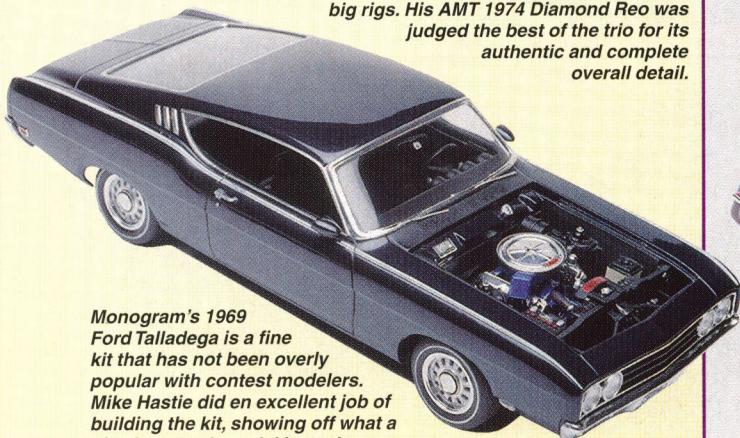


Some models deserve consideration as works of art. Such is the case with Mike Curry's "Flying 7." Mike combined a Seaview Flying Sub kit (reissued in Revell-Monogram's Selected Subjects Program) with a 1/16 scale AMT/Ertl 1957 Chevy to create this tabletop masterpiece.



An outstanding pair of vintage Super Stockers by Mike Hastie claimed second and third in the hard fought Box Stock Competition class. Built from AMT/Ertl's 1962 Chevy and Revell's '64 Ford Thunderbolt kits, these models both feature smooth paint, precise decal application and attention to the basics.

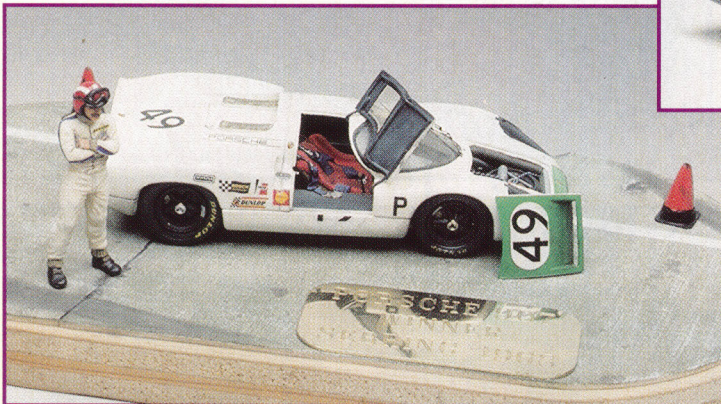
Master truck builder Cy Kellogg III swept the Heavy Commercial class with three detailed big rigs. His AMT 1974 Diamond Reo was judged the best of the trio for its authentic and complete overall detail.



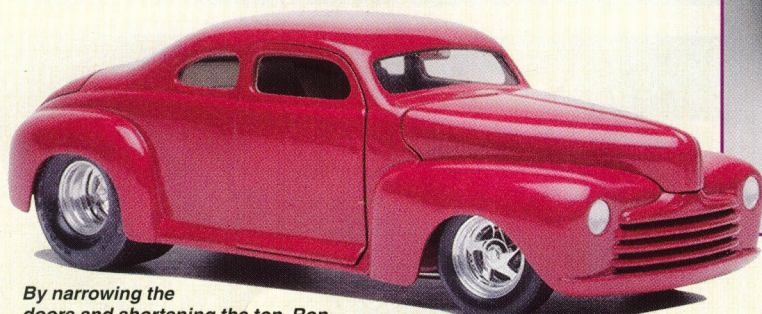
Monogram's 1969 Ford Talladega is a fine kit that has not been overly popular with contest modelers. Mike Hastie did an excellent job of building the kit, showing off what a nice box stock model it can be.



WOLFE'S DAY

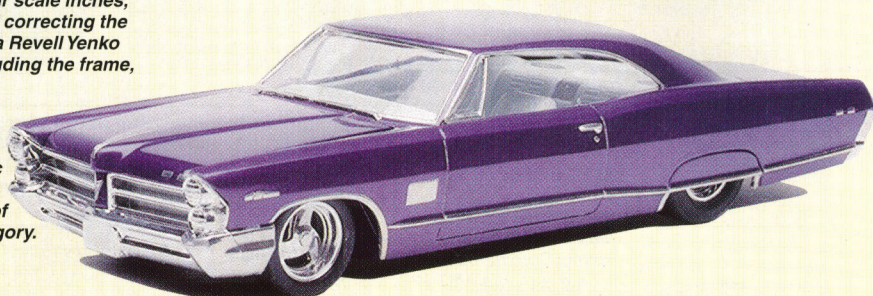


Armand Genovesi built his 1/43 scale Porsche 907 to depict the Sebring winner from 1968. He scratchbuilt the interior, adding the chassis tubes, fire bottle, battery and racing harness in the process. Combining the model with a realistic display base made the effort good for top honors in the Diorama class.



By narrowing the doors and shortening the top, Ron Butterfield converted Testors' 1948 Ford from a sport coupe to a business coupe. Additional bodywork included chopping the top four scale inches, opening the trunk, smoothing the fenders and firewall, and correcting the beltline. Built as a replica of a 1:1 rod, this model features a Revell Yenko Camaro 427 engine and numerous scratchbuilt items, including the frame, interior door panels, dash, console and window moldings.

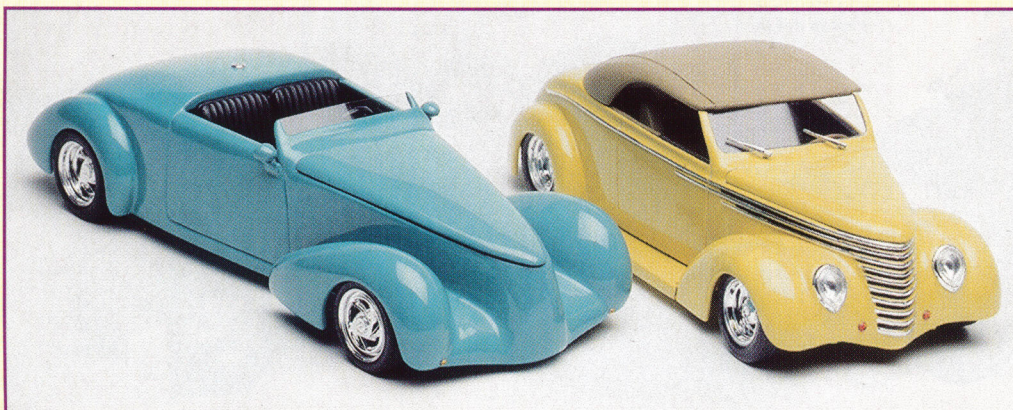
Built from an AMT/Ertl kit, Ed Seaman's 1965 Pontiac sports the wheels from Testors' Aluma Coupe. A smooth paint job and the low stance made this one of the top models in the Junior category.



A contender for Best in Show, Ray Patrick's "Seahawk" 1959 Chevy excited the crowd with its smooth styling. In addition to outfitting it with the bubbletop from AMT/Ertl's '62 Bel Air kit, Ray personalized his Monogram model with a brass grille, a scratchbuilt dual pod interior, and a custom-mixed jade green paint with gold accents. The participants liked Ray's work as well, awarding him the popular vote Modeler's Choice plaque.



JoHan's "Fast Eddie" Schartman 1970 Ford Maverick Pro Stock kit was detailed to the limit by Kenny Reeves. The engine compartment was treated to hand-formed fender panels, throttle linkage and all of the appropriate wiring, hoses and lines.

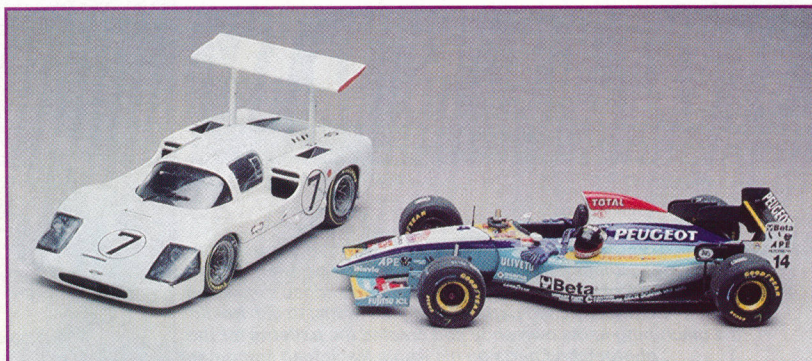


Inspired by two automotive artists, this pair was entered by Greg Johnson. Based on Revell's 1937 Ford, the "Smoothster" (right) is a scale rendition of a Boyd Coddington 1:1 rod. A Brad Leisure Scale Auto "Sketchpad" drawing provided the concept for "Topless Teal" (left), a customized version of Monogram's Cord 812 that has been outfitted with a Viper V-10 engine.

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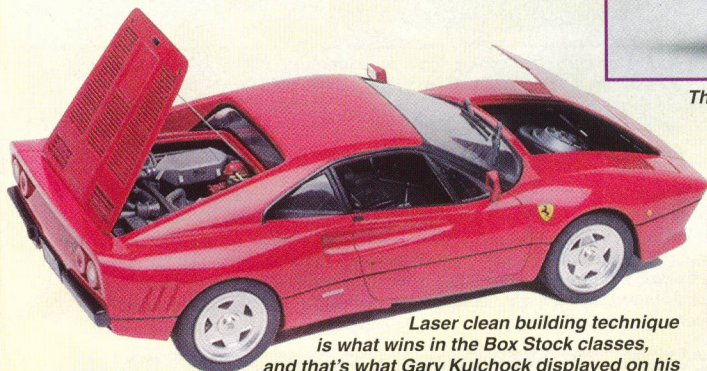
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Speedway Originals
The Testor Corp.
Thunder Valley Miniatures



This pair was entered in the 1/43 Competition category by Armand Genovesi. His Jordan Peugeot 195, built from a Tameo kit, won the class with its carbon fiber inner wing surfaces, padded shoulder harness, Dzus fasteners and valve stem detail. The Chaparral 2F, constructed from a Provence Moulage kit, features opened scoops and vents.



The winning effort in the Factory Stock 1960 & Newer class was a box stock model outfitted with a bevy of details. John Baczuk added complete wiring, plumbing, cables and hoses to the engine compartment of his AMT/Ertl 1970 Super Bee, replaced the scripts and emblems with photoetched parts and installed seat belts with shoulder harnesses.



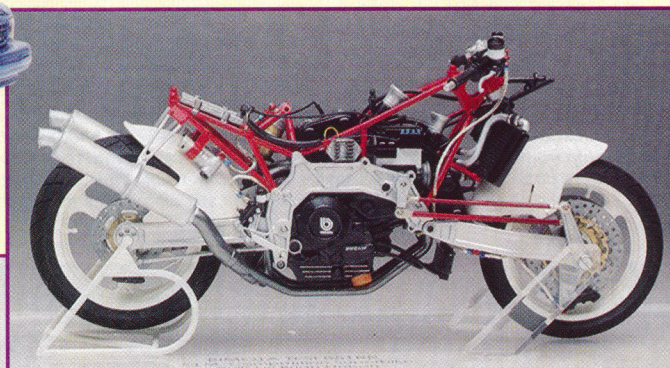
Laser clean building technique is what wins in the Box Stock classes, and that's what Gary Kulchock displayed on his Fujimi Ferrari 288 GTO. To enhance the basic kit, he blacked out the windshield trim, applied a super smooth PPG Ferrari Red lacquer finish and detailed the undercarriage with a combination of metallizers and pastels.



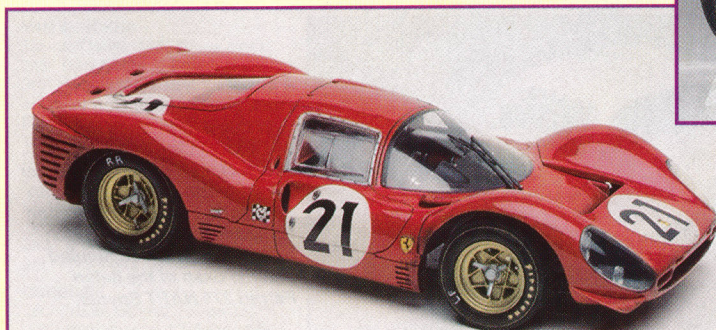
Modelers on the other side of the pond know drag racing, too, and Toni Zammit's 1953 Studebaker is proof. Built by combining a much-modified AMT/Ertl body on a Revell Pro Mod chassis, this model also features scratchbuilt aluminum interior panels.



Kitbash an AMT/Ertl 1992 Chevy 454 SS pickup with a Revell SnapTite Caprice and you get a modern Caprice El Camino. Dick Groenheide did just that and utilized an MPC '86 El Camino grille to complete his "what if" miniature.



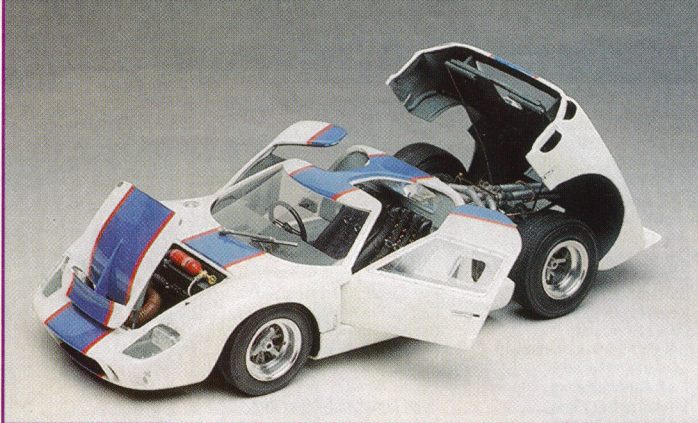
Without the body in place, Tamiya's 1/12 scale Bimota Tesi 851RR is an impressively detailed model, especially when it has been treated to scratchbuilt fuel injection and ignition system components. Builder Brian Nelson also added full wiring and plumbing.



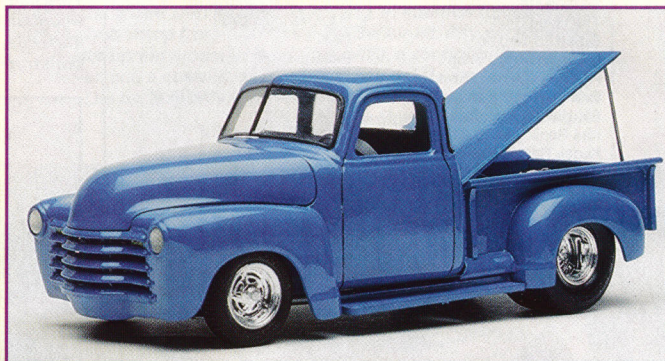
More than 500 hours in the works, Charlie Bennett's Fujimi Ferrari 330P4 contains 30 scratchbuilt parts. Special features consist of working fuel caps, threaded knock-offs, a detachable nose and poseable steering.

WOLFE'S DAY

Rarely, if ever, has Revell/Fujimi's Ford GT40 been treated to so many details. Bill Cunningham installed the Ford 427 engine from the Monogram Cobra kit in his vintage racer and added numerous machined and photoetched parts to bring the model to life. He did the machining in his own shop and created the patterns for the photoetched parts on his Apple Macintosh computer.



Extensive bodywork went into turning Monogram's Lotus Espirit into a Koenig Lotus Twin Turbo. Gary Kulchock widened the body eight scale inches, bulged out the front fenders, incorporated the hood louvers from a Monogram IMSA Mustang and utilized the engine cover from a Tamiya Ferrari F40. The tires came from a Tamiya Jaguar XJ220, and Tamiya Nissan wheel faces were placed on machined aluminum rims.



Todd Coe's pro pickup was built by combining AMT/Ertl's 1950 Chevy cab and bed with the Chevy big block from Revell's '67 Chevelle, the R & D Unique white metal independent front suspension and a scratchbuilt rear frame. The bodywork includes a custom front rolled pan and filled vents and body lines.



Spectators had the opportunity to see Tim Kolankewicz's "Coral Aura" in its natural habitat. While the display evokes a seaside feel, the model is the real attraction. Built using an original SMP 1961 Impala convertible body, some of the features include a stretched roof from the AMT/Ertl '62 Bel Air bubbletop, a hinged decklid that opens to reveal a scratchbuilt trunk compartment, and a highly detailed version of the big block engine from Revell's Yenka Camaro kit.



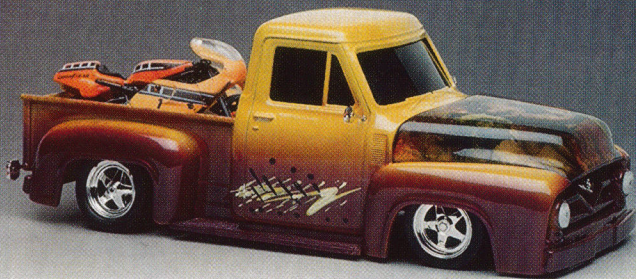
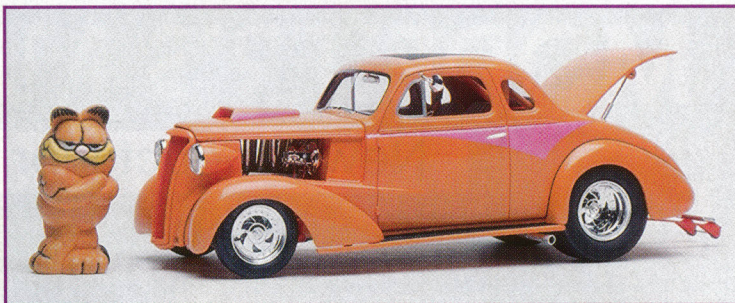
While not a contest entry, John Bellas and Jim Falada displayed a diorama of Chicago's Grand Spaulding Dodge at the show. Based on photos of the dealership from 1969, the buildings were constructed by Jim and the models were done by John, Ken Mazieskis and Ed Banowski. Interestingly, the dealership still exists and Mr. Norm himself still spends his time there.



A fan of all types of factory stock automobiles, Jeff Wolfe built this pair to claim the top two spots in the Foreign and Exotic class. The Tamiya Jaguar Mk. II Saloon was detailed with aftermarket wiring and ignition components, while a scratchbuilt gauge pod was molded into the dash of the Italeri Ferrari 275 NART Spyder.

Three months in the works, Tom O'Riley's AMT 1937 Chevy coupe screams "look at me" with its bright Pactra Tangerine paint and custom hand-cut graphics. The beauty is also in the details. This model features a scratchbuilt exhaust system, an opening deck lid with a complete trunk compartment, and a removable roof insert.

As a break from his replica stock building, Jeff Wolfe pulled out all the stops to turn AMT/Ertl's 1962 Chevy Bel Air into a sleek street machine. Modifications included lowering the suspension, and removing the emblems and badges. To enhance the "in the weeds" stance, Jeff scratchbuilt coil springs for the front and rear and chose a set of low profile Ariei wheels and tires for his rolling stock.



The highly imaginative Ken Brickell displayed a vast array of off-the-wall slammers. His Monogram 1955 Ford pickup sports an awe-inspiring "Black Moon Rising" paint scheme. For Ken, creativity is king!



An AMT/Ertl Snap Fast Plus kit provided the cab for Eric Skeens' Dodge Ram 3500 dump truck. Kitty litter was used for a scale gravel load.

Built in the popular lowrider style, Tom O'Riley's 1976 Caprice started out as an MPC promotional model. Working hydraulics, '65 Buick Riviera wheels, Lamborghini Diablo tires and wild blue paint completed the lowrider effect. Mike Curry came up with a unique concept for AMT's Double Dragster kit. He built it as a slammer, applied an oh-so-smooth paint job and added a wind-up key in back.



NAMCC '96 CLASS AWARDS

JUNIOR

- 1st - Sean Patrick Herron, 1964 Dodge
- 2nd - Ed Seaman, 1965 Pontiac
- 3rd - Milton Kessler, Jr., 1964 Mercury

1/43 STREET

- 1st - Evan Hermel, 1946 Diamond T 910N
- 2nd - Richard Geis, 1936 Ford street rod
- 3rd - Paul Martin, 1956 Ford tank truck

1/43 COMPETITION

- 1st - Armand Genovesi, Jordan Peugeot 195
- 2nd - Armand Genovesi, Chaparral 2F

DIORAMA

- 1st - Armand Genovesi, Porsche 907 at Sebring
- 2nd - Robert Pizio, "Last Reunion"
- 3rd - Pedro Escanio, VW Bug

VAN & PICKUP

- 1st - Jeff Wolfe, 1950 Chevy pickup
- 2nd - Gary Kulchok, Beverly Hillbillies pickup
- 3rd - Todd Coe, 1950 Chevy pickup pro street

CUSTOM

- 1st - Tim Kolankiewicz, "Coral Aura" 1961 Chevy
- 2nd - Roy Brown, VW Woody "The Termite"
- 3rd - Roy Brown, VW Bug "Wizical"

SLAMMER

- 1st - Gary Kulchok, Koenig Lotus Twin Turbo
- 2nd - Tom O'Riley, 1975 Chevy Impala
- 3rd - Mike Curry, Double Dragster

CURBSIDE

- 1st - Charlie Bennett, Ferrari 330P4
- 2nd - Mike Hanson, 1975 Olds 442
- 3rd - Nick Picken, Fiat Barchetta

MISCELLANEOUS

- 1st - Mike Curry, "Flying Seven"
- 2nd - Brian Nelson, Bonneville Kart
- 3rd - Craig Argabrite, 1957 Chevy limousine

COMPETITION DRAG

- 1st - Kenny Reeves, 1969 Mercury Cougar
- 2nd - Toni Zammit, 1953 Studebaker Pro Mod
- 3rd - Bud Lefevre, 1969 Chevy Camaro

COMPETITION OVAL - OPEN WHEEL

- 1st - Doug Fisher, Williams-Renault FW14B
- 2nd - Stephen Miller, Leyton House March CG901
- 3rd - Daryl Huhtala, Brabham BT44

COMPETITION OVAL - CLOSED WHEEL

- 1st - Bill Cunningham, Ford GT Mk. II
- 2nd - Stephen Miller, Nissan 89C
- 3rd - Jon Davis, 1960 Pontiac Bonneville

MOTORCYCLE

- 1st - Brian Nelson, Bimoto Tesi
- 2nd - Roy Ervle, Harley FXB-80 Sturgis
- 3rd - Eric Skeens, Kawasaki KZ-900

HEAVY COMMERCIAL

- 1st - Cyrene Kellogg III, 1974 Diamond Reo
- 2nd - Cyrene Kellogg III, 1991 Peterbilt 379
- 3rd - Cyrene Kellogg III, 1959 Peterbilt 361

LIGHT COMMERCIAL

- 1st - Dick Groenheide, 1992 Chevy Caprice ElCamino
- 2nd - Leon Tefft, 1991 Chicago PD Caprice
- 3rd - Chuck Hermann, 1934 Ford pickup

BOX STOCK - STREET

- 1st - Gary Kulchok, Ferrari 288 GTO
- 2nd - Mike Hastie, 1969 Ford Torino Talledega
- 3rd - Karl Kreis, 1969 Dodge Dart GTS

BOX STOCK - COMPETITION

- 1st - John Pawlowski, Jeremy Mayfield Ford Thunderbird
- 2nd - Mike Hastie, 1964 Ford Thunderbolt
- 3rd - Mike Hastie, 1962 Chevy Bel Air

FOREIGN & EXOTIC

- 1st - Jeff Wolfe, Jaguar Mk. II Saloon
- 2nd - Jeff Wolfe, Ferrari 275 NART Spyder
- 3rd - David MacGaughey, 1963 Maserati 3500 GT

STREET MACHINE

- 1st - Ray Patrick, 1959 Chevy "Seahawk"
- 2nd - Jeff Wolfe, 1962 Chevy Bel Air
- 3rd - Scott Powell, 1966 Nova pro street

STREET ROD

- 1st - Ron Butterfield, 1948 Ford coupe
- 2nd - Tom O'Riley, 1937 Chevy coupe
- 3rd - Ricky Couch, "Moo Milk Truck"

FACTORY STOCK - 1959 & EARLIER

- 1st - Bud Ellis, 1940 Ford convertible
- 2nd - Jon Davis, 1958 Ford Thunderbird
- 3rd - Will Fox, 1956 Olds 98

FACTORY STOCK - 1960 & NEWER

- 1st - John Baczuk, 1970 Dodge Super Bee
- 2nd - Jon Davis, 1964 Dodge D-300
- 3rd - Jon Davis, 1962 Chevy Bel Air

MASTER AWARDS

OUTSTANDING DETAIL

Gary Kulchok, Beverly Hillbillies pickup

OUTSTANDING REPLICA

Ron Butterfield, 1948 Ford coupe

OUTSTANDING SCRATCHBUILT

Roy Brown, VW Beetle "Wizical"

OUTSTANDING ENGINEERING

Bill Cunningham, Ford GT Mk. II

OUTSTANDING INTERIOR

Bill Cunningham, Ford GT Mk. II

OUTSTANDING FINISH

Jeff Wolfe, 1950 Chevy pickup

"SPIRIT OF THE HOBBY" AWARD

Ken Brickell

MODELERS' CHOICE

Ray Patrick, 1959 Chevy "Seahawk"

SCALE AUTO ENTHUSIAST

GRAND CHAMPION

Jeff Wolfe, 1950 Chevy pickup