

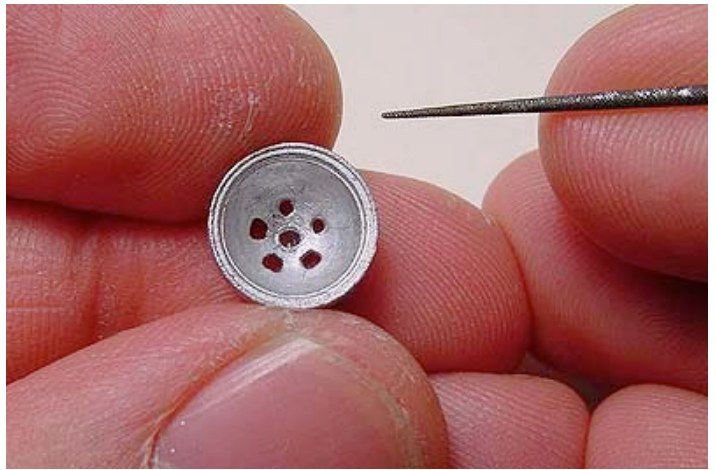
Ferrari 312PB



Akihiro Kamimura builds the PIRANHA MODELS kit



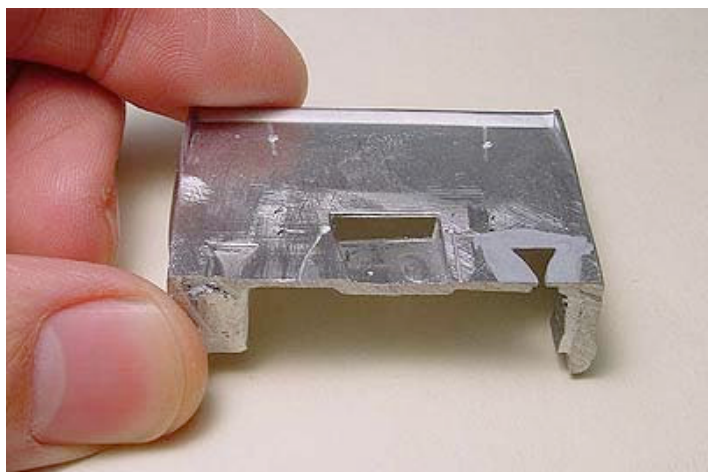
After finishing off the 312B, I began to build Piranha's 312PB. It's well-known that they shared the same engine and suspension, so I'll be able to build it with good motivation.



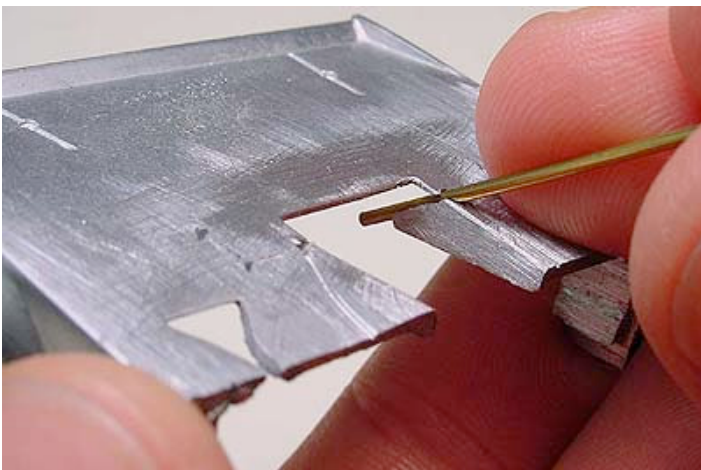
I began with the fairing of the wheels. I carefully fixed them with a needle file.



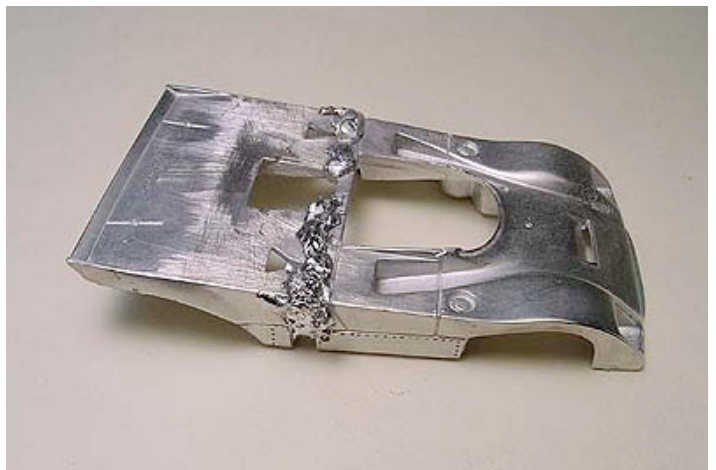
I drilled the front axle holes and put in the shaft to check its ride height. at the limit.



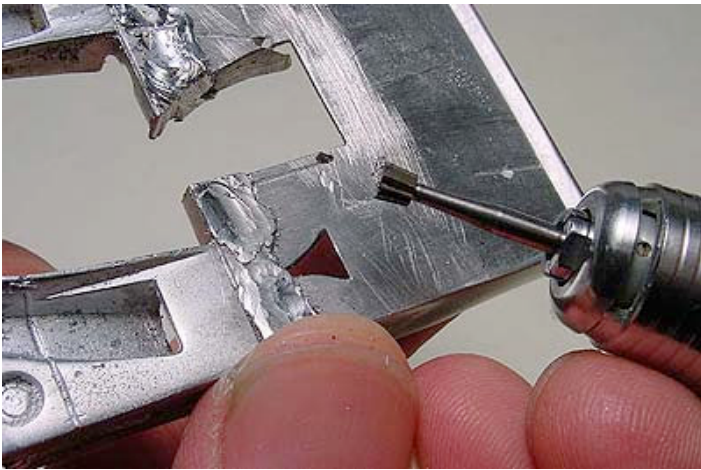
I chopped the body in two without a second thought... there's no turning back now!! then began to open the left side NACA duct.



After opening the rightside, I shaved off the center duct, too. I also drilled the hole to attach the roll bar.



The rear cowl was re-joined to the body with solder. At that same time, I stretched its length for about 2-3 mm. It was a little bit tough!



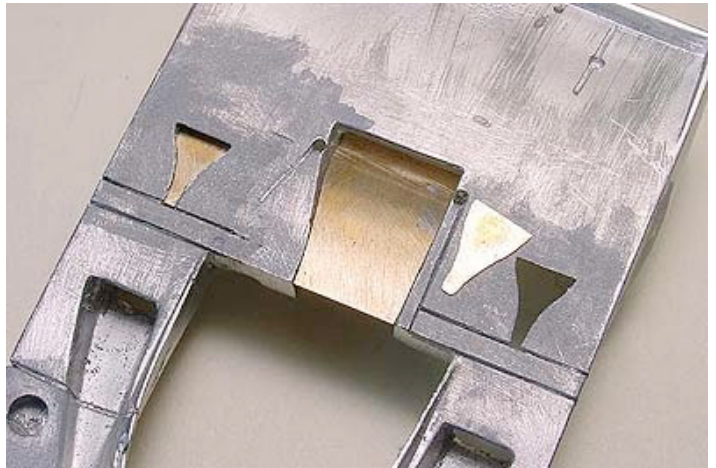
I shaved off the excess solder with a rotary tool. Please observe the shape of the bur and its cutting edge.



I sanded the surface flat and carved some recessed lines with my X-ACTO knife.(I, as always, painted the surface gray to assess the shape more easily).



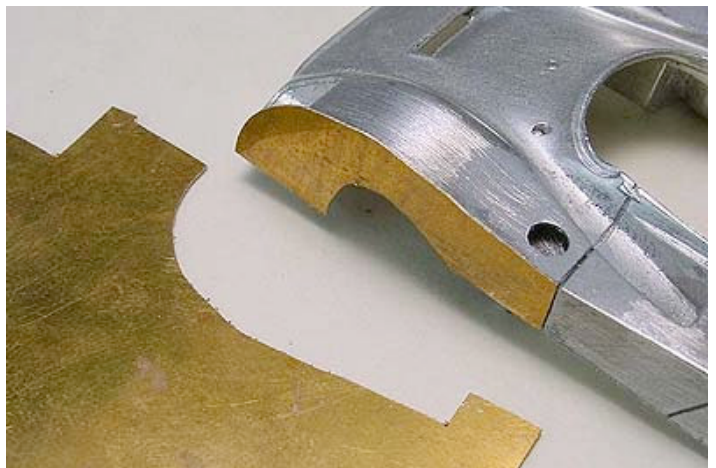
I used two or three knives, about ten files and a rotary tool to emphasize the details of the body. It's so difficult to keep a desktop as clean. But, I do my best!



I made the floors of the ducts with a brass sheet. The center one has a gently curve.



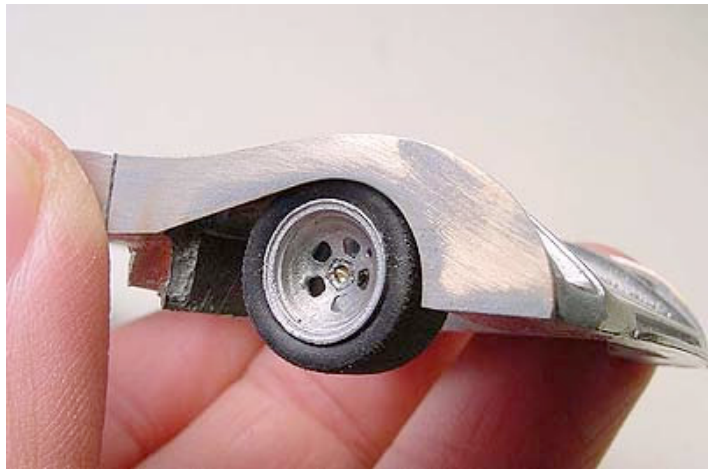
I modified the original fuel filler holes after filling them flat with a solder. And then, to make it look like a very thin racing skin , I began another "surgical operation"!



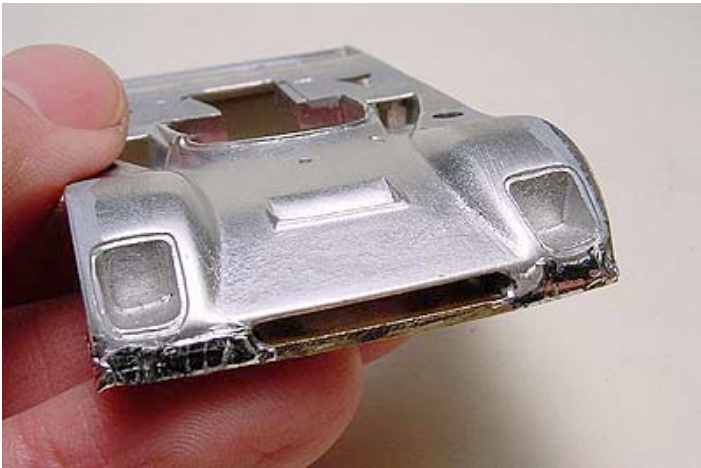
I cut out the new "skin" from a 0.2-mm brass sheet and attached it to the body with a solder.



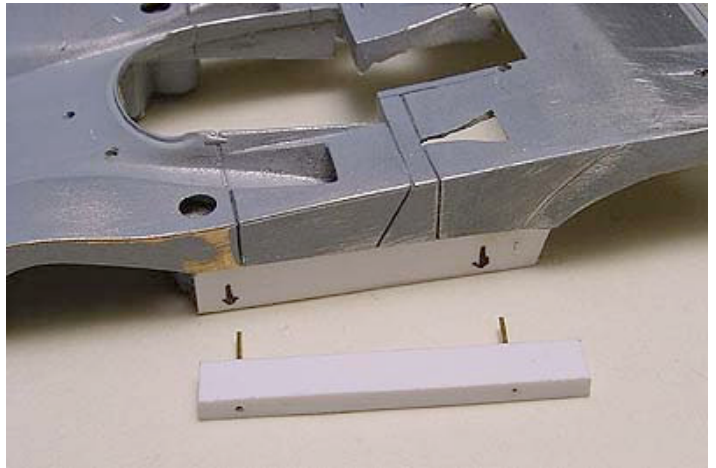
I shaved the excess metal carefully. The triangle file is very useful in such cases.



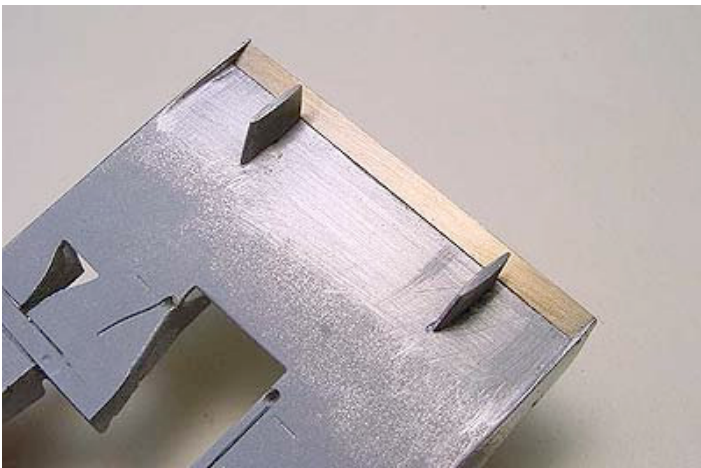
I reshaped the outline taking into consideration the clearance to the front tire. I'm very pleased with the result.



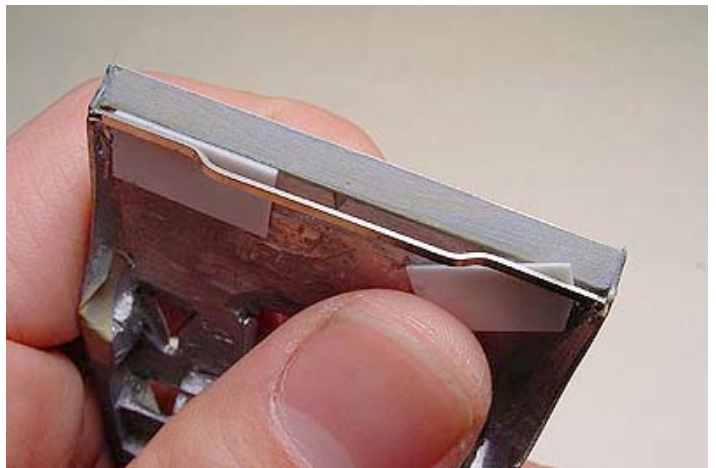
I wanted to add some volume to her "jaw", so I soldered a brass plate to form the bottom edge of the air intake...Yes! I've opened it easily!



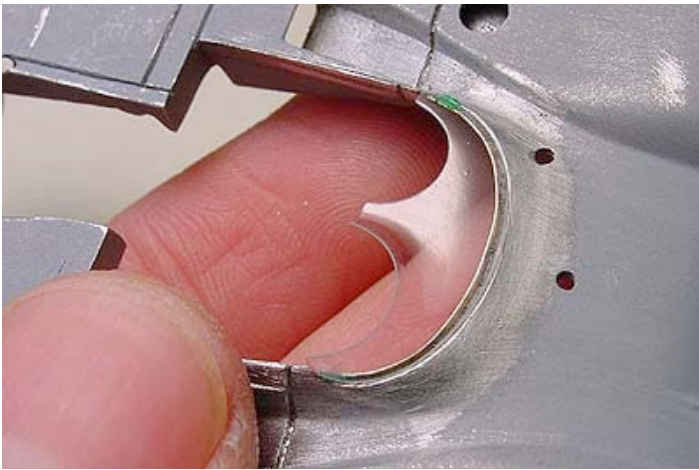
I made the side sills with a thick plastic plate and adjusted them to the body. I plan on covering them with an aluminium sheet.



I also remade the tail spoiler from brass sheet. Isn't it about time for me to get bored with the neglects of this kit? Forza! Forza! Forza!



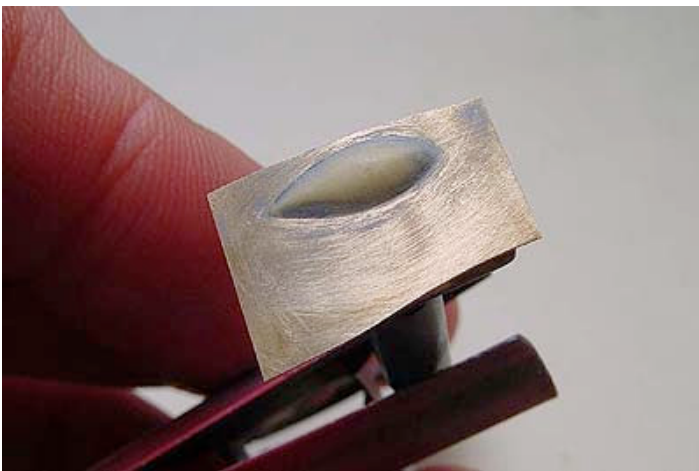
To make the slit under the tail spoiler, I shaved off the original molded-in detail perfectly and then added a brass plate that was cut and bent as on the real car. While soldering, I slipped a plastic sheet between the brass part and the body to keep the spacing consistent.



I remade the mounting lip for the windscreen sharper, by soldering a gently curved brass sheet from behind the body. I filled the gap with gray filler and test-fitted the windscreen (clear-vacuum part) to it.



Never forgetting the peripherals, I secured the rear view mirror and bored its inside to insert the small nickel silver mirror.



This is the floor of the rear-center duct that I remade few days ago, and I formed a small bulge on it with epoxy filler.



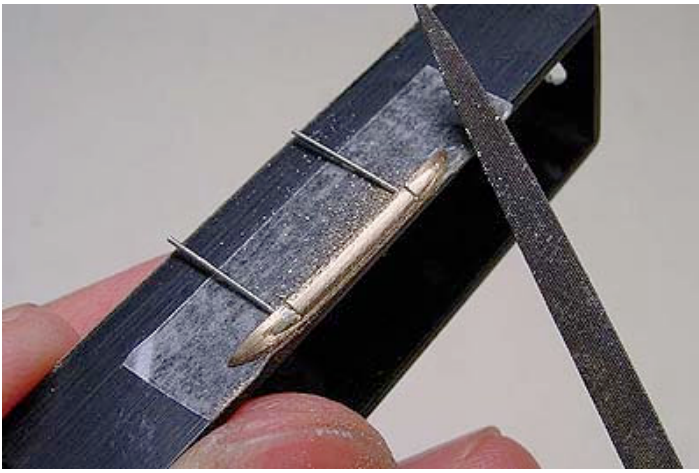
The body has already been sprayed with gray primer to be assess its shape. I had to remake the nose-spoiler. The first time I used a thin nickel silver sheet as the base.



I put epoxy filler on the base and formed its shape as per the real car. But the result was so brittle that I must take another approach.



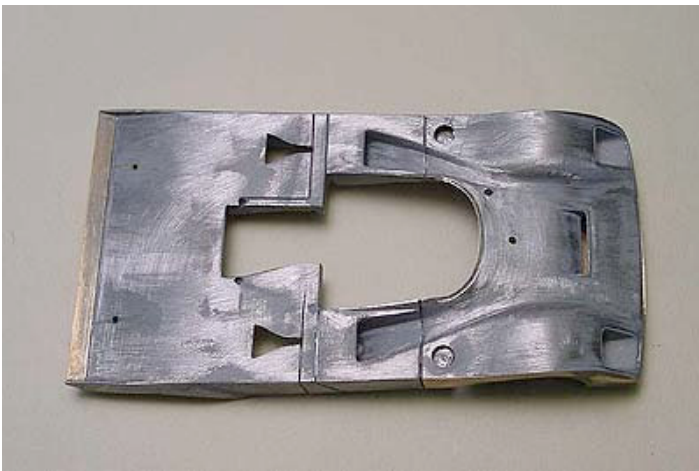
I adopted standard tactics with a brass material. It was a bit hard to cut and grind...but I did it.



I gently shaved the outline of the spoiler into shape. Can you see the two thin alignment grooves on it?



I soldered the splitter plates that were made with 0.2-mm brass sheet to fit in those grooves. The failure is the stepping stone to success; I've got an accurate and sturdy nose-spoiler, finally!



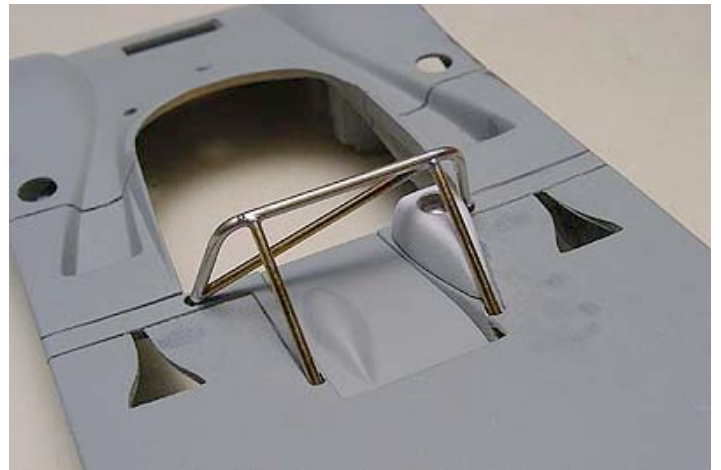
I applied thinned-out filler to some small gaps, and then shaved its surface with very rough sand paper (about #240-#320) .



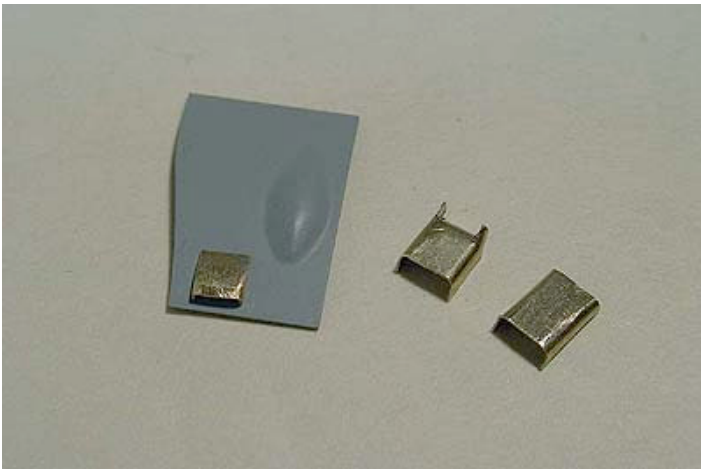
I sprayed a thick coat of primer and then tried to fit the head-light assy : lamps, bracket plate, and the clear covers.



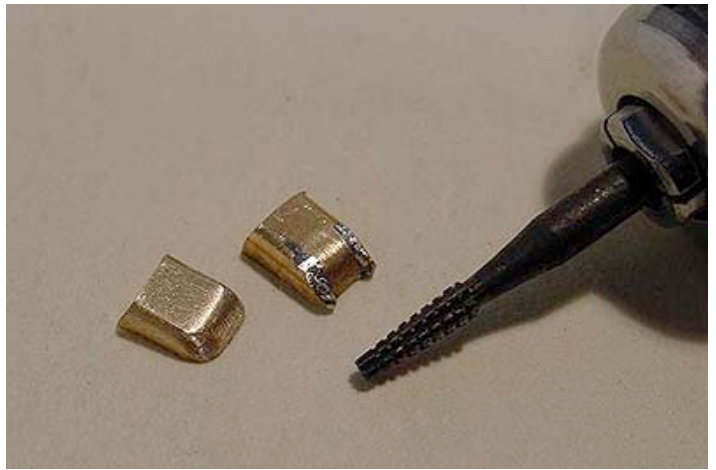
The head-rest included in the kit seems too small for the body, so I added to its volume by vacuum-forming over it.



The roll-bar consists of two different rods : the main bar was made with 0.9-mm nickel silver rod and the sub were 0.8-mm brass rods. No need to say, they were soldered to each other.



You know this is the troublesome detail... how to reproduce small air intakes that I've shaved off from the surface of the body. I used brass and solder to fabricate them.



First of all, I bent a small brass strip like a channel. Next, I cut the heel and then bent down its ceiling. The small plier was very useful for these steps. And finally, I filled some gaps with solder and shaved the excess brass and solder as shown in above photo.



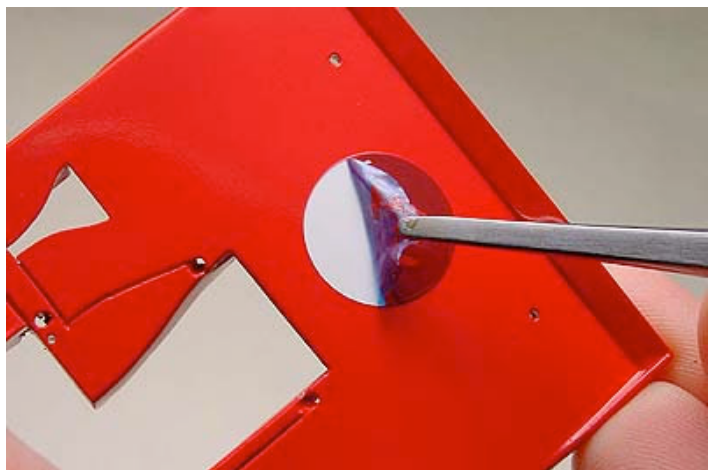
I remade the underbody with 1.5-mm brass sheet as I've stretched the body slightly and fit the underbody to it. Additionally, I wasn't satisfied with the strength of the original white metal part.



I cannot imagine doing any of these modifications without a jig saw and VALLORBE's blades. I also love VALLORBE's files that I have used on many models.



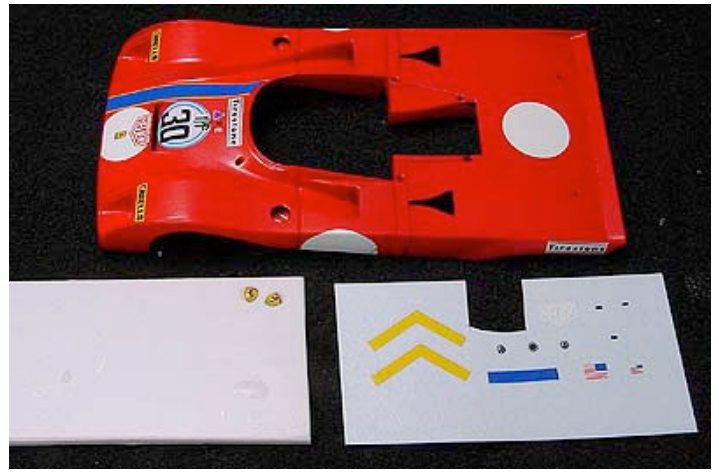
I sanded the body surface smooth, and sprayed it white. Unfortunately the surface caught some dust in the paint; however, it won't be a problem...



As always, I masked the white circles with Tricon's masking film that is sold at a paint shop, and then sprayed "Rosso Corsa". I've got very crisp lines and that is the reason I use Tricon regularly.



I sprayed the other parts of the body and dried them in a dish drier (not dish washer) at 30-40 degrees centigrade and I left them for an hour.



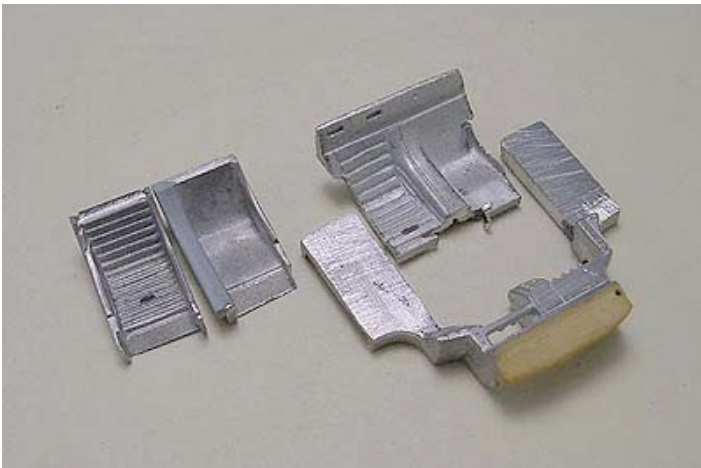
I began to apply the decals. An enjoyable stage, this must be my favorite activity of all aspects of model building.



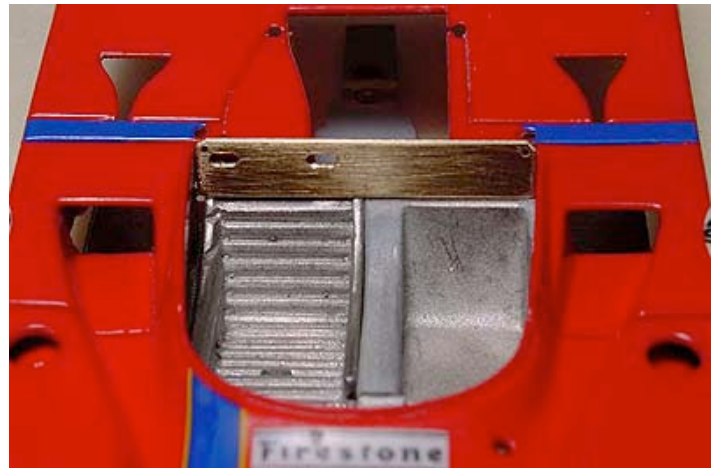
I washed the surface of the body to clear away the sebum and dust before I apply the clear coat. If decals are applied properly, we have no worries about such washing with soap and brush.



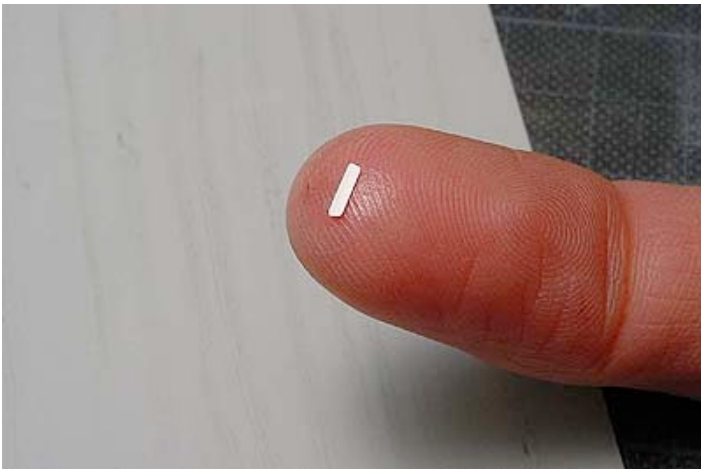
I sprayed a thick clear coat in 3-4 installments to the body. It looks so fresh in the Swedish blue and yellow trim, doesn't it?



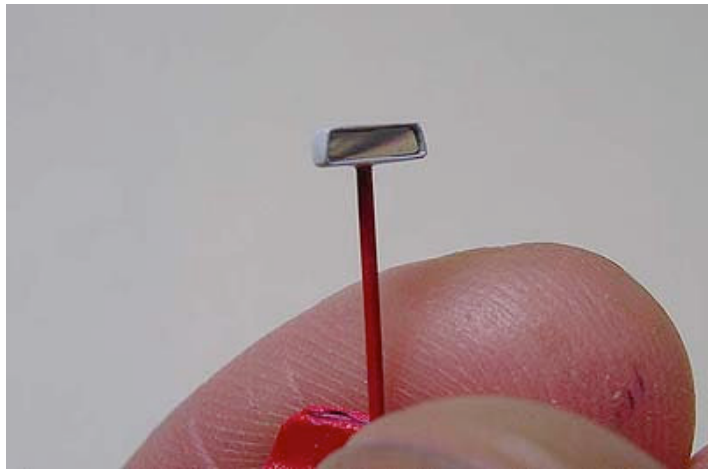
Waiting for the thick coat to dry, I'll do the cockpit work instead. As the kit details aren't very satisfying, I tried to graft in SRC's seat that someone gave me, instead of the original one.



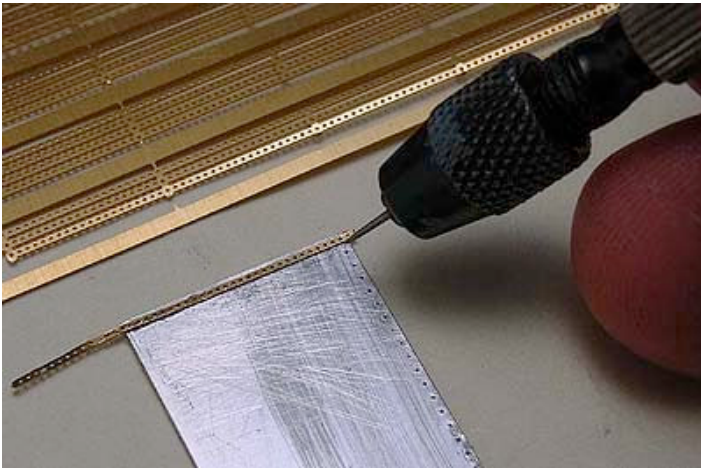
It turned out well. I also made a back rest with a 1.0-mm brass sheet.



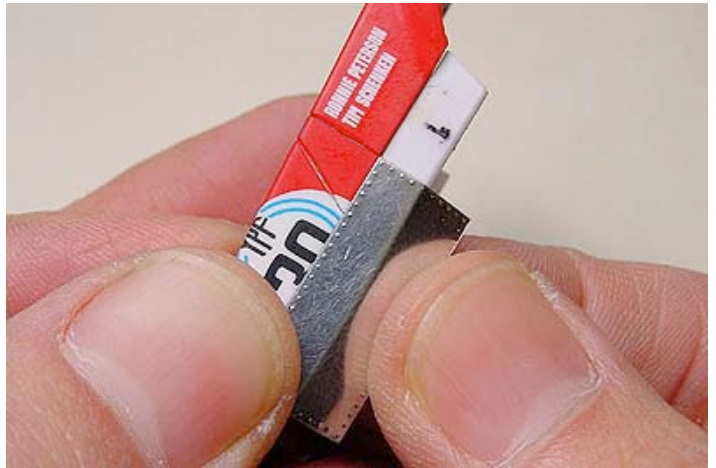
The rear view mirror was made with nickel silver sheet. I polished it (with my finger!) by grinding on a white lapping film that is used for jewelry making.



The mirror was put into the outer case that was painted red and white. It really reflects a view.



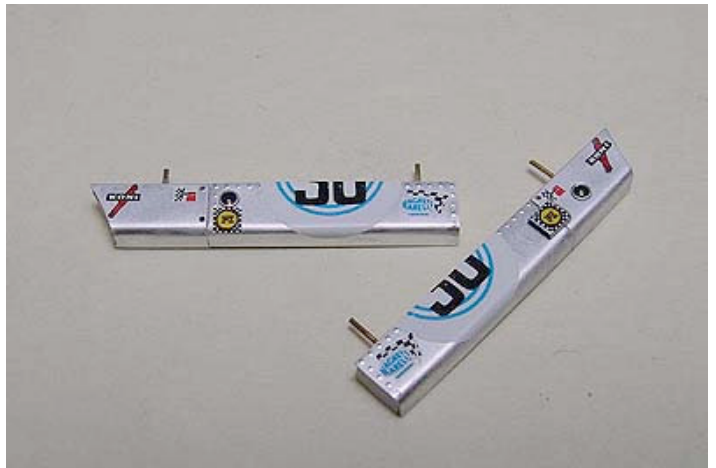
It's about time to make the aluminum skin that covers the side sill. I've already found the photo-etched part that will be a guide plate for this work, at the model ship corner of a model shop.



I punched it along the guide with a needle from the backside. After the punching, I finalized its size and bent it along the plastic core.



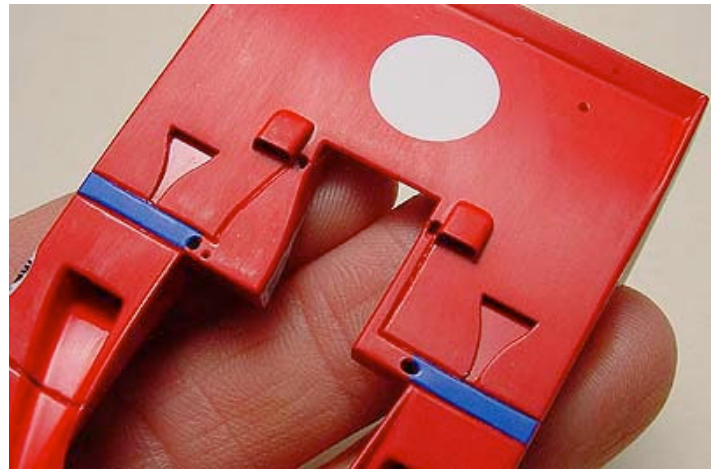
The skins were fixed to the core with superglue. Now I've masked & painted the white circle and will apply any decals left unattended.



I applied them, and added some "picky" details. I'm not going to spray a clear coat to this area as I want to make as much of their aluminum textures as possible.



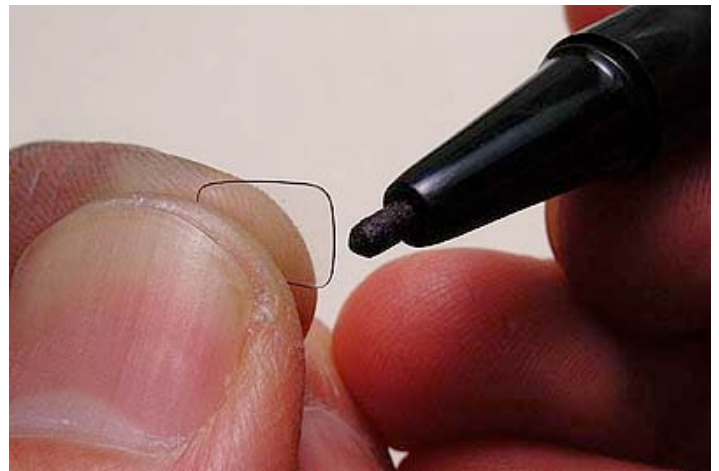
Of course, the body is going to be sprayed... but first I had to sand its surface smooth with #1500-very fine sandpaper, to prepare for the final clear coat.



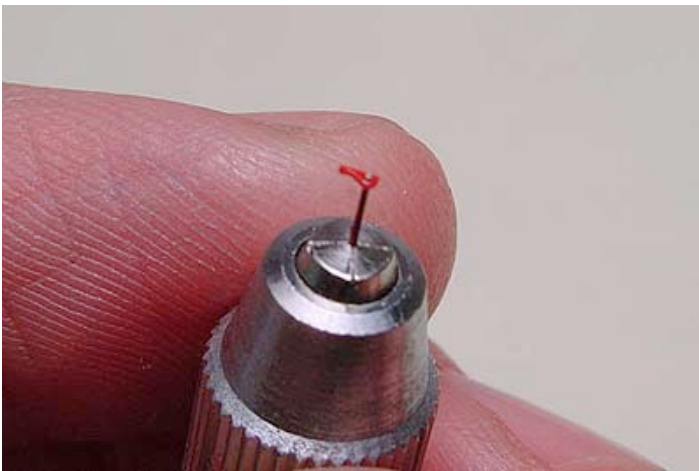
After the sanding went perfectly, I glued the small brake ducts that were painted separately. I also attached the bottom plates of NACA ducts. I always use epoxy glue.



The fit of the head light covers should be settled before the clear coat. Although already fitted them when the body was in gray primer, it bothered me; the clearance between cover and body became tight because of the thickness of the paint I sprayed after that.



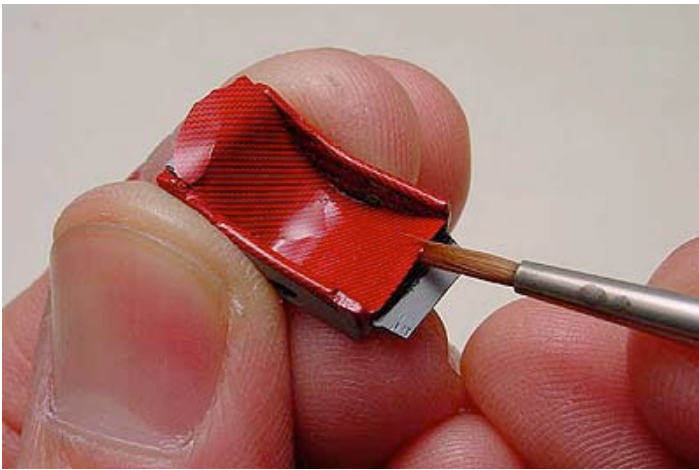
This is one of my original tips about gluing. When I glue a vacuum-formed part to the body, a headlight cover or windows for example, I paint its edge with a black felt pen before gluing. This tip puts the edge of the vacuum part in the shade, but it cannot be used for the clear area.



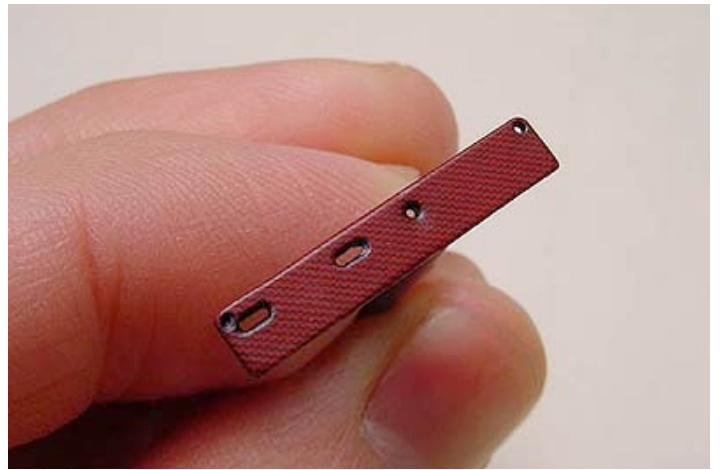
Before the final clear coat, I added one more detail. It was...the door hinge! I found small p-e parts from the junk box and impaled them with a 0.3-mm nickel silver rod. And then I painted them to red, peeled the red paint from the nickel silver...



After gluing the hinges into position, I sprayed the clear coat at last. The result was not so bad!



When I built SMTS's Ferrari 312B, I had a good experience applying the carbon kevlar decal that was coated in red to the drivers seat. So I use this method again.



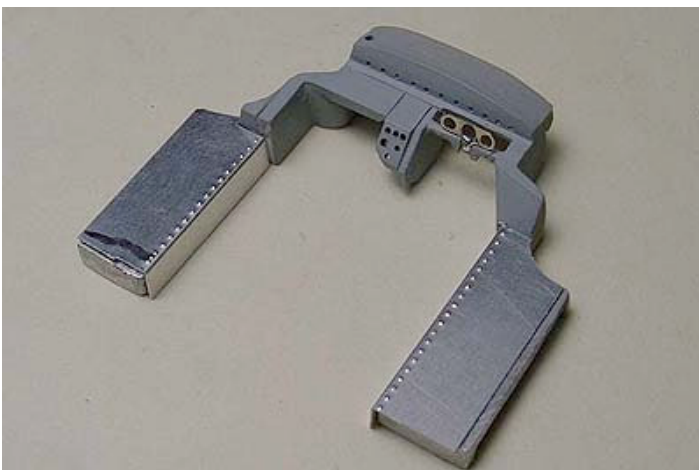
After applying decals (the decal softener & hair dryer were necessary..) I over-sprayed dark smoke color that I blended with flattening agent.



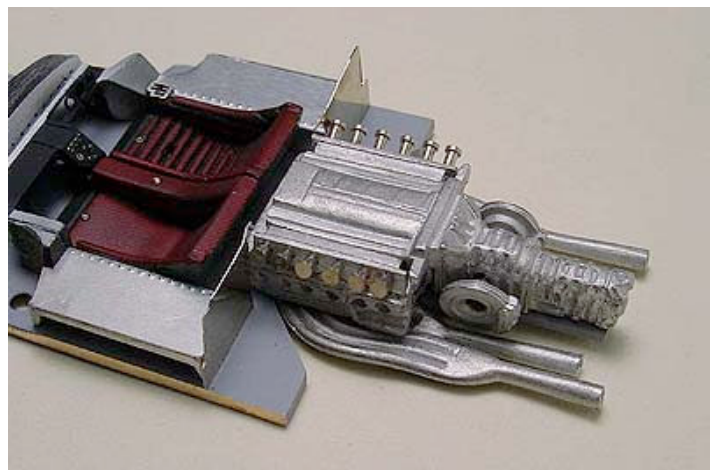
I began to attach some detail parts that I've built and painted before. I barely use super glue in these cases; I like epoxy glue.



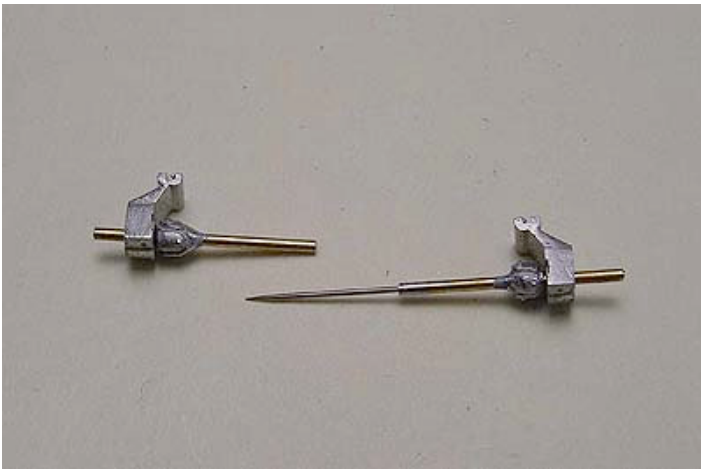
The body work was almost finished without any problem. Well... what remains to be done?



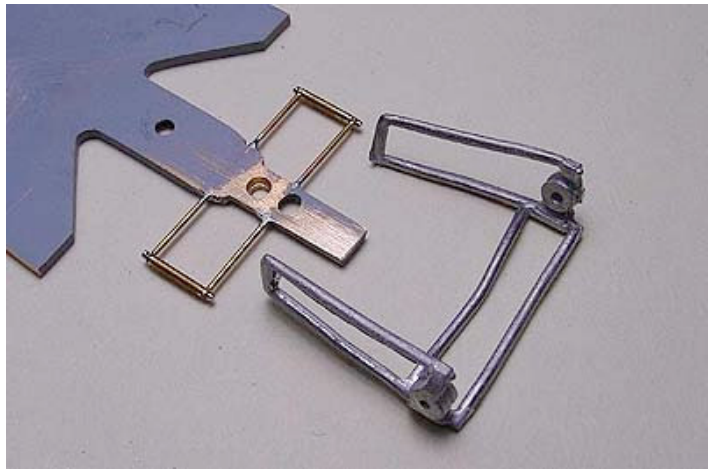
I resumed building the cockpit. I added the dash panel made with thin nickel silver sheet and applied aluminum panels on both fuel tanks.



The cockpit and the engine were temporarily attached to the underbody. I also added a bulkhead that blocks off the light coming through any apertures.



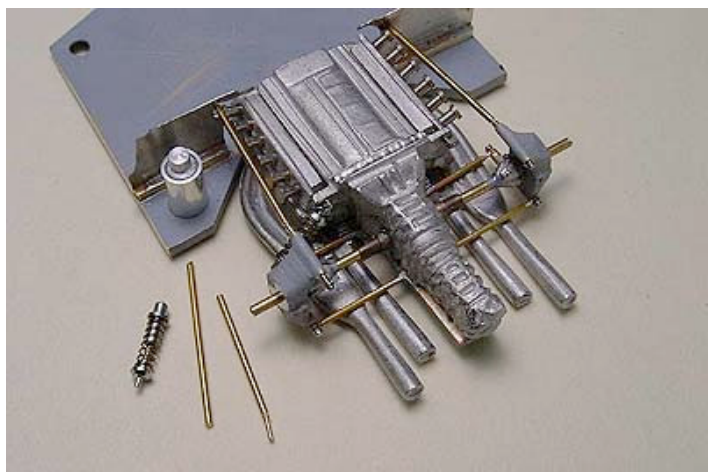
I made the drive shafts separable, to allow them to be inserted into from both sides of the gearbox. The rear uprights came from Tameo's 312T2 that I had junked.



When I saw this rear suspension at first, I thought it was a joke in poor taste... but it is really part of the kit! So I remade it with some brass tubes...



I temporarily attached the upright and lower trailing arms, and then joined them with solder.



Radius rods and the stabilizer bar were made with brass; the dampers and coils came from Tameo. It may just be my imagination that I always end up building these kinds of suspensions...



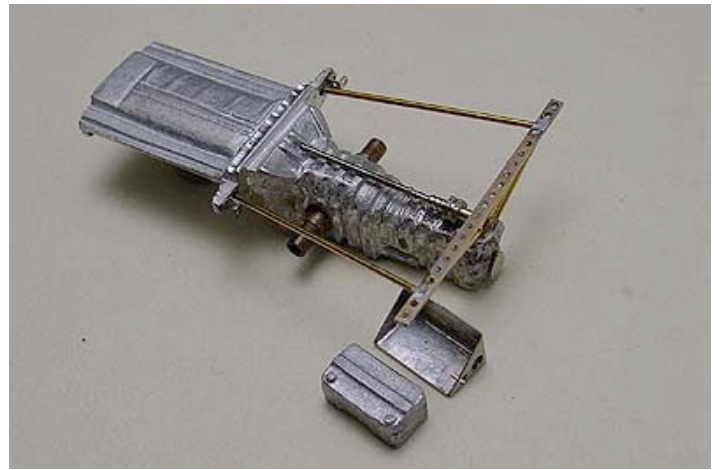
I was never satisfied with the rough ex-pipes of the kit and wanted to exchange them with something, but they were not simply straight! So I tapered a brass tube using a file and a motor, and now I've got my exhausts.



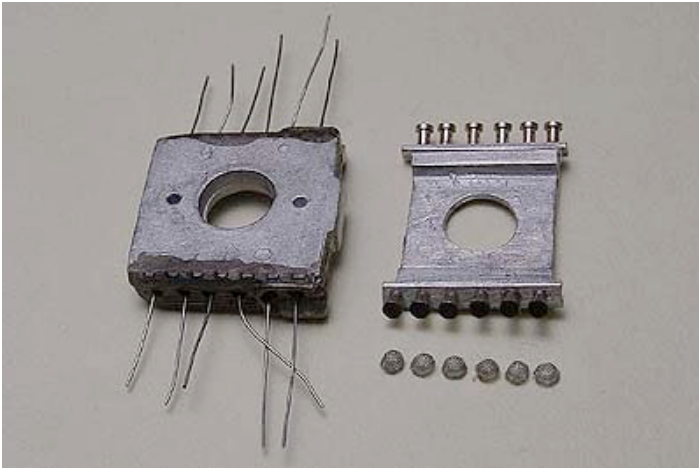
I also added a brass ring to the end of the exhaust pipes with solder. I guess... I always like to add this kind of detail touch...



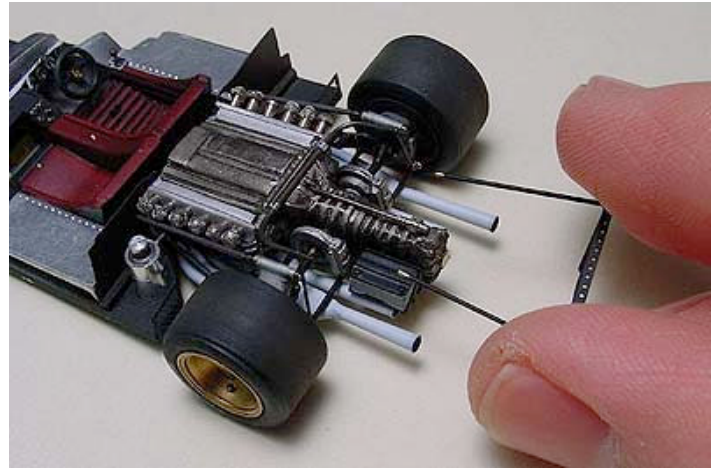
In the soldering work, I think it's most important to keep attaching each parts on- target (I always use masking sol in this purpose). The second is using a minimum of solder on your soldering bit. And of course we can never do anything without soldering flux, but we must wash it out after soldering.



I built up the sub-frame of the rear cowl and the battery case. I also added the "cambio" shaft on the top of gearbox, by someone's request.



Plug cords and air funnels will not appeared on the body; however, I just may be a compulsive modeler...



I continued to paint and build... and I've got a smart rear view at last!



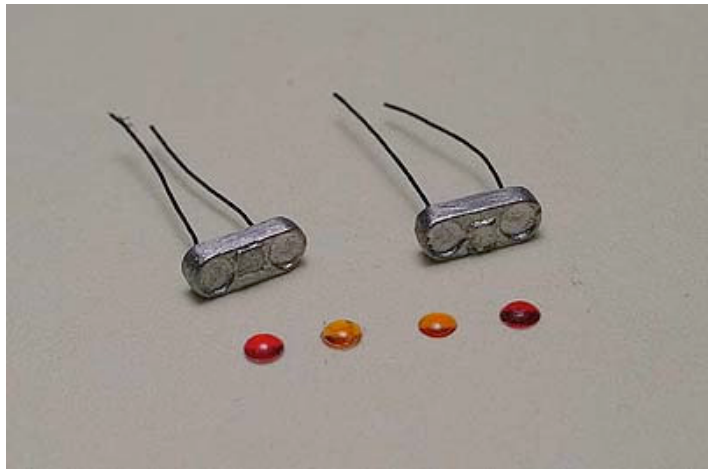
Let me back up. A few days ago, I painted 4 wheels with ALCLAD II colour, a paint that is well-received by fellow modelers. For your information, shaded some areas in black before apply the ALCLAD.



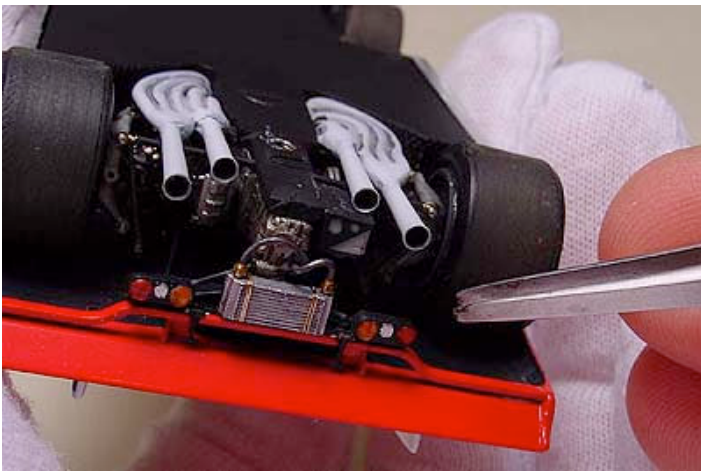
Front and rear tires were settled. I applied "Firestone" decals and airbrushed some dust color to the ground contact area.



I joined the body to the underbody. That was a nice! but I came near not attaching the plates that covered gaps the between both. I made them in a rush, with a thin aluminum sheet.



For the rear lamps, I choiced them from my junkyard. Maybe, they came from another kit of 312PB, SRC's or Tameo's...



Especially in this case, I didn't use epoxy glue as I had to fix them in a few seconds. A little bit of super glue was applied.



I inserted the nose-spoiler into the front duct. I also added very small rivets that I ordered to the design labo. They were printed on a transfer sheet, so I applied them carefully on the head lamp cover and the surround of the windscreen.

It took far longer than I anticipated, but now I'm very happy to finish it!