



CONSTRUCTION OF THE WeCoHe PANTHER AUSFÜHRUNG G -PART 8

Well finally with some time off I can re-commence on the pile of model projects that have been continuing to grow into the stratosphere. My first task jumping back into the Panther is to complete the 672 bolts that go into the wheel assemblies and finally call them complete (For a better look see Part 7). You have 26 bolt heads on each outer rim, then another 8 surrounding the wheel cap, and another 8 on the wheel cap. Multiply this by 16 wheels and it's one hell of a lot. Each bolt also doesn't fit into it's hole, and you have to cut each shaft to length, and these suckers are micro small. Below you see two completed wheels and three wheel caps. The Wheel on the left is complete, whereas the one on the right still is awaiting it's wheel cap and you can see the wheel axle and one of the retainers.



A lot of micro work here

Here's a closer photo of the three wheel caps. The one on the left shows a completed outside face of a cap with it's 8 bolts and 4 retainers. The middle cap shows the backside where each bolt shaft has gone through, but haven't been ground down flush yet. The one on the right is a completed wheel cap that has been ground down smooth. Smoothing down the back is needed in order to properly mate the cap to the inside of the wheel.



Three views of the wheel cap

Below is a photo of all the assembled wheel sets. What will further be done to the wheels is to remove the tires, treat the metal with etching solution or just screw it and go with an etching automotive primer, and put on a base-coat of dunkelgelb (dark yellow). These are now set aside in a box, so I can get back to working on the lower hull.



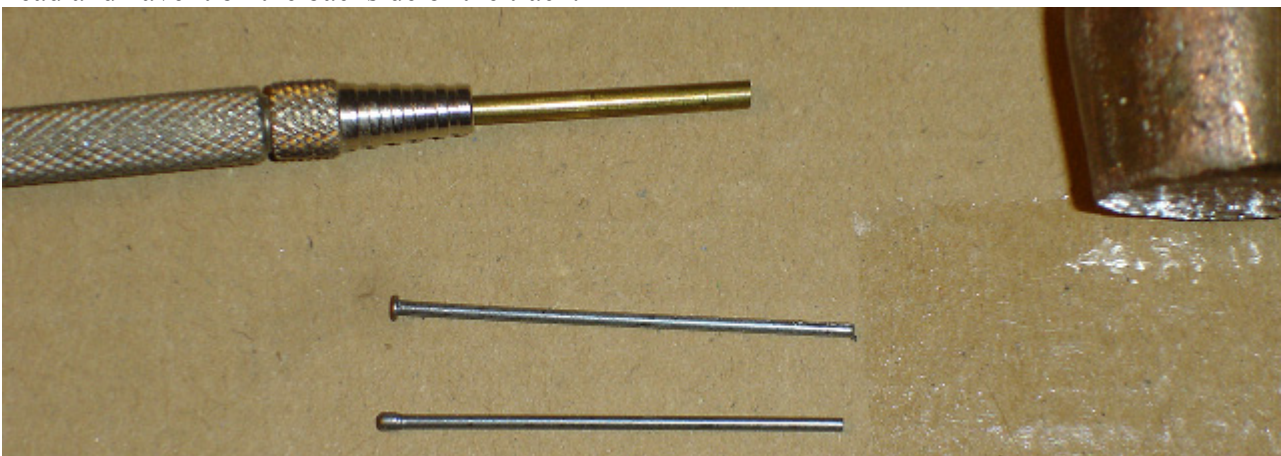
Wheel sets finally complete

The next task is to replace the existing track pins provided by WeCoHe with some provided by Kenny Kong. The original pins are a much smaller diameter than the holes they are supposed to go into, resulting in the pins coming out each time you turn them over. My buddy Willy Loewer talk to Kenny about it and they came up with a correction, and even provided extra pins.



Changing out track pins with hammer and punch.

Below you can see the difference in the pins. Below the brass punch you can see the original pin with a flat head. The replacement pin comes with an oval shaped head that is a larger diameter than the track hole. You insert the pin then using the hammer and punch you force into into the zinc track hole. This is a pretty tight connection, but I'll still back it up with some CA to provide extra strength and filler. I'll need to keep at least one pin removeable per track for track removal. I'll mark this one with a red head and have it on the backside of the track.



Upper pin is the original pin getting replaced and the lower pin is the replacement.

Here's how they are in the track. The pin on the left is fully inserted, the one in the middle is still awaiting to be punched, and the one on the right is the original pin. I can't remember how many there are total, but it's about 90+ per track. After this is completed, these tracks will get acid-etched to 'dirty' them up, then washed with some rusty black paint to hit the recesses, then I'll take some light sand paper and go over all the contact areas of the track (faces, guide teeth, and outsides) to provide a more shiny appearance in those areas.



Left to right; new track pin fully inserted, new track pin awaiting the hammer and punch, and old track pin.

Now I can get back to work on the lower hull which is about ready for doing weld seams and applying initial zimmerit. I'm also paralleling the work on the turret which is quite an assembly in it's own right. Both have an incredible amount of photo-etched pieces that need to be applied. I'm still debating what the end-use of this vehicle is going to be. It will not be made into a battler, as an amount of detail will be lost, it will be either a full runner, or a shelf queen on a nice base. Still debating.

Jake

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