



It's not my intention to make a review, however, I want to draw your attention to the uselessness of supplying sprues with chromed parts if then they will have to be painted. In fact, the engine block, radiators, brake discs....etc came also chromed. To accomplish a worthy assembly, with a correct painting work, it was necessary to remove the chrome from these parts. The best way to get the chrome off is by submerging the sprues in oven cleaner during the whole night and then cleaning them with a brush, abundant water and soap.

## Let's start

As usual work starts by preparing the bodywork and in this case it's even more necessary. The GT40 kit was designed to allow those parts such as doors, motor cowling...etc be opened. This is why first of all, we must be sure that all the body parts coincide with the rest.

To assemble the chassis, I had to mount the frame with the bolts supplied. Next, I test fit the hood and was discouraging when realizing that it didn't fit correctly with the frame and the chassis had a bending which didn't allow the proper fit with the body's frame.

To solve the problem, I placed the chassis on a flat stable surface and using a hair dryer, I heated one side at a time. The plastic becomes malleable when heated then you just hold it in place with the fingers until it cools.

Unfortunately, the same task with the hair dryer had to be accomplished with the motor cowling and doors to get their proper fit with the body.

If you face with the same problems when assembling your model, be very careful not to heat the parts too much since they can melt losing their shape.

Several parts when being joint and glued, show gaps, for instance the doors (parts A1), the louvres A6, A7, A8, A5...etc.

To avoid these gaps are visible once the model is painted, I applied successive coats of CA via capillary action until the gap was not visible any more, then the CA was sanded and primer was applied with brush.

Some areas of the body have too much rivets which will remain hidden under the paint coats during the building; so to give more realism, I sanded off the molded rivets and drilled holes for the metal ones. It's always better to use a slightly larger drill than the exact diameter of the rivet to compensate the paint coat thickness, this will save problems when placing the rivets and will avoid damaging your paintwork.

All the body parts were sanded with #1200 and 1500 wet sandpaper, then received several coats of Tamiya white primer with the purpose of covering hollow areas on the plastic. They are especially found on the hood and motor cowling. The priming is not the proper solution to fill these hollows since they're small, but they will be visible with the black paint if they are not corrected. The parts will take several weeks to completely dry.

After this period all the parts are wet sanded with #1500 and 2000. The TS-14 gloss black was applied following the usual process and sanded again with #2000.

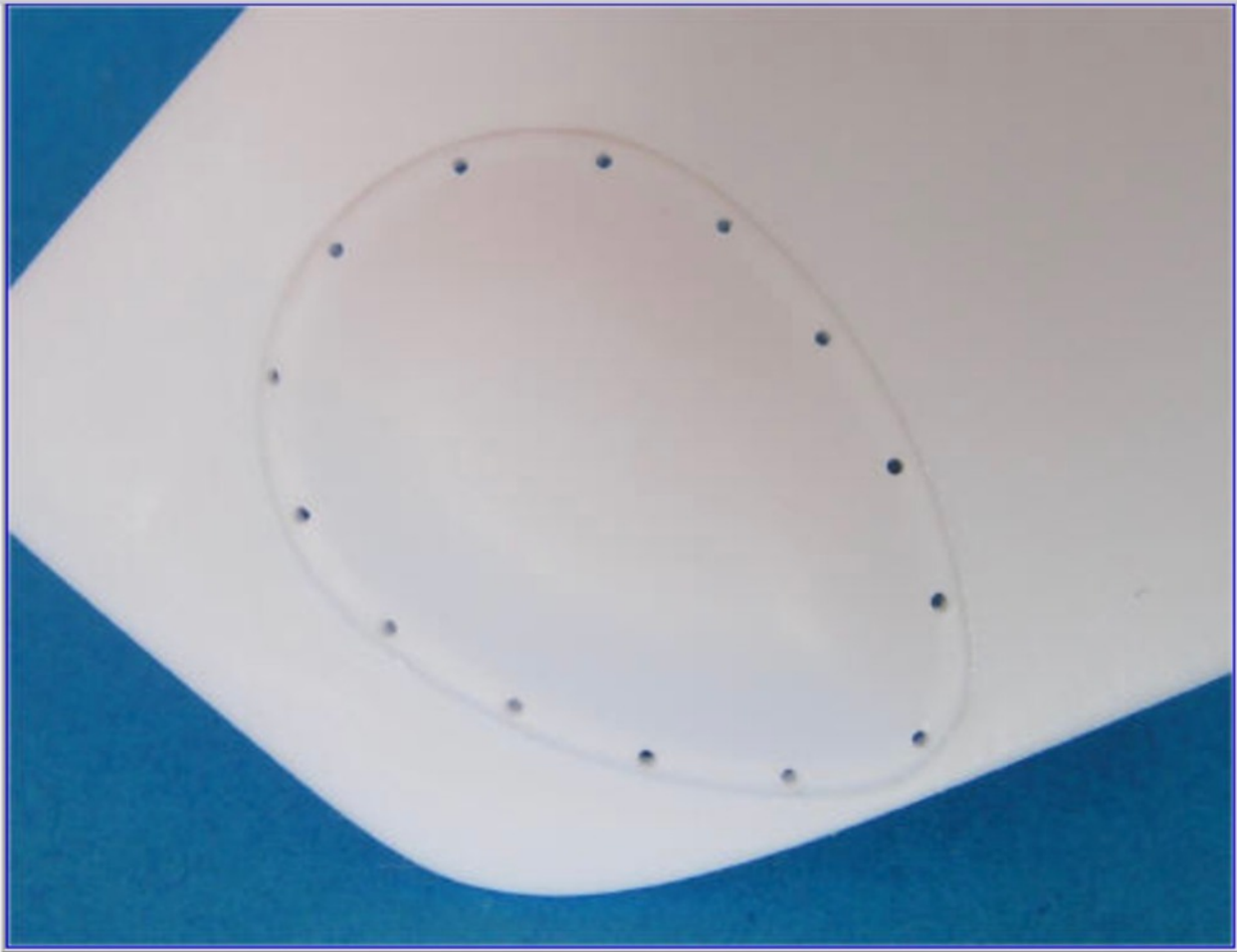
All the parts were cleaned and assembled to apply the white decals. Then the body was removed and every part was varnished.

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## The bodywork

The holes to place the metal rivets were easily made using a drill and a pin vise. Don't use a high speed motortool to accomplish this task since even when regulated to the slowest speed it tends to melt the plastic.

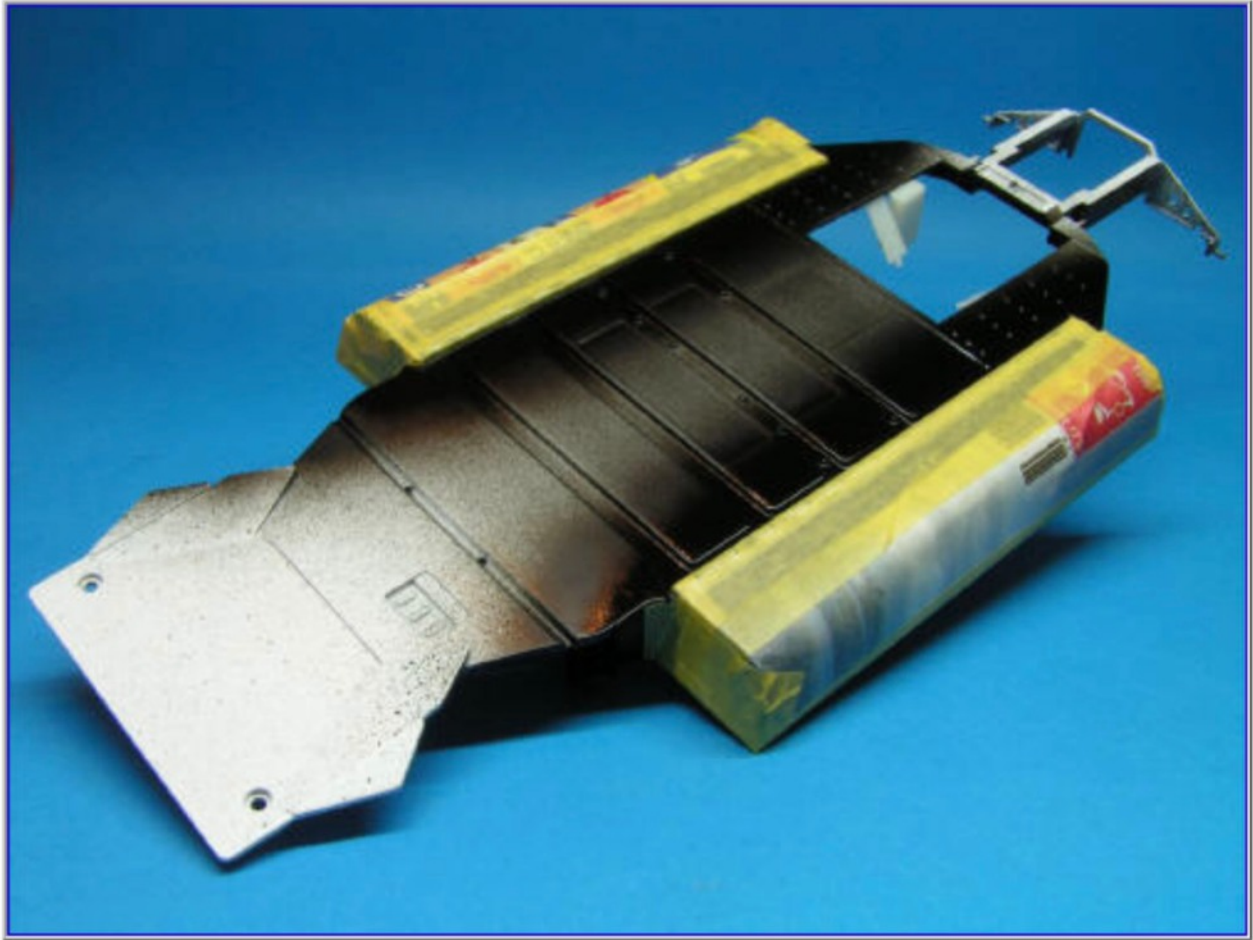




The body was assembled holding each part in place with masking tape, to get it ready for painting. The decals were applied firstly on the roof, lower areas and finally on the doors. Be careful since they are thick and brittle, so I used a good setting solution like Mcroset, Microsol and hair dryer to speed things along and get a good adhesion. I also had to make some retouches with brush using TS-17 Aluminum Silver over the two grey bands of the roof and TS-26 White and TS-14 Black on number 2 over the right air intake of the motor cowling.

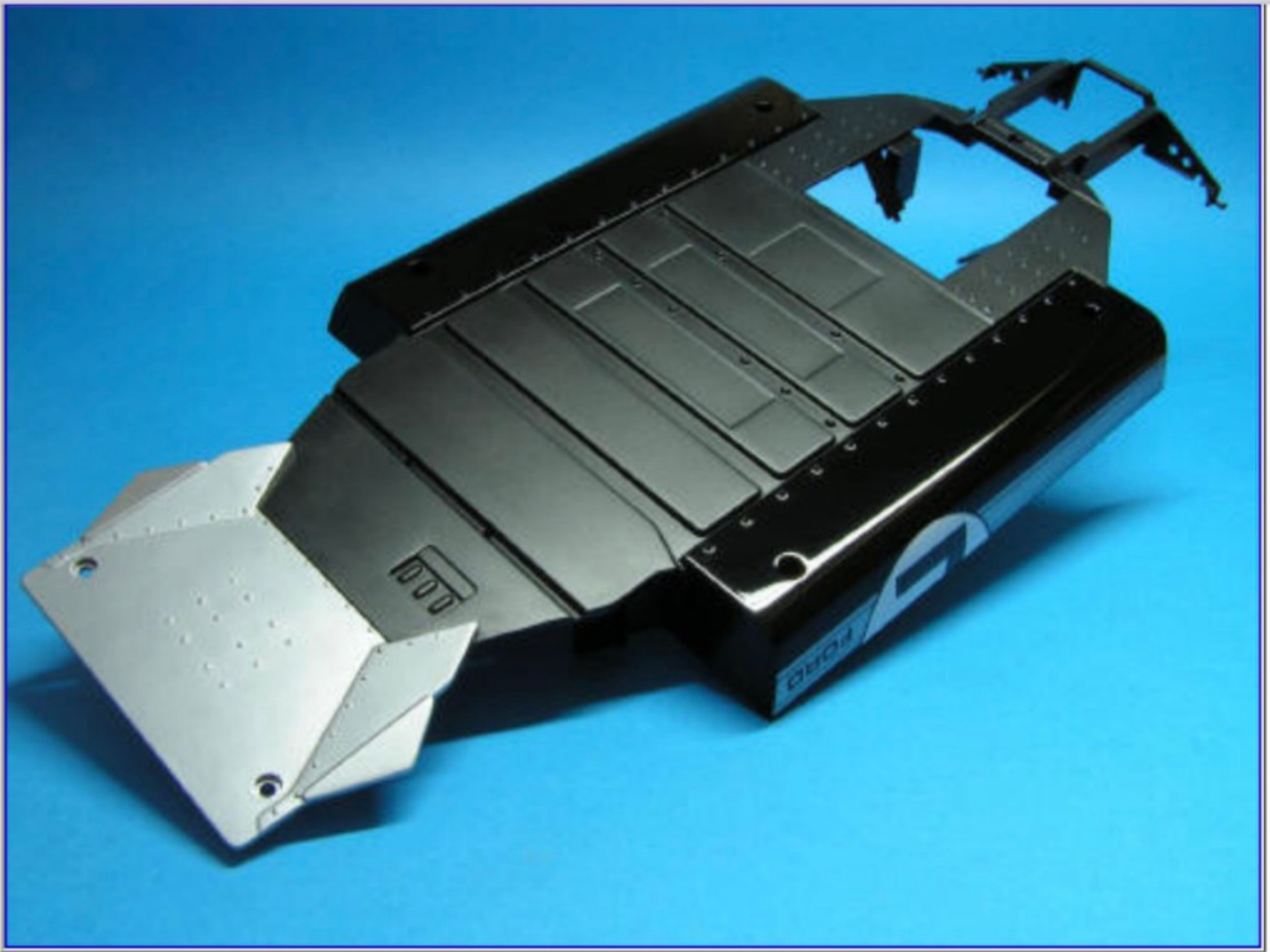


Instead of painting the whole chassis, I masked the pontoons (already painted gloss black) and started with TS-29 semi gloss black applied with airbrush and once the paint was dry, I drybrushed with a mix of Humbrol 85 black and 61 flesh.



Next, I masked again the chassis to airbrush with TS-30 Silver Leaf.

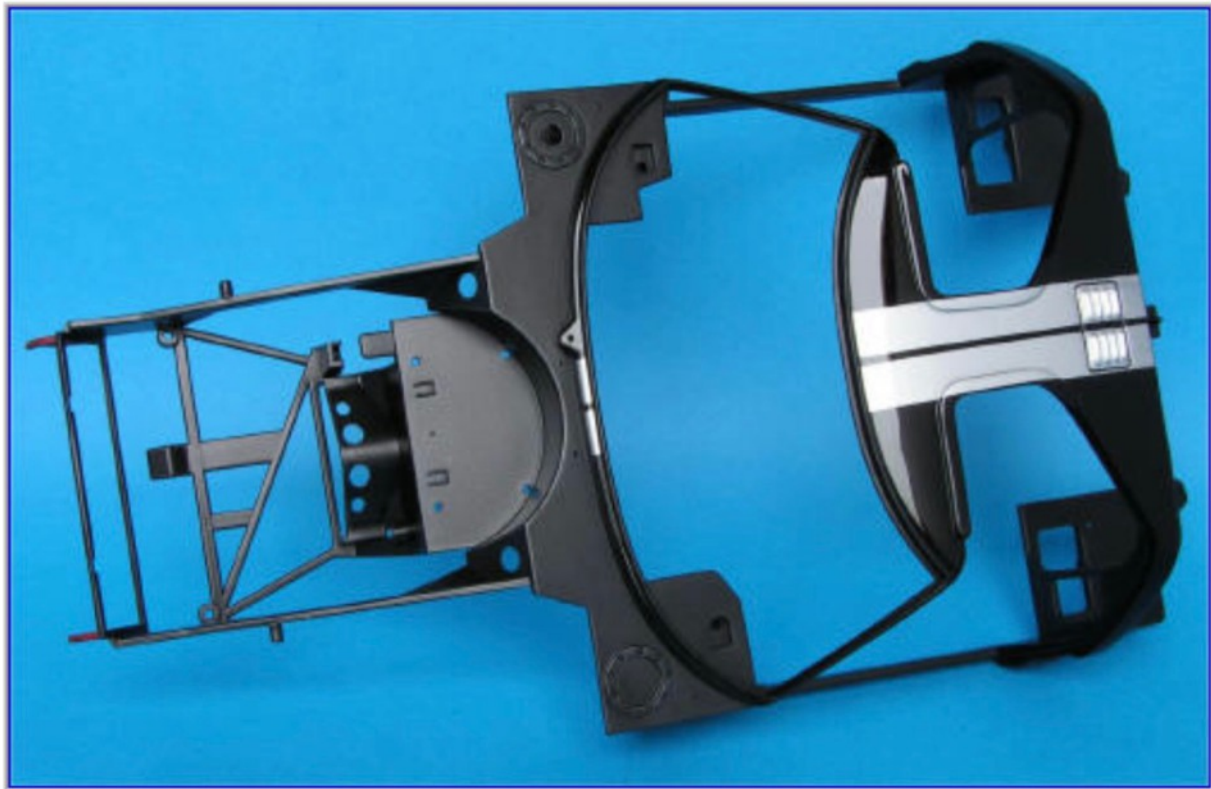




The upper body was masked and the rest airbrushed with TS-29. Next it was drybrushed with the same mix used in the previous step.

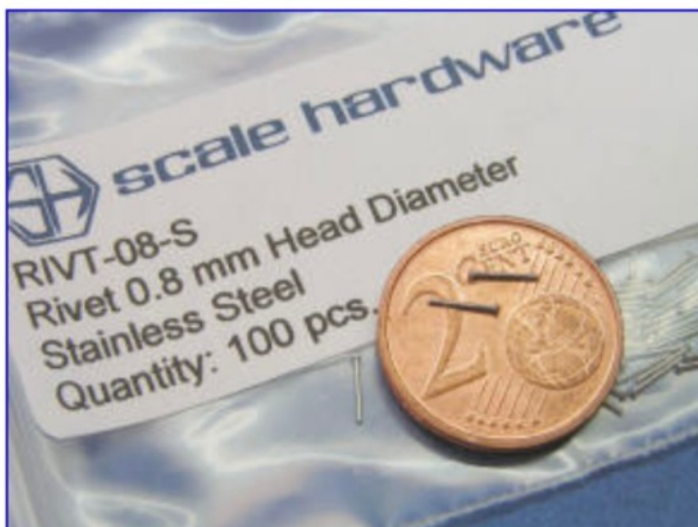


The result obtained looks very real instead of being painted with gloss black which would look as a die cast.



Once all the paintwork was finished, including the polishing...etc; the new rivets may be placed., and for more realism, I used the ones from Scale Hardware available at [bestbalsakit](http://bestbalsakit). Before gluing them, I made sure that each rivet could be placed in the pre drilled holes.

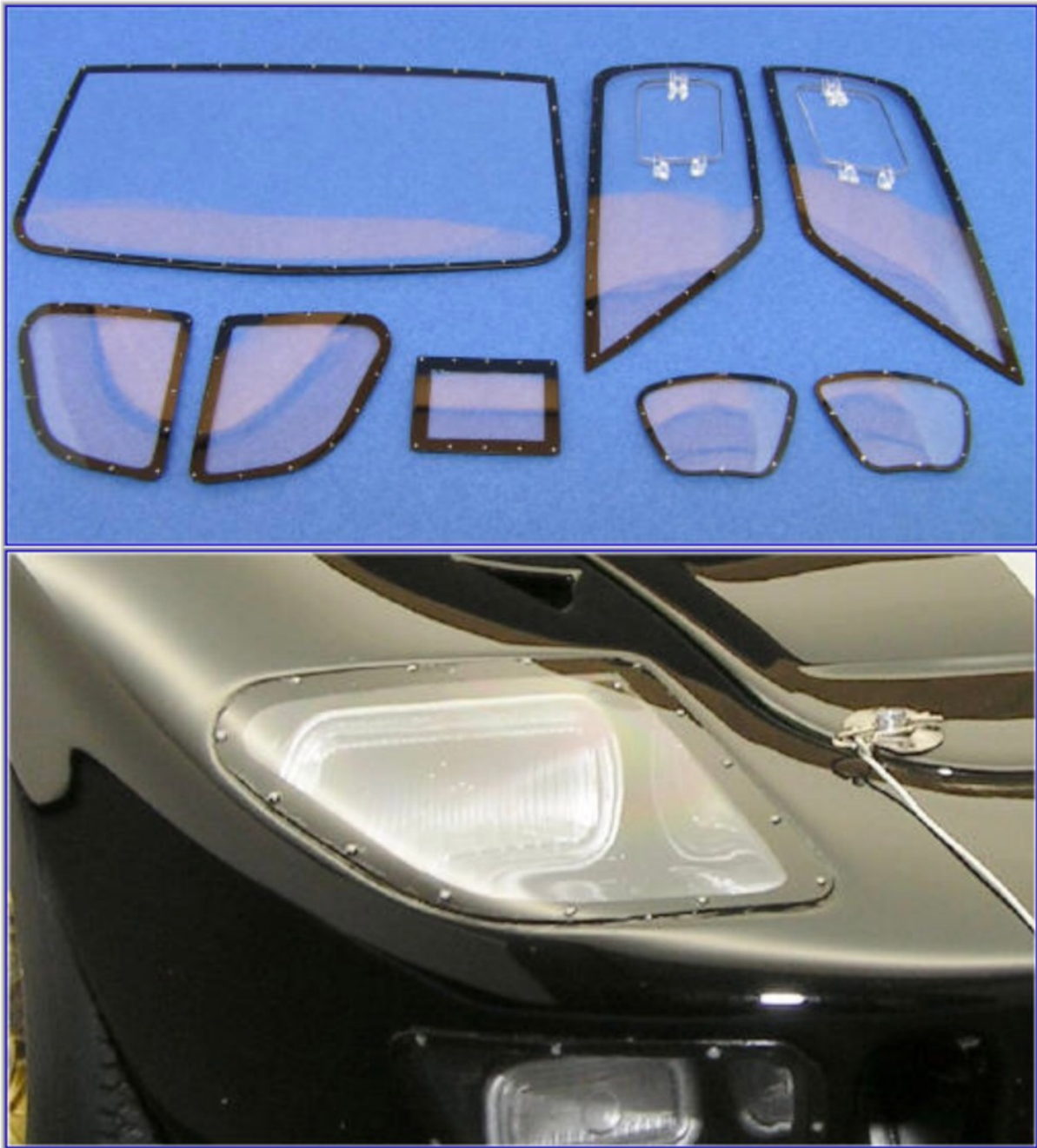
Then, I cut all the rivets to the plastic thickness and place each one with CA holding them with tweezers and inserting them into the holes. Each modeler has its own technique, some use a wet toothpick to hold the rivets.



In order to hide the glue which I glued the windshield, windows and all the clear parts with, I painted their contours with Humbrol 85 Black.

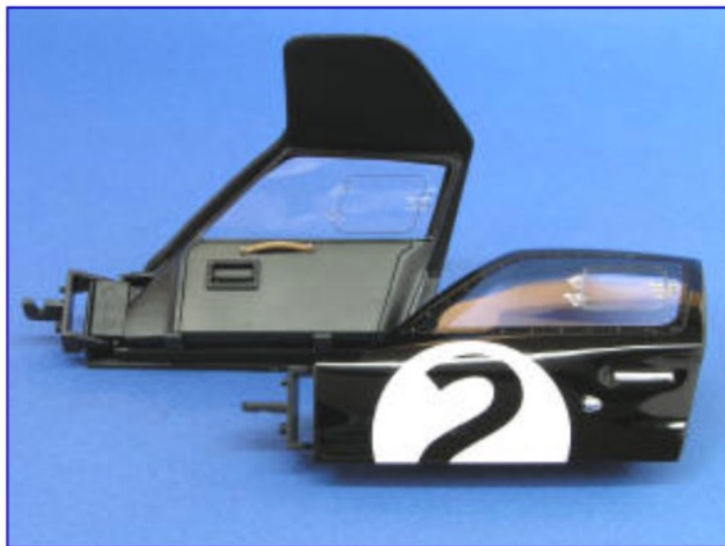


To achieve this task, I applied masking tape over every clear part and positioned them in place on the body and with a marker, I drew from the interior a line using the body as guide. The contour obtained was reduced in 2 or 3mm and drawn. Finally, I used a blade to cut the left mask which would be useful for the right exterior side, and viceversa. The rivets were painted with TS-30.



Before assembling the doors, I test fitted to check they fit correctly with the door frame. To make this easier and considering the coats of paint will be applied, I used a blade to give a slight bevel on their inner edges, obviously prior to painting. The inner sides of the doors were hand painted with Humbrol 85. In steps 21 & 22, I proceeded to glue the windows with 5 minutes epoxy which allowed eventually to apply with the help of a needle several drops of CA from the interior in case the epoxy would have left any gap.

Next, I assembled the door hinges followed by parts G32, 37, J5 and J15. Finally, the panels B4 & B5 were painted with TS-29 and drybrushed with the mix of black and flesh. Later each panel was glued to its door.



## Engine

Trumpeter represented very well the shape of the big block, unfortunately regarding the reproduction of the small details Trumpeter failed and even omitted them as for example the exhausts which were reproduced flat. Also the welding, universal joints and suspension arms were represented as looking like a toy. What is incredible, is the lack of distributor that Trumpeter have omitted to represent, something impossible to obviate in this scale.

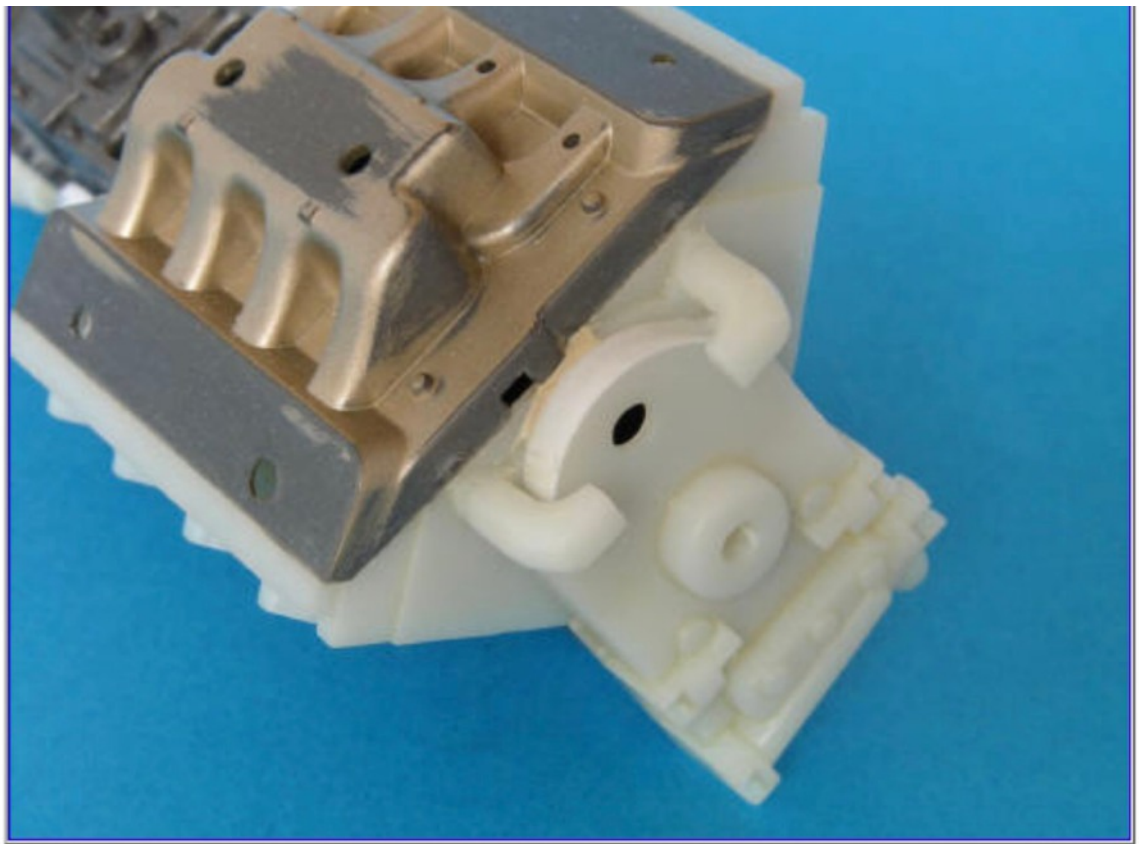
On the other hand, Trumpeter supplied the hose connectors and pipelines necessary to detail the engine which are very visible once the model is finished.

Anyway and in spite of my critic, a good paint work and the addition of several basic details will let you build a superb engine where the lacks will be forgotten and hidden.

## Assembly of the engine, front and rear suspensions

The engine has been partially assembled, following the steps 1 & 2. I realized that there was a gap in the front area; as I didn't know if this part would be visible after the engine is installed in the chassis, I preferred to cover this gap with plasticard and putty. See in the image the white areas which were originally chromed (which was removed as I explained before) not practical at all to glue and paint.



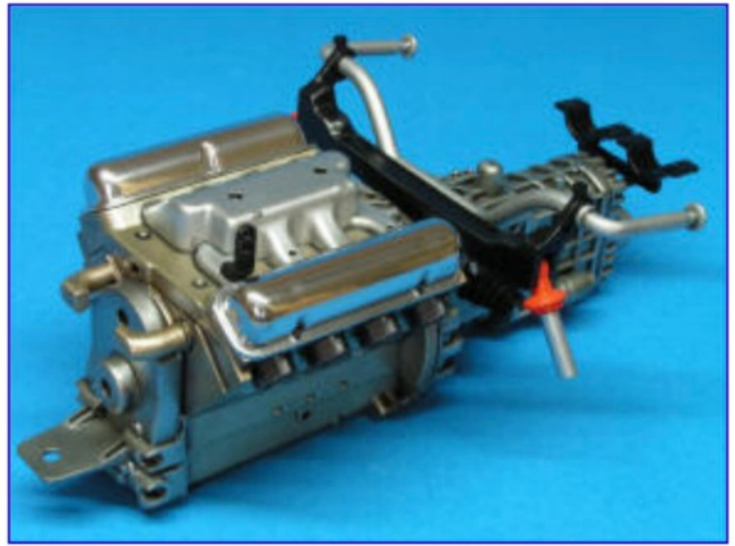


The gear box was painted metallic grey, then masked and the engine block was airbrushed with a mix of X-31 Titanium Gold and X-34 Metallic Brown. Finally, the part E4 was hand painted with XF-56 and the area which represents the manifold with XF-16 Aluminium

Once everything was dry, I gave a wash with a mix of X-19 Smoke and X-20 Thinner.

A couple of days later, I went on drybrushing first with a mix of (X-31 + X-34) and then with the same color lightened with XF-16. Next, I applied again the wash accentuating the recesses and later drybrushed for the last time with TS-30 over the most raised areas.

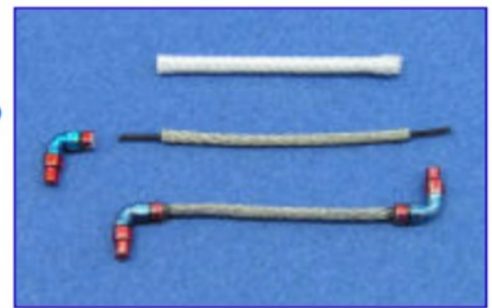
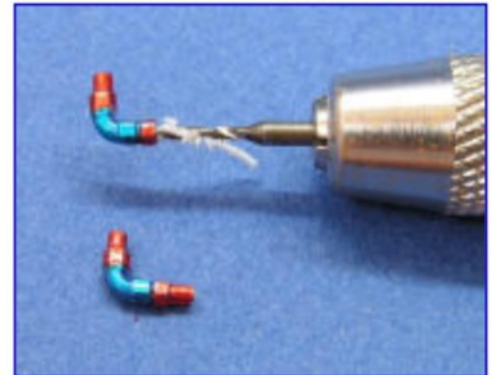
The exhaust flanges were outlined with metallic black. Finally all the head bolts around the engine were painted with Humbrol 16. Next the valves covers previously painted with Alclad Chrome were glued to the block as well as several parts of the rear suspension as showed in the instructions for steps 1 & 2.



To detail the engine, I added the necessary wiring and pipes. I decided to modify the parts provided by Trumpeter using braided steel hosing from Detail Master instead of white woven fabric. I cut the hose connectors of the kit (as can be appreciated in the picture) and drilled 0,6mm holes followed by 1mm ones.

In the picture you can see the "mesh" supplied with the kit and the one from Detail Master which was cut to size for each connection and to which cooper wire was inserted and cyano glued, cutting off the excess wire. Finally, the wire was inserted and cyano glued into the connector.

This method makes it possible to bend the pipeline with no subsequent flattening. The connectors were painted with TS-30 (after the chromed was removed) and then painted X-27 Clear Red and X-23 Clear Blue to represent the anodised. Finally the connectors were drybrushed with TS-30. Next picture shows the final result once the pipelines were placed in the engine.



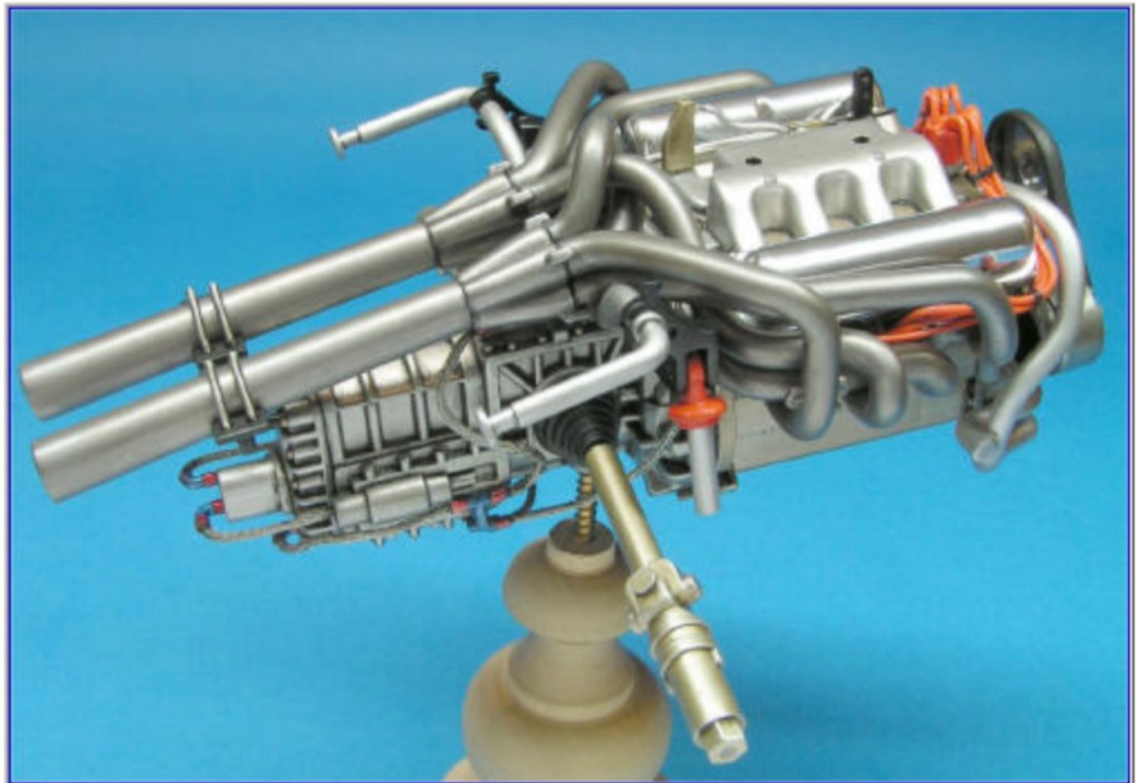
Trumpeter made the exhaust tubes with hollows that have to be filled with polyester putty since they will be visible once the model is finished. Excess putty was then sanded off up to getting a smooth and rounded surface. Finally, I applied a primer coat of Tamiya.





Before being assembled each exhaust pipe was airbrushed with Burnt Metal, and later polished and drybrushed with Black.

After being assembled they were drybrushed with TS-30 accentuating on the elbows. Finally, I drybrushed with black the joints between each pipe. The four attachment springs were cyano glued. From this moment on, I fixed the engine on a support to avoid damaging the metallic colors previously applied.



To solve the lack from Trumpeter, I scratchbuilt a distributor. I glued eight pieces of 1mm plastic rod cut longitudinally around a piece of Evergreen 3,2mm diameter styrene tube. Then I drilled eight 0,8mm holes so as to place the spark plug cables and an extra more hole in the center of the distributor for the coil wire. The distributor was painted orange and then glued in place.



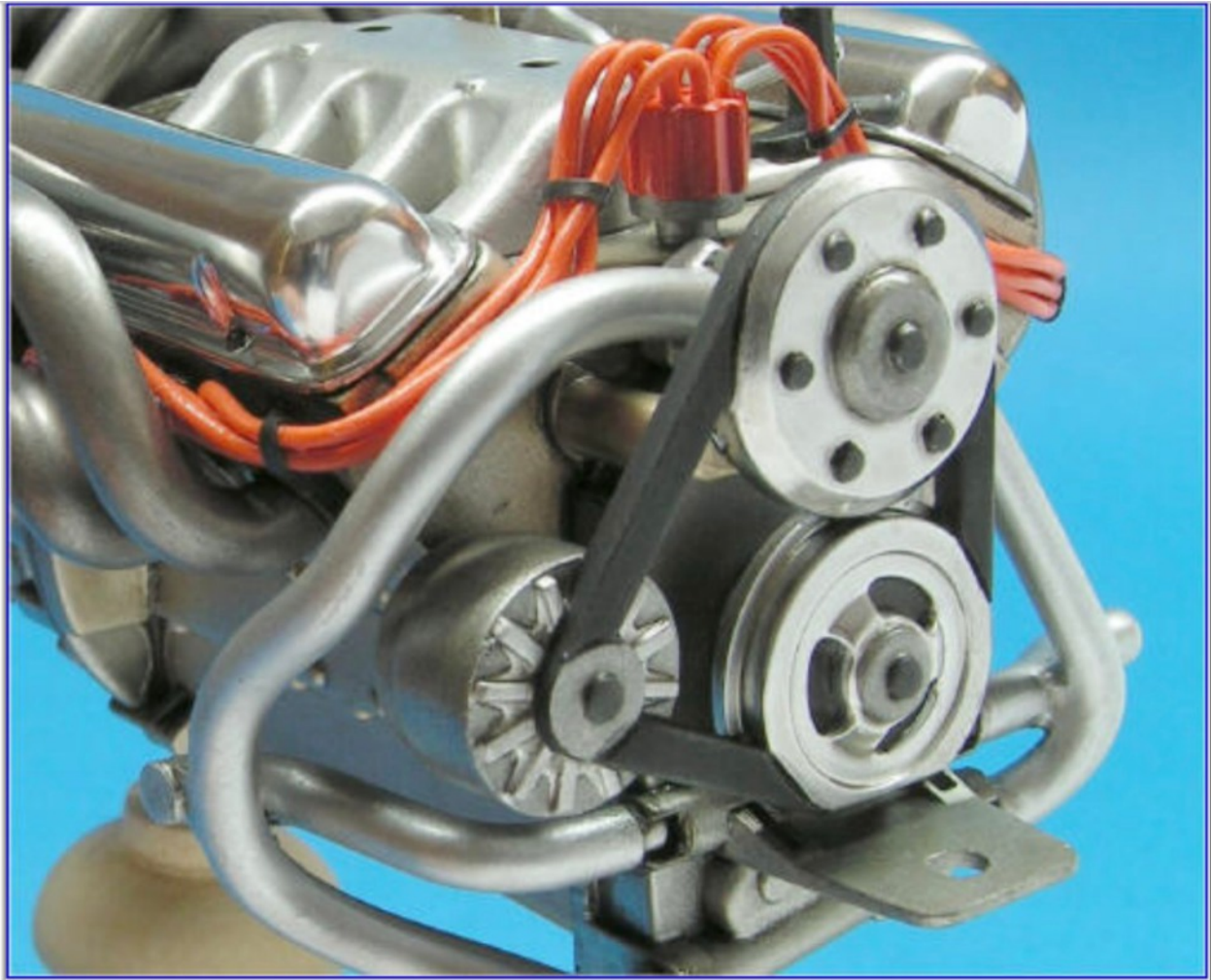
Then, I added cables taken from electronic devices, computer mouse... etc. Once the distributor and cables was finished, the throttle linkage was installed over the engine.



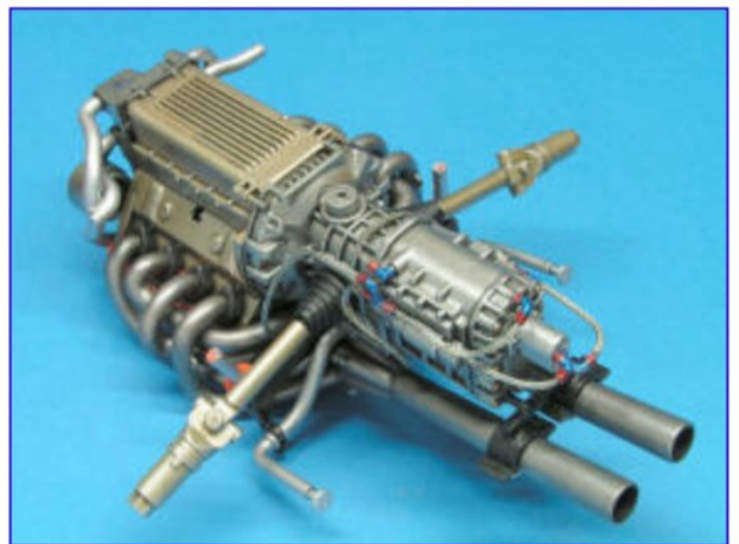
In step 3, I assembled the pulleys and alternator. The pulleys were painted with XF-56 Alclad Chrome; XF-16 the alternator and matt black for the belt. Then, I gave washes and drybrush with the usual method. The water tubes H3 & H26 were painted TS-30 and glued in the last moment.





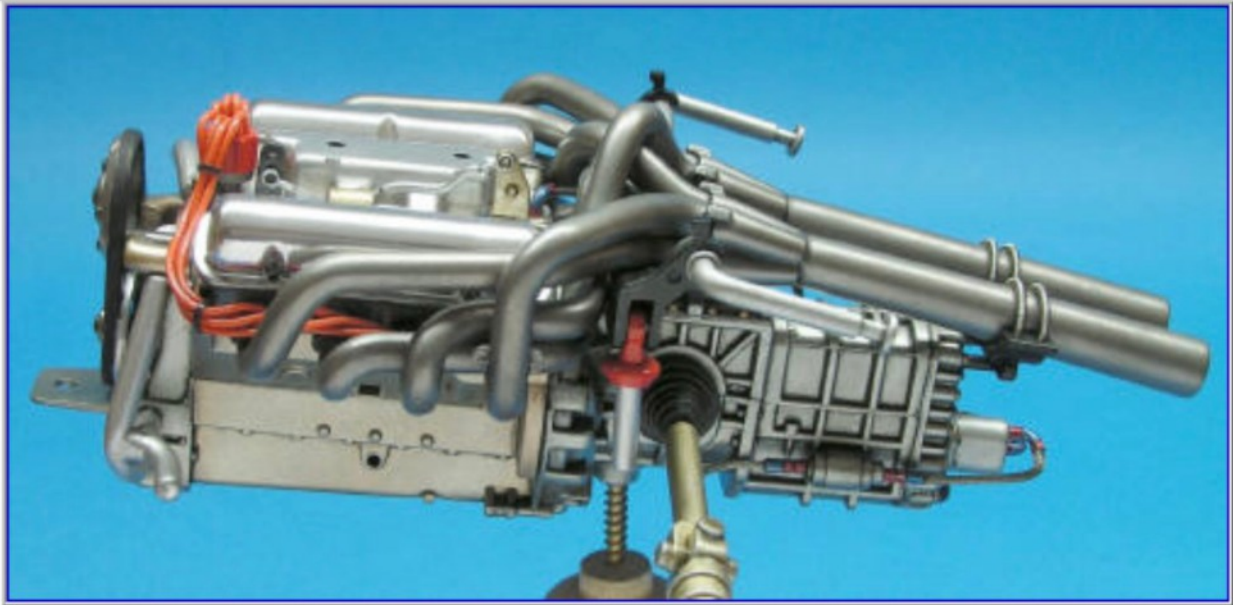


Regarding the universal joints it's evident that Trumpeter simplified the details. I painted them with X-32 and gave a wash with X-19 and then drybrushed with a mix of X-32 and XF-16 followed by TS-30.

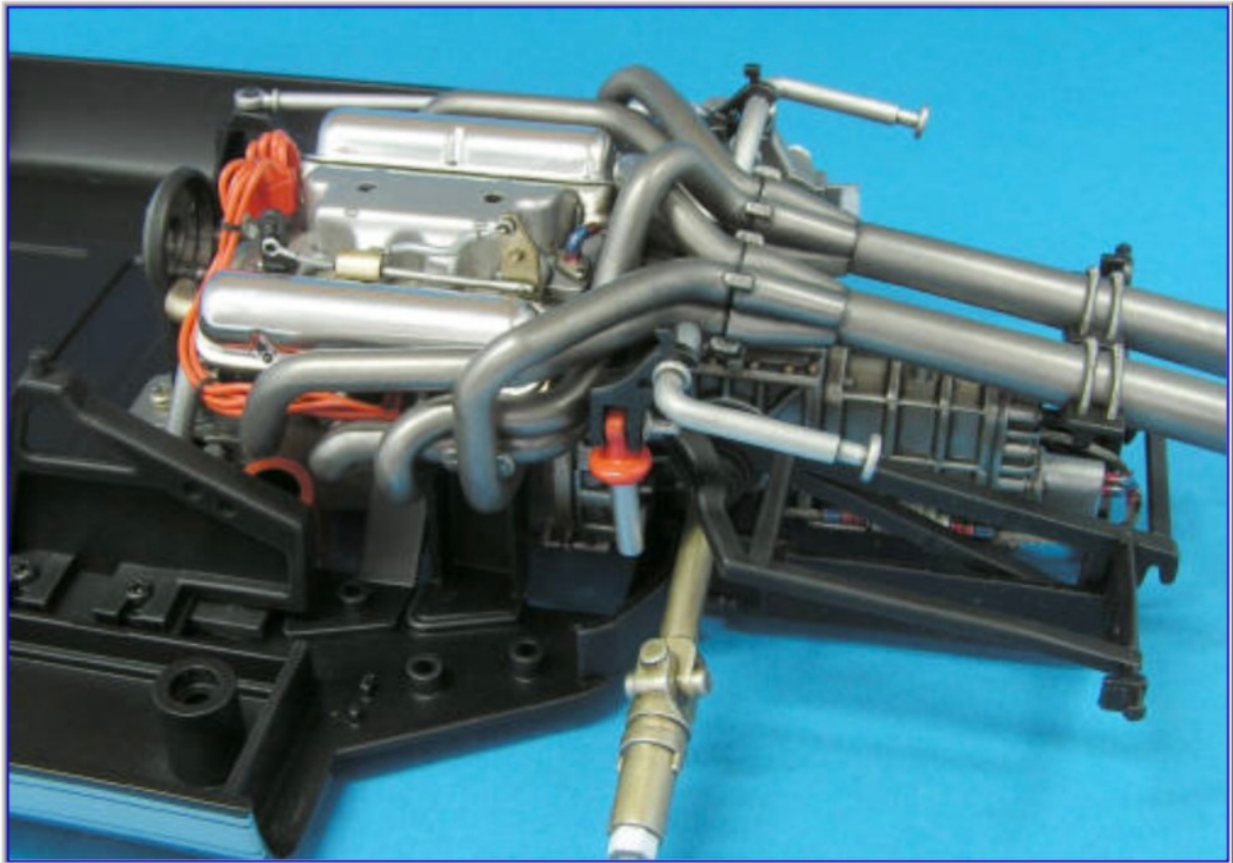


Engine finished. Take into account that the area behind the water pump is not visible. Trumpeter didn't care too much on those areas which would not be visible.





The engine was placed on the chassis with bolts provided with the kit and then the frames made in steps 10 & 11 composed of parts E8, E11 & E7. Parts E12 and E14 are assembled and painted to be later glued between the chassis and engine.





In step 11, I painted the uprights D1&D17 with XF-56. The brake vents L2 & L3 were painted with XF-16 and orange for the boots. The two suspension arms J8 were painted with XF-16.

The assembly was accomplished by sliding the axle shaft through the upright, adding then J8 the suspension arm which will not have to be glued to the chassis in this step.

The paint of the axle shaft hexagons should be scrapped off in order to make easy to install the wheels.

In order to correctly glue the uprights and arms J8 to the chassis, I temporarily installed the suspension arms G5, this task would have to be achieved in step 34.

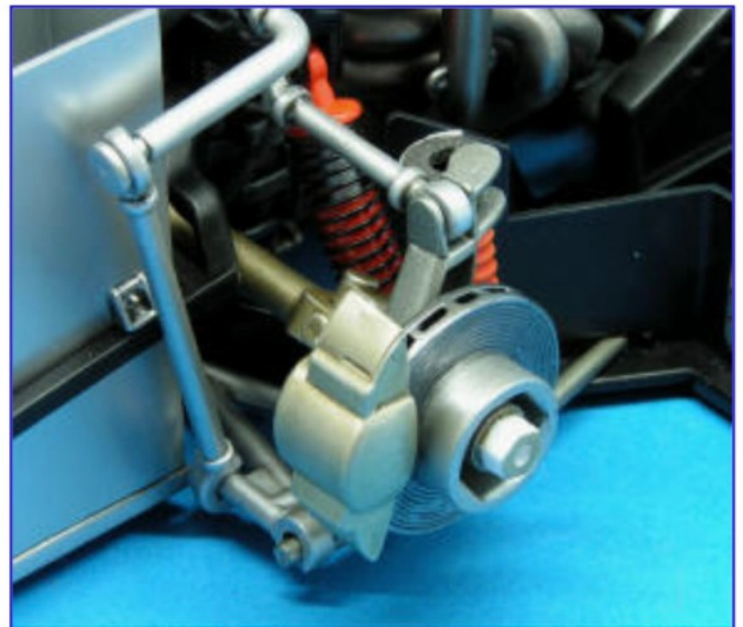
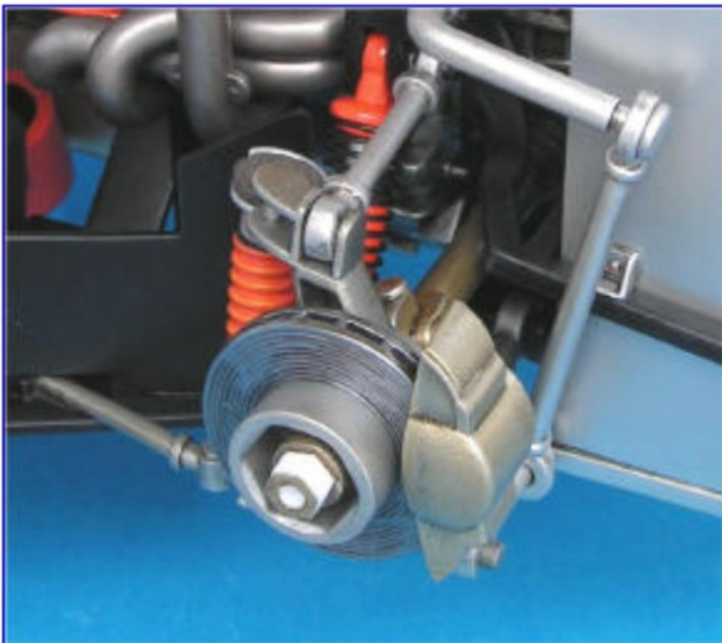
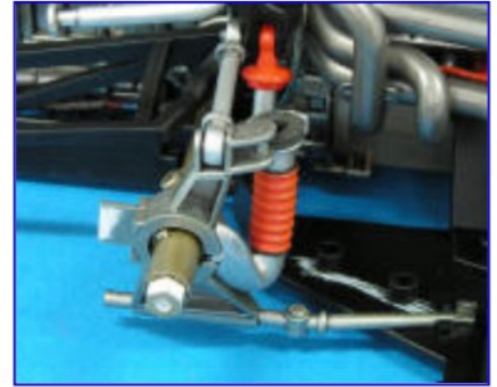
Next, the Tamiya thin glue was introduced via capillary action under the upright.

Next, I placed the suspension wishbones, the shock absorbers built in step 12 and the two arms G8 & G9 of the stabilizer bar.

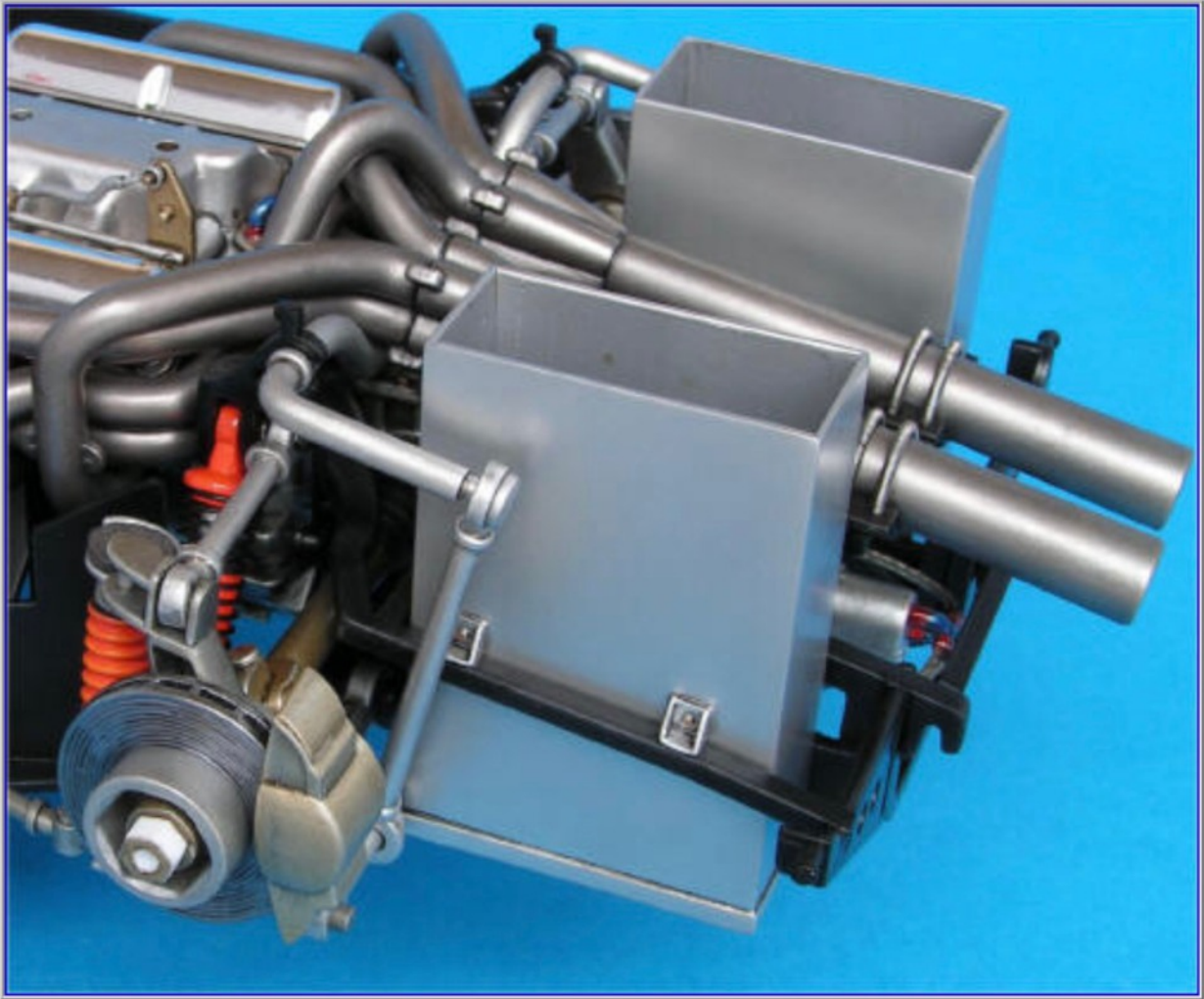
I painted the chassis walls, parts E1 & E2 with TS-29 and added the PE. Prior to gluing, the PE were sanded and received a black wash to give them volume.

The two boxes shown in step 15 were assembled and airbrushed with TS-30 and cyano glued to the chassis.

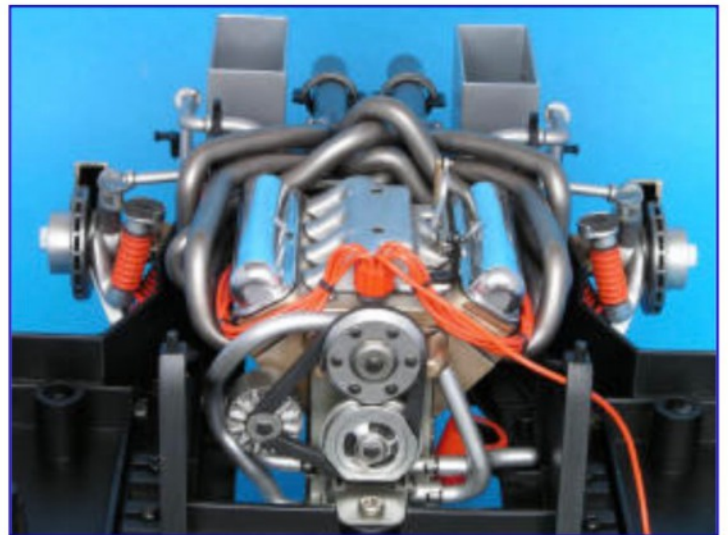
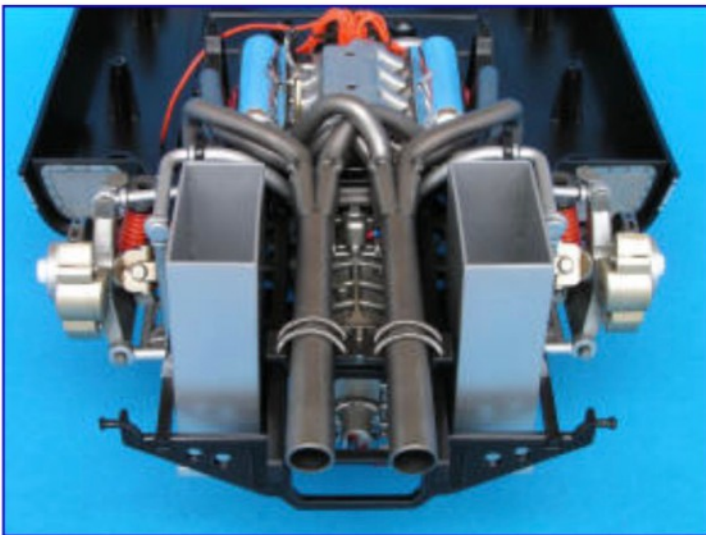
I painted the brake discs with Humbrol Metalcote, the calipers with Tamiya X-31 and a black wash; finally they were glued ending in this way with the rear suspension assembly.





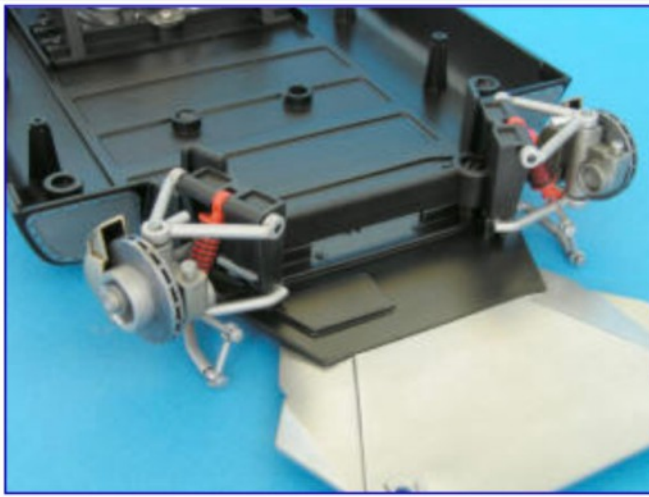


The pictures show the final result which is fairly convincing in spite of the lack of details in some areas.



The front suspension was treated as the rear one as per instructions and using the same colors and washes.





## Assembling the cockpit

The seats of the GT-40 were covered with metal rings for ventilation, those air holes were the only comfort for the driver. In order to give realism to the seats, I drilled each ring which would make the painting job easier.

I painted the seats with TS-6, then drybrushed with a mix of Humbrol 62 Leather and Matt Black 33, followed by a second drybrush with a mix of matt 33 and Humbrol 61 Flesh. The rings were handbrushed with TS-30. The fact that they were drilled allowed me to get an accurate circular contour in the center.

Next step was to assemble and place the seatbelts which comes provided in a fabric adhesive which is not good and will not last too long, so in order to assure the belts will remain glued, I added several drops of cyano.



The dashboard was painted TS-29 and drybrushed with a mix of Humbrol 85 and 61. The instruments Matt Black TS-6 and drybrushed with a mix of Humbrol 33 matt black and 61 Flesh. The decals for the instruments were applied and gloss varnish was brushed to represent the clear parts. The contours as well as the switches were

handpainted TS-30. The steering wheel placed temporarily, was painted Matt Black and Alclad Chrome for the center and spokes. For shadows I gave a very diluted wash with X-19 Smoke.

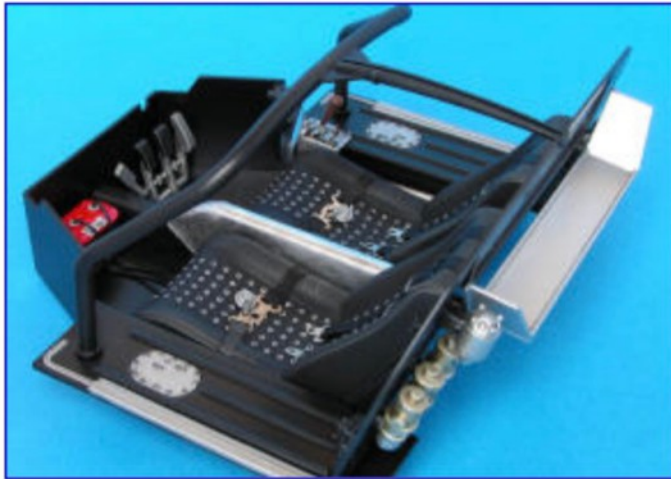


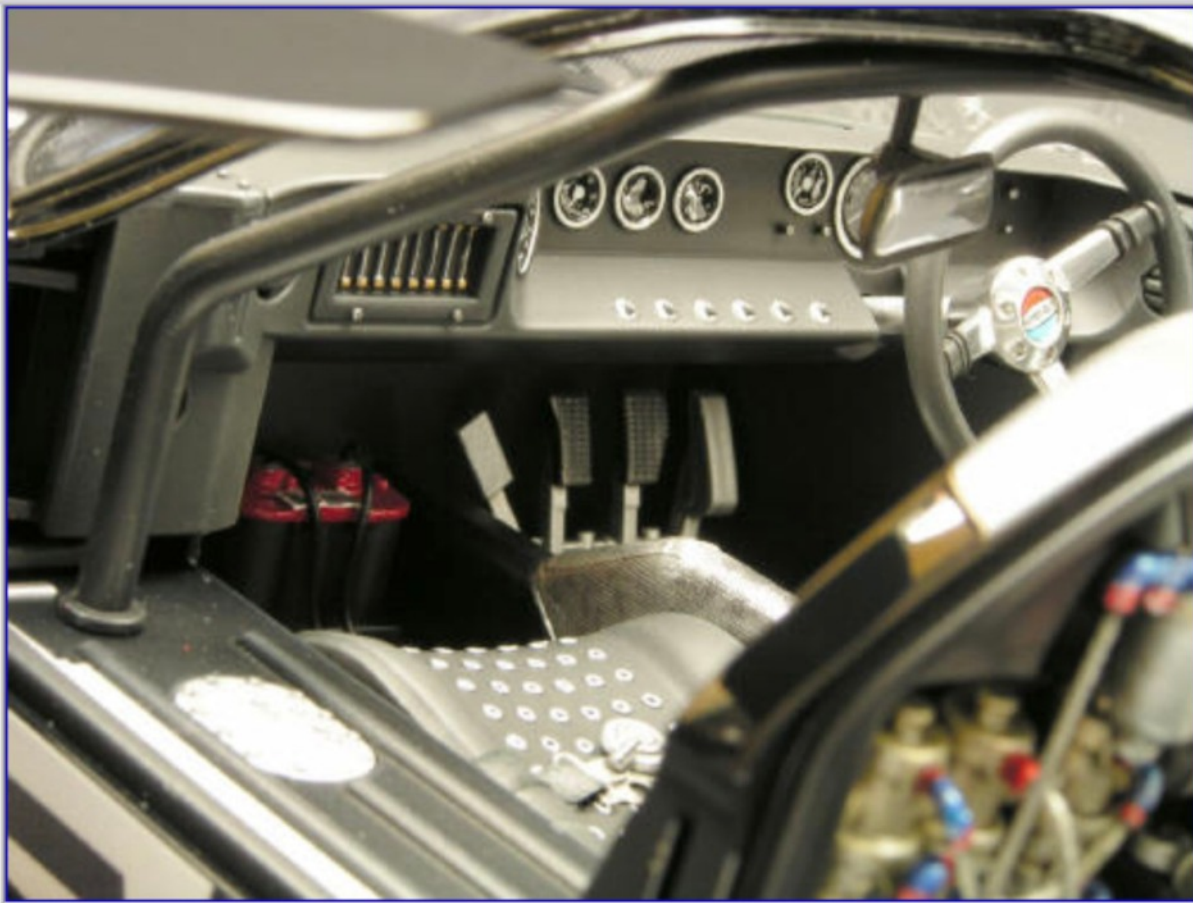


You can only judge the application of the different drybrushing once the whole cockpit is assembled. The difference between the “tub” and the seats is significant here it’s evident the importance of the second drybrush given to the seats. All the parts that comprise the cockpit were painted XF-16, XF-56, XF-31 or TS-30. In order to give more contrast and realism, I decided to use foil taken from a cigarette packet instead of painting with TS-30 to represent the thermal protection of

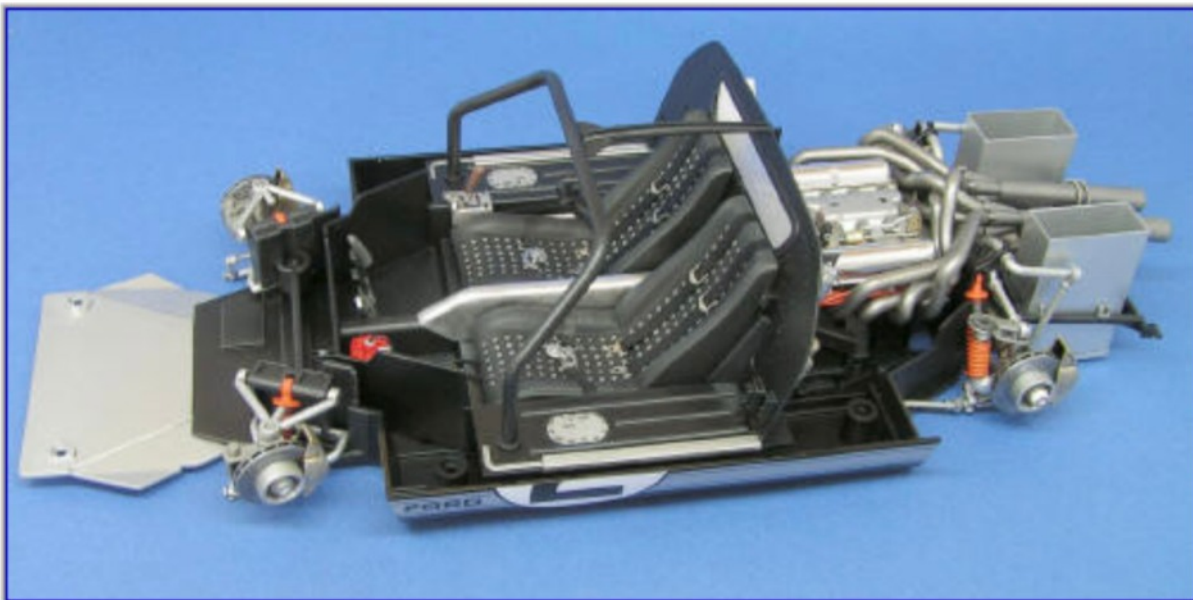


cockpit is assembled. The difference between the “tub” and the seats is significant here it’s evident the importance of the second drybrush given to the seats. All the parts that comprise the cockpit were painted XF-16, XF-56, XF-31 or TS-30. In order to give more contrast and realism, I decided to use foil taken from a cigarette packet instead of painting with TS-30 to represent the thermal protection of the central tunnel. Finally, I glued the anti- roll bar and the gear shift.





The next images show the cockpit already installed on the chassis as the instructions indicate.



### **Assembling the chassis**

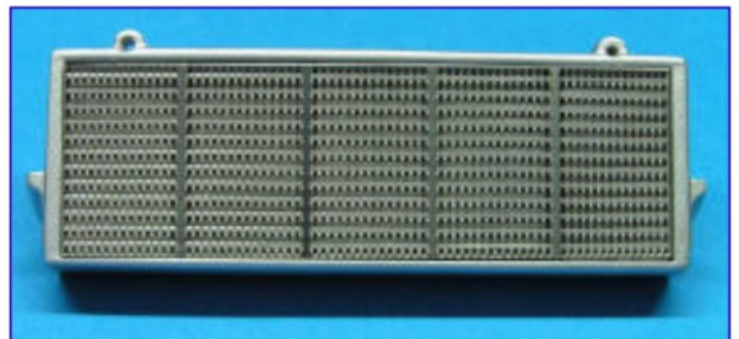
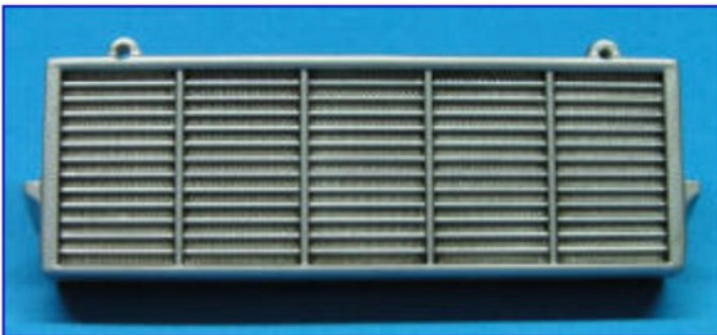
The subassemblies were spayed with TS-30 and each one was treated as it's explained below. Be careful when applying the paint since apparently attacks the plastic. This can be fixed by applying very thin coats allowing to dry between coats up to covering the surface.



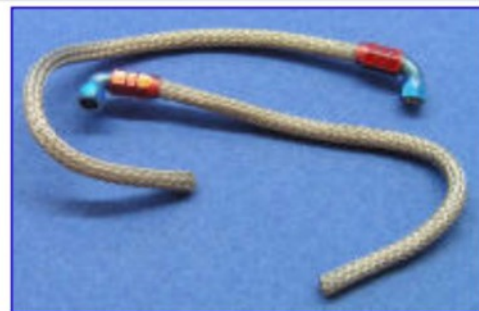
with black oil diluted with turpentine on all surfaces of each part. Next, I removed the excess with the help of a flat brush. Once the wash was dry, it was drybrushed with TS-30. Finally, I gave a new oil wash but only to the recesses and rivets.



The radiator and parts G24 & G25 were given a wash but with X-19 and later drybrushed with TS-30. In order to detail the radiator, Trumpeter supply etched parts which in my opinion are not necessary since they don't look real at all. On the other hand, the radiator supplied with the kit comes very well detailed.



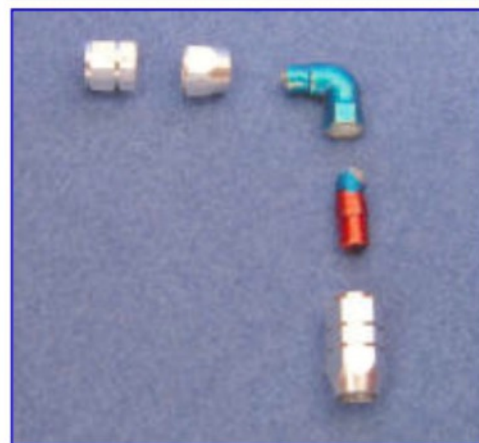
To give more realism to the front bay, the vinyl tubes as well as the oil tank connectors were replaced with Detail Master braided lines and combination fittings.



To achieve the connection, I started by cutting the fitting with an X-Acto blade as the image shows. The operation is made by rolling the fitting under the blade; exerting pressure at the same time.



Next, I modified the connector of the kit as the image shows



Finally, I assembled all the parts as shown in the picture, gluing with CA. However, for this modification a extra connector was needed since there's only one supplied with the kit. I used a nail of the proper diameter bent at 90°. Clear red was used to paint the parts.



In spite of the complexity with the chassis, the different parts were assembled easily following the instructions, though the windshield should be glued before it's suggested. For this, I applied several drops of 5' epoxy glue around the contour, gluing then the windshield in place holding it until the glue cured.





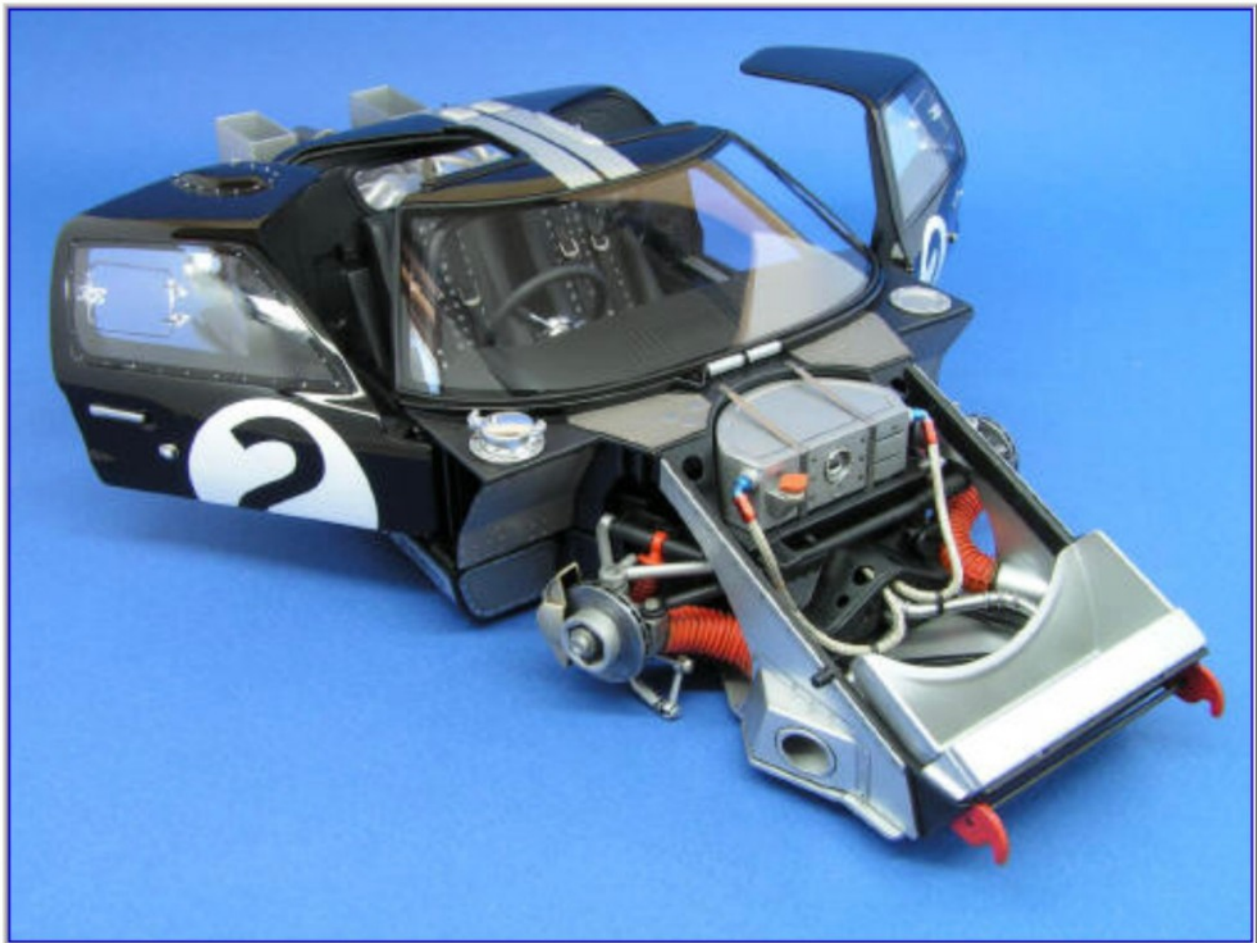
I sanded the etched parts with #1200 and gave black wash to bring out details and shades. I detailed the oil tank painting several details which were received wash later. I used small pieces of insulation tape to represent the attachments of the braided line. The brake vents which were previously painted with gloss orange, were drybrushed with the same orange but lightened with yellow. As can be appreciated in the picture paint came off on certain areas as result of handling.



In order to paint the base of the fuel fill cap, I covered the contour with Maskol and then painted with TS-30. The fill cap was painted with Alclad Chrome.



After dryfit of parts, I realized that the steering column was too long and had to be shortened close to the steering pinion. The dryfit also showed that the brake vents were too long and it was impossible to place them without being flattened. To solve this problem in the final assembly, I filled the tubes with fabric which allowed to keep their volume when they were curved.



Painting the wheels



Looking at reference pictures of similar GT40(s), I found some that had silver wheels instead of gold as the kit proposes. In my opinion, the silver wheels with gold center stands the model out. In this case I decided to paint them in that way. First, I airbrushed all the wheels and TS-30 (remember I usually decant spray paint for airbrush use)



Next, I masked with Tamiya tape the wheels edges from the interior and exterior as the image shows. Finally, both masking were adhered together and the wheels were ready to be painted with Alclad Pale Gold.



In the image, you can appreciate the final result after the masking was removed. The wheels were placed and the dry transfers with the manufacturer's logo applied following the instructions. To get more realism, I applied a matt varnish coat over the Goodyear logos and then drybrushed matt black. Finally, the air valves were cyano glued.





## Final assembly

Before starting with the final assembly, I placed the wheels temporarily to check if there would be some sort of problem with them and be able to go ahead with the model finishing.

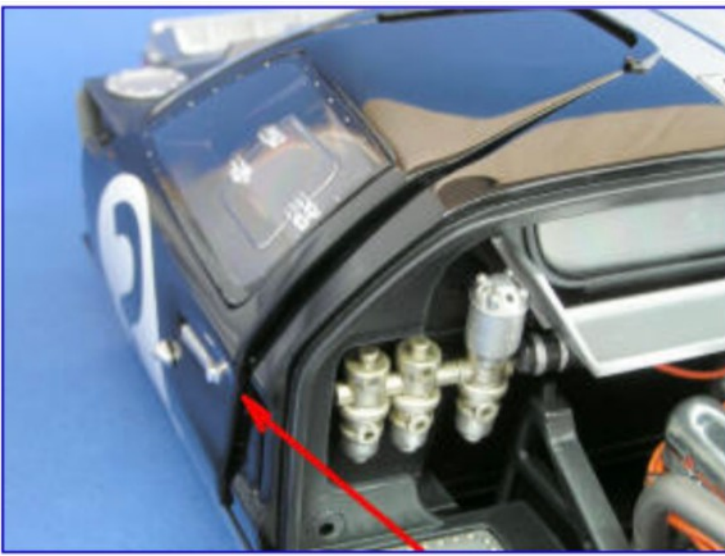


The dryfit let me realize that the front tires touched the body. There's no solution for this since it's a defect of the chassis sizes. To give the impression of more clearance, you should rotate the wheels so as the white logo face the chassis.

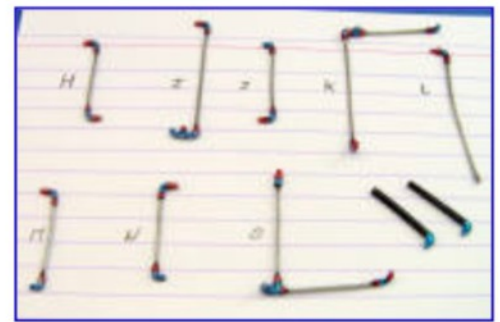


In spite of all my efforts the left door could not get aligned with the body in the final assembly, however, this defect will be less visible once the model is completely assembled. The right side didn't offer any fit problems.

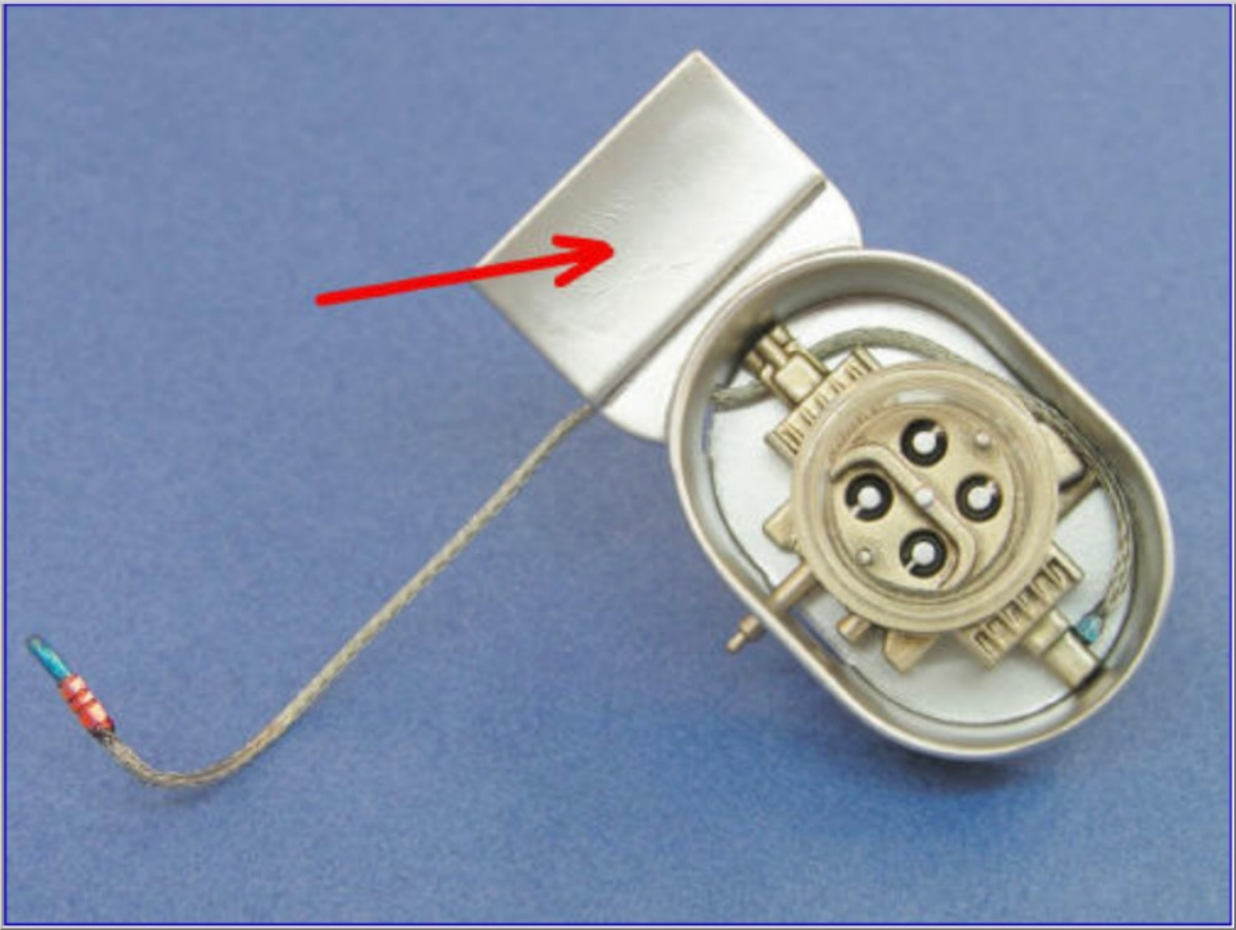




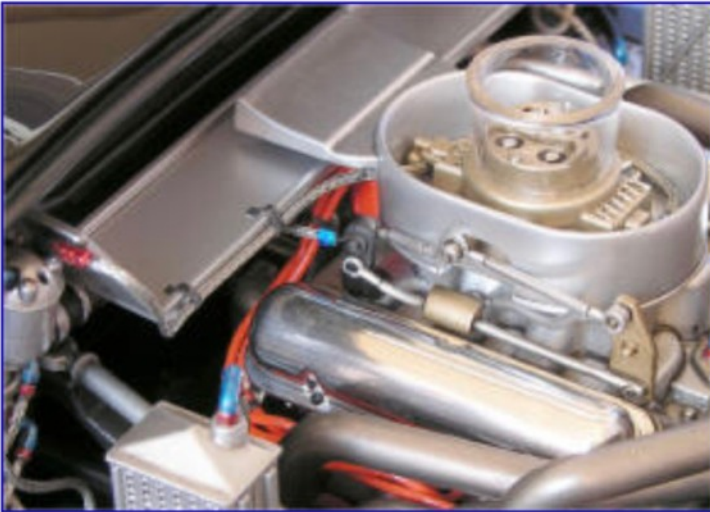
All the pipelines used to detail the engine bay were made as it was explained before. Nevertheless, it's a must to follow the length indicated in the instructions and course of the fittings. Besides, it's recommendable, as I did, to identify each tube before the assembly to avoid any mistake.



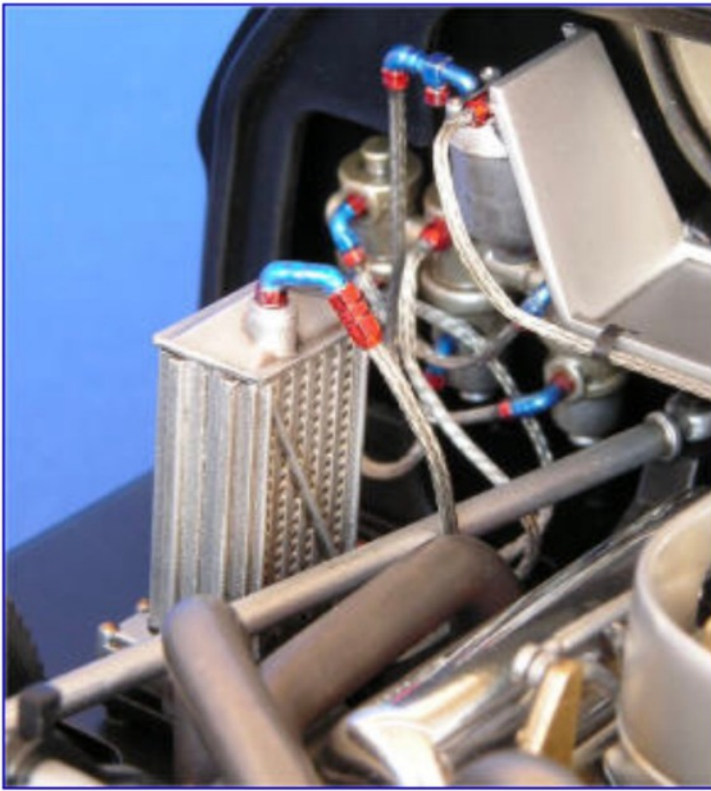
The fuel tube of the carburetor was represented with braided line and Detail Master fittings. Note in the image that the TS-30 paint attacks the plastic and though I tried to fix this, and allowed the paint to dry completely, the plastic goes on reacting with the solvent. The definitive solution would have been removing the paint and puttying, or applying very thin coats from the beginning.



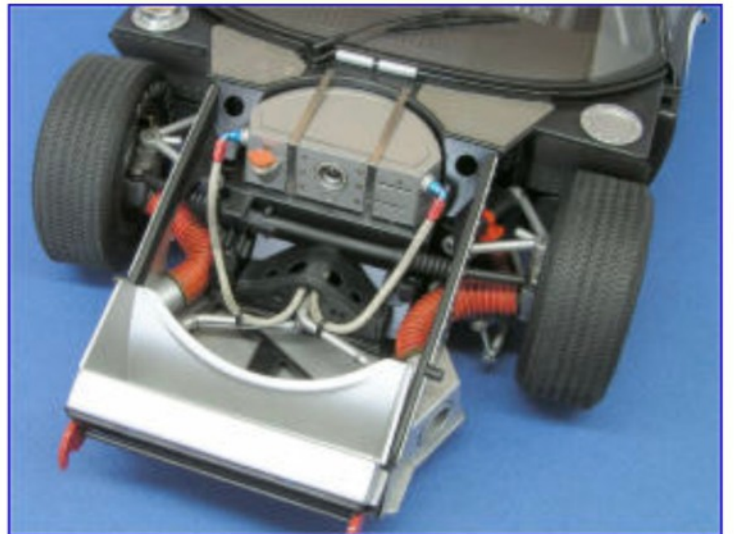
Finally, I installed all the pipelines following the instruction steps and cyano gluing.





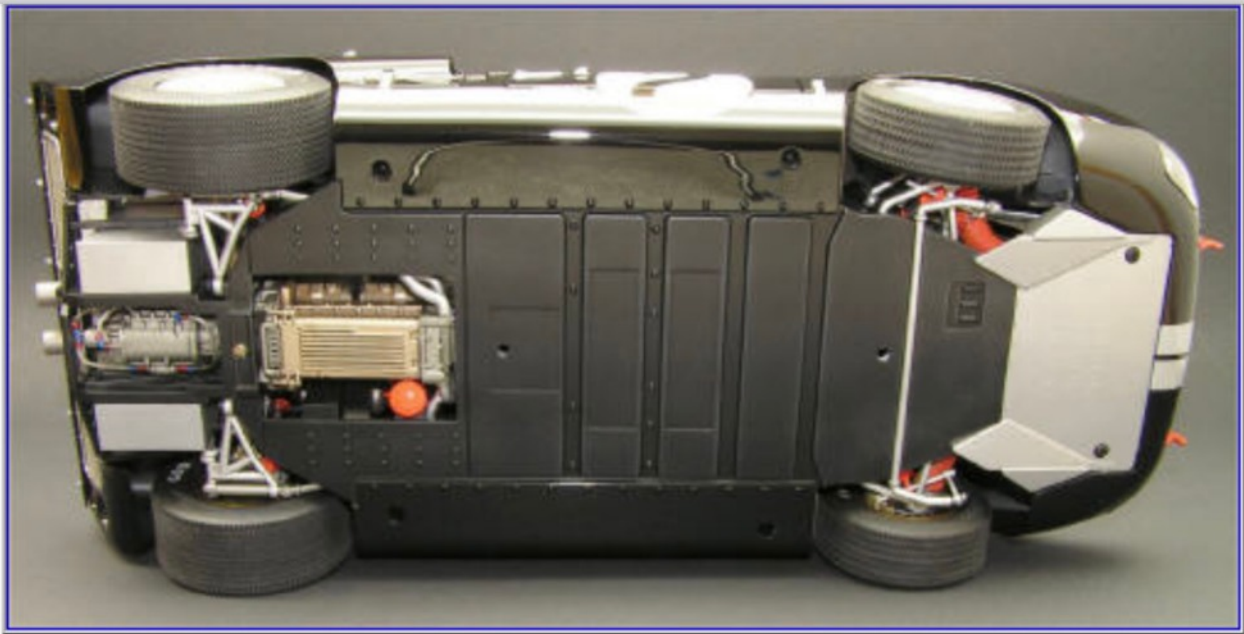


Chassis/ body finished









The hood was hand painted with Humbrol 85 semi-gloss black, then I drybrushed with a mix of Humbrol 85 and 61. The parts K3 and K2 which had already been painted, were installed then. Following the 35 and 36 steps, the lights and hinges were cyano glued. Finally, the headlights bubbles were glued with white glue or Kristal Klear can be also used.

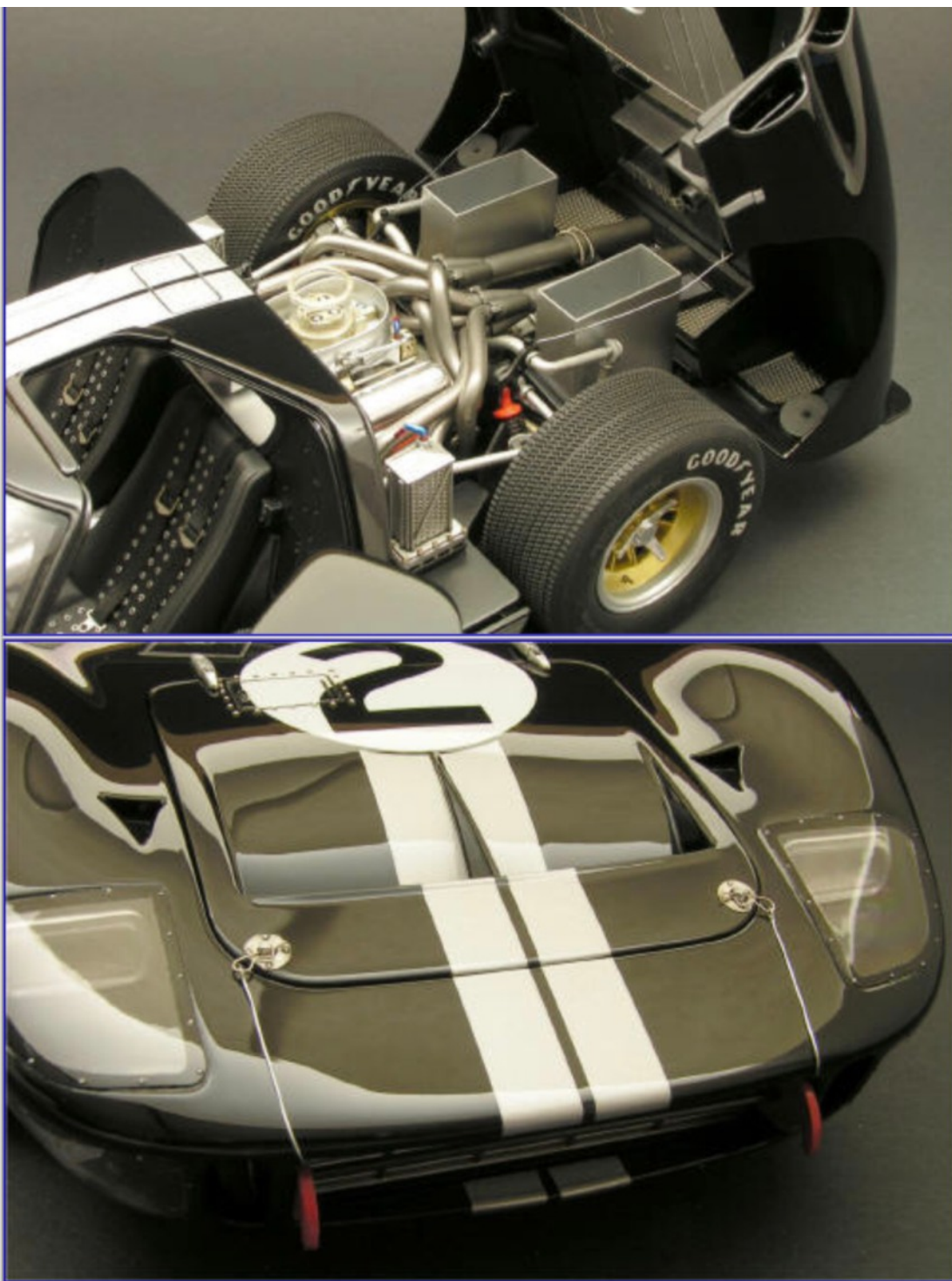


The inside of the motor cowling was painted and weathered in the same way. Painted the part B1 with TS-30 and after masking it, I painted with TS-29 followed by drybrush with a mix of Humbrol 85 and 61. Once finished was installed and cyano glued. The thermal insulation was represented with aluminum foil and cyano glued. The exterior was made by gluing with epoxy the air intakes and the spoiler A9, the rear windshield was glued with white glue and the rest of the parts with cyano.



Finally, the wheels were mounted directly to their axles by means of bolts and wingnuts previously painted with Alclad Chrome were cyano glued. I had some difficulties to place the motor cowling due to the B1 inner side. I solved this by arranging some pipelines.





## Conclusion

The crucial point of the kit is to solve the body alignment problems. I suggest you to make all the necessary dryfit, even more than the ones suggested in this article since during the final stage, I had some problem when installing the hood and motor

cowling as well as the left door. A good idea is to try to build the whole model before painting.

Although the final result is good, it took me more than 300 hours of work and actually it's not recommended for inexperienced modelers. For a first try in 1/12 scale cars, Trumpeter work can be considered good if you are capable of facing and solving the problems it offers.