



I'm starting a new subject- Le Phoenix's 1957 Ferrari Testarossa. This kit must be one of the their most popular subjects. Fortunately I have a brilliant model which was built by Isao Nomura; it will be a good reference when I get lost!



I removed a molding seam and the sprue stubs with a file for starters. It is a basic but important step to make a good foundation for painting.



I did not care much for the nose shape as it was not symmetrical. I put melted white metal on the nose like a filler, and then shaved it with a file.



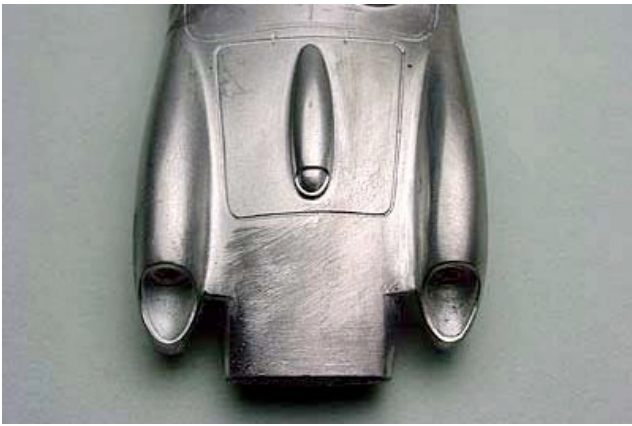
Well, I have got a better, symmetric shape as a result.



I bought Hasegawa's Ferrari 250TR kit in 1/24 scale. What a good reference for me - a well shaped body with crisp detailed engine and suspension.



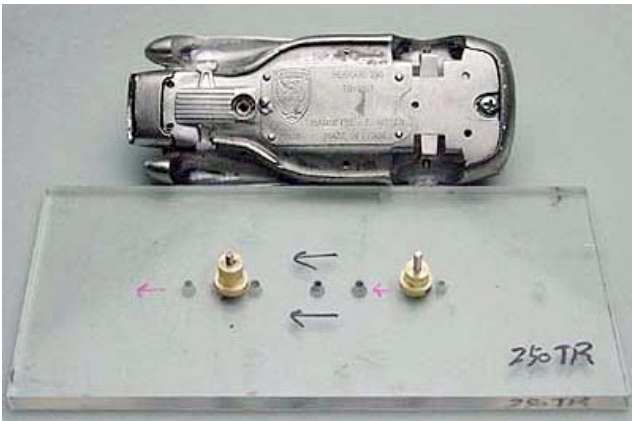
The wire wheel set by Paddock seems to fit well on the body. I also changed the tire which Mr.Suber gave me at Retromobile 2007.



The front fenders looked a little bit too bold so I thinned down the inner line with a file, and then corrected the width between the recessed line of the front hood and the fenders.



This time I cannot use the standard screw clamp between the body and the underbody as I have a plan to put a small V12 engine into the body. So I fixed them with a couple of micro screws which were included in any of Tamiya's motorbike kits.



Then I try to set the ride height with double lathe-turned brass spacers. They look too solid compared to the previous one, however, they should be tough to hold such a heavy body in transit.



I screwed the underbody to the acrylic base and checked the ride height again. It required a lot of patience but I was glad to get a good result at last.



I built these suspension arms from scratch with 0.7mm brass rod. The joint part consisted of the photo-etched parts by MakeUp (MP-21) and the hexagonal head bolts by Adlersnest (ANE-0011). The small coil springs were twisted from 0.35mm brass lines. I finally soldered it on the upper arm.



The brass tube axle was soldered tightly to the underbody and I added the brake drum which was included in the photo-etched set by Zmodel.



To get the delicate nose, I spent much time and energy with white metal, even using the motor tool.



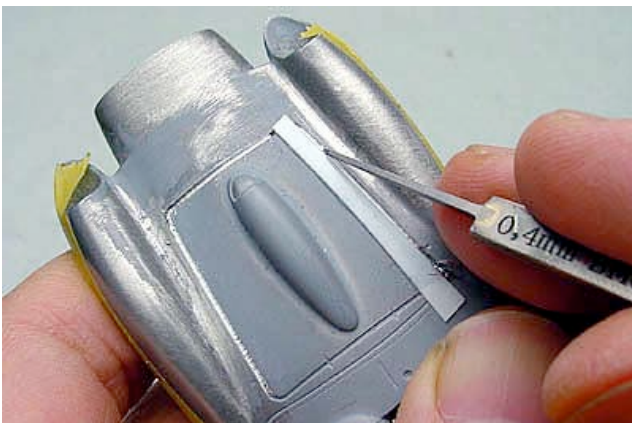
I trimmed the oval outline of the nose like the original car in the Le Mans 24 hours race.



Regarding the side air outlets, I bored them boldly with the motor tool at first.



Next, I fitted a back plate with 0.2mm brass sheet and soldered it to the body from the backside.



I have a plan to build openable hoods and doors on this model as I said before. So this is the first step to opening the front hood. I deepened the recessed line of the hood with a 0.4mm width chisel.



.....And removed the hood part off with the jigsaw.



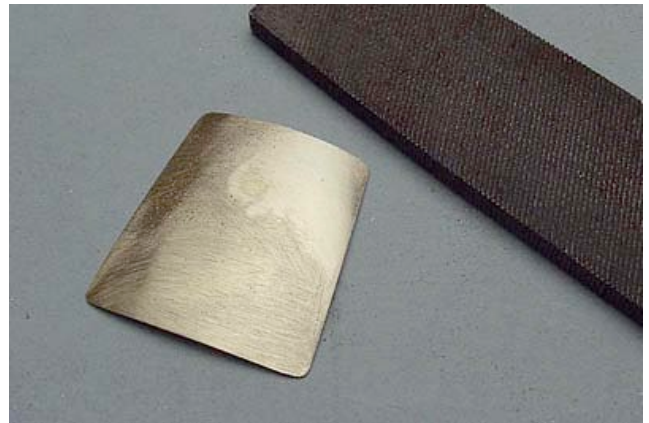
I carefully trimmed the edge around the hood opening. The mounting post position in the engine bay has been moved forward, and then a brass strip was soldered along the line from the backside.



I also added the brass strip under the front panel line which will prevent the hood from dropping into the bay. The small V12 engine came from Le Phoenix's 250GTO kit... I will have to add some details on it later.



I cut out a front hood piece from 0.5mm thickness brass sheet and beat it with hammer from the backside to make a moderate curve.



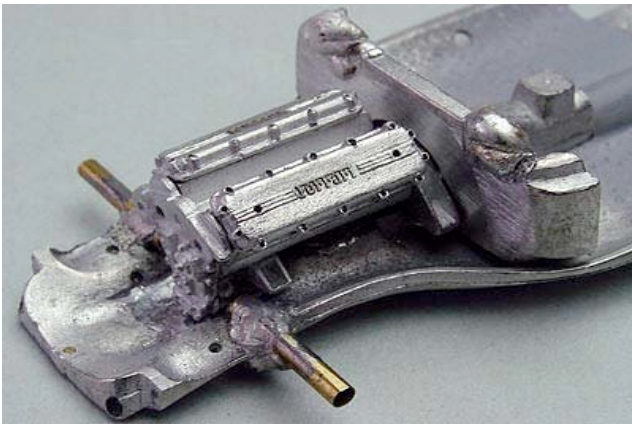
After trimming the edge of the hood, I shaved the surface with this file to remove the hammer marks. I used this big one as a first step. It might be easier to get a beautiful shape this way rather than using a small file or sandpaper.



There is a small breather on the cam cover of the Testa Rossa. It didn't require any special technique so I just used my motor tool and several needle files.



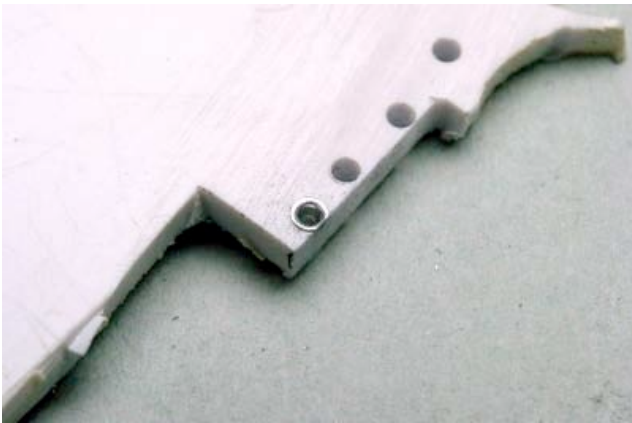
I drilled 0.3mm holes around the cam-covers to put small hex-bolts into them. The crisp "Ferrari" badge was made by a friend with electric wire-cut machine. I fixed it on the cam-cover with epoxy glue.



I secured the engine block on the underbody with a micro screw. Then I fitted the bulkhead part over the gearbox.



I prepared the aluminum funnels for the carburetors. It was a bit hard to align them accurately without access to a milling machine but I managed.



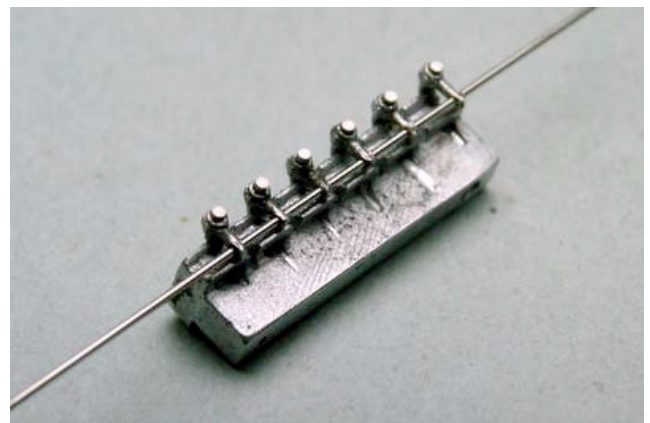
To join the adjoining funnels, I made a jig with thick styrene and aligned the funnels to sand a portion of their rims parallel.



I also detailed the fuel pipe to the right side of the carburetors like the 250GTO model I built two years ago. First, I bent six pieces of 0.5mm nickel silver lines quarter and glued them on the top of each carburetor.



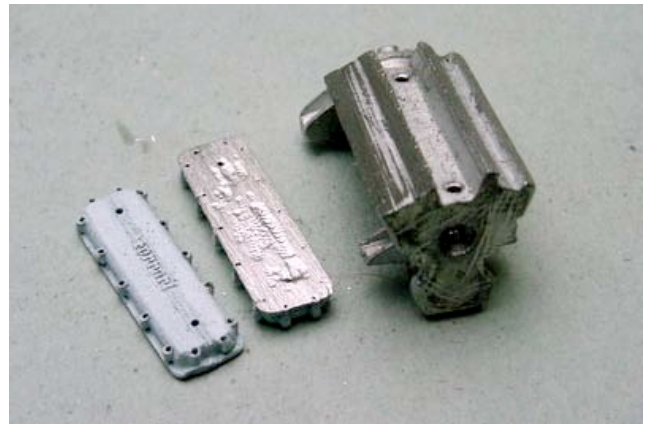
Fortunately we can buy various lost-waxed parts at a railroad model shop in Japan. I am going to use these as the junction pieces between the carburetor and fuel pipe.



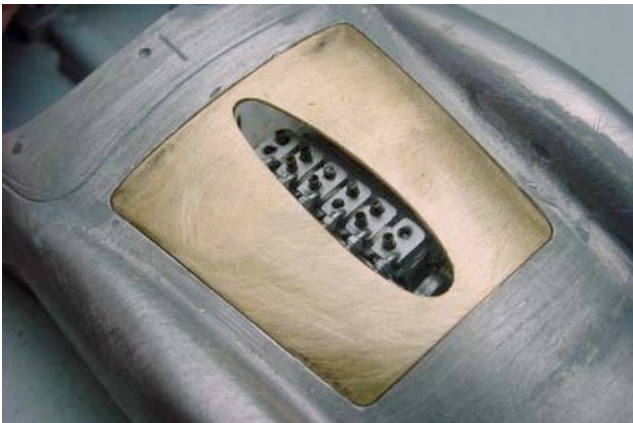
I drilled a 0.4mm hole on the stem of every joint, and then ran a stainless line through them.



I glued the funnels to the carburetors temporarily and put them on the engine. Initially, it's a bit too high to allow the hood to close correctly.



To fix this, I trimmed the bottom of the carburetors and lowered the height. It also required thinning the thickness of both cam-covers.



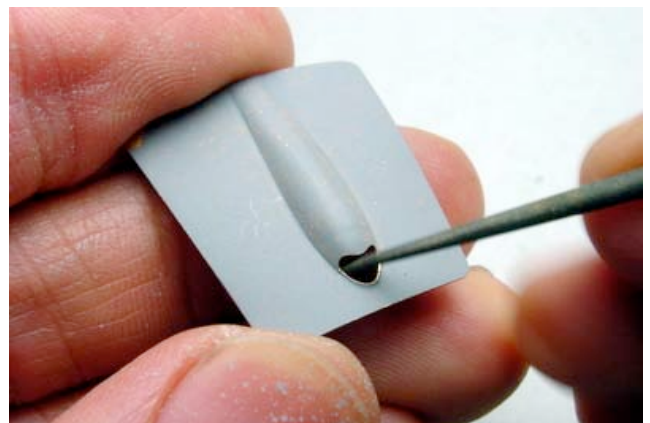
I opened an oval hole on the center of the front hood to clear the funnel height.



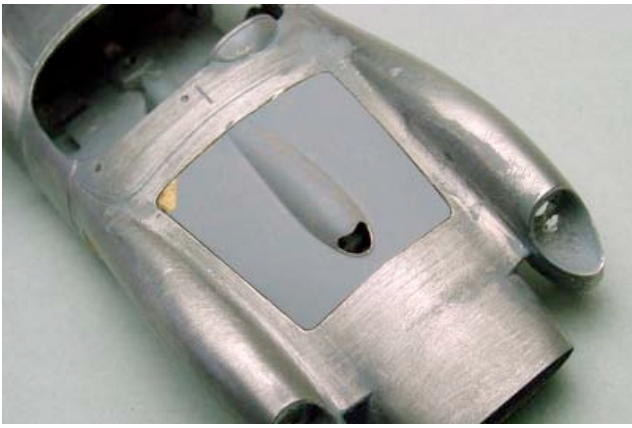
The center bulge was made with 0.3mm thickness brass sheet. I hammered it in the female mold like this photo.



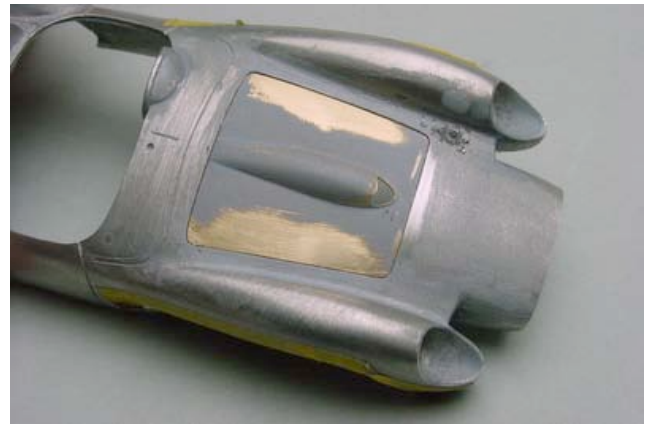
I trimmed the fringe of the bulge and then sanded the surface smooth.



After joining the bulge and hood with solder, I sprayed grey primer to check the shape and opened an air scoop in front of the bulge.



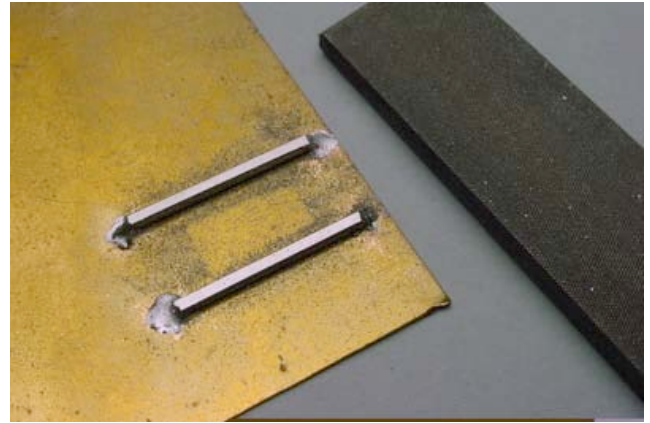
I test-fitted the hood to the body again and found some differences of undulation between them.



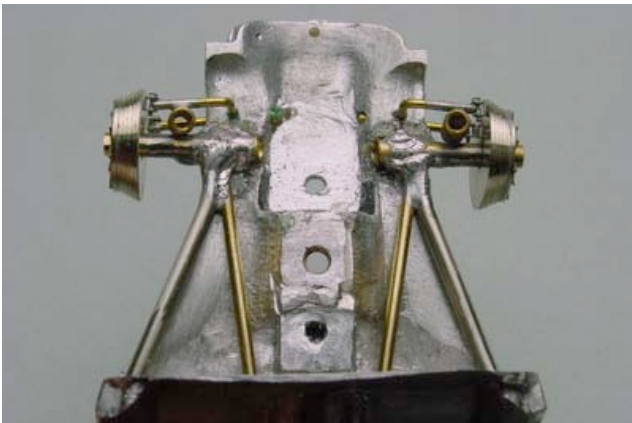
I sanded the surface around the recessed line carefully to align the continuity of the curvature.



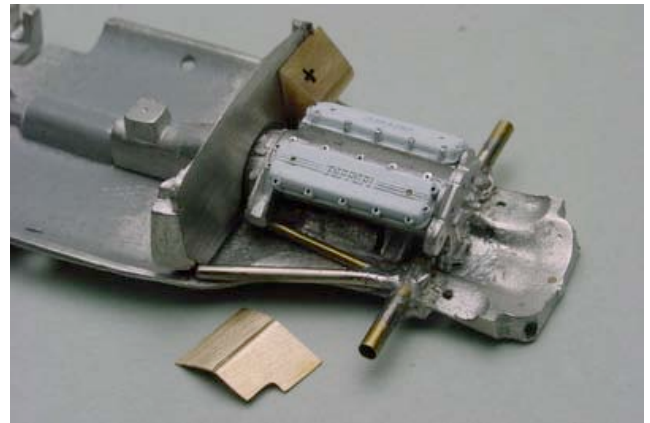
Well, I began to form the engine bay... I removed the excess metal of the inside body with the motor tool.



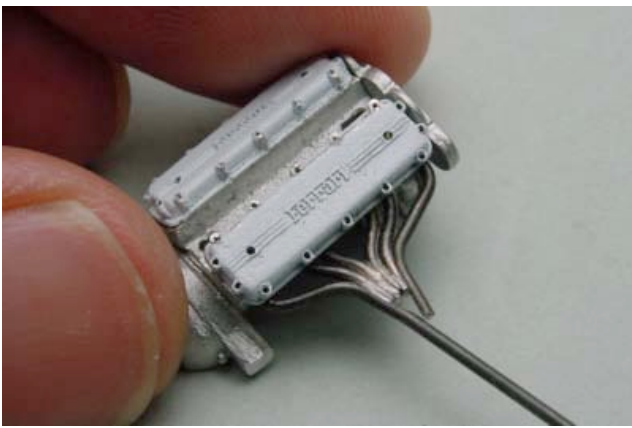
I prepared to build the bottom frame which can be seen partially on the underbody. I temporarily fixed 1.4mm nickel silver rods on the brass sheet with solder and then shaved them in half.



I removed the nickel silver rods from the brass sheet and then fixed them to the outer side of the underbody. After that I added more 1.0mm brass rods to the inside.



I bent a 0.2mm brass sheet and made the foot-boxes which were attached to the bulkhead. Hasegawa's 1/24 plastic kit has good detail around here and was a big help!



I made the manifold with 1.0mm brass lines which were annealed over a stove burner to bend more easily with a flat-nose plier. I joined them into a single unit with solder.



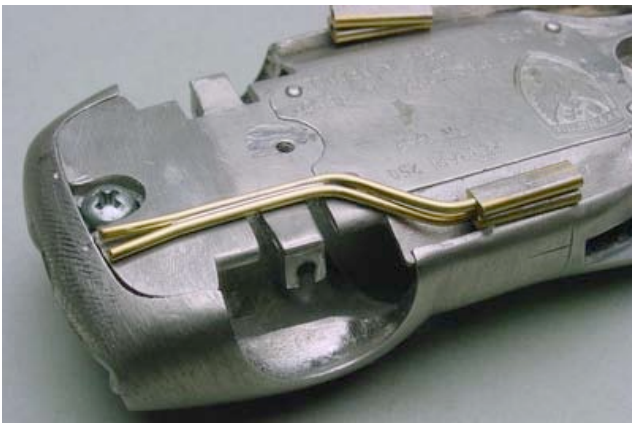
The exit hole of the manifold required a bit of adjustment with solder.



The original exhaust units seemed better to review... I remade the mufflers with brass materials at first.



I combined a couple of 1.5mm brass lines and a tube with solder.



The post-exhaust pipes consisted of 1.2mm brass lines. I bent them along the curve of the underbody and adjusted them to mate easily with the muffler parts.



These end-pipes were turned in a lathe. It was very sensitive work and took about 30-40 minutes to make each piece.



....And I made the intermediate part of the exhaust with 1.2mm brass rods, too. It was a bit hard to fit them perfectly to the body.



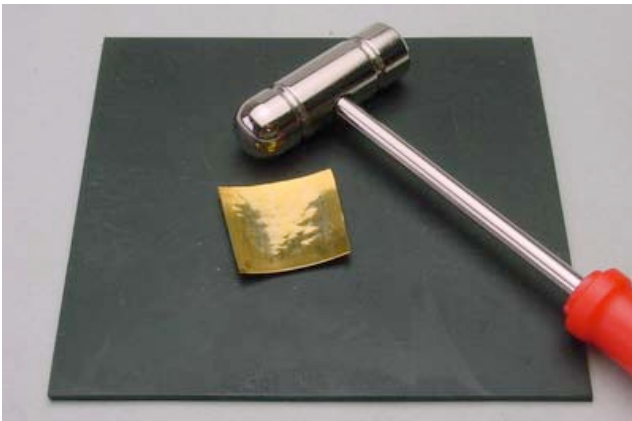
I soldered a 1.4mm tube to the end of the manifold to attach it easily with the top of the intermediate part of the exhaust.



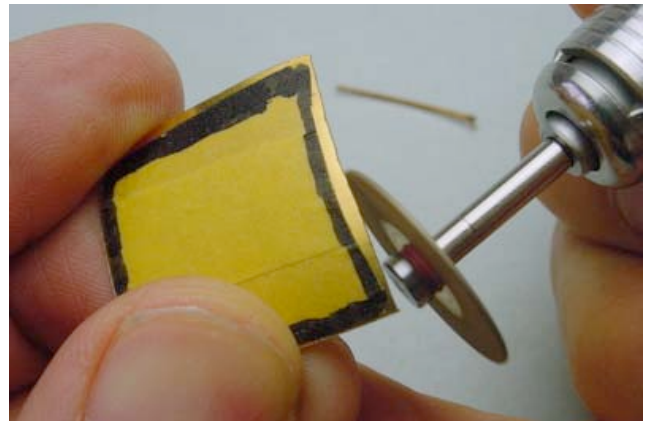
I test-fitted the full exhaust unit to the body... looks very nice!



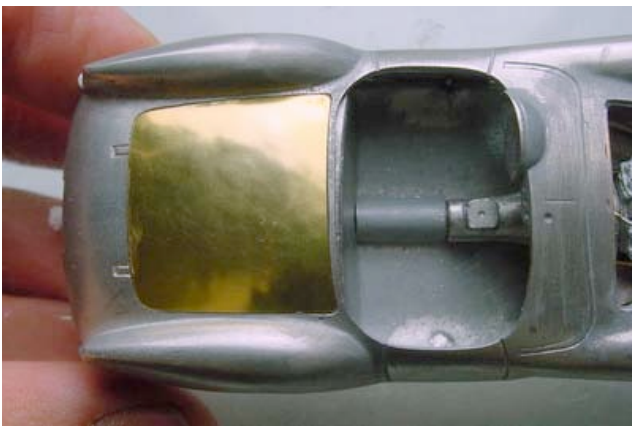
I started the work for the opening rear trunk in much the same way as the front hood. I deepened the recessed line by the chisel at first and then cut along the inside of the line with the jig saw.



The hood was made with 0.4mm brass sheet. I hammered it lightly on the rubber mat to form a slightly-rounded shape.



Then I trimmed its edge to fit in the opening of the rear hood with the motor tool.



I test-fitted the hood to the body. Considering the thickness of the after-paint layers, it looked better to increase the gap between them.



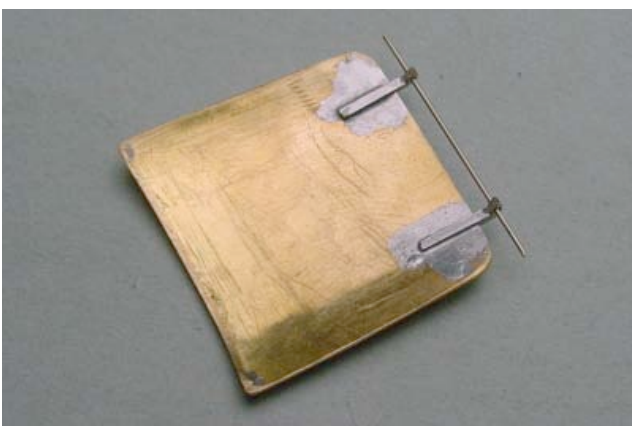
I trimmed the edge again and leveled the surface of the hood with #240 sand paper. I also replaced the bridge in front of the hood with the brass strip as the original one was very thin and looked so fragile!



A brass strip was shaped with a moderate curve and attached to a nickel silver strip from the backside as a flange. Finally I soldered it to the body tightly and then trimmed the shape.



The hinges of the hood were made with 0.8mm nickel silver square rods. I made several pieces and then selected the best ones.



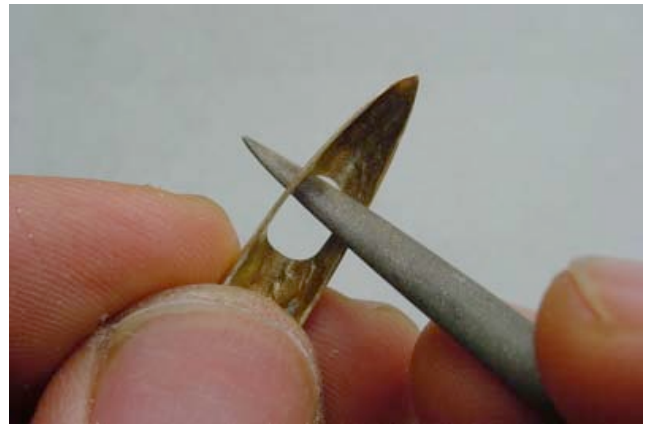
I soldered a couple of the hinge to the backside of the hood. A 0.4mm diameter nickel silver line was passed smoothly through them.



I test-fitted the hinges to the body and checked the movement of the hood. There was a problem with the fragile link, so I made up my mind to delete the original heavy head-rest bulge and fabricate a new one with some brass materials to save the weight.



I made a new female mold with a 1.0mm thickness brass plate- you can recognize another one for the front hood bulge beside. I hammered a 0.3mm brass sheet on the mold and formed it with two different diameter gouges.



I trimmed the excess edge and sanded the surface smooth. The oval hole to clear the fuel cap has been opened with the motor tool and the needle file.



I test-fitted the bulge on the hood and noticed it needed a small lip added around the oval hole.



Then I soldered a small brass patch to the backside of the bulge.