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OCTOBER 2011

MCMA FOUNDED NOVEMBER 1982



MCMA NEWS

NEXT MEETING: *Sunday Oct. 9th*
Heritage Park bldg.
Theme: Your Favorite Builds

UPCOMING MEETING DATES:

November 5

***Saturday. Orange/Black
mini-contest***

December 4

All MCMA meetings are held on the first Sunday of the month in the Heritage Park Bldg. in Irving unless otherwise stated.

Any changes will be made enough in advance for members to be contacted. Please make sure your membership information is correct and up to date. Contact Len Woodruff to make any corrections.

CLUB NEWS by Chuck Cady

I want to thank everybody for their patience in regards to the club newsletter.

For those that don't know my old computer gave up back a few months ago and I had to produce the newsletter on my work computer without access to all of my existing files. Then the company decided to close my office and that put me out of work. I finally had to bite the proverbial bullet and buy a new computer this week. Then I had to have all of my old files from my hard drive transferred to the new computer. So here goes for the October issue.

In this issue I am showing some of my recent projects that I've been working on.

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FROM THE WORKBENCH by Chuck Cady

In this edition of my occasional feature on what I am working on I am going to show a few of the projects I have taken on in 2011. I could have done a feature on what I have finished lately but it would just be a blank page, LOL. But, I know that I'm not the only one in that boat.

First up is Project Coronet Blue. The name comes from a failed TV show from the sixties and was chosen because.....well...uh...it's a Dodge Coronet and it will be painted blue. This model is based on the MPC 1970 Coronet annual kit. (Later revised and reissued by AMT but with the chassis and related equipment from the AMT new-tool '68 Road Runner, GTX, etc kits). I bought the Coronet as a built kit earlier this year from Spotlight Hobbies because it came with the original jacked-up front beam axle suspension and the so-called pitchfork hood, neither of which are in the reissued kit.

The body and interior were crappy and over painted with glue blobs but that wasn't relevant. I already had one of the new release bodies and a little different idea for an interior. I have a resin cheapo interior with bench seat from a Modelhaus version that was needing a home.



I stripped off the existing red paint on the hood and glued it to the new body. This is going to be a curbside project and as such doesn't need an opening hood. The older chassis didn't come with the motor so I used the one from an MPC reissue '71 Road Runner kit and adapted it to the Coronet chassis. The chassis will be painted "universal undercoat" flat black. I only used enough parts on the engine to look okay from underneath.

Next up is Project Faded Glory. This is based on one of the MPC (later AMT) 1988 Chevy Silverado kits. The idea here is an older and worn looking pickup. One that looks a little weary but is still mechanically sound and is being used by a landscaping company. I created a way to simulate the faded and peeling base coat/clear coat finishes that we've all seen. I even simulated a dirty and cracked windshield. The extension front bumper comes from a Chevy monster truck kit. I replaced the driver's seat with one from the parts box and distressed the passenger one. It will be capable of towing a trailer and the load can be changed. The load will mostly consist of diorama accessories and die-cast lawn mowing equipment from different sources.



I haven't yet decided on the exact wheel and tire combo and they won't be stock but rather ones that were added to the truck over time. The grille came from the AMT Snap-fast Plus dually kit and is similar to a GMC piece. Door signs are being made on my computer. Since this is a Texas truck no rust was needed on the body. I thought that maybe it should have a few dents but I didn't want to push my luck and ruin what I had already done to the body so I opted to leave it undented.



Third project is called That Seventies Nova and is being built up from parts from both the SS and COPO issues of the new-tool Revell 1969 Nova kit. This is going to be reminiscent of the way a lot of Novas from this generation looked in the 1970s when they were all over the roads. First thing it needed was a really jacked up rear. This is being done by using the shackles from the AMT '72 Nova kit. The model will be using the stock small block engine but with some aftermarket accessories such as headers and a dual-quad intake. While I am using the COPO base-line hood the interior will feature bucket seats.



The engine is being painted Chevy orange while the body is silver and a black interior. I haven't made the final choice in tires and wheels. I have removed the molded on front fender gills and side marker lights. Most likely the model will feature some performance company decals on the windows.

Finally we have Project Green Machine. This model is based on the AMT 1956 Ford Fairlane and started out as a swap-meet style built kit but I am only going to use the body. Why you may ask? Well the original builder did a good job of dechroming the body and adding some peaked headlight bezels that I liked. In the case of the chassis/engine and the interior it was better to start with fresh pieces from the collection. The original builder put in an all-chrome 427 parts pack engine that looked crappy and required a chunk to be taken out of the firewall for clearance. I repaired the firewall from an extra body I had and smoothed out the body. I decided to retain the shade of dark green the model came in but I am repainting it with a similar shade of touch-up spray paint. The interior will be a lighter shade of green with a floor shift.



I opted to retain the use of the optional Mercury tail light units from the kit and added the custom rear pan. But I wanted to change the look of the pan so I filled in the wide depression that it came with.



Power will come from an AMT 427 SOHC engine with dual carbs. I haven't decided on what wheels and tires will work best but they will be skinny to fit the wheel openings. What trim bits that the original builder left I have subsequently sanded off to further clean up the body. I even filled in the hood ornament dip.