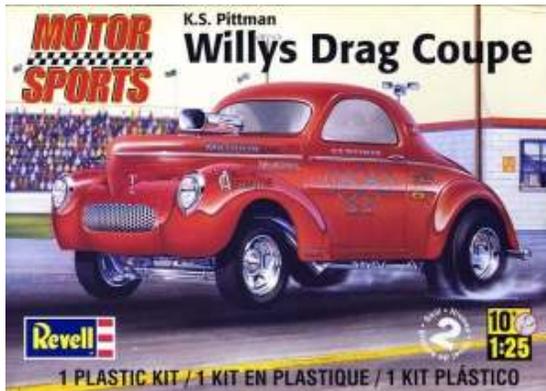




Albuquerque Model Car Club Newsletter December 2018



In This Issue:

- Hobby and Club News
- Two Kit Reviews:
 - Revell Germany Porsche Panamera
 - Revell 41 Willys

*Happy Holidays from the
Albuquerque Model Car Club*



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**

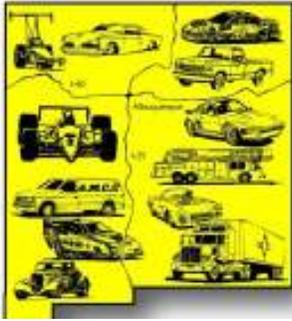
**Meeting Location: Old Car Garage 3232 Girard NE
Albuquerque, New Mexico**

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

AMCC Meeting Minutes



November 3, 2018

The meeting last month was held November 3 at the Old Car Garage. I was not able to attend, and Dave lost his notes to equipment issues. So we have no photos, sorry!

November was the Quarterly Contest, the theme was Pro Street. The winner was Brad Smith with his red Hudson. In second place was Paul Lach with a Chevelle.

Quarterly Contest Schedule

February 2019 Theme: Scratchbuilt/Kit Bash

Start thinking about your suggestions for next year's quarterly contests. We will be voting on the next four themes in either January or February.

The next regular meeting of the Albuquerque Model Car Club will be on Sunday, December 2. This will be at the usual location, The Old Car Garage. This month will be the Christmas Party.

The big news is that after many years Rich will be retiring from being AMCC Club President. Rich has done a lot for over ten years, basically by himself, and is getting burned out. So we will need to elect a new president at the January meeting. Please consider stepping up to help out the club. Any way the effort can be spread around would be appreciated. Exact duties can be determined by who is selected and by any new ideas that members bring up.

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

2019 New Mexico Supernationals

The New Mexico Supernationals have announced the 2019 show dates. It will be January 25-27. We plan on doing the model car contest as usual, details on the theme will be available soon.

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

January 25-27 New Mexico Supernationals Model Car Contest
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.

*Happy Holidays from the
Albuquerque Model Car Club*

AMCC MAILBAG

by Chuck Herrmann

Industry News

Westside Hobby Lobby Moved

In case you haven't heard, the Westside Hobby Lobby store off Eagle Ranch and Irving has closed. It is now open in its new space, in Cottonwood Mall, in part of the former Macy's space. It looks like about the same amount of space in the model aisle, so the Revell disruption apparently has not hurt.

Somehow, in this brand new space, they used the same low end tile, shelves and wall coverings, so it looks like they have been there forever instead of only a few weeks!



Revell Update



Hobby stores are now getting shipments of new Revell kits. These are in the US style boxes, and are US style subjects despite lots of online drama.



The biggest news is that the new Ford GT race car kit is now available from Revell Germany. Here are some photos.



New Tamiya Ford GT



Speaking of the Ford GT, Tamiya has announced an all new kit of the street version of the car. This news seems to have hit the modeling world by surprise. Planned ship date is February 2019.



New Fujimi Nissan RC91P Kit

An all new Lemans Group C racer kit from Fujimi is the RC91. This looks similar to their series of kits from the 1990's, and this is the first all new tooling in many years. This looks like a curbside, similar on detail and design to the prior kits.



This new kit includes decals for the 1991 All-Japan Sports Prototype Car Endurance Championship (JSPC) NISMO (NISMO) team CAR No.23 driven by Kazuyoshi Hoshino and Toshio Suzuki. The RC91P also won the IMSA Daytona Rolex 24 Hours in 1992. We can assume the aftermarket will shortly provide those decals.



Fischer Resins and Quikskins

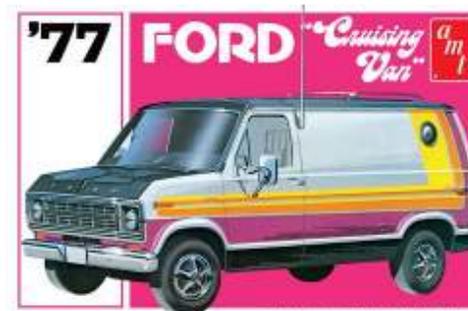
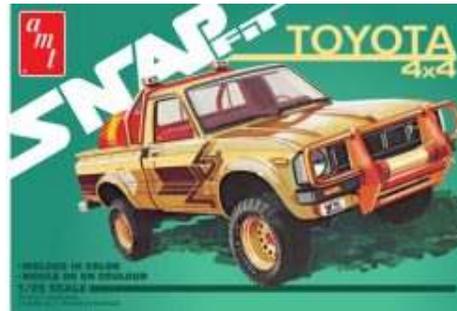
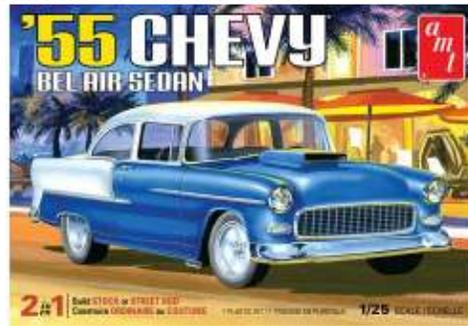
M&S Hobbies has sent along the following email:

As you know there was a terrible fire in Northern California, specifically Paradise, CA. This was the home of Paul Fischer of Fischer Model Products (our resin Caster) and Joe Vondracek. Both are good friends and business partners. Both are doing fine, they escaped with their families. Unfortunately they lost everything else. M & S Hobbies lost the masters for our Cadillac LMP, Audi A4 and Chevy Monza, these kits no longer exist. Once again good wishes and thoughts to Paul Fischer and Joe Vondracek.

Apparently that also means that the Fischer Models molds and resin kits are also lost.

Round 2 New Stuff

There are more reissues coming from AMT/MPC. Here are some.



I did see something on Facebook about a new version of the 34 Ford Pickup that will include Ala Kart wheels.

Another Model T Variant



The next variation of the 1/24 Model T tooling by ICM will be this 1912 Commercial Roadster.

Revell Germany Porsche Panamera Build Up



Description: Porsche Panamera Turbo

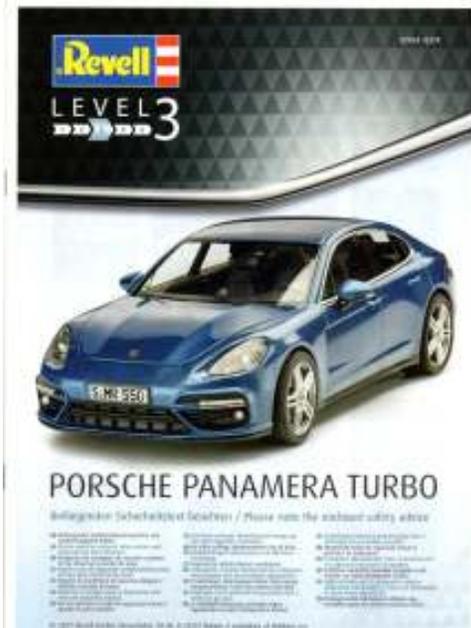
Manufacturer: Revell Germany

Kit: 07034 **Scale:** 1/24

by Chuck Herrmann



After decades of building famous sports cars, especially the 911 series, Porsche has recently branched out into offering first SUVs and now a four door luxury sedan.



Most long time GTR members and followers are aware of my affinity for anything Porsche. So when I saw the kit of the full size Panamera was offered by Revell Germany I had my local shop order me one.

Porsche launched the first generation Panamera, with front engine and four doors, in 2010. The second generation was introduced in 2017. That is the subject of this kit, in the Turbo trim level, with a 4 liter twin Turbo V8.



Having built several recent Revell Germany kits, this one is very similar in design. One thing that stands out is the color; it is molded in a deep blue, matching the box art. The box is the euro style flat box. The instructions are a twenty page color booklet. If you have built other Porsche kits, the size of this one seems huge, much larger than the usual 911.



The chassis is the usual contemporary flat pan. A simplified but complete nine piece engine is included, but once everything is done it is invisible under the hood and the engine shroud. The engine was painted aluminum.



The suspension is pretty basic, single piece lower A arms hold the spindles in holes in the chassis. Once done again most of it is hidden under the body. There is decent brake detail.

The tires are vinyl, the wheels are chrome. I stripped them and painted semi gloss black. There are Porsche emblem decals for the wheel centers.



The interior is a tub style assembly, separate side panels and door pull pieces. I painted mine mostly Kyrton Brown Boots to simulate brown leather, with some black trim. The dash features multiple decals for the gauges and other markings. There is the option of either left or right hand steering, I chose the US version.



The dash mounts to the inside of the body, then the tub is attached

The body is one piece with separate hood. Hinges are separate pieces to provide an opening hood. I never could get them to clear the dash and body and function correctly. So I cut off the ends so they appear to be hinged but it needs to be propped up when displayed. The separate windshield wipers are supposed to fit under the edge of the hood. But I could not arrange them to allow the hood to close properly so ultimately I left them off. They are not visible when the hood is shut.



The headlights are one piece chrome units that mount from inside. The instructions call for black paint in the areas around the lenses, this is pretty vague but I think I came close enough. The covers are clear and fit fine. Taillights are one large clear strip. I painted the body silver underneath, then clear red and black from the inside of the lens per the instructions and box art. The Porsche lettering is a silver decal. There are also clear front driving lights.



There are two options for the chrome exhaust tips. I chose the rectangular ones, actual Turbos use the round tips.

For the paint I used Duplicolor White Automotive primer under the color, this seemed to work well to cover the dark blue plastic. After several attempts at painting the car a tan color, the wet sanding process kept cutting through the paint. So it was stripped and primed again. The final color was Testors Lacquer Fiery Orange Metallic 1831 followed by Testors Wet Look Clear, both from a rattle can.

I painted the side mirrors body color. They feature chrome faces. The door handles are separate items, I painted mine semi gloss black. They appear too large when attached; I should have cut them down a bit closer to the body.

The clear plastic "glass" is four spate pieces, which attach from the outside. Fit was good, I did the trim in black Sharpie felt tip marker from the inside. The instructions called for chrome tri on the side windows but thought black would look better.



There are many decal options on the sheet, I used some printed out yellow New Mexico plates (just one, fronts are not required) with the generic Panamera euro size in front.



Building this kit felt more like building an Impala than a Porsche. I had trouble with the hood hinges, windshield wipers and door handles as noted. Also, several recent Revell Germany kits I have done have very vague mounting points for final attachment of body to chassis. This is no exception, be careful not to let the glue squish out onto the body. But the ride height and stance looks pretty good.



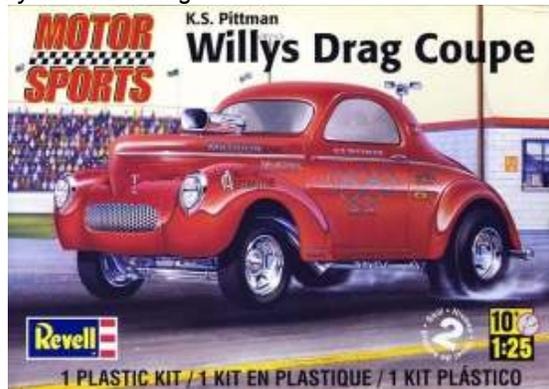
All that being said, I was pleased with the finished result. While this is not a factory color I think it looks pretty cool, a nice change from my usual primary colors.

Revell's Pitman Willys Drag Coupe

Description: K.S. Pitman Willys Drag Coupe

Mfr: Revell **Kit:** 85-4990 **Scale:** 1/25

by Elliott Doering



In the 1960s, drag racing had what is still known as the "Gasser Wars". The gasser class was ruled by the Willys coupe, either the 1933 car, or the popular 1941. Drag racers such as K.S. Pittman was one of the first drag racers to earn a living in "Match Races" from coast to coast. With victories in the prestigious U.S. Nationals, one of the most important drag races of its time, Pittman set records for gas powered drag coupes. He established a record of under 8 seconds for the quarter mile.

The typical gasser of the 1960s was the Willys, powered by a huge, supercharged, fuel-injected Chrysler Hemi motor.

This Revell release captures all the features of a pure Willys gasser. Let's take a look at the kit.

The instruction sheet is pretty straight forward, and comprises seven assembly blocks, with the final page being a decal placement guide.

All the paint colors needed to complete this model are listed on page two, and the paints are readily available. Don't forget to pick up Metalizers as well. Also, you can "go wild" in building this kit. You don't have to build it as the Pittman vehicle. You can use your vivid imagination in choosing a color for your car, via readily available metallic, pearl and candy colors to really show off your car. Likewise, if you don't like the Pittman car, Revell has released this same kit with "Big John" Mazmanian decals, as well as Stone, Woods & Cooke livery, as well as a "Street Rod" Willys kit. So it's "wide open" as to how you can build this kit.

While on the subject of decals, the kit's sheet has three different versions of the Pittman car. The decals I think were done by Slix for Revell, and are of superior quality.

As for wheels, the kit features the "big and small" looks of the 1960s gasser, complete with slicks. Don't forget too, AMT has tire and wheel packs with tampo printed slicks that can really enhance the look at the rear of the car. They're available at Model Empire.

The kit comes with a chrome-plated tree, for some of the motor parts. To me, the chrome plating, while used on many gassers, looks too "toyish". I prefer stripping most of the chrome parts in bleach, as many gassers also had regular metal surfaces, and it brings out more detail hidden under chrome. For example, I

removed the chrome from the Hemi valve covers, and found the valve covers have a nice finned appearance, that I easily dry-brushed to bring out the fins. I kept the four oil breathers chrome, as I wanted just the bare minimum of chrome on the car.

My idea in building this car was to imagine a group of former Vietnam Vets forming a Car Club, and building a gasser together. Oftentimes, most gassers had a creative name lettered on the car, and I found the perfect name for my imaginary gasser – "Agent Orange." My car is painted in an eye-catching "Poppy Red-Orange".

I also de-chromed the blower parts, electing to use various Metalizer shades, and then dry-brushing additional tones onto these parts, to enhance detail.

In assembly block one, we start with construction of the Chrysler Hemi motor. First, the two halves of the motor and B&M Hydro transmission are glued up. Don't forget to sand away the seam from gluing the two halves together. Next the heads are attached to the block, and the front water pump/cover to the front of the motor. Be sure to take your time in adding the heads, so that the notches for the exhaust headers will align with the side of the block. The starter, oil pan, hydro pan, and blower manifold are all added as well.

I elected to drill out the indentations for plug holes on the valve covers, so I could wire the motor with a Preston pre-wired distributor. Thus, I had to also drill out the hole at the back of the blower manifold, to have a place to put the ignition. Wiring the Hemi really dresses up the motor, the more detail the better.

With assembly block one completed, we move to number two, wherein the four oil breathers are added. Take note that there is a very small gluing surface on the bottom of each breather. You want these breathers to stay glued in place well. So, be sure to scrape off the chrome on the bottom of each breather, and the points on the valve covers where they set in place. This will insure they stay well glued while you wire the plug holes. You will also need to devise a way to route your plug wires around the four breathers. It's not difficult, just take your time.

In step two, the instructions state to attach the exhaust headers and the final collector tips on the headers. I would not attach them at this point, electing to wait until you have the frame assembled, and then set the motor in place in the frame, and attach your headers.

The blower parts have to be assembled in a precise manner. The front part, where the blower drive belt and pulleys attach, has a sort of square, keyed tab that must attach well to the blower piece, and the same is true concerning the back plate on the rear of the blower body. If you don't get these parts on right, the blower will not mate with your pulleys and drive belt. By the way, I de-chromed the belt and pulley assembly, and painted the belt flat black, then picked out the pulleys with Metalizer colors. It makes a huge difference. If you're not going to wire your motor, you can add the kit distributor and coil at this point. The coil is a very tiny piece, so I had to place a drop of glue on the place the coil sits, let the glue tack up a bit, and with a tweezers, attempt to stand the coil up straight and level. When finally in place, and after waiting a day for the glue to dry, I took the last wire from the pre-wired distributor, and ran the wire to the coil.

In step three, we build the interior. I note Revell may have made a mistake. They include door handles for the outside of the doors, but neglect to give door

handles for the interior side of the doors. One can perhaps find some door handles in their parts box to remedy this mistake. The gas pedal, brake pedal and steering column are set in place on the frame pan. Then, the seat gets seat belt decals and is glued in place along with the shifter lever, and the trunk separation plate. Finally, it's suggested to cut out the decal having the gauges on it, and using white glue, attach it to the rear side of the dash panel. When dry, the roll bar (don't forget to accent the padding) steering wheel, and interior side panels are glued to the frame pan.

Step four is critical. I'd only do one assembly in step four at a time, and let it dry a day before proceeding on. First, the rear end gets the front pumpkin attached to it, and the rear shocks and brackets added. Be certain you get the shocks into their openings on the rear end, so they set straight and even, as this can throw off your wheel/tire assembly later on, and your car might not sit on its tires good and flat. So, do this assembly, critically exam your work, and set this step aside to dry a day. When that assembly is totally dry and hard, the completed rear end is placed onto the frame rails. There are two precise areas where the rear end attaches to the frame. Let this assembly also dry a day, and again check to assure you have the rear end on straight and level. When it's totally dry, the drag ladders for the rear end are attached to the rear end, with the front of the drag ladder also setting in a precise block on the frame. These too have to sit straight and level, so take care in attaching them. Let this assembly also dry a day.

Next, comes the addition of the front and rear springs, and rear disc brakes. There again are precise areas on the frame rails where the front and rear springs go, and you'll again need to get them on straight and level. Part 66, the rear end stiffener, is a bit tricky to get on. Follow the "shown in place" drawing for assistance here.

Additionally, we also attach the front shocks, front axle, front disc brakes, and tie rod. I'd add one part at a time to the front axle, allowing for plenty of dry time before adding the additional parts.

Block five has us place the wheels into the tires, and set them onto the axle stubs both front and rear. You can elect to not glue them on, so the car will roll, but I usually glue them in place. Here in block five, you get your choice of adding the rear push bar to the back of the car. Some gassers had them, others did not – your choice!

With the rolling chassis now complete, it's now time to add your Hemi motor, and at this point attach the headers and drive shaft. At this point, be sure everything you've so far constructed, is firm in place.

In block six, the Moon gas tank halves are glued up, and set in place on the front of the frame. That done, the radiator sets into a rectangular slot, and the upper and lower radiator hoses are added. The instructions (as usual) are not very clear as to where the hoses attach, so you'll need to hunt for the points to attach them.

In the next portion of block six, your painted body is now turned upside down, to allow for your completed interior assembly to be inserted into the body. But first, the front and rear glass has to go in, and it'll be a bit tricky. Be sure to test fit the glass often to see where the best gluing surfaces lie before adding any glue. And don't forget to use glue for clear parts. My kit

came with red tinted glass, as well as clear, so the choice is yours.

Here again comes a tricky part – attaching the body to the frame. The frame rails at the rear follow the inner curve of the rear of the body, but the frame rails don't go far into the body. To remedy this, I suggest clamping the frame in place within the body, and then slowly glue along the frame rails where it meets the body. Plenty of patience and drying time is required here.

A pattern is also given to cut out side windows from a piece of included acetate plastic. This is a very clumsy operation. No matter how closely you outline the pattern for the windows on the piece of plastic, cutting them out will pose major problems, and no matter how carefully you glue the plastic in place, you will see the edges of the plastic and glue when you look thru the windows. My advice? Forget the side windows!

Finally, we come to block seven. Here, the door handles are added to the doors, the tail lights (after using transparent red) are added if you want. Again, some had them, others did not.

According to National Hot Rod Association (NHRA) rules, any vehicle capable of hitting 150mph, had to use a mandatory drag chute. One is included, and there is an edge on the trunk lid where you can place it. But be VERY careful not to get glue on the trunk when attaching it.

Special instructions are also given on how to cut the photo-etch grill from the included fret, and how to attach it to the grille opening. Study these instructions well, go slow, test fit often, and you should do well.

Finally too, the head light buckets are installed in the front fenders, and the clear lens added. This completes the model.

Step eight has the decal placement guide. If you don't trust the Revell decals, Slix has Pittman decals available, as well as "Mini-Sheets" with gasser names, logos etc. available. Just go to SLIXX website, and choose GASSERS, and a wide variety of decals appear for gassers.

Plan your own individual gasser well. For inspiration and reference on 1960s drag gassers, I direct you to the following excellent book – GASSER WARS- Drag Racing's Street Classes: 1955-1968, by Larry Davis. You might find cheap, used copies of this book available on Amazon.com. I did!

I can well remember when the Stone, Woods, & Cooke 1941 Willys kit was released in the mid-1960s, and how I and my high school building buddies – John and Paul, used to dream up our "dream cars" and gather together in John's basement. We all had Willys kits, and we let ourselves "go wild" in building them. I hope you do the same.

This is a relatively simple kit. There's nothing really overly complicated at Skill Level 2. If you still remember drag racing in the 1960s, especially the gasser class, this is a no-brainer. GET ONE and HAVE FUN! ED