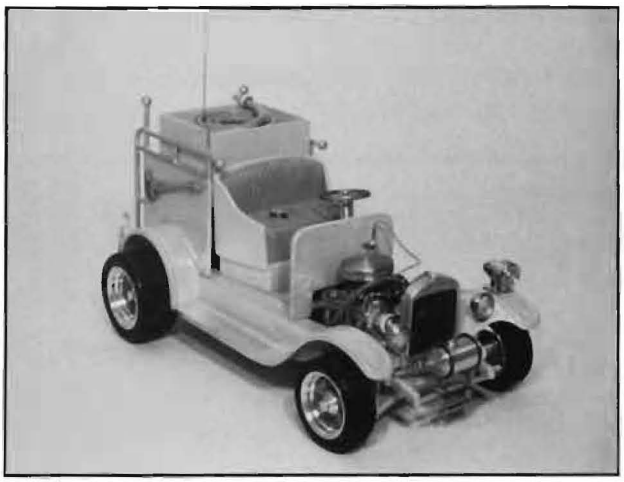


Pat Covert's **AutoFile**

Cinderbug - part 2
The Finished Rod

by Tim Bongard
IPMS #16924

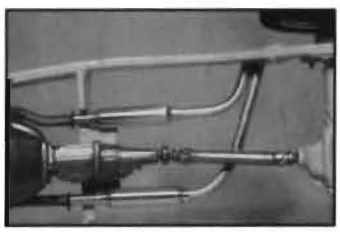
How to have a hot time modeling without multiple ejector racks

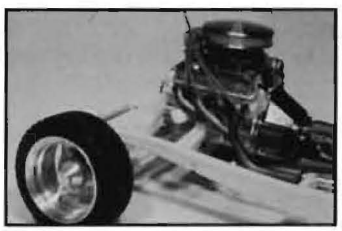
I used to smugly laugh when I would hear a race car driver in the winner's circle thank all the various sponsors supporting his effort. Usually they will say something like, "Boy Dave, that sure was some race, Huh? I'd really like to thank the crew, the boys in the shop were just great. This old South Air - Hog Chow - Anyway Fertilizer - Surefire Spark Plug - Electronic Supertuner - Wonder Flush Thunderbird was just terrific. Oh yeah, and thanks to Airfresh, too. Hi to mom and dad back home. . ." Sheez! Being sure to thank all the sponsors is starting to sound a little like our grocery list when we go food shopping. I know it's the right thing to do, especially if that's what they're being paid for, but it just used to strike me as sounding funny.

Then I became involved in this project. In any of the previous models I've built, I have usually used only a handful of aftermarket parts. But that was for adding details to NASCAR stockers or firetrucks. Hot rods, as I have discovered, are a different story all together! They are, without a doubt, a model car builder's equivalent to rebuilding and maintaining a real Triumph Spitfire - an endless parade of parts for maintenance and upkeep. You can easily sink a ton of money into a single project and it is really easy to do with all the great stuff that is available. Problem is, this Cinderbug project attracted all those spiffy (read $$$) parts like a magnet. So, if in describing what ended up on this project I sound like one of those stock car drivers after a race, just laugh along with me.

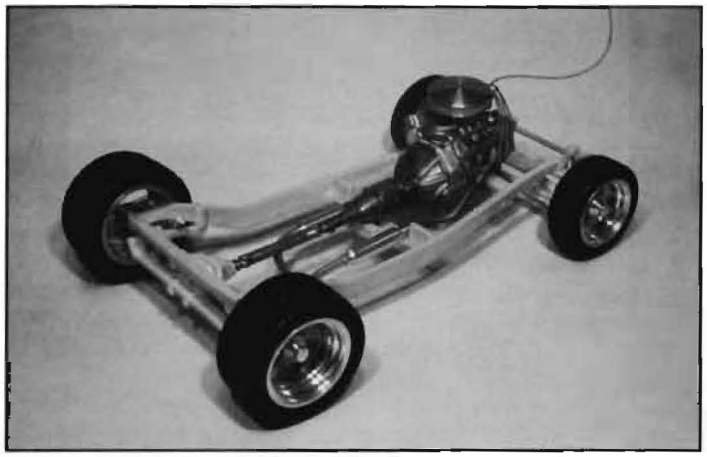
Basic Assembly

When we last talked about this project, we had detailed out the engine and had added all the plug wires and looms. With that done and all the preparation work to the chassis (it, too, matches the body color), it was pretty easy to install the engine by gluing it to the engine mounts. Once the engine was in place, I carefully cut down the drive shaft from the Monogram '37 Ford kit to fit between the Shelby 289 and the Corvette rearend. I then created a set of muffler pipes from aluminum tubing and a pair of Model Car Garage (#MCG-402) billet glass packs. I had both pipes dump out just ahead of the passenger side rear tires. Why? It looks nice and would have made my folks crazy.





The wheels and tires were a God send. I tried at least two dozen combinations of wheels and tires - not really finding anything that made the truck look good. Then I found a company called Machined Aluminum Specialties that offers a line of - get this - modular wheels made of turned aluminum with photo etched centers. You even get your choice of the center designs that will work with the rims and center cap/adapter. Called "Billet EFX", they have to be seen to be believed. The set I got used tires from the AMT Prowler snap kit and in a matter of no time, I had some outstanding wheels that really complimented the model. As an added bonus, Detail Master photo-etch brake rotors fit on the center cap/adapters like a glove. I used two sets of the vinted disc sets (#DM 2231) behind those boss wheels. As it turned out, the Prowler tires were just the right size to give the truck the kind of stance I wanted. With the chassis complete, I turned my attentions to the rest of the body.



Topside Details

Before moving on, I test fit the upper body pieces repeatedly to be sure that the parts were all going to work together the way I imagined they would. My suspicions that the firewall would have to be moved back proved to be correct. Thus it was necessary to cut a notch in the bottom of the firewall to make it fit closer to the seat. I also decided that the kit hose deck with the molded-in hose had to go. A simple scratchbuilt box with new booster hose made from a roll of wire were substituted and improved the looks of the model.

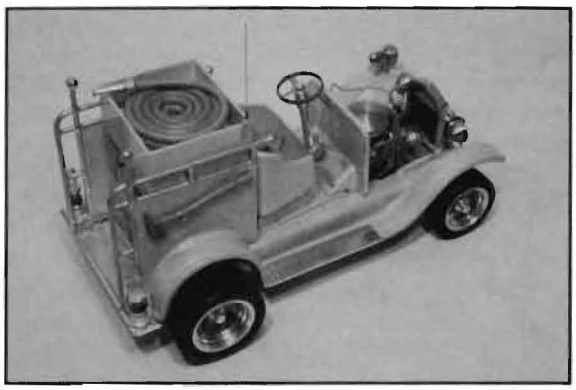
With all the parts prepared, they were primed with Testor's Flat White Primer and sprayed with a couple of coats of Testor's Colors by Boyd Aluma Yellow Pearl. Boyd colors are translucent pearls with delicate metal flakes the require you to build the depth of the

color up over successive coats. Using the white primer is a must - it won't cover otherwise. Apply this paint carefully to the edges of your model first before applying any wet coats of paint. This will keep the paint from running away from the edges.

As the body was curing, I began working on some of the other details. The chemical tank was going to be covered in copper colored Bare-Metal foil. I thought that the contrast of the Aluma Yellow and the copper tank would look outstanding and being used to chrome Bare-metal foil, this should have been a snap. Unfortunately, I didn't expect the copper colored foil to be real copper. Since it was real copper foil, it proved to be ever so slightly thicker than the regular foil. It worked great on the flat parts of the tank, but it wouldn't conform to the grooved areas as I thought it would.

I decided to paint the tank with copper colored paint and then buff it with some Cellar Dweller's Copper Wonder Dust. That plan went south when I couldn't find any copper paint in that vast cache of hobby paint in my shop. Our nearest hobby shop is over an hour

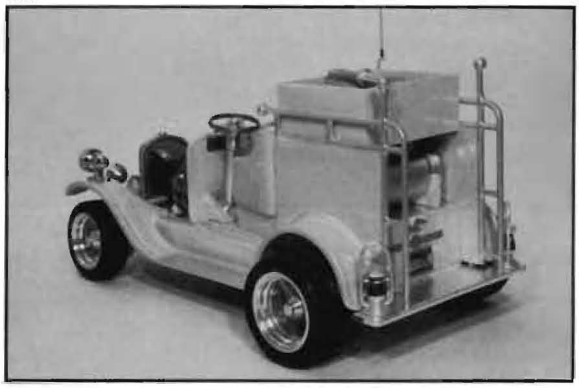
away, so I started looking around for something else to use. I then hit upon dissolving some of the Copper Wonder Dust with Floquil Dio-Sol. Dio-Sol is a fairly strong solvent that etches raw plastic, but it also gave the diluted dust some bite. After mixing about six little McDonald's coffee stirrers worth of powder into a 1/2 an ounce of thinner, I had a buffable metal finish that I could airbrush on in successive coats. Once dry, it acted just like SNJ Spray Metal. When finished, I mounted the tank to its rack and added a set of straps and nuts to act as tiedowns for the tank.



With all the basic assemblies prepared, I set about the task of putting them all together. The running boards, beaver tail and kick plate by the floor pedals were all covered with some Detail Master Krome-foil. It has a very high brilliance and helped set off the Aluma Yellow paint. The hand rails on the back of the truck were then painted with some Pactra Chrome, although if I had thought about it ahead of time I probably should have scribed them off and sent them out to be chromed. With the paint and foiling done, I glued the beaver tail and sides onto the lower body section (that thing with the fenders) using a spot or two of slow drying super glue.

5-minute epoxy was the glue of choice for bonding the tank mounts and floor pedals to the foil covered floor sections. Super glue fogged the Krome-foil as it dried, so I used the slower epoxy and wiped away the excess before it dried. Then with the tank in place, I glued the hose bed with the rubber booster line onto the rails on the side walls.

As the back section dried, I turned my attention to the dash panel/firewall. The floor pedals required some sort of rod to hold them above the floor, but gluing them to a rod is a little like trying to balance dishes on a cane. Since I never mastered that trick, I figured my odds weren't too good with the pedals, so I decided to use some electronics solder instead. Using flat jawed pliers, I flattened the end of the solder and folded it over to form a mounting flange for the pedal. The solder was then cut to the proper length to hold the pedal above the floor. Since this was my first hot rod, i used the Detail Master #DM2200 Custom Foot Pedals including the foot shaped go-fast pedal.

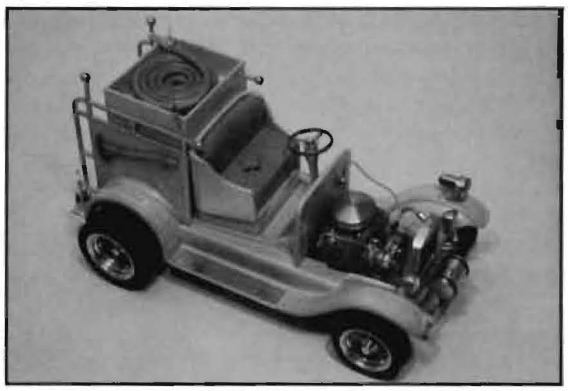


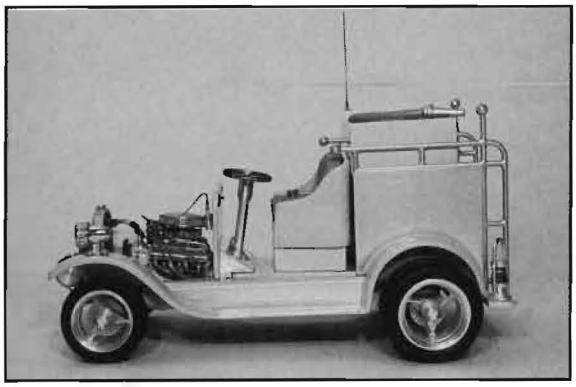
The dash had no instruments, so I used the #DM 2303 Performance Gauge set from Detail Master to give the dash some life. Instead of folding the top of the gauge over, I glued them flat to the dash using Testor's Model Master Clear Gloss to do the job. I then realized that keys were needed, so I used a keyway #MCG-604 from Model Car Garage as the ignition switch. Since that looked so good I needed some keys. I got those from the old S&S Interior Junk set #PIJ-19. (See what I mean about this kind of thing snowballing?)

I tossed the kit steering column in favor of one from Model Car Garage, part #MCG-403. It was topped off with a real wood steering wheel from Replicas & Miniatures Company of Maryland, kit #RM-12B. This kit provides you with the top and bottom rims in wood plus the metal center rim and spokes done in photo-etch nickel silver. The dash/firewall was then glued in place as was the seat bucket, followed by the pedals and steering wheel/column assembly. I then painted the seat with a couple of coats of Polly S Desert Sand and buffed it to a nice sheen using a little, ah, skin oil. Hey, it works.

The rest of the model just flew together, at least it seemed that way. I added a set of license plates from sheet #60070 from Preston's Car Parts that say "SOSUME" - probably something that will happen when someone gets offended by this thing. The plates worked really well with the Detail Master license plate frames, #DM 2023. Above the rear plate is an American LaFrance logo that was an old McKean unit offered now by Don Mills Hobbies in Sea Konk, MA.

I dressed up the radiator surround and then added a short piece of aluminum tubing across the front of the shroud. After the radiator and shroud were glued in place, I mounted a Moon Tank to the aluminum tube of the shroud and the second tube set between the chassis rails. The Detail Master Moon Tank is a beautiful little kit all on its own, but added something really special to the front of the





truck.

With the radiator and the rest of the front end looking so good, it became apparent that the kit headlamps were in need of some help, so they were replaced with a pair of #9001 headlamps from Parts by Parks. I also decided to add a coil to the firewall to dress it up a little, so I used Detail Master #DM 3052.

The final additions were the various tools that make you remember that this really is a firetruck, so I fashioned a number of clamps and tie-downs from flattened solder. The strips of solder (lead foil can also be used) were then secured to the various parts with a spot of superglue. The assemblies were then secured to the model with 5-minute epoxy.

And that's all there was to it. I found that I actually enjoyed building this kind of model because there are no rules to follow. You build it the way you want because you want it that way, not because the real car has it that way - usually there is no real car anyway!

"Well, I'll tell ya Dave. That was some model building project, huh? Man, I'd really like to thank my sponsors. This old Detail Master - Model Car Garage - Parts by Parks - Colors by Boyd - Preston's Car Parts - S&S - Billet EFX - Replicas & Miniatures Company of Maryland - Polly S - AMT - Celler Dweller - Cinderbug sure does look pretty darn good. Oh yeah, thanks to Pat Covert too. Hi to Maureen and the kids back home. . ."

And I won't be laughin' at the NASCAR boys in the Winner's Circle any more.... IPMS