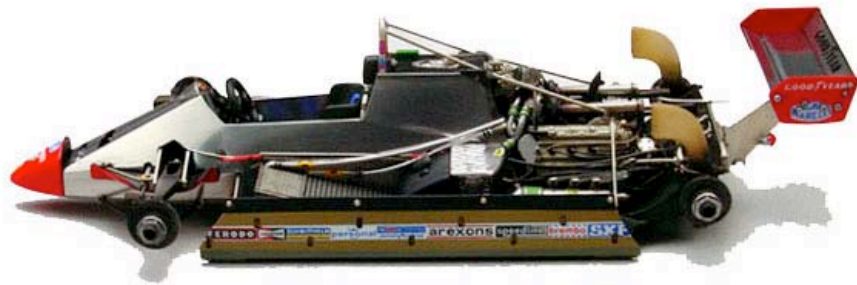


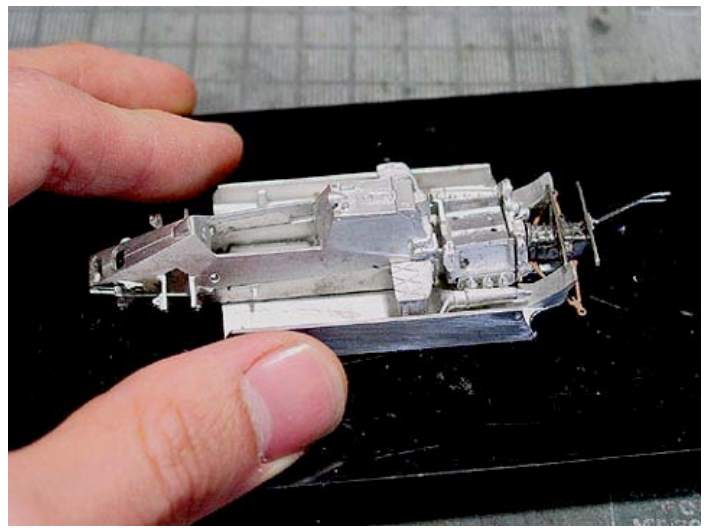
Ferrari 126C2



Akihiro Kamimura builds the BOSICA's kit



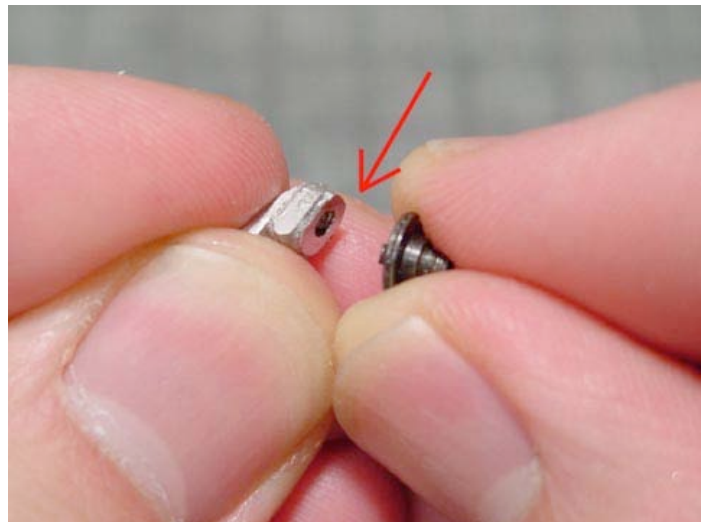
I'm all set to build Bosica's 126C2 from the 1982 San Marino GP. The recommendable reference books: *FERRARI F.1 TURBO* by FORTE EDITORE srl-Milano, *FERRARI TURBOS* by Motorbooks International.



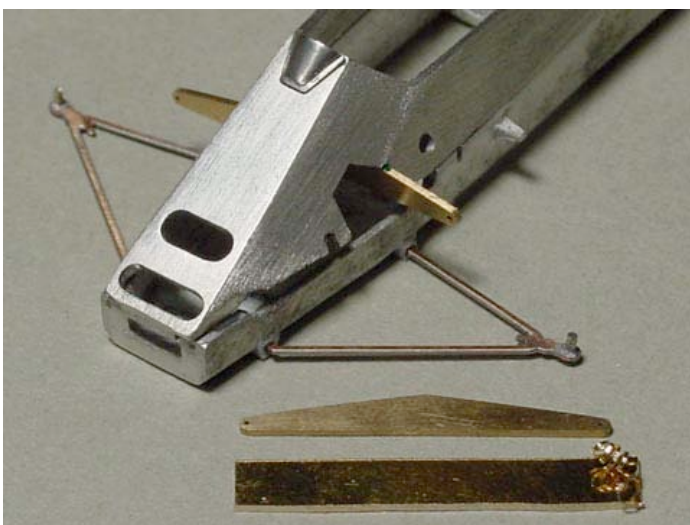
I pre-assembled the main chassis, engine and gearbox to see the relationship and adjust the gaps between them. Part of the center diffuser is missing... what should I do to make it?



Another problem in Bosica's kit is that diameter of the wheels are not exact. The part on the left in the picture is original, and the one on the right is the new aluminium wheel, machined by my friend.



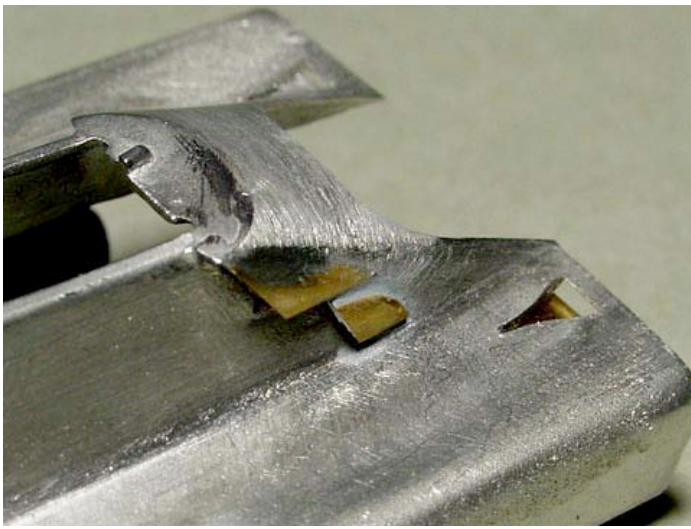
To allow the brake duct to fit inside the front wheel perfectly, I removed it from the brake disk and shaved off some material between them.



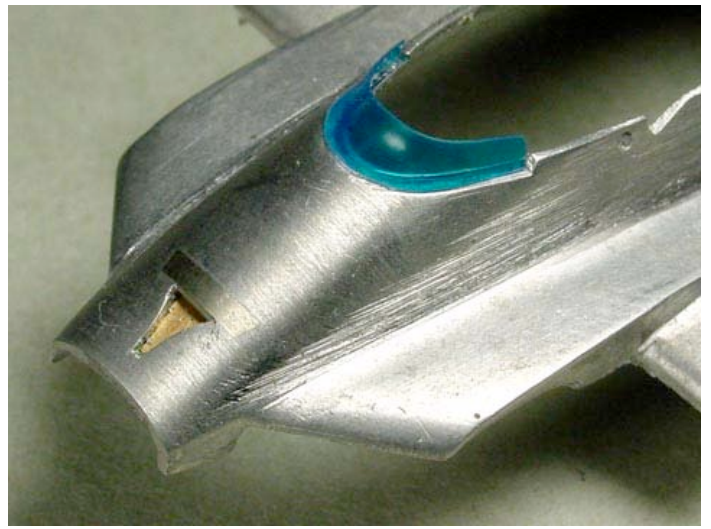
I shaved the surface of the monocoque flat, and made the support plates of the upper suspension from an 0.35-mm brass sheet.



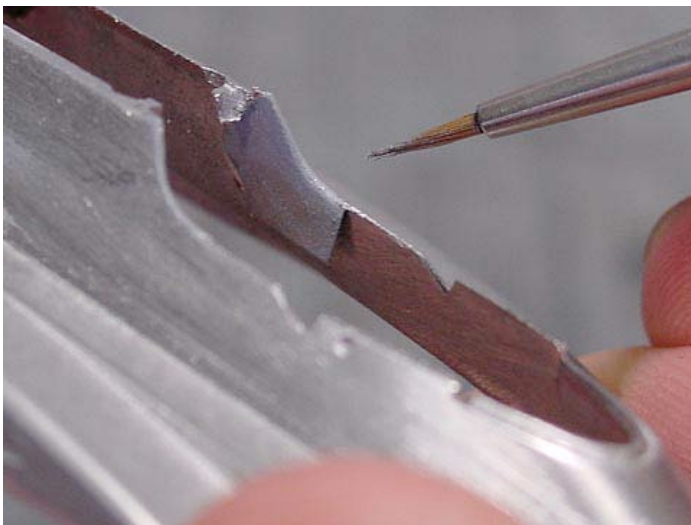
These are the component parts of the upper suspension. Dampers and coil springs came from Tameo.



I shaved the original air ducts, and replaced them with some made from an 0.1-mm brass sheet. It's so thin!



I cut the bottom of the NACA ducts, and replaced it with a brass sheet. You can see the lip of duct replaced with an 0.2-mm nickel silver plate.



I sanded off the inside of cockpit carefully and added some small brass plate with solder. Then I shaved the excess solder and painted with gray primer.



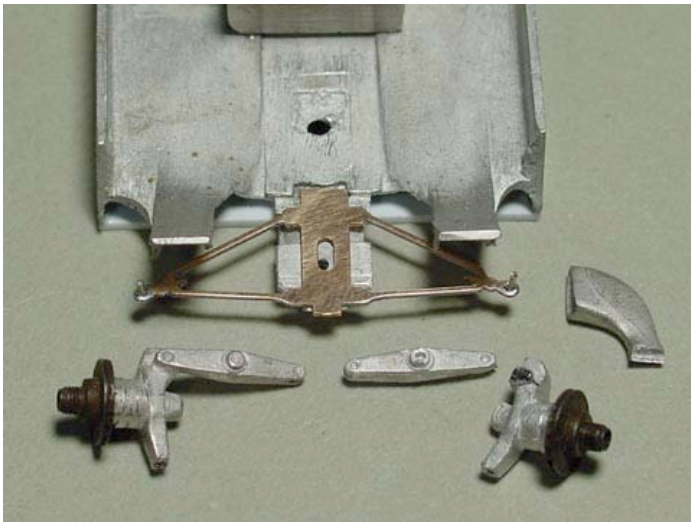
The side air vents are very fine p-e parts, so I soldered them carefully to the upper cowl. It is better I guess, the output of my soldering iron is 25 watts, and the shape of the tip is rather blunt.



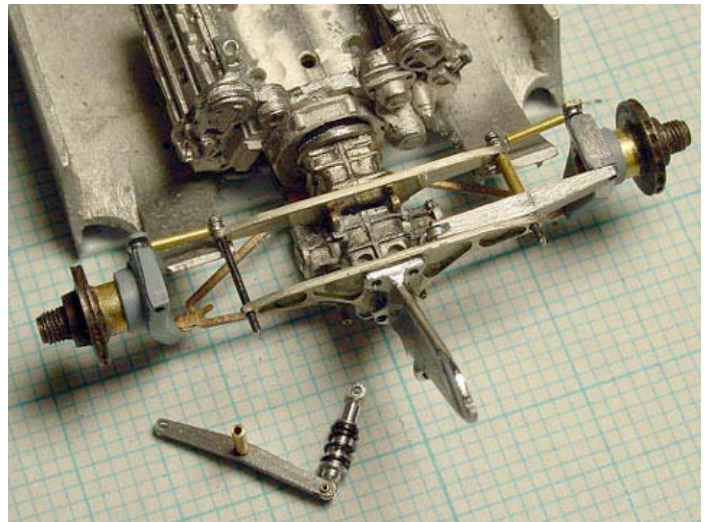
I sprayed the upper cowl with primer. The nose-cone was glued to it temporarily.



I adjusted the ride height and inserted the 0.75-mm plastic sheet between the under tray and the ground. The upper and lower monocoque were already joined by solder.



I had to go over the components of the rear suspension, too. The rocker arms were cut off from the uprights and the brake ducts will be changed to the semi-transparent resin parts.



I pre-assembled the gearbox and the suspension. These were put together with some small rivets.



I sprayed the upper cowl with pink! After a few days, I polished it with #1500 sandpaper.



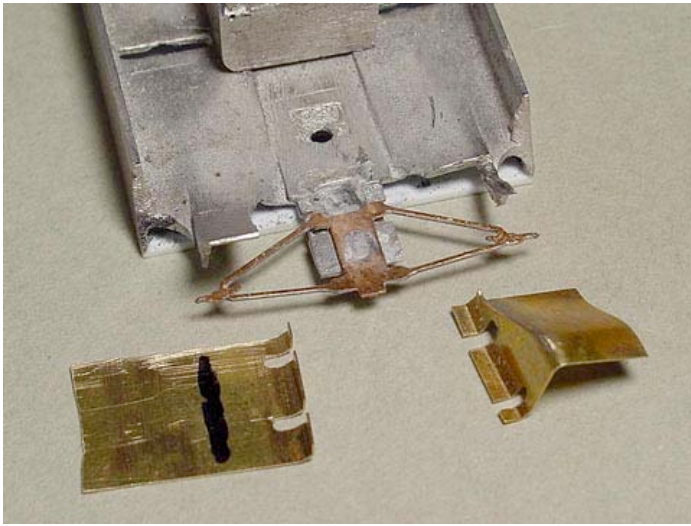
I sprayed the body two coats of Ferrari Red (a hue near vermillion). After a half-day I applied the decals. It was a fun time!



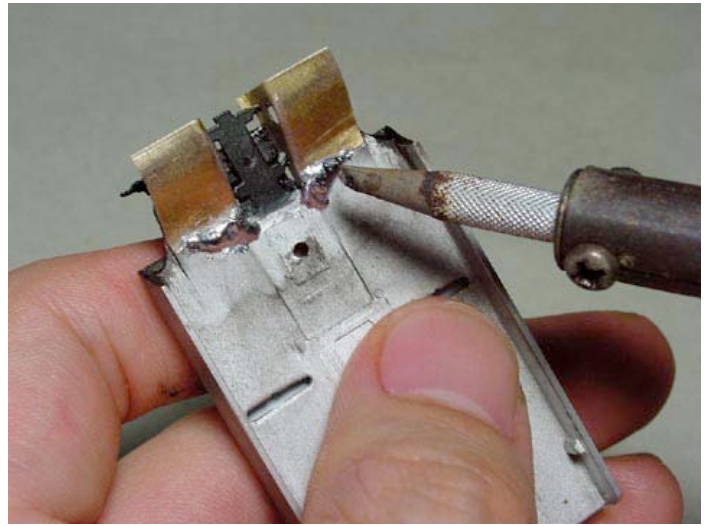
After several clear coats I left it alone for 10 days. And then I polished the surface with #1500 sandpaper and polishing compound.



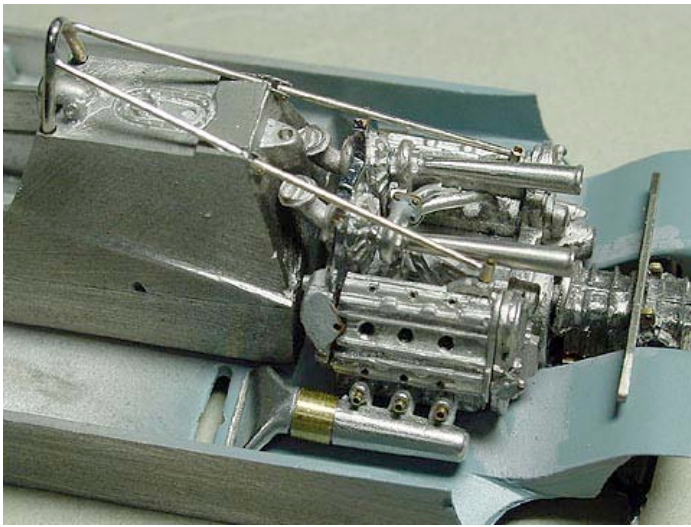
I sprayed the final clear coat. The blue fairing was set with epoxy glue before the clear coat.



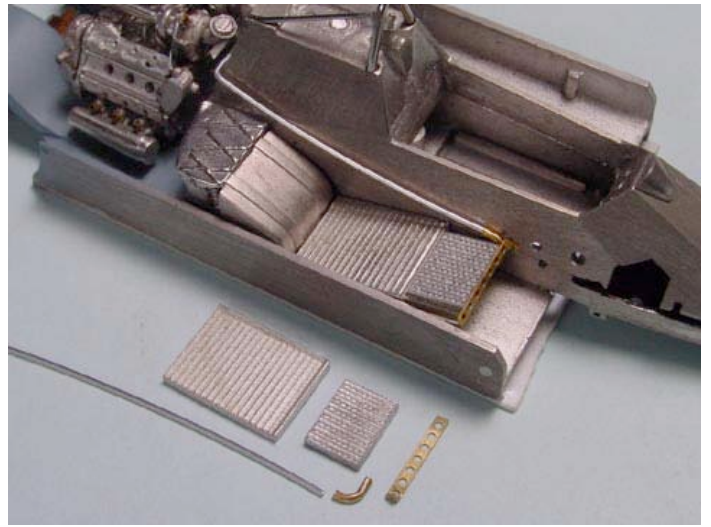
After much thought, I remade the diffusers from an 0.2-mm brass plate.



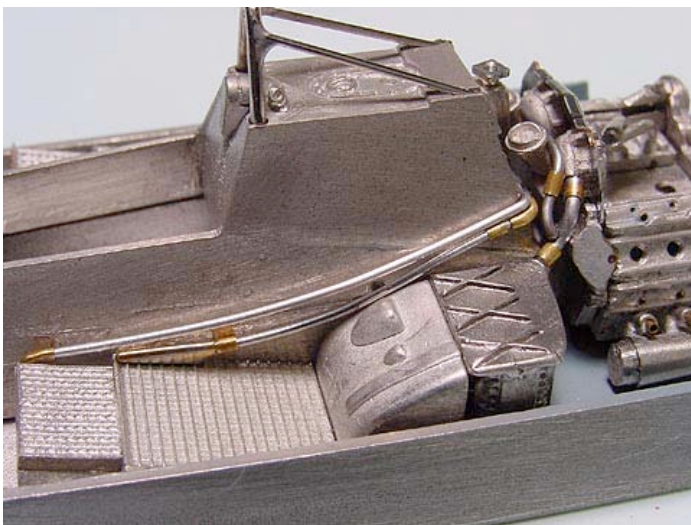
... And I soldered them to the end of the under tray.



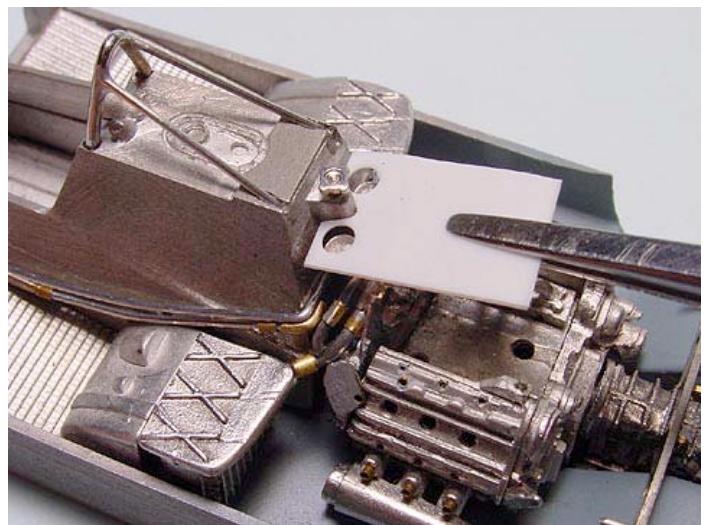
I pre-assembled the engine, monocoque and under tray. The extended rollovers were made from an 0.5-mm nickel silver rod.



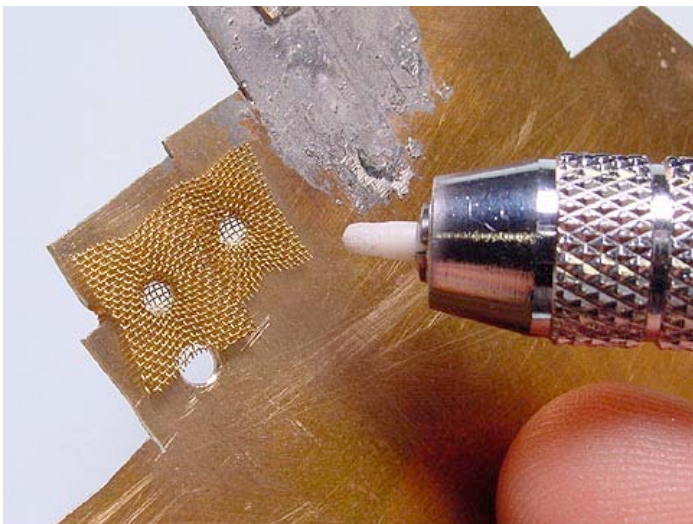
I cut and adjusted the radiators and oil coolers to fit the side pods. These white metal parts came from my junk box.



The water hoses of the radiator were made from an 0.5-mm aluminum line. The connectors of the intercoolers are made from an 0.8-mm soldering line and brass tube.



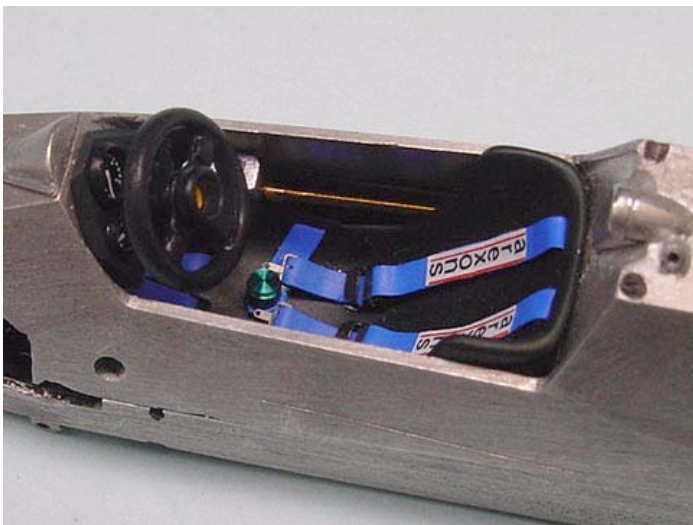
I got prepared to make the air funnel covers. This white plastic plate was the template of the funnel covers.



According to the template, I bored some holes in the brass plate and compressed the wire mesh..



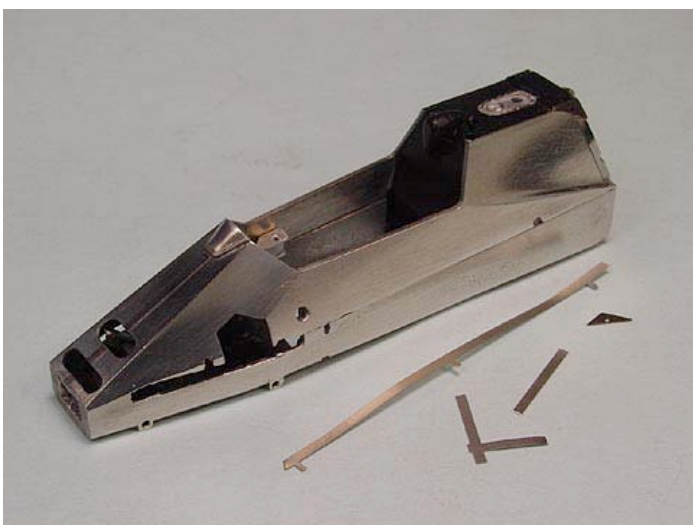
I chopped off the blank space of the mesh. The base plate was made from nickel silver plate.



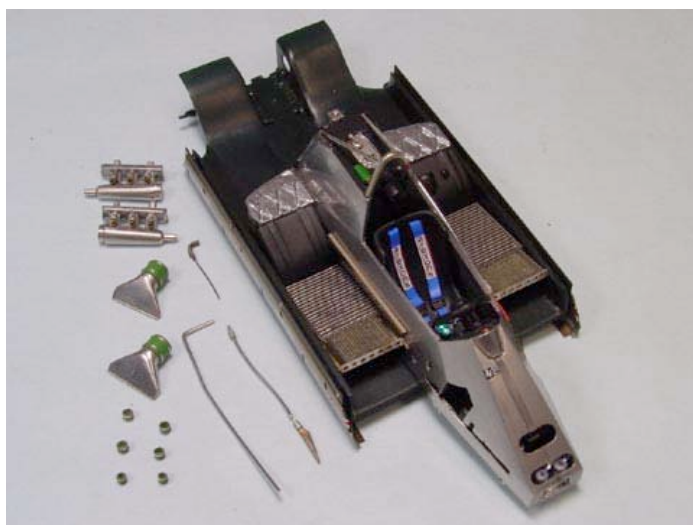
The steering wheel came from Bosica's Ferrari 156/85(I didn't use that when I built the 156/85). The seatbelts were made with Tameo's p-e parts.



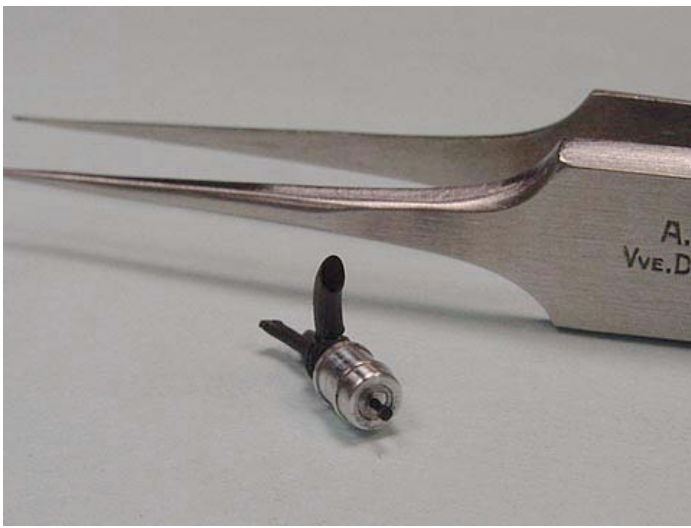
I remade the rollover bar with 0.9-mm and 0.5-mm nickel silver rod. Look at the emergency ignition switch! It was made with a 0.2-mm brass rod.



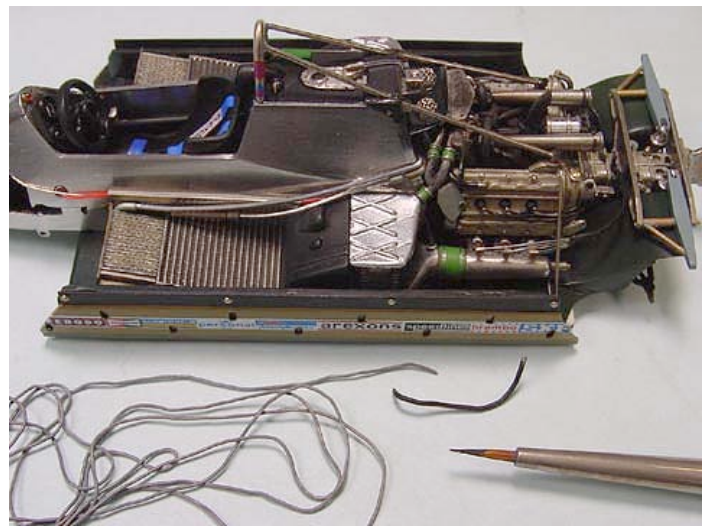
I polished the surface of the monocoque with compound. For the reinforcing ribs, I glued some nickel silver strips recycled from the sheet of p-e parts.



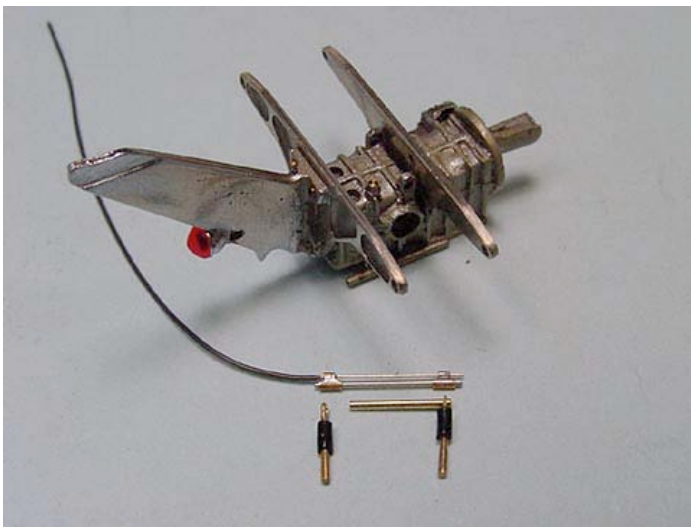
I painted the under tray with a mixture of black and green. When it had dried, I screwed it to the monocoque and glued the radiators, oil coolers, water hoses and joints.



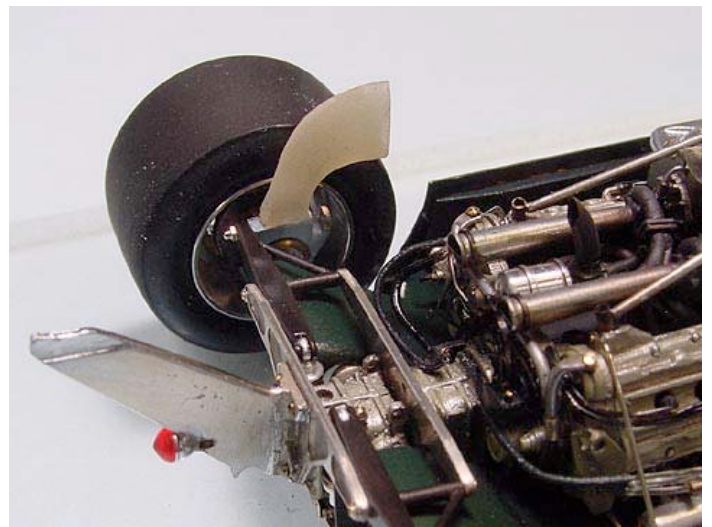
The wastegate valve was machined from aluminum... I'm fortunate to have good friends!



After assembling the engine and the accessories, I made the wiring around these parts. I always used solder because it is very soft and handleable.



I added the rear stabilizer to the top of gearbox. It was made from brass rods and tubes.



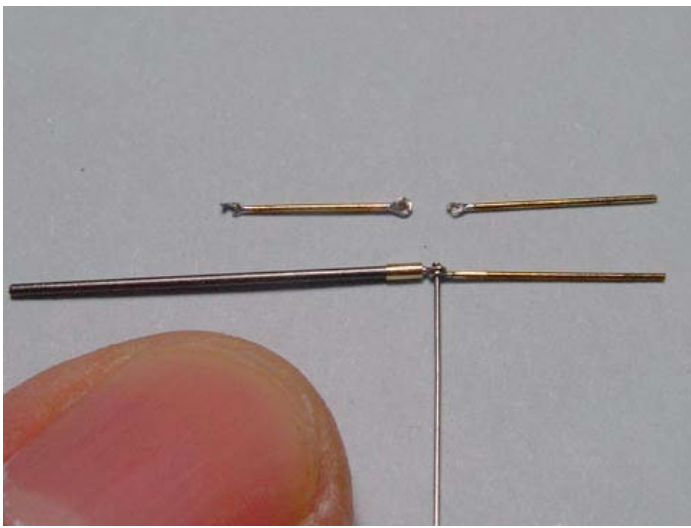
I've almost assembled the rear suspension. This half transparent brake duct was sold by a Japanese model shop several years ago(not available now).



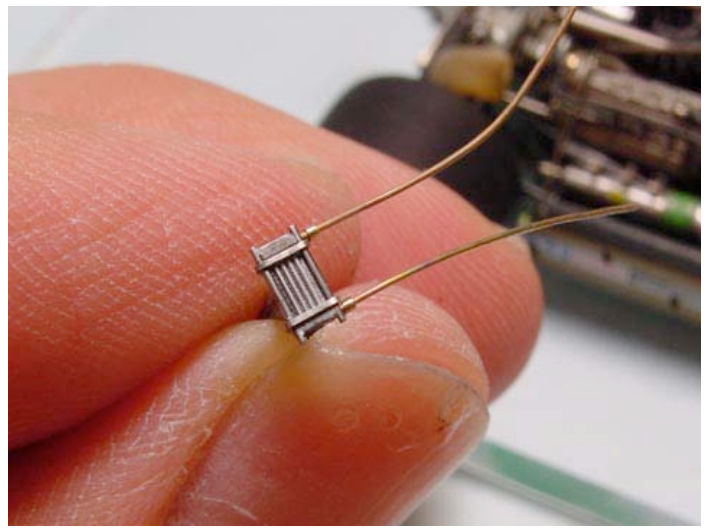
I glued the brake ducts to the uprights with superglue and painted them with enamel paint for a "dirty" effect.



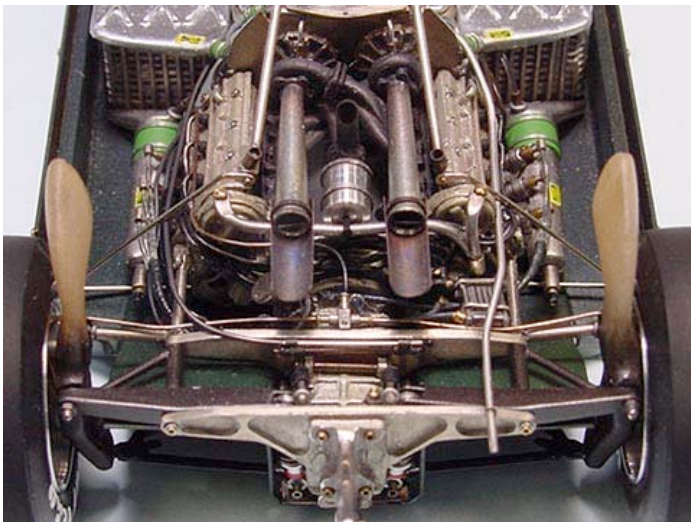
I assembled the front suspension. I also added the stabilizer and steering tie rod.



The center tie-rod was made from 0.6-mm brass rod and the joints were made from 0.35-mm brass rod. It was tough work to beat its tip flat and drill a small hole on the center of the tip!



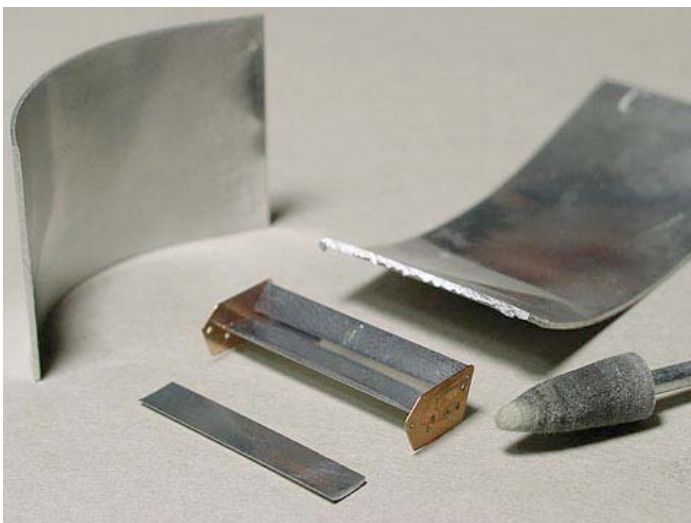
The small oil cooler for the gearbox came from the junk box. I added some details with brass lines and strips.



I set the oil cooler on the right side of the gear box. Additionally, I added an engine breather hose made from a 0.4-mm nickle silver tube.



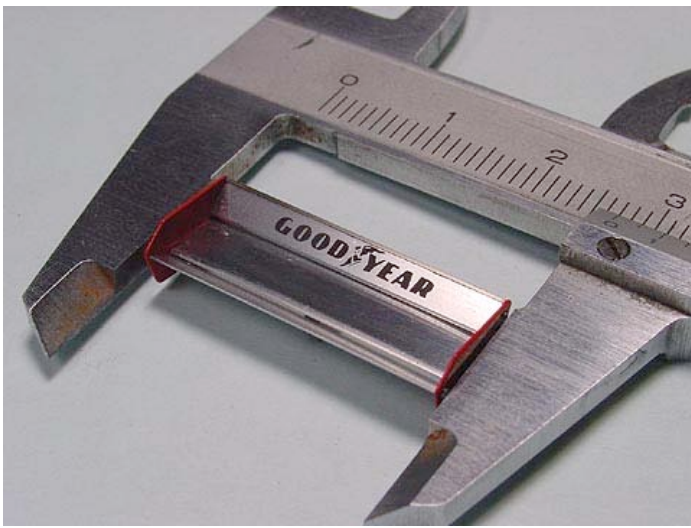
The side panels were made with pressed p-e parts. I added the side skirts to the bottom and painted them with black, dark yellow, gray and brown.



I remade the rear wings from bent aluminum plate. Despite using the rotary tool, it took a long time to polish them.



I painted the endplates with Ferrari Red and applied the decals. Look at the aluminium rivets with center hole. That's my Bosca!



I assembled all rear wing parts with 5-minute epoxy glue...



And finally, the rear wing was settled in place...it was a long road to victory!