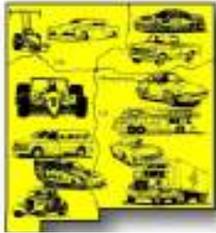


AMCC Meeting Minutes



October 7, 2018 Annual Club Picnic Taylor Park.

The meeting last month was the annual picnic at Taylor Park. Neither Dave or I were able to attend so we have no news or photos, sorry.

Quarterly Contest Schedule

November 2018 Theme: Pro Street
February 2019 Theme: Scratchbuilt/Kit Bash

Start thinking about your suggestions for next year's quarterly contests.

The next regular meeting of the Albuquerque Model Car Club will be on Sunday, November 4. This will be at the usual location, The Old Car Garage. This month will be one of our quarterly Contests. The contest theme is Pro Street. So bring in your models!

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.

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.



Events Calendar

Last Toledo NNL Announced!

The event organizers of the famous Toledo, Ohio NNL have announced that the next event,

the 40th Annual, will be the last one. A bit far for NM modelers, but it was the original NNL and always attracted a nice entry of great models.

The New Mexico Supnationals have announced the 2019 show dates. It will be January 25-27.

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

Nov 3 ModelZona 2018
IPMS Phoenix Hewitt Chapter
Mesa, AZ
www.ipms-phoenix.org

January 25-27 New Mexico Supnationals
ExpoNM State Fairgrounds, Albuquerque NM

January 26 NNL West
Santa Clara, CA.
Nnlwest.org

April 13 Desert Scale Classic 15 Model Car Championship
Deer Valley Community Center, Phoenix AZ
desertscaleclassic.com

May 25-27 GSL 27 International Scale Vehicle Championship
Salt Lake City, UT
<http://www.gslchampionship.org/>

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

New Company - Decalicas

Another company doing 1/24 rally kits,



DCL-KIT001: Our first scale model kit! A 1/24 scale model recreating the Ford Capri Mk 1 RS2600 at Olympia Rally 1972 driven by Walter Röhr and Hannes Rothsß. This limited series kit will include Cartograf printed decals and an extensive number of resin parts.

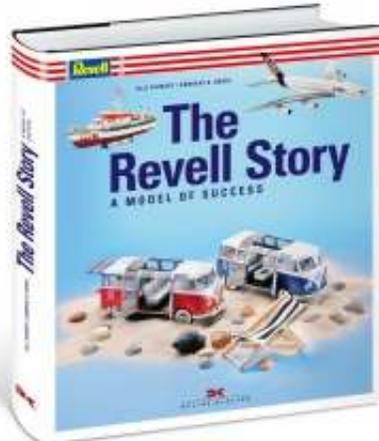
AMCC MAILBAG

by Chuck Herrmann

Industry News

Revell Update

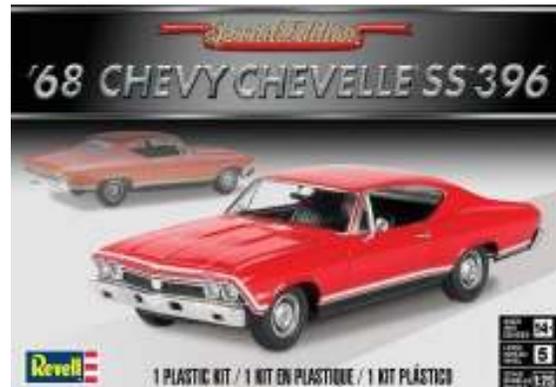
Revell is moving ahead with new announcements. From their German Facebook page we see a new book in the company available in German and English.



Also they offer a 2019 calendar with photos of their kits, mostly military but it does include the new Ford GT kit which is still supposed to be out by the end of 2018 as a Revell Germany kit.



At the recent Leipzig toy industry event Revell had a large display, including an example of the Ford GT.



The Revell all new tool 1968 Chevelle kit should be available soon from Revell USA.

So hopefully all this activity should help end all the doom and gloom about Revell's future that came up with the closure of their US office earlier this year. Things will be different but it looks like the kits will be flowing again soon.



Moebius Arnie Beswick 65 Mercury Comet

Description: Arnie "The Farmer" Beswick's "The Comet" 1965 Mercury Cyclone A/FX

Manufacturer: Moebius/Model King

Kit: 1223 **Scale:** 1/25

by Elliott Doering



The birth of drag racing, as is often old, was a by-product of the aftermath of WWII. But, many will argue that the real birth of drag racing occurred in the 1960's. There was fierce competition between manufacturers in the stock classes - with Chevy versus Ford or Dodge versus Mercury dominating the landscape. Match races at tracks throughout the country brought large crowds to cheer their favorite. Then, with the likes of Dick Landy, the Ramchargers, Roger Lindamood, Sox & Martin and a host of others, racers began experimenting with altered wheelbases. That led to lighter bodies, fuel injection, and a host of other changes. That's when the real war started.

The early 1964 and 1965 Comets were factory built and then sent out for modifications. The frames were lighted up and other modifications made. The A/FX meant 'Altered Factory Experimental'.

Men like Arnie "The Farmer" Beswick and Dyno Don Nicholson, both superb engine tuners, began their racing career in the 40's and 50's. As the factory drag racing wars began to escalate in the mid 1960's, Beswick and Don were two of the individuals leading the pack, often ending up in the winner's circle with their Mercury Comets.

As manufacturers realized the potential of winning results and how it translated to sales, they became more involved in the activity. Guys like Beswick and Don raced for fun and money. The fun became a business and the money became important. There were many racers in the 1960's that caught the attention of the factories. Guys like Jack Chrisman, the Dodge Chargers, The Ramchargers, Dyno Don, Dick Landy, Gas Rhonda, and many more helped propel the factory experimental class in the mid 1960's. As they experimented with altering the

wheelbase, supercharging or injection, bigger slicks, transmission, etc., the factory wars were in full swing.

Moebius, who I consider the industry leader in the production of 1/25 scale model cars now that Revell has gone under (**stayed tuned – editor**), has been producing some highly detailed, outstanding model kits of late. Their Hudson Hornets took car modeling by storm, and this new Mercury Comet A/FX kit will well be in the running for "Kit of the Year" amid 1/25 scale model car kits.

The kit comes with the famous Ford 427 cubic inch, single overhead cam factory experimental drag engine, the dual snorkel hood, Cragar wheels and drag slicks, a complete drag racing suspension and interior, and colorful hi-quality decals to replicate the Arnie Beswick Comet A/FX.

There are multiple trees of medium gray plastic, flash free parts, including a tree of clear plastic parts for the windows, and bagged chrome parts. The chromed valve covers have indentations on them to show where to drill holes for spark plug wiring. Realistic rubber-like racing slicks and front tires are also included.

The large, fold-out, poster-like instruction manual features Beswick's car, and the front page includes important instructions for building the kit, although most good modelers already know these steps.

The back page features the suggested paint colors for all the parts making up this kit. There are also full color pictures of what the interior, frame, engine, and completed decaled car should look like. References are also given for Model Car World lacquer paints, as well as Bob's Paints.

There are six assembly blocks to complete this model, and within each block, there are minor sub-assemblies, lettered A-G. Each sub-assembly deals with few parts, and it is IMPORTANT to follow the written out instructions per block, as well as the diagrams for each block.

Construction begins with block one, in which the two engine block halves are glued up. It's important to follow the written out instructions in order, for ease of assembly of the engine. Be sure to align the engine block halves evenly, to allow for the intake manifold, cam cover, and cylinder heads to mate well with the engine block.

In assembly block 1-B, the valve covers, and transmission halves are added to the completed engine block. Be sure to sand out the seam created on the transmission, and insure proper mating of the transmission with the engine block. Then in block 1-C, the water pump, starter, coil, oil filter, and radiator hose all get added. Allow for drying time of all these parts, before moving on to the next sub-assembly.

In block 1-D, the fan, pulleys and fan belt, and alternator are added.

In block 1-E, the two 4-barrel carbs which should be painted with a mixture of Metalizer Brass and Aluminum, are glued to the intake manifold. You are given your choice of the stock oval air cleaner, or the correct drag racing air cleaners. A distributor is included, which can be drilled out for plug wires, but it's far easier to go with a pre-wired distributor. The upper radiator hose is also added in this block. The completed engine assembly should now be set aside for all parts to dry completely.

Block two concerns assembling the front wheels and tires, along with the rear wheels and drag slicks. The wheels simply press into the tires.

Now we come to the most difficult block in the assembly of this kit – the chassis. I highly recommend that parts be dry fitted, and their proper location well identified, before gluing of the chassis parts.

In block 3-A, the left and right engine mounts are added to the frame. These must be aligned straight and even, to allow for the engine to fit into the frame. It's also important to take ONE ASSEMBLY AT A TIME in construction of the chassis parts, to allow for hardening of the glue before adding additional parts. Once the engine mounts are completely dry, the left and right exhaust headers are glued together, and they should then be placed aside to dry well.

Then in step 3-B, you carefully position the headers in the frame, being sure to center the space between the header tubes over the engine mounts. DRY FIT to insure you see/know how the headers should be placed. Then, take your completed engine assembly, and insert it into the frame. Once it's centered on the engine mounts, you can fit the headers to the exhaust ports on the cylinder heads.

In step 3-C the wheel locator pins are placed into the left and right front spindles. Let this assembly dry well before proceeding. Once dry, you can add the backing plates. For step 3-D the left front shock tower is glued to the left inner front fender, and set aside to dry. Likewise, with the right shock tower and inner fender. When dry, you follow with the left spring, and left upper suspension arm. These constructions MUST be allowed to dry before the next procedure. Then, you do the right shock tower, right inner fender etc.

In step 3-E, the master cylinder is added to the firewall, and the firewall's added to the frame. Then, the spindle assemblies are added, and cemented to the left and right inner front fenders. Care and attention MUST be taken to insure the spindles are correctly placed left and right. During step 3-F, the lower radiator hose and upper radiator hose are cemented in place. Then, the radiator core support is added, making sure

that the radiator hoses are properly located. You then add the horns and hood latch.

In step 3-G, the rear axle is glued up, and the rear brake backing plates are added. Then, add the left and right rear springs, and add the drive shaft to the rear axle. Then add the left and right shocks. Now cement the rear axle assembly to the frame, making sure that the front locator pin in the drive shaft fits the transmission. Next, add the transmission cross member to the frame floor, and add the traction bars, and steering tie rod. This completes the entire frame assembly.

In step 4-A, the pedals, tachometer and small gauge cluster are glued to the dash. Next, cement the steering wheel and steering column to the dash.

In step 4-B, the left and right interior side panels are added to the floor, followed by the back seat elimination panel. Then, add the completed dash. Next, add the shifter and seats. Assemble the roll bar, and add it in place in the interior. This completes the interior. The interior color for all the A/FX Comets was bright red.

In step 5-A, we deal with the body. All the A/FX Comets were painted gloss white. First, install the rear view mirror to the inner roof of the body. Next, add the left and right vent windows, and allow to dry. The vents fit from INSIDE the body, so use care, and use glue meant for clear parts here. Then, add the rear backlight and windshield. These parts glue in from the OUTSIDE of the body. Then for step 5-B, the four headlights glue into the grille. When dry, the grille is added to the front of the body, followed by the rear body panel. Then add the door handles. A/FX drag cars did not use wipers, so you can eliminate them.

Finally, we come to block 6. In block 6-A, install the body over the completed interior and frame. Then add the front stone shield to the front bumper, and attach this front bumper assembly to the body. Next, add the rear bumper and tail light panel to the body. Follow that with the front and rear wheel/tire assemblies. Add the hood, and that completes the model!

Follow the back page decal placement pictures to add the Beswick decals. For those not wanting to build Beswick's car, there are alternate decals available thru SLIXX DECALS, for the "Dyno Don" Nicholson, and Hayden Proffitt Comets. The Nicholson decals are the most colorful of the A/FX Comets.

This kit is not recommended to the beginner car modeler. The entire assemblies in step 3 are complex, and require some advanced building skills. I rate the Skill Level at 3-4.

Still, this new Moebius/Model King kit ranks right up there with the other great releases from this manufacturer. It may well be "Car Kit of the Year"!

It's a MUST for those of us who well remember the "glory days" of 1960s drag racing. ED

Fujimi Mercedes SLS GT3 Build Up



Description: Mercedes Benz SLS GT3 2015

Manufacturer: Fujimi

Kit: 170725 **Scale:** 1/24

by Chuck Herrmann

The Mercedes AMG SLK GT3 has been a successful racer in a number international GT series for several years. There are several model kits of this available as well as many aftermarket decals sets, as the real car is sold to private customer teams. The internet has lots of photos of build ups of the various versions. So when I saw one for sale at the recent IPMS/USA Nationals in Phoenix, I was interested. It was the Fujimi version, not the Tamiya kit, and was offered as a started kit, sold "as is". It was not too far along, and there was also a set of Studio 27 aftermarket decals all for \$20 so I grabbed it.



The kit I have is based on a car that raced in the Japanese Super GT Series in 2015. This is the earlier version of the SLK. (A new version raced from 2015 onward, that is the Tamiya kit). It is definitely a Japanese livery, a blindingly bright anime style car with sponsors I am not familiar with. These look like a nightmare to put on, even for someone who really enjoys applying decals.



The other decal sheet was for the 2013 Spa 24 Hours race winner, a race in the European Blancpain Endurance Series, so that is what I decided to build.

The kit is molded mostly in white (body, interior) and black (chassis) with clear plastic and some chrome items. This kit is a curbside and no engine but full interior. The instructions are an eight page booklet. The kit decals are a very complex pattern, so there is a separate instruction sheet for applying them. Quality is typical Fujimi.

As mentioned, my kit had been started, so I needed to assess the condition to see if I would continue or just use the kit for spare parts. The body painted white with some of the side body panels glued on. It was not really a glue bomb, as most of the parts were still on the sprues. It looks like the builder tried some of the kit decals, then tried some of the Studio 27 decals before giving up. I disassembled the side scoops and cleaned them up. The paint scheme I decided to do was also white, so I sanded off some funky spots, smoothed it all up then applied first a DupliColor White primer followed by Testors Classic White Lacquer from the rattle can. After polishing it out it looked okay. The lower pieces of the side vents were missing, so I was forced to make some from sheet stock. Then I cleaned them all up, primed and painted and reattached the body side parts. It came out okay so I decided it was good enough to continue the project.



Chassis/Suspension: The chassis is a basic flat pan as are most contemporary sports cars. I sprayed it flat black. The front spoiler is molded to the front of the chassis and needs to be black. The lower suspension arms are molded to the

chassis; the upper arms are a separate piece. My kit was missing both front and rear springs which mount to the arms. Since this is a curbside and these were not visible when viewing the finished model from the side, and they were not needed for support I just left them off. The exhausts are chrome pieces which mount on top of the chassis pan and protrude through holes in the body just behind the front wheel wells. So most of the chrome is not visible, a good thing because there were lots of mold lines which do not show up once the body is mounted.

Wheels/Tires/Brakes: The tires are rubber vinyl. The kit came with rub on Yokohama marking, but I used the Pirelli Decals from my aftermarket sheet. The wheels and brakes come chrome plated, many racers use black or steel wheels but they looked so nice I left the chrome. The Brembo pad markings were decals. A wash over the brakes brought out the highlights.



Interior: The interior is a tub design that mounts on the top of the chassis. The molded in detail of the electronics is really nice.



Painting brings out the details.



I painted the tub gloss white to allow all the details to be visible when installed in the final car. There is a full multi piece roll cage. There are no seat belts or seat belt decals included, so I used some decal seat belts from my decals stash.

Body: The body is one main piece, but the side vents are multiple pieces as noted previously. Everything fits together well. I painted it Testor

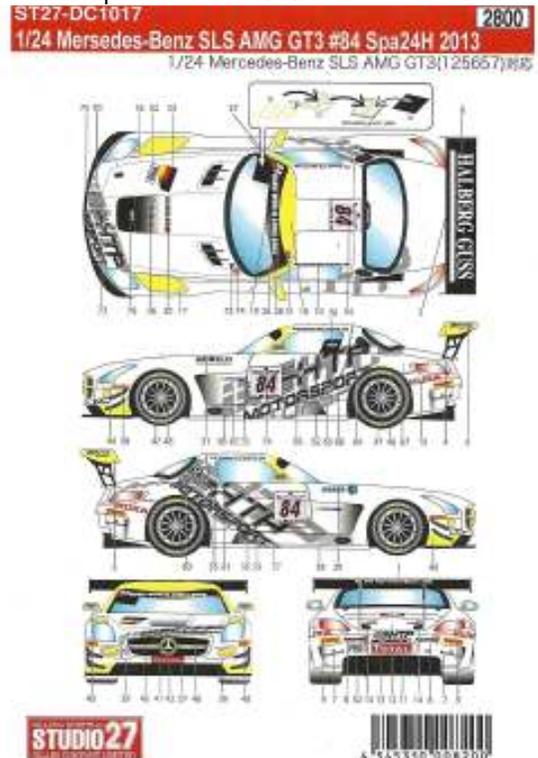
Classic White Lacquer, from the rattle can. It polished out well. The front winglets are four separate pieces, a bit fiddly but they went on fine. The large rear wing mounts on two struts and has two end plates that were a bit tricky. The front grille is several separate pieces over a separate grille so painting is no problem.

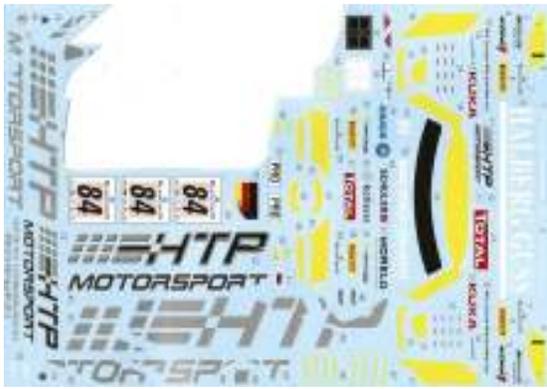
Final Assembly: The clear windows are a one piece unit that fits from underneath, and it fit fine. So did the clear headlights and taillights. The actual headlamps are chrome pieces. The rear taillights needed to be painted clear red. There are front and rear towhooks, these were painted red. The body fits over the interior tub onto the chassis with no problems, unlike several other recent builds.



Decals: As noted when I bought this kit I had a partial kit sheet and a partial aftermarket set. I did not like the kit Japanese anime style decals.

The other sheet was from Studio 27, which I had never tried. These were for the winning car from the Spa 24 Hours 2013.





The sheet was complete except for one side of the main sponsor, HTP Motorsports. So I decided to do a somewhat modified phantom version, maybe from an earlier practice session?



Since the body was white, I did want to use some of the yellow sections for contrast. I was pleasantly surprised at the quality of the color of these decals; they went on fine with a little setting solution around the biggest curves. And they dried very glossy, as glossy as the paint. I did not use all the yellow sections, just some to stand out. I should have painted the rear wing endplates white, as over the semi gloss black the yellow definitely looks darker,



The HTP Motorsport logo that was supposed to go over the front grille I used on the top of the hood, without the added shadow effects.



The decal sheet included a three piece set to represent the race position indicator lights on the upper left windshield, these I left off too.



Most of the rest of the decals were applied either where they were or fairly close. I was satisfied with the final look. And again the Studio 27 decals were great among the best I have ever used.



Summary: I am pleased by the end result. I have not built the Tamiya version of this car, which gets rave reviews online so I cannot compare it to this. But this kit had no real fit issues, and the end product looks good.



The real thing in action, SPA 24 Hours 2013

