



Albuquerque Model Car Club Newsletter September 2019

Quarterly Contest Winner:

**Eddie Corbin's 1969
Ford Drag Team**

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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

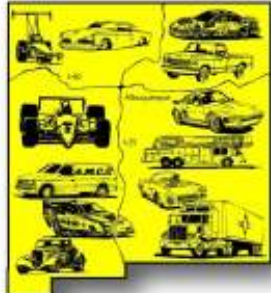
Meeting Location: Old Car Garage 3232 Girard NE
Albuquerque, New Mexico

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



August 4, 2019

The meeting last month was held Sunday, August 4 at the Old Car Garage.

AMCC August 2019 Treasury: \$1141.97

Meeting Minutes

Notes thanks to Dave Allin.

Entries for the State Fair will be accepted on Monday and Tuesday, August 19-20. **Note: Earlier than usual!**

Rich showed a couple new books: *Stock Car Model Kit Encyclopedia*, and *A History of Ford's Legendary 4x4 Bronco*.

Joe Bellengee gave the NMCCC events coming up.

Members discussed display models not in the contest.

New models available now:

Revell: 1970 Pontiac Firebird, 1976 Chevy Pickup Stepside, 1957 Ford Sedan Gasser

MPC: Schwinn Sting Ray bicycles in three colors
JR Salvino: Richard Petty's 1979 Oldsmobile NASCAR

Aoshima: Brian James Trailers car hauler

AMT: Autocar Dump Truck, Peterbilt Wrecker, Double Header 27-foot vans

Gofer Racing: Diorama signs

Quarterly Contest Schedule

November: Gassers

Feb 2020: Two versions of same car.

Start thinking of ideas for the next round of themes.

2020 SuperNats Theme

Bonneville/Land Speed Record Cars

The next regular meeting of the Albuquerque Model Car Club will be on Sunday, September 1. This will be at the usual location, The Old Car Garage.

Feel free to 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 August meeting.



New Stuff



Kits for Sale!



Raffle Table



Display Table



In Progress Builds



MCW Studebaker SCCA Road Racer



Revell 1/16 Scale VW Beetle

Quarterly Contest

Theme: Cars Built in a Year Ending in 9

There was a nice turnout for the Quarterly contest, with 13 entries.



The results:

1st: Eddie Corbin's 1969 Ford Racing Team

2nd: Jason's 1969 Nova

3rd: 3-way tie-

Kyle's 1979 Nissan 280ZX, Dave's 1969 GTX, and Chuck's 1929 Ford.



First Place – Eddie Corbin



And Dave's 69 GTX.



2nd Place - Jason



3d Pace (Tie)- Kyle Nissan 280Z, Chuck 29 Ford





AMCC MAILBAG



by Chuck Herrmann

Industry News

Trumpeter 1/12 US Sports Car

Trumpeter has announced a reissue of their 1/12 Ford GT kit.



But this time the Ford name and logos are missing! It is called US Sports Car. I assume it is a royalty issue.

Revell News

At last month's IPMS National Convention in Chattanooga, TN, Revell had a display of new and future releases.



Events Calendar

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

September 21 Downtown Showdown Rod and
Custom Car Show 60's & 70's
6th Street SW Albuquerque NM
See Facebook page

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

2020

January 20 NNL West
Santa Clara, CA Convention Center
nnlwest.org

July 29-Aug 1, 2020 IPMS/USA Nationals
San Marcos, TX
lpmsusa.org

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.



This Land Rover new tool looks interesting.

Revell's 1/24 Sprint Car kit will be reissued with markings for a Joey Saldana version.



The 1986 Chevy Monte Carlo is being reissued.



Revell Germany has announced a 1913 Ford Model T kit. This appears to be based on the ICM tooling already found in several ICM kits.

AMT New Stuff



The upcoming 1965 Chevy Chevelle Surf Wagon will include two surfboards, a roof rack and surf style decals.

New Belkits Rally Cars



The next new rally cars from Belkits will be 1986 MG Metro 6R4s, kit BEL015 & BEL016.

Hasegawa Nissan



The next version of the 1/24 Nissan R91CP from Hasegawa will be the 1992 Daytona 24 Hour winner. Good thing I waited, now I can get the version I wanted without buying aftermarket decals.

Hobby Lobby

I don't know if it is cause for alarm, but during my last trip to Hobby Lobby (at the Cottonwood store) I noticed the model section had shrunken. Three rows of diecasts were on shelves that had been plastic kits. Also not much new selection since they had a clearance last month. And there were more toys, like erector sets, in the aisle. Hopefully that is just a holiday set up.

Bobby Allison's Coca Cola NASCAR Monte Carlo



Description: Bobby Allison Monte Carlo Stock Car

Mfr: AMT

Kit #: 1064

Scale: 1/25

by Elliot Doering Milwaukee, WI

Bobby Allison is one of NASCAR's most famous drivers, ranking high up on the all-time winner's list, as well as capturing NASCAR's "Most Popular Driver" awards many times. Along with "Red" Farmer, the founder of the infamous "Alabama Gang", brother Donnie, son Davey, and good friend Neil Bonnet, these rough and ready good old boys, fought a life-time feud with the Pettys during the 1970s era of NASCAR racing, some of the most exciting racing in NASCAR history.

Around 1972, Bobby hooked up with another Hall of Famer – the legendary "Junior" Johnson, who had just completed building a 1972 Chevy Monte Carlo.

Bobby shocked the racing world when he and Junior announced they had secured massive sponsorship from Coca-Cola, and the legend of the red and gold #12 "Coke Machine" began.

The Monte Carlo body worked extremely well. So well, that at the closing of the 1972 NASCAR season, Bobby had won 10 times to Petty's 8, and finished in the top five 25 times out of 31 races that year, to finish second to Richard Petty in the run for the 1972 NASCAR championship.

Armed with a very powerful 427 cubic inch big block Chevy motor, Allison waged a season long personal "feud" with Petty, often resulting in some "after race altercations".

This only added to the superstar status of both of these top drivers. The fans seemed

equally divided between loyal Allison fans, or Petty fans. Both Chevy and Dodge pumped tons of money into each team, during the season-long battle for supremacy on the high banks.

I well remember tuning in to Motor Racing Network's weekly coverage of the 1972 NASCAR season, while attending college in California, and when AMT released this kit back in 1972, the kits just flew off the shelves at area hobby shops. Every car modeler wanted to build this kit. And this recent re-release of that 1972 kit, is very well received. It's on the shelves for the New Year at many local hobby shops.

Let's take a look at this exciting kit. To be honest, it's not a state-of-the art kit, it's still vintage 1972 era model technology. But, that doesn't mean it can't be altered to bring it up to 2017 model standards with a little work.

I've seen this model built upon a more modern AMT stock car chassis, rendering more detail than what's present in the kit. With slight frame modifications, the more modern type NASCAR frame can be joined with the kit's Monte Carlo body.

Being a very simple kit, there are only six assembly blocks to build this historic car.

As with most kits, assembly begins with the 427 Chevy Motor. The kit's motor lacks a lot of detail, but after-market parts, or a bit of kit bashing will bring it up to snuff. As with most kits of any era, the carb is rather poorly detailed, and a resin 4-barrel Holley carb will look a lot better. The rest of the motor isn't all that bad. The two halves of the motor block are glued up. Don't forget to file and sand away the joint seam. The heads and valve covers, race oil pan and the front water pump looks the part, as well as the belts and fan. You get the correct Plenum chamber to top with the Weind intake manifold, and the valve covers include oil breathers. I'd also opt for a pre-wired distributor, drill plug holes, and wire the motor, as well as adding carb linkage, fuel lines etc.

The wheels in step two are not all that great. They are period correct, but just look a bit toyish and clunky. A far better solution would be to get sets of 1970s Weld wheels thru Plastic Performance Products, available thru Southern Motorsports Hobbies, as well as a set of their 1970s tires.

In step three, we work with the frame, which already has the stock muffler and exhaust removed, to make way for a racing exhaust system. A racing fuel cell is included on the one piece chassis, and only needs a bit of detail painting to bring it to life. The drive line is also one piece, and includes the trailing arm suspension, differential, drive shaft, and rear end oil pump. A rear axle brace is also included. Dual shocks for the rear end are added, and the completed motor is set into the frame, and then

the race exhaust headers are mated to the motor.

The rear wheels are set into the frame with the included metal axle. You may have to do some modifications if you elect to use the PPP wheels and tires I noted earlier, or if you plan to use a modern AMT stock car frame under this kit's body

In step four, we attack the interior. While an accurate roll cage is included, I found it does not sit high enough to get the top of the roll cage up into the inside roof of the body. Those using a modern AMT stock car chassis with this body will no doubt need to make modifications as well. Or, you can either graft on pieces to extend the legs of the roll cage, to raise it into proper position. A Thermos water jug, rear end cooler, and fire extinguisher are included for the race interior. However, some of these parts are a bit small. I'd kit bash these parts from a modern stock car kit.

The interior pan is one piece, and has the rear seat already removed for you. A period correct race seat is included, but again I'd kit bash one to replace the kit's seat.

The firewall is attached to the front of the interior pan, along with a race dash, and steering wheel. There are no gauge decals included, but you can add them from a Sl maxx decal sheet.

We start building the body in step five. The glass is one piece with runners connecting the windshield and rear window, for very easy assembly.

The completed interior with roll cage etc. is then inserted into the body after the glass has been added.

A note is made that you should dry fit the car's hood and front bumper and grill when placing the radiator air shroud. You may need to sand down the top edge of the shroud as needed to prevent a gap between the hood and grill. The radiator is also added to the motor bay in the body.

In block six, the rear spoiler is added to the car's trunk area. It looks a bit thick, and a thinner one could be made from sheet plastic. The frontal frame braces get added to the firewall and front of the chassis. You are left to place the battery in any optional location, but most were added to the back corner of the frame.

The gas cap gets added to the indentation made in the rear quarter panel, front spoiler is added below the front grille/bumper, and the side exhaust dumps are mated to the headers.

The front grille and bumper are then added, along with head light covers. The rear bumper is then added. A racing gas can is included, to display along with the car.

AMT has updated this kit with a high quality decal sheet, containing the full markings for the car. The car has red sides, with a gold hood, roof, and trunk area. The Coca-Cola decals are

included, along with speed product decals for the fenders.

Also, the four racing tires are Tampo stamped with white Goodyear lettering.

You can elect to build the car right out of the box, into a fairly accurate representation of Bobby Allison's Monte Carlo, or as noted, you can slice and dice a chassis to fit the body, and kit bash parts as well thru-out your build. With only six assembly blocks, the kit proceeds well and easily along. With adult help, a child of eight could tackle this kit. Skill level is at two.

This car is one of NASCAR's most historic cars, a true racing legend. I rate it about a 7, only because the kit's 1970s technology, and lacks somewhat in detail, with some toy-like, clunky parts.

So if you're into building vintage historic NASCAR models, this kit belongs in your collection. Grab one, and end the summer with a bang! ED

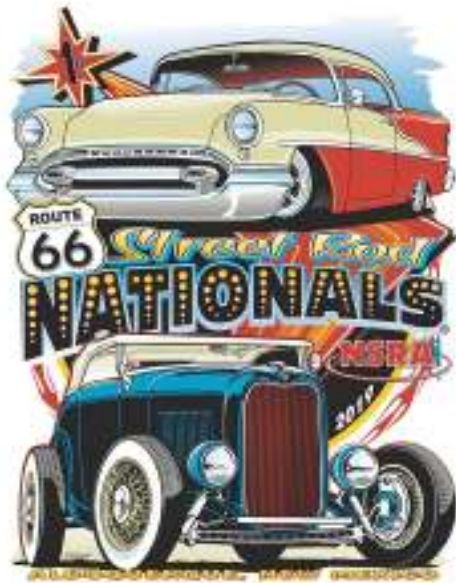


Above - internet photo of a completed kit.

Below - the real thing



Route 66 Street Rod Nationals



By Chuck Herrmann



The first ever Albuquerque Street Rod Nationals were held at Expo New Mexico August 23-25.



There were supposed to be about 1,800 cars from many neighboring states there. I went on Friday, there were not that many but still there were hundreds of nice cars all over Main Street and the surrounding grassy areas and lots. There was a swap meet, food vendors, live bands and DJs, and a vendor Expo in the Lujan Building.

This event is a stop of the National Street Rod Association 2019 Tour.



Route 66 Casino Calendar Car Show



The 2019 Route 66 Casino Calendar Car Show was held August 3-4.



It was pretty hot out in the parking lot, here are some of the cars on display.