



# Albuquerque Model Car Club Newsletter 2020 Our 30<sup>th</sup> Year **June 2020**

*June Meeting Canceled due to Corona Virus*



**Resin 1961 Corvair Lakewood Wagon  
by Dave Allin**

## **Albuquerque Model Car Club**

**2020 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: Worldwide Automotive/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](mailto:ABQMCC1@yahoo.com) and I will add it to this newsletter. Show dates are subject to changes/cancellation. Also follow Albuquerque Model Car Club on Facebook, where all past issues of this newsletter are saved. Also for back issues, see the web page of our fellow local model club, IPMS/Albuquerque Scale Modelers /[www.abqscalemodelers.com](http://www.abqscalemodelers.com). On their Home Page, scroll most of the way down to a section titled Links to Associate Model Clubs in the Albuquerque area hosted on the ASM Website. AMCC is one of the links.

# AMCC Meeting Minutes



## May Meeting Canceled

There was no regular meeting last month. The meeting that we had hoped to hold on Sunday, May 3 at the Old Car Garage was cancelled. This of course was due to the Corona Virus shutdown restrictions against public gatherings.

## Meeting Notes

Thanks to Dave Allin

AMCC Treasury March 2020: \$698.35

Again No Meeting!

## No June Meeting

Our next regular meeting was scheduled be Sunday, June 7, at the Old Car Garage. But due to the state ban on public meetings it was cancelled. For July we will keep track of developments related to the corona virus crisis, so watch for updates or contact us for the latest status. The next quarterly contest was rescheduled for this month, we will move it out to the July meeting if there is one, stay tuned. So you have more time, no excuses to not finish!

## Quarterly Contest Schedule

**Schedule to be revised due to Corona virus disruptions**

**May July 2020:** Cars built in a year ending in 0

**August 2020:?** Service vehicles (taxis, police, ambulances, etc.)

**November: 2020:?** Cars built in the year of your birth

**February 2021:?** Cars with patina/rust

# AMCC MAILBAG



by Chuck Herrmann

## Real World

### Real Racing Restarts

Some racing has resumed, racing in spectator less tracks for now for a TV audience. NASCAR started mid May at Darlington and then

Charlotte. I watched Darlington, to me the lack of fans is not all that significant to the coverage.

IndyCar is planning to start their season in Texas June 6. IMSA plans to race at Daytona July 4. And Formula 1 is still trying to put a season together. Their planning is more difficult due to international travel and the ever changing restrictions of local governments.



## Corvette Withdraws from LeMans

Corvette Racing has pulled its pair of GTE Pro C8.Rs from the rescheduled Le Mans 24 Hours. The Corvette team is focused on the IMSA series in the US and it appears the new schedule for LeMans is too tight for participation in both France and in the US.

## Industry News

### Testors Model Master Paints RIP

From the *Scale Auto* Facebook page, this is the statement from Testors in the planned discontinuance of their Model Master and other hobby paint lines



“With a long history of producing quality hobby kits and supplies, we are evolving our strategy to focus more keenly on Testors, our flagship brand. To that end, we are discontinuing our PACTRA, AZTEK, and Model Master brands as demand for these products continues to decline. We will continue to support the hobby market with a robust line of aerosols, brush paints, tools and accessories – always looking for opportunities to innovate in these categories.”

We have no idea how long this change will take to implement or how soon it will affect the availability of the paints and supplies. We'll let you know when we know more. -TK, editor

This is also found on the Testors page, so it is official, unlike some of the prior false postings.

Coincidentally this was also on *Scale Auto's* page recently.



Word is these are planned for wider (US?) release than their current European market. Also these are said to be Humbrol products with Revell labels. These could be a potential alternate to Model Master?

No word on dates for either of these announcements, certainly the Corona scare will be a factor.

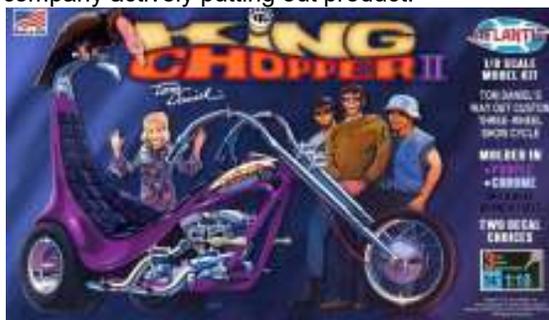
### Salvino JR



The latest kit from Salvino that was shipped out to members of their model club was a Rusty Wallace 1986 Pontiac 2+2.

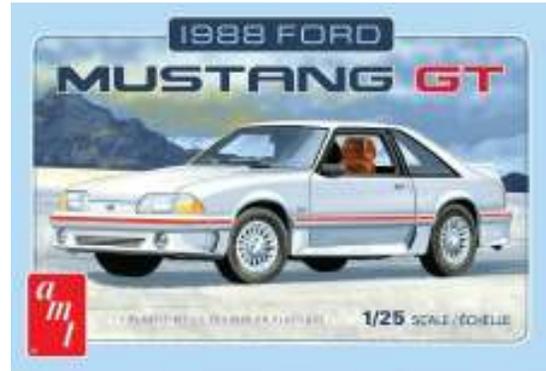
### Atlantis

Atlantis Models is finishing up their Tom Daniels King Chopper kit, which is due to ship out to stores this month. They have an active Facebook page, good to see another model company actively putting out product.



### Round 2

A new reissue of the 1988 Ford Mustang has been released and is available.



### Sheila Gibbs R.I.P.

Last month we noted the passing of Sheila Gibbs, one of the founding members of the Albuquerque Model Car Club and a former club president,

Sheila left behind a lot of model car parts and stuff. This includes the earliest of the club newsletters. We plan to soon have these available in digital pdf format and will post in Facebook and pass along to members,

### 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.



# Events Calendar

***With all the disruption and uncertainty caused by the Corona virus crisis, all dates are of course tentative. Please check directly with the event hosts as events are being rescheduled or canceled daily. I will update as I am informed of changes, also I will share the notices on the Albuquerque Auto Model Car Club Facebook page.***

***The 2020 Mopar Show in Rio Rancho has been canceled for 2020, plans are to return in 2021.***

***Postponed*** April 18 ***now TBD*** 4<sup>th</sup> Annual Rumble in the Rockies Scale Auto Competition by Scale Junkiez Model Car Club  
Hobbytown USA Westminster CO  
See Scale Junkiez Model Car Club on Facebook

***Canceled*** May 17 ***proposed new date August 23?*** NMCCC/ABQ Museum Car Show  
Theme: Pre WWII Autos  
Albuquerque Museum, ABQ NM

June 7 ***Cancelled*** Lowrider Magazine Albuquerque Super Show  
Albuquerque Convention Center  
Newmexicosupershow.com

***Postponed*** June 13-14 ***now Aug 22-23***  
Heartland Model Car Nationals  
Hosted by KC Slammers (Kansas City area)  
Overland Park convention Center, Overland Park KS (special Theme American Graffiti)  
-www.kcslammers.com

June 20 ***Cancelled until 2021*** Mopar Fest with AMCC Display  
Haynes Park, Rio Rancho NM

July 19 18<sup>th</sup> Annual Toy Show at the Matchbox Gathering of Friends  
Albuquerque Marriott ABQ NM  
Email:matchb0x1@aol.com

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

August 21-23 2nd NSRA Nationals  
New Mexico EXPO, Albuquerque NM  
www.nsra-usa.com

***Postponed*** April 25 ***now September 5*** Best of the West by IPMS/Las Vegas

East Side Cannery Resort and Casino Las Vegas NV  
www.ipmslv.com

Sept 10-20 New Mexico State Fair  
Expo New Mexico, Albuquerque

***Postponed*** April 25 ***now September 19*** Park n the Park Car Show  
Cabezon Park, Rio Rancho NM  
NM

September 25-27 – NMCCC Annual Swap Meet  
Isletta Casino

**2021**  
Aug 18-21 2021 IPMS/USA Nationals  
Rio Casino, Las Vegas NV  
ipmsusa.org

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

Also see [www.nmcarcouncil.com](http://www.nmcarcouncil.com) for the local real car event schedule.



# Tamiya's Mustang GT4: First Look



**Description:** Ford Mustang GT4

**Manufacturer:** Tamiya

**Kit #:** 24354 **Scale:** 1/24

*by Chuck Herrmann Albuquerque NM*

Tamiya is famous for their well designed and accurate kits, but not so much for doing kits of American subjects. So when word surfaced via the internet that they would be doing a kit of the Ford Mustang GT4, there was quite a buzz. These have been available for about a month now, I ordered one online (from M&S Hobbies) which I just received so here is a first look.

Subject: The Mustang GT4 is based on the Ford Shelby GT350R-C, but with serious road racing modifications. GT4 is a production based road racing class that runs in many global series including IMSA Continental Tire SportsCar Challenge, Pirelli World Challenge and GT4 European Series. Ford first showed the car at the SEM Show in the fall of 2016, and has sold many of these to customers who have won numerous races.



**Kit:** This kit comes in the expected high quality packaging from Tamiya, each sprue individually bagged, in a really big box. It is molded in white (body, chassis and interior), black (suspension, interior and exterior details), clear, chrome (lights). The design of this kit is curbside plus, similar to many of their racing kits. The only real thing missing is the top of the engine.



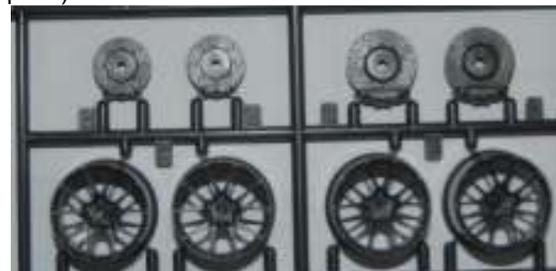
**Body:** The body is one main piece with a separate front bumper/fascia (which is molded in black, so it will require primer). The hood is molded in, with openings for the several vents which makes for easier painting.



There are chromed pieces for the light bezels with clear lenses. The windows are clear plastic that mount from the inside. The large rear wing is a seven piece assembly.

**Chassis/Suspension:** The chassis and wheels wells are molded as one piece. There are spate assemblies for the brakes, shocks and suspension. The engine is represented by a two piece block, oil pan and transmission, nothing on top. Again, since the hood is molded shut you will only see the bottom on the finished model.

**Wheels/Tires:** The wheels are spoked black units (these are usually black or gun metal on the real cars), the brakes will be visible through the spokes and should look good with a bit of metallic paint (there are Brembo decals for the pads)



**Interior:** There is an interior pan with separate door panels, racing seat and full roll cage. Seat belts are decals, and there are decals for the dash and steering wheel.



**Decals:** There are decals included for two versions: the #17 in German Gray was took part in the Goodwood Festival of Speed in 2017, and a white #18 that was a Ford promotional Car. There are masks included for painting the windows. There are no tire marking nor decals included.



**Summary:** This looks like a typical Tamiya race car kit, which is a good thing. Everything looks like it should build out nicely. There have been numerous internet builds which look great.

## The Real Thing



There have been many of these cars competing in series around the world so a quick internet search turns up lots of photos for reference or paint schemes.



This scheme is a retro throwback to the Roush Trans Am and IMSA cars.



There are already aftermarket decals available, Indycals has several of these available. I am sure there will be more. And probably someone will do detail parts including the top of the engine for those who want to go full detail.



My plans are to do a phantom scheme utilizing some leftovers from the Ford GT decal sheet as I have an aftermarket set for that kit. And maybe dig through my decal stash to see what fits and looks good. .

# THE ROAD TO LAKEWOOD

Description: 1961 Corvair Lakewood  
Station Wagon Resin  
Scale: 1/25

*by Dave Allin Albuquerque NM  
originally in the Corvair Club Magazine*



I recently completed building this model of a 1961 Corvair Lakewood station wagon, and thought some people might be interested in how it came to be. I'll have to give some history of car models in general, and resin models in particular, so you may have a MEGO (My Eyes Glaze Over) moment reading this.

In the fifties and sixties many new car dealers gave away promotional models (promos) to potential customers who came in and took a test drive. These models came from two main manufacturers, Johan and SMP (which later became AMT). The models were all in 1/25 scale, and were very accurate representations, although many came with flat metal chassis plates and friction motors. In order to have the promos available at new-car introduction time, the car manufacturers allowed the model makers very early access to view the secret finalized versions of the upcoming cars so they could photograph and take measurements. That way the model companies had time to create the molds and start producing the models.

In 1958 SMP/AMT started selling unassembled promos as kits, adding customizing and racing parts such as louvers, fins, fender skirts, and decals, so they could call them "3-in-1" kits. They were a huge success, even though the early kits did not have engines or opening hoods. For years these "annuals," as they were known, were based on the promos the model companies were producing for the dealers. When Chevrolet began producing the 1960 Corvair, the only body style available at first was the four-door sedan, so AMT created a model of the sedan as a promo, and then issued a kit of the same model, adding various customizing and racing parts. For the 1961 promos and annuals, AMT was encouraged to issue models of the

1961 Corvair convertible, which Chevy intended to introduce that year. Unfortunately, after AMT had already created the molds for a convertible, Chevy made a last-minute decision to delay the convertible until 1962. AMT had to scramble to come up with something. For the promos, they took the molds for the 1960 four-door sedan and modified them slightly to replicate the changes for 1961. AMT knew, however, that model car builders were not really interested in four-doors, so they issued the convertible kits they had already created, adding a hastily designed roof and rear window so the builder could make either a coupe or a "custom" convertible.

I acquired one of those 1961 kits a few years ago, and discovered that the roof and rear window were not at all accurate and did not fit well, so I suspect most builders gave up and built those kits as convertibles. I was able to build mine as a coupe, but it took a lot of bodywork, and it still didn't look right.



For 1962 the promos and kits were issued only as Monza coupes. For 1963 AMT produced both convertibles and coupes as promos, but the kits were only issued as convertibles. The 1964 promos were again Monza coupes and Monza convertibles, but the kits were all Monza Spyder coupes. None of the early Corvairs were modeled with opening engine covers and engines. The 1965 promos were Corsa coupes and Corsa convertibles, with no engines. The 1965 kits were Corsa coupes with an opening engine cover and a complete 140 engine. The kits also included a convertible boot if the modeler wanted to cut off the roof, along with parts and decals to make a Yenko Stinger or a Fitch sprint. The 1966 promos and kits were essentially the same line-up as the 1965 versions. The 1967 promos were Monza coupes, and these were the last Corvairs issued as promos. The 1967 kits were also Monza coupes, with engines, but still included the parts (other than the Corsa dash) to make a Stinger or Sprint or convertible. The 1968 and 1969 kits were essentially the same as the 1967, with the addition of side marker lights on the body and updated interiors. They all had 140 engines, and none came with the mandatory smog equipment. The 1969 Corvair kit has since been reissued a number of times, with varying extra parts, and usually with incorrect tires.

No one, however, produced a model of the Lakewood wagon.

In recent years a cottage industry has arisen which produces resin kits of model cars that the major model companies never issued. An experienced modeler will first take an existing kit and then modify it to represent a different version. This usually means making a coupe into a convertible, a two-door into a four-door sedan, or a sedan into a station wagon. Once the modeler had done all the necessary body work, a rubber mold is made (often by someone else), and then copies are produced by pouring resin into the mold and letting it harden. The resin is like the stuff Fiberglass is made of, without the fibers. The quality of the copies ranges from very poor to adequate. The molder then sells these resin models on eBay, sometimes as complete kits, and other times as "trans-kits" which require the addition of parts from a "donor" kit issued by one of the model companies.

A few years ago I found a Lakewood resin kit on eBay and immediately bought it (at an outrageous price). When it arrived, I was disappointed in the quality, and put it aside. Last month I finally decided to build it, knowing it would be a pain. After studying it, I figured out how the modeler had created the master of the body, and he did an excellent job. He started with a 1961 four-door promo and cut off the roof and the rear deck. Then he cut the wagon roof off a Johan model of either the 1961 Buick Special or Olds F-85 wagon (GM used the same wagon roof on all three cars that year) and grafted it onto the Corvair body. He then did a great job of creating the unique Corvair rear end, tailgate, and taillights.

Whoever created the interior for the kit, however, was not so skilled. The interior and the body were molded in very thick resin, and the parts did not fit together well. My kit had an original 1961 plastic windshield, but it took a lot of grinding with a Dremel tool to thin the windshield pillars enough to allow the "glass" to fit, and even then it's not perfect. The bumpers that were provided had no mounting posts and were roughly cast, so I added metal pins and sanded them until they were smooth. I also had to create mounting points to attach the chassis to the body. I created the side and rear windows out of acetate, and found a steering wheel in my parts box that is close, but not entirely accurate. The dash was so poorly molded that I sanded down the instruments and glove box and made decals from photos I found of those things on eBay.

After much work sanding and filling, and multiple coats of primer, I managed to get the body looking semi-decent. I cleaned up the wheels and tires that came with the kit and detailed the hubcaps with paint. I chromed the bumpers with chrome paint, and the headlights, taillights, and window frames with Bare-Metal Foil. Since the original kit that the modeler had used to create the master was a sedan, the wagon did not have

the louvers on the rear fenders. I simulated them by making decals that included the "Lakewood" script.



The end result is an okay model, but not up to my usual standards. On the other hand, it's the only one I've seen of a Lakewood in that scale, and better than the few smaller die-cast models that were issued back in the day. I owned a 1962 Monza wagon back in the early seventies, which I loved, but the floorboards had completely rusted through. I lived in Denver then, but ironically I worked in Lakewood, CO. At that time I was not in a position financially to have the car repaired, so I sold it. I would like to have another wagon, but for now I'll settle for a good model of one.

## Real Ones



# Tru-Color Paint Review



By Dave Roeder St Louis MO

**Editor Note: This is a timely article in light of the Testors recent announcements.**

I was asked to provide a review of Tru Color Paints by one of our IPMS members who had obtained some samples from the most recent releases.

My interest in this product line came about when Floquil (Testors) announced they were discontinuing the Floquil acrylic water based model railroad paints. I had been using the Floquil Polly Scale line of paints for many years and was quite happy with them. My first reaction was to buy up all of the Floquil Polly Scale paint from area hobby shops. The colors I was most interested in were the Railroad Yellows, Boxcar Reds, Rust, Rail Brown, Concrete, Aged Concrete, Grimy Black, BN Cascade Green and any other oddball blue colors that were still around.

Next I took a look at True Color paints. At that time I was looking for a mineral red for railroad hoppers and box cars. I also wanted to find a replacement for Floquil Polly Scale Rust which I use a lot of. Once I saw that Tru Color paints were solvent based, I stopped looking at that product line. Over the years Tru Color has continued to expand the product line, so I decided to look at the solvent based paints again. I purchased various colors that were described as railroad named colors. The only ones I found that matched Floquil were BN Cascade Green, and Grimy Black. I was not happy with having to use lacquer thinner to clean brushes and my airbrush. I set those paints aside and did not pursue solvent based paints until this recent opportunity to do a test for use on model cars.

The test was to run Tru Color paints through my airbrush. I used the Tru Color thinner which is acetone and prepared a set of test pieces using the model car standard color test which is the back side of a plastic spoon. The spoons are high gloss white plastic which is perfect for the finish that model car builders look for.

The airbrush tests were set up as follows: Pasche single action airbrush set at 30 PSI with a #3 nozzle set. I cleaned the airbrush between colors by first running lacquer thinner through it under pressure. I wore latex disposable gloves. Once the color was flushed, I took the nozzle and cup to the bench and did a thorough cleaning using a pipe cleaner and brushes.

I marked the handles of each spoon with the number and color. For comparison of color variation over primer, I sprayed the test spoons with Tamiya grey surface primer in the large rattle can. Then I sprayed a second set of spoons with Tamiya PS-12 Silver lacquer. The Tamiya rattle cans are lacquer based and I was confident they would work well with the acetone solvent in the Tru Color paints. I followed the instructions for the Racing Green # 786, High Gloss Kandy Lime Green # 554, High Gloss Bright Silver # 533 and High Gloss Victory Red # 521. These colors were shot over Tamiya grey surface primer and Tamiya Silver base coats.

Drying time for these acetone based paints was similar to the Tamiya rattle can colors and parts could be handled in 30 minutes. Airbrushed colors can cover in one or two coats on previously primed surfaces. They should not be sprayed over un-primed surfaces. On the unprimed surface of white plastic, the metallic colors do not cover very well.

The Tru Color high gloss automotive paints provide a higher gloss finish than the Tamiya rattle can colors. This is true on both primed and un-primed spoons. This is a very positive feature. The airbrush technique is that same as with any other paints. I used the same medium nozzle as with Acrylic water based paints. I added TCP-015 thinner to the airbrush cup before adding the paint color. I added the paint then stirred this up and then began shooting the color. This method sends thinner through the nozzle and then the paint color with the thinner. If I was shooting a model car, I would thin the amount of paint required ahead of time.

Cost of the paints is in line with other paints and large local hobby shops are carrying more of this product since Testors has become obsolete. Refer to the photos of the four colors tested.

I looked at the Tru Color automotive color charts and noticed a number of German words in the descriptions. I believe these indicate that the manufacture of these paints is done in Europe. Additionally Tru Color paints have very few GM, Ford and Chrysler colors. I use colors like GM Nassau Blue and GM Chevy engine red/orange. I also use Ford engine red, engine blue, Phoenician Yellow, Aqua and some Chrysler yellows. These were available from Testors in rattle can lacquer and acrylic Model Master small bottles in the old paint lines. It appears the automotive manufacturers have not agreed to license the use of the US manufacturers color names for use by Tru Color. I did notice some Tru Color names that were similar to US paint colors such as Metallic Honduras Maroon, Hemi Orange (Tor Red) and 1966-1979 Ford Red. Additionally I found one Porsche color Cayman Blue Poly and an obviously German color Imola Rot II.

Tru Color offers a wide variety of automotive colors and would be my choice if Tamiya were to stop producing automotive colors in rattle cans. The convenience of rattle cans far outweighs having to deal with thinning and cleanup issues required when using solvent based paints in an airbrush.



### trucolorpaint.com

Tru-Color Paint produces a large number of automotive and truck paint colors in many different categories. These are High-Gloss single color paints which includes Kandies as well, Metallic and Pearlescent paints. The latter type includes Metallic Kandies as well. ALL of these paints are air brush ready and we recommend applying them at 28-35 PSI using a medium tip.

The TCP-500 Series are High Gloss paints designed to give that "show room fresh" appearance on your model and/or RC car or truck. The TCP-600 and 700 Series are also High Gloss and produce a "shimmer" due to the metallic or pearlescent particles used in the manufacture of the paint when viewed at an angle under strong light or outdoors.

When using a Kandy (which are transparent colors), they should be applied over a silver (TCP-077) or brass (TCP-288) paint to have the color "pop". This causes the paint to appear liquid and having depth. For RC bodies apply the Kandy color first and then back the color with a metallic paint for best appearance.

ALL of the automobile colors in all series can be applied to RC (Radio Control) bodies. The paint will not crack or craze the body and adhesion is superb, even if the R/C car is involved in a crash. Note that when using a Kandy color, back the color with silver (TCP-077) or Brass (TCP-287) to make the Kandy "pop" on the vehicle. It will give your model added appeal.

### PRICING ON ALL AUTOMOTIVE AND TRUCK TRU-COLOR PAINT:

TCP-500 to TCP-570 Series:

\$ 5.69 for 1 Oz. Bottle

# 10.25 for 2 Oz. Bottle

TCP-600 to TCP-799 Series:

\$ 6.19 for 1 Oz. Bottle

\$ 11.25 for 2 Oz. Bottle

Shipping options that you'll need:

1-10 1 ounce Bottles to anywhere in U.S. via priority mail is \$ 9.50 flat rate.

11 + 1 ounce and for 2 oz. bottles, please call or email for quote.

OUTSIDE of U.S. – Varies on country and quantity ordered, please email.