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Reminders:

- The JaxCon 2003 show in Jacksonville is coming up on Oct. 25

Theme of the month:

- This month: Aenheim
- Next month: Eastern Front

Demonstrations

- This month: Machining with Ed Brut
- Next month: Photo Etch with Robert Raver

THANKS!

In this issue of the newsletter is a wonderful article from Earl Petrikin and a description of a great Web site found by Larry Williams. This is the kind of stuff that makes the newsletter worthwhile. In the last issue, I asked for contributions, and in this issue we've got them. I hope the contributions we have seen so far will inspire others to contribute as well and I look forward to issues to come.

I think that what we all do is truly an art. Thinking back over the years, it was not easy to learn the techniques I now know. Many a good kit was sacrificed for me to develop the skills required to create models that truly satisfy my vision. Like most, I still have a long way to go, but being in the club has made such a tremendous difference in my finished products and in my inspiration for

the hobby. I have learned so much from so many people and so I want to say "Thanks!". Thanks to all those who bring models in to show and tell. Thanks to those who take some time to share experiences with us at the meetings and in the newsletter. And thanks to all those who look my work over and offer advice for improvement. We have such a wealth of talent in the club and we are all very fortunate to be in such company.

HOLIDAY DINNER

This years holiday dinner will be on Saturday December 6th at Kally K's (same location as last year). The price per person is \$14.00. There are three menu items to choose from and they are sirloin, stuffed flounder, or chick cordon blue. Cocktails start at 6:00 at the bar and dinner will begin at 7:00. Ed Mayday will be collecting the

funds, so bring out your cash or check book (you really don't need to spend it on yet another kit anyway) and give to Ed. Kally K's is located on Main Street in Dunedin (580) for those who live east of 19. Just ask Ed or myself for further information and directions.

I hope to see everyone there. We have

had great dinners at Kally K's in the past and I am sure this year will be no exception. Remember, we will also be presenting the John Crown Spirit Award at the dinner (to be voted on at the December 2nd meeting). It should be a great time for all, and once again, thanks to Ed and Judi for their efforts.

Food and Fun!

COOL WEB LINKS

Larry Williams has been surfing and has found a really cool site. The Military Miniatures Magazine site from Germany has great modeling content including color references for matching different manufactures paint to the RAL, RLM, British, and American standard armor colors.

This site also contains many tips for all sorts of modeling techniques like painting, conversions, and casting. The site caters to the 1/72 scale armor builder but has valuable and interesting materials for those who work in other scales.

You can check out the site at:
<http://www.miniatures.de/english.html>

Thanks to Larry for the information. Anyone else who finds sites out there that may be of interest to others, feel free to send me a link and description via e-mail so I can put it in the newsletter for everyone to check out. Just about everyone has access to the internet, so this could be a great monthly addition to the newsletter.

Cool stuff!

Even Charlie can
check this out
now!

LOTUS 72D

BY EARL PETRIKIN



"The Famous Forever Lotus"

I purchased the Tamiya John Player Special, Lotus 72D in 1978. This was one of the first model cars in my kit in my collection as my primary modeling interest was aircraft. Despite the large number of parts, I found the construction extremely easy, but then I had been building models almost continuously since the days when plastic glue came only in tubes.

Back in 1978 we might have progressed to liquid adhesives for sticking together the latest Lindbergs and Airfix, but the technology for producing a gloss finish in the hobby world was extremely limited compared to what it is today. Unfortunately my attempts at using gloss enam-

els on large black surfaces were not satisfactory and the partially complete model was stored in the box to wait for further inspiration. The black John Player water pitcher and matching ash tray my Scottish friend John Mackey and I liberated from the pub in Pitlochry right after I bought the kit, sat on my desk at home for 19 years. It served as a reminder that I had promised myself that one day my Lotus 72D would find a place next to them on the shelf.

I continued to build aircraft and like every modeler I know whose job involves travel, I enjoyed finding new hobby shops. In 1997 I was in Buenos Aires and by chance I found a shop on the next block from my hotel on Ave. Cordoba. In the window

were a collection of five, 1/12 scale F 1 Ferraris. Until then, my Lotus had been my one and only attempt at building a car and I knew very little about F 1 models. But, as a model builder I recognized they were the work of the same craftsman and each was practically flawless. I must have returned to look at those models half a dozen times.

After seeing those beautiful Ferraris in that shop window I decided that I would finish my Lotus.

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LOTUS 72D CONTINUED

I believe that any modeler who has ever been to Sebring in the middle 1960's and seen Stirling Moss make a pass on the outside of the Hairpin or heard the sound of a Ferrari accelerating down the Warehouse Straight will someday bring back those memories in the form of a model. I was no exception and I started by building 1/24 scale LeMans types with the Lotus out of sight while I tried to achieve the elusive gloss. In early 1999, the Lotus was back on my workbench for serious consideration. After stripping the old enamel, I had no choice but to purchase a new kit as just purchasing a new decal sheet was not an option as it was not available. My plan was to make new body parts from the second kit to be used with the original engine along with the front and rear suspension. I expected it to be an easy task and I believed that soon I would have my Lotus completed. By this time I was using automotive painting materials and achieving an acceptable gloss finish at least to my standards was not a concern.

My concerns for the decals in the second re-issued kit

proved all too real. The decals from the second kit contained a gold color which was a poor replacement for the original. When applied over the high black gloss lacquer the decals were a disaster. The decals silvered as though I had applied them over a 220 grit sandpaper and the gold looked like a beat up amusement park coin. Brass stripes with silvered edges on a gloss black surface raised a new standard on the definition of ugly. Chromaclear produces a beautiful finish, but my only alternative was to remove it by sanding and it would be easier to start with a new kit to go with the original engine and suspension assemblies. I made the decision that I would either locate an original issue kit with decals or give up on the project.

Fortunately I managed to obtain an original Lotus 72D kit with only a few of the decals missing. The body and related parts were assembled and Evercoat Euro Soft Polyester Glazing putty was used for filling seams. All the gloss black exterior body parts of the Lotus 72D can be painted before the engine, rear drive, and wheel suspension parts are

added as separate sub assemblies.

The parts were primed with Du Pont #30S sanding primer and wet sanded with 3600 Micro Mesh and sealed with Du Pont 615S Veriprime. The House of Kolor Black Gold black acrylic lacquer was applied with six light coats thinned 100% at 20 minute intervals using a Paasche VL airbrush at 25 PSI. I found that I have better results if I can let the lacquer cure for at least a month before I make any attempts at polishing. The entire surface was first sanded with #3600 Micro Mesh abrasive. I like to use it dry because it's easier to see when the gloss is completely removed indicating the surface is flat. This was followed by the #2 Novus polish only on the areas where the decals were to be applied to prevent the dreaded silvering. It's was not necessary to polish the entire black surfaces. And as per usual, on several sharp edges I was too aggressive and sanded thru the black and exposed the primer.

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LOTUS 72D CONTINUED

This was easily corrected using a small brush and lightly sanded. The most important step I found for me was that after any sanding, the parts should be washed with a warm water soap solution before any new paint was applied. It took a long time for me to learn that the dreaded cockroach tracks across the paint were not from dust particles in the air, but sanding particles I had failed to remove.

Twenty year old decals get brittle with age and the end result is a combination from both sets of the original sheets. After the decals had been in place for a week, I applied six coats of Black Gold #C010 clear acrylic lacquer thinned at the recommended 200% at the same 20 minute intervals. After another 30 days, the entire surfaces were sanded with the #3600 micro Mesh cloth followed up by the #2 and the #1 Novus polish. This was followed by Meguires #7 glaze and finally waxed with "The Treatment" yellow wax. All the gloss black exterior body parts of the Lotus 72D can be painted before the engine, rear drive, and wheel suspension parts are added as

separate sub assemblies.

By this time I had reached the stage where I just wanted to just get the model finished. I really wasn't satisfied with my previous work on the engine, transmission, and the rear drive. I wasn't happy with it, but I rationalized my fading enthusiasm by telling myself that I needed to find better reference materials. I think some people call this burn out? Fortunately about the time I was prepared to put it all back in the box or boxes as by this time I was actually using three of the same kits, an old friend, Dave Fredrickson told me about the Mario Covalski's Modeler Site. And there I saw an article on detailing the Lotus 79 JPS. This was fantastic. The light was shining. I am basically an out of the box builder and here were so very many reference photos that I felt that all that I needed was a proper selection of color treatment, extra wires, and a few photo etched hose clamps. It was about this time that Alclad II became available and it was an easy decision to scrap the original assemblies and make another engine and exhaust headers using Al-

clad II.

The engine was primed with Floquil gray primer and covered with various shades of Alclad II aluminum. An enamel wash consisting of black and brown was used on the engine and transmission. Engine accessories are Humbrol Metal Cote 23002 and 23003. I stripped all the chrome plating from the roll bar, velocity stacks, exhaust headers, and pipes using brake fluid.

After carefully cleaning with soap and water they were polished with a series of Micro Mesh abrasive cloths to achieve the smoothest surface as possible. These parts were then primed with Tamiya TS-14 acrylic gloss rattle can black. Alclad II Chrome was applied following the directions on the label. For the exhaust, first came the Alclad II Chrome and then three colors of Tamiya acrylics. First was X-26 clear orange followed by X-23 clear blue and then X-19 clear smoke. Using reference photos and concentrating on applying very light coats, I kept reminding myself that going slowly and adding color a little bit at a time was a lot easier than dumping it all back in the brake fluid.

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LOTUS 72D CONTINUED

This was my first attempt at using this method and I was pleased with the results.

I had not been that pleased with my previous efforts at hand painting letters on tires and the gold stripes seemed even more impossible. Dave had told me that he had been in contact with Mario Covalski and suggested that I contact him if I needed any help. After I realized that Mario lived in Buenos Aires, I thought of the collection of Ferrari's that I had seen in the shop. I was convinced they were his work after reading his reviews and feeling the enthusiasm he puts into his efforts. When I contacted him he confirmed that yes, they certainly were his. I still shake my head when I consider what the odds are of this happening. Actually they were the first of a series as he had built every 1/12 Tamiya Formula 1 model three times plus all the Protars. And yes, he told me that I should use the tire decals from F 1 Specialties that are offered for the Lola T-70 sealed with clear acrylic and thinned at 10 to 1.

I would refer to my Lotus as the Forever Lotus as after all 22 years to complete did

seem like forever. A large number of the smaller parts, the air box over the engine, the rear radiator and wing mount as well as the front suspension all the wheels and tires are from the original kit. The clear fuel lines that have yellowed with age and when people ask me what I did to bring out the color, I tell them that it's a time consuming process! My friend David Cox called it the Famous Forever Lotus and since then I think of it as just plain Famous. Famous is basically built out of the box and when I look at him now, unlike all of my other models I have ever built over the years, there is nothing I would change. The John Player water pitcher and the ash tray no longer gather dust as they now sit next to Famous in the case.

This is from an article that appeared on Mario Covalski's Modeler Site late last year. For those of you who do not know Mario, I invite you to check his site out at www.modelersite.com.

Earl Petrikin

For contributions to the newsletter, questions, or comments, contact Robert Raver

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