

THE STYRENE SHEET

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SLAKING A LOOK UNDER THE HOOD (Part 1)



A Tale of Two Cobras By Andy Kellock

The name Carroll Shelby, and the Cobra sports cars he made famous, are legendary. But a lot of the facts and details have been forgotten in the ensuing 40 years since that remarkable time. In the early 60's the American passion for motorsports was steadily on the rise. Back in those days most of the action was taking place in Europe. Sure there was the Indy 500, but that was about it for big famous races here. NASCAR, or the Grand National as it was called back then, was still in its infancy and wasn't taken seriously outside of the southeast. So if any Americans wanted to be part of the racing scene they had to go to Europe. And that is what they did. By 1963 American drivers had made a big splash on the continent, driving for European teams. Familiar names like Phil Hill, Matsen Gregory, Briggs Cunningham, Dan Gurney, Bob Bondurant and even ole Shel himself. There was a sense that Americans were some of the best drivers in the world, but they all drove European cars for European teams.

All this changed forever when Carroll Shelby got the idea to squeeze an American V8 into a relatively obscure 4 cylinder British sports car, the AC Ace. The result, the Shelby Cobra, changed the sports car racing world forever. In a fantastically short 3 year window the Cobras won race after race, taking the USRRC championship by beating out the Corvette and capturing GT class @ LeMans toppling Ferrari's domination of that class. For the first time, Americans won an FIA (Federation Internationale de l'Automobile) race in an American car. Shelby took over Fords racing program, and the GT40 had its first of many wins under his reign. Shelby was responsible for developing the 427 racing engine that powered later Cobras, GT40s and Mustangs.

In this article I describe how to build accurate replicas of two of these historic racing machines.
(continued on page 3)

Editor's Ravings – this month's editor, Mick Burton

Two consecutive months meeting in a pizzeria yet I deny myself opportunity to determine once and for all if the cheese will indeed serve “off label” as a formidable adhesive. Also the potential in “gloss finishes” offered free with your pie. Enough hardy souls showed up each time to make it a “real” meeting, THANK YOU ALL! We got the trains to run on schedule even at second one, in plainer terms I mean SVSM elections were conducted. As you may have surmised, I was miraculously supported in remaining here at the keypad for upcoming year. Or as I had foisted it originally into Chris “Perennially Reelected” Bucholtz’s minutes regarding the meeting: “In a fiendish twist of fate, Mick Burton was encouraged by a show of hands (no, not holding daggers either nor nooses) to go on publishing The Styrene Sheet and calling himself Editor. William Ferrante may never forgive you all for that enthusiasm” You may recall Sir William and I share the editorship, I regard him a godsend !

This month’s issue has as promised, the marvelous automotive article sent me by a prolific modeler amongst us, my apologies to him for having to divide it in two. Why not figure on enjoying it twice as much instead, okay?

Speaking of enjoying twice as much, we just celebrated the tenth anniversary of 1998 IPMS USA Nationals held in Santa Clara ending on the July 4th weekend that year. In our Region (Nine) we’ll see two contests coming and going in the time period between when our Nats was and this year’s slot. Someday mayhaps there will be chance to try out a Spring (March/April/May) or Fall (September/October) date slot for IPMS-USA Nationals. Until so, it will continue to have an impact of some import on turnouts for clubs holding events in summer months which can be deadly. Our 2008 Regional was planned for over two years back, date then looked perfectly fine, now it’s the last day of the 2008 Nats. My hopes that the three clubs hosting the R-9 Regional don’t find it a Pyrrhic date. I’ll be attending in any event to participate and congregate, heat won’t be any worse in early August in Fresno as compared to San Jose this early July. Meanwhile, back in Virginia Beach (a bastion of cool breezes at that time, I am given to understand ... okay, as long as you’re talking about the AC in the hotels or convention center...) a “third time’s a charm” chance will likely prove to be just that. This is the 3rd time the locale has hosted the Nats, and they are boosting their chances of finally getting IPMS into the 21st “Digital” age which was pioneered by us ten years ago. I won’t share why I think they’ll succeed this time, only that it will have a Silicon Valley link.

Lots of summer and fall events are coming out here in the West, frustrating in some ways considering how fuel costs are likely to foil some in ambitions to join in the fun. IPMS Dragon Lady at end of July will be hosting one of their engaging contests, 2 weeks later is R-9 Regional. A week after that, “Wings Over Wine Country” which is an excellent excuse to escape to Santa Rosa wilds for weekend, air show, spirits, greenery, water, what more can you ask for? September has IPMS Reno High Rollers friendly gathering at start of Reno Air Race week, at end of that week the Gold Races of NCAR, week later Evergreen Air Museum in McMinnville is site for great contest. October will herald return of OrangeCon and week later the Fremont Hornets TriCity Five. –enjoy!

SURPRISE! THERE’S A CLUB CONTEST FOR JULY 2008

To celebrate return to our preferred palatial surroundings, I’m sponsoring this. In short simple terms, show up with something and try to take my money, please. First, Second, Third at minimum planned for.

THEME IS

“MiGs, Mopars and Marines”

Don’t try to discern the relationship, it was incidental to the purpose of simply having some fun. Also perhaps goading those who didn’t finish some Muscle cars for this year’s NNL West. Or “Commie stuff” for a recent Fremont Hornets club event, or “water related” material for our own club madness. Mopar encompasses the Street and Strip so don’t fret, Mikoyan and Gurevich are well represented in kit form, and Marines subjects will be interpreted to also allow Kriegsmarine and MarineFlieger along with Harriers, Troop Carriers or your latest 54mm take on a Surly Leatherneck. So look at your finished fine works see if you have a “3M” entry!

A TALE OF TWO COBRAS Begins (continued from page 1)

1963 FIA 260 Cobra (CSX2127)

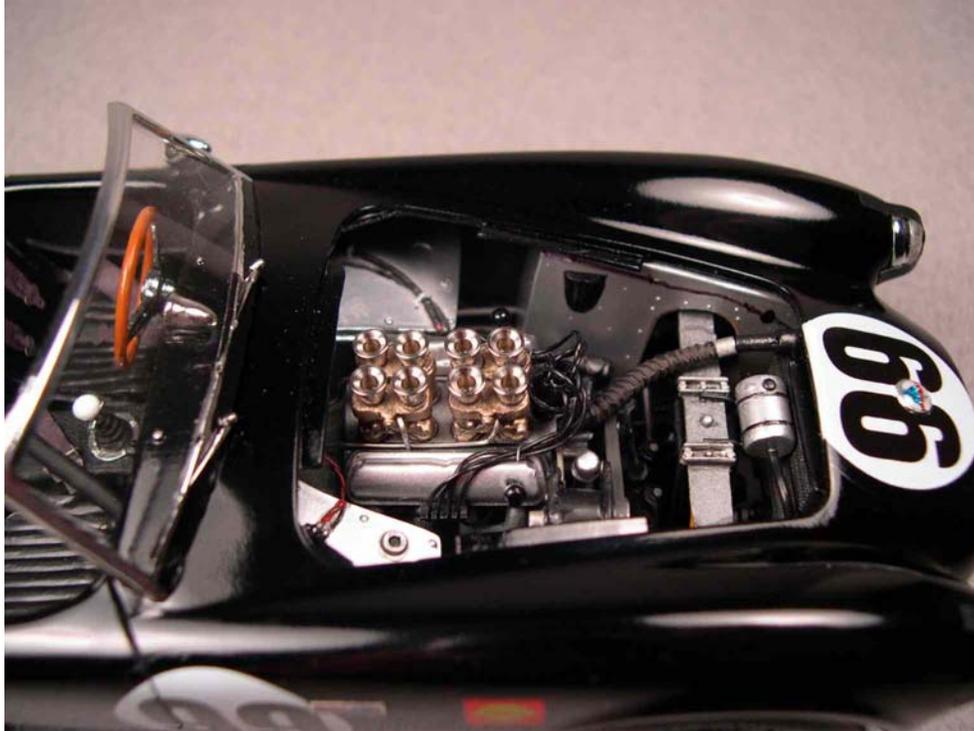


The original Cobras all had small block Ford engines which were 260ci in 1963. The combination of this small V8 in a light aluminum bodied sports car was awesome. When introduced in 1962, the 260 Cobra was the fastest production car, with a 0-60 time of 3.9 sec, which still sounds pretty good today! There were 3 roadsters taken to Europe to compete at LeMans in '63 and when they returned to the States these three cars were entered in USRRC races. All three cars were black and usually sported the numbers, 97, 98 & 99. They were piloted by Dan Gurney, Bob Bondurant, and Dave MacDonald. The appearance of the Cobra sealed the fate of that other American racing machine, the Corvette. The Cobra had a one ton weight advantage over the Corvette and the loss of the USRRC championship was one decisive factor in GM's withdrawal from racing in 1963.

The basis for this model was the venerable old AMT kit, which has been re-released many times since its original release in the 60's. The version I used was the 1988 Reggie Jackson release, molded in a nice bright green. I was surprised how accurate and nice this old kit was. Like most car kits from the early 60's this one had opening hood/trunk, and not just separate pieces but with working hinges. It also had an option to build a racing version and this was where the real surprise was. AMT really did its research and all of the racing pieces are quite accurate. The roll cage, racing fuel cap, side pipes and fuel injection manifold are all there. This reduced the kit-bashing and scratch-building considerably. Given the age of the model, the amount of flash, seams, injector-pin marks and mold-parting lines are minimal. They really knew how to engineer a kit back then. The body, interior tub and chassis were ready to go out of the box. AMT even captured the suspension accurately. Cobras were fairly unique in having transverse leaf springs and A-arms both front and rear, and that is what is in the kit. After priming with Plastikote automotive primer the body was painted with Tamiya TS14 Gloss Black. I wet-sanded the primer coat with 600 grit and also wet sanded in between each of the 2 color coats. I got such a shiny finish that I didn't bother with a clear coat, or rubbing out the paint. Race cars didn't usually have smooth glossy finishes anyway. Interior was painted with Testors Modelmaster acrylic enamels. Flat black for the carpet (yes, this race-car had carpet!), dash and semi-gloss black for the seats. Seatbelts were made from construction paper with Model Car Garage photo-etch buckles. Instrument panel had nicely molded in detail, so I covered the gauges with Bare Metal Foil first, and then painted whole instrument panel flat black. I then scraped paint off the raised detail, leaving a nice chrome surround around each gauge with the numbers easily readable. I painted gauge needles with red paint. I then sealed each gauge face with 5-min epoxy which looks very much like glass when dry. Steering wheel was painted with several shades of tan & brown to simulate wood. I added switches from pieces of wire which were flattened at one end to look like a toggle.

The kit supplied engine is a great start, but benefits from a little extra detailing. The valve covers are the street version with the longitudinal fins and Cobra 289 script. Since the 260 and 289 are externally the same all you have to do is sand off the molded fin detail and you have a nice replica of a 260 engine with its smooth valve covers. Race engines are generally unpainted, so I finished my block in Humbrol Gunmetal which looks like dark steel, and used Testors aluminum for the transmission. The valve covers and intake manifold were done in Humbrol Polished Aluminum. I used the kit supplied Weber carbs, painted with a 50:50 mix of aluminum and

gold, but replaced the intake horns with Swagelok plumbing fittings (1/16" gas), which are nicely turned steel pieces that really add some eye-candy to the top of the engine. I replaced the kit distributor with a resin one from Replicas & Miniatures Company of Maryland, added spark plug wires and an ignition coil from plastic rod. The kit supplied exhaust manifolds and sidepipes were used, painted with Humbrol Gunmetal. Outside of the cockpit tub and the entire engine bay were finished with Humbrol Polished Aluminum. Chassis frame rails, suspension bits were painted semi-gloss black. I detail painted the molded in wires on the firewall and then added more wires on top, creating a 3-D, busy look. Then I covered all in a flat black wash to blend and bring out detail.



The wheels were Halibrand racing wheels. I only had one in my sparesbox, so I cast up a set of four using this as a master. Knock-offs also came from my sparesbox. The wheels were painted with Humbrol Gunmetal and the knock-offs with Testors Steel. The tires are Goodyears from the AMT 70 Challenger kit, I picked out lettering by drybrushing with gold paint. (this is the era before Goodyear BlueStreak racing tires, and both Goodyear and Firestone tires had gold lettering). All of the brightwork on body was mainly left kit chrome, but small pieces, or pieces that needed a lot of seam clean-up work were re-finished using Alclad Chrome. The early racing cars had the trunk lid hinged at bottom, instead of the top hinge used on street cars. So I reversed all of the hardware, the external hinges and handle, and added a bungee cord from black wire. Headlights were taped over with Chartpak tape. The taillights were kit chrome with the lenses painted with Tamiya Clear Red.



Decals were sourced from various places. The white gumballs and numbers were from Fred Cady sheets and the Shell decals were from the Monogram Chapparral coupe. All in all this is a very satisfying kit to build without any major fit issues and builds into a nice replica of a significant American racing machine. END PART ONE.

MY THANKS TO ANDY FOR HIS MARVELOUS CONTRIBUTION WHICH CONTINUES NEXT ISSUE! And a Happy Birthday!

A PREVIEW OF PART TWO FOR YOU:

1964 427 Ken Miles Cobra (CSX2341)



Even though the small block Cobra had blisteringly fast acceleration its top speed was limited. Since the big goal was to beat Ferrari, especially at LeMans where speeds were already in excess of 200mph on the long Mulsanne straight, Shelby experimented with Ford's new side-oiler 427 engine in the Cobra. This car, CSX2341, was raced exclusively by Ken Miles through the 64 season with both 289 and 427 engines.

The car was heavily modified throughout the season, as Shelby tinkered with engine and transmission swaps as well as many suspension modifications in an attempt to find the perfect set-up. The car was literally different every time it raced that season, and it's a testament to Ken Miles' skill that he won as many races as he did in this car. The 427 test mule was more successful on ovals than road courses due to the excessive front end weight with the big block. Ken Miles hated the 427 in this car, particularly when it would bog down in sharp corners, and lovingly referred to this car as The Pig. *(which is how some may refer to editor for stopping here for now...)*

WHILE WE'RE SPOT ON THE SUBJECT OF RACING NOW'S PERFECT TIME TO REMIND

"HOT AUGUST NIGHTS" is the August SVSM Club meeting Contest Theme

Eligible contest entries are ANY HOT ROD, or Desert Related Subject. So yes, Virginia, your Rommel's Rod straddles the theme nicely, a tidy bonus for your *GASP* choice of building a rare "collector item". Welcome also will be Bonneville Salt racers, Afrika Korps or Montgomery's retorts to same, 1991 or current use Gulf War, Italian menaces to Ethiopian tribesmen, Suez Conflict diamonds, World Rallye Cars, among other ideas. Who knows, some intrepid soul mayhaps show up with scratchbuilt Solpugidae (Sun Spiders). Could happen.

June 2008 SVSM MEETING as recorded by Messr Chris Bucholtz

At the June meeting, once we had all gorged on pizza and soda, we held our elections. In a baldfaced repudiation of our own by-laws, Randy Ray was elected to a second (consecutive) term as President, with Greg Plummer, Laramie Wright and Chris Bucholtz elected as vice-presidents. Bill Ferrante maintains his post as Treasurer and Chris continues as secretary.

In other news, Shervin Shembayati reports that the Hiller Aviation Museum is looking for donations for a display focused on the history of scale modeling; Shervin will have contact information for those willing to participate in such a display at the next meeting. Also, Cliff Kranz' expertly built Monogram visible Mustang was presented to Jack Rousch during his recent visit to the Bay Area, and Cliff said "the Cat in the hat" was very appreciative of the gift.

In model talk... Randy Ray brought in Dragon's Gen 2 Soviet infantry figures, which he said were wonderfully detailed but also rather over-engineered. Mike Burton built his Mustang Mk. III from the Monogram kit, and just to pull Jack Clark's leg, he broke with his usual practice and put a figure in the cockpit. The Mustang is finished as a plane from one of the RAF's Polish squadron. Just for giggles, Mike built Hasegawa's MiG-25 Foxbat, which he says is inaccurate and simple but very hard to build. Also difficult was ICM's take on the MiG-25's stablemate, the MiG-31, which he said was a very tough model. Also from Monogram's line was the F-104C Mike had on the table; he started it six years ago, and he found it a very nice kit despite its somewhat advanced years. Eric McClure's ProModeler SB2C-4 has a newly-painted engine; Eric painted the cylinders Polly Scale aluminum, then shaded the cooling fins with Tamiya smoke. He's also shaded the cockpit and given it a flat coat to knock down the shine of the thinner used in his wash. Eric's also working on a Fine Molds Star Wars Y-Wing fighter, which he says is very nice. Shervin Shembayati got Tamiya's 1:72 F4U-1 Corsair at the gift exchange two years ago and now that he's built it he thinks it's a great model. He used Polly Scale PRU Blue for the main upper color, and some acrylic retarder helped him with airbrushing it without having it clump in his airbrush's tip. Shervin's also built Hasegawa Fw 190A, which he says fits together much better than Revell's kit. This Butcher Bird was finished in Model Master paints. Steve Travis' latest custom rod is "Julio's Jauler," a '64 Chevy from Revell that was lowered and channeled and given a real wood interior. The Replica in Miniature hubcaps were chromed and Steve was really happy with the final outcome. Cliff Kranz started his 1:32 Revell Fiesler Storch in 1980, and he finished as the plane Otto Skorzeny used to rescue Mussolini. Roy Sutherland has a Fine Molds Bf 109G-6 in the works, and he's building a cockpit for it – a Cooper Details cockpit master, that is. Roy plans on doing interiors in 1:72 for the Bf 109G, E and K. He says the Fine Molds plastic quality is kind of poor, oddly enough. Roy's also doing some resin thrust reversers for the Airfix Nimrod. Chris Bucholtz has his Tamiya/Obscureco P-51D-5 almost ready for paint, and he's started work on an Academy 1:72 P-40E, using a motor tool to grind away the wheel wells in preparation for their replacement by photoetched parts. Mark MacDonald's C1 Ariete from Trumpeter was a far cry from his problematic Trumpeter Leopard – it was very little work for such a big model, and the fit was very good! Laramie Wright is using stencils to create the numbers on the side of his Tamiya Panther G's turret. Laramie covered the Panther with Tamiya polyester putty, and textured it with an Eduard photoetched rake. Laramie's also enjoyed the Tristar T.38TG; the only problem he encountered was the large glue thumbprint he left o mot. He sanded the problem area out, then added scratch-built rivets to replace the lost detail. Gabriel Lee plans to add more hardpoints to the wings of his already-unfeasible Rutan Terminator, a terrifying un-stallable fantasy counter-insurgency plane in Columbian markings. Chris Hughes foray into 1:48 now includes a Tamiya M8, which was sadly lacking in interior detail, and a Crusader anti-aircraft tank, which Chris says is probably Tamiya's best 1:48 armor subject. Chris is also building an M20, for which Haller makes a nice photoetch set, and some 1:48 Shermans; he has a host of resin conversion parts for the now-discontinued Hobby Boss M4s. And the Model of the Month goes to... Ken Miller, for his MGM Air DC-8. Ken cut down the fuselage to get the right length for his airliner, then finished it in the livery of the ultra-luxurious MGM Air – which folded long ago, unfortunately.



MODEL OF THE MONTH JUNE 2k8
Douglas DC-8 "MGM Air" By Ken Miller



Ken Miller (far left) and known associates
All of whom seem to be bit "disassociative"

UPCOMING EVENTS CALENDAR AS OF SVSM MEETING 07-18-08

Sunday, July 27 2008

IPMS/Dragon Lady present their Dragonlady Model Classic at the Plaza Room, 210 Julie Drive, Yuba City CA Theme for this event is "Speed". Special guest speakers are planned including a former SR-71 pilot and a former Test Pilot/Race Pilot For information contact Don Terbush (530) 674-8194, Harold Osborn (530) 635-3036. Additionally you can email them at ipmsdragonlady@yahoo.com or myspace.com/ipmsdragonlady.

Saturday, August 9 2008

IPMS/Kings County Scale Modelers hosts the Region 9 Regional, theme is "The Cold War". Event is being co-sponsored by IPMS/Fresno Scale Modelers and IPMS/Central Valley Scale Modelers. Held at the VFW Hall, 3538 N. Blythe, Fresno CA For more information, go to website www.kcscalemodelers.com. They are actively seeking and welcoming sponsors as this is an expensive event hosting a regional. All parties willing to help here are encouraged to email inquiries to webmaster@kcmodelers.com for more info about sponsoring a category.

Saturday, September 6 2008

IPMS/Reno High Rollers host their 9th Annual Model Contest at the Desert Heights Elementary School sited at 13948 Mt. Bismark, Reno, Nevada. Contact Doug Summers 775-835-0140 or at ghpltd@aol.com

Saturday, September 20

Oregon Historical Modelers Society host Region 7 Evergreen Air & Space Museum Show and Contest 2008 At the Evergreen Air & Space Museum, 500 NE Michael King Smith Way McMinnville, OR

Saturday, October 11, 2008

IPMS/Orange County hosts OrangeCon 2008, the Region 8 Regional, at the Pavillion of the University Conference Center, California State University Fullerton in Fullerton, CA For more details, contact Nat Richards at (949) 631-7142 or e-mail him at ocipms@aol.com, or visit the club website at www.ocipms.org.

Saturday, October 18 2008

IPMS/Fremont Hornets host their "Tri City Classic V" at the Newark Community Center, 35501 Cedar Blvd, Newark CA. Theme is "The French Connection" with several special awards keyed to this as well as numerous "Best" in category. More details will be announced as the year unfolds and their website will also have updates.

Saturday, November 1 2008

The Antelope Valley Group presents Desert Classic XII at Antelope Valley College, 3041 West Avenue K in Lancaster, CA. For more details contact Mike Valdez at (661) 304-4941 or e-mail at mikevaldez151@msn.com or visit the club website at www.avg-ipms.org.

Saturday November 15 2008

IPMS/ Craig Hewitt Chapter presents Region 10 ModelZona 2008 at the Commemorative Air Force Museum 2017 N. Greenfield Rd., Mesa AZ. Contact Keenan Chittester 480-636-9720

CLUB EVENTS REMINDER CLUB EVENTS REMINDER CLUB EVENTS REMINDER CLUB EVENTS

August SVSM Meeting – "Hot August Nights Theme" for club contest (see elsewhere in this issue for details)
September SVSM Meeting – "Fun'd Raiser" for April 2009 KO Classic (exchange paper for plastic, you know)
October SVSM Meeting – "Missiles of October, Air Racer Fete, Orange & Black Ball" themes for club contest

NEXT MEETING:

7:00 PM

FRIDAY

July 18

At the

Milpitas Library Community Room

40 N. Milpitas Blvd

Milpitas, CA

EDITOR
SILICON VALLEY SCALE MODELERS
P.O. BOX 361644
MILPITAS CA 95036
Contact: email editor@svsm.org

