



Albuquerque Model Car Club Newsletter September 2018

2018 IPMS/USA National Convention

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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

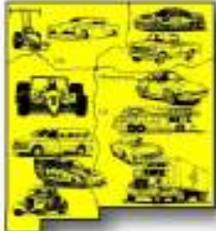
Meeting Location: Old Car Garage 3232 Girard NE
Albuquerque, New Mexico

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.

AMCC Meeting Minutes
August 4, 2018 Old Car Garage
Thanks to Dave for minutes and photos!



Treasury: \$1360.98

The dates for submitting State fair entries is Aug 24-25, from 9am-5pm. Entry Forms and class descriptions are on line at: statefair.exponm.com, see the Creative Arts page. Judging is Monday Aug 27 at noon. Dave will bring judging sheets.

New Stuff:

Coming soon: **Moebius:** F-150 4WD, 1965 Comet Caliente with cammer engine

Out now: **AMT:** Livestock Van, Coca Cola Fruehof van, Autocar Tractor, Wild Wheels and wide ovals; **MPC:** Honda Super Hawk; **JR Models:** Buddy Baker's Gray Ghost; **MB** 1/25 truck drivers/passengers figures.

August was the Quarterly contest for Chevelles.

Results were:

1st tie: Dave and Paul

2nd: Jason

3d: Paul



The next quarterly contest is Pro Street.

Other stuff on the table:



Albuquerque Model Car Club Update

The next regular meeting of the Albuquerque Model Car Club will be on Sunday, September 2 at 3:00 pm at the Old Car Garage.

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

November 2018 Theme: Pro Street

February 2019 Theme: Scratchbuilt/Kit Bash

AMCC MAILBAG

by Chuck Herrmann

Industry News



There is some news on the Revell restructure status. Italeri will now be distributed by MRC, so products should begin flowing again. And some internet sources have published an availability list for dealers of the former Revell USA kits so that is good news. We will continue to watch for developments, but it appears that the American theme Revell kits will again be available in the future.

At the recent IPMS/USA Nationals in Phoenix, there were a few manufacturers with displays in the vendor area. I had a chance to speak with the Airfix representative; he indicated there are no plans for any new automotive kits. There will be the occasional repop of older automotive stuff, but their main focus is military subjects.

At the MS Hobbies table, they told me the Platz BMW M6 in Falken markings has been delayed, probably until October. And their Porsche 911 GTR race car kit is also pushed out, now sometime early 2019.

Speaking of the Nats vendors, even without the new kits I was able to find a few things.



Real World

Corvette Generation 8



Test photos of the next generation, mid engine Corvette race car are surfacing. Here are two with the testing camo.



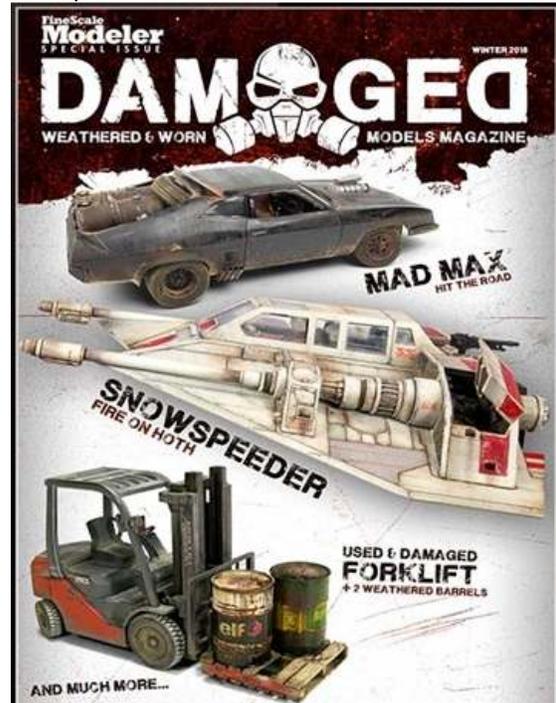
And here is an artist's rendering of the way they would look in the traditional Vette racing colors.



Media

New Special Fine Scale Edition

Kalmbach, the editors of *FineScale Modeler* will introduce an all-new special issue, titled *Damaged*. It will feature builds from Europe's top modelers. *Damaged* will be published quarterly as a special issue



Here is what they show as the cover for the first issue

Free *LeMans* Movie Screening at Lensic

On Thursday, September 13, the Lensic Theater in Santa Fe will host a free screening of the classic racing movie *LeMans*, starring Steve McQueen. This event is in conjunction with the Santa Fe 500 week festivities, sponsored by Porsche of Albuquerque.

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.



Classifieds

Free – Testors Paint Rack. Like the ones in hobby shops.



Contact Chuck Herrmann, if interested, at ABQMCC1@yahoo.com , I can bring it in next meeting.

Note: any member interested in submitting a classified, to buy or sell, or if you are looking for a specific kit or part, send it to the editor at:

ABQMCC1@yahoo.com

Events

September is the New Mexico State Fair, and the model car contest will again be run by us. Dates are below, for the current class descriptions

see: www.statefair.exponm.com/Participate/Competitions/Creative Arts.

Events Calendar

August 24 and 25 New Mexico State Fair Model Contest Entry Day

9:00 - 5:00 Arts and Crafts Building
No Entry Fee, One Entry per Class
See exponm.com for class details

Sept 2 Albuquerque Model Car Club Meeting
at the Old Car Garage

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

Sept 17 Pick up models from the State Fair

Sept 28-30 NMCCC/LOS LUNAS 40TH ANNUAL SWAP MEET
MORRIS FIELD, LOS LUNAS NM

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

Also see www.nmcarcouncil.com for the local real car event schedule.

Please pass along any other events that would be of interest to our members or readers.

End of GSL Events

This just in from the organizers of the Great Slat Lake Championship:

The International Model Car Builders' Museum, which presents the GSL International Scale Vehicle Championship and Convention, has decided that there will be just two more GSL Championships. In reviewing the event, its history and its possible future, the decision has been made to wrap up GSL in a fair, practical, and ethical manner with two more events: GSL-XXVII will be presented May 2-5, 2019 and the final Championship three years later, in early May of 2022. Rather than adhere to the every-other-year schedule, the three-year interval (from 2019 to 2022) will give competitors who wish to compete in the final event nearly four years from the date of this announcement the opportunity to commence or complete entries to compete in what we expect to be the greatest GSL Championship of all.

The Championship is coming to an end because every event has a natural "life." With so many of those involved in the administration and function of the GSL events getting older (I'll be 68 next year and 71 in 2022), it's appropriate to close down the Championship while it is in its prime, and to give plenty of public notice of this very important decision.

2018 IPMS/USA National Convention Phoenix, AZ



2018 Logo on the Lapel Pin

This year's IPMS/USA Nationals were held in Phoenix, August 1-4. For those of you who have not attended a National, this is a big event. It took two big rooms in the Phoenix Convention Center downtown, plus a number of meeting rooms for presentations and seminars.

The contest is for all types of scale models, not just cars, here are the stats for entries.

Contest Entrants:	424
Models in Competition:	2,723
Models Grand Total:	3,523
Count by Category:	
Display only:	800
Juniors:	70
Aircraft:	670
Military Vehicles:	501
Ships:	143
Dioramas:	169
Automotive	257
Space and Sci-Fi	168
Figures	237
Misc	508

The two main features are the contest and the vendor's room, called "The World's Largest Hobby Shop" (at least for four days). There are also seminars and presentations, and the IPMS business is also conducted. Set up and registration begins on a Wednesday afternoon. The awards are announced at the Awards Banquet on Saturday evening, followed by a mad dash to the model room to see the winners and pack up the models. I was packed and out just before 11:00.



Here are some photos of the great stuff on display. The cover page shows the model picked as Best Automotive.

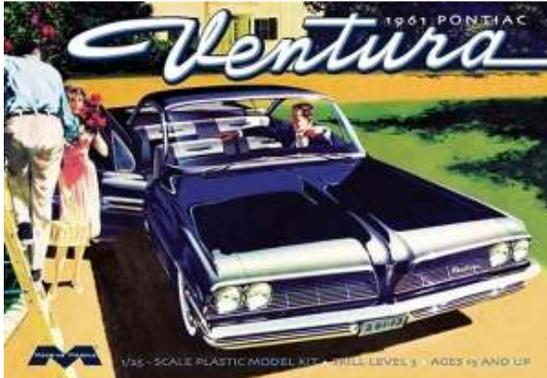






Next year's event will be held in Chattanooga, TN. And at this year's event they announced the 2020 Nationals will be in San Marcos, TX. This is doable for NM modelers. The 2021 show is rumored to be either Las Vegas or Omaha, NE.

Moebius 1961 Pontiac Ventura



Description: 1961 Pontiac 2-door
Ventura Hardtop

Manufacturer: Moebius

Kit #: 1211 **Scale:** 1/25

by Elliott Doering

*(reprinted from the Mar 2017 GTR Auto Modelers
Newsletter)*

The 1960s saw the advent of the muscle car era. All manufacturers of that time became very involved in producing exciting, power-backed cars, to meet the demands of the ever-increasing youth market, hungry for speed. The days of sluggish, under-powered cars were over, and America got in step with the Jet Age. The advent of the 1960s also saw these car makers getting heavily involved in both drag racing and stock car racing in both USAC and NASCAR.

One of the more potent cars to come out of Detroit was Pontiac, produced by GM. Armed with power-packed engine options, to include the 389 Super Duty motor, race drivers eagerly took a good look at what Pontiac had to offer. Equipped with either a 4-barrel, or the factory option of the famed "Tri-Power" set up of 3 2-barrel carbs, Pontiac was very much the forerunner in the racing environments across America.

For years, the only 1961 Pontiac model kits were the original 1961 issued kits from AMT. As we moved into the 1970s, 1980s and beyond, that original AMT kit became hard to find, reaching rare status. Some resin kits were produced, but they often lacked the crisp casting of the original AMT kit.

Modelers began to send "wish lists" to the various model kit makers, asking why they were ignoring these rather historic Pontiacs?

Well, the long wait is over! Moebius, continuing with their fine recent releases of the 1952 Hudson Hornet, and 1956 Chrysler 300-C, answered the call, with their now readily available 1961 Pontiac Ventura 2-door hardtop. The kit's

now on the shelves at Model Empire, or from various on-line sites.

The Ventura was smaller than the flag ship Bonneville, and along with the Catalina, was the choice for those wishing to race the 1961 Pontiacs. With its mid-size, and the famous "Wide Track" these cars, equipped with the 389 engine, became a much-feared contender in the racing world. Also, several police departments across the nation, chose the Pontiacs for squad car duties.

Let's now take an eager look at this brand new Moebius release:

The kit comes in the standard square box we all are familiar with. Upon opening the kit, you will get a large folded instruction manual, which folds out almost like a poster. This instruction manual has both worded instructions, as were the state of the art of kits of the 1960s, as well as the traditional pictures with arrows, showing you how to locate and attach the over 100 finely molded parts.

The manual also provides the correct 1961 body colors, and upholstery choices that were available on the Ventura for 1961. It also lists the paint colors to use thru-out the model for all parts. Pontiac Engine Blue is called out for the motor color.

Concerning the factory issued 3-tone multi-color upholstery, the sheet also explains how to use a factory base color, along with a lighter shade and darker shade to compliment the interior. The sheet also makes reference to using Bare Metal Foil for the chrome trim, and also references 1961 Pontiac factory paint colors available from Model Car World (MCW).

The sheet also tells the modeler to use a variety of colors and finishes thru-out the model, to make for a more realistic model, with light weathering of frame, and suspension parts.

There are 6 assembly blocks comprising the building of this kit. As typical of most car kits these days, construction begins with the famous 389 Super Duty motor. No less than about 30 parts are needed to build this famous engine, and the parts are very crisply molded in exacting detail.

As noted, this 389 comes with the "Tri-Power" three 2-barrel carb set up. I take exception with this piece. To me, the carb part is too small, and doesn't have the detail of a slightly larger carb. It does have the throttle linkage, but again, the part making up the carbs, is way too small. This motor set up is fine however for those who wish to build a factory stock model, and those building a 1960s era Super Stock class drag car. You can always find a better detailed 3 2 barrel set up in AMT's or Revell's various Pontiac kits. The correct air-cleaner is in the kit for either factory stock, or a drag car.

The valve cover includes an oil breather cap, but only for one side. After-market oil caps exist,

and would be my choice if building a drag or stock car racing model. Or, you can easily equip your motor with the valve covers and breather caps from AMT's 1962 Pontiac Catalina kit.

In fact, as I opened this kit, I couldn't help but see that basically, Moebius molded a 1961 Ventura body, and placed it very much on the same sort of build-up as the makeup of AMT's 1962 Catalina. The parts are almost exactly the same.

I know for a fact that for USAC and NASCAR stock car racing, a single 4-barrel carb was used on the 389 motor, rendering 368 Horse-power. I wonder though if the "factory issued" Tri-Power carb set up was also used, seeing as it was a "factory" part, and should have been legal?

For those doing the kit as a Super Stock drag car, you'll find the correct factory-issued "Tri-Y" exhaust manifolds. All one needs to do is either use the kit's muffler and tail pipes, or build your own exhaust dumps coming off these exhaust headers. The same should be done if you chose to build a USAC or NASCAR model. Just select properly sized plastic tubing, and route the tubing off the exhaust headers, to exit behind the doors.

Also, for those searching for a very good 4-barrel carb for the 389, you can easily find 1/25 resin Holley carbs on Ebay, or simply use the good 4-barrel carb given in Revell's 1955 Chevy Pro-Sportsman kit #85-2046. You'll need to find a GM single 4-barrel intake manifold, and I'd use the one in Revell's 1965 Chevelle SS-396 Z-16 kit #7611.

The kit very nicely gives you the option of the stock factory bench front seat, or the trendy bucket seats of the era. The dash is nicely rendered, and there's a decal sheet with decals to dress up the dash and other interior elements. Body badges are also on the decal sheet. The frame pan has the interior floor molded onto the upper surface, while the bottom constitutes the actual underbody frame pan. The door panel upholstery is a separate part and attaches to the interior floor and the dash.

The rear seat is a separate piece. This makes building a USAC or NASCAR model easy. For a good trunk separation piece/package tray to replace the back seat, I'd use the back of part number 41 – Interior floor pan, given in AMT's 1962 Chevy Bel-Air 409 kit #8716.

Just simply remove the floor pan, and use the package tray and trunk separation wall. Some scratch-building may be needed to get it to fit, but I used this set up on my AMT 1962 Catalina I built up as a NASCAR model, and as noted, this kit virtually is almost a carbon copy of the AMT 1962 Catalina, so it should fit on this Moebius 1961 Ventura. Again, you'll need a shoulder harness and lap belts, and again my choice for simple glue-in belts are those from the AMT 1956 Ford kit.

For a roll cage, I'd use the Plastic Performance Products roll cage kit #RC. They can be obtained from Southern Motorsports Hobbies, on-line.

Correct racing stock car wheels and tires for the 1960s, can also be obtained from Southern Motorsports Hobbies as well. Select the 1960s Holman-Moody 5-lug wheels, with period correct 1960s Goodyear or Firestone tires, readily available from SMH.

The front and rear suspension is made up of separate parts as well. For those building the model factory stock, you will rejoice in the very cool way Moebius did the famed 8-lug wheels. No less than 6 pieces comprise the wheel assembly, rendering all the detail you want.

The front windshield and rear window are also separate parts, and are very clear. Tail light pieces are also given, and a chrome tree has the front grille, and both bumpers. Chrome is bright, and sealed in its own plastic bag, as is the glass. Door handles and front fender ornaments are separate pieces.

Of course, the hood's a separate piece, and you get the hood hinges.

Separate frame rails attach to the frame pan. Tires are the correct width for the 1960s, and the whitewalls are tampo stamped, bright white – very nice! A battery is included too.

The body itself is perfectly rendered in scale, and looks the way a 1961 Ventura should look.

While there currently are no after-market drag car or NASCAR decals out for this kit, within a few months some should appear.

There are "rumors" that Moebius might issue a 1961 Catalina, as the Ventura and Catalina are almost the same. Moebius also did race versions on the Hudson and Chrysler kits, so who knows, maybe a NASCAR or drag car version is in the making? Who knows! As for now, we FINALLY have a GREAT 1961 Pontiac to build. Moebius should be applauded for their fine job on this long awaited kit. It rates a perfect 10 in my rankings. So, grab one, get the paint and glue ready, and happy building! ED



The real thing