



Newsletter

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Talking Trucks with Jeff Harper GMC CCKW 6x6; Deuce and a Half

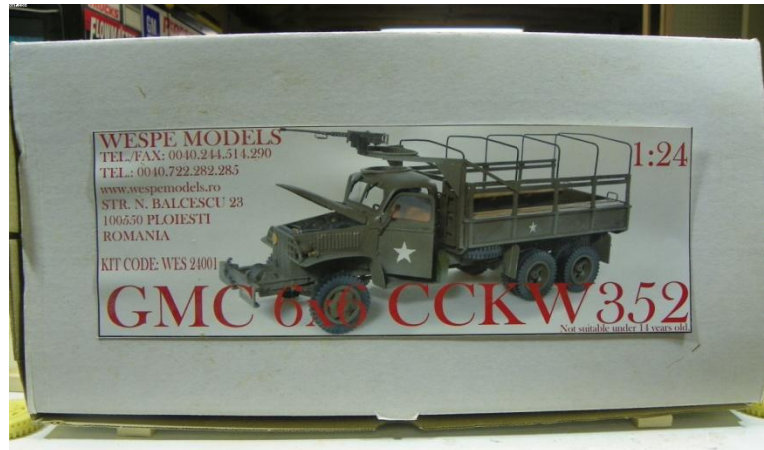
This will be Part One of a two part article on the review and buildup of the Wespe GMC CCKW

I am writing this review during the construction of this unique kit. This is a resin kit, but like no other I have ever encountered. This is the resin kit from Romania, and one of a VERY few military kits available to builders in 1/24th scale that most car and truck guys build in. There are enough parts here to rival a lot of plastic kits out there. The kit is number 24001, and looks to still be currently available on the company's website at; <http://www.wespemodels.ro> I am building this kit as part of a long range



goal to build a GMC truck out of every decade, and it fits nicely into the slot for the 1940's.

First a tiny bit of history ; the GMC 6x6 CCKW-352 & -353 was a two and a half ton, medium duty 6x6 truck produced by GMC for the US Army. Built from 1941 to 1945, production numbers found on line range from 504,279 to 562,750 units. The CCKW was built in two wheelbases: the CCKW-352 short wheelbase version at 145", and the CCKW-353 long wheelbase version at 165". The early trucks featured a closed cab, while later trucks (in an effort to conserve steel) had a standard military open cab. Besides troop transport, the CCKW could be fitted with a dump body, fire body, tanker body or mobile work shop, to name a few variations.



First off let's talk about the wheelbase. The box says it is a model 352 short wheelbase truck, what we actually have is a model 353, long wheelbase truck. In 1/24th scale 145" wheelbase should measure 6.04", and the 165" wheelbase should measure 6.88". The model actually measures just over 6.8". I mentioned there were a lot of parts. I checked the website to see if it mentioned the number of parts,



but it doesn't. Oddly enough, the picture of the kit on the website says "KIT CLEANED TO BUILD"; my copy of the kit does not say that. Anyway this is how the parts came in the kit, glued to a cardboard panel with a photocopy of the parts layout sandwiched in between. Not a bad idea at all, for what I assume is a low production kit like this, although the glue can be a pain to get off the parts. So far two of the parts provided were pretty warped. Unfortunately, one was the cargo bed and the other one was the driver's door. So I decided not to build a

cargo truck, but a tanker. But I will have to fix that door though, as it is shaped like a Pringles potato chip.

I was initially impressed with the molding in the kit, as the parts are quite thin for resin. The cab is molded with open doors, and a round opening in the roof for a machine gun. I really didn't like the gun mount through the roof and decided to get rid of it. I pirated the entire roof section from a Revel 1941 Chevy pickup. I believe the top of the two cabs are very similar in real life, and it fit quite nicely. I cracked the back wall of the cab trimming the excess resin with my nippers. I should have been using the

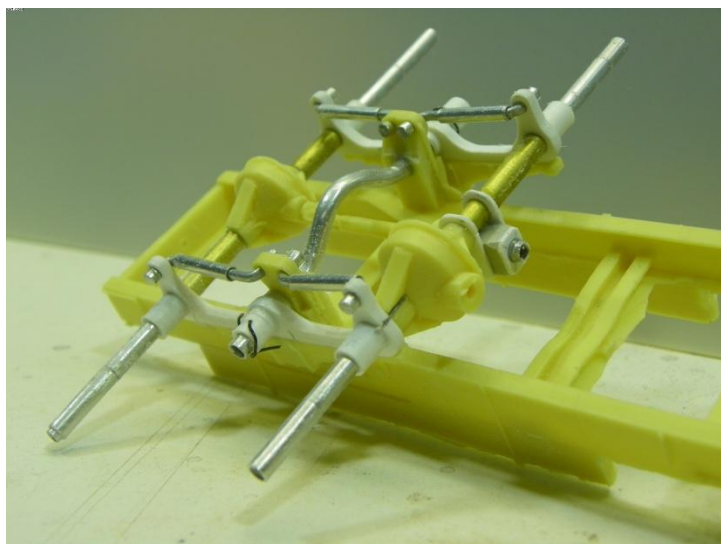
diamond cutoff wheel in my Dremel tool, but I was trying to keep from consuming as much Romanian resin dust as possible.

Digging the parts out of the box, one of my biggest concerns was the frame, and I was happy to see that it was pretty straight. They molded it with a flash of resin between all of the cross members, which cleaned up easily. What I did not expect was to find the suspension points molded to the frame were not square to each other. The left side was a few millimeters further up the frame from the



right side. It was very difficult to get a true reading between the sides, and ended up drilling a hole off center of each pivot point, to try to get a line that was perpendicular to the frame rails. The floor of the cab is molded to the frame, and does do a nice job of locating the cab.

Continuing with the rear suspension, I moved onto the springs. While cleaning the flash from one of the rear springs using a sanding stick, a third of the spring just fell right off. So be warned, some of these parts are brittle. I used the other spring as a pattern and created a part to carry the axles, pivot on the

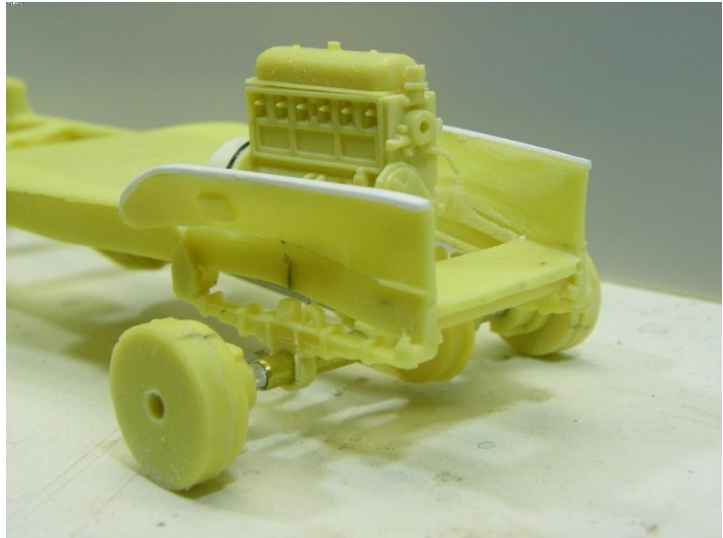


trunion tube, and mount the broken spring to. I used the front springs right out of the box, but plan on extending the rubber 'bump stop' to the frame for extra support. Some parts like suspension pieces are just too thin in and too brittle to be cast in resin. I also decided to rebuild all three axles found in the kit. Not only were they too brittle, the axle shafts and center section did not form a straight line through the axle. I removed the center section and drilled a 1/16" hole through each side. Using a 1/16" carbon fiber rod for alignment, I made

new axle tube from 3/32" and 1/8" aluminum.

Finally, the last major assembly I have worked on so far is the engine. The oil pan and bottom of the transmission are molded in the frame, early 60's style. I trimmed out most of the flat area around the oil pan, but left the area around the transmission to locate the engine. You also do get MOST of the engine block, along with a reasonable number of separate detail parts. But because of the way the cab was cast, the smooth undetailed firewall is set at a very un-prototypical angle. To fit the engine block up to the firewall, the last cylinder is cut off at an angle, creating a 5 and a half cylinder engine. My solution

was to cut out the resin firewall, and dive back into the Revel '41 Chevy kit for the firewall. It's not an easy fit, with the multiple angles involved, but the detail and the stiffening ribs in the '41 piece look spot on with the open hood pictures I have found. As for the engine itself, it is a GMC 270 straight 6, and not available in scale. So I used the block from the 235 straight 6 out of the AMT '53 Chevy pickup. I cut the valve cover off of the resin engine, and mounted it on top of the 235. It ends up looking pretty good. I will use most of the resin parts to detail the engine, so it looks as period correct as possible.



I have yet to mention the “instructions” for the kit. I put instructions in quotes because it's really more of an exploded drawing of the parts, than instruction sheet. Making matters worse, the illustrations are hand drawn, and lack detail of how exactly some parts are supposed to attach. Trying to figure out the multiple drive shafts and mounting of the transfer case was specifically frustrating. Fortunately I found a couple of good pictures online to work out the placement. But on the plus side, they do have the part numbers listed in the diagrams, as well as on the cardboard parts holders.

Despite the number of issues I have had so far, I am enjoying the building process of this kit. I certainly would not suggest this kit to a novice builder. Unique, yes, frustrating, perhaps, but it's the only Deuce and a half in our scale that I am aware of. And while some of the parts needed replacement like the springs, other things like the engine were really upgrades. Things that I wanted to incorporate improvements into the overall project. I do not intend on this becoming a six or eight month 'project' build, but I still want it to be a nice finished product. Next time we will go over wheels and tires, creating the tanker body and final assembly.

Questions or comments?

Contact me at modeltruckguy@comcast.net

Jeff



I've read and heard so much about our hobby dying in the past year. I agree with a lot of the comments, to an extent; too expensive, kids have little patience, video games and diecast cars give instant gratification, etc. Without getting political, or talking about economics, one of the big problems I see is that no one's really doing much to capture kids' interest. Internet ranting doesn't seem to be solving the problem, so what can an individual do about it? Here's my small contribution.

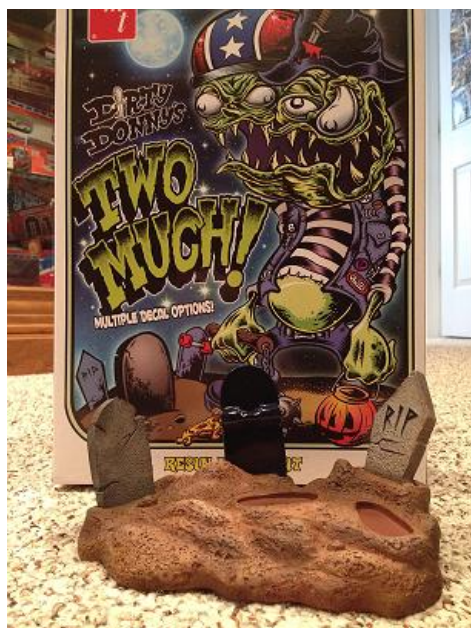
Each of my boys got a model for Christmas. Santa did a good job picking kits based on each kid's personality. Our youngest got a Zingers! Corvette and our oldest got a Dirty Donny Two Headed Goon monster kit. I've been teaching each one techniques for building and painting, and they both seem to be enjoying their progress.

I'm starting them off using spray cans, but we found out quickly that their little fingers aren't really strong enough to depress the nozzles for any length of time. Heck, some of the nozzles are tough for me, and I'm supposedly an adult! But each of them held the can, and either had their hand on top of mine, or mine on top of theirs, when we spraying primer or color. Hopefully the MassCar judge team wouldn't regard this to be rule breaking, because both kids are excited to bring their finished build to the show this year.



Left- Making some blacktop for a base to go with the Corvette Zinger. A good, old fashioned roller is great for a road. The finished product is on the right.

Here's what my youngest has to say about his model- "I painted the inside yellow and green. I have a huge engine in the Corvette. I painted some lines white on the road. I got to paint the street with a roller. It was hard building the engine."



Left- Our oldest, painting the base for his monster kit. Right- The kit box is in the background. He used five colors for the ground, along with Rustall, and dry brushing. And he learned about washes and more dry brushing to bring out some details on the headstones.

Here are a few words from our oldest-“I put some real dirt on the base and the gravestones. I used different paints on the base. The paint is called ‘Freak Flex.’ I’m going to paint the torso next. I think his skin will be green. His teeth will be dirty yellow. So will his finger nails.”

If you have kids in your immediate or extended families, and think they might get interested in using their imaginations to create something, have them take a look at this article to see what a couple of young fellas are doing to stay busy this winter.

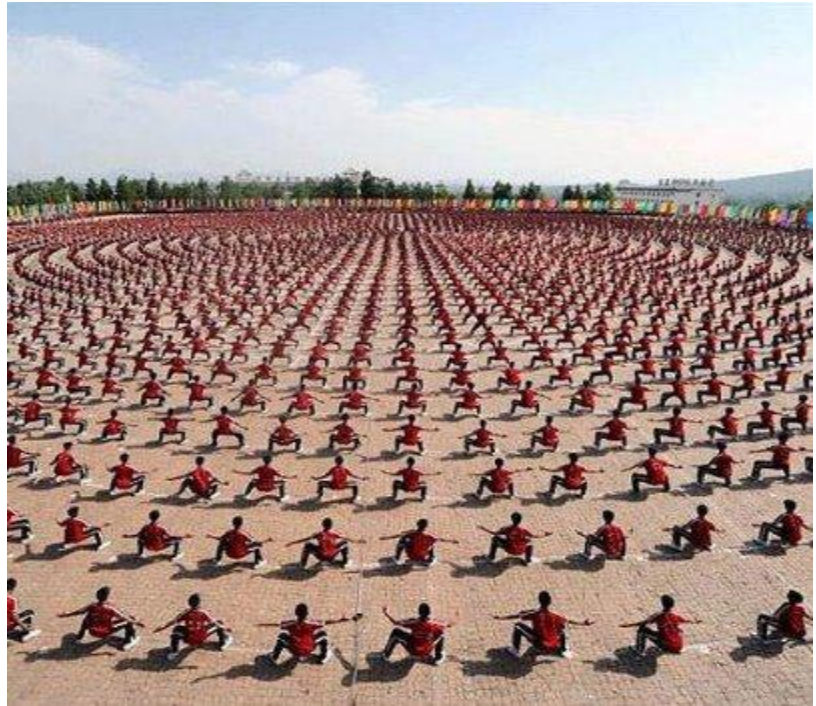
Editor’s note

By Tom Targett

I often like to dig into the psychological aspects of this hobby and how it can always be improved with a touch of cerebral reprogramming. How if so inspired, you could redefine your entire life (and your hobby) just from what you see and do at your workbench.

For example, is your bench always clear and organized as you would want it or do you constantly focus on the immediate things that you're working on and ignore the growing mess around you? Are there certain tasks which you find yourself more reluctant or difficult to do than others?

When it comes to working on a kit, my goal is to take every last facet of a project or task and make every bit of it equally interesting. I wish to be enthusiastic. I want my Zen moment to be continuous. I seek slow and steady success and sometimes that takes a little bit of practice.



Everyday life is like this too. Some of us dislike our jobs for example and look endlessly towards that short weekend where we can relax. Watching a game in TV is far more entertaining than raking leaves and so on. So, we often drudge through one thing in order to be rewarded with the next. We do of course need to work, need to do chores and most of all need to relax but why separate it all? Why insist on making one thing more desirable than another? Undoubtedly, we are all guilty of this to a certain degree.

I look at my bench and I see things I do not like. There are parts strewn all over the place, tools scattered where they do not belong and because of this, I see an ongoing project that is not meeting up to my expectations. Were I do expand the circle and bring the rest of my life into the picture, there is the same thing; a lack of symmetry. A lack of proportionate effort.

Undoubtedly, some of the best builders in the hobby have already figured this out and their lives reflect their work. Some of us can be brilliant builders who at the same time are cantankerous pains in the butt in public. Others are the greatest of company who couldn't break a factory seal on a kit without messing it up somehow. The point being, an equal and measured emphasis on all things will always lead to surprising and satisfactory results.

Your workbench can be your crystal ball to the larger world. Modeling, as with life, requires a little patience and not to mention a bit of stumbling along the way. So, begin again with a renewed mindset and find out what you're really made of.

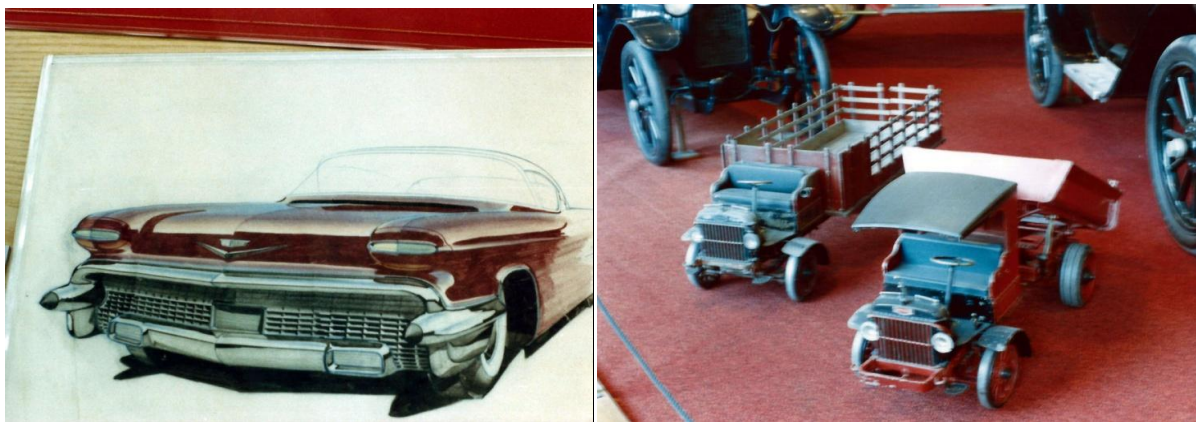
MY VISIT TO THE HENRY FORD MUSEUM IN 1988

By Brian Austin

During my 1988 summer tour of the Midwest with my parents, I visited the Henry Ford Museum, in Dearborn, Michigan. On display were numerous significant automobiles, as well as some trucks, tractors and steam-powered machinery of various types.

Of particular note here is a bunch of models that may look familiar. My favorites of these were the Lincoln Futura (reportedly 1/8th scale) and Packard Predictor. If I recall correctly, the “Step-Down” Hudson model seen in the middle of the display portrayed a four-door body on one side, and a two-door body on the other. Also on display were some renderings that included a neat late-1950s-style Cadillac front design. Lastly, mixed among the full-sized vehicles were two quarter-scale early model Autocar trucks which I believe may have been built by the company for trade show demonstration or as sales samples in the early 1920s.

The exhibit halls at the museum have gone through numerous renovations over the years, and I am sure there are exhibits there today I had not seen all those years ago. I did see some temporary exhibits of interest then though, one of which being a large-scale miniature circus with numerous scratch-built wagons and trucks, as well as a representation of a railroad freight yard. That exhibit will be the subject of a future article.





Reaction Time

By Dave Smolski

This article will focus on the new things I've tried with my recent builds, and those in progress.

Things started off when I wanted to finish a Pro Street '70 Super Bee that had been boxed a long time ago. I'm not sure what made me pull that one out again, but it got my attention. The new thing for me on this build was using Bare Metal Foil for the package tray and trunk divider. Other than that, Pro Street isn't the norm for me.

Christmas became a motivator because my buddy's wanted a replica of his '67 Belvedere for a long time. I started working on his car in July, but didn't get past the body. But the assembly line in my basement cranked up again a few weeks before Christmas and I delivered it to him ahead of schedule. He was excited to have a miniature version of his car. The new things for me on this one were duplicating the real car's vinyl top, and making a weathered concrete base.



Left- Pro Street Super Bee. **Right-** '67 Belvedere.

I've also wanted to build a replica of my grandfather's favorite car- a '41 Chevy convertible. He was adamant that he had the fenders painted black when he was a young man. I searched high and low on the internet for the car and bought one made of resin. I wasn't thrilled with the quality, so I opted to modify a Danbury Mint car. This was also a Christmas gift, and was well received. I don't modify a lot of diecasts, so that's a little new.



My grandparents used to go to Ken's Steakhouse, in Framingham, so I used a photo I found on-line to make a backdrop.

The urge to build a Super Stock '68 Dart hit me during the holidays, so I pulled out a resin body and interior tub that I had bought when I lived in TN. The factory made a low number of these racers and shipped them in gray primer with a black front clip. I married the resin parts with a Mr. Norm's GSS chassis and had to dig through the parts box to find a Hemi with an automatic. I never would have guessed that a car in primer would take so long, but the car's been fighting me almost every step of the way. It turns out that the resin parts needed some "massaging" once I got into assembly. The firewall and interior tub didn't want to cooperate.



Left- The trunk was removed on the resin kit, so I thought it would be cool to include a trunk mat and mount the battery back there.
Right- The trunk opens, and stays open. I like the detail on the underside of the trunk.

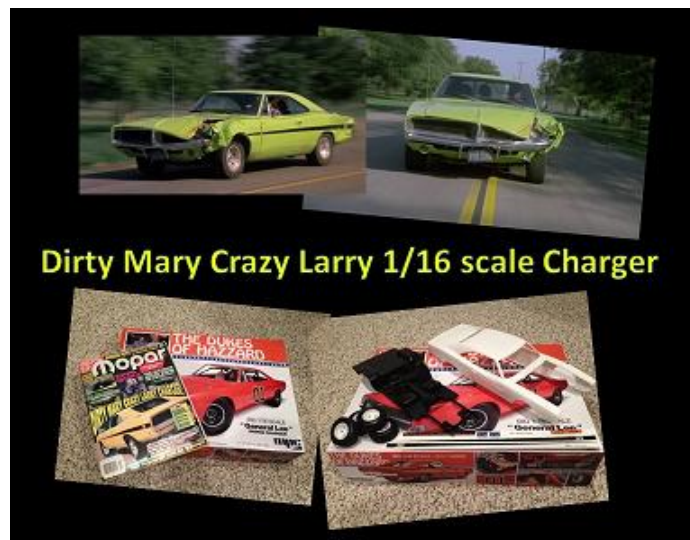
I don't do a lot of resin builds, so that's new. The other new thing is hinging the trunk. That was uncharted territory for me, but I think it looks pretty realistic. I even included the tension rods.

That leads me into my next projects. I'm converting a Revell '69 Super Bee into a 6 cylinder Coronet that will be a rotted out, barn find type of car. I'm experimenting with Sophisticated Finishes two-step process to make realistic rust. The first time I tried it was at the January MassCar meeting during a little demo for Kasz and Norm. The stuff is really cool. I'm also working to make some body panels out of aluminum for this car. This is a test, and I'm looking to transfer the knowledge to build a wrecked version of the Dirty Mary Crazy Larry Charger, using the 1/16 Dukes of Hazzard kit.

MASSCAR MODEL CLUB NEWSLETTER

This newsletter has been created by the members of MassCar. Anyone who wishes to contribute to the newsletter can send their work to **Thomas R. Targett, 17 Indian Hill Road, Medfield, MA 02052** or to TRTargett@Gmail.com.

All contents herein are the property of the MassCar Model Club and may only be used with the expressed consent of MassCar's President and Executive Board.



Left- Making a fender out of aluminum from a catering tray. I'll attach it to the car, paint the body, and then crunch the fender, like it had an accident. **Right-** The Dukes Charger will require a lot of work to convert to an accurate Dirty Mary car. I need to build an engine bay, 440, and fix the wheel openings on the front fenders.

Hope something on my project bench might be of interest to you. Wish me luck!

In-house contest winners

October "Leaf Peepers" (red/orange vehicles)

1st '68 Charger: Dave Smolski

2nd '32 Packard Touring Car 7 passenger: Jim Cunningham

3rd '68 Charger: Dave Smolski

November "Thanksgiving turkeys" (vehicles with bad reputations)

1st '58 Edsel: Tom Targett

2nd '62 Rambler: Jim Cunningham

December (no contest due to holiday party)

January "Winter nationals and Christmas trees" (NHRA and other drag racing vehicles)

1st Firebird Prostock Luis Sanchez

2nd '66 Chevelle Goldwin & Sutherland Simmons drag car

3rd '57 Chevy Laconio drag car

Future in-house contest categories include:

February: "Winter Blues" (blue vehicles)

March: "Eye-searing paint jobs" Color combinations (interior and/or exterior) that hurt to look at. The 'winning' model just might be the most hideous ever built!

April: "Four eyes" Cars with four headlights

Club Officers

Ed daRosa: President

Dave Smolski: Vice-President

Neil Van Zile: Head Judge

Stu Marcus: Treasurer

Tom Targett: Memberships and Newsletter Editor

Charlie Larkin: Secretary

MassCar Model Club Meetings take place at 5 Campenelli Circle, Canton, MA 02101 Meetings take place on every 3rd Wednesday every month at 7:00PM.

Membership is free! Here are just a few of the regular activities at our new clubhouse:

- In-house contests
- 50/50 Raffles
- Show and Tell
- Tutorials and much more!

Coming Events



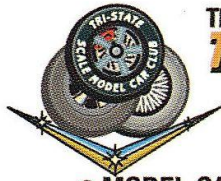
Presents the

26th Annual Model Exhibition

Sunday, March 16 2014

Holiday Inn, Taunton, MA

Please visit our website www.masscar.com for more
information



The
Tri-State Scale Model Car Club

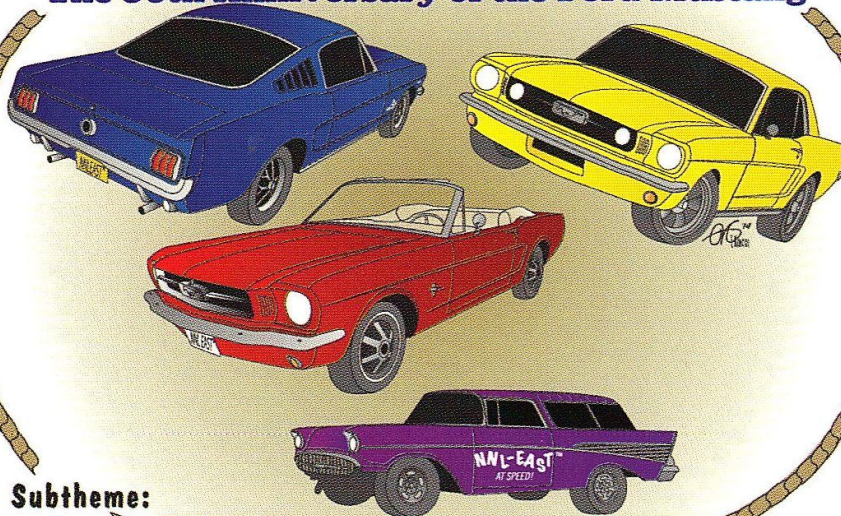
- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

Presents:
THE 28th ANNUAL
NNLTM
East

*This Year's
Theme:*

HOLD YOUR HORSES

The 50th Anniversary of the Ford Mustang



Subtheme:

Circle Your Wagons

SATURDAY, APRIL 26th, 2014, 9:00am to 4:00pm
WAYNE PAL BUILDING, 1 PAL DRIVE, WAYNE, NJ 07470

For Show Information:

Tom Geiger (732) 687-8171 (7-10pm weekdays)

Write: NNLEast@aol.com

For the latest information, go to: www.nnleat.com

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paul@windfall.com

www.classicplastic.org

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West Wareham, MA. 02576

modeltruckguy@comcast.net

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