



Albuquerque Model Car Club Newsletter July 2019



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2019 Rio Rancho Mopar Fest



Albuquerque Model Car Club

2019 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

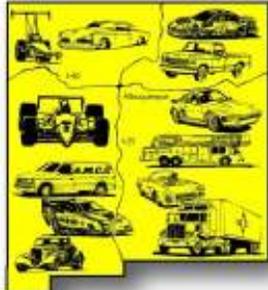
Meeting Location: Old Car Garage 3232 Girard NE
Albuquerque, New Mexico

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



June 2, 2019

The meeting last month was held Sunday, June 2 at the Old Car Garage.

AMCC May 2019 Treasury: \$1,231.86

Meeting Minutes

Notes thanks to Dave Allin.

The State Fair entry forms are now available. The club voted to reimburse Rich for the printing costs. State Fair entries must be brought in on August 19-20 between 9:00 and 5:00. The Fair will run from September 5th to the 15th.

The Museum show went well. The People's Choice award went to a chrome valve cover racer.

The next meeting will be July 7.

New kits out now:

Round 2: AMT Two-post hydraulic lift, and 1953 Ford F-100 Coca Cola.

Moebius: 1966 Ford F-100 Flareside. A utility truck version is coming soon.

Model King: Dyno Don Nicholson version of the 1965 Comet Cyclone

ICM: Four Navy SEAL team figures in 1/24.



Quarterly Contest Schedule

August: Cars built in a year ending in 9

November: Gassers

Feb 2020: Two versions of same car.

2020 SuperNats Theme

Bonneville/Land Speed Record Cars

The next regular meeting of the Albuquerque Model Car Club will be on Sunday, July 7. This will be at the usual location, The Old Car Garage.

Bring in your recent builds to show, or your current projects.

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 group page.

Meeting Photos

Here are some photos from the June meeting. Raffle Table



Display Table



In Progress Builds





Machined pulleys on the 1/12 scale Revell Mustang – very nice!



3d printed funny car body



Events Calendar

August 3-4 Route 66 Calendar Car Show
Route 66 Casino, I-40 west of Albuquerque NM

Aug 10-11 ABQ Dragway Swap Meet
Albuquerque NM

August 19 & 20 Entry Dates for NM State Fair
9:00 to 5:00 Creative Arts Building
Expo New Mexico State Fairgrounds, Albuquerque NM

Aug 23-25 1st Annual Route 66 Street Rod
Nationals
Expo New Mexico State Fairgrounds, Albuquerque NM

September 5-15 New Mexico State Fair
Expo New Mexico State Fairgrounds, Albuquerque NM

September 26-29 – Annual NMCCC Auto Swap
Meet – Isletta Casino (new location)

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

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



AMCC MAILBAG



by Chuck Herrmann

Real Life

Special Liveries for Final Ford GT LeMans Appearance



Ford has announced that this year's LeMans 24 will be the final factory team race for the current Ford GT. In honor of the occasion each of the five cars entered in the race featured different paint and markings, with three of them being nostalgic schemes based on historic past Ford GT successes.



Several aftermarket decal manufacturers have announced that they will offer sheets for the unique versions to fit the Revell kit. The Wynns scheme will especially be in demand after the car

won its class, but was later disqualified in a controversial decision. And it just looks great.

We still await word if these cars will race after this season, as several private teams have expressed interest in running them.

Industry News

Petty 79 Olds from Salvino JR



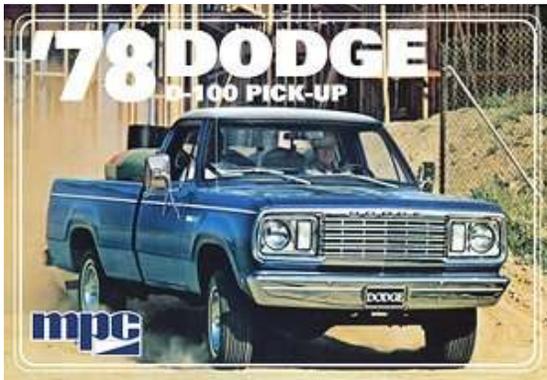
The next vintage NASCAR kit coming from Salvino JR will be the 1979 Richard Petty STP Oldsmobile 442.

AMT New Stuff

Here are some upcoming new releases from Round 2/AMT/MPC.



The Subaru Brat has not been available for a long time.



This 78 Dodge is set to release late summer.



MPC will capitalize on the recent Godzilla movie by reissuing the old Jeep kit with Godzilla box art and a cardboard display base, also Japanese military decals.

Revell



At the recent NIMCON IPMS event in Crystal Lake, IL, Revell had a display of new kits. Good to see they are actively promoting new stuff.

Media

Heroes Movie coming from the Motorsport Network (from Motorsport.com)

A new feature-length film focusing on the lives of five motor racing legends will be unveiled this July. The film, *Heroes*, has been written and directed by Manish Pandey, who 10 years ago wrote the screenplay for the award-winning Senna movie.

This new movie – commissioned by the Motorsport Network – brings together drivers from F1, sportscars and rallying who tell their stories to each other over a day and a night together in an English stately home.

The four racers are two-time Formula 1 world champion Mika Hakkinen, former Ferrari grand prix ace Felipe Massa, nine-time Le Mans winner Tom Kristensen and World Rally Championship runner-up Michele Mouton. The final protagonist in the story is Michael Schumacher, who at some stage in his career has either worked or raced against the other four racers in the film.

Ford vs. Ferrari to Open Nov 15



The upcoming *Ford vs Ferrari* movie, about the famous rivalry that lead up Ford's 1966 LeMans victory is set to be in theaters Nov 15. The trailer has been available on the internet, it looks pretty good. Only issue seems to be Matt Damon playing Carrol Shelby?

2019 Rio Rancho Mopar Fest

This year's annual Rio Rancho Mopar Fest was held Saturday June 15 at Haynes Park. Unlike last year it was nice weather this time. We were inside in our usual location.



We had our display set up with lots of Mopar related models and kits. Also we had some in progress builds on the table.



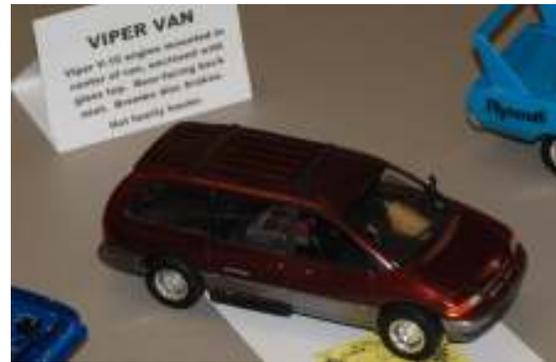
The People's Choice Contest drew ten entries. As last year, Paul Lach sweep 1-2-3 in the voting and won all the medals.



The winners are shown here, a 1968 Dart, a 1968 Charger and a 70 Cuda all featured lots of added details.



First Place Peoples Choice Winner



Among the real cars on display was our own Tony Gittos 1970 Charger.



Real Rides at Mopar Fest





This Buick grill was on hand, an old Buick getting a second life as a food stand!



HOW TO SURVIVE A RESIN KIT

By Dave Allin



If there is a particular car you want to build a model of, and there is no plastic kit of it available, you might be tempted to buy a resin kit. Beware. While some resin kits are almost as good as the plastic kits from the 1950's, many, if not most, are just terrible. And all require different techniques from plastic kits. The 1959 Studebaker Lark resin kit I just built is from the more horrible end of the spectrum, but it provides lessons that apply to almost all resin kits. It was the only 1959 Lark kit to be found, and my customer wanted a model of the Lark that ran in the Daytona 500 in 1959, the only Studebaker in NASCAR. So we had no choice.



Almost all resin kits require a donor plastic kit for some of the parts. As you can see, this kit came with only the body and interior, no instructions, and very poorly cast parts. Since it came with an open hood, and the customer wanted it complete with an engine, using the chassis from the old Johan Lark kit wouldn't work.



I found that the chassis from the AMT 1953 Studebaker kit was an almost perfect fit, requiring only a slight shortening at the back end. I was really glad that this chassis' wheelbase was correct for the resin kit, as other kits I have built require moving one of the axles to get the wheels centered in the wheel wells. A slight modification of the body provided a good place to glue the back end of the chassis when I would get to that stage. Using the '53 kit for the chassis and engine

is actually correct in this instance, since Studebaker didn't really change them for over ten years. The only modification to the engine was to replace the canister-style air cleaner with a more modern type from my parts box. Since the model was to represent a car raced in NASCAR at Daytona, I needed the correct wheels. I found some early NASCAR steelies on eBay, and combined them with the over-sized tires that came with the '53 Stude kit. I used plastic tube heated over a candle to create the straight side exhaust pipes. All of this was from a plastic kit, and required the usual building techniques. The body and interior were a whole different story.

Resin kits have three main problems: mold release, pinholes, and glue. Every resin kit will require extensive scrubbing to remove the mold release agent; otherwise the paint will do strange things like turn mottled or have fisheyes. I usually soak the resin parts in Bleche-Wite tire cleaner, and then scrub them with Dawn. And then I pray that it worked. This particular kit had a very rough surface that required a lot of wet-sanding, which also helped remove the release agent. Next, like almost all resin kits, it had a lot of flash that had to be carefully removed and all the edges sanded. And for glue, you must use either super glue or epoxy. No other glue will work. I prefer the Loctite super glue gel for large parts, and a zap-a-gap type for smaller parts. The problem there is you must get the parts in the right position immediately, for there is little time to adjust.

Resin kits require a LOT of test-fitting, as major components often do not match up. On this kit the interior tub was too wide to fit inside the body, so I cut pie-shaped wedges out of the front foot-board, applied super glue, and squeezed the sides in with a big rubber band until the glue set. Even then, I had to add sheet styrene to the ends of the dashboard to make it fit onto the door panels. The package shelf on the kit interior didn't reach the edge of the back window, so I extended it with sheet styrene. I used the steering column and wheel from the '53 kit, and added floor pedals made from sheet styrene. You'll need a lot sheet, strip, and tube styrene when building a resin kit to modify parts or add detail. Aluminum tubing comes in handy a lot, too.

Resin kits often have a problem with pinholes. When the resin is cast, it can have small bubbles that rise to the surface, leaving a tiny hole that you usually will not be able to fill with body putty. Instead get a package of plastic rod in various very small sizes, and find the size that just fits in the hole. Put a drop of gap-filling super glue on the end, shove it in the hole, put a little accelerator on it, and then cut it off at the surface and sand it smooth. Voila, the hole is gone.

Most resin kits come with vacuformed windshields, but this one didn't. The Lark's windshield and rear window were not compound curves, so making the glass was at least possible. First I used the point of my hobby knife to carve grooves on the inside of the A-pillars, and used half-round styrene strip to make narrow shelves for the rear window. Simply glue the half-round strip round-side down, tilted slightly away from the glass, which leaves a slot the window will fit into. Then I used card stock to make patterns, cutting the card until it would snap into the grooves and curve around inside the window frame. Using the cardboard patterns, I next cut the windows out of clear acetate, which I salvage from old Christmas card boxes. Even though the card patterns fit perfectly, the acetate

copies will not, and you will have to cut-and-try until they do. Once the body is painted, you snap the acetate into place and then seal it with a clear glue. I prefer the watch-crystal cement called G-S Hypo Cement which has a hypodermic needle applicator. It's available at Hobby Lobby and Michael's in the jewelry department.

The kit's body required some modifications. The B-pillars interfered with the interior fit, and were the wrong shape anyway, so I cut them out and replaced them with ones I made from sheet styrene. I used strip styrene to create ledges on the inner front fenders for the hood to rest on. When I test-fitted the chassis, I realized that the body had no inner fender wells, which on the '53 Stude kit are molded with the body. I cut the '53 inner wheel wells off and glued them to the chassis, and then added extensions made of sheet styrene to fill in the gaps to the fenders. Not perfect, but acceptable. The bumpers that came with the kit were simplified and had no way to mount them. The simplicity was actually okay, since they fairly well matched the race version, but they did require chroming, which I did with Spazz-Stix. To mount them, I drilled small holes in the back and super-glued in short pieces of jewelry head pins, which would fit in matching holes I drilled in the body.



After repeated test fittings and minor modifications, I was satisfied that the body, interior, and chassis would actually all fit together, at least until I painted it. For some reason, once parts are painted, they no longer fit together and require further modification. First I painted and assembled the interior, adding the roll bar from the '53 kit. Then I wet-sanded the body until it felt fairly smooth, let it dry, and sprayed it with Tamiya fine white primer. That revealed some minor flaws that I corrected and resprayed. Next I chromed the scripts with Bare Metal Foil and then sprayed the model with Duplicolor automotive enamel from a pre-warmed rattle can. As soon as the paint was dry to the touch, I removed the paint from the scripts with a toothpick dipped in lacquer thinner. Once the body was thoroughly dry I painted the window frames and added the chrome details with BMF. On this kit the taillights were so poorly cast that I glued them on before painting, and then applied BMF and paint afterward. Next I glued in the glass, added the grille, and put in the interior, which, of course, no longer fit. More modifying was done, and then the interior was mounted with Gorilla tape and the chassis was glued on with lots of superglue.

Meanwhile I had made the decals, using obscure fonts in Word and downloading pictures for the sponsor decals from the internet, and then printed the decals onto Testor's clear decal paper and clear-coated them with air-brushed Testor's Gloss-Cote lacquer. Finally I added the bumpers and hood tie-downs made from wire, applied the decals, and after they had thoroughly dried, waxed the model with Pledge. The end result is okay, and the customer is pleased, but it took a great deal of effort to get it even

this far. That is what it takes, however, to build a model of a unique car that AMT or Johan would never have bothered with. Remember, not all resin kits are this bad. Modelhaus put out some really good kits, and there are nice kits out there from Missing Link and MCW, but most resin kits range in quality from fair to terrible, and even the good ones require more effort than a plastic kit.



Porsche 356-A Carrera Speedster



Description: Porsche 356-A 1500GS
Carrera Speedster

Mfr: Fujimi

Kit #: 08031 EM-31 **Scale:** 1/24
by Elliot Doering Milwaukee, WI



I've always liked the looks of what is sometimes called "The Bathtub Porsche". I've seen a lot of them up at Elkhart Lake's Road America Circuit for the Spring and Fall Vintage races, and looked thru my stash of kits to luckily find I had this kit. So, I decided to review it this month. If you're going to the upcoming "June Sprints" At Road America - Elkhart Lake, you'll no doubt see quite a few Porsche 356s.

Doctor Ferdinand Porsche, the founder of Porsche, when designing the 356 intended to build a "fast compact car" above all.

The Porsche 356 thus laid down the basic policy of all Porsche cars. The 356 was a 2+2 type sports car, designed by Ferry Porsche, the son of Dr. Porsche.

It featured an engine and transmission adapted from the VW Beetle. The 356 was produced during 17 years, from 1948 to 1965, gradually evolving from the 356 to 356-A, "B" and "C", with almost no modification to its body styling.

With the advent of the Porsche 356, the world of lightweight sports cars saw a new type of car. The 356 became a milestone in the world of automobiles, and has as a matter of fact in many different ways influenced the Porsche 911 that was introduced only much later.

So, let's get to it and give this kit a good going over. First however, this kit is very complex, and although no skill level appears on the box, I would rate this kit at Skill Level 5 at least, possibly more. Why? Because the kit is comprised of many tiny parts that will be difficult to handle. You'll probably require a tweezers to carefully apply these tiny parts. The chromed tree of parts also holds tiny parts. If you do not already have a Molotow Chrome Pen, you will need one to carefully touch up the chromed parts after you nip them off at their sprue attachment points. You'll need to be VERY careful in assembling this kit, so as not to lose the small parts.

Secondly, in order to build an accurate Porsche 356, you'll need to do a google or yahoo on-line search for body colors, as well as interior colors. They are there on the NET.

The box is Fujimi's rectangular large size, with nice box art depicting a red 356.



The kit holds two small trees of medium gray parts, another small tree holding two types of tops, a full convertible top, a folded convertible boot, and a very nice tunneau cover over one of the 2 seats for a racing appearance –VERY COOL!

Next we find a longer tree of gray parts, and two white trees, which hold frame components. Then, we find the small trees holding the clear plastic parts for the windscreen, and side windows etc., and light lenses.

As mentioned, there is a very large chromed tree, holding all the bits and details on the body. The chrome is brilliantly bright, scratch free, and all the tress in this kit are separately bagged, to avoid damage or scratching of parts. Looking over these trees, I found virtually no flash, and all parts are extremely well cast with considerably nice detail.

The wheels are especially nice. Rather than a really shiny chromed appearance, they are cast in a satin-like polished aluminum look, that will provide plenty of "eye candy" on the finished model. Tires are in keeping with the size of early sports car tires, and are real rubber.

The body is cast in white, and exactly captures the size and look of the real car, in 1/24 scale. There is a separate opening hood and trunk cover.

A small decal sheet is included with gauge decals, dash markings, body emblems etc. I think the decals were printed by Fujimi, and I've heard that Mr. Softener, & Mr. Setter will work on these decals. Possibly Micro Set and Micro Sol may work too.

The instruction booklet is of the typical 8.5x11 inch type. The first page gives a brief history of the Porsche 356. The second page lists all the paint colors you'll need to complete the model. Next to each part, there is a call out for one of the paint colors listed on page 2, making for identifying what color to use on parts easy.

We begin construction on page 3. There are 22 assembly blocks to complete this model. In addition to that, at each assembly block there are alphabetical sub-assemblies that MUST be followed VERY carefully. Construction at each block will be slow, and quite involved. Time MUST be taken to allow for parts to dry well, before proceeding.

In block 1-A the two seats are glued to the seat frames, and an attachment rail is added to the bottom of each seat. Care must be taken here to align the attachment rails level and straight, so as to make gluing them to the frame pan level. In block 1-C holes must be drilled out in parts C64 & C65, to make room for adding interior door handles.

Then, we actually get to block 1, where we begin the frame pan. The frontal firewall receives the brake master cylinder, and is then attached to the front of the frame pan. The rear bulkhead of the frame gets attached to the frame pan as well. Both the firewall and rear bulkhead MUST be aligned straight and level here. The center console is also attached to the frame pan, and the shifter and hand brake are set into the console. There are additional plates that go onto the frame pan, as well as what appears to be pedals. Let this entire construction dry a day before proceeding.

Block 2 sees us attaching the side plates to the frame pan, and the front tie rod. Braces are also added to the side plates, and the steering box is added as well. There is a connecting plate that gets added to the rear of the side plates, and two small parts.

In block 3, we add the battery and its tray, front "A" arms, support braces for the suspension, spindles with brake carriers, shocks, floor pan, another firewall, and rear trunk separation plate. Make SURE you also follow the side note, showing how to add the tie rod to the spindles and the brake carriers. The kit's designed to have pose-able front wheels.

Moving to step 4-D, part C66 gets parts C-9 attached to it, and in step 4-E, gauge decals are added to the dash instrument panel, as well as a hold-on handle, and panel script.

In step 4-F, we build the gas tank, and in step 4-G, the rear seat is constructed. It might be possible to leave out the rear seat, if you are thinking of building this kit into a racing model. It may even be possible to add a roll bar.

Now back to regular step 4, the two seats are added to the frame pan, the trunk separation wall is added, and the 2 interior door panels are glued on, as well as parts C-20.

In block 5, the frontal pan that goes under the front hood is built up from the pan, its side walls, rear panel, and the gas tank gets added to this assembly.

In block 6, the assembly from block 5 is added, as well as the completed dash, rear seat, poly caps for the wheels, and brakes. Take note of the side note that shows how to install the steering column, and steering wheel.

In block 7-I, we begin building the engine. The 2 cylinders are glued up, and then receive the cylinder heads, valve covers, intake manifolds, carbs and air cleaners. The intake manifolds MUST sit upright, level and straight. I suggest building the engine very slowly, adding one part, and allowing that part to dry well before adding additional parts.

Step 7-J is a repeating of step 7-I, only to build up the other cylinder etc. Step 7-K, builds up the crankcase, and transmission, while step 7-L builds up the exhaust system.

We then move to actual step 7, where the pistons and crankshaft are installed in the sides of the engine.

Step 8 shows how to add the completed top of the engine, the completed 2 cylinders with the intake manifolds, and air cleaners added, and how to install the fuel and oil lines. Then, the pulleys, parts E6, E7, and E47 are added.

In step 10, the exhaust system is added to the completed engine.

There is a special "treat" in this kit. You can elect to glue the hood and trunk cover shut and display the engine separately on an engine stand that's included in the kit. Steps 11-M & N show how to construct the engine stand.

In regular step 11, we add parts E49 and E39 to part E53, which appears to be the rear engine mounting plate. Once that's done, the completed engine assembly is attached to the engine mounting plate, in step 12. In step 13, you add parts E55, E50, E54.

Step 14 shows how to add a brace/cover to the area on the engine that has the clutch/transmission plate.

Moving along to Step 15Q., the hood handle, and hood hinges are added to the hood. In Step 15R, the trunk hinges, grille, and shroud are added to the trunk lid.

In step 15T, the bumper mounts are added to the bumpers. For those who may want to build a racing type 356, I suggest leaving the bumpers off, as well as

the body emblems etc. And moving back to regular step 15, rear suspension components are added to the rear of the frame pan.

Step 16 involves adding the poly caps, and rear brake assemblies.

Step 17 is crucial! Here, we install the completed engine into the frame. Care MUST be taken to slowly position the engine, so that it sits flat and level in the rear of the frame, so as not to disturb or break any of the engine components. GO SLOW!

Finally, in step 18, we work on the body. Here, the windscreen frames and actual windscreen are added to the cowl area of the body. Be SURE to use glue for clear parts here – as little as possible.

In step 19U, the completed trunk cover, with its hinges, is added to the rear of the body. In steps 19V and W, chrome trim gets added to the front and rear bumpers. In Step 19Z, wheels are inserted into tires.

Moving back to regular step 19, the headlight bezels, lenses, and covers are added to the holes in the front of the body where the lights mount. Turn signals are also added, along with the outer door handles, wipers, and mirrors.

Step 20 takes us to adding rear tail lights and license plates etc., while in step 21, the completed frame is slipped into the body, and the completed bumpers are added.

In step 22, the spare tire, hood support rod, tool bag, and front license plate are added. Here also, you choose which top you want to add, and the side windows are added. Then, the completed wheel/tire assemblies are placed on their axles. If you wish, you can add hubcaps to the wheels. Your model is now finished.

As noted by the "regular" steps thru-out the kit, and the lettered sub-assemblies, this is NOT a kit for beginners. It will even challenge advanced builders. But, if you follow through slowly, with ample time for parts to dry, careful test fitting at each point, patience, care, and using your acquired modeling skills, the end result is well worth the hard work and hours put into building this stellar kit.

If you like early Porsches, this kit is a must. The kit's a little hard to find, but then there's always E-Bay. Try one, and challenge yourself with many happy building hours. ED

