sexy italian red head

building a winner of a ferrari testa rossa from hasegawa's kit

THE HORRIFYING MERCEDES CRASH during the 1955 LeMans race which killed many spectators had far-reaching consequences on motor sports. One of those changes was that the Federation Internationale de LíAutomobile (FIA) reduced maximum engine size to three liters in an effort to control speeds at the track for the 1958 racing season.

Having little time to thoroughly prepare a new design, Ferrari chose to modify an existing engine and chassis to come up with the Testa Rossa. Rather than scale down its successful four-liter V-12 to the new size, Ferrari instead beefed up the three-liter V-12 engine from the older 250GT. This engine was then fitted into a new body by Scaglietti that was very similar to the 500TR design from 1957, but with new pontoon fenders. The "TR" in the 500TR was for Testa Rossa, or "Red Head," named because the cylinder heads were painted red. However, the engine with red heads in the 500TR was a two-liter, four-cylinder example.

Ferrari chose to use the entire name for the first time, along with the red paint, on its new 1958 V-12 design. So was born one of the most fabled Ferrari names. The new Testa Rossa, in three-liter V-12 form, dominated sports car racing, going on to win the World Sports Car Championship for Ferrari in 1958, 1960, 1961 and 1962. In 1962 the engine size was increased to four liters. The Testa Rossa was the last front-engine car to win at LeMans.

The Hasegawa kit will be very popular with Ferrari modelers as this is the first time this body style has appeared in injection-molded kit form in either

by andy kellock

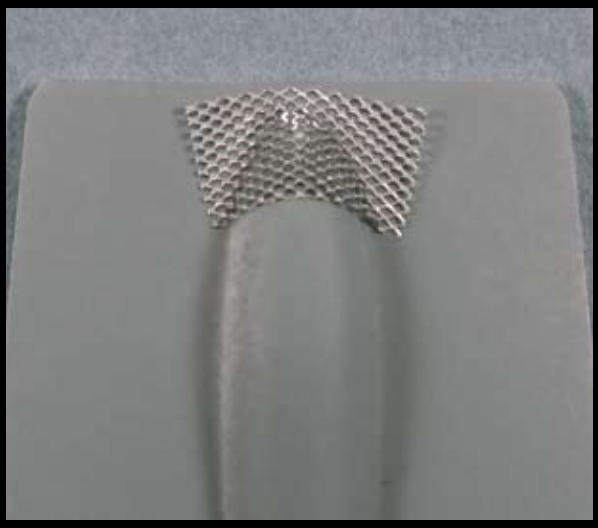
The pontoon fender style offers some opportunities to detail the suspension (and have your work visible).

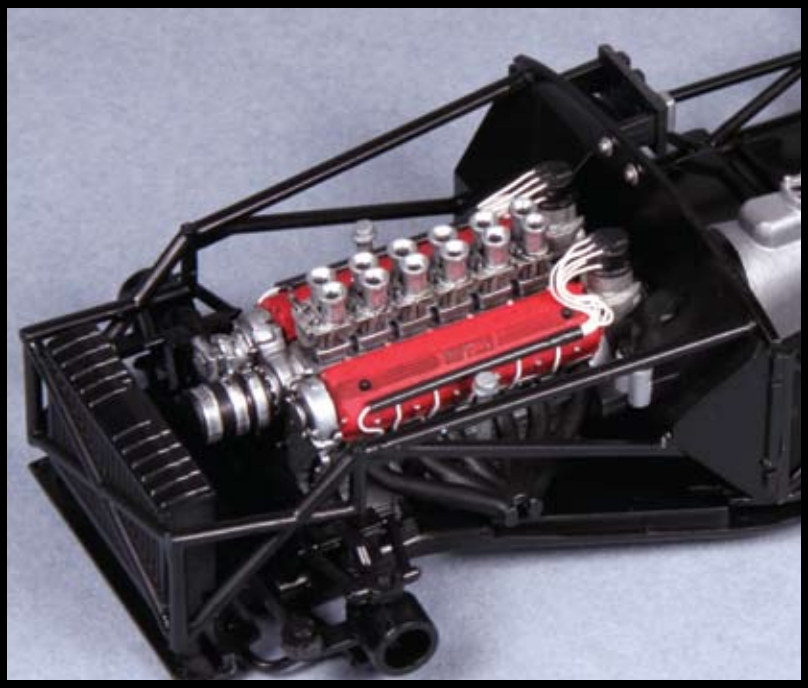
1:24 or 1:25 scale. Prior to this release, the only choices were very expensive resin kits or diecasts. The kit is molded in 141 pieces in red, black, clear and chrome. The body parts are molded in red, and the chassis, drive train and interior are black. The tires are molded in rubber with metal pins and rubber grommets to attach to the suspension. The wire wheels are one-piece units that are chrome-plated, but there is a photoetched wheel set available at extra cost. The body shape appears very accurate compared to my references, and the car depicts a left-hand drive model. The team cars were a mix of left and right-hand drive cars to take advantage of the various tracks in the season, but all the customer cars were left-hand drive. The kit is very well executed and is a new high for Hasegawa with full drive train and chassis detail.

Matching up the corrct number with the correct body style meant some research - and aftermarket decals from Patto's Place (for the gumballs) and Umi (for the number 16).

Assembly is very straightforward and I only encountered two minor problems. The first one is that you have to be extremely careful gluing on the exhaust headers. There is no clear indication of the correct angle, and it's difficult to line up the engine block header section with the external pipes through the body cut-out. Because of the snug fit of the body panels to the engine bay, the exhaust headers must be glued to the engine before the body is attached, and you have to guess the correct height of the body cut-out for alignment with the external exhaust pipes.

The second problem is how much the body needs to be stretched when fitting over the interior/chassis assembly. Because of the extreme body tuck-in under the front fenders, the front half of the body sides need to be molded separately. If the joint between these body parts is not strong, it will likely to break when fitting the body over the chassis. To make this joint as strong as possible, use a styrene glue that welds the





ANDY DRESSED UP THE ENGINE with some wiring and careful painting. The red cylinder heads were the source of the Testa Rossa name. Making the holes for the ignition wires with a hot pin also provided the raised bead around the wire opening, simulating the boot around the wires. The hood scoop was improved by thinning the interior of the hood, cutting open the scoop and adding some Micro Mesh formed over the scoop opening.

pieces together, or an epoxy. Don't use cyanoacrylate (CA) glue. It's too brittle for this application. However, I discovered one trick that alleviates most of the stress. The rear bulkhead (part E6) behind the seats can be fitted after the body is glued to the chassis. Simply leave out the seats and the bulkhead can be manipulated into place through the cockpit opening. The fit of the parts is so precise that the bulkhead slips easily into place. Secure it with a small amount of glue and the seats hide this glue joint.

The engine is a very nice replica of the three-liter V-12 with the correct textured finish on the valve covers. The intake trumpets on the carburetors look just right, although I dechromed mine and used Alclad polished aluminum to reduce the toy-like appearance of the chrome plating. I painted my block with Alclad aluminum and used a black wash to bring out the molded detail. The twin magnetos are nicely molded and I added engine wiring by opening up six holes in each one with a hot pin. This not only makes a hole in which to stuff the wires, but gives a raised ring around the hole which looks like a rubber boot.

The real cars used white fabric insulation on the spark plug wires. This can be replicated with white electronic hook-up wire, which can be stuffed into some larger diameter black wire insulation for the loom channel on top of the valve cover. You don't have to insert the wires all the way into the loom channel; just glue them in the open end. Then add short, curved sections coming out of the loom at a regular spacing to each spark plug.

The only engine issue is with the oil filler tubes. The kit has them centrally located coming up in the middle of the header cluster. This matches a very widely-published Ferrari catalog picture of the engine. However, every photo I've seen of the race cars with the hoods up clearly shows the oil filler tubes at the front of the block, ahead of the exhaust headers. I opted to leave them as is, but it would be a simple matter to move them to the front of the oil pan for a more accurate appearance.

I also chose to open up the scoop in the hood and replace the molded-in opening with a piece of aluminum mesh. This is pretty easy to do. Just mold the

Although photoetched wire wheels are available, Andy instead stripped the chrome off the kit wheels and sprayed them with Alclad aluminum.

The snug fit of the body means that a welding styrene cement or epoxy should be used for the lower body panels, not the more brittle cyanoacrylate glue.

Andy painted the tonneau cover in Humbrol insignia red, giving it some contrast to the rest of the car, the flat color suggesting canvas.

aluminum mesh to the outside of the hood scoop before you cut out the opening. This will establish the correct contours for the mesh. Make a couple of pieces, just in case. Now cut out the molded-in opening. You'll have to grind out the inside of the hood around the opening to make the plastic around the edge of the opening as thin as possible for scale thickness. Then glue in the molded aluminum mesh piece. You can use either epoxy or CA glue for this. Paint the mesh flat black, and you then have a very convincing replica of the real thing. The aluminum mesh is called Micro-Mesh and is by Scale Scenics. I got mine in a model train shop.

Hasegawa has an optional set of photoetched wire wheels but I chose to use the kit plastic wheels. While not the nicest injection-molded wire wheels, they are not bad, especially with the thick plating removed. I stripped the chrome, painted them with Alclad aluminum and detailed them with a black wash. The black wash helps hide the thickness of the plastic spokes. The Engelbert tire decals are from Fred Cady. To get them to stick to the rubber tires I coated the tires with Future, applied the decals, and then used a flat acrylic clear to tone down the gloss.

The kit includes some nice grill-mounted driving lights not mentioned in the instructions. However, these lights were used at all the endurance races where there was a night section, such as LeMans and Sebring. Because I was modeling one of the Sebring cars I used them. There are mounting holes in the back of the grill insert you'll need to open up to attach the lights. The kit also comes with an optional tonneau cover that I used to replicate the ones on the Sebring cars.

Hasegawa supplies seat belts on the decal sheet, which is a nice touch, but don't install them as decals. Seat belts don't conform to the seats that closely. Just cut carefully around the belts leaving them attached to the backing paper. Paint the

The kit interior, complete with the Cavallino Rampante logo on the steering wheel, is very nice. The seat belts are from the kit decal sheet – cut, with the backing, and bent to shape.

exposed blue edge of the backing paper with black paint and then hide the unrealistic shine with some flat clear acrylic paint. You can bend and fold the paper several times so it's not so stiff; then attach the belts with white glue. They look more convincing this way.

To get a nice, shiny finish, you need to start with good surface preparation. Start by block sanding the body with wet 600 grit paper. This removes all the raised edges around door and panel lines and should take care of any raised seams. If you don't do this now you'll rub through the paint later when you polish off these raised edges during color sanding. They are hard to see, but they are there.

Next, lay down a good quality automotive primer. This will reveal any other surface imperfections such as seams and sink marks. Putty and sand until these are all gone and then prime again. At this point you are done with all the body work and are ready for color. However, to get a shiny (i.e. flat and glossy), surface you need to start with a flat foundation. Wet sand the primer with 1600-grit paper to knock down all the rough spots. At this point the primer should have a nice reflective sheen. Now add the color coats. I usually use two color coats followed by two to three clear coats. Mist on the first color coat to build up color slowly. Don't lay down a heavy wet coat until all parts of the body have some color, otherwise you'll get runs and drips in the paint. I wet sand with 1600 grit in between each coat. After the last clear coat is done, you should have a nice "wet-look" paint surface without any orange peel affect.

The final mirror shine can be achieved by rubbing out the clear with automotive rubbing compound followed by a wax. Of course, these products are only suitable for lacquer paint, such as Tamiya or Testors spray

References

Ferrari Testa Rossa V-12, by Joel E. Finn

Ferrari Road and Racing, by Winston Goodfellow

Resources

Fred Cady decals (online auction sites, such as eBay)

Patto's Place decals (www.pattosplace.com)

Adding a wash to the details and interior can have a major impact on the realism of a model car, as Andy's Ferrari demonstrates.

The lights inside the grill were used for endurance races with a night section. Although these parts were not mentioned in the instructions, Andy opened the mounting holes and added the lights.

cans or automotive touch-up paint. Don't use them on hobby enamels because they will eat the paint. For hobby enamel, you can use polishing cloths, such as those from MicroMesh, but you'll need to let the paint cure for a week or two first. Lacquers can be polished after a few hours.

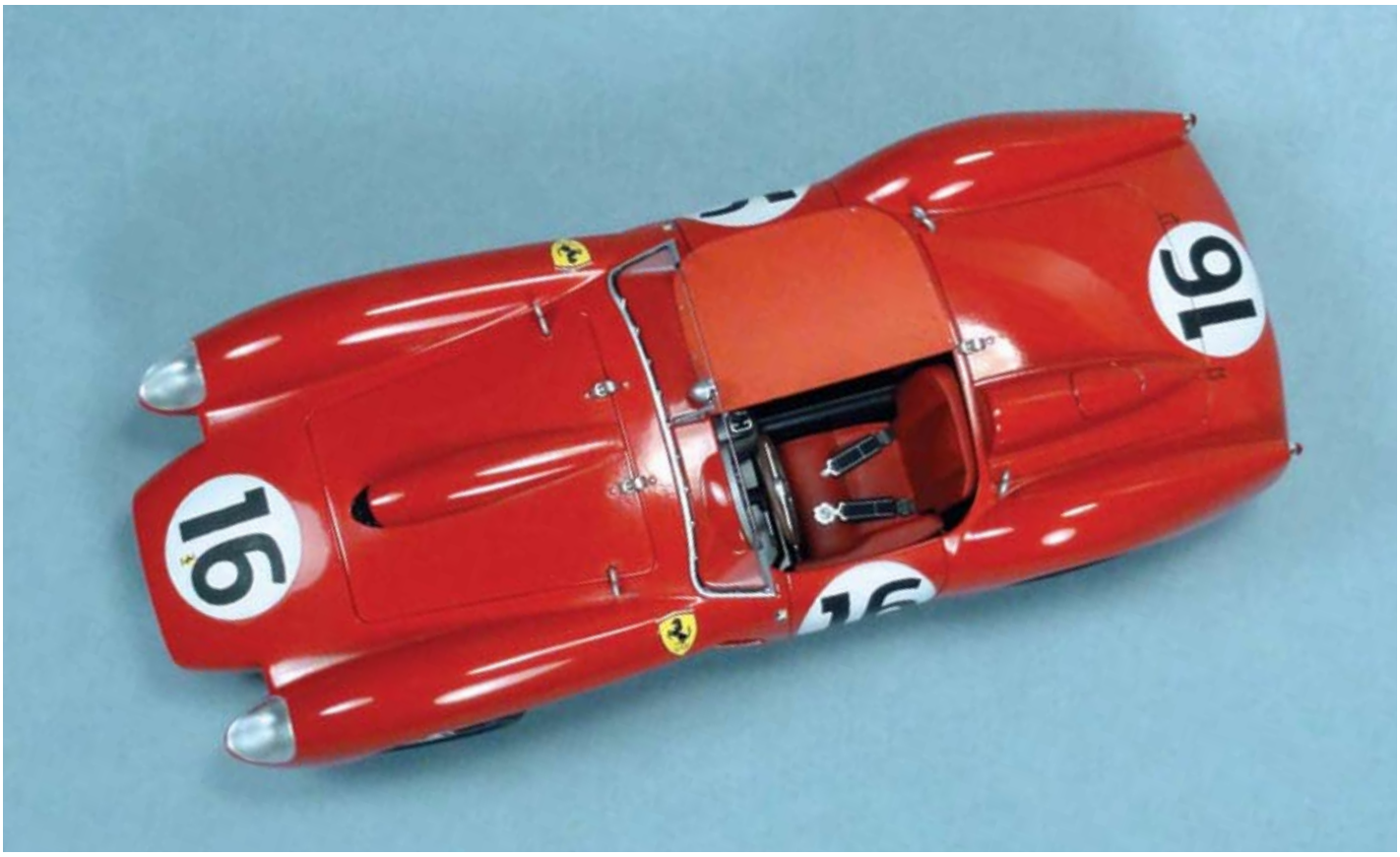
The body was painted with Tamiya Italian Red (TS-8). The older Ferraris seemed to have a darker shade of Rosso Corsa (racing red) than more recent ones. This can be achieved by using a gray primer under the TS-8 instead of white. I painted the tonneau with Humbrol insignia red (#60) to give a color contrast to the seats, which I painted with Testors dark red (#1104). The dark red is a gloss paint, so I cut the shine with some acrylic flat clear.

One caution with this kit: The historical description in the instructions and the decal sheet lead one to believe that you can build the 1958 LeMans winner from this kit, but that is not the case. About halfway through the season, Ferrari abandoned the pontoon fender design in favor of a more traditional full body, or envelope design in the TR58. This is the body style they raced and won with at LeMans in 1958. This LeMans winner was #14, and the white gumball decals with the black 14s on the decal sheet are correct, but the body is not. The only other race in the 1958 season where the Testa Rossa wore the #14 gumballs was at Sebring, but this particular car was a right-hand drive car, so again the kit would not be accurate. In fact, as nice as the #14 gumballs are on the decal sheet, they cannot be used to build an accurate team car from 1958. The white #102 numbers, however, are correct for one of the Targa Florio cars and the white #12 numbers are correct for a customer car that raced at the Nurburgring. For my #16 Sebring racer I used white gumball decals from Pattos Place (www.pattosplace.com) and the black #16 came from an old Umi decal sheet. The rest of the Ferrari badges and markings came from the kit supplied decal sheet.

With some research and a bit of detailing, Hasegawa's Testa Rossa builds into an impeccable version of a truly impeccable sports car. The real car was a winner and so is this kit! ■

ANDY KELLOCK IPMS/USA #44563

Andy Kellock began modeling in Australia in 1965. His first model was a Boeing 727 in TAA markings. He spent the next 10 years building hundreds of 1:72 aircraft, but as a teenager he was seduced by the fat tires and chrome on Tom Daniel cars and he traded wings for wheels. His modeling interests include cars from the 1950s, '60s and '70s, particularly muscle and racing cars. He writes the "Bench Racer" column for Scale Auto and helps to organize the NNL West show in San Jose. He joined IPMS/Australia in 1977 and IPMS/USA in 2006. Andy is a research scientist in Silicon Valley and has been a member of Silicon Valley Scale Modelers since 2002. Attending the 1998 IPMS Nationals in Santa Clara got him back into modeling. Happily divorced, he now has plenty of time to model.



Viewed from above, the unique pontoon fender arrangement of the Testa Rossa is clear. This configuration was replaced with the envelope design during the 1958 season.