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GTR Summer NNL

August 6, 2017 · Crystal Lake, Illinois · by Gerry Paquette



Doug Fisher took Accurate Miniatures' detailed Chevrolet Corvette Grand Sport into the 21st century by applying decals of modern sponsor logos and the Vette's drivers names.



Check this one out open-wheel racing fans! This box-stock 1/12 Tamiya Wolf WR1 Ford F1, with aftermarket decals, was beautifully built by Jeff Smedley.



Joe Quiles transformed AMT's 1951 Chevy Bel Air into a muscular rat rod of sorts using real rust culled from a Scotch Pad, and mashing together a smorgasbord of parts from other kits.



In hopes of making this stand out from all of the commonly seen SS or RS models, John Walczak built this excellent "grocery getter" 1970 Camaro with a detailed six-cylinder borrowed from a 1964 Chevelle.



Dropping the top, Joe Quiles built AMT's 1962 Impala as a lowrider convertible, adding aftermarket wheels and tires, a "Dukes" plaque, and fully dressed chassis.



Matt Key started with an MPC 1981 Chevy Camaro Z-29 Street Machine "Thunder Z" along with old reference photos from Wisconsin's Road America race track, to come up with this detailed IMSA Camaro GTX.



James Palicka entered his AMT 1941 Ford Custom Woody with a rad surfin' theme complete with a wahine (Hawaiian for "young woman") and surfboards. Caribbean Frost nail polish provides the perfect finish.



Tim Kasper built this spectacular Outlaw Pro Mod basing it on AMT's 1972 Chevy Blazer and adding scratchbuilt engine, chassis, and interior components. He topped it off with a captivating candy yellow paint job and hand-lettered graphics.



Gerry Paquette's show car shop wagon was crafted from a Revell kit with slight exterior and interior mods including a new rear deck bed and loads of other detail. Its hot paint is Testors Electric Pink lacquer.



This sparkly 1938 Ford Panel street rod was tastefully created by John Anton from a Lindberg kit, then finished with custom pearl paints, hand-painted flames, and orange anodized parts.



Dave Roeder did a deep dive into his spare parts and came up with this grungy 1958 Junkyard Dog. It looks like he's got quite the score of scrap in that loaded rear cargo bed!

Lafayette Miniature Car Club

Lafayette, Indiana • August 19, 2017 • by Jim Casassa



Ken Brickell's 1951 Chevrolet Custom is low and smooth, with a chopped and sectioned body, and he also added quad headlights. The paint is a clever Flip Flop green enamel.



Rod Beeman spent only a couple weeks on his 1966 Chevrolet Impala. Inspired by *Lowrider Magazine*, he lowered the suspension and added Dayton wire wheels. The Chevy's paint is Testors Pure Gold lacquer.



Sam Smith thought a custom VW would be a fun car to create in scale so he lowered and painted his with a red candy pearl over a copper base. The intricate pin striping was all hand-painted. Sweet ride!



Matt Willoughby describes his 1934 Ford coupe as the "Indiana version" of *The California Kid* movie car. Its wheels are kit-bashed and wrapped in aftermarket tires.



Once upon a time nearly every gas station had some kind of service truck. John White's MPC Jeep has a stretched body to make room for an often-used wrecker boom.



McLaren cars and the historic Gulf livery colors provided Joel Thorne with inspiration to build this awesome Fujimi McLaren MP4-12C GT3. The build took about three weeks.



Matt Willoughby's Hemi V8-powered Ford rat rod took first place in the street rod class. He "Z'd" and stretched the frame, drilled out the visor, and plumbed and wired its chrome-bathed engine.



Joel Thorne told us his love of the old days at the Indianapolis Motor Speedway was his motive for building this MPC Lotus STP Turbine, a front-row starter in 1968. Paint is Testors Model Master.



Tony Martin likes his pony cars, so he added fender flares to this Revell 1966 Ford Mustang, then wired and plumbed its engine. That purple and checkered flag finish was created using automotive paints.



John White's hot rod uses parts from several Revell kits. His Ford Model A coupe body sits on a '32 sedan chassis with the rear suspension from a '40 Ford. The flathead V8 is wired, and he finished his build by applying the kit's decals over a coat of automotive paint.



John White was a busy modeler, also producing this early Bronco, something he loves. He added Olson Brothers resin half-cab, fender flares, and shaker hood to a Revell Bronco kit. He also wired the engine and added a brake booster.



Tony Franklin, a fan of old MPC kits, displayed several of his outstanding lowriders, including this one based on an MPC 1973 Chevy Impala drizzled in Modelhaus chrome.



Although a 1950 Ford convertible might seem like an unusual choice for a young builder, William Willis had a blast spending time with his dad while creating this ride from swap meet junk bag parts.



Al Hoffman gave his customized Moebius Models 1961 Pontiac Ventura a different look by stripping the chrome parts and painting them Alclad II Black Chrome. The beast's wheels and tires came from a Fujimi kit.



Slix decal over a Krylon Safety Orange paint job give Roy Snyder's AMT 1961 Ford Ranchero an eye-catching finish. Under the hood is a 289 cid V8 snatched from a '66 Mustang kit.



Snap-fit kits always provide a good way for junior modelers to get started. Briana Meyer agrees. She built this sleek Polar Lights 1965 Dodge Coronet.



William Rider's perfect Revell-Monogram 1937 Ford street rod has aftermarket wheels, a lowered stance, wired engine, and is bathed in Dupli-Color paint.



Tony Franklin has mastered the art of combining custom made decals and multiple coats of paint to create an outstanding lowrider, like this 1958 Chevy Impala based on a Revell kit. Its interior is customized too!



This 1967 Trans-Am ready Ford Mustang won the show's theme award for best vehicle made in 1967. Roy Snyder removed its fastback roof and replaced it with a 1966 coupe roof. Color is Krylon Safety Yellow.



Tom Dill neatly grafted the front of a 1970 Ford Mustang onto a 1955 Ford Pickup. The wheels and tires also lifted from a Mustang and Dill finished it with an automotive paint.



Dick Potts was a hero to Lance Spangle as a kid. Lance used a vacuum-formed body and a heavily modified AMT NASCAR chassis to build this model of Potts' dirt car.



Lee Petty raced a sweet 1957 Oldsmobile convertible on Daytona Beach in 1957 and 1958. Tom Dill replicated it, starting with an R&R Resin hardtop, then he scratchbuilt its roll bar and tonneau cover.