



1/24 Scale 1966 -1967 NART Ferrari 365 P2
"White Elephant" Assembly instructions kit no. 2428

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 minutes 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. Also sand the sides of the chassis tub to eliminate the mold seam, as well as clean up the axle stubs.

NOTE: If you wish to build car No.18, fill in the two locating slots in the rear deck for the tail fins as these were not carried in the race.

Colors:

Gloss white: Entire body shell, wing, mirrors and sides of tub.

Gloss very dark blue: Tail fins and wheels. In some pictures the wheels appear to be a lighter shade of blue than the fins..

Note: the front trim tabs are dark blue on the No.26 car, white fore and aft on the No.18 car.

Matte black: Inside body shell, rubber tail latches, headlight buckets, dash, wiper, grille mesh, cockpit and bottom of the chassis.

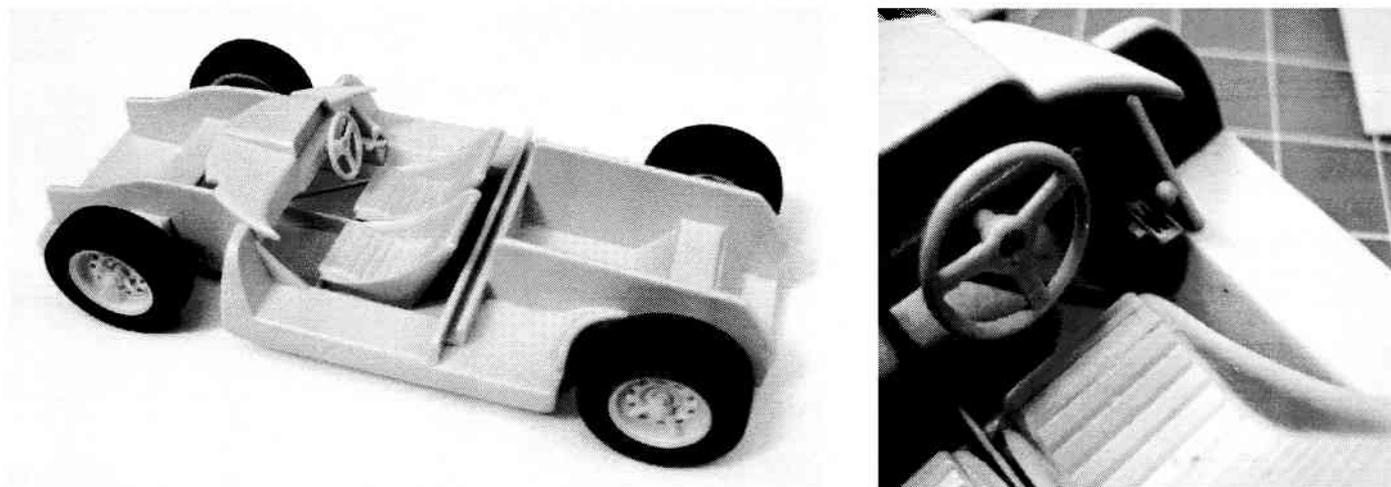
Semi-Matte Black: Seats. No exact info is available on the seat inserts, they could have been black, red or blue.

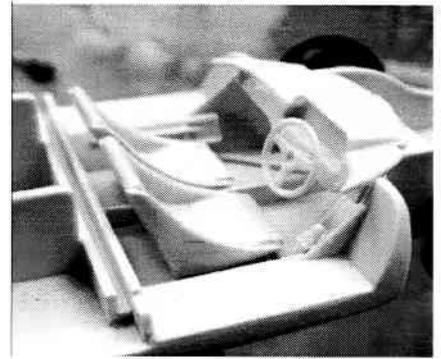
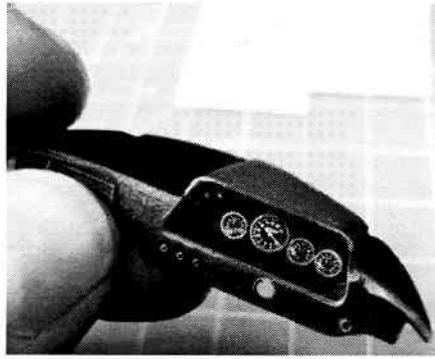
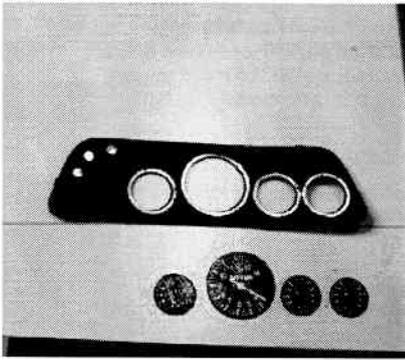
Silver: Knock-offs, fuel & oil filler caps headlights, tail-light and blinker bezels, gear lever, mirror, shovel and number lights.

Using a sharp knife, clear the flash from the radiator outlet as shown below. Also, a very slight bevel to the edges of the rear window opening will allow the clear part to fit better. **Don't take out too much.** Make up a clear partition for the bulkhead and set it aside. The belly plate glues into the aft of the body shell as shown below, right. Thick CA glue makes a good filler for this.

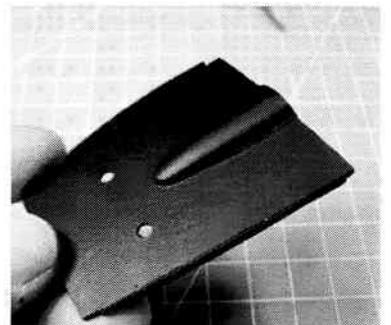


Study the photos below which show the layout of the interior, note the position of the shifter in its gate, the seats and dash relative to the tub. The pedals mount to the front of the footwell on the right.

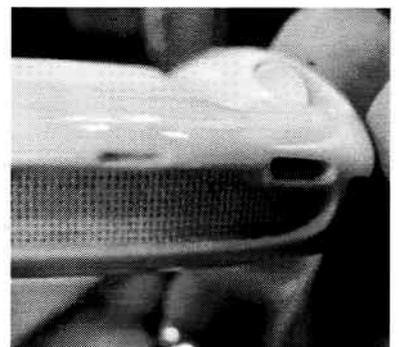




Put the instrument decals onto a thin piece of plastic card behind the p/e panel and mount it into the resin dash as shown above. Toggle switches can be made from plastic card and attached to the bezels on the dash if you wish. Note the shovel by the passenger seat above.



Dry-brush the interior of the tub with silver to highlight the tube frame and simulate some wear. The insides of the body shell should also be matte black. Paint the engine cover matte black, but **do not** glue it into place until you have installed the rear window and partition.

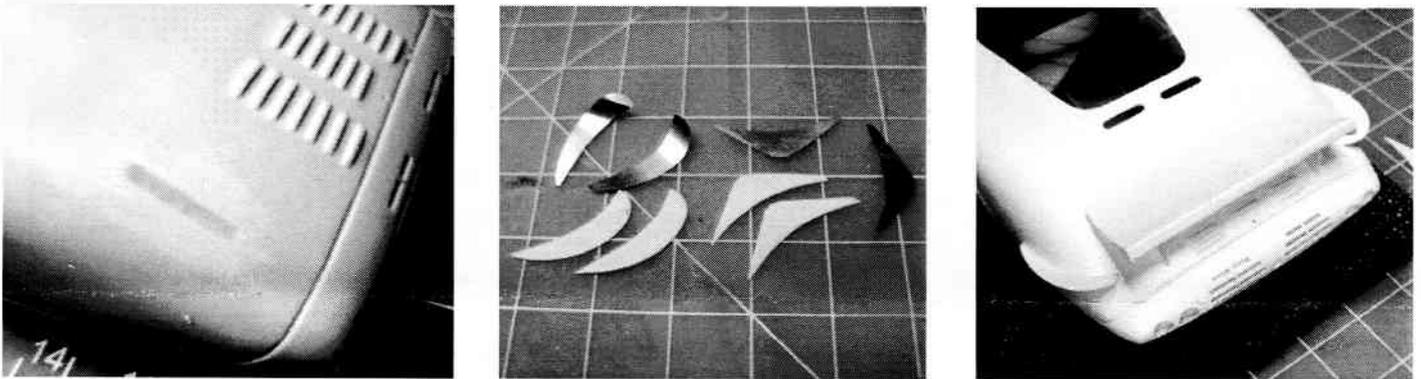


When trimming out the rear window, do not trim too close, it's best to leave a fair amount of the flange to mount it inside of the opening. Once it is glued in, you can install the engine cover as shown above. Also, glue the grille mesh into the opening from inside the body. Now is a good time to trim out the clear headlight lenses and cowls. Medium grit sandpaper on a strip of plastic makes a great tool for trimming up the edges of the headlight cowls. Punch out the headlight lenses with sharpened brass tubing or use the cast clear resin ones if you prefer.





Note the position of the shovel above, left. In the center picture you can see how the headlamp, driving lamp and blinker lamp go into their places. The clear resin lamps can be painted on the back with the appropriate color, red, amber or yellow and their bezels painted or foiled chrome. In the photo above right, note the position of the extra brake lights and the rear wing position relative to the fins and the back of the car.



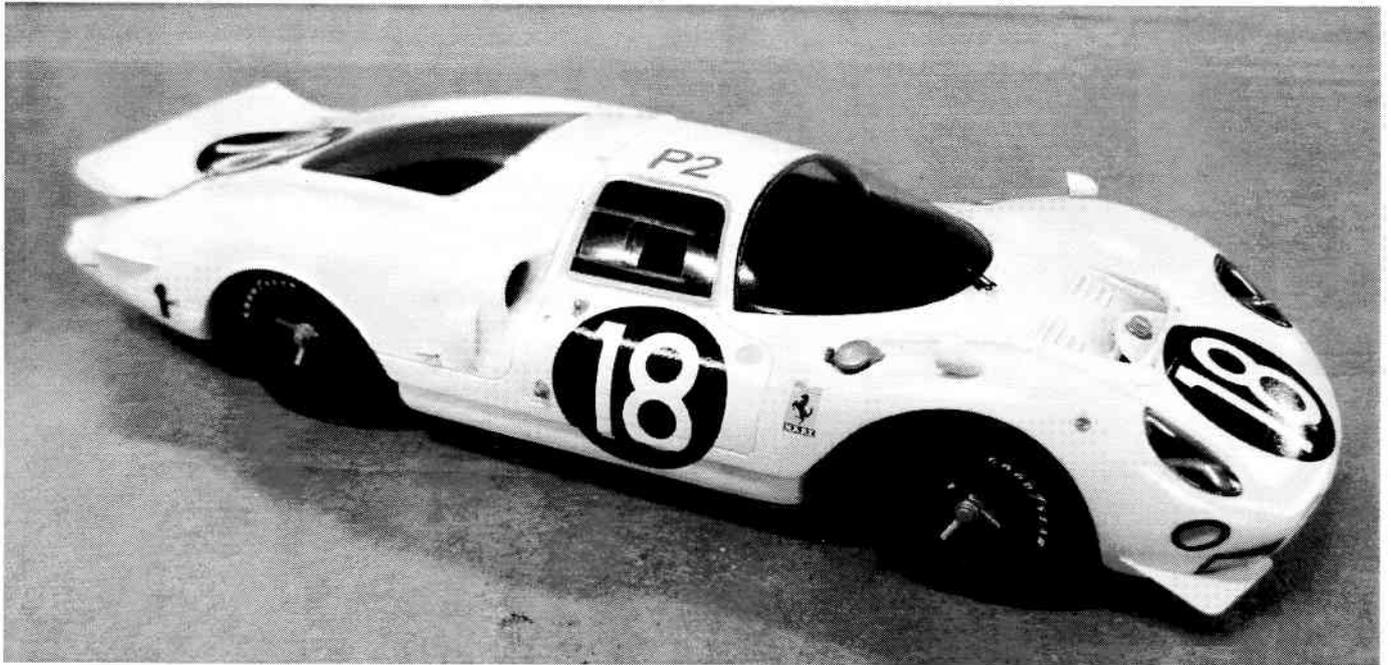
Above you can see the fin slot filled with CA glue for the No. 18 car. The photo-etched trim tabs are best used as templates to cut duplicates from thin plastic card for use on the model. The tabs on the tail are placed as shown above, right. Note that they curve upwards at the rear. The wing is in place in the picture for reference, but should **not** be glued on until the model is completed.



Carefully cut out the windshield wiper parts and assemble the unit as shown. You will need to put 2 small mounting pins onto the body to hold the wiper assembly on. The tires can be glued to the wheels, be sure the smaller front tires go with the smaller front wheels. The knock-offs have small studs on them for mounting into the hubs, you may need to drill the openings a bit for a good fit. Note the position of the twin exhaust pipes under the tail of the car and the tail-lights in their coves.

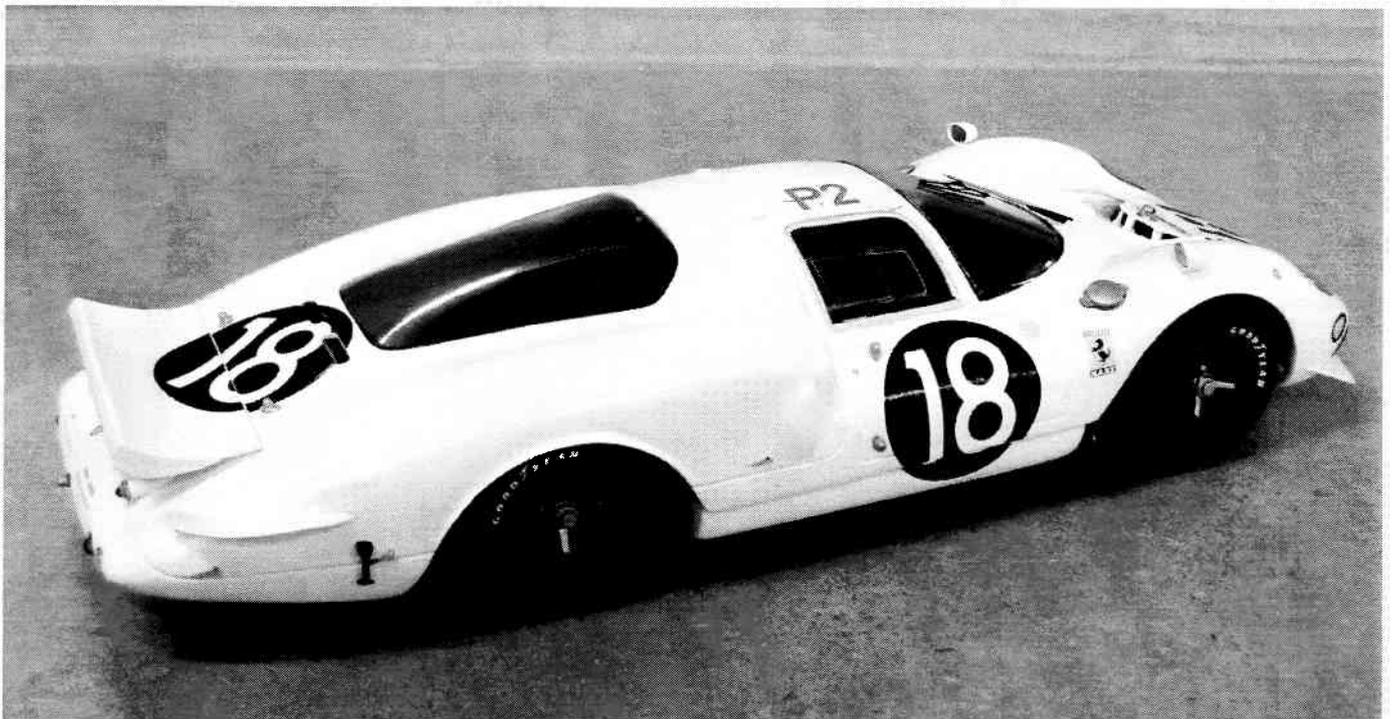
The tail lights are amber outboard, red on the inboards and smaller lights that mount on the small fairings next to the wing supports. Paint the back of the light the proper color, and then the thin bezels silver and attach them carefully. A wash of black ink or other water based paint into the louvers on the tail will make them appear "see-through".

In the photo below you can see the locations of the mirrors, fuel filler caps and in the center of the radiator outlet, the header tank cap. Also note the p/e latches along the bonnet line, and the locations of the number lights on the door. The blinkers and road lamp covers were sealed with what appears to be black electricians tape, this can be simulated with thin strips of extra black decal or tape.

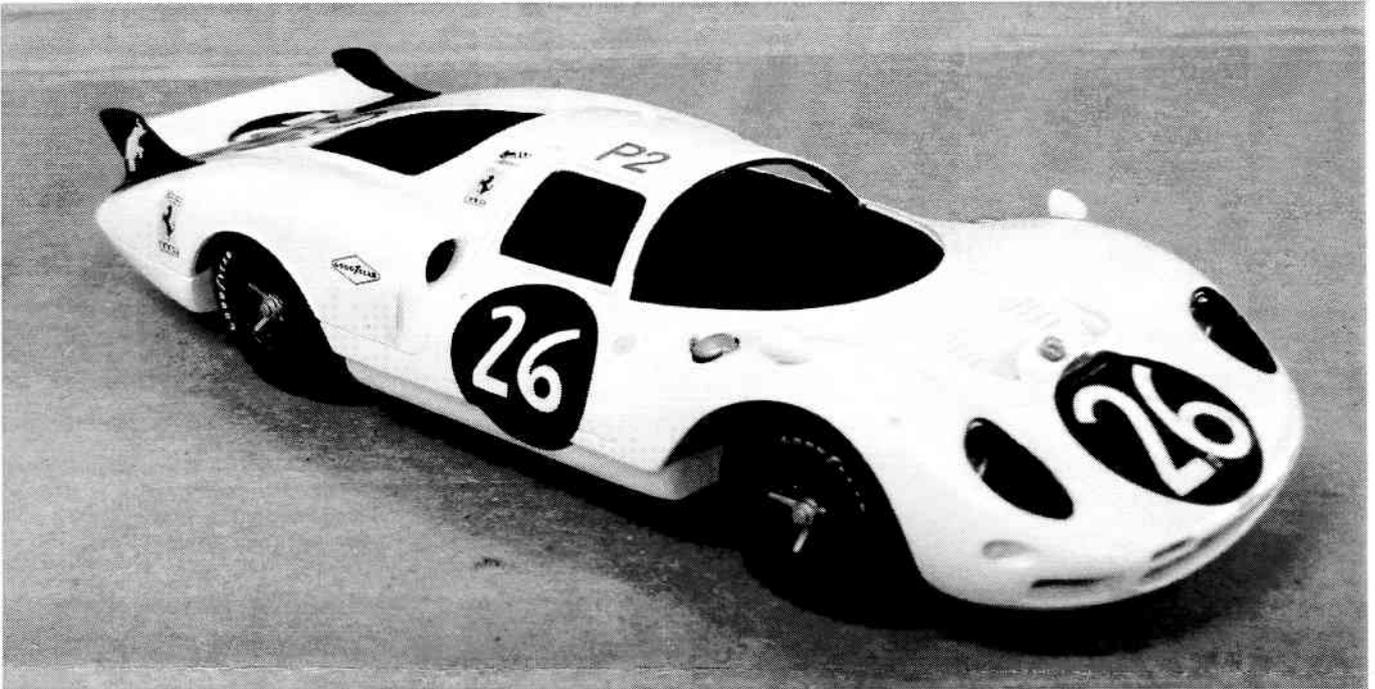


Note the position of the rubber hold-down latches on the sides of the car behind the wheel arch in the photo below. Also, the number lights on either side of the number disc, and the single lamp in the center of the tail.

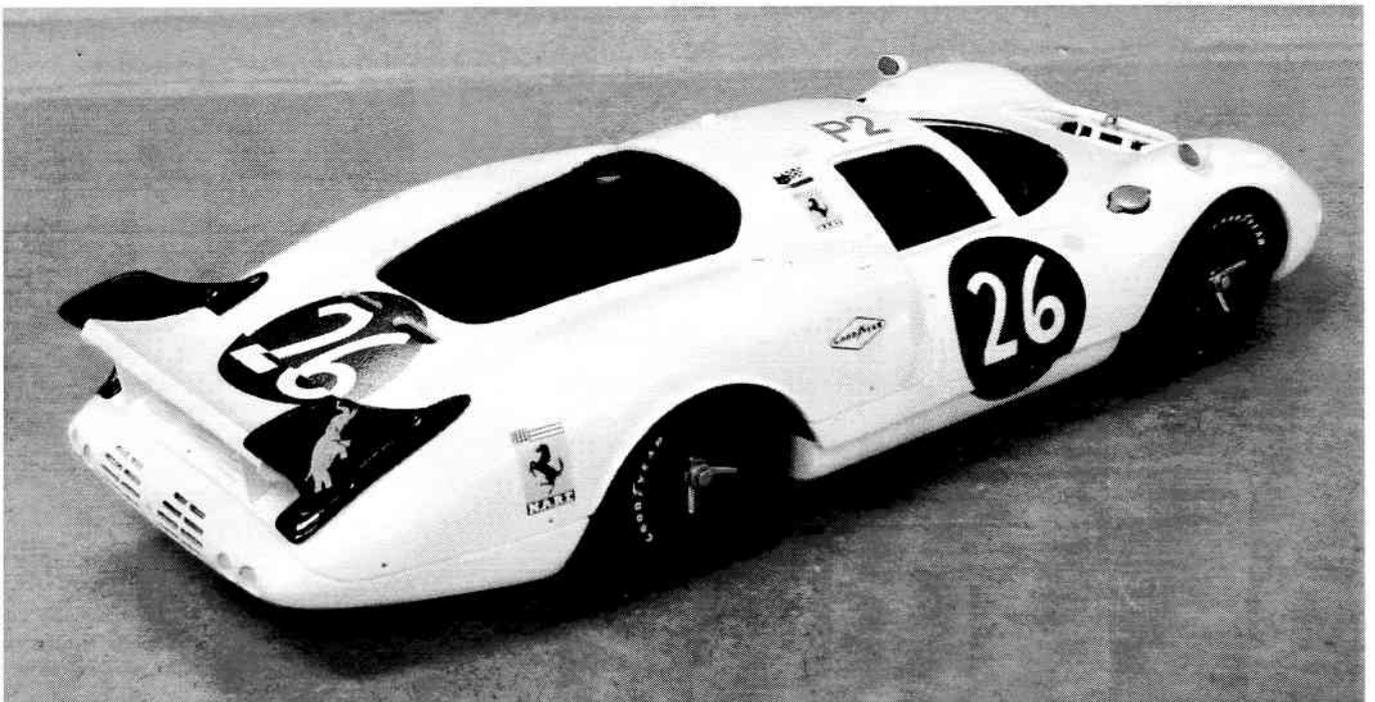
The red P2 decal goes over the drivers side only. Car No.18 ran during trials with the dark blue tail fins with the elephant markings, *and* the sheet metal trim tabs, but the fins were removed for race day and the wing put in place as shown here.



In the photo below are the markings for the 1967 car No 26 as run in trials. Note that in the actual race, the black number discs were removed and the crude hand cut numbers were simply painted onto the car in black. This option is part of the decal sheet if you wish to use it. Note the fins are mounted as well as the wing, and the car carried front downforce tabs in blue. The NART badges are placed differently and the small Marchal stickers go behind the cabin window.



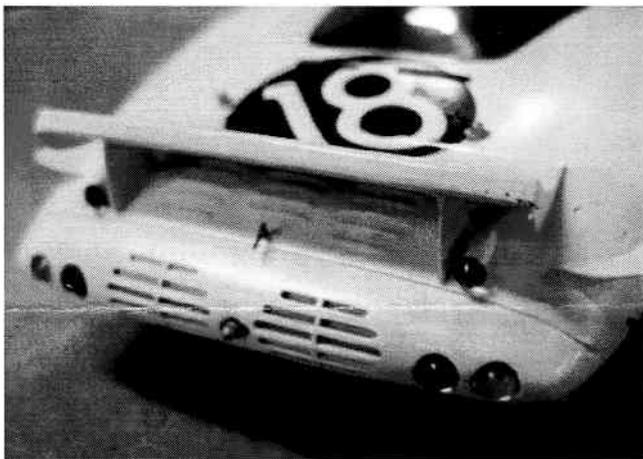
Note that the number disc is split by the wing as shown below. The red P2 decal goes only over the drivers side.



In the photos below you can see the location of the windshield wiper, front trim tabs and the small air-scoops for the doors. These sit right on the number discs and should be black.



Below you can see the small photo-etched bonnet latch and center mounted number light as well as the clear resin tail lights in place. A careful black wash to the back of the louvers will enhance the detail.



That about wraps it up...

Special thanks go out to Gary McNutt for all the pictures, Mike Quarterman who came out of "retirement" to do the decal art, Dave Hurst for p/e art, Casting tech Susan Simms for efforts above and beyond, the crew here at FM&P: Susy, Malcolm, Olive, Bella and Fiona and all of you who have supported our little enterprise for all of these years.

Copyright 2009 Paul M. Fisher All Rights Reserved. Reproduction of this model by any means digital or mechanical is prohibited.

Made by Hand in the USA by:

Fisher Model & Pattern

5290 Buckboard Ln. Paradise, CA 95969 USA tel: 530-876-9900 www.fishermodels.com

e-mail: fisher@fishermodels.com