

Carefully inspect, trim and clean all the parts. You must clean all the resin parts with warm water and household bleach to remove the mold release film used in the casting process. Be very thorough in cleaning or your paint will not stick to the parts. An old soft toothbrush is very good for this work but be gentle so you don't damage the small parts. You can use a stronger solvent for removal of the mold release but DO NOT soak the parts in lacquer or paint thinner for more than a few seconds as this will damage them if they are left too long.

Begin assembly by identifying and dry fitting the parts. The edges of the body shell and window openings should be inspected for mold flash and carefully sanded smooth and clean. Pay special attention to smoothing under the roll-bar cover. **NOTE:** If you wish to build the No 25 Daytona car you will need to fabricate a cover for the radiator outlet from plastic card and fill the small center air inlet over the grille. To be more accurate, you may wish to make the right & left side inlets air smaller and re-shape the main intake to a more rounded oval shape.

Colors:

Gloss Yellow: Entire body shell and sides of tub.

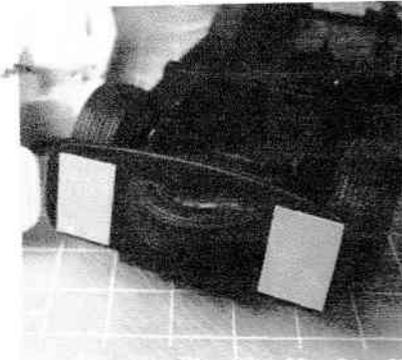
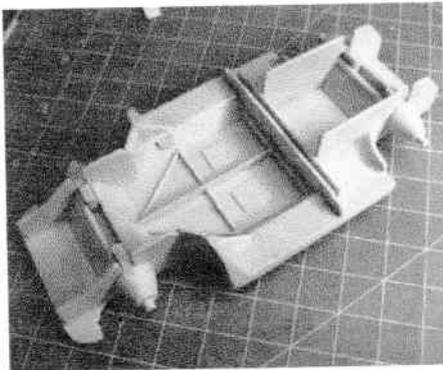
Matte black: Inside cockpit, rubber tail latches, headlight buckets, dash, wiper, grille mesh.

Semi-Matte Black: Seats.

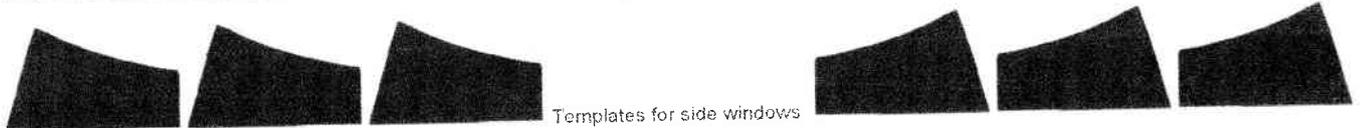
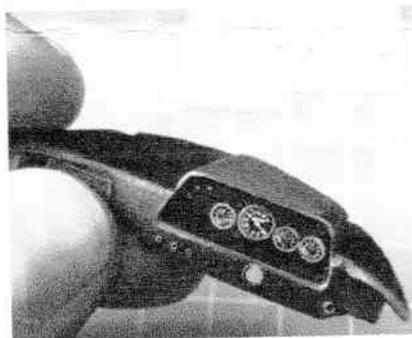
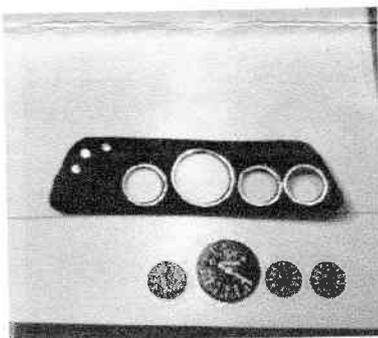
Silver: Wheels, knock-offs, fuel & oil filler caps headlights, tail-light and blinker bezels, gear lever, mirror, shovel, "suitcases" and number lights.

Red: Mask on front of body for No.17 Le Mans car.

Begin by trimming and cleaning up the edges of the body and chassis tub. Mount the axle stubs into their slots, the shorter ones to the front, longer to the rear. The transom plate can be painted black along with the chassis, and glued into the rear of the chassis. Paint or foil the suitcase outlines silver on the transom plate as they will show through the back vent. The chassis will have to be loaded into the body stern first, so test fit often.

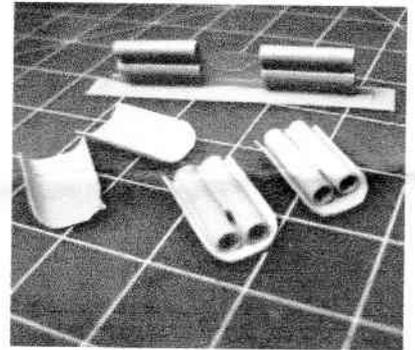
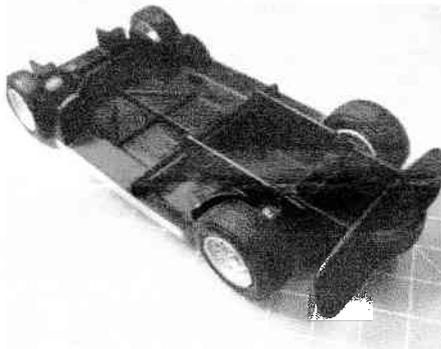
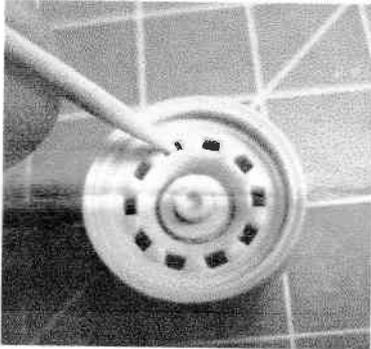


Put the instrument decals onto a thin piece of card behind the p/e panel and mount it into the resin dash as shown. Toggles can be made from plastic and added to the switch bezels if you wish. Add the dash to the tub, but do not fix the seats until later when the body is in place to ensure good fit. Note the location of the gear lever in its gate and the steering wheel in the pictures.

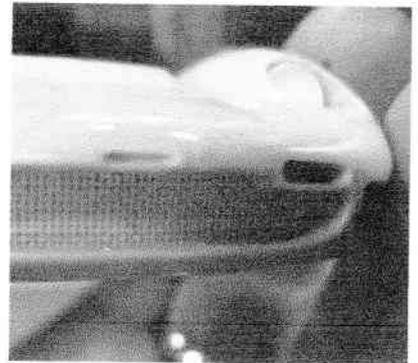
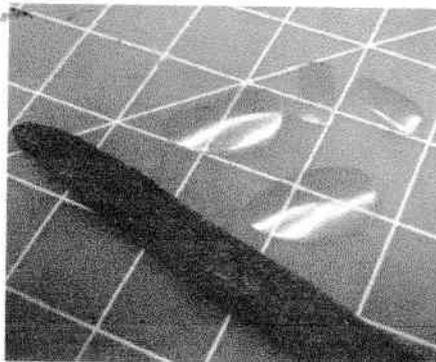
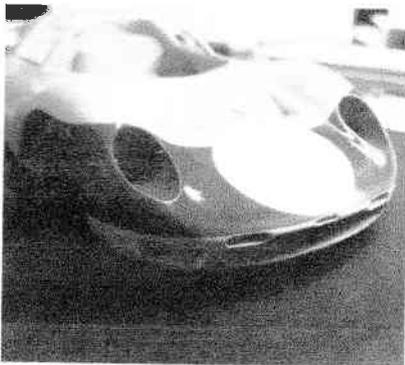


Templates for side windows

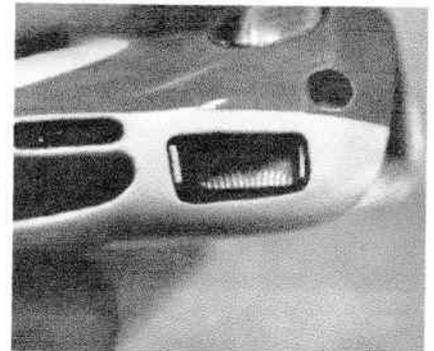
Clean out the holes in the wheels with a very small jewelers file or a toothpick, the flash is thin and easily removed. Slip the tires onto the wheels and use thin CA glue to fix them. Mount the wheels to the stub axles and be sure they sit straight. Assemble the exhaust pipes to the shields and set them aside until final assembly.



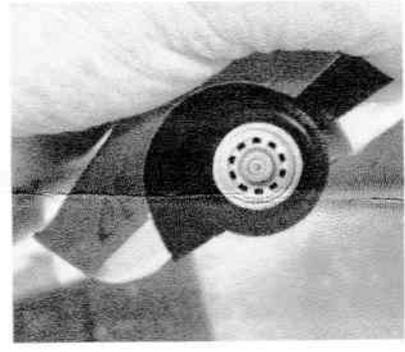
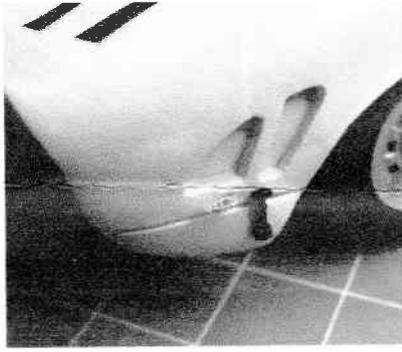
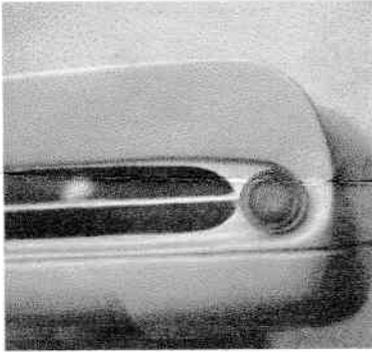
If you are building the No 17 car from Le Mans, you will need to carefully mask off and paint the red "mask" across the nose as shown. This is not as difficult as it may appear, just go slowly with thin flexible tape and then mask out the rest of the car to avoid overspray. I chose to spray the white meatball before shooting the body yellow, and left it covered while shooting the red. This will prevent the red showing through the decal later on.



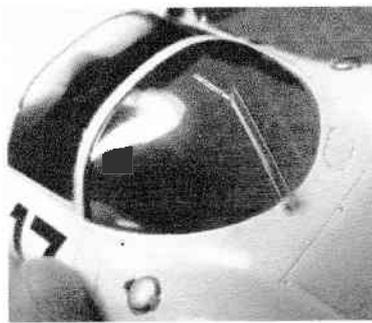
Trim out the headlight and road lamp cowls and windscreen, a strip of medium grit sandpaper glued to a flexible strip of plastic is great for cleaning up the edges of these parts to assure good fit. Once your paint is dry be sure to install the grille mesh from inside the body shell. Punch the head lamp lenses out and fix them into the lamps, small strips of plastic can be fixed into the openings to help when fitting the clear covers.



Paint the inside of the clear resin tail light red, they mount as shown on each side of the back vent. The tie-down straps mount as shown below the brake vents. Note the p/e latch just behind the tie-down. Now test fit the chassis into the body, slipping the back end in first and then bringing the chassis up into place. Fit the seats so the body and chassis will go together without interference and glue into place.



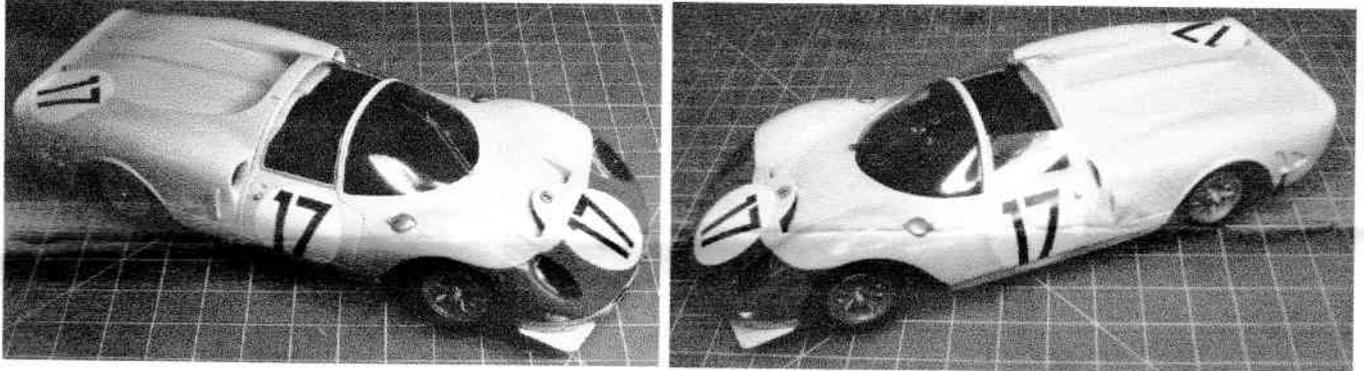
Trim and fit the windscreen into place as shown, then add the wiper using pins or small pieces of plastic rod as mounts. The fuel filler caps mount on either side in the depressions as shown with the hinge facing forward. The photo etched trim tabs on the nose can be used as templates to make parts from thin plastic card as they are easier to work with, and since these tabs were changed from race to race you may need to trim them to a different shape depending on what car you choose to model. The exhausts mount under the back of the chassis as shown.



After applying the decals, fix the small number lamps and radiator filler cap as shown. The side windows can be cut from thin clear plastic sheet and rolled around a craft knife handle to give them a slight curvature.



The finished model for Le Mans should look pretty much like the photos below.



The car as run at Spa runs the small numeral 8's and very small trim tabs. As run at Daytona use the numeral 25 and note the different shape of the intakes and the small scoop on the rear deck. Also, the trim tabs are larger and more rounded and the covered radiator outlet.



Special thanks go to Jacques Bonnet and Gary McNutt, Mike Quarterman, Dave Hurst and all the usual subjects.

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