



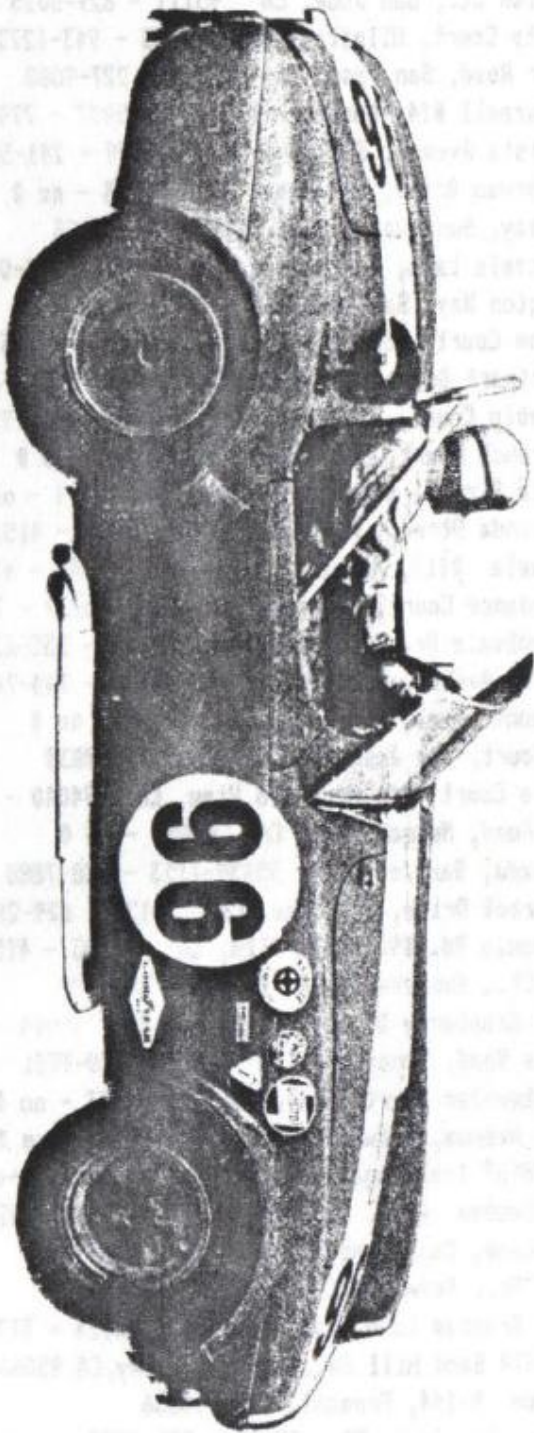
# *SAN JOSE SCALE MODELERS*

DECEMBER 1986

Next Meeting: December 19, 1986

Time: 7:30 PM for swap shopping & talking shop

Location: Mercury Savings, 19376 Stevens Creek, Cupertino



**COBRA ■ SHELBY ■ TIGER ■ FORD G.T.**

## MEETING MINUTES FROM NOVEMBER

Once again, I have Rex Barden (see Rex, I even learned to spell it right!) to thank for these meeting minutes as I made my grand entrance right at break time missing all the business parts. Now you may ask why such a highly paid executive of such an exclusive club would act in such an unprofessional manner? Well usually I just can not put down an airplane. This time the airplane could not put me down!

Now that you are lost, I will explain. You see, Dahlia and I had gone down to Las Vegas on business (Honest!) to the SEMA (Specialty Equipment Manufacturers' Association). Acres of displays of all the latest in performance automotive equipment with over a hundred race, custom, prototype and modified street vehicles on display, many of them adorned and described by models (female-types that score high for basic construction and detailing)! We rushed to leave all this to catch an airplane to get back to San Jose for the IPMS meeting. See what dedication I have to our club!? (excuse me, I have to stop here and replace the battery in my electric back-patting machine).

Anyway, said aircraft of transport was an hour in arrears on arriving, and the parking lot shuttle busses took their queue from this and both took their time in arriving as well as giving a fully-guided tour of the latest addition to the S.J. Airport parking lot. They must train these drivers in a rat maze! The sum of all this, which I am sure you are glad I am getting to, is that our flight was scheduled to arrive at 6:30 PM, but we did not even leave the custody of those ever-gregarious parking toll collectors until 8:05 PM.

From there we "leisurely" drove (this is your captain, please keep your seatbelts fastened as we are presently flying at an altitude of 6" AGL at speeds above FAA directives. Please

look out your windows for any nearby warning-strobes of approaching civil patrol aircraft) back to my home to obtain the club materials and money and arrived at the meeting refreshed. What follows is what Rex said I missed.

Donations for the V.A. Hospital are running far below normal. Please dig into those well-maybe-someday-I-might kits and find one you can; part with/can replace/did not remember you had it until you started looking. I believe Bill Magnie will still be able to get the kits to the V.A. even if brought to the December meeting. Door prize tickets are being given for each kit donated. Consideration was given to waiving the 10% donation of sales income if the vendor wishes instead to donate kits to the V.A.

Rodney announced the Silver Wings club contest of December 13. I guess they did not learn their lesson with the nationals. Maybe they should change their name to the Purple Hearts chapter.

Our club is still in need of a/some volunteer(s) to be instructors for our junior members. We still have, despite our recent embarrassing instructor no-shows, 2 junior members who are still eager to absorb the knowledge and skills learned so much more easily through recommendations and guidance than through bandaids, fogged canopies & super glued fingers. Come on, dive-in and help.

The 1/144th F-14 contest had 1st, 2nd & 3rd place winners. More details on the 11 O'clock news as the story develops.

Speaking of model contests, this meeting is our next quarterly contest, a "theme-less" one at that. Come One, Come All, Bring Your Crippled, Your Helpless Models, But Don't Miss The Chance Of A Lifetime, The LAST Quarterly Contest of 1986!

Kit Review

by Chuck Foster

Kit:

AC 427 Cobra

Manufacturer:

Sunny

I don't know how much of the word has gotten out about this kit but it is really bad. Upon opening this box you'll notice two things,

- 1) this is not a 427 Cobra kit and
- 2) every part in this kit fits into two categories; bad or wrong.

This company has some kind of ties with Minicraft/Hasagawa which surprises me because I wouldn't think they would associate themselves with something this inaccurate. The main problem with the kit is that the 427 Cobra had coil spring suspension and this kit has the leaf spring suspension from the 289. To tell you the truth the engine in the kit is really a 289. It becomes clear after a while that the molds for the chassis in this kit were lifted from the parts in the AMT 289 Cobra. The parts that were wrong in the AMT kit are identically wrong in the Sunny kit such as the steering mechanism or the odd ball cross-hatching in the trunk.

The body is fairly accurate and was probably made by examining photographs. Before writing this kit off completely you should be aware that this kit is an excellent starting point for building an FIA Cobra.

At the start of the 1964 racing season, Ol' Shel (those in the "inner circle" always refer to Carroll Shelby as Ol' Shel) was getting itchy to whip the ass of a certain Italian car maker. Because the chassis was not sorted out on the new 427, the roadsters competing for the FIA world championship were fielded with a body slightly different from the other 289's. In addition to the body they had larger brakes, larger fuel tanks, mag

wheels and a few other go-fasters. In truth, except for the front air intake, they looked a lot like the pending 427's. Herein lies the value of the Sunny kit. However, with the price of this kit you're going to have to be pretty anxious to build an FIA car.

If you want to give this a try or you've already been snookered into buying this kit like I was, here is some information that will help you out.

Here are some of the items about this kit that are wrong for the 427 but are correct for the FIA that you will not have to change.

\* The side vents (not the exhaust pipe openings) are correct even though they are not on the AMT 289.

\* The short, straight gearshift lever is right.

\* The dash is for a 289 and not a 427.

\* The suspension and chassis is correct (more about that later).

\* The engine is the right size.

\* The scoop in the hood is correct.

Now the bad news, here are some of the things that have to be changed.

\* The air scoop should be the same size and shape as is on the AMT body. This should be cut from the AMT body and grafted onto the Sunny body. I have included a sketch of the front views of the 427 and FIA for reference.



427 front view

In addition here are some other minor things to remember.

\* The battery goes on the passenger side not the driver side.

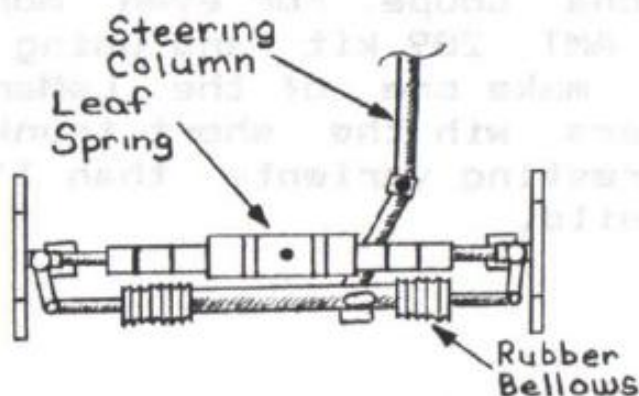
\* The turn signals were a clear/white color amber was not required yet.

\* The Halibrand mags in the kit are pretty bad try and find some replacements if you can.

\* While you're at it try to find some better front shocks. Not the ones that look like dual units from a 4X4.

\* Ditch the metal front axle (which is why your front shocks had holes in them).

\* The front steering mechanism should actually look like this. The rack-and-pinion goes right in front of the leaf spring tower.



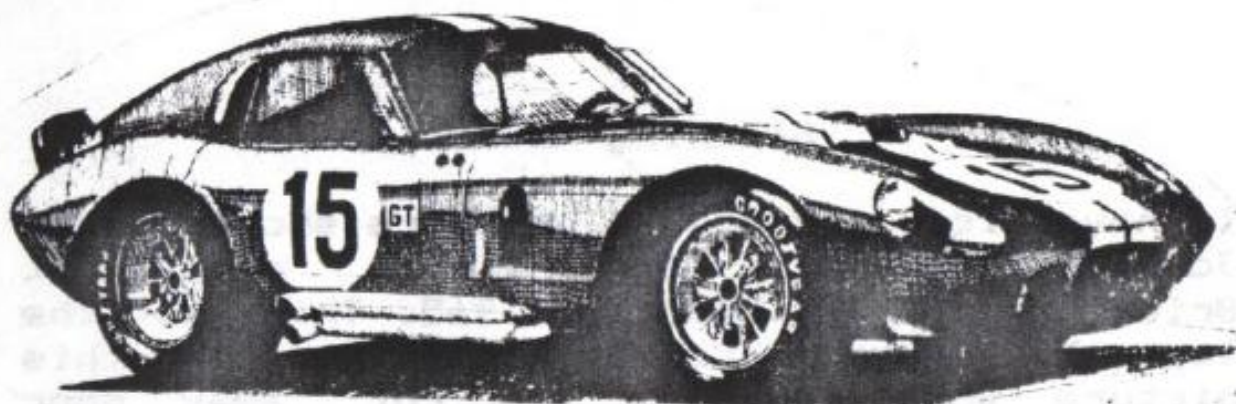
### Steering mechanism

I have also included a picture showing Bob Johnson heading for First place at Bridgehampton in Sept. of 1965. This was the last FIA race a Cobra would run. In this picture you can see the cut away door outline, roll bar configuration, the gas cap location and the side exhausts. This exhaust arrangement is unusual as most cars had one large diameter tube. This does illustrate that cars changed quite a bit from race to race.

Finish this up with decal sheet #31 from Fred Cady and you'll have a very nice model that you won't see on too many of your friend's shelves.

If you would like even more detail on this car look in "Carroll Shelby's racing Cobra" by Friedman and Christy, "Shelby's Wildlife" by Wyss or "The Shelby American Guide" by Kopec. You don't have to limit yourself to obscure fighter planes in order to find interesting subjects to model. There are plenty of unusual cars that are well documented which will provide the modeler a lot of challenge.

So now, you ask, what do you do with the rest of the AMT Cobra you cut up to get the right air scoop? Very simple, combine it with the Lindberg kit #6041 and make yourself a first rate Daytona Coupe. For even more challenge, take the AMT 289 kit and using the hardtop supplied, make one of the LeMans or LeMans replica cars with the short trunk. There are more interesting variants than I'll ever have time to build.



The roster contained in last month's issue was incorrect in a few areas and was obviously (meaning I have heard enough) incomplete in that it did not have phone numbers. It was a production error, not intentional. The roster is accurate to the November meeting. November saw 58 attendees and one new member, Jake Deloumi from San Jose.

A Merry Christmas & Happy New Year to All, and a special thanks to Chuck Foster for lightening my creative workload for this month.

Return To:  
A. Wolcott  
10129 S. Blaney Ave. #1  
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