ELECTRIC HORSEMAN

Model Cars' very own Robert Redford, John Cundell, reviews

Tamiya's latest Micro

Tamiya have released more "Tamtechs", their 1:24 scale R/C cars. The example, a "Ford Mustang Probe" GTP bodied car, shows no changes from the original chassis mechanics as described and reviewed in previous issues of *Model Cars*, so with this one we will concentrate on the finishing of the body.

The body is in a styrene compound, moulded in a brightish white, and painting can probably be avoided, however you still need to apply the blue to the body sides, so you might just as well do the job properly and paint the white also.

We have had bad experiences with enamels on this particular type of styrene, particularly *Humbrol*, so we took *Tamiya's* advice and used acrylics, sprayed on after carefully masking off the windows initially, with the white being applied first. This was left to dry for 48 hours, and then more masking was applied to the delineation point of the white/blue, and the whole of the top of the car was protected by paper fixed with Sellotape. Take particular care at the rear wing, already moulded to the car as blue paint could easily creep under here. Also, make sure the masking tape is well applied, especially over the indentations that demarcate the doors, etc, as again creep along these lines can spoil a nice paint job. We had run out of masking tape, so Sellotape was cut into thin strips for masking. Despite making sure the tape was really well adhered, we did not experience any problems with the white paint lifting when the tape was removed, probably because we waited a full 48 hours for the white paint to dry.

Small details

Next job was to add small detailed paint touches such as the hinges, lights, etc. *Humbrol* enamel was used here direct onto the *Tamiya* acrylic paint finish. There is no conflict and the application was successful.

The decals come as waterslide transfers. Although these are more finicky than self-adhesive decals, they are more pliable, especially necessary on smaller models. Use a small pot of warm water; cut the decal from the sheet using a sharp knife, and place into the water for 10 to 15 seconds. Remove and place face downwards onto a piece of kitchen towel to remove excess water, and after about 15 seconds, gently start to slide the transfer along the backing paper until it can be transferred to the model in its correct location. Remove the backing paper and with the tip of a wet finger, slide the decal into the exact position. If it folds up on you, don't panic — carefully apply a little more water, and manipulate with the finger tip until it straightens out. Gently apply a pad of kitchen towel to remove the remainder of the excess water, and make sure there are no air bubbles under the transfer, These can be removed by "pushing" the bubble with a moistened finger tip on small decals, but with the larger ones, to avoid creasing, a better method is to prick the bubble with a needle and apply a little pressure with the pad.

Try and work in a logical sequence to avoid handling of the body where other decals are not quite dry. It is all to easy to move and crease them. We found the body easier to manipulate if it is assemble to the chassis before applying the decals. The suggested number sequence on the decal sheet is about right.