



Albuquerque Model Car Club Newsletter July 2018

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- Mopar Fest Coverage
- Tamiya's Peugeot 206 WR Kit

Welcome to the first edition of the newsletter of the Albuquerque Model Car Club. (aka AMCC) We have been around since 1990 to promote the hobby of building scale model cars, trucks and motorcycles. The newsletter is to pass along news about the club, hobby industry news and upcoming events. The plan is to publish monthly, we will establish a monthly target date as things develop.

From the Editor: Hello, my name is Chuck Herrmann. I am relatively new to AMCC, since I also new to New Mexico! I moved here from the Chicago, Illinois region, where I was born and raised, about two years ago. Back home I was active in the modeling scene, having been involved in numerous clubs in various roles. Most recently I was secretary and newsletter editor of the IPMS/GTR Auto Modelers. I still edit and distribute their newsletter from afar (the wonders of the internet). After talking to our President Rich I offered to take the format and use it for our club, so here it is. GTR is more focused on racing and sports cars (GTR stands for Grand Touring and Racing) so I will change the focus a bit for AMCC. The newsletter will be distributed via email, so if you did not give me your email last meeting please send it to ABQMCC1@yahoo.com. Also please pass along anything you think may be of interest to club members, such as hobby news or events. We will also need articles like kit reviews or event coverage. This is your newsletter so the more members contribute the better.

Finally Albuquerque Model Car Club also has a Facebook page, this newsletter will be stored there so you can open via Facebook. Also you can post anything of interest there, too.

Albuquerque Model Car Club

**2018 Meetings: Every 1st Sunday @ 3:00 p.m.
Folks can arrive as early as 12 Noon to build and talk models.
Meeting starts at 3:00 and ends around 5:00**

**Meeting Location: Old Car Garage 3232 Girard NE
Albuquerque, New Mexico**

President Rich Hansell 505-837-1346

The AMCC Newsletter is written and edited by Chuck Herrmann.

If you or your club has news that you would like to pass on to the modeling community, send the info on to me digitally at ABQMCC1@yahoo.com and I will add it to this newsletter. Show dates are subject to changes/cancelation. Also follow Albuquerque Model Car Club on Facebook.



MAILBAG

by Chuck Herrmann

Industry News

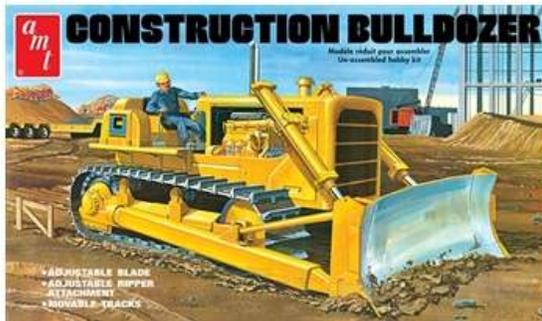


As I write this there is still no additional word on the future of Revell USA nor on the future distribution of Revell Germany product in the US. Revell Germany has sent out their email update on new releases so they are moving forward, again US distribution remains to be seen.

We wonder what this will mean to US availability of models at large stores like Hobby Lobby, Wal-Mart and Michaels. If there is a delay in filling the empty space on store shelves, they will need to find something else. So even if Revell USA resurfaces, will they be able to regain that shelf space in the always competitive retail market?

AMT New Release

Among the latest releases from AMT is a reissue of their Construction Bulldozer in 1/25.



One unexpected feature is that there is a large chrome plated sprue. This includes the floor of the cockpit. Not a likely feature in real life unless you are doing a customized version? Is that even a thing?

Real World

Electric VW Sets Pikes Peak Hillclimb Record



Volkswagen's electric I.D. R has smashed the Pikes Peak International Hillclimb record – with Romain Dumas becoming the first driver to make the 12.42-mile course in under eight minutes. The 40-year-old set a time of 7m57.148s. Prior to Sunday, Sebastian Loeb's 2013 record in a 3.2-litre twin-turbo Peugeot 208 had stood at 8m13.878s.

The German manufacturer had been chasing an electric vehicle record of 8m57.118s, but early qualifying times indicated the potential for an outright record. In the end the only difficulty came with the weather, with cloud moving in and across the mountain and the threat of rain. Ultimately the rain held off, but the run was hindered by cloud. Still Dumas was able to set a new overall record time.

Still more proof of the international interest in the new generation of electric vehicles.



Media

Two Upcoming Racing Movies

Matt Damon is to portray Carroll Shelby, and Christian Bale play Ken Miles, in a movie about the 1960s story of Ford v Ferrari in sportscar racing. It is to be written and directed by James Mangold,

Meanwhile, the biopic of Enzo Ferrari, directed by Michael Mann, is due to start filming later this summer, with Hugh Jackman in the starring role of Enzo Ferrari.

Events Calendar

July 22 Toy Show
Marriott Hotel, ABQ

Aug 1-4 2018 IPMS/USA Nationals
Phoenix, AZ
www.ipmsusa.com

August 5 Albuquerque Model Car Club Meeting
at the Old Car Garage
Quarterly Contest Theme: Chevelles

August 24 & 25 New Mexico State Fair Model
Contest Entry Day
9:00 - 5:00 Arts & Crafts Building
No Entry Fee, One Entry per Class
See exponm.com for class details

Sept 6-16 New Mexico State Fair
www.exponm.com

Oct 22 US Grand Prix
Circuit of the Americas Austin, TX

Also see www.nmcarcouncil.com for event
schedule.

Entry date for the model car contest at the New
Mexico State Fair will be Friday, August 24 and
Saturday August 25. The State Fair runs from
September 6-16. Pickup date will be Monday
Sept 17.

See the events calendar for details for all the
events that I know of. We will be adding events
as details are firmed up and released. If any
readers wish their shows or any other events of
interest to ACMM listed send the information
along to us.

Albuquerque Model Car Club on Facebook

AMCC has a Facebook page. Check it out
and join up! Find us under Albuquerque Model
Car Club. We encourage members and fans to
post photos of your models or projects. Also feel
free to post photos of neat cars you come across
or from local events. Also any news you think
would be of interest to the AMCC community.
And our newsletter can be accessed from the
site.



Albuquerque Model Car

Club Update

The next regular meeting of the Albuquerque
Model Car Club will be on Sunday, August 5 at
3:00 pm at the Old Car Garage. This will be one
of the quarterly contests. The contest theme is
Chevelle. Bring in your build of a Chevy Chevelle
and members will vote for their choice for an
award.

Rich has a neighbor who is looking for plastic
sprue for a project. So if you have some sprue
left from your builds bring it in to the meeting.

Quarterly Contest Schedule

August 2018 Theme: Chevelles

November 2018 Theme: Pro Street

February 2019 Theme: Scratchbuilt/Kit Bash

July AMCC Meeting

The July Albuquerque Model Car Club
meeting was held on 7/1/2018.

Here are photos of some of the stuff on the
display table.



2018 Mopar Fest

by Chuck Herrmann

The annual Mopar Fest was held June 16 at Hayes Park in Rio Rancho. This year in New Mexico we have been going through a drought, so of course it was raining and cold for the show. But there were still quite a few cars that turned out. Maybe because most of those were late model Challengers and Chargers that obviously can handle the weather.



General Lee replica



1964 Cuda



36 Dodge, pretty unusual.



SuperBird





As part of the event, Albuquerque Model Car Club puts on a model display in the vendor area (in the dry poolside clubhouse).



There is a display of Mopar themed models and a People's Choice Model Contest that is run by our club.



Models on Display. President Rich was responsible for setting all this up.



There were three awards given out based on guests voting, and Paul Lach won 1-2-3!



1st Place People's Choice



2nd Place



The red and silver Coronet was 3rd Place.



Ron Fellows Corvette C6.R IMSA Tribute Racer



Description: Corvette C6.R IMSA

Manufacturer: Revell

Kit #: 85-2026 **Scale:** 1/25

by Chuck Herrmann



For a recent theme of Oh, Canada, for the IPMS Albuquerque Scale Modelers club monthly contest, I decided to finally use some aftermarket decals I have around for several years and a Revell CR.6 IMSA Corvette kit. Ron Fellows, a Canadian driver, was involved in the Corvette IMSA/LeMans program from the beginning in 1998. He was one of the test and development drivers, then raced for the team until 2007. Along with the team he was very successful, with victories in all the major endurance races at Daytona, Sebring and LeMans. He won many races in IMSA along with the GT class championship in 2003. He also raced at LeMans nine times, all for Corvette, with class wins in 2001 and 2002 and four second place finishes.

For the 2007 season he began to wind down his career, he ran a limited number of events for the Corvette team. He was the third driver for the three long-distance races, and competed at the IMSA race at Mosport, his home race. He sat out the other races, providing technical input and experienced advice to the team from behind the wall. He was also very popular with Corvette fans for his promotional work and trackside appearances.

After 2007 Fellows ran sporadic races, mostly NASCAR road course events. He also heads the group that purchased the Mosport road race circuit, now known as Canadian Tire Motorsports Park, and remains active in managing the track.

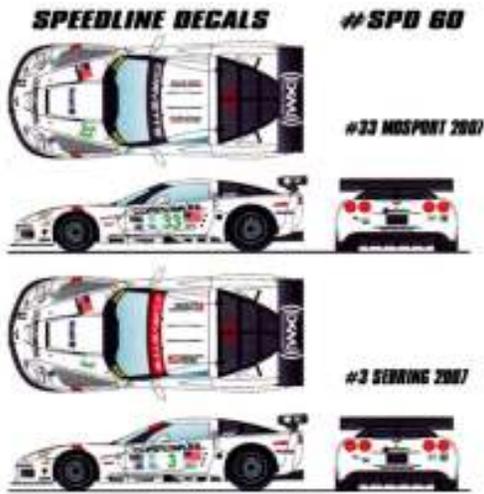
To honor his contributions to the Corvette Racing program's success, Chevy produced a special Ron Fellows edition of the C6 street Corvette in white with a red stripe above the fender. This same color combination was also used twice in the 2007 IMSA racing season, at the Sebring 12 Hours in March and at the Mosport event in Canada in August. Around that time Speedline released an aftermarket decal sheet to be used along with the Revell C6.R kit. For the Oh Canada theme contest I decided to replicate the Fellows edition racer. Life got in the way and I was unable to finish it for the theme contest, but I forged ahead and finished it shortly after.

The Kit: Revell has released several versions of the C6.R racing Vette, the one I had in my pile is the initial release featuring the car as raced in 2005. Over its life the car slowly developed but the exterior did not change significantly by the 2007 season. So I decided to build it pretty much as is for this build. I did use different wheels a noted below.



Decals: Speedline released this decal sheet with the decals that were different from the usual race team. Some of the decals from the kit sheet were also used.





The real team cars.

The Build: I decided to build the car as raced at Sebring in 2007. This was the number 3. Fellows co drove with Jan Magnussen and Johnny O'Connell, who were the regular drivers the rest of the year. They finished the race 8th overall and second in the GT1 class behind the teammates in the more traditional yellow version of the car.



Like the entire series of these Corvette IMSA/LeMans racers by Revell, this kit is somewhat simplified, sort of a curbside plus version. Everything builds up off a flat pan chassis. On the real cars nothing is really visible from underneath as the smooth bottom chassis is designed to maximize aerodynamic air flow. I sprayed the chassis Testors Semi Gloss Black from the rattle can. The suspension is also simplified. There are two one piece molded assemblies, for the front and rear, that include the suspension mounts and molded in disc brakes. I painted the brakes Testors Jet Exhaust

and the brake pads flat red. Despite the minimal parts count what is visible after completion looks fine.



Wheels/Tires: To make the Fellows version I need to update the wheels. The kit comes with the wheels for the 2005 version, by 2007 they had updated to the same wheels currently in use. Thanks to advice from several internet sites I decided to go with the wheels and tires from the latest Revell C7.R kit, since I was able to get a kit from Hobby Lobby cheaper than sourcing aftermarket wheels. And Revell uses the same kit design, utilizing metal axles, on the newer kit so they fit right in.



The wheels were spray painted with Testors Metalizer Lacquer Aluminum Plate (#1451), which never really dried. I had to be careful to clean off the paint that smudged off on the rubber tires as I pushed them over the rims.



I used the Michelin decals from the kit decal sheet.

Engine: The engine is only four pieces that mount to a molded in section on the chassis pan. Once the Intake plenum is mounted most detail is covered up, but again this is pretty much as it is on the real car. I painted the block aluminum with a wash and dry brushing to pick out highlights. The plenum was painted aluminum then covered with four carbon fiber decals from the kit decal sheet. This did not go on easily but after using Micro Sol and letting dry, then trimming the edges it looks good in the finished model.



Interior: This is where Revell put most of the detail for this kit. There is an upper panel the interim pieces fix which ends up glued to the flat chassis bottom. There is a full roll cage, dashboard and instrumentation.



I built this up pretty much per the instructions with exception of the paint. Per the instructions (and pretty much per any reference photos I saw) almost everything inside the car was a shade of black. Having recently went that way with my build of the C7.R, once done and the body is attached almost nothing is visible through the small window openings. The dreaded black hole effect. So I decided to first paint the upper frame and the rear bulkhead the same Testors Gloss Classic White Lacquer 28131 as I used on the body. Then I painted most of the details flat and semi gloss black and various metallics per the directions.



As shown here this left enough contrast to allow the details to be seen once everything was built up. There are kit decals for the dash and instruments. The seat features molded in seatbelts which I did in red, again to stand out. I did the window nets in a flat blue gray. The upper frame also extends out to the engine compartment, where again leaving the white allows the engine detail to be more visible when everything goes together

Body: The kit features a basic one piece body with a removable hood (something the first version, the C5.R, strangely did not). The hood is

a two piece assembly, the large duct behind the firewall/radiator is separate. To ensure it fit, after the engine was glued in place and the body test fitted I used liquid glue to allow me to snuggle it in and the piece to move a bit until the proper clearance was achieved.

As noted the body was painted Testors Gloss Classic White Lacquer 28131 straight from the rattle can. I polished out the paint without using any clear coat as I feel this represents a car that has gone through a bit of street or track wear. I highlighted the panel lines with thinned black paint. The black window frames on the body and under the rear window were brush painted with semi gloss black.



One odd feature of the kit was the rear brake light, it comes molded in one piece in clear red, even though most of it is the housing not the lens. I guess you are supposed to mask off the clear red area? I glued the piece onto the body and painted it so it matched the body shade. Then I painted the small lens silver followed with Tamiya Clear Red.



The clear window pieces attach from the outside. I used a black Sharpie pen for the edge trim. Fit was fine. I also used the Sharpie to edge the headlight and driving light covers which made them stand out. The molded in grill was hand painted flat black.



The large rear wing and its two mounts were painted semi gloss black.

The actual headlight lenses in the kit are simply round chrome bits which I thought were not the best looking. But looking at reference photos I remembered that during this era in sportscar racing the GT classes were using yellow colored lenses to differentiate them from the faster prototypes than ran with them in the multiclass events. So I painted the chrome with Tamiya clear yellow.



Final Assembly: As I have found in many recent Revell kits, the final attachment of body to chassis is rather vague. I put significant amounts of superglue to the approximate points they met up and held it together for about fifteen minutes. A bit squeezed out that I had to clean up but it is still holding.



Decals: These Speedline decals went on perfectly! Even though this sheet is probably about ten years old they adhered great. I barely had to use any Solvaset, except the fluorescent red front window shade which required a little plus extra white glue to hold.

Summary: I was happy with the results. There were no major issues with the build. And while basically a white car it really stands out in contrast to the other Team Corvette race cars when displayed together. It is a nice tribute to a fine driver who contributed a great deal to the Corvette Teams success.

The Real Thing



Ron Fellows Special Edition Corvette street car



Sebring 2007



Sebring 2007



Sebring 2007



Mosport 2007



Mosport 2007

NIMCON 7 2018

by Chuck Herrmann

(AMCC members know that I am a recent arrival to NM from the Chicago, IL area. Here is a summary and photos from the annual contest of one of the models clubs I was involved in back home. I thought it would be interesting to see some of the model cars that appear in a different part of the country)

NIMCON 7, (short for Northern Illinois Modelers Convention) hosted by IPMS chapter IPMS/ Lakes Region Scale Modelers took place Saturday, June 16 at McHenry County College, in Crystal Lake, IL. The numbers were very close to those from last year's event which was a Regional Contest IPMS Region5). 86 modelers registered for the contest with 314 models entered. They awarded 232 Gold/Silver/Bronze trophies: 96B, 88S, 48G.

Below are some photos of automotive entries on the display tables.





Tamiya's Peugeot 206 Rally Racer



Description: Peugeot 206 WRC (2003)

Manufacturer: Tamiya

Kit: 24267 **Scale:** 1/24

by Elliott Doering

The Peugeot 206 WRC has enjoyed great success in the World Rally Championships since its first full year of competition in 2000, taking the Manufacturer's title three years in a row. The most compact machine in WRC, the Peugeot 206 was fitted with a 4WD, two liter turbo engine with longitudinally installed transmission.

With a short wheelbase and overhang, heavy parts are placed in the center of the car for optimum balance and maneuvering. Fitted with electronically controlled active differentials located in the front, center and rear of the car, it is able to overcome instability caused by high speeds or rough terrain.

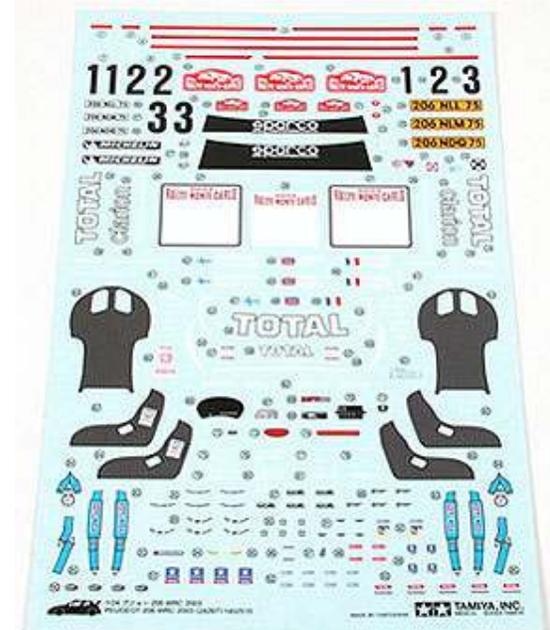
Striving for a fourth Manufacturer's title, the Peugeot team incorporated an active anti-roll bar, which utilizes electronically controlled hydraulics to limit the roll of the car during cornering. Drivers are – M. Gronholm, the 2001 champion the 2003 season champ, and the 2000 & 2002 World Champion – R. Burns, asphalt specialist – G. Panizzi, and gravel specialist – H. Rovannerpa.

In the opening race of the 2003 season in Monte Carlo, the car featured new livery based on the red of the main sponsor – Marlboro. M. Gronholm took victories in rounds 2, 4, and 5, while R. Burns obtained 2nd place in rounds 3 and 4, with the Peugeot 206 WRC taking the points lead in both the driver's and manufacturers Championship by mid-season of 2003.



The Tamiya Peugeot 206 WRC (Version 2003) comes in the familiar tray like box, with colorful box art depicting the 2003 version of the

machine. Unfortunately, due to Europe's tobacco banning, the kit does not include the Marlboro markings, replaced instead by sub-sponsor Total, and Clarion. Still, the car remains simple in its red and white colors.



There are one large, flash-free white tree, one medium sized, and one small white tree, while another large, black tree of parts makes up the kit, along with a bag of tires, clear parts, chrome tree, and decals. A nice touch is a set of masks for the windows.

The instruction booklet is a fold out, large type, displaying 15 assembly blocks, plus the back page decal placement guide. The decals offer you 3 choices of drivers, for cars # 1, 2 or 3.

There is quite a bit of detail painting of parts to be done before assembly. All the paints needed are listed in a paint guide.

Starting with the frame, block 1 has you install the exhaust pipe, with some small sensors onto the frame pan. There is partial representation of the lower half of an engine molded onto the frame pan, which should be masked and picked out. The front and rear differentials are then added in block 2.

Block 3 deals with construction of the front wishbone suspension, along with the front shocks and brake discs.

Moving to block 4, the wishbone suspension and shocks/brakes built in block 3, are then added, to the front of the frame pan. The kit allows for pose-able front wheels, via a snap-on tie rod. Likewise, in block 5, the rear wishbone suspension is constructed, along with the rear shocks, and brake discs.

As before, the rear suspension you constructed in block 5 is then attached to the rear of the frame pan, in block 6. A special note is given showing how the rear shocks and brake discs must seat with the wishbone arms.

You will need to make a decision in block 7 as to whether or not you want to glue on the protective underguards for the frame. There's too much good detail to be seen, to warrant covering it all up, so I'd display these parts next to the completed car.

Turning the frame over to the topside, block 8 concerns initial building of the interior. The front radiator is added, along with pedals, fire bottles, shifter, and rearmost section of the roll cage.

In block 9, the 2 seats are added. Decals for the seat and shoulder harness are included for both seats, along with Hahn device headrest parts – a nice touch! The rear fuel cell, and tops for the shock towers are also added. Then, the wheels get inserted into their tires, which have a nice tread pattern.

In block 10, the multi-piece steering wheel, and steering column are added to the dash. Then, the rear spare tire's added to the frame, and the side roll bars are added to the sides of the frame. The roll cage features nice gussets.

In block 11, the side door panels get added, and the top section of the roll cage is added.

In block 12, we start working with the body. A note is given on how to cut the included mesh screen for the grille openings. Using the included masks, the one-piece window glass is masked off and the window frames painted. Front airdam lips are also added to the nose of the car, along with headlamp nacelles, and the lower airdam lip.

After applying the Michelin tire decals to the tires, the wheel/tire assemblies are placed onto the car, in block 13.

In block 14, instructions show you how to mate the body to the completed rolling chassis. The front of the chassis inserts first.

In block 15, the rear, multi-piece wing is constructed, and badges, mirrors, antennas, and roof scoops, plus tail lights, are all added.

This completes construction of the model. All that's left is to refer to the decal placement guide, to decal the car in the driver/number of your choice.

Nothing is overly complicated in this kit that I'd rate at Skill Level 3. Assembly blocks deal with only a few parts, making for ease of assembly.

As noted, the Marlboro decals are absent from this kit. However... hunting on the Net, I found a company called – RALLYE MINIATURE SARL SERVENT, which carries a decal sheet # 627, for the Peugeot 206 WRC of the 2003 season driven by Panizzi, at the Catalogne race, including the Marlboro logos, and decals for the white trim on the car. Also, numbers 1, 2, and 3 are included for the car of your choice. The decals appear to be hi-quality, and include photos to aid in decal placement, making for a very eye-pleasing model.

WRC is gaining in popularity worldwide. With its simple red and white livery, and the high level of detail expected in any Tamiya kit, plus their precise fit of parts, this kit will make a welcome addition to any collection. Try one, and have fun!
ED



Above are web photos of a built model.

The Real Thing

