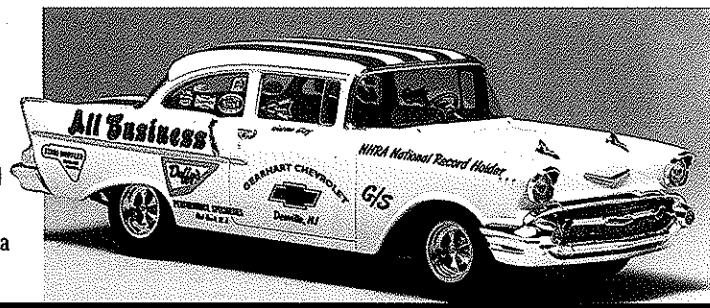


# Model Cars

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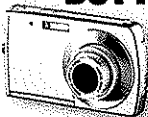


*Drew Hierwarter's '57 Chevy Junior Stocker*



**HOW TO  
BUILD A  
DOUBLE  
DUTY**

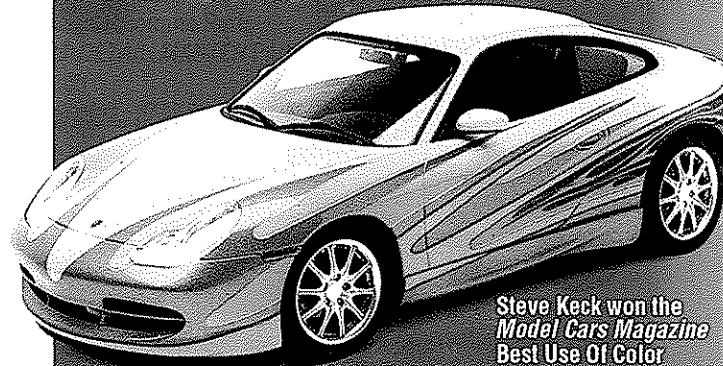
# PHOTO BACKDROP




- Plus:**
- *How-To: Resin Casting Basics*
  - *British Builder, American Iron*
  - *Fixing a Funny Car's Stance*
- ... and more!*

# GSLXXII


Coverage Begins on Page 20!



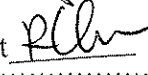
Steve Keck won the Model Cars Magazine Best Use Of Color award at GSL XXII


Rick 

Linda 

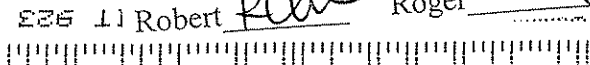
Darrell 

Jim 

Robert 

Roger 

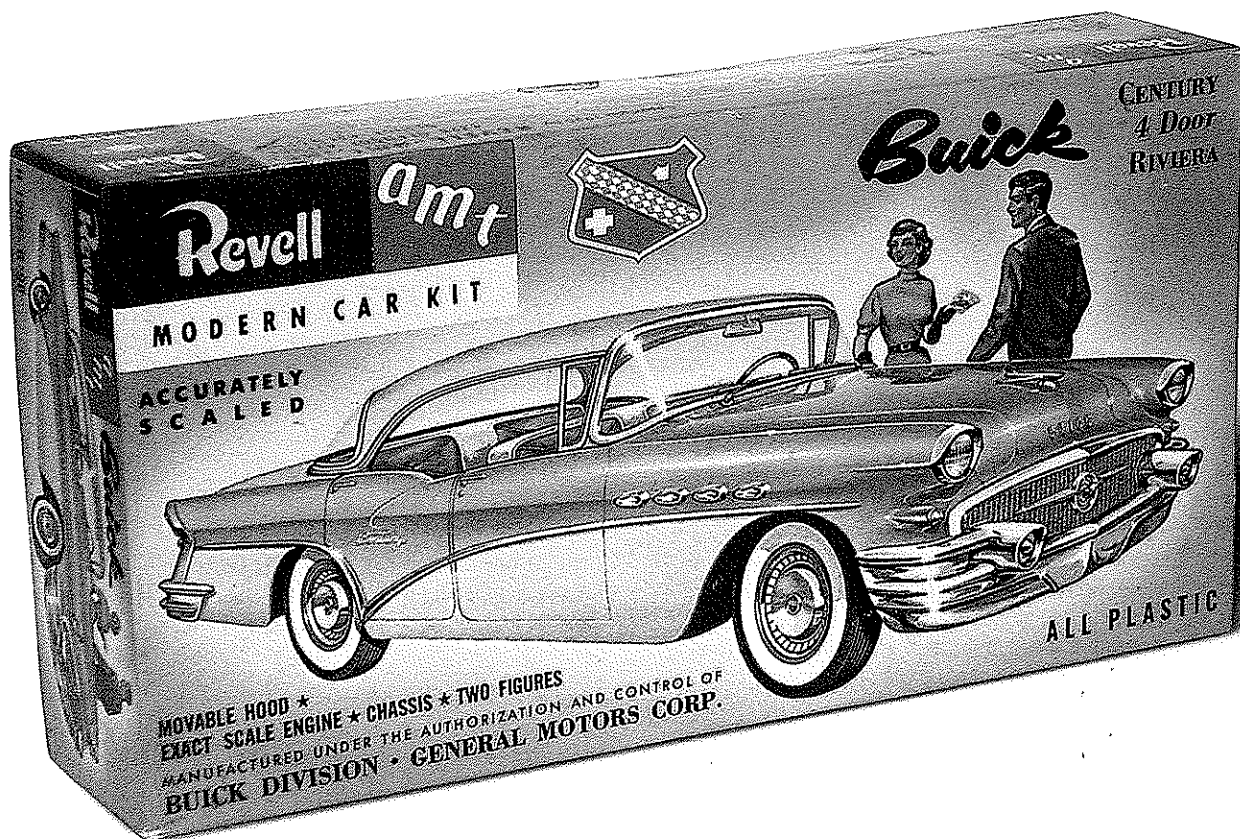
131  
07



# THE HIGHWAY PATROL ISSUE THAT NEVER WAS

by Brad Leisure

In 1986 when Revell and Monogram merged, the decision was made to move everything to Elk Grove Village, Illinois. That meant that the Revell archives in California were to be liquidated. Many interesting kits and historical documents were unearthed, and many of the “collector” employees were happy to acquire them. My friend, the late Brian Bordon, was a product designer, and worked in the graphics department at that time. He acquired many fascinating items from the archives that were given to me before his passing. This is the first in a series of articles cataloging some of the items rescued from the Revell archives.



**I**n the early fifties Revell produced 1/32 scale antique car kits known as Highway Pioneers. The molds were acquired from Gowland and Gowland, who originally produced them. Many of the first “yearly” model car kits were from a Revell and AMT joint effort. These were produced in the same 1/32 scale and had multi-piece bodies. These smaller scale kits covered the model years of 1955 and ‘56, and included the Ford Sunliner, Chrysler New Yorker, Mercury four door and the Buick Century four door. They also had the license to make the Eldorado Convertible and the Lincoln Continental Mark II. The proportion and detail on these kits were excellent. The weak part of the kit was

the glass. You had to cut and fit it yourself from a flat sheet of clear flexible plastic. Most kids didn’t bother.

Buried in the recesses of the old Revell archives was this neat build-up of the Revell/AMT ‘56 Buick Century kit. It was obviously a Police cruiser—but not just any cruiser, a Highway Patrol car! At first this may not seem unusual but when you start to think about the type of car it is and the year it was built, its existence begins to make sense. At that time, the TV show “Highway Patrol,” starring Broderick Crawford, was very popular. The show ran from 1955 to 1959. In the 1955 season, Crawford sometimes drove a Buick. It would seem logical that one of

the employees in the design department had decided to build a model of a Highway Patrol car as a possible kit release. Or maybe it was ordered by someone in marketing to show in a product-planning meeting. It’s hard to know what the original thinking was, and if it was going to be an official licensed product or just a generic Highway Patrol car to ride the popularity of the TV show.

As we now know, for whatever reason, that kit never materialized. It makes you wonder if that kit had been produced, would it have become the Holy Grail of Revell/AMT kits with many of us scouring flea markets and swap meets for the rarest of the Buick kits?



The builder of this prototype had to improvise. The decals were hand drawn on decal paper and then applied. He didn't bother with cutting out the windshield and gluing it in place. The spotlights were pirated from other kits, as was the siren, which obviously started out life as something else. In the TV series, the Buick was a two-door sedan without lights or siren, which leads one to believe that this build-up was probably intended as a generic patrol car. In fact, the California Highway Patrol did not have the lights and siren on the roof. They only had the standard spotlights, rear deck lights, and an antenna.

The chrome plating back then was not very good, and many of the early 1/32 scale "Modern Cars" series had chrome that was only shot from one side or was dull. I freshened up the bumpers and trim for this photo shoot. The rest of the car has remained exactly as it was built back in 1956.

