Albuquerque Model Car Club Newsletter

July 2021

1953 Meteor Fiberglass Sports Car
by Dave Roeder

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: Wheels Museum
1100 2nd St SW Albuquerque, New Mexico

President	Rich Hansell	505-837-1346
Vice President	Chuck Herrmann	505-249-5996

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, 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.

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AMCC News

AMCC Meeting Minutes

June Meeting

There was a regular in person meeting last month on Sunday June 6 at the Wheels Museum. We received a substantial donation of a model collection from the 60's. Much of it was distributed to the members present. Some of it will be used for display at Wheels, the rest will be added to our club spare parts stash.

New Stuff

Raffle Table

Display Table

Going through some of the old kit donation.

Club Notes

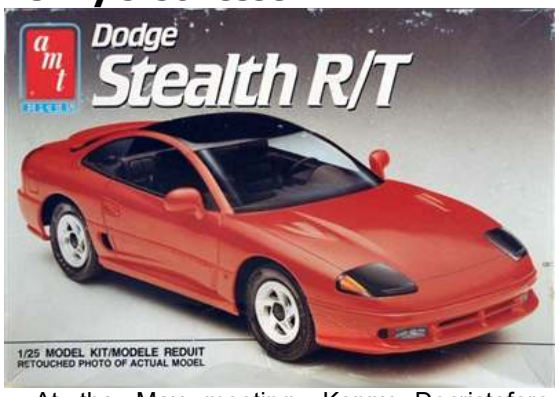
AMCC Treasury June 2021: $912.45

July Meeting, Date Change

We will have a July meeting, on the second Sunday, **not** on the usual first Sunday date, at the Wheels Museum, on July 11. The date is pushed out due to the conflict with the usual first Sunday being the 4th of July.

I am still going through the paperwork and magazines from Sheila's collection. I have many old AMCC newsletters from before my current version. I will be asking members for missing back issues to complete the set soon. Also there are copies of old ERTL *Blueprinters* and *Replicators*, their in-house newsletters now available to view at the Wheels Museum, along with some old Revell, Monogram and AMT catalogs.

Kenny's Contest



At the May meeting, Kenny Decristoforo offered to sponsor a club contest. This will be a

same kit build of the Revell 1991 Dodge Stealth. Kenny had a case of kits he was selling for $5. These can be built any way you want, just needs to be based on this kit. The deadline for the contest will be March 2022, bring the kits in to the meeting and Kenny will award the prizes.

Quarterly Contest Schedule

We will resume the previously chosen schedule that was delayed due to Corona virus disruptions, same themes just date changes. And we have added Kenny's Contest to the schedule.

- August 2021: Cars built in a year ending in 0
- November 2021: Service vehicles (taxis, police, ambulances, tow, etc.)
- February 2022: Cars built in the year of your birth
- March 2022 Kenny's Contest: Revell Dodge Stealth Same Kit Build
- May 2022: Cars with patina/rust

July Meeting Models

Rich Hansel's 1/18 Drive thru Covid Shots and Testing

Chuck Jones PT Cruiser

Joe Ballangee Citroen Avant

Flames and Pinstripes on a TV remote

I believe this was by Eddie Corbin.

Chuck Herrmann, Dodge Monaco kits built as the Joker Getaway car and a "tagged" Gotham City Police Car. Also the figure from the latest release of the kit.

Some hot rods by Jack Logan

Wayne's display depicting a family road trip to Alaska in 1964.

Virtual Show and Tell

Perry Held

"Hand lettered by Scott Lynch"

Don Jones

"Making progress on the AMT KW mixer"

Chuck Herrmann

"This is one of the old kits we received last meeting, restored and will be displayed at Wheels Museum. AMT 1965 Chevy El Camino built as a gasser."

The maybe 50 year old enamel paint actually polished up pretty nice!

Stay Safe and Keep Building!

AMCC at Wheels Museum

Dave Allin left some models behind when he moved away so some from his collection have been added to the display case..

We are always looking for models and related items, like posters and art, for display.

Usual hours to see the museum are 9am-12 noon Monday-Thursday. Also you can see the exhibits on the Sundays we have our meetings. If you are interested in seeing the display or dropping something off for display contact me to set up a date.

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. If you do not do Facebook but would like your photos posted send them via email to me and I can post them.

Join us on Facebook

New Club T-Shirts!

We have new club shirts and stickers.

Stickers: small ones are 5/8 inch, (10 per sheet), large ones are 4 ½ x 3 inches.

T-Shirts : Above is the front, below is the back.

The shirts are black with white logos. Small logos on the front “pocket area” (no pockets on the shirts), the old large logo in on the back. These will be at the meetings, $10 each. We have the sizes people requested last time, but we also bought extras so you can still get one.

Thanks to the Village Printshop in Corrales for the great service and design.

www.thevillageprintshop.com

2021 New Mexico State Fair is On!

2021 NM State Fair Model Contest Dates

The dates to enter models in this year's State Fair will be: Friday August 20 and Saturday August 21, 9:00 am to 5:00 pm.

There will be a $5.00 fee for each person entering the contest.

The Judging will take place on August 30-31. The State Fair will run Sept 9-19.

Pickup of all contest entries will be on Monday Sept 20.

Rules and details are available online at statefair.exponm.com.

We will be looking for volunteers with accepting entries and judging. Anyone who can help out will be appreciated.

Route 66 Street Rod Nationals Model Contest

We were contacted by the National Street Rod Association to host a model contest at their event at the Expo New Mexico State Fairgrounds August 27-29. This will be a People's Choice only contest, with all attendees voting for one model. Entry fee is $5.00 per entrant. Models will need to be dropped off by 5:00 pm on Thursday, Aug 26, and picked off on Sunday Aug 29. The display will be indoors in the vendor (Lujan) building. We will need volunteers to watch the tables 9-5 Friday and Saturday and 9-1 Sunday. There will be a limited number of free passes for volunteers so let us know if you can help out.

Events Calendar

Even with New Mexico ending the public health restriction on July 1, all dates are still tentative. Please check directly with the event hosts. I will update as I am informed of changes, also I will share the notices on the Albuquerque Auto Model Car Club Facebook page.

July 9-10 – Collector Car Appreciation Day Cruise or Show & Shine – Albuquerque – Reception on the 9th, Cruise on the 10th

July 13-17 Cadillac/LaSalle Meet – Marriott Pyramid Hotel, Albuquerque – Open to Cadillacs & LaSalles – Nick Manole nmanole@aol.com

August 14 *Dedicated Scale* Super Show
Host: *Dedicated Scale Enthusiasts* Magazine
Theme is 90's Minitrucks
Holiday Inn of La Mirada, CA
www.dedicatedmagazine.com

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

Aug 21-22 24 Hours of LeMans
Circuit de la Sarthe, LeMans, France

Aug 22 *Lowrider* Magazine Albuquerque Supershow
Albuquerque Convention Center

Aug 27-29 Route 66 Street Rod Nationals
Expo New Mexico Albuquerque, New Mexico
www.nsra-usa.com

September 9-19 New Mexico State Fair
Model Car Contest coordinated by AMCC

Oct 24 US Grand Prix
Circuit of the Americas, Austin TX

May 4-7, 2023 GSL 28 International Scale Vehicle Championship
Salt Lake City, UT
www.GSLChampionship.org

With the relaxing of the pandemic health restrictions more events are starting to take place again. 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 still check with organizers first in this everchanging new world order.

AMCC MAILBAG

by Chuck Herrmann

Industry News

Salvino JR

The next new kit from Salvino JR will be the 1976 Petty Dodge Charger.

R-RPDC1976D Richard Petty 1976 Dodge Charger

Model Car Garage

MCG has announced two brand new designed detail sets for the Salvinos JR Model kits. These detail sets are for the MCG-2312 "71-72" Dodge Charger race car and for the MCG-2313 "73-78" Dodge Charger race car.

AMT/Round 2

AMT will be releasing a reissue of their old 1970 Ford Galaxie, this time as a taxi cab with several options on a new decal sheet.

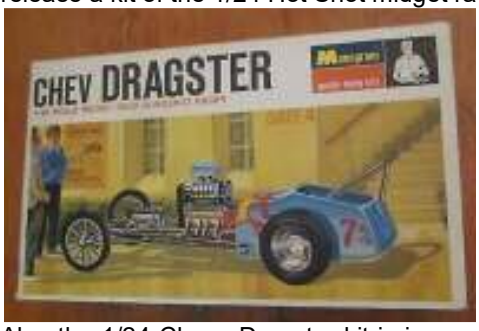
Also there will be some of the old school suitcases seen in some of their 1960s kits.

From MPC, a pro stock Vega. This is in preproduction, no date yet.

Also a couple of big truck reissues.

Atlantis Models

Atlantis is resurrecting an old Monogram mold to release a kit of the 1/24 Hot Shot midget racer.



Also the 1/24 Chevy Dragster kit is in process to be reissued.

Belkits

Belkits is marking their 10th Anniversary with this 2019 Hyundai I20.

BEL014 Hyundai I20 Tour de Corse Winner 2019 No.11 " T.Neuville / N.Gilsoul "

Media

In person model shows are starting up again, so Kalmbach has announced that there will be a *FineScale Modeler Contest Cars 2021* special edition later this year.

Real Life

99th Pikes Peak Hillclimb June 27.

The 99th running of the Broadmoor Pikes Peak International Hill Climb, was run June 27 in Colorado Springs, CO. The course was shortened due to adverse course conditions from Devil's Playground to the Summit. With ice and snow (!!) coating the surface, and temperatures near freezing, the decision was made early in the day to shorten the course. All competitors had the opportunity to run on the same course – Start Line to 16 Mile.

Robin Shute won to claim his second King of the Mountain title. Since the whole course is now paved the cars are mostly sports cars instead of the old school dirt and rally cars which used to dominate.

Kit Build: AMT's T-88 Lola Indy Car

By Ed Sexton

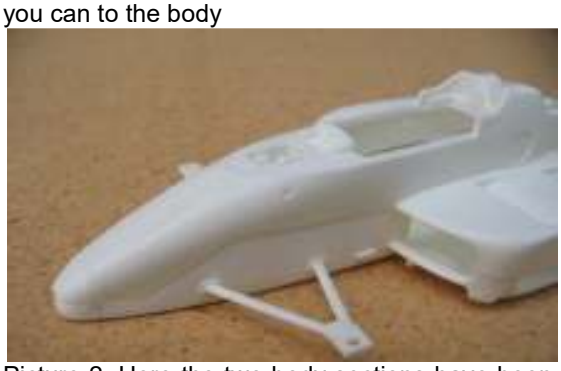
As I said in my President's Message, I would provide some comments and pictures on building this kit and others in the series. I really only have one negative comment and it is correctable. It's the way the two main pieces (top and bottom) are assembled. If you follow the instructions, you can't avoid ending up with a big ugly seam on each side of the body. The only way I saw to avoid this was to assemble these two pieces before painting them. But this brings complications that are outside of the normal building procedure. However, it is the only way to clean up this big ugly seam before you paint the model.

The first step is to carefully remove the right and left top A-arms from the upper body section. You want to remove as little plastic as possible. I use the back side an Exacto blade and run it right along the body. It really doesn't take much to separate the arms from the top section. Sand down the edge on the arm where it separated from the body. Then sand the same spot on the body.

Next, I glue the top and bottom sections together. Once you do this you are left with a few problems because you are out of the normal building procedure. These first include the twopieces that go up into the forward part of the side pods. These need to be painted separately and installed later. Also, the radiator pieces in each side pod are glued in after the top and bottom are glued together. Finally, you will need to slide the cockpit in from behind (see picture). The top part of it needs to be trimmed a little to get it in, but not a big problem.

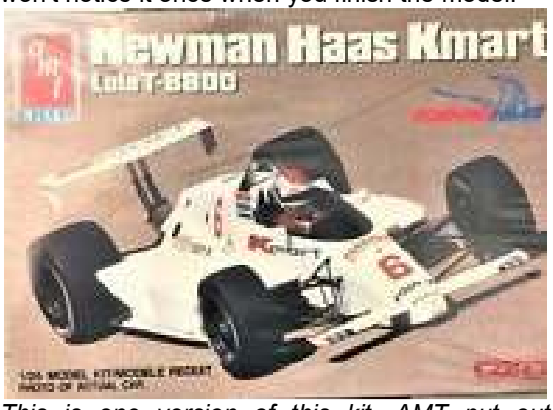
The last real issue you deal with are the top A-arms you removed earlier. I use 2-part clear 5 minute epoxy to attach them to the side of the body. It dries with a strong bond; you can wipe off any excess before it dries and it does not affect any of the existing paintwork. Everything else in the building of these kits follows the instructions.

Picture 1: This shows the upper A-arms cut off and how you want to make the cut as close as you can to the body



Picture 2: Here the two body sections have been glued together and you can see how bad the seam is. But this way you can start working to make it disappear before you paint the body.

Picture 3: You will need to trim the top part of the cockpit so you can slide it in from the back. You won't notice it once when you finish the model.



This is one version of this kit, AMT put out several different kits.

1953 Meteor Fiberglass Kit Car

By Dave Roeder St. Louis, MO

I was reading an action adventure book and there was reference to a Meteor sports car competing in a road race. I had never heard of this make and went on the Internet to find out who made it. I found it was a fiberglass kit car from the early 1950's. Additional research revealed that the original body was meant to fit on an Austin Healey 100-4 chassis. I was able to find the specifications for an Austin Healy and the wheelbase was identical to the AC Ace (Ford Cobra). Apparently this was a British common wheelbase for two seat sports cars of that era. I did not want to build an entire body from scratch, so I began by cutting up a 1/24th scale 1966 427 Cobra I had as surplus in my stash. The chassis is made from a 1949 Ford front suspension/frame and the rear frame was scratch built.

The roll bar is scratch built from .080"diameter styrene rod. The seats were sectioned to narrow them so they fit the body. Early racing sports car specials did not have seat belts or even windshields.

I had to round out the bottom of the grill opening and remove and fill the lower radiator opening from the 427 Cobra body. I filled and then cut out the new rectangular hood opening. The hood scoop is from the 1/25th scale AMT cobra kit. The headlight blanking plates are .010" Aluminum sheet. I made the decals. Paint is Tamiya rattle can Racing White.

The Dash was made from sheet lead and the gauges are a decal I made for the project.

The 1953 Desoto 276 Fire Dome engine is from an old AMT kit.

Chassis assembly – The chassis was mostly scratch built using sheet and strip styrene.

Body test fit on chassis – the body is a much modified 1/24th scale Monogram 427 Cobra. The flares on the 427 body were removed and new front and rear wheel openings were created. The wheel openings were blanked out and then recut to fit the smaller 1/25th scale tires. I used KISS brand fake fingernail resin to fill the sides of the body.

Body comparison: AMT 1/25th Cobra on Left and modified 1/24th scale 427 Cobra body (Meteor 1/25th scale) on right. Note the wheel base is the same but the body is wider, shorter and has a shorter passenger compartment. Hood and trunk openings are rectangles.

The same basic one piece body was manufactured and sold as a Byers, Comet and Sorrell. Engines were up to the builder and early cars had everything from flathead Fords to early OHV Cadillacs and Olds. The wide engine bay allowed these engines to fit. They were also fitted with the Chevy small block after 1955.

1966 and 1953 Ford F-100 ½ ton Pickup Trucks

Dave Roeder St. Louis, MO

1966 Ford F-100 Flareside and 1953 Ford F-100 ½ ton

Almost stock 1953 Ford pickup and 1966 Ford Flareside with 430 cubic inch Lincoln motor

I recently built two Ford Pickup trucks that would be used to haul trailers with race cars.

The first was an AMT 1/25th scale Ford F-100 ½ ton with a flathead V-8. The second was a Moebius 1/25th scale 1966 Ford F-100 Flareside with a 6 cylinder engine.

As usual, I cannot just build things out of box so both these trucks received some modifications that were not visible until the hood was opened.

Starting with the 1953: This version of the AMT F-100 came in a box with the AMT Ford Cobra and a dual axle trailer. On the pickup I just added a dual carb setup to the flathead. I wired it and painted it yellow because I once read that Flatheads from that era built in Canada were yellow. I added a floor shift. It has a trailer hitch that I made and the hitch ball is turned from aluminum. The decals are for the fictional Redfield Oil Well Supply Company. The paint is a Testors rattle can light Yellow.

I built the trailer up and modified it extensively to add details such as fenders, license plate, lights, a trailer jack and a set of ramps. The first thing I had to do was to narrow the track on the tandem axles. It was way too wide and looked goofy without fenders. I simply started thinning everything down until I had the track in correct proportion to the width of the trailer chassis. I made the fenders and ramps from some dead soft copper sheet that I had in stock. I scratch built the hitch socket, trailer jack and the tail light/license bracket. A set of four chrome reversed wheels with moon hub caps and a coat of Gold paint was all it needed to hit the road.

The 1966 Ford Flareside:

I later found the Moebius 1/25th scale 1966 Ford Flareside at the local hobby shop and decided to build it up as a tow vehicle for the Ford Cobra that came in the kit with the 1953 Ford F-100. I reasoned that a 1953 Ford pickup would not be towing a 1964 Ford Cobra race car.

As always I had an idea that I could swap out the anemic six cylinder for something in a FOMOCO family V-8. I found a 1957 Lincoln motor from the old AMT T Ford kits. I had Hot Rodded it up with dual four barrel carbs and a modern oil filter attached to a three speed transmission. I decided it would be just right for this application. Those aluminum finned valve covers were unique and added some interest to the under hood view. I also decided that it was to be bored and stroked out to a 430 C.I. displacement. The installation turned out to be more difficult than I imagined. This engine was longer than the six cylinder and required a lot of firewall modification to get it in there. I even had to remove the heater box and cut the firewall in several places. Once I got it in there, I needed to get the body /tire and wheel combination correct. Fortunately the Internet provided images of this truck in the lowest trim level. That trim level was what most farmers and ranchers wanted. It consisted of no chrome trim on the sides, painted grill and painted front and rear bumpers.

Downgrading the truck to a lower trim level required painting the wheels off white with small flat aluminum painted hubcaps. Removing the side trim was the easiest part because it only involved sanding it off. I painted the rest of the parts that were chrome. I chose a Ford metallic purple for the body color because I figured that after creating this Hot Rod Pickup it should have a slick paint job.

I shortened the kit supplied long rear step bumper to fit the narrower pickup bed then added a scratch built trailer hitch with an aluminum hitch ball I made on my lathe.

Now I needed a trailer for the Ford Cobra, so I scratch built one to fit. This one is a single axle with a bed and a set of ramps that I made up from parts out of a 1/35th scale Russian rocket launcher truck kit. These strips were perforated and looked like the old WWII steel road bed used by the army. I just had to put two of them together to get the width for 1/25th scale. The rest was easy; just a selection of styrene strips, shapes and the usual scratch built parts like the trailer hitch socket and the trailer jack.

These four models took up a good deal of my model building time and I had plenty of that during the shutdown.

1966 Ford F0-100 Flareside body test fit and final installation of Lincoln motor. The extra length of the Lincoln motor was mostly caused by the huge water pump in the front.

1953 Ford F-100 chassis sub assembly

1953 Ford F-100 engine with dual carbs and chrome air cleaners

1953 Ford F-100 and trailer with Meteor Sports car. The trailer came with the 1953 Ford Pickup kit and I modified it by adding the scratch built hitch socket, trailer jack, tail lights, license plate, fenders and ramps.

1966 Ford Flareside with trailer and 1964 Ford Cobra race car. The trailer was scratch built from styrene strip, shapes and the ramps and bed are made from parts of a 1/35th scale Russian Rocket launcher truck.

1955 Trailer Scratch built

1956 Trailer modified kit model

1964 Ford Cobra #76 B/P

1953 Meteor fiberglass sports car with Desoto 276 cubic inch V-8

Aoshima Honda "Dream 50"
Custom Motorcycle

Subject: Honda "Dream 50" Custom
Mfg: Aoshima **Scale:** 1/12
Kit#: 4905083045077
By Ed Doering Milwaukee, WI

Having just attended motorcycle races at Joliet, Illinois, and Elkhorn and Elkhart Lake, Wisconsin, and with the motorcycle riding season in full swing, I have decided to do a review of a motorcycle model kit this month, instead of my usual reviews of car kits.

Aoshima has recently delved into the realm of producing some excellent 1/12 bike kits, and this Honda "Dream 50" is quite a NICE kit. The "Custom" aspects of the kit refer to spare parts you can use to individualize your building of this superb kit. You get a separate tree containing the gas tank, rear solo seat and fenders cast in a dark gray plastic. Otherwise, the kit features these same parts cast in a really NICE satin-finish aluminum. The frame comes cast in bright red, so there's really no need to paint it, unless you don't care for the red color.

Since its introduction at the Tokyo Motor Show in 1995, Honda's "Dream 50"'s attractive style and hi-performance features, have gained public attention, and made its debut in 1997. The "Dream 50" is a customized version, equipped with parts developed by HRC – Honda Racing Corporation, along with a hi-performance 50cc, air-cooled 4- stroke engine, plus a variety of parts created with a theme of employing tuning that enhances the overall performance to the maximum.

This kit includes thin vinyl lines for the plug wires, brake lines, plus clutch and throttle cables, as well as an HRC “CR” type carburetor, exhaust megaphone, and drive chain, with sprockets, plus disc type brakes, and low Clubman type handle bars, and a racing type solo seat. Additionally, race type forks and rear shocks are included.

There are a total of seven sprues that comprise the parts needed to build this 1/12 kit. Many of the parts are cast in a hi-lustre aluminum satin finish, as well as true chromed parts. The rest of the trees are cast in red and dark grey plastic. There is no flash present, and casting marks, mold seams, and ejector pin marks are minimal. Real rubber tires are included, as well as a tree of clear parts for the headlight, tail light and turn signals. There is also a small decal sheet for the Honda logos etc.

You have the option I think to build the bike according to the instructions, or the builder can deviate from that via using the spare “custom” parts, to leave off certain features, and arrive at a café racer type of bike, by eliminating the turn signals, rear fender, mirrors, and non-essential parts. As noted, the front fender, and gas tank are cast in satin aluminum. The “problem” with that is that the fender is 2-piece, and an ugly seam results when attaching the two halves. That’s why a separate “custom” fender’s included, which will allow you to fill and sand out the seam. If you do not like the satin aluminum gas tank, a separate set of dark grey gas tank parts is included, which can then be painted any color the builder chooses.

Engine parts and drive line parts are also cast in satin aluminum. While they are superb, a more realistic or “race” appearance can be achieved via de-chroming some of these parts in ordinary household bleach, and painting them with Metalizers.

There are 15 assembly blocks you need to follow to construct this model. Each block only involves a few parts to make assembly quick and easy.

We begin assembly in Block One, wherein the front wheel, tire, and disc brake are put together. A note is made to be certain to use only the parts for the front and rear wheels, and not get them mixed up. Special care must be taken when pushing the wheel into the rubber tire, so as not to bend or break the tiny spokes of the wheel. Also, scraping off the chrome from the disc brake and wheel is a MUST in order to achieve a solid glue joint.

Block Two involves assembly of the rear wheel, tire and brake, and is accomplished much as you did for the front wheel, tire and brake assembly. They are then both set aside until later assembly.

In Block Three, the front forks, triple clamps, wheel hub, brake fittings, and brake lines are built up. Here also, one has to decide whether to use the satin aluminum front fender, or the dark grey ones. Special note is made to make SURE you have the tiny brake fitting glued on well, so that when you add the 4.7cm thin vinyl brake line to the fitting, the fitting does not break off. Perhaps super-glue may be a good choice here, as well as being the glue to use to attach the vinyl brake lines etc. thru-out the build. Also,

a screw is used to insert thru the wheel center, acting as the front axle. Unfortunately, a tiny screw driver is not included in the kit, but a jewelers or tiny eye glass screw driver will suffice, or the tiny screw driver included in Tamiya bike kits. Care must also be taken to align the wheel assembly level and evenly spaced within the front forks.

In Block Four, the rear wheel/tire is added to the rear drive chain and sprocket, and the two halves of the rear swing arm are assembled, capturing the drive chain between the twohalves. Again, a tiny screw is used as the axle. Care again must be taken to insure the wheel/tire sits level and evenly spaced within the swingarm. More realism can be achieved via de-chroming the drive chain and sprocket with bleach, and mixing brass and aluminum Metalizers together to achieve the Titanium Gold color used on racing drive chains.

Block Five is all about assembling the 50cc, 4-stroke engine. Here, it's VITAL to scrape the satin aluminum and chrome from related parts, to insure a good glue bond. The halves of the crankcase are assembled, and vinyl lines are attached as shown in the instructions. The cylinders should be de-chromed and painted in dull aluminum mixed with a bit of grey. A wash can then be applied to the fins on the cylinder. The carburetor and velocity stack can also be de-chromed, and receive a similar treatment. The heads are then attached to the top of the cylinder. Block Six involves addition of more motor-related parts.

In Block Seven, the completed motor is set into the 2 frame halves, and a choice must be made to either use the rear fender, or eliminate it for a more race or café racer appearance. Care MUST be taken to center the motor within the frame level and evenly spaced, so that the rear swing arm, wheel/tire assembly can be properly aligned. Notes are also made regarding adding more vinyl lines.

Block Eight involves adding the rear swing arm, shocks, kick stand, and primary cover. Care must be taken here to properly attach the drive chain to the motor. A diagram is included to show how these parts MUST align.

Block Nine involves the addition of the front fork/wheel/tire assembly to the yoke and steering head of the frame. The gauges are then added. I would NOT add the triple clamp and handlebars at this point. Leave them until final assembly to avoid possibly breaking them off during handling in other assembly blocks.

In Block Ten, the head light is attached, and again one must decide whether or not to add the turn signals, or leave them off for a more "race" appearance.

Blocks Eleven and Twelve involve vinyl line placement, as well as adding the shift linkage.

Unfortunately, in Block Thirteen, we see that the exhaust megaphone pipe is cast in two pieces. Filling and sanding will be required here to achieve a one-piece appearance, and one must chose then to de-chrome the pipe and paint it flat black.

Block Fourteen involves adding the rear tail light and license plate holder, or leaving them off for a race look. Also, here one must chose either to use the satin aluminum gas tank parts, or the dark grey set which can be painted to the builder's choice of a color, along with the side panel covers, and solo seat.

Finally, we come to Block Fifteen where the solo seat and completed gas tank of choice are added, and the support stand to hold the completed bike upright is assembled. This completes the model.

This is a bit of a complex model, which I'd rate at Skill Level 3, because of the use of small, intricate parts, screws etc. Yet, it's quite buildable, and the choices to build the bike stock, café racer, or sort of a race look, all add to the joy of building this Honda "Dream 50". Good luck with it, and as always – Happy Modeling! ED

Stay Safe and Keep Building!