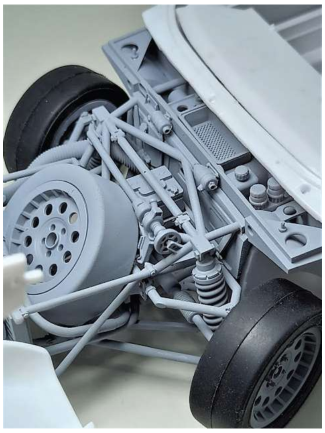
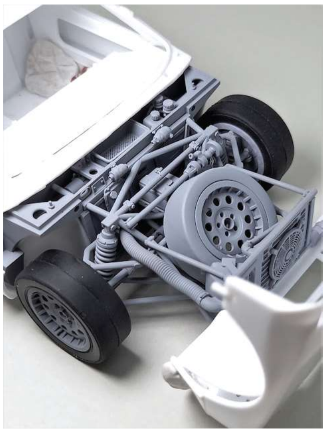
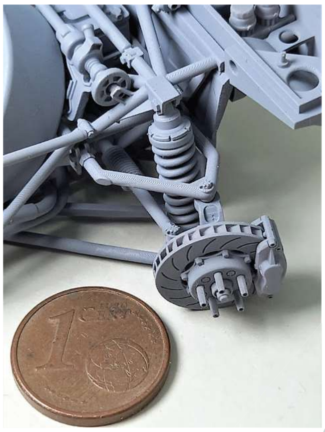
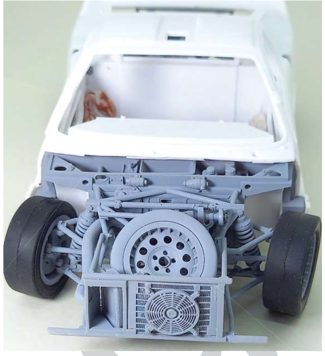
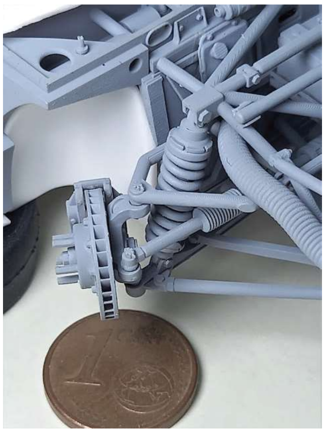
Lancia Rally 037 Hasegawa 1:24
TRANSKIT ANTERIORE e CERCHI
Lancia Rally 037 Hasegawa 1:24
FRONT TRANSKIT and RIMS

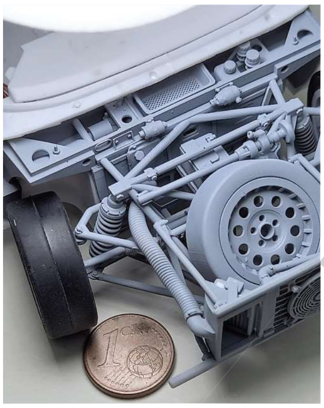


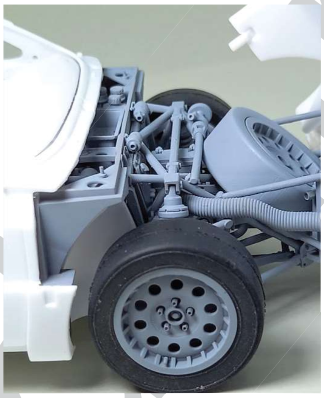


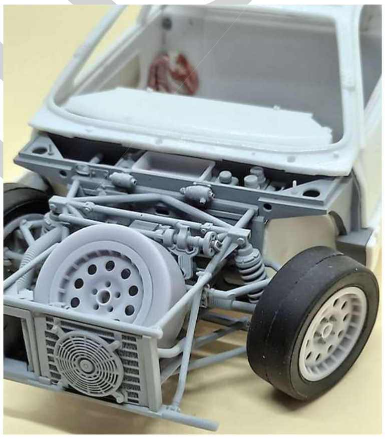


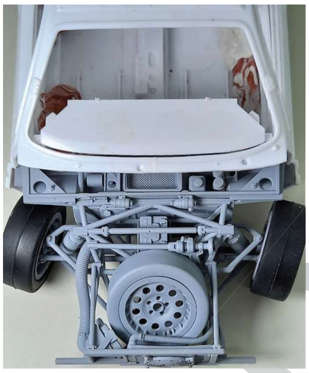


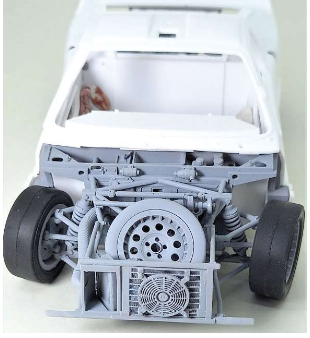


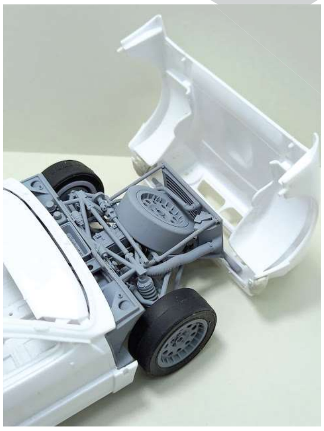


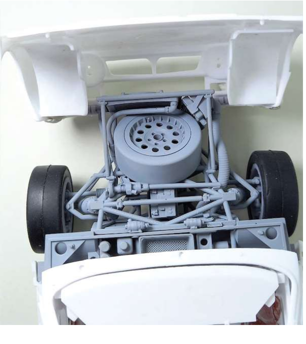


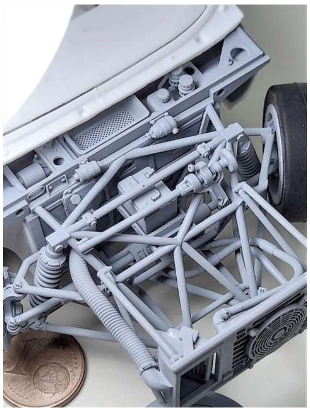




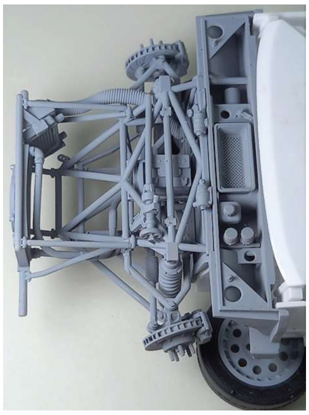






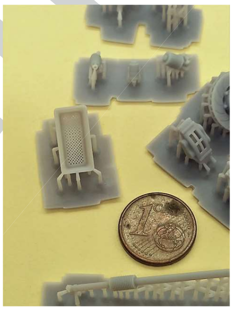
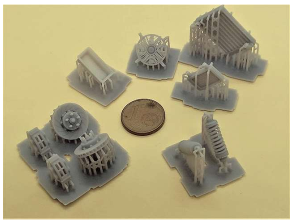
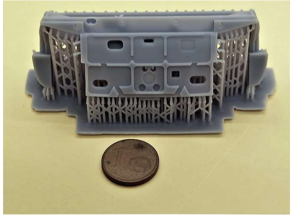


GPmodeling



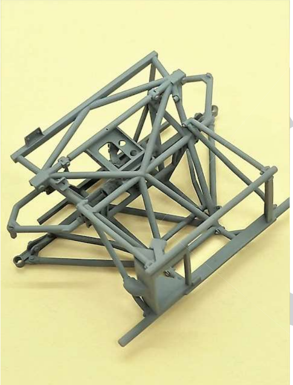
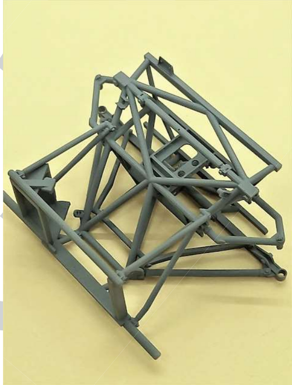
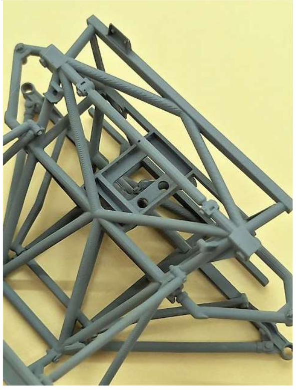
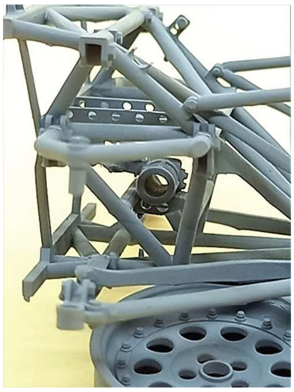
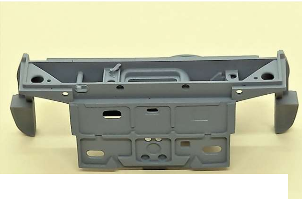
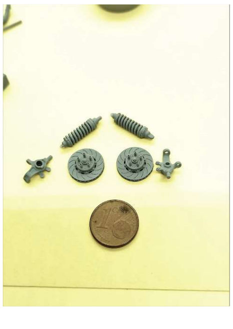
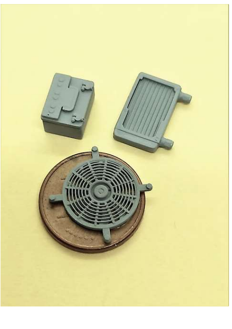
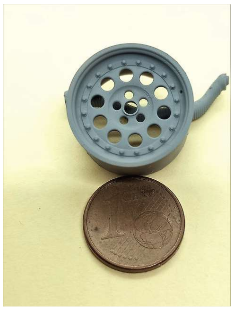
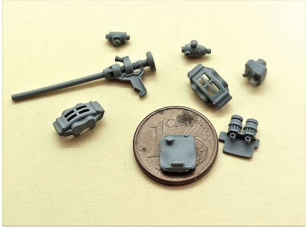
Buon pomeriggio a tutti,,
come promesso ecco il secondo TK che ho progettato per GPmodeling dedicato alla parte anteriore della Lancia 037 Hasegawa 1/24 sempre nella versione EVO2. In pratica del frontale dell'auto rimane solamente il cofano. Tutto il resto deve essere eliminato. Ho pensato che fosse cosa gradita anche realizzare il set di cerchi (EVO2) da utilizzare con gli pneumatici originali del kit Come sempre il TK viene fornito sui supporti di stampa. Ho preferito fare due diverse sezioni per agevolare il lavoro di verniciatura e dettaglio da sviluppare come due sottoinsiemi: il telaio in tubi e la paratia antifiamma. L'abbinamento tra le due sezioni è vincolato da incastri che conferiscono una posizione obbligata in modo da ottenere un corretto allineamento. Il telaio comprende già tutta la sezione dei tubi compresi i bracci che sorreggono il mozzo della ruota. Se da una parte tale soluzione rende più noiosa la pulizia del pezzo principale, dall'altra si azzerano gli errori di errato allineamento e soprattutto, cosa non da poco, abbiamo una struttura solida. Comunque per facilitare la pulizia dei pezzi ho inserito dei supporti con terminale a cono di piccole dimensioni in modo da essere facilmente identificati ed eliminati. In una mezz'ora con delle buone tronchesine ed un cutter si pulisce il pezzo principale. i restanti pezzi sono molto più facili e veloci da pulire. Ma come sempre non bisogna avere fretta. Inoltre tutti i supporti sono pensati per essere nascosti alla vista. Ecco come si presentano i pezzi all'inizio del progetto:

Good afternoon everybody,,
as promised here is the second TK I designed for GPmodeling dedicated to the front part of the Lancia 037 Hasegawa 1/24 always in the EVO2 version. In practice, only the hood remains of the front of the car. Everything else must be eliminated. I thought it was also nice to make the rim set (EVO2) to be used with the original tires from the kit As always, the TK is supplied on the print media. I preferred to make two different sections to facilitate the painting and detail work to be developed as two subsets: the tubular frame and the fireproof bulkhead. The coupling between the two sections is bound by joints that give a forced position in order to obtain a correct alignment. The frame already includes the entire section of the tubes including the arms that support the wheel hub. If on the one hand this solution makes cleaning the main piece more boring, on the other hand it eliminates the errors of incorrect alignment and above all, not a small thing, we have a solid structure. In any case, to facilitate the cleaning of the pieces, I have inserted supports with a small cone terminal in order to be easily identified and eliminated. In half an hour with good nippers and a cutter you clean the main piece. the remaining pieces are much easier and faster to clean. But as always, you shouldn't be in a hurry. Furthermore, all supports are designed to be hidden from view. Here's what the pieces look like at the start of the project:

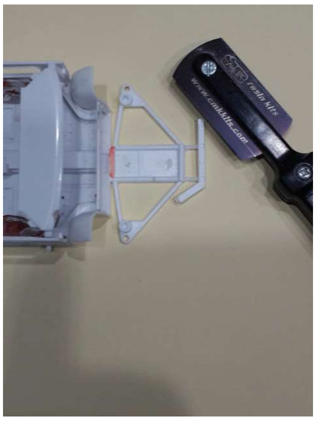
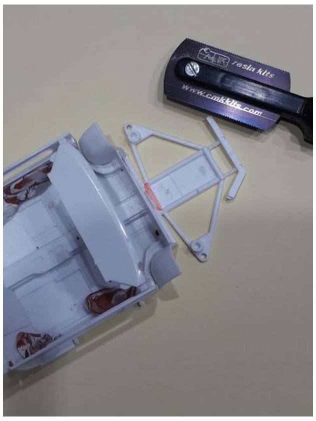
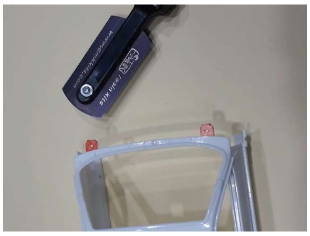
Una volta eliminati i supporti di stampa e passato del primer (fondamentale per fare aderire la vernice sulla resina) i pezzi si presentano cosi. Le seguenti foto aiutano a capire come sono fatti i pezzi e possono essere usate come riferimento.

Once the print supports have been eliminated and the primer has been applied (essential for making the paint adhere to the resin), the pieces look like this. The following photos help to understand how the pieces are made and can be used as a reference.

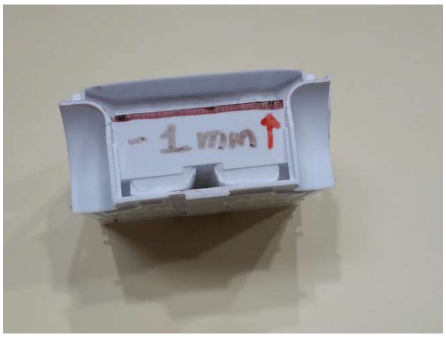
MODIFICHE PRELIMINARI AL KIT HASEGAWA
Con un seghetto foto-inciso provvediamo a tagliare il telaio dove segnato di rosso:

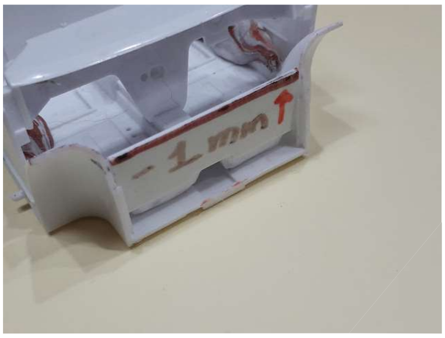
PRELIMINARY CHANGES TO THE HASEGAWA KIT
With a photo-engraved hacksaw we cut the frame where marked in red:

Si procede poi ad eliminare circa 1 mm della paratia del kit come indicato nella foto per fare spazio alle nuove parti che si innesteranno in quel punto.

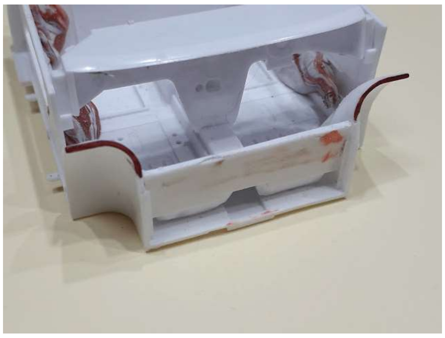
We then proceed to eliminate about 1 mm of the bulkhead of the kit as indicated in the photo to make room for the new parts that will engage in that point.





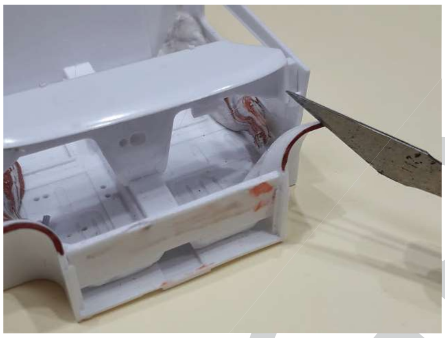
Ed ecco come devono risultare le parti dopo la modifica:

And here's what the parts should look like after editing:



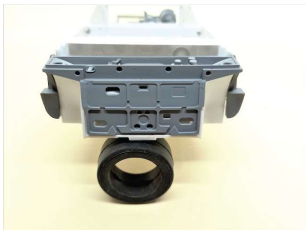
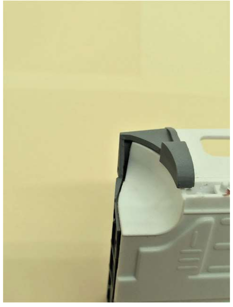
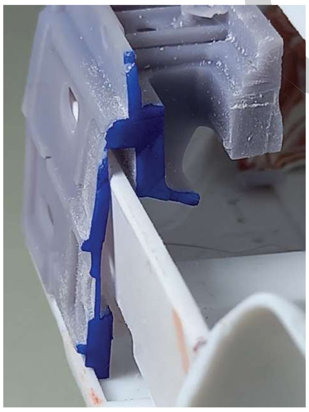
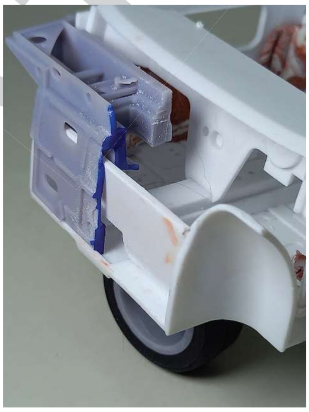
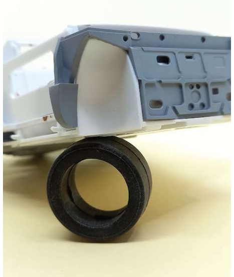
A questo punto con un cutter o della carta abrasiva si procede a rifilare qualche decimo di millimetro la parte alta dei passaruota come in foto. Poco alla volta facendo delle prove di incastro con la nuova parte in resina.

At this point, with a cutter or sandpaper, proceed to trim the upper part of the wheel arches a few tenths of a millimeter as shown in the photo. Little by little doing some interlocking tests with the new resin part.



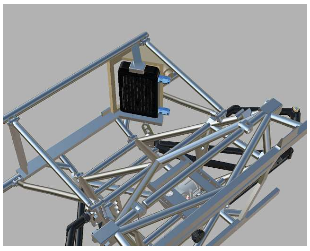
La nuova paratia antifiamma deve essere montata ad incastro sopra la plastica del kit hasegawa (quella che abbiamo abbassato di 1 mm circa). Nella zona inferiore della nuova paratia c'è un inserto rettangolare da incastrare. Ecco una foto in sezione dove è illustrato l'incastro.

The new fireproof bulkhead must be fitted interlocking above the plastic of the hasegawa kit (the one we have lowered by about 1 mm). In the lower area of the new bulkhead there is a rectangular insert to be fitted. Here is a sectional photo showing the interlocking.

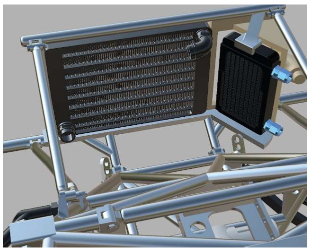
FASI DI MONTAGGIO
Per facilitare la spiegazione utilizzerò dei rendering oltre che alcune foto per avere dettagli più nitidi.
La prima parte da installare è il radiatore dell'olio

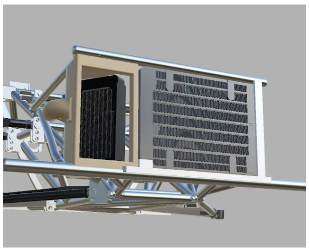
ASSEMBLY STEPS
To facilitate the explanation I will use renderings as well as some photos to have sharper details.
The first part to install is the oil cooler



Si passa poi al radiatore dell’acqua (per ora senza ventola) utilizzando come riferimento le apposite battute.

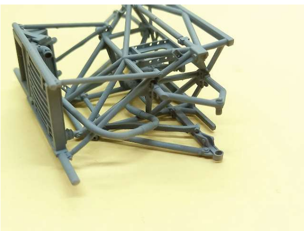
We then move on to the water radiator (for now without a fan) using the appropriate stop as a reference.

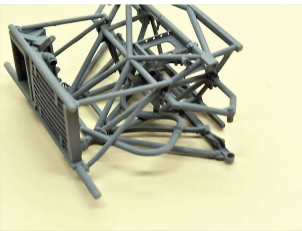


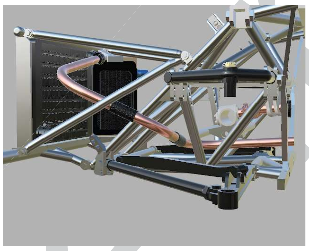


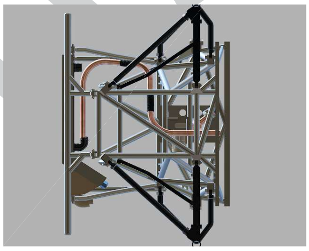
A seguire il primo tubo del radiatore. Per posizionarlo in modo corretto deve essere prima inserito come nella foto e poi, sfruttando l'elasticità della resina, deve essere delicatamente piegato per passare sotto il braccetto e farlo arrivare nella giusta posizione.

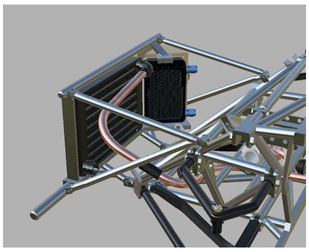
Following the first radiator hose. To position it correctly, it must first be inserted as in the photo and then, taking advantage of the elasticity of the resin, it must be gently bent to pass under the arm and make it arrive in the right position.





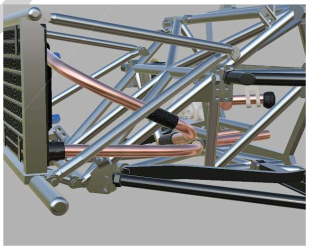


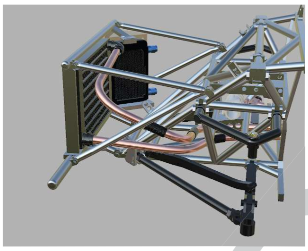




Il tubo inferiore invece è molto più semplice da inserire

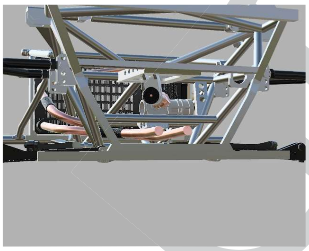
The lower tube, on the other hand, is much easier to inser





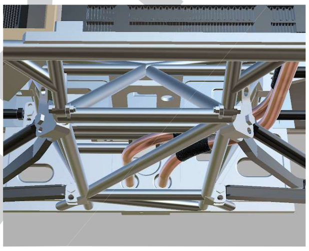
Una volta inseriti i tubi possono essere lasciati liberi per il momento.
E' previsto un apposito incastro nel parafiamma da utilizzare in seguito

Once inserted the tubes can be left free for the moment.
There is a special joint in the flame arrester to be used later



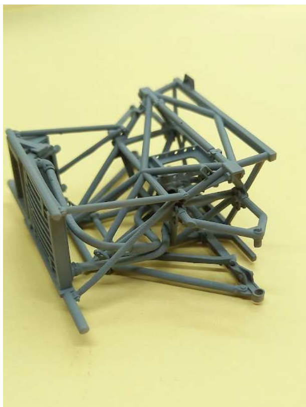
L'innesto posteriore nella paratia antifiamma

The rear connection in the fireproof bulkhead



Ecco il pezzo reale...

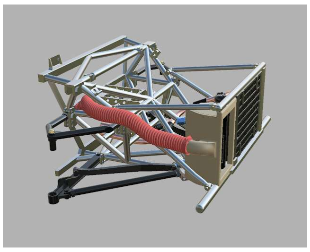
Here's the real piece ...

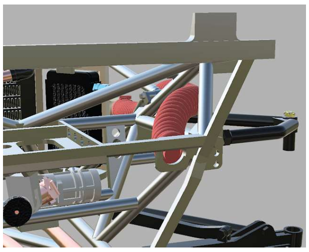


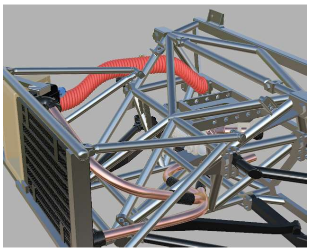
Si procede quindi con il l tubo corrugato che deve essere inserito come da immagini e foto:

Then proceed with the corrugated tube which must be inserted as shown in the images and photos:

GPmodeling

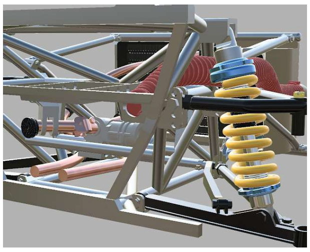


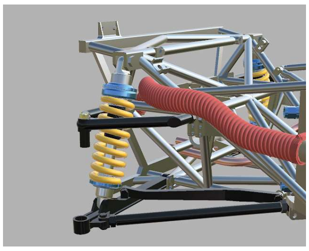


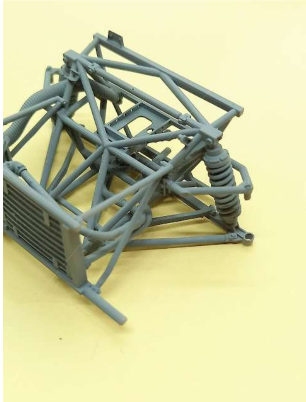


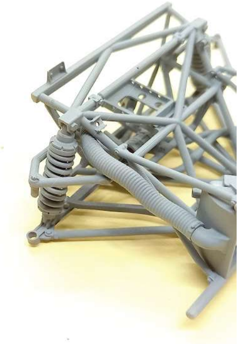
E' il momento degli ammortizzatori. Il lato della molla dove sono stati rimossi i supporti conviene girarlo verso l'interno.. La parte superiore della sospensione è quella con la ghiera più spessa (di colore blu nel rendering). Gli ammortizzatori devono essere INCOLLATI per dare robustezza a tutto il telaio.

It's time for the shock absorbers. The side of the spring where the supports have been removed should be turned inwards .. The upper part of the suspension is the one with the thickest ring (blue in the rendering). The shock absorbers must be GLUED to give strength to the whole frame.



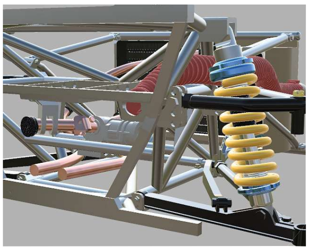


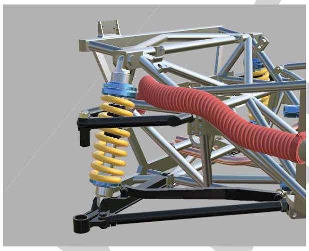


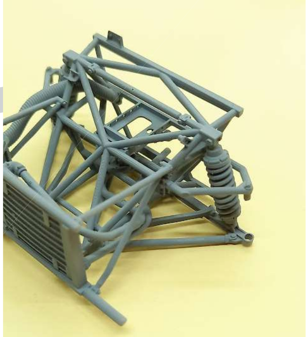


Si installano i mozzi delle ruote. Vanno inseriti come da immagine e NON DEVONO ESSERE INCOLLATI in quanto le ruote saranno sterzanti

The wheel hubs are installed. They must be inserted as shown in the image and MUST NOT BE GLUED as the wheels will be steering







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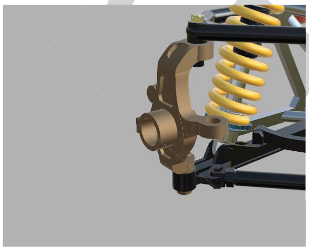
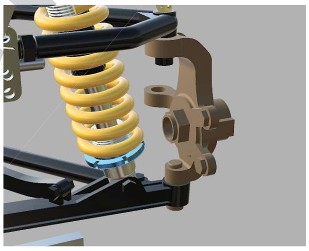
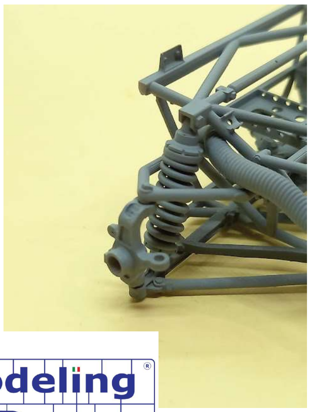
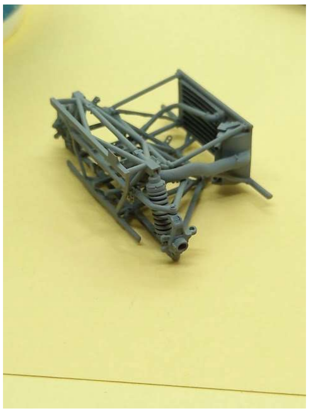
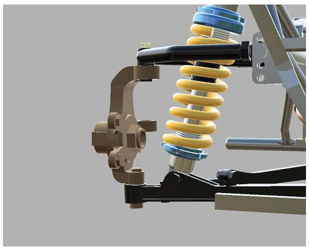




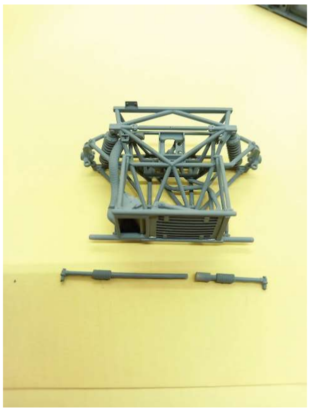


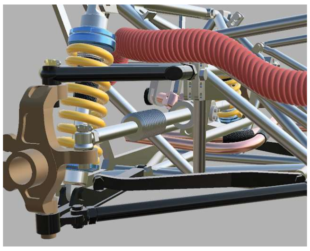


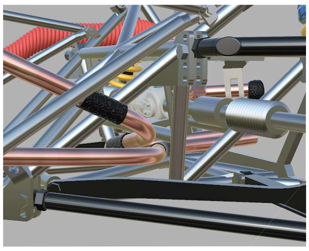


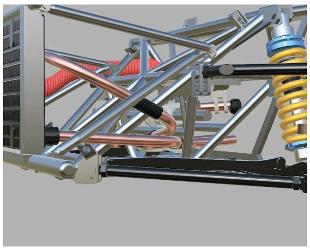
La barra dello sterzo è divisa in due sezioni in quanto una di esse deve passare attraverso la scatola dello sterzo per poi essere congiunta all'altra sezione. Solo la giunzione delle due parti deve avvenire tramite incollaggio. L'innesto nel mozzo è invece ad incastro. In questo modo avremo le ruote sterzanti. I mozzi delle ruote devono essere dritti e paralleli tra loro durante questa operazione fino a che non sarà seccata la colla che li unisce.

The steering bar is divided into two sections as one of them must pass through the steering box and then be joined to the other section. Only the joining of the two parts must be done by gluing. The coupling in the hub is instead interlocking. In this way we will have the steering wheels. The wheel hubs must be straight and parallel to each other during this operation until the glue that joins them has dried.



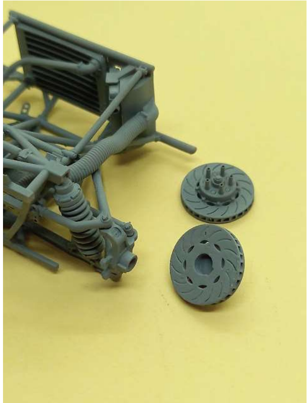


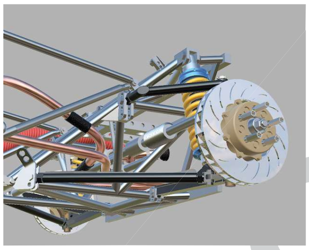


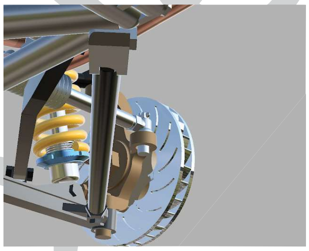


Si può andare avanti installando i dischi dei freni usando gli appositi incastri.
Attenzione! I dischi hanno un senso di rotazione come mostrato nelle immagini!

You can go on by installing the brake discs using the appropriate joints.
Attention! The discs have a sense of rotation as shown in the pictures!

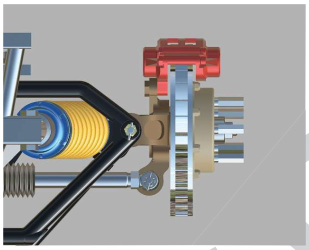


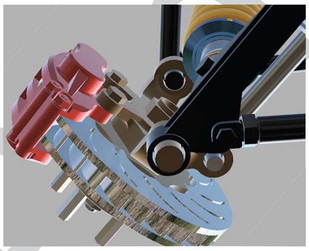


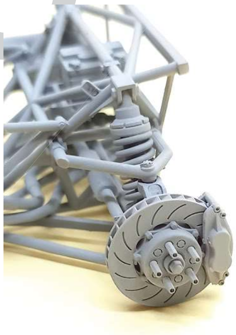


ed ora la pinza dei freni come illustrato

and now the brake caliper as illustrated

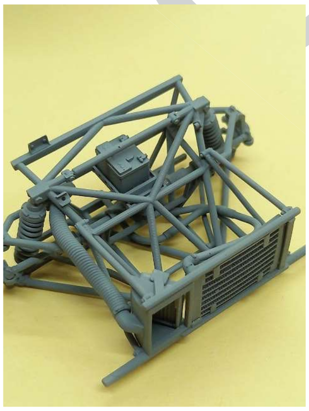


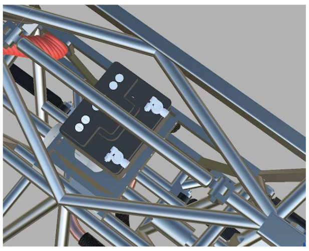


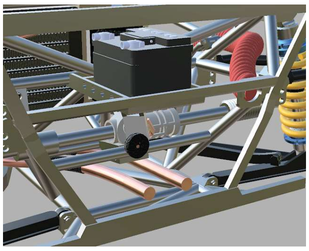


La batteria (si inserisce dal lato anteriore del telaio)

The battery (inserts from the front of the frame)





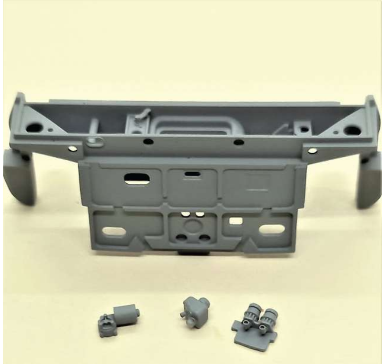
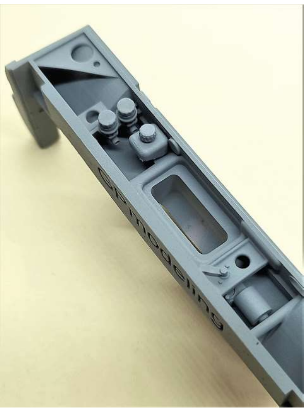
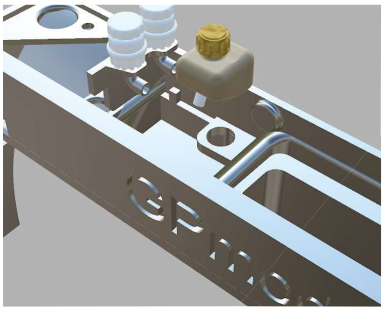
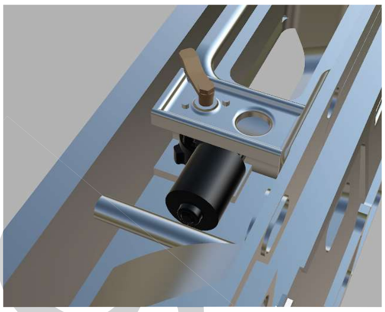
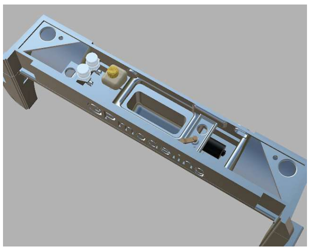
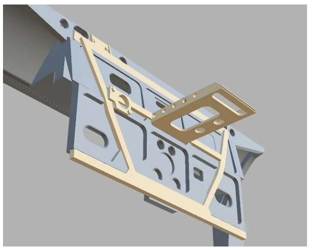


LA PARATIA ANTIFIAMMA

A questo punto si possono inserire le vaschette dei liquidi ed il motorino tergicristallo:

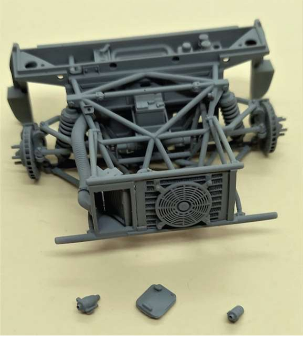
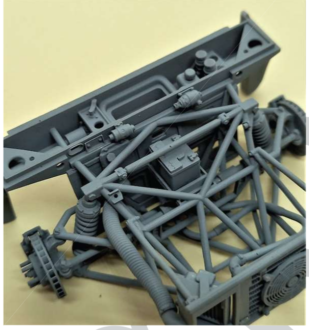
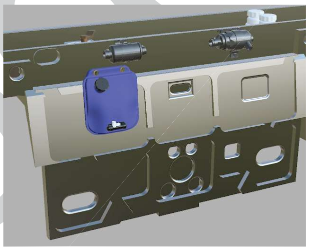
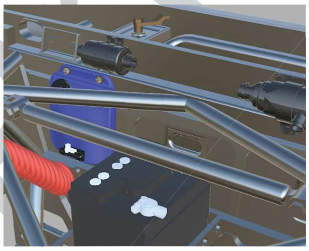
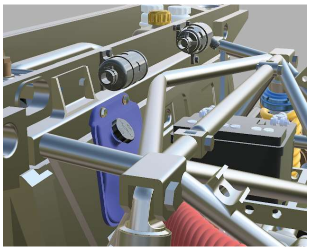
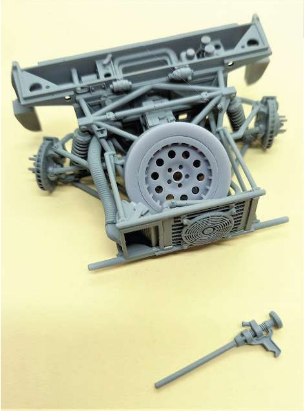
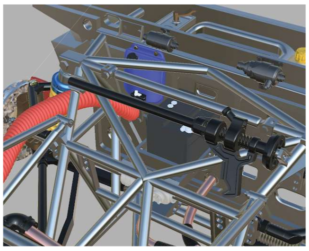
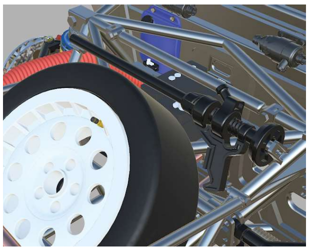
THE FIRE PROTECTION PANEL

At this point, the liquid trays and the wiper motor can be inserted:

E' il momento di collegare il traliccio alla paratia. Sono predisposte delle guide ad incastro per cui non ci si può sbagliate ad allineare le due parti. Con della colla cianoacrilica si può procedere all'accoppiamento: il seguente rendering evidenzia la parte di contatto da incollare.

It's time to connect the truss to the bulkhead. There are interlocking guides so you can't go wrong in aligning the two parts. With cyanoacrylate glue you can proceed with the coupling: the following rendering highlights the contact part to be glued.

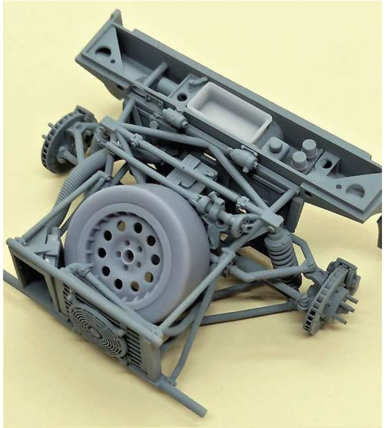









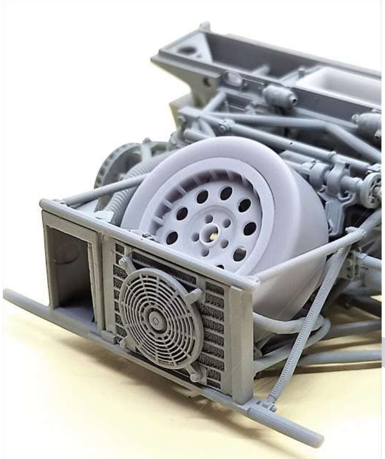
Per installare il cric conviene prima appoggiare la ruota di scorta per verificare che i due elementi non siano in contrasto

To install the jack it is advisable to first place the spare wheel to check that the two elements are not in contrast

Il montaggio continua con l'installazione della vaschetta
abitacolo e della ventola radiatore acqua

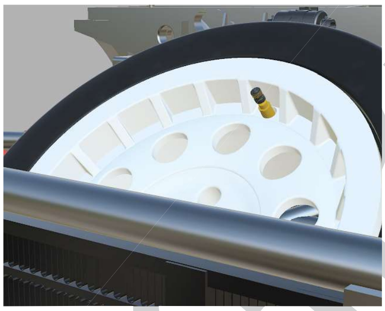
The assembly continues with the installation of
the passenger compartment tray and the water radiator fan

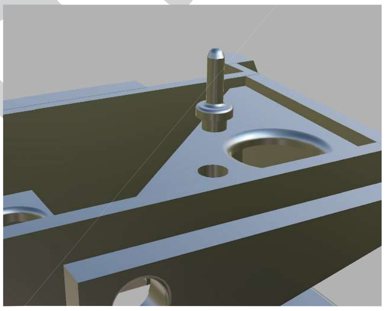


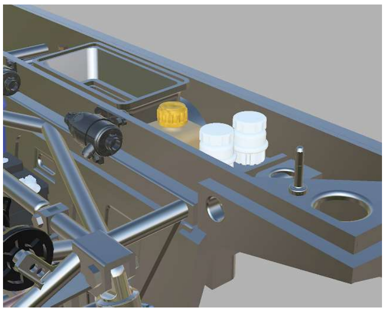


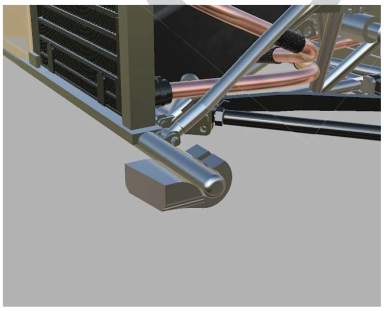
Mancano infine gli ultimi dettagli... le valvole di gonfiaggio da installare sui cerchi. i perni racing per il bloccaggio del cofano e le cerniere per il meccanismo di rotazione del cofano stesso. In merito alle valvole di gonfiaggio c'è poco da dire... basta inserirle nell'apposito forellino. Per i perni racing c'è da fare una valutazione in quanto dovrebbero attraversare il cofano come nella realtà.
Quindi o si fora il cofano nel punto di contatto oppure si riduce l'altezza del perno.
Ogni modellista farà la sua valutazione. Le cerniere di rotazione invece sono pensate sia per la rotazione che la rimozione della copertura

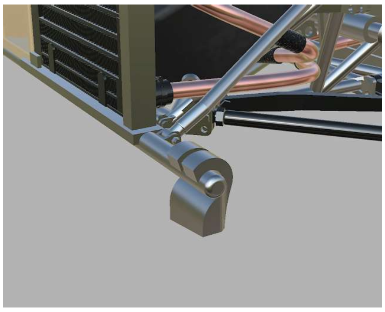
Finally, the last details are missing ... the inflation valves to be installed on the rims. t
he racing pins to lock the hood and the hinges for the hood rotation mechanism.
There is little to say about the inflation valves ... just insert them in the appropriate hole.
For the racing pins there is an assessment to be made as they should cross the hood as in reality.
So either the hood is pierced at the point of contact or the height of the pin is reduced. E
ach model maker will make his own evaluation. The rotation hinges, on the other hand, are d
esigned for both rotation and removal of the cover











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