

JANUARY / 1964

# car model

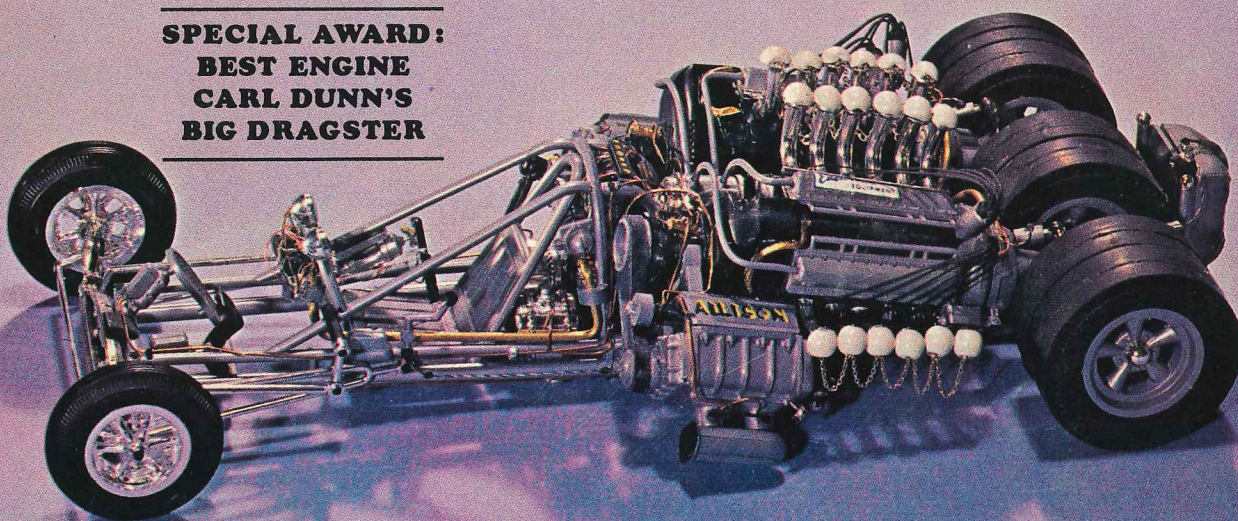


## SPECIAL CUSTOM ROUNDUP!!!

**How to mount 30 different grilles on any body**  
**Create your own bodies for big T-size models**

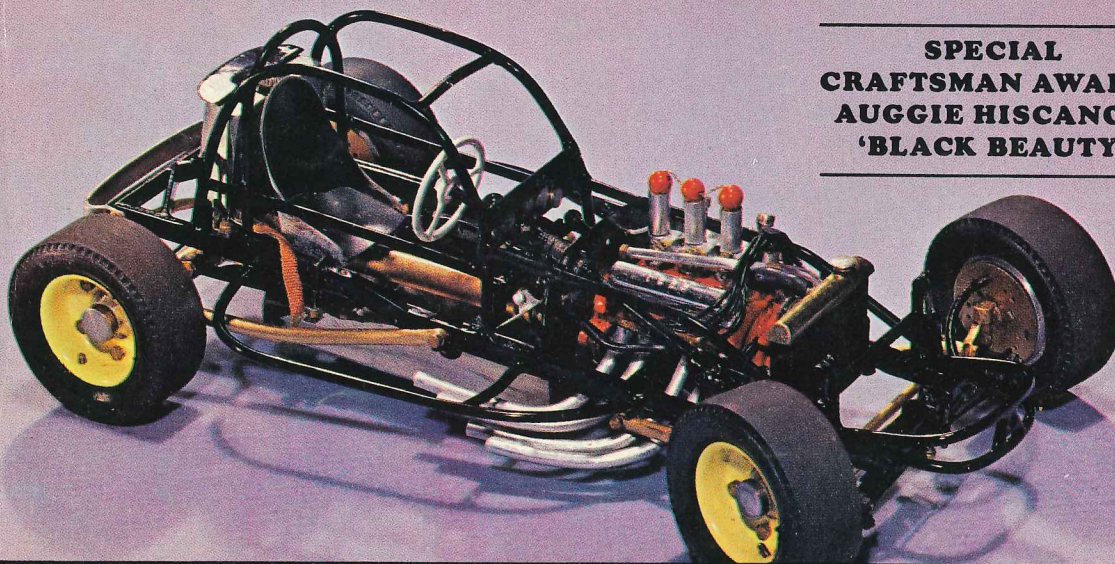
**!!! Volkswagen double-feature: !!!**  
**!!! customize & soup 'the beetle' !!!**

**SPECIAL AWARD:  
BEST ENGINE  
CARL DUNN'S  
BIG DRAGSTER**



**Complete report: Pittman's new powerhouse!**

**SPECIAL  
CRAFTSMAN AWARD:  
AUGGIE HISCANO'S  
'BLACK BEAUTY'**



**199.9 MPH DRAGSTER / THE INSIDE STORY!**

# BUILD THE '32 FORD COUPE IN "BIG" SIZE

The scale is 1/8, just like in Monogram's "Big" models, but when you use this method of body building, the car is all your own!

**I**T LOOKS as if "big" scale customizing is here to stay. More and more care in the 1/8-scale size pioneered by Monogram's Big T are becoming available all the time—so naturally builders are going to re-style them. If you want to get with this important trend, you'd better start learning how to build different bodies from wood and other materials to make your *big* model different.

So far, customizing the big ones has been limited mainly to fine details, workmanship, and things like paint and upholstery. Once in a while, you'll find one chopped or sectioned, but it seems that they all look alike or at least are very similar.

Here is one way to step out ahead of the competition—build your own body shell. We say *body shell* because that's about the easiest way to do it. You might say we are comparing it with building full-size fiberglass body shells that are available for real cars. This leaves you plenty of leeway for designing your own door openings, interiors, windows and other body details. Also, you can do your sectioning or chopping before you even begin, just by designing it into the patterns. Once you get the hang of building these things, you can duplicate almost any car body you've seen. A few photographs and measurements can produce enough information for some scale free-hand drawings, and since you'll probably customize the car these will be accurate enough for all building purposes.

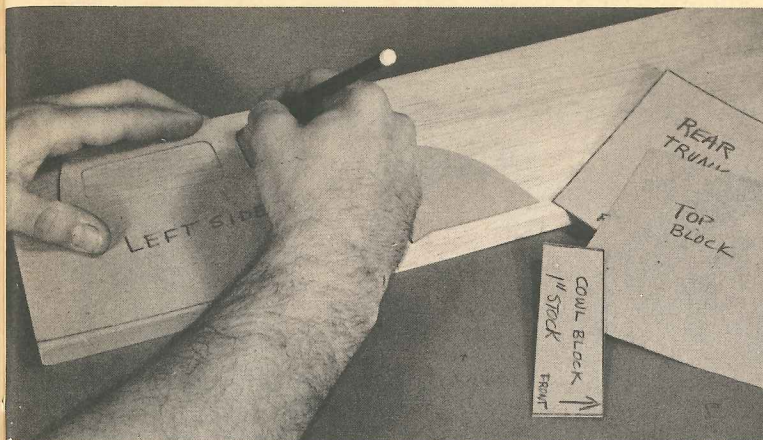
There are several important points about building wood bodies that we'd like to mention here before you begin. The first is always to use wood glue or model airplane (not plastic) cement. The next is to have a cardboard pattern for every piece you are going to build. Last but not least, always use a good sharp knife and always cut away from your body and arms—never toward yourself!

Building a large body is not any harder than building a small one; the only difference is in size. In fact, if you want to stick to 1/25 scale, you can still build your own bodies by following this story and using the methods described by reducing the wood size mentioned in similar proportions. We chose 1/2-inch balsa wood for the job; it's easy to work and is usually available at the hobby shop. If you cannot get balsa, we'd suggest getting basswood from your local lumber supply house.

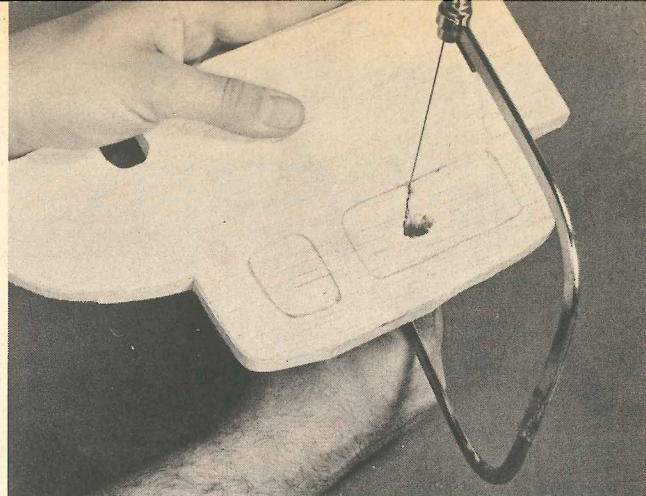
Full-size patterns of the '32 Ford coupe are included with this article. These should be traced onto a firm cardboard stock. If you don't make patterns, you're fooling yourself. This is the *only* way you'll get both sides even and lined up. Next these are traced onto the 1/2-inch by 6-inch by 36-inch balsa wood sheet. Jockey these around a bit, and note the way the grain in the wood should run. You will be able to fit all of these parts onto the *one* sheet—all except for the cowl block, which is one-inch stock (or two 1/2-inch sheets cemented together).

After you've traced the patterns onto the balsa sheet, you can cut them out. Use a coping saw, jig-saw, or any other type of fine wood saw. Be careful, and always cut away from the outline, to give yourself a little leeway for sanding and finishing. When these are completed, you can start assembling the body according to the photos. These are step by step, and if you follow them the parts will go together more readily. We used Testor's Type A model airplane cement to cement the body together.

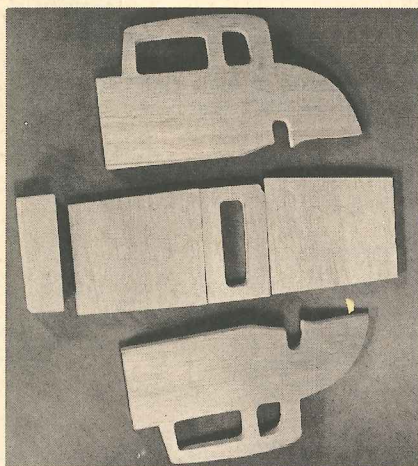
After the body is dry—and this should be overnight—you can begin the rough shaping. If you use an X-Acto knife, get the long whittler's blade (# 26) and proceed according to the photos. Always be careful to cut away from you, and do not try to take too much off at a time. This is the best part of the body



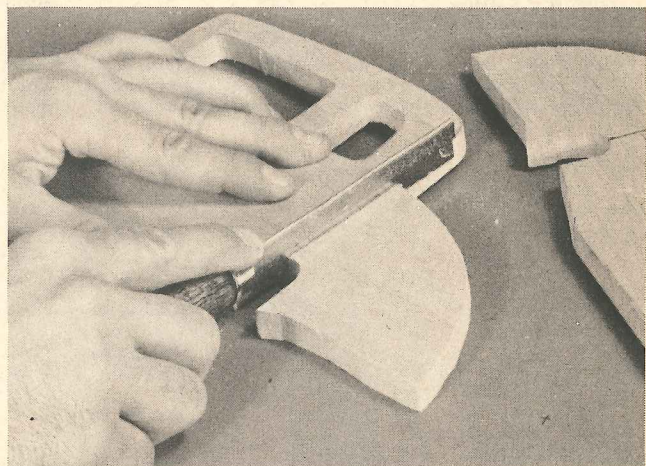
1. After tracing out the patterns on firm cardboard stock and cutting them out, trace the outlines onto the wood sheet with a soft pencil.



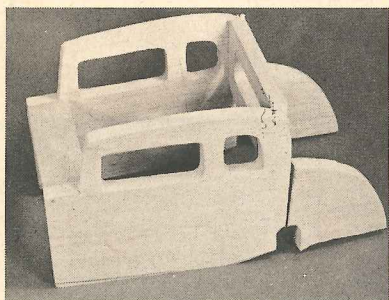
2. Cut the 1/2-inch wood sheet stock with a coping saw, jigsaw or other type of saw. Do not cut right on the pencil line, but leave some extra space for sanding and finishing.



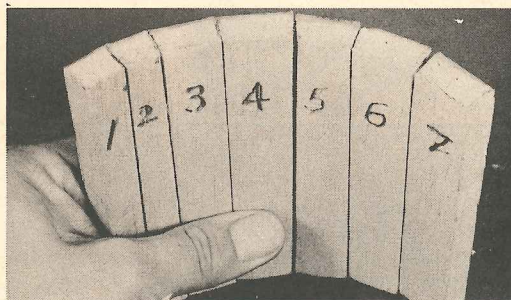
3. Here are all the wood parts needed to complete the body. The cost of the wood was \$1.84 for the whole project.



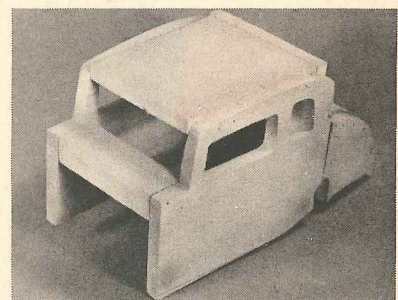
4. The back of the body must be cut to conform to the top view. The full-sized patterns are already worked out for the proper body shape.



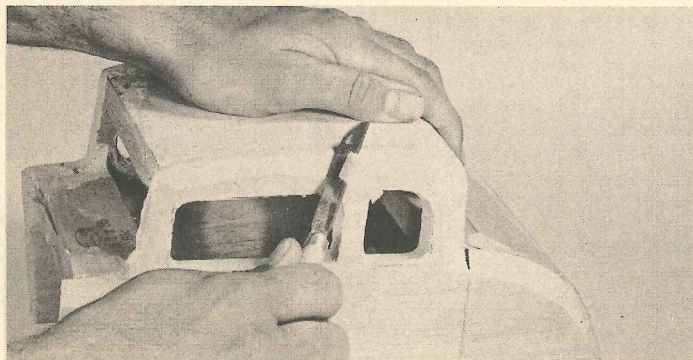
5. First cement the cowl block and rear window block in place, and hold them together with pins. Square up everything at this point and the rest will fit neatly into place.



6. While this is drying (planning ahead saves time!), modify the rear trunk blocks as shown. They are split and tapered so that they will fit right around the curve. Masking tape will hold them together when they are ready for cementing.

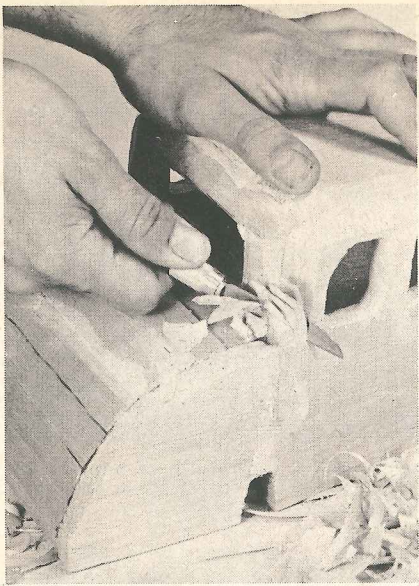


7. The top block and rear trunk blocks are then cemented into place. Use straight pins to hold them together while drying.

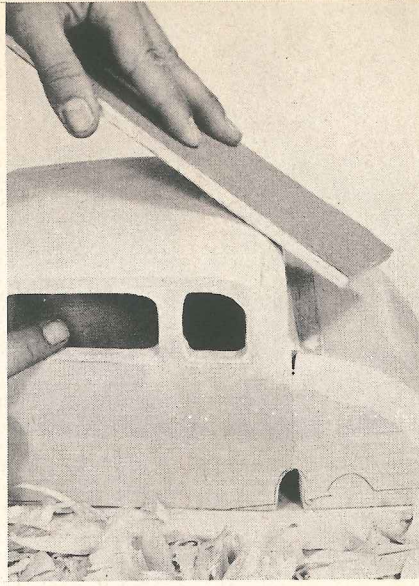


8. After it has dried overnight, you can begin shaping the body. Always cut away from you, and take light cuts—never heavy ones.

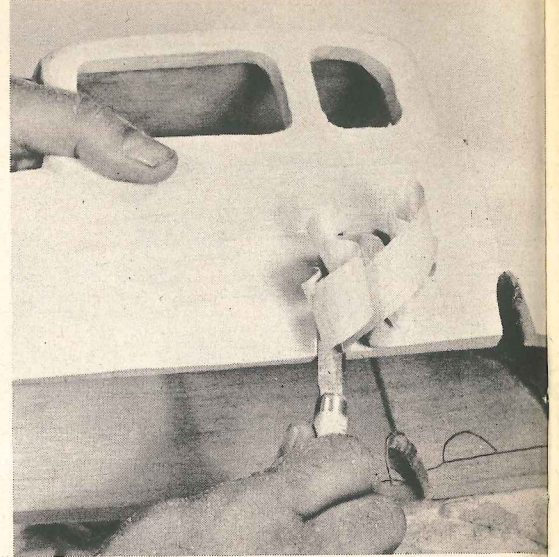




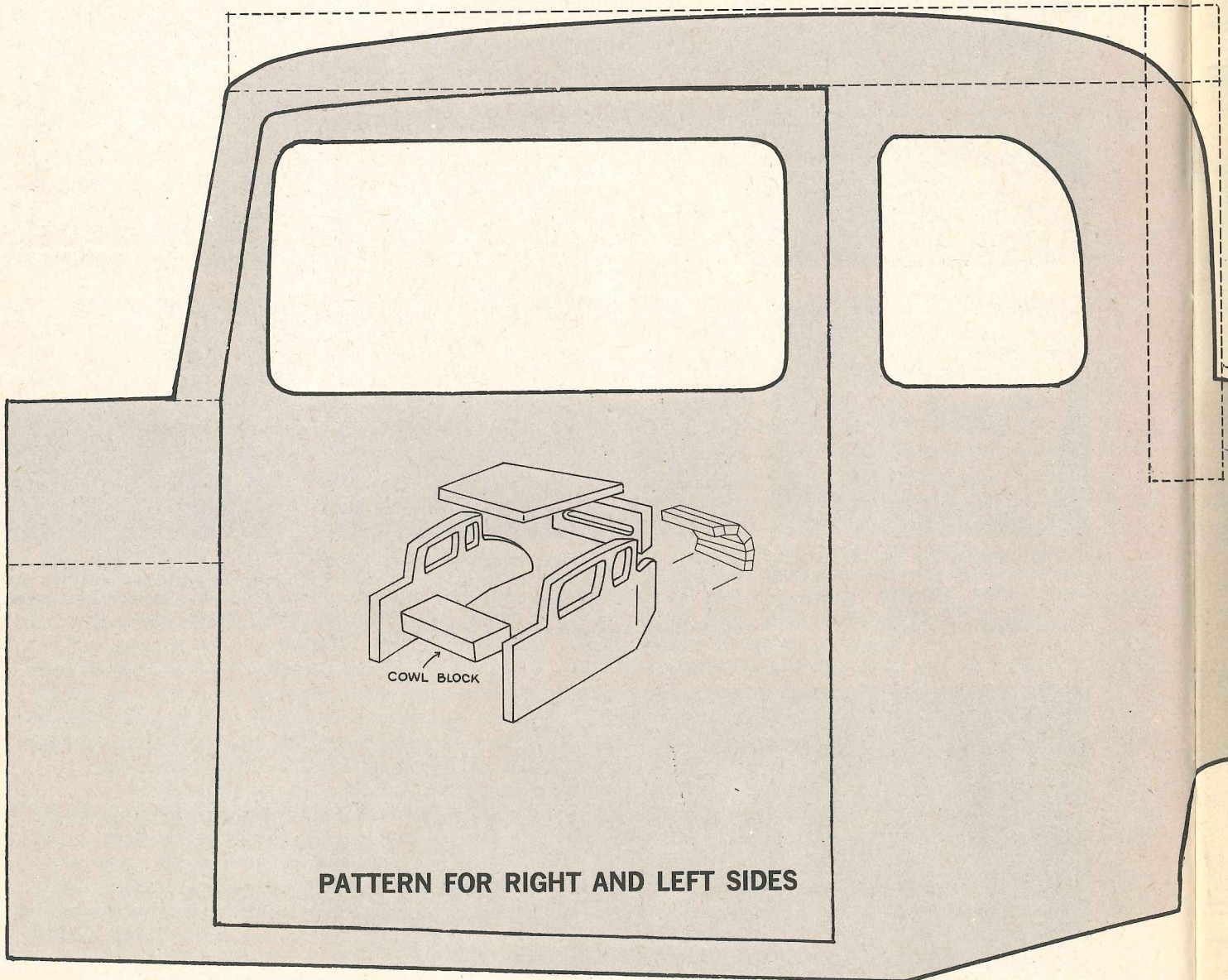
9. Round out the corners by cutting. Don't make any attempt to whittle the whole body out with the knife alone. Sanding blocks will trim it up later.

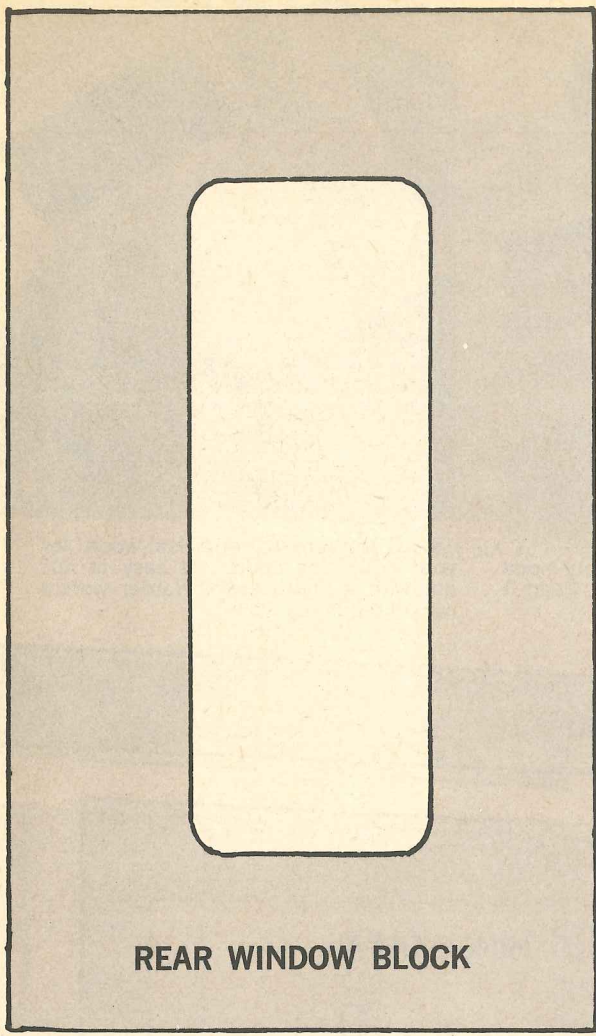


10. Cement different grades of sandpaper or garnet paper onto wood blocks or heavy wood sheets with rubber cement. These are your "shapers."



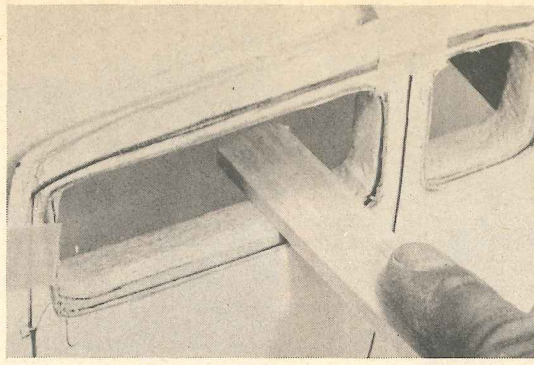
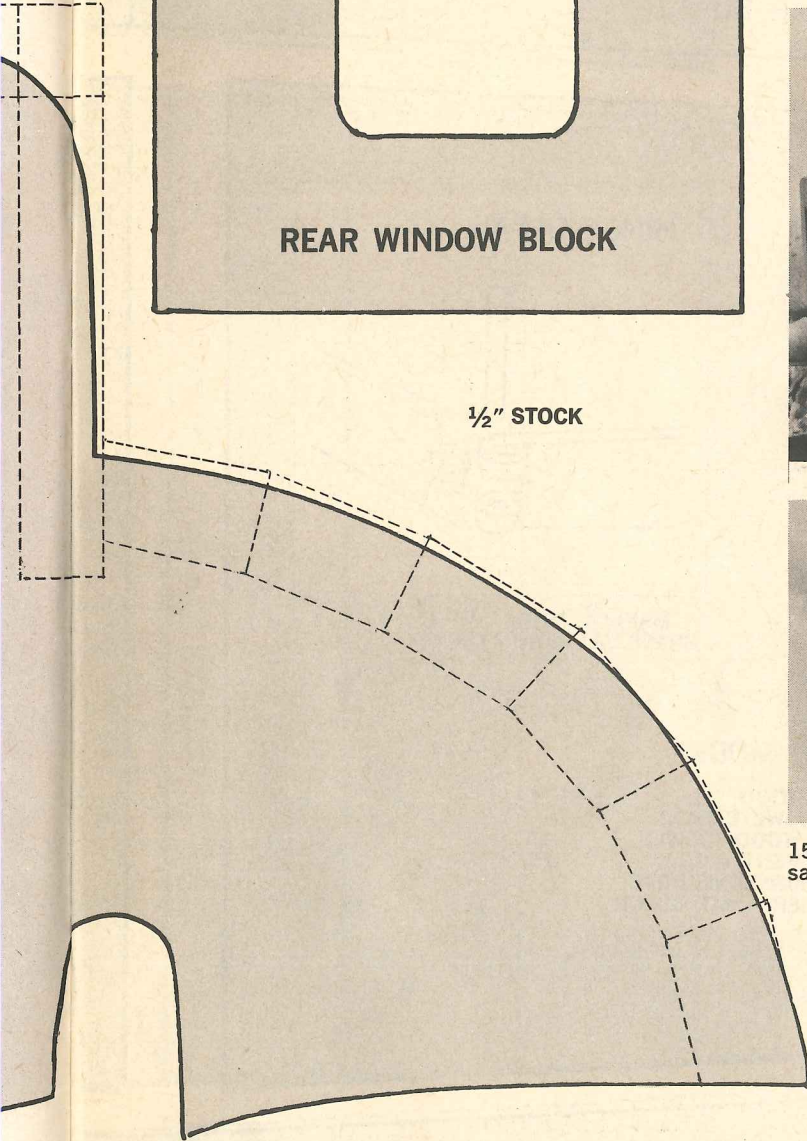
11. The bottoms of the body sides must be tapered inward. Shave them at about a 10-degree angle, down to a thickness of  $\frac{1}{4}$  inch. Sand to a thickness of  $\frac{1}{8}$  inch later.



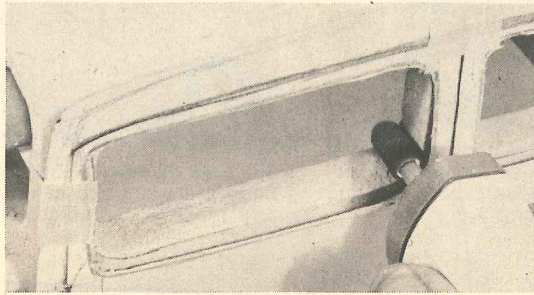


REAR WINDOW BLOCK

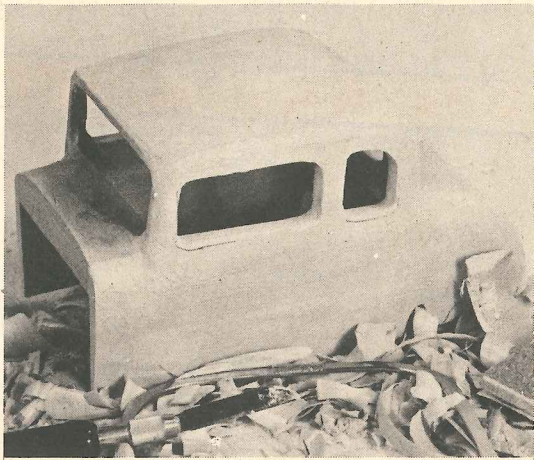
1/2" STOCK



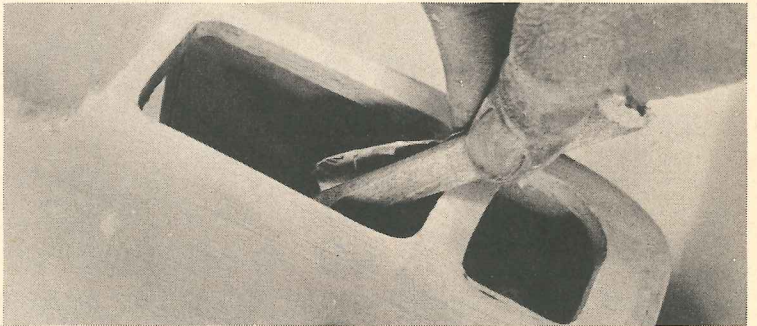
12. When shaping out the windows, hold the pattern in place with a bit of masking tape. Use small sanding blocks for the sanding, and round ones for the corners.



13. Another method is to use a power tool with a sanding drum.

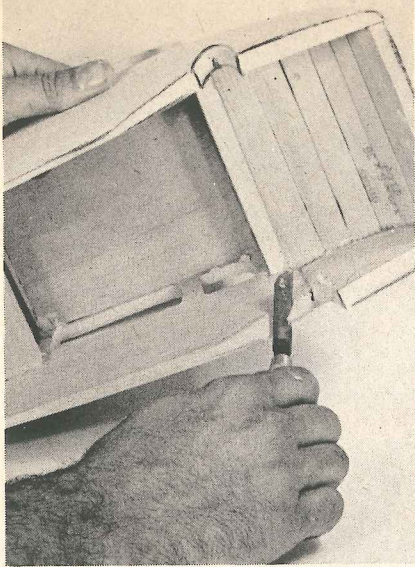


14. It's beginning to look like a car body now! The boxy look is leaving the scene.

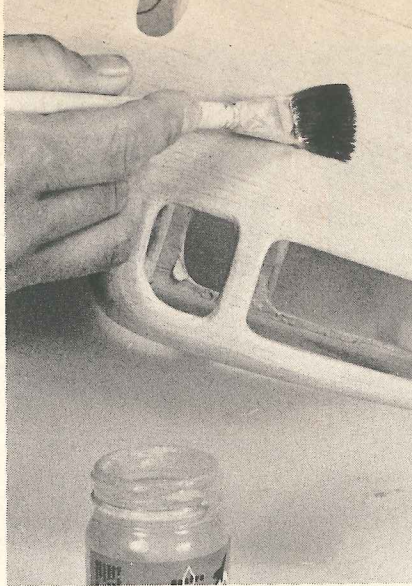


15. The final contouring of the window posts is done with a piece of sandpaper rolled up into the shape of a pencil.

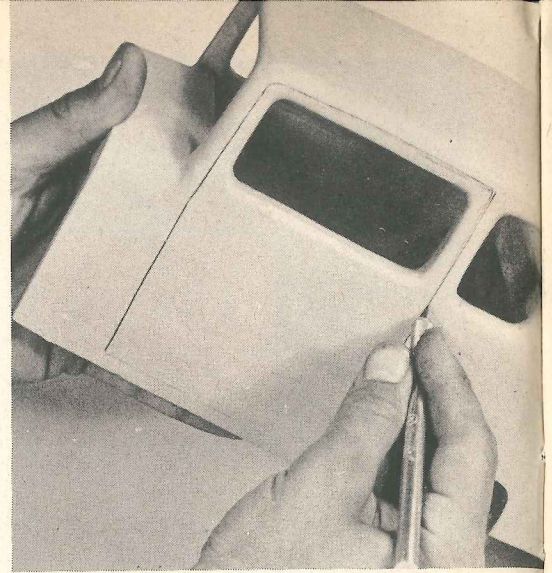




16. The inside of the body sides must be cut out slightly to fit over Monogram's Big T frame unit. Just cut and try . . . it's not much.



17. Several ways of finishing your wood body are described in the text. Read it and make your choice.



18. If you are using balsa wood for your body, the doors are easy to cut out with a sharp knife. Harder woods would require a saw.

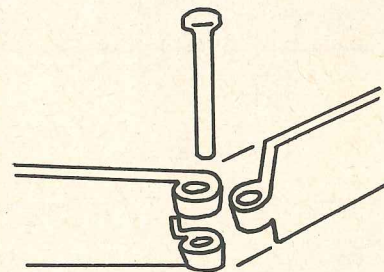
## RIGHT SIDE OF CAR BODY

$\frac{1}{2}$ " STOCK

COWL  
BLOCK

TOP BLOCK

### HINGE DETAIL

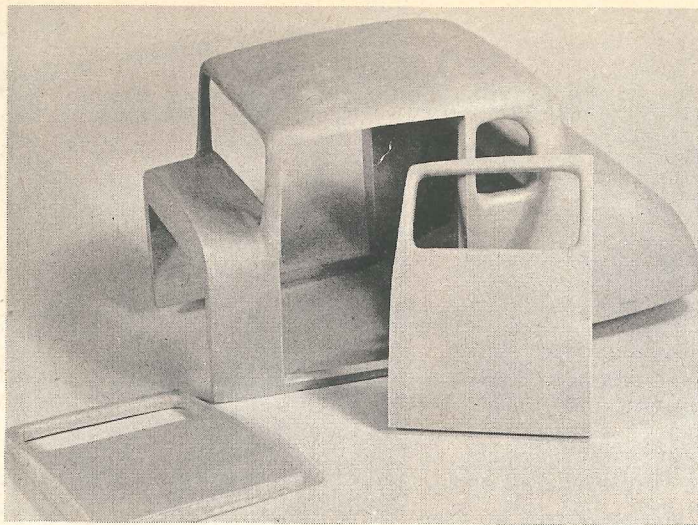


MAKE 4 FROM  
BRASS, ALUMINUM OR TIN

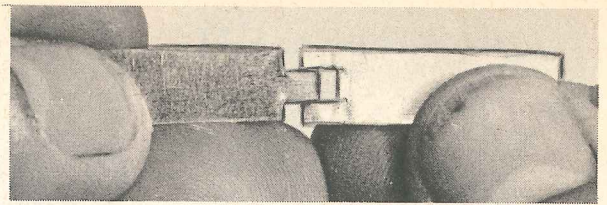
### LIST OF MATERIALS FOR MODEL

1 SHEET $\frac{1}{2}$ " x 6" x 36" Balsa wood	\$1.90
(MAKES ALL PARTS EXCEPT COWL BLOCK)	
1 BLOCK 1" x $1\frac{1}{2}$ " x 5" Balsa wood (COWL)	.15
3 TUBES TESTORS TYPE "A" CEMENT (LGE.)	.75
SANDPAPER—CLEAN MODEL AIRPLANE DOPE	
TALCUM POWDER—AMT PRIMER—AMT COLOR	

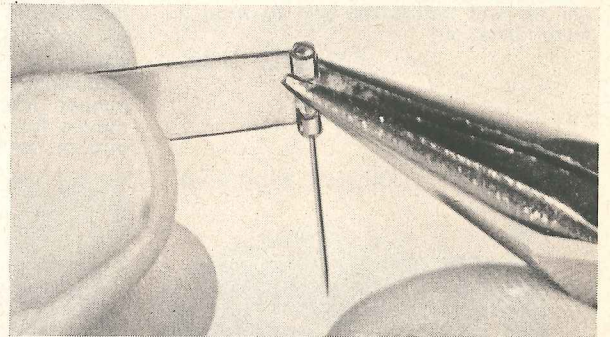
## LEFT SIDE OF CAR BODY



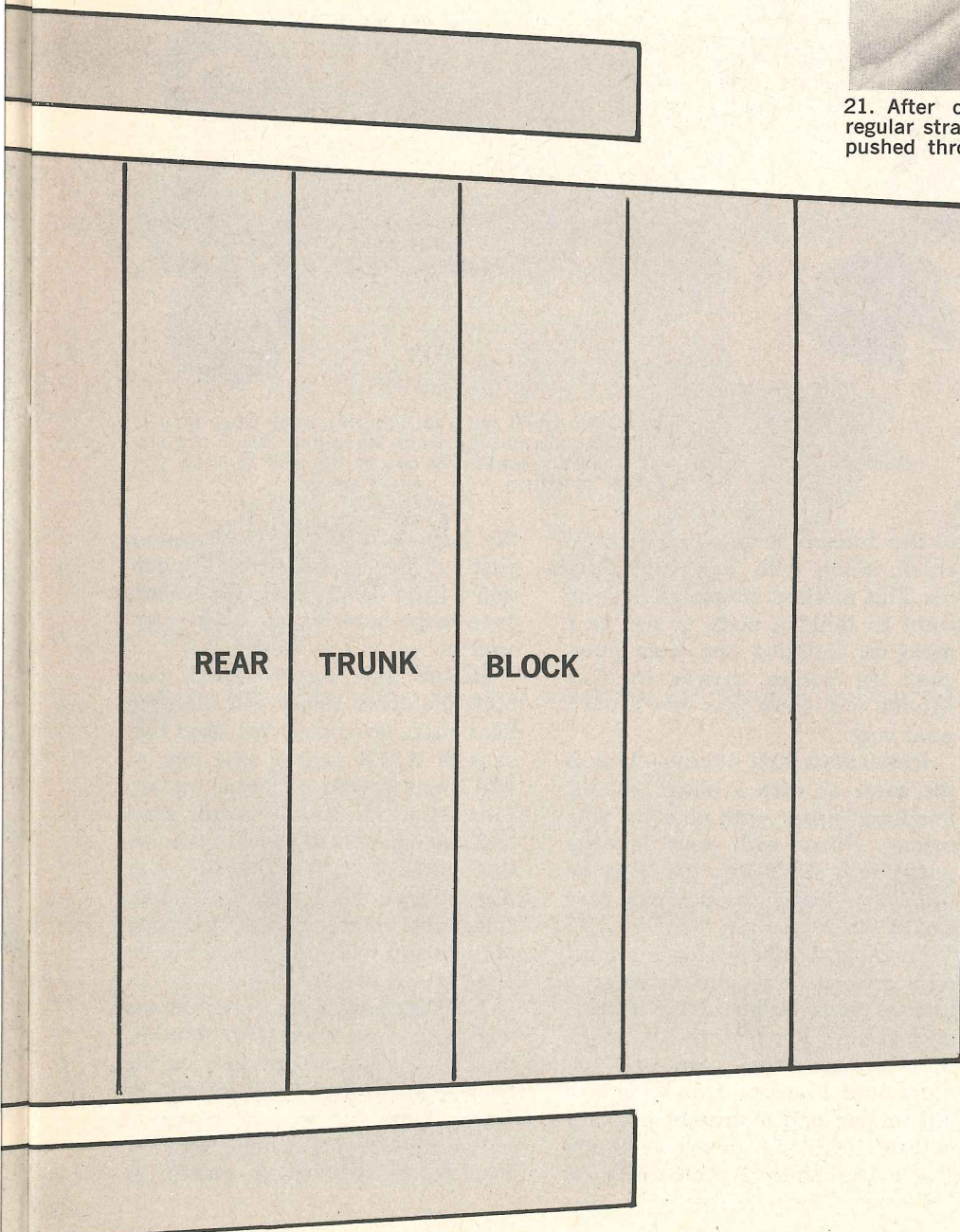
19. Here's the body with both doors cut out and ready for hinging.



20. Hinges were made from aluminum, although brass or tin can also be used. They were cut with scissors to a tongue-and-groove shape and were  $\frac{1}{4}$  inch wide. (If you're not too handy, make them  $\frac{3}{8}$  inch wide; they will be easier to make.)



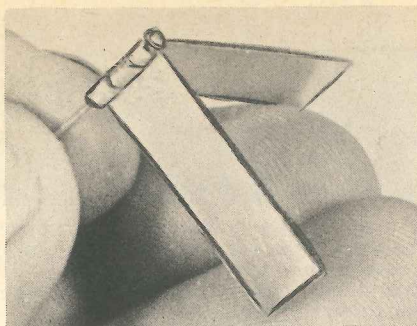
21. After cutting the hinges, form them around a regular straight pin. Form eyes so that when the pin is pushed through it is locked tightly in the joint.



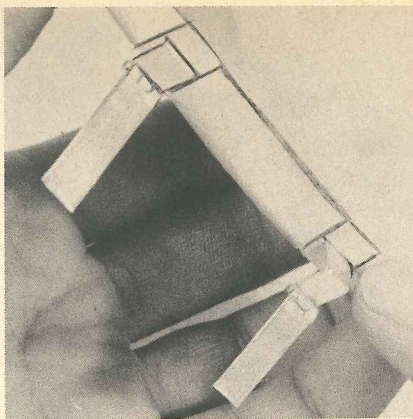
building and can be the most fun, so take your time and enjoy it! When you are ready to sand, cement several different grades of sandpaper to flat wood sheets to use as shaping tools and sanding blocks. (Cement them to the wood blocks with rubber cement.) Follow the photos, as these were shot progressively as the work was going on.

After you've sanded the body, window openings, cowl, and rear trunk section, it's time for the finishing. There are several good methods of finishing balsa wood, and we are going to cover them. Some come from old shipbuilders, some from gas model speed fliers, some from old balsa airplane builders—but all are worth studying.

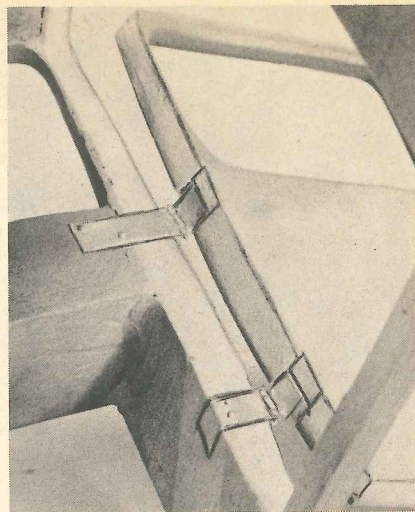
**GLUE AND BANDAGE**—This is an old speed flier's trick. Use regular-gauge bandage and cement it (in strips or however it will fit) to the balsa body. After it has dried, take several tubes of cement (Testor's A), and rub it into the body with your fingers. This will give you (after several coats) a strong body that will have a plastic feel and look. If you plan on showing your car a lot or keeping it for a few



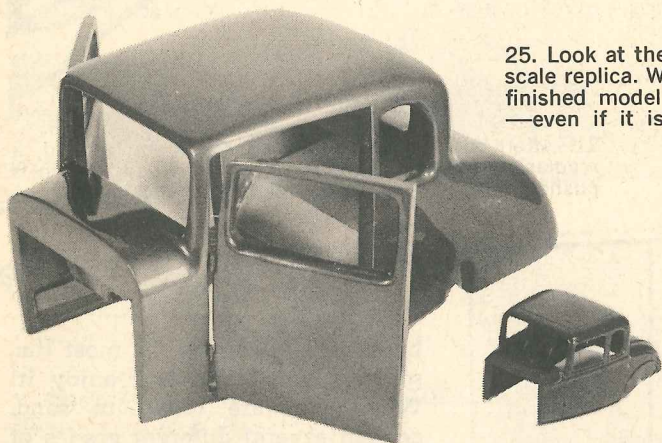
22. When you assemble the hinge, it looks like this. It works freely, too, just like a piano hinge. Cut the point of the pin off and flatten the end to keep it from falling out.



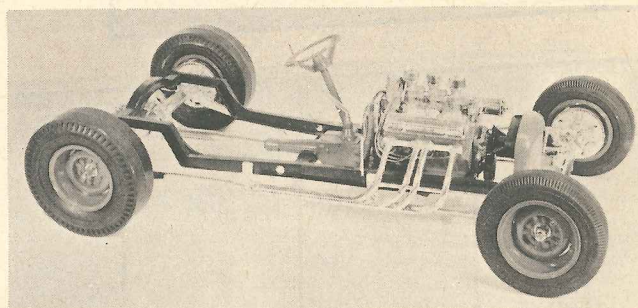
23. Cut out and sand slots in the door edge to allow you to mount the hinges. The hinge straps were bent over and pushed into the door. This held the hinges firmly in place without screws, pins or nails—just a little cement.



24. When mounting to the body, holes were drilled in the hinge straps on the body side and the hinges were pinned into place. The doors work freely and smoothly.



25. Look at the difference. The big coupe towers over its smaller-scale replica. When carving your body, it's wise to look over a finished model of the same car for ideas and details—even if it is smaller!



26. Next month, you'll see what happens when Dave Shuklis takes both the body and the stock Monogram Big T chassis, and gives them the works! We can hardly wait to show you—it's a real machine!

years, we recommend that this method be followed.

**GLUE**—This is the shipbuilder's method, since usually the hulls are solid wood and there's little chance for warpage or cracking. Just follow the method above except for the bandages; that is, rub the cement into the wood. Sand after drying, and apply more . . . until you cannot see the grain of the wood any longer. This is not as strong as the first method.

**FILLERS**—This is probably the worst method, but is the most widely used. Apply several coats of clear airplane dope to the body, then mix regular talcum powder with the clear airplane dope until it gets thick. Apply it with a brush, using several coats and allowing one half hour's drying time between them. *Danger*—this method adds *no* strength to the body, and

if the talcum is piled up it will crack, along with the paint later on. This method is *fast*, and if you want to build a body to use as a mold for building one from fiberglass (a future article in *CAR MODEL* will show you how), it's a good way.

**PREPARING FOR COLOR**—This is the same as with a plastic model. Sand and prime with your favorite primer. Putty with your favorite putty. And *don't* drop the body on the floor—balsa wood nicks very easily!

**OPENING DOORS**—This is a must on a car this large, and we've gone into a photo-by-photo description on just how. For materials to make these hinges from, you can use aluminum, brass, or even a piece of old tin can and a straight pin! For cutting the doors open, we found that a good sharp X-Acto knife did

the best job on the balsa wood. Just cut slowly and carefully, cutting a little deeper each time. Patience helps here, so don't get over-anxious.

**READY FOR PAINT**—After you open the doors, apply and sand the final coats of primer. We used two cans of AMT primer, one can of AMT candy gold undercoater, two cans of AMT Kandy Apple Red and one can of AMT clear gloss for the whole job. The interior was painted with white latex wall paint, since this paint has a very heavy texture and will hide lots of butchering on the inside.

Next issue we'll show you photos and details on how Dave Shuklis finished the car, mounting it on the Monogram chassis and adding interior, lights, engine, etc. There will be plenty of good custom hints for your *big* ones, so don't miss it. ▲