



Albuquerque Model Car Club Newsletter January 2021 Happy New Year

*January Meeting
Canceled due to Corona Virus*



Matt Barranca's 1960
Chevy Impala
Convertible Lowrider



Albuquerque Model Car Club

**2021 Meetings: TBD usually 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: TBD Worldwide Automotive/Old Car
Garage 3232 Girard NE Albuquerque, New Mexico**

President

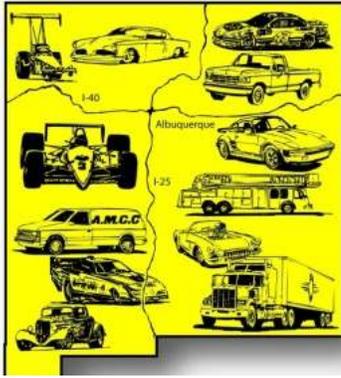
Rich Hansell 505-837-1346

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 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. 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.



News

AMCC Meeting Minutes



December Meeting Canceled

There was no regular meeting last month. The meeting This of course was due to the Corona Virus shutdown restrictions against public gatherings.

New Vice President

With Dave Allin leaving we will need a new VP. Contact President Rich if you are interested. Once we can meet we will figure it out.

Meeting Notes

AMCC Treasury December 2020: \$570.45
Again No Meeting!

Also President Rich has acquired a lot of stuff from the estate of Sheila Gibbs. Not just models and parts but also some old club stuff like copies of the old original AMCC newsletter. This will be available onc we start meeting.

No January Meeting

Our next regular meeting would have been scheduled be Sunday, January 3 at the Old Car Garage. But due to the state ban on public meetings it was cancelled. We will keep track of developments related to the corona virus crisis, so watch for updates or contact us for the latest status. The quarterly contests will be rescheduled as developments allow. So you have more time, no excuses to not finish the next few!

Quarterly Contest Schedule

Schedule to be revised due to Corona virus disruptions, same themes just date changes.

~~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

Wheels Museum

The current public health order by the governor has again shut down the museums in the state. So Wheels Museum is again closed, but staff and volunteers are working on maintenance and new exhibits in anticipation of the future reopening.

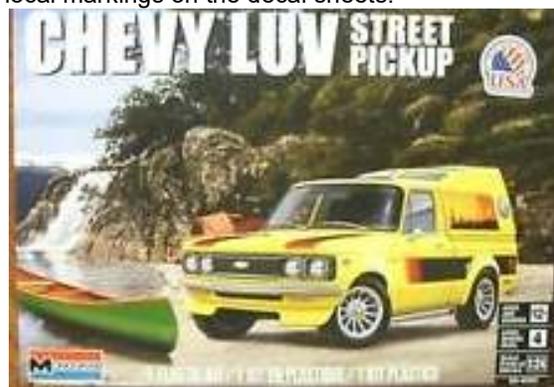


As previously noted, the model car exhibits have been consolidated into one room. And there are several new display cases that have been donated, so there will more space for models to be displayed. We can put a club display up and promote the club. These do not need to be permanently donated; we can change out the display as we want.

I will be looking for ideas and models for display. Route 66 related vehicles fit the museum theme nicely. Usual hours to see the museum are 9am-12 noon Monday-Thursday. If you are interested in seeing the display or dropping something off for display contact me to set up a date.

New Mexico Represented in Two New Model Kits

President Rich wanted me to pass along his comments on two new model kits that have some local markings on the decal sheets.



First the Revell (Monogram) Chevy LUV. There are a set of the current turquoise NM license plates included on the decal sheet.

There are two, so since we actually only need one here in the Land of Enchantment this gives you enough for two cars. And they have references to the NM UFO and alien subculture with the desert and UFO panels for the camper top and the green alien face we now so well. And the other set of plates is Nevada, Area 52.



Then the upcoming AMT reissue of the 1963 Chevy II station wagon (see the Industry News section) also has New Mexico license plates. These are the more iconic yellow and red design, from 1963.



Also the graphics for the Official UFO Search Vehicle have a definite New Mexico vibe!

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

There will be no 2021 Supnationals event. Another victim of Corona virus.

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.

2021
Jan 2021 Supnationals *Cancelled*

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 for the local real car event schedule.

Always check with organizers first in this new world order.



Seen in Santa Fe



This rather unique combination of hot rod/custom styles was seen cruising the Santa Fe Plaza during the holidays. I seem to recognize parts found in several models kit here. Quite a mish mash of style here, SUV grille, extended Lil Coffin front fenders and billet wheels.



AMCC MAILBAG



by Chuck Herrmann

Media

Model Cars



Editorial

Having read the latest issue of *Model Cars* I was glad to see that they look back on track. The new hobby products section is especially nice, some new stuff and companies that look pretty interesting. Some online comments have found some faults but I intend to support them going forward.

Building Muscle Cars RestoMods and Pro Touring



Coming in April 2021, is this new special issue, from *Fine Scale Modeler/Kalmbach*. Available to preorder from their website. Looks like Kalmbach will be continuing to offer stuff aimed at automotive modeling.

Fast Work

F1 fans witnessed the high speed crash and fireball of Romain Grosjean's Hass at the Bahrain GP last month. One modeler captured the moment in (1/43) scale, less than a week later! It is on Facebook at the group *Fábrica de Pilotos*.



Awesome work!



Newest Batmobile



Some more pictures of the Batmobile from the next upcoming movie *The Batman* have started to surface.



Mustang like in front, Porsche 917 in back? If that is not the engine in front what is it?

I assume we will get a kit of this in the future. This looks like a Heller/Nitto kit mash up.

Industry News

Tamiya

McLaren Senna by Tamiya



This just missed last issue, if you have not seen it a 1/24 Senna version McLaren road car coming from Tamiya.



NuNu Platz



NuNu will release another version of their nice Audi R LMS kit with new decals.

Airfix

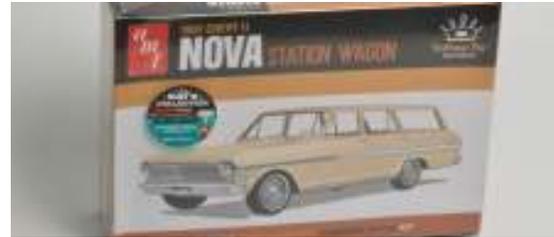


As if AMT/Round 2 hasn't issued enough Coca-Cola licensed products Airfix is jumping in with some VW kits from their Quickbuild series.



These are very simple kits aimed at young or beginner modelers. They have a Lego like feel.

AMT



The 1963 Chevy Nova Wagon coming soon is in fact more than a straight reissue. The body had been modified into a drag car around 1970. AMT has actually retooled the whole kit! This time it is a curbside with no engine, and no trailer or custom parts like the original issue.



Parts, the headlights this time are clear pieces. Printed whitewall tires.



The engine is a plate of the bottom only.



New decal sheet.



New body on right, the Boss Nova kit drag body from the last time it was issued round 1970.



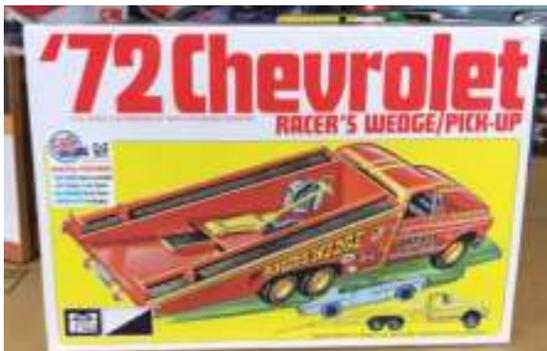
Another vintage model, the stock/custom/racing 3-in-1 AMT 1964 Oldsmobile Cutlass F-85 Convertible is coming back soon! Wonder how much of his will be retooled?



Matt Barranaca



"My finished 1960 Impala convertible project."



Reissue of the Chevy hauler kit for getting your race cars to the track.



Virtual Show & Tell

Or what we might have seen on the display table if we had held a meeting...

Len Faulconer



Next project in progress



"Here is a finished picture of the latest project. Its a 1986 Oldsmobile Cutlass Supreme. It has a chameleon green transparent paint on it. Painted wheel on rims and chrome package on body. Hope you like it."



"The latest project I am working on. It is a Lindberg 1937 Ford convertible custom. It has a candy purple paint with transparent flames on the side and flames in the upper fire wall by master cylinder."



Eddie Corbin



"Latest project – a load of T-Bolts with a resin H model Ford as power. More later...."



"Moebius 1966 F100 made into an F350 with a BCS aftermarket body"



"1964 Ford T-Bolt, Hubert Platt's Georgia Shaker"

Chuck Herrmann



“Just finished. Not a “new” build, it is a refurbished Jo-Han 68 Caddy. When I first built it over 25 years ago, I was just getting back to building. The paint job had a LOT of orange peel, chrome was just silver paint, and the wheels were too big AMT chrome deep dish with moons. So I took it apart, and first sanded and polished the Testors enamel paint. Much smoother now! Then I wired the engine, put on some aftermarket low rider tires and wheels, put flocking on the floor, added a chain steering wheel, redid the chrome with Molotow pens. Not a real outrageous lowrider, more like one you might see cruising on Central in Downtown Albuquerque.



“Also, finished the Gotham City Police Car. The Joker had fun defacing the police car. From the latest MPC Joker Getaway Car kit. Also added the decals to the Joker car I built several years ago. The cop car has added graffiti, as the kit decals have a lot of thick clear decal film, and looked pretty bad. So I scrapped some off and painted the graffiti. Not exactly a movie scene, but inspired by the film.



The figure is an older Ertl diecast as the one in the kit is not to scale, way too big.



Don Jones



“Got a good start on my next project.”



Perry Held



Modified Stockers



Building the AMT *Supernatural* Chevy Impala



Description: 1967 Chevy Impala 4-Door
SUPERNATURAL (TV Series)

Manufacturer: AMT **Scale:** 1/25 **Kit:** 1124
by Dave Allin Oklahoma City, OK



Here's some photos of the AMT *Supernatural* Impala I built recently.

This is a fairly decent model, with a few reservations. Despite what the instructions say, glue the radiator support onto the chassis before assembling the body. Also, leave the fan belt off the engine and glue the engine in place in the chassis before assembling the body. After you mount the body, you can add the fan belt. The inner fender wells will not fit over the fan belt if you put it on before the body. Likewise, add the radiator hoses after the body. The exhaust system is tricky; I should have drilled out the mounting holes a little deeper first. The hood does not fit well unless you thin down the outer edges on the inside of the hood, and there is no easy way to mount the hood so it opens and doesn't just slide off. The decals are thin and translucent, so I just cut them out and left them on the paper for most applications. The chrome strips on the dash are provided as dark grey decals, so I used bare metal foil instead.



I had some old paint that was very close to the right color for the interior—1953 Studebaker Monterey Beige—and I used Tamiya Gloss Black rattle can (of course) for the body. The outside mirrors are pretty thin and fragile, so I couldn't pin them on; they are just butt-jointed with glue. The spotlights are very difficult, since they are made of three pieces. I recommend gluing the posts to the A pillars first, and then glue the lights to the posts after the glue dries, so they can be positioned correctly. I added short strips of half-round styrene to the insides of the rear quarter panels, behind the rear wheels, to help hold the body on the chassis. The ends of the radiator support will slip into the front of the body and hold it on.



Overall, I'm happy with the finished model, which looks very much like the TV car.



Building a Rare Two Door Post Pontiac GTO



Description: 1966 Pontiac GTO
Manufacturer: Revell Monogram
Scale 1/25 **Kit** 764
by Dave Roeder St Louis MO



An old Pontiac Tempest two door post GTO.

I recently bought a 1998 new old stock Revell Monogram 1966 Pontiac GTO kit. While researching this kit I found that in 1966 there were 10,000 Pontiac tempests built with the lighter two door post body.



One of the numerous releases of this kit

A small number of these were sold as GTO versions and were converted to competition cars by drag racers. The practice of factory built drag racing versions got crazy in the late 60s when Dodge created what were essentially full race versions of low level two door models with weight reducing aluminum and fiberglass body parts, front aftermarket "MAG" wheels, huge engines and gutted interiors.

Car and Driver listed a 1966 Pontiac 389 V-8 two door sports coupe (commonly known as a two door post) for \$ 2,505. The Hardtop coupe

(the GTO was the most common version) was \$ 2,847.

I decided to modify the kit into a two door post since that was a rarely seen model of the GTO. The conversion was easy. It only required the construction of the side window trim additions and side window glass.

Buildup of Revell Monogram 1/25th scale kit

I enjoy building the now defunct GM kits and there are a number of Pontiacs out there. Many years ago I built this kit in an early issue. I was just getting started in model cars and ended up making it into an altered wheelbase straight front axle drag car. I somehow cut out the rear quarter panels and moved them forward and then filled the gap behind them with styrene and body putty. This was before rattle cans were popular and I was brush painting everything. Needless to say it looked exactly like it was painted with a brush. The body was Chinese red with a Flat White vinyl top. In those days I was trying to super detail the engines by using red thread which was about 3/4" in scale diameter. It looked like red rope. Needless to say it is long gone.

On to the present:

The engine is a typical Revell two piece engine transmission injection molding with separate heads, intake, exhaust, water pump, oil pan, starter, oil filter, distributor, ignition coil, carburetors, air cleaners, valve covers, oil filler cap and a five piece fan belt assembly. I mixed up a light metallic flat blue for the engine color. I assembled the engine and added the lower radiator hose.

The chassis assembly is straightforward. I used Tamiya NATO Black with a wash of Floquil Railroad Tie brown on the floor pan and left the frame NATO Black. I painted and detailed the two exhaust pipes and installed them first. The front suspension went together next. I used Tamiya Semi Gloss black on those pieces. The rear axle/driveshaft assembly consisted of eight pieces. They were also painted Semi Gloss black. I glued these together using the chassis as a jig, and then touched up the paint before attaching the assembly to the chassis. I installed the engine assembly into the chassis. I sanded the treads on the tires and then applied red line decals sealed with a coat of Testors Dullcoat. I painted the wheel backs black, and used Tamiya black panel line paint to highlight the center hubs on the chrome wheels. The wheels have slots that allow the wheel back to show as white, so they need to have black paint on the outward side to create the depth shown in photos. I painted assembled the firewall and radiator bulkhead and then set them aside.

This kit is typical of the mid-sixties GM kits. These cars all had monochrome interiors with a little chrome. Everything was the same color or a close shade of that color. Black interiors were

common. I had a 1969 Camaro 350 (my first new car) with that black vinyl interior. It was cold in the winter and sticky hot in the summer. The kit interior was built up from four major pieces. The floor and rear seat, the two sides and the dash. There were two early GM bucket seats and no seat belts. Other interior details included a pedal set for the manual transmission, steering wheel/column, grab bar, instrument panel insert, a console and shift lever. I decided to go with a black interior and use a Molotow chrome pen for the chrome highlights. The kit came with a nice decal for the instruments, radio, heater/AC control panel, two GTO decals for the door panels, a steering wheel hub decal, the usual exterior trim/badge decals and even two floor mat decals.

The conversion to a two door post was just a matter of adding the upper trim and the vertical door/window post. I primed the body after light sanding with 6000 grit flex pads. The primer is Tamiya Grey Surface Primer. The exterior is Tamiya Mica Blue.

This was an easy build up that represents a model that was never produced.



Interior assembly



Chassis sub assembly



Door panel – semi gloss black and Molochrome trim



Chassis sub assembly



Body in primer with "posts" added



Radiator bulkhead assembly



1966 Pontiac Tempest 2 door post with GTO options



Dash sub assembly



1966 Pontiac Tempest 2 door post with GTO options

All Show and No Go Building the Fujimi Koenig Porsche 911 Biturbo

By Bill Barker Leavenworth KS
Reprinted from the IPMS/Prison City Modelers
Newsletter



I brought this unstarted Fujimi kit to last month's (Oct 2020) meeting for an initial review and to tell everyone that I needed a break from building the detailed AMT 289 Cobra kit. I was getting worn out with adding all the detail and wanted a break to build something simpler. I have had this Fujimi kit since the early 90s. It's a beautiful kit, a curbside kit with nice detail on the underside but it's all molded-in detail which really



doesn't matter if you're building a curbside kit. Many curbside kit builds don't even have an undercarriage or any detail at all. It's intended to display only the upper surfaces and the interior. I've seen at least one curbside build in a show that had a note on the underside of the car asking the judges "why are you looking here?"

Koenig is a German company which produces limited numbers of custom-built Porsches, Mercedes, and Ferraris. Their cars resemble the original cars (as with this 911) but offer nicer interiors, custom bodywork and much more powerful engines. This Koenig 911 Biturbo puts out nearly 500 hp (which was a lot in the late '80s). "Biturbo" means "twin" turbos and gives the car a real punch compared to the factory engine. Fujimi kits are very well engineered with simple clean-up of the kit parts; and, in many cases, there is no sanding required and no flash to be

removed. The body had just a few very fine mold



lines that required minimal sanding to present an excellent surface for paint. In my quest to keep it simple there are few decals to apply and I'm painting it a satin finish (common in many high-end cars today) which means no endless hours of sanding and polishing. I'm close to painting the body and a few remaining interior parts and am using Alclad metalizers wherever possible since they look great and paint like a dream. The body will be painted with decanted Krylon spray paint from Wal-Mart. It's a great looking blue not unlike Porsche's own "Electric Blue." After painting and some subassembly, it will be ready to drop the body in place (with one of the best body-to-frame attachment methods I've seen), fit the headlights, taillights and minor details for a finished model in record time...unless I screw it up.



As I write this for the newsletter, I'm one week from our November meeting. I hope to have this build complete for that meeting, but you know how that goes. As Robert Burns wrote, "The best laid plans of mice and men often go awry." The dictionary defines "awry" as "not in the correct position, especially not straight or neat." I'm real familiar with that concept! Regardless, this is the break I needed to feel like I was making progress and finishing a model.

My build of this great kit is 99.9% complete with only a few minor details left to do. It turns out that this is an even better kit than I described earlier. As you all know, it's a real pleasure to build a kit that goes together well without a ton of shaving edges, removing a lot of flash, removing or filling mold marks, etc. As mentioned last the underside has well done, molded-in detail which I painted with various Alclad metalizers to highlight components (see Photo #1). Fujimi kits are well engineered with simple clean-up of the kit parts,



minimal sanding required and little flash to be removed. The body had very few fine mold lines which required only minimal sanding in preparation for paint.

I didn't paint it a satin finish, as I originally intended, but instead chose Rust-oleum (from Wal-Mart) "Cobalt Blue Metallic," (see Photo #2) which sprayed like a dream requiring only routine sanding (starting at 4,000 to 6,000 to 8,000 to 12,000 grit sandpaper).

This was followed by polishing with



NOVUS 2 polish (also from Wal-Mart). I decanted enough paint to first spray those tight areas with an airbrush (where it's easy to apply too much paint), and then apply the heavier finish coats from the can. I even sprayed from the can outdoors on a fairly windless day. I find that Rust-oleum, Krylon, etc. paints often spray with too much force to be applied within the confines of a paint booth. I know painting outdoors is sacrilege with a perfectly good airbrush and paint booth in my basement but years ago I gave up fretting over things like that. If it works, it works, so why make it more complicated than it needs to be. This color is pretty wild for a Porsche but it was the '80s so you know it won't be subtle!



The interior is simple but well-appointed and detailed. I kept it easy by using all kit parts, basically an "Out-of-Box" build (see Photo #3).

I did add "Funny Fur" to the floorboards to simulate carpeting. The interior tub aligns perfectly with both the window openings and the frame attachment points. The body also fits perfectly and you'd have to work at screwing up the assembly to make it sit crooked on the frame. It fits just the way you'd hope all models fit.

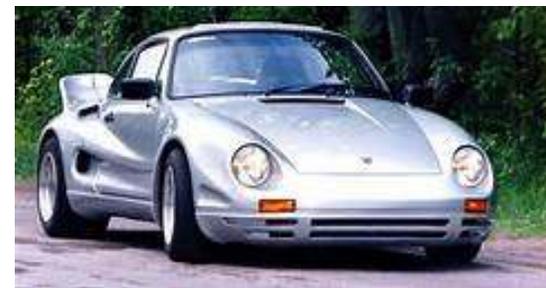
I brought this unstarted Fujimi kit to our October meeting (our most recent in-person meeting) and described it as providing a break from continuing my detailed build of an AMT 289 Cobra kit. It accomplished just that by providing an excellent kit that was easy to build and looks great. As many have said before, it's important to remember ours is a hobby, not a job (except in rare cases), and we should treat it that way. When you need a break from overly complex builds, take it!

May all who read this have a Merry and Blessed Christmas, stay safe and enjoy the Season.

Until next time...Happy Modeling!



The Real Thing



Building a Lego Ghostbusters ECTO-1



By Joe Ballengee

I must have been a good boy last year because Santa brought me what I really wanted: a Lego ECTO-1! [OKAY, so it's not a glue-and-paint plastic kit, but I do have to assemble it, so therefore it is a model kit.] It has 2,352 pieces and 608 (!) assembly steps. The instruction book is over 300 pages long. I've invested 6.5 hours so far and have completed 264 steps, so I'm not even halfway through.



This kit is really amazing. It has all sorts of cool features: the steering works through the steering wheel; doors open; the rear-facing jump seat extends out and automatically swivels into position; the side-facing jump seat slides to the back of the car, and...that's all I've discovered so far. It

measures 17" from front axle to rear bumper and I expect it to be maybe 20" long when complete. Lego thoughtfully arranged the parts into well-marked bags (numbered 1 - 13) for the sub-assemblies; smaller pieces are in small bags within the main bags. Very cool.

I've found that dumping the bags into two or three plastic tubs makes it easier to find the required parts. Assembly is very straight-forward, though you really need to pay attention to the instructions. I've had to backtrack a couple of times to correct assembly errors. With so much going on with this kit, I expect a small slip up now will translate into a major headache later! There are many stickers to simulate rust and other details like the Cadillac script. (I think they resurrected the ECTO-1 from a barn in the latest Ghostbusters movie and it's showing its age). I debated about using the rust stickers but finally decided to go for it.



The photos show how far I've come in 6.5 hours. Lots more to do but I'm lovin' it.

