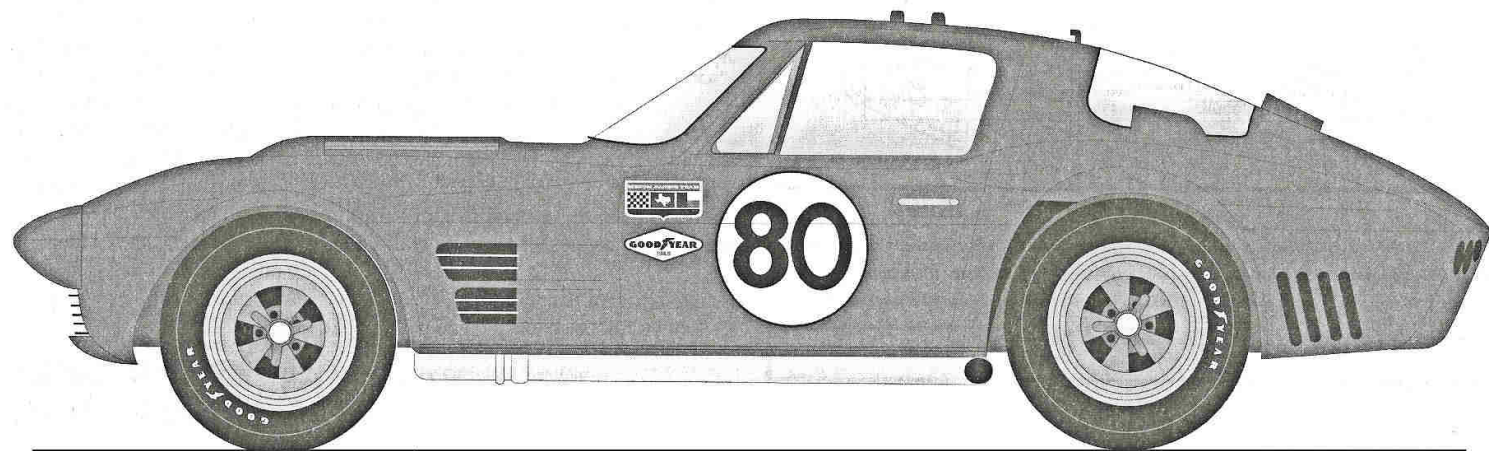
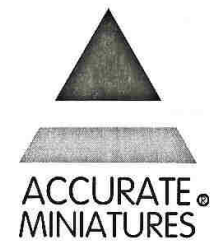


Corvette[®]
GRAND SPORT





The Corvette Grand Sport first appeared early in the 1963 club racing season with a 360 horse power 327 FI engine, and a lightened 2000-pound body. The season finale was held at Nassau each year with week of races where all the teams could compete against each other using all of the latest high tech performance parts that were normally banned from regular club racing.

When the Grand Sport made its appearance at Nassau, it looked nothing at all like the stock Corvette that had been campaigned all of that year. Flared fenders, hood scoops, wider

wheels and tires, and other visible changes only touched the surface of the technological advances that were in these Grand Sports.

Mecom Racing entered three Corvette Grand Sport Coupes in the 1963 Nassau Speed Week. The cars were painted Cadillac Blue with a different color hood stripe for quick recognition of each car from the pits.

The man who had the most experience driving these cars, Dr. Dick Thompson, drove Grand Sport 005, car #80, in all of the Nassau Speed Week events. The car carried a red stripe on the nose and the number meatballs were outlined in black.

Thompson finished second in the five-lap Tourist Trophy GT qualifying race, but failed to make it through the main event due to an overheating differential. External oil coolers were installed on the rear deck to solve this problem and Thompson went on to a 6th place classification in the Governor's Cup and a 4th place finish in the Nassau Trophy races.

Grand Sport 003 was also painted in Cadillac Blue metallic paint. This Grand Sport, #65, had a black stripe on the hood and no black outline on the number targets. The Mecom Racing decal was also smaller than on the #50 and #80 cars.

Jim Hall drove Chassis 003 during the Nassau Speed Week. Hall finished third behind Thompson's #80 in the 5-lap GT qualifying race. He was forced to retire from the Nassau Tourist Trophy Race because of the same overheating differential problems that plagued Thompson.

The overheating problem was resolved by the addition of external oil cooler. Augie Pabst then drove #65 in his only Grand Sport ride to a fourth place finish in the

Governor's Cup race later in the week. John Cannon then drove #65 to 8th place finish in the final event of the Nassau Speed Week.

The third Mecom Racing Team car was Corvette Grand Sport 004, car #50. This car had a white stripe on the hood and had the black outline around the meatballs.

By the week's finale, all three Mecom cars were fit with oil coolers on the rear deck, and all three cars were entered into Governor's Cup Race.

Roger Penske drove the #50 car to a third place in the Governor's Trophy Race, on the same lap as race winner A.J. Foyt, who drove the Mecom Team Scarab. Pabst scored a fourth and Thompson took sixth overall.

IMPORTANT NOTE

Please look through this instruction booklet carefully before you begin construction. Painting instructions are outlined on each step. Specific information on the photo etch details can be found on page 14. Familiarizing yourself with the process and the parts will allow you to have a more enjoyable experience building your model.

Model Paint Reference Chart*							
Color	Model Master Enamel	Model Master Acrylic	Humbrol	Tamiya	Gunze Sangyo Aqueous	Gunze Sangyo Mr. Color	Testors
Pontiac EngineBlue	2728	N/A	N/A	N/A	N/A	N/A	N/A
Gloss White	2720	5145	22	X2	1	1	1804
Aluminum	1781	5181	11	XF16	8	218	1245
Gloss Black	2721	5147	21	X1	2	2	1811
Gloss Red	2718	5318	19	X7	3	3	1247
Semi-Gloss Black	2735	N/A	85	X18	N/A	N/A	1203
Flat Black	1749	5149	33	XF1	12	33	N/A
Flat White	1768	5168	34	XF2	11	62	1249
Flat Dark Blue	1719	N/A	96	XF17	56	14	1172
Magnesium	1403	N/A	N/A	XF56	N/A	212	N/A
Amber	2723	5323	18	X28	92	85	N/A
Wood	1735	5135	9	XF64	37	7	1241

*This chart is provided only as a reference to the modeler, and is the closest match possible from each paint manufacturer at the time of printing. Commonly used modeling colors will be necessary to finish small details.

Step 1: Engine Assembly

Painting Instructions:

10, 51, 52, 53, 54, 56, 57: Aluminum

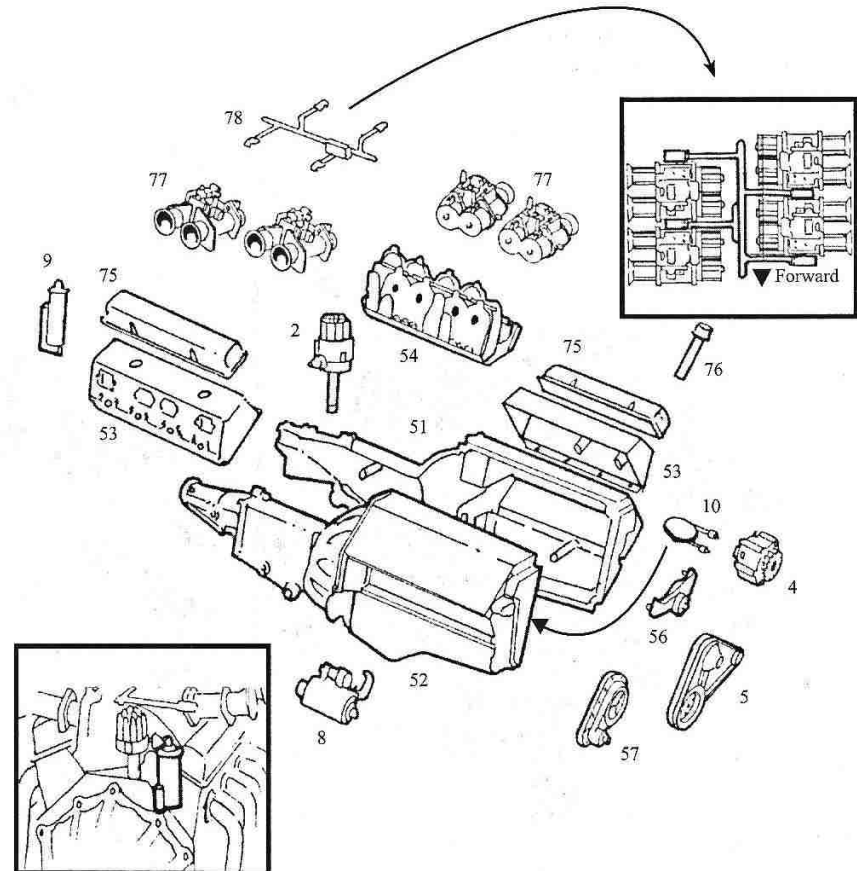
8, 9 Gloss Black

5: Aluminum Pulleys with Flat Black Belts

2, 9: Semi Gloss Black

76: Gloss Black Cap

- 1-1 Glue Left Engine (51) Half, to Right Engine Half (52)
- 1-2 Glue Starter Motor (8) to the right side of the engine assembly
- 1-3 Glue Remote Oil Line (10) Adapter, to the left rear corner of the engine assembly.
The oil line connectors face front.
- 1-4 Glue Timing Cover (57) to the front of the engine assembly
Glue Water Pump (56) to the flats on the engine assembly above the Timing Cover
NOTE: The connector for the Lower Radiator Hose should point down
- 1-5 Remove molding tabs from the Alternator (4) and glue it to the Drive Belts and Pulleys (5).
NOTE: The molded mounting tabs should be positioned vertically
- 1-6 Glue the Cylinder Head (53) to the assembled Engine.
- 1-7 Locate and glue the Intake Manifold (54) between the Cylinder Heads
- 1-8 Glue the Valve Cover (75), onto the surface of each Cylinder Head
- 1-9 Glue the Distributor (2) into the hole at the rear of the Intake Manifold
NOTE: Position the Vacuum Advance toward the right Cylinder Head
- 1-10 Glue the 58mm Weber Carburetors (77) to flat surfaces on the Intake Manifold
NOTE: Before the glue sets, insure that the four intake trumpets on the Carburetors are aligned.
- 1-11 Glue the Coil (9) to the rear of the right Cylinder Head
- 1-12 CAREFULLY remove the Carburetor Linkage part (78) from the molded tree. Bend the actuating linkages down to touch the top of each Carburetor and check "fit" before gluing part in place.
White glue may yield a better Assembly result.
- 1-13 Glue the Oil Filler (76) to the mounting tab on the front of the Intake Manifold



STEP 2: Rear Chassis

Painting Instructions:

37, 42: Aluminum

30: Semi Gloss Black with Aluminum Rear End Housing

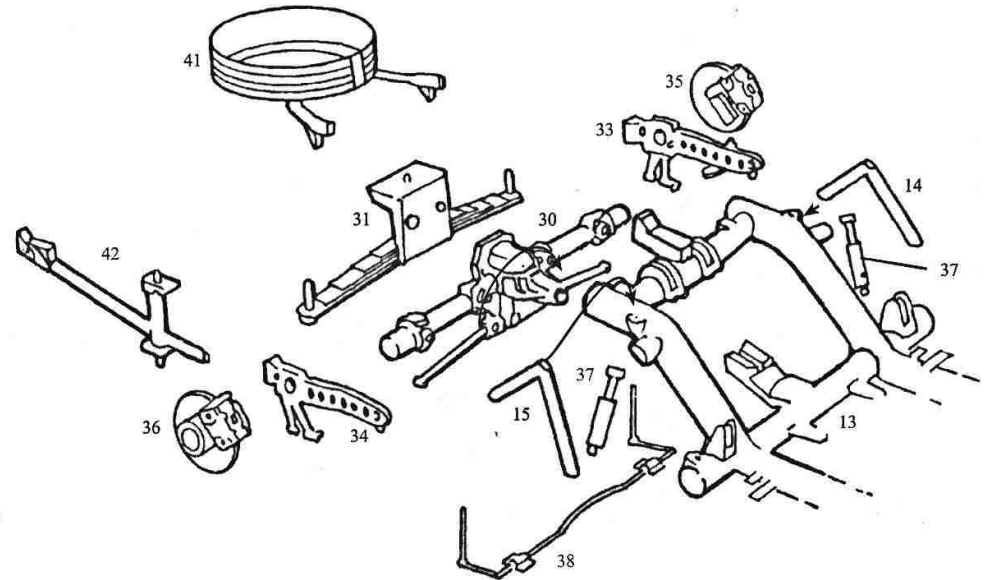
31: Semi Gloss Black with Aluminum Springs

35, 36: Aluminum Disc, Magnesium Calipers

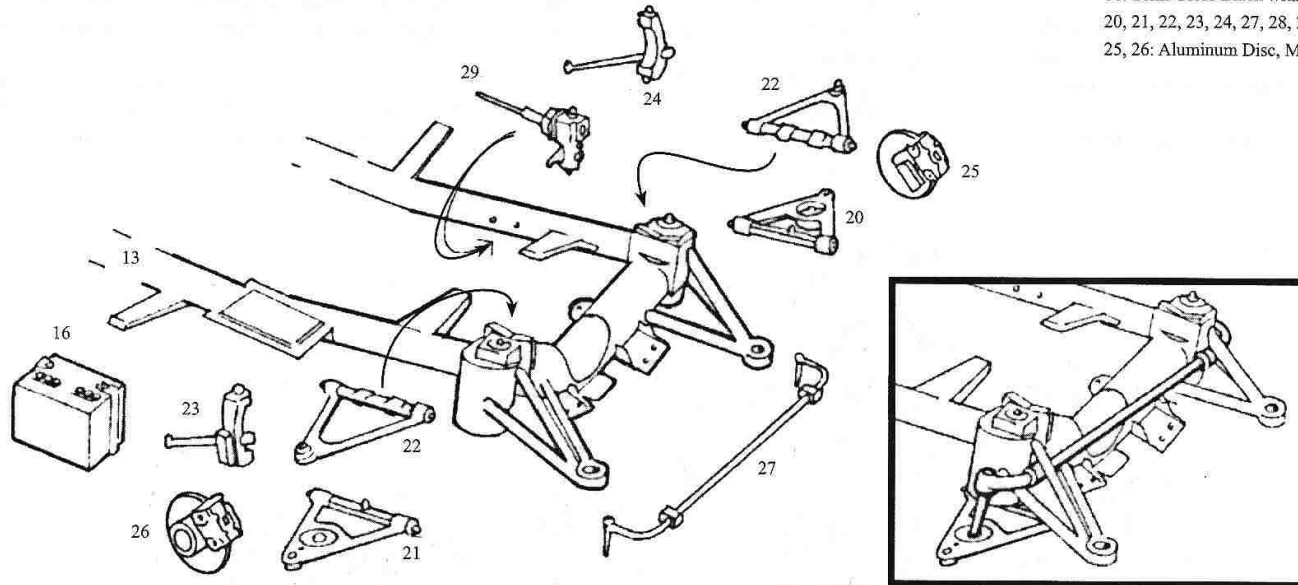
41: Semi Gloss Black Frame, Magnesium Wheel, Flat Black Tire

13, 14, 15, 33, 34, 38: Semi Gloss Black

- 2-1 Remove Chassis (13) from the molded tree carefully and glue Left Tube Frame (14) to the left side of the Chassis
- 2-2 Glue Right Tube Frame (15) to the right side of the Chassis
- 2-3 Glue Axle Carrier (30) to Rear Leaf Spring Mount (31)
- 2-4 Glue the Rear Axle Assembly (30 & 31) to the rear of the Chassis
- 2-5 Slide Left Radius Arm (33) onto the left axle and glue the Left Radius Arm in place on the left side Chassis mount
- 2-6 Slide Right Radius Arm (34) onto the right axle and glue the Right Radius Arm in place on the right side Chassis mount.
NOTE: The left and right ends of the Lateral Control Rods on the Rear Axle Assembly fit between the mounting points on parts 33 and 34
- 2-7 Locate the "V" shaped end of the Rear Shock Absorber (37) into the recess molded on the left rear side of the Chassis. The hole on part 37 fits into the pin on the left end of the Lateral Control Rod on part 30.
- 2-8 Repeat Step 2-7 on the right side
- 2-9 Glue the Left Rear Disc Brake (35) to the round section on the Left Half shaft
- 2-10 Glue the Right Rear Disc Brake (36) to the round section on the Right Half shaft
- 2-11 CAREFULLY remove the Rear Sway Bar (38) from the parts tree. Glue part 38 to the tabs on the Chassis and to the half-round mounting tabs on parts 33 and 34 (Radius Arms)
- 2-12 Glue the Spare Tire Support (41) to the recesses on the rear of the main Frame cross member on part 13 (Chassis)
- 2-13 Glue pin on the Rear Body Jack (42) into hole on the Rear Leaf Spring mount (31). Make sure mounting pad at rear of (42) contacts the underside of (41) along the spare tire.



Step 3: Front Chassis



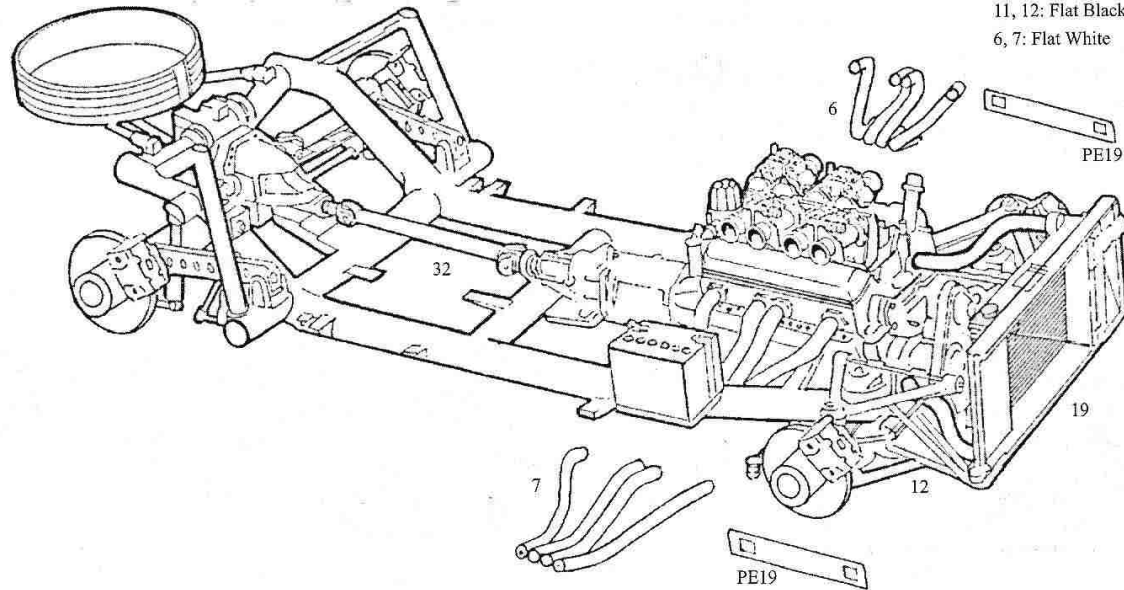
Painting Instructions:

- 16: Semi Gloss Black with Yellow Caps
- 20, 21, 22, 23, 24, 27, 28, 29: Semi Gloss Black
- 25, 26: Aluminum Disc, Magnesium Calipers

- 3-1 Glue the Battery (16) onto the pad on the Frame (13).
Note: The molded battery terminals face toward the assembled engine
- 3-2 Glue the Left Lower "A" Arm (20) to the pad on the Frame (13).
- 3-3 Glue the Right Lower "A" Arm (21) to the pad on the Frame (13).
- 3-4 CAREFULLY remove the Front Sway Bar (27), and feed it through the tubular radiator mounts on the Frame (13). Be careful and take your time!
- 3-5 Glue the Left and Right Upper "A" Arms, (22) in place on the Frame (13).
Note: Allow these pieces to dry as the Uprights in Step #6 glue between the Upper and Lower "A" Arms

- 3-6 Glue the Right Front Upright (23) between the recesses on the Upper and Lower "A" Arms.
- 3-7 Repeat this step on the left side with the Left Front Upright (24).
Note: Before (23) & (24) dry, select the position that you wish to position the assembled Front Wheels. dry fit the Tie Rod (28) to insure that the spacing is correct at the rear assembly point on the left and Right Front Uprights. Do NOT glue part 28 in place until the final step!
- 3-8 Glue the Left Front Brake (25), onto the Left Front Upright (24).
- 3-9 Glue the Right Front Brake (26) onto the Right Front Upright (23).
- 3-10 Glue the Steering Box (29) to the pins on the inside of the left frame tube.

Step 4: Engine Installation



Painting Instructions:

32: Semi Gloss Black

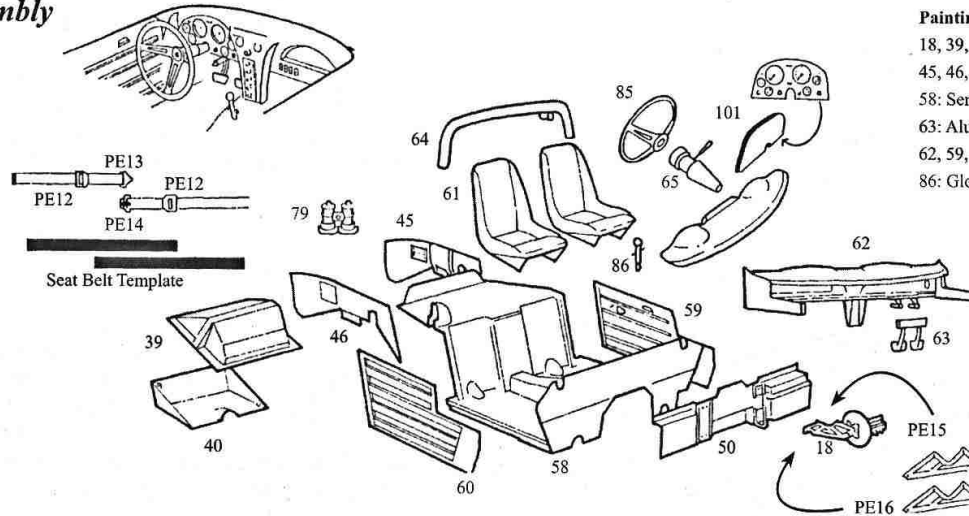
19: Semi Gloss Black Frame, Aluminum Radiator

11, 12: Flat Black

6, 7: Flat White

- 4-1 Insert the pin on the rear of the Drive shaft (32) into the hole in the assembled differential. Place the forward pin into the hole in the rear of the assembled engine. Apply glue to the hole on the Transmission Cross member on the Frame (13) and the two engine supports and lower the assembled engine into place.
- 4-2 Glue the Lower Radiator Hose (12) onto the rear of the Radiator (19). Before this assembly dries completely, glue the two pins on the lower side of the Radiator into the holes on the radiator supports located at the front of the Frame. The Radiator should be ninety degrees to the ground. The outer end of (12) should fit against the water pump on the assembled Engine.
- 4-3 Glue the Upper Radiator Hose (11) between the hole on the rear of the Radiator and the assembled Engine.
- 4-4 Remove Exhaust Flange (PE 19) from the photo etch sheet and glue it to the outer surface of the Left Cylinder Head. Attach Left Exhaust Header (6).
- 4-5 Repeat this process on the right side using a second Exhaust Flange (PE 19), and the Right Exhaust Header (7).

Step 5: Interior Assembly



Painting Instructions:

- 18, 39, 40: Aluminum
- 45, 46, 50, 64: Semi Gloss Black
- 58: Semi Gloss Black Underside, Flat Dark Blue Interior
- 63: Aluminum with Flat Black Pedals
- 62, 59, 60, 65: Flat Dark Blue
- 86: Gloss Black Knob

- 5-1 Glue the Upper Fuel Tank (39) to the Lower Fuel Tank (40).
- 5-2 Position the assembled Fuel Tank between the raised ribs on the underside of the Interior Panel (58).
- 5-3 Glue the Pedal Assembly (63), to the bottom surface of the Dash (62).
- 5-4 Glue the Shift Lever (86), into the hole on the Interior Console (Interior of 58)
- 5-5 Glue the Left Interior Panel (59) to the left side of the Interior Panel (58).
- 5-6 Glue the Right Interior Panel (60) to the right side of the Interior Panel (58).
- 5-7 Glue the pin on the Fuel Pump (79), into the hole on the Right Rear Wheel Well (46).
- 5-8 Glue the Left Rear Wheel Well (45), onto the rear of the Interior Panel (58). Repeat on the right side with the Right Interior Panel (46). These panels locate along the inner edge of the raised ribs on (58).
- 5-9 Glue the Firewall, part (50), to the Interior Panel (58).
- 5-10 **OPTIONAL STEP:** When raced in 1963-64, only the driver's seat was fitted with a seat belt. Select PE parts # 12, 13, & 14 and match to the supplied seat belt template
- 5-11 Glue the Left and Right Seats (61), onto the Interior Panel (58).

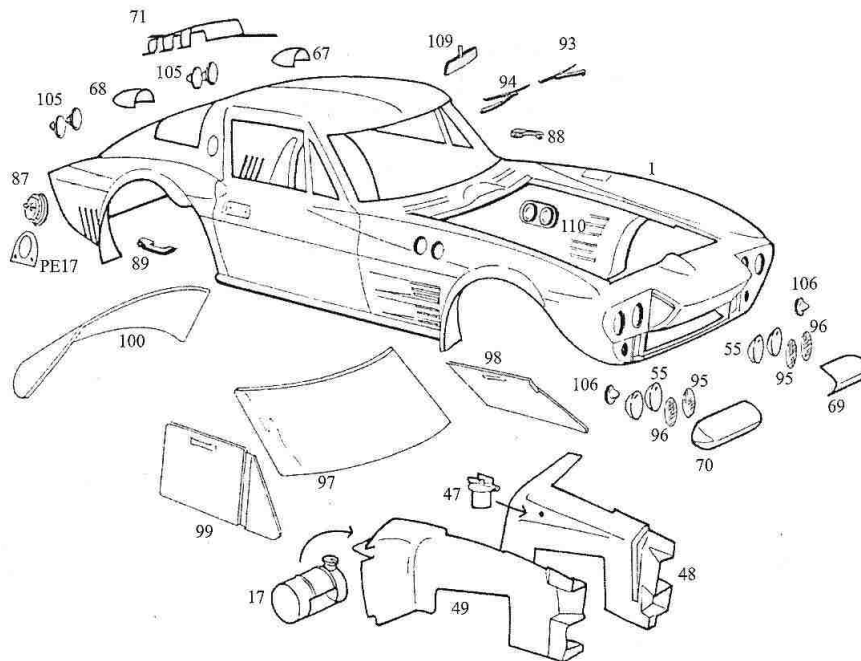
- 5-12 The Instrument Panel (101) is a clear part. Detail the front surfaces and knobs on the front of the panel with Matte Black and Silver paint, but, do not paint the clear gauge faces!! Apply the Instrument Panel decal to the REAR of the clear part so that the gauge faces are lined up and visible. Attach the complete Instrument Panel to the front face of the Dash (62) using white glue so that the gauge decal will NOT be damaged.
- 5-13 Fit the Steering Column (65) into the slot on the Dash (62). Insure that the Turn Signal Stalk is positioned on the left side.
- 5-14 Glue the Steering Wheel (85) onto the pin on the Steering Column (65).
- 15.) Glue the Dash assembly onto the top edges of the Interior Panels.
- 16.) Glue the Master Cylinder (18) into the slot on the Firewall (50).
OPTIONAL STEP: Attach (PE 15) to the top of (18). Attach (PE 16) to the bottom of (18).
- 17.) Glue the Roll Bar (64) to the flats on the top surface of the Interior Panel. The detail on the left side of the roll bar is a brake warning light and the rear surface can be painted Gloss Red.

Step 6: Body

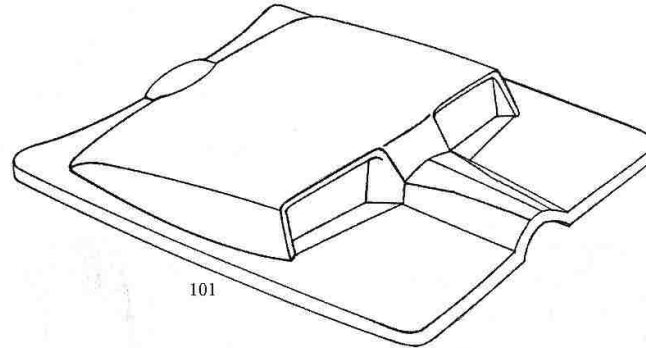
- 6-1 Glue the Remote Oil Filter (47) to the hole in the Left Front Wheel Well (48)
- 6-2 Glue the Overflow Tank (17) into the locator on the Right Front Wheel Well (49)
- 6-3 On the Body (1), carefully remove the molding gate from the windshield opening. This is most easily accomplished with a razor saw. BE CAREFUL completing this step. This gate has been left molded in place to insure that the integrity of the molded roof is retained during shipping.
- 6-4 Glue the Left Front Wheel Well (48) and the Right Front Wheel Well (49) into the inside of the Body (1).
- 6-5 Glue the Body Plugs (110) into the two holes on the right fender. Fill the surrounding surface with body filler and sand smooth.
- 6-6 Glue the Left Rear Brake Scoop (67) over the shutoff on the left side of the rear body.
- 6-7 Glue the Right Rear Brake Scoop (68) over the shutoff on the right side of the rear body.
- 6-8 Open the depressed area on the right side "C" pillar of the Body (1) to fit the Fuel Filler (72).
- 6-9 Glue four Headlight Buckets (55) into the round shutoffs in the front of the Body. Using white glue, glue two High Beam Lenses (95) into the inner holes and two Low Beam Lenses (96) into the outer holes.
- 6-10 As raced at Nassau in 1963, opaque headlight covers were fitted to protect the light lenses. Glue the Left Headlight Cover (69) over the left side and the Right Headlight Cover (70) over the right side.
- 6-11 Install the clear Windshield (97) into the inside of the Body.
- 6-12 Install the Left Side Window (98) Right Side Window (99) and Rear Window (100) into the Body.
- 6-13 Glue the Rear View Mirror (109) into the hole on the inside of the roof. Paint the outside surfaces of this clear part Silver, but, leave the Mirror surface unpainted.
- 6-14 Glue the Rear Lights (105) into the recesses in the rear of the Body.
- 6-15 Glue the Rear Axle Cooler Scoop (71) onto the rear Body below the Rear Window.
- 6-16 Glue the Front Turn Signal (106) into the locating hole in the Body Grill - two places
- 6-17 Glue the pin on the Left Windshield Wiper (93) into the hole on the left side of the body and the Right Windshield Wiper (94) into the hole on the right side of the body.
- 6-18 Glue the Left Door Handle (88) into the recess on the left side of The Body.
- 6-19 Glue the Right Door Handle (89) into the recess of the right side Of the body.

Painting Instructions:

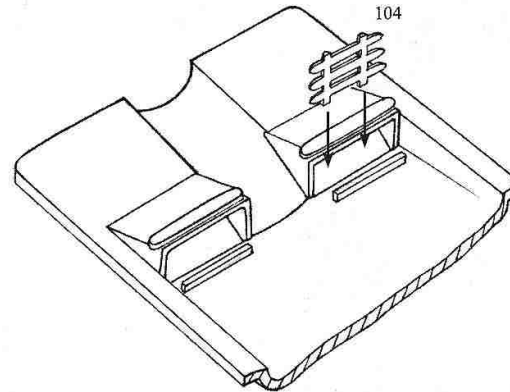
1, 67, 68, 69, 70, 71: Testor's Pontiac Engine Blue is an exact match to the body color on the Meccom Corvettes
Body Details: Ribs in front of the fender vents, the trim strip along the lower edge of the body side panels, vent window post, oil cooler.: Aluminum; Windshield and Rear Window Trim: Flat Black; Oil Cooler Hoses and Underside of the Body: Flat Black; Inside of the Roof: Flat Dark Blue
48, 49: Flat Black; 88' 89, 55, 56: Silver
93, 94: Flat Black blades, Aluminum Arms
17; 47: Aluminum
106: Amber
109: Silver Front, Aluminum back



Step 7: Hood



101



104

Painting Instructions:

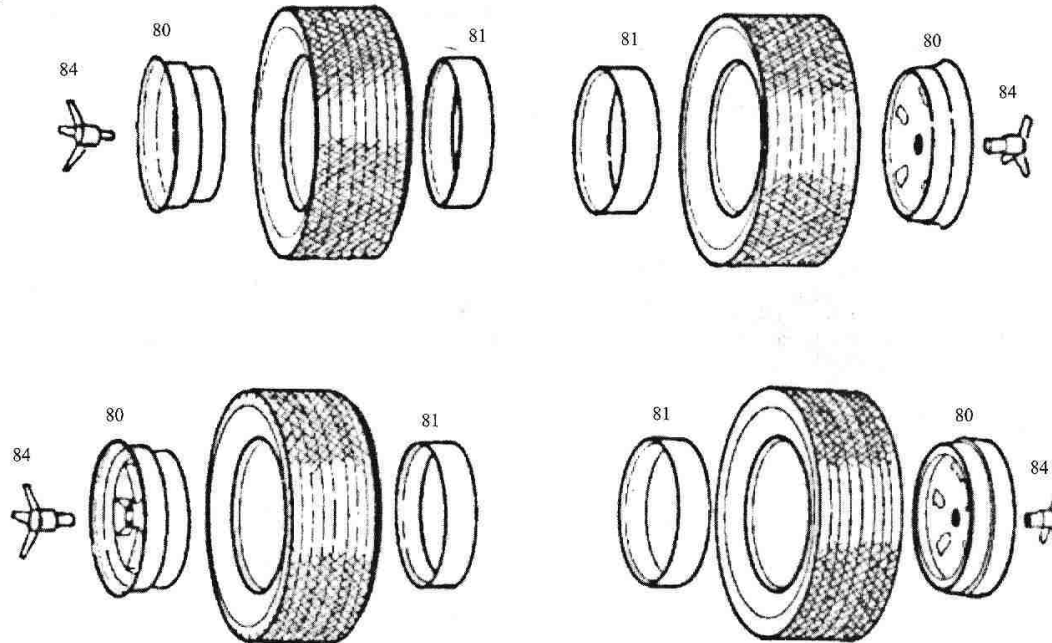
101: Pontiac Engine Blue exterior, Flat Black underside

104: Silver

- 7-1 The Hood (101) was used on the late 1963 Mecom Racing entries. Glue the Finned Grill Bars, part (104) into the left and right hood openings. The Finned Grill Bars should be painted Gloss Silver.

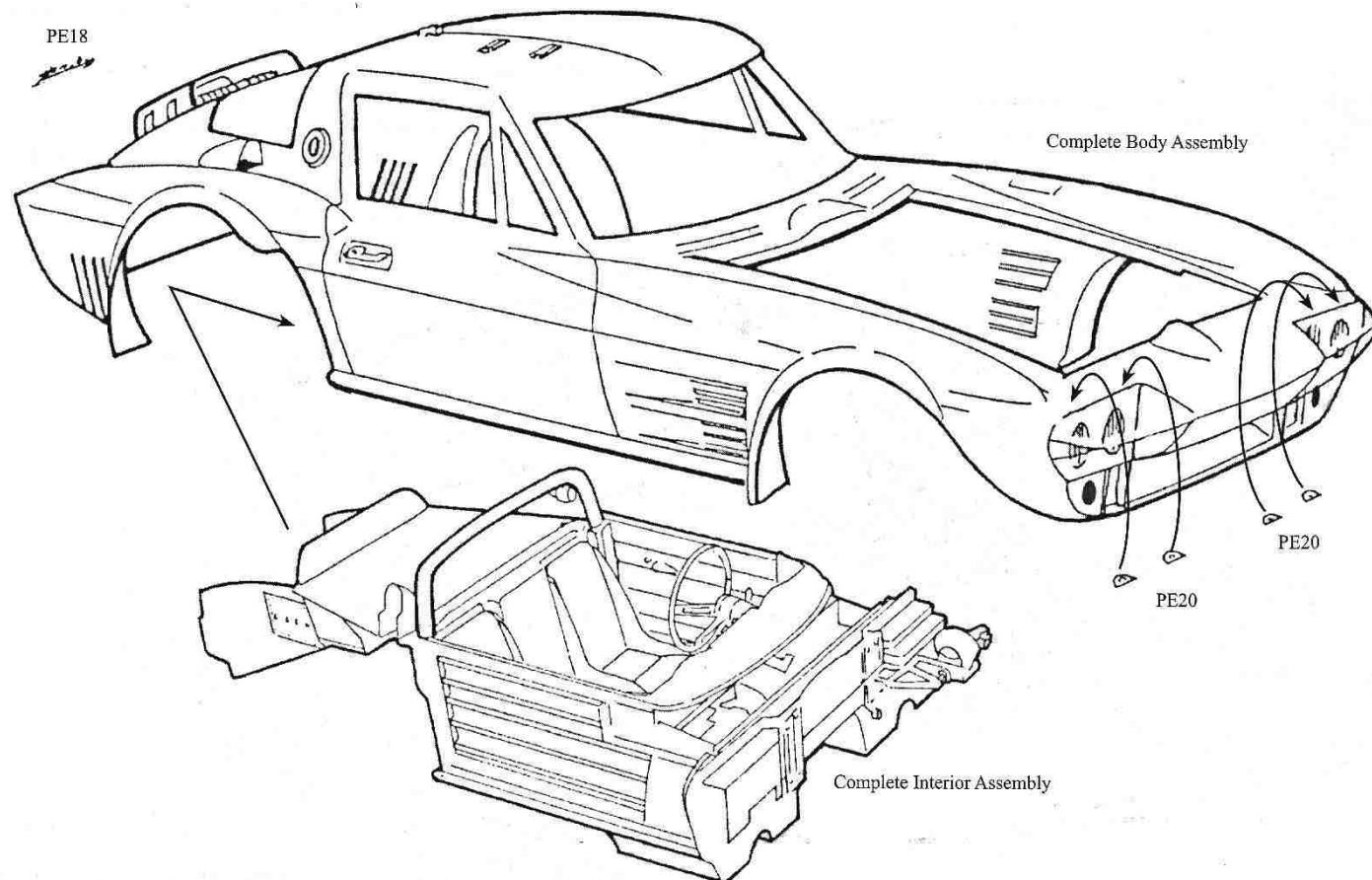
Step 8: Wheels

Painting Instructions:
80, 81, 84: Magnesium



- 8-1 Front Wheels: Glue Front Inside Wheel (81) to Front Outside Wheel (82). Build two complete assemblies
- 8-2 Rear Wheels: Glue Rear Inside Wheel (83) to Rear Outside Wheel Rear (84). Build two complete assemblies
- 8-3 Use an emery board or sandpaper to sand the wheel tread surfaces so that they appear worn.
- 8-4 Place the Front Wheel Assemblies onto the Front Disc Brakes and Secure with Knockoff. (84)
- 5.) Place the Rear Wheel Assemblies onto the Rear Disc Brakes and secure With Knockoff (84).

Step 9: Mount Interior into Body



9-1 Carefully spread the body sides and insert the assembled interior. Slide the Interior forward until the Rear Fender Panels snap in place against the inside of the body.

Step 10: Side-Mount Exhaust Pipes

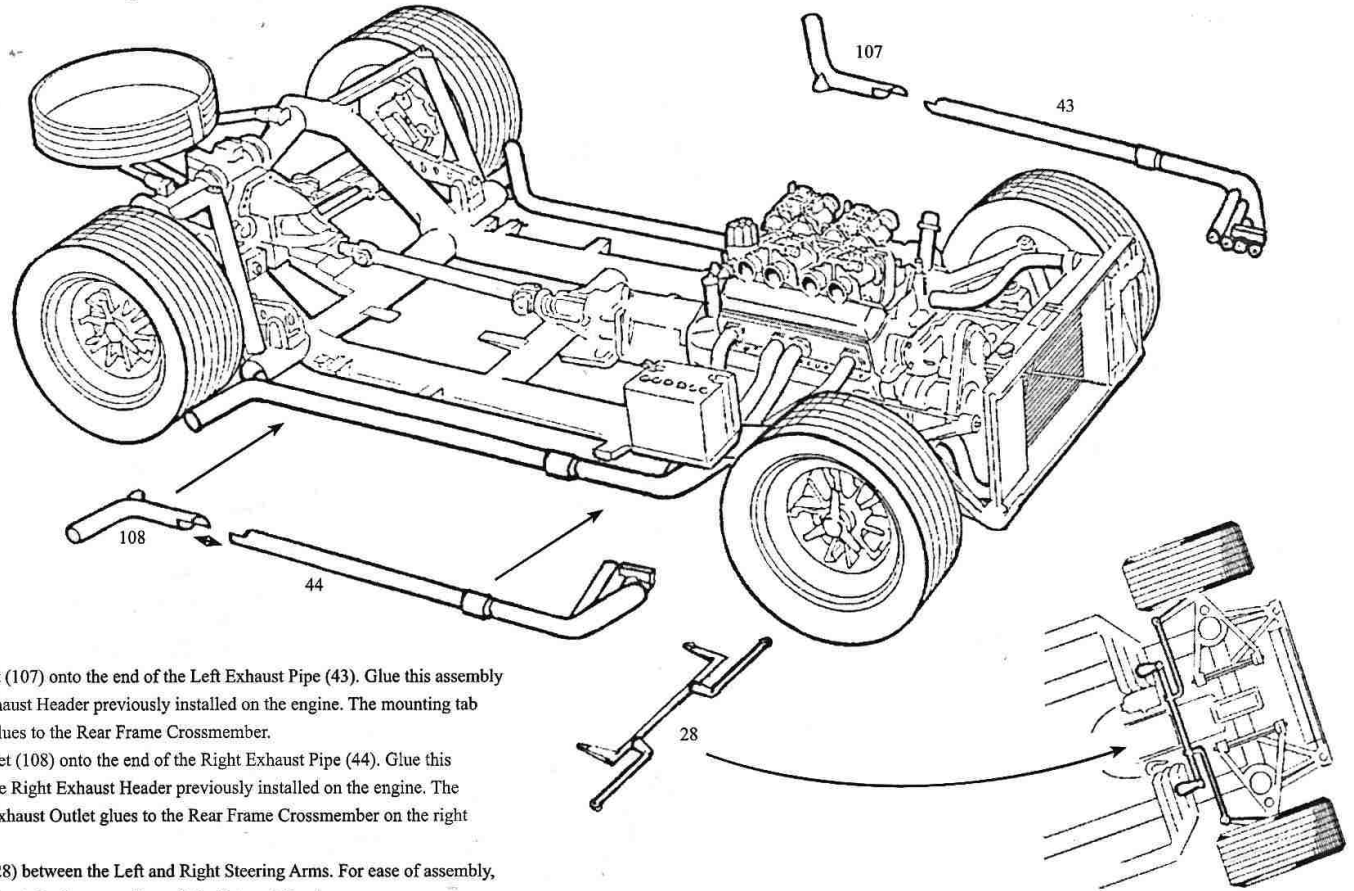
Painting Instructions:

43, 44: Flat White

107, 108: Flat White with Flat Black

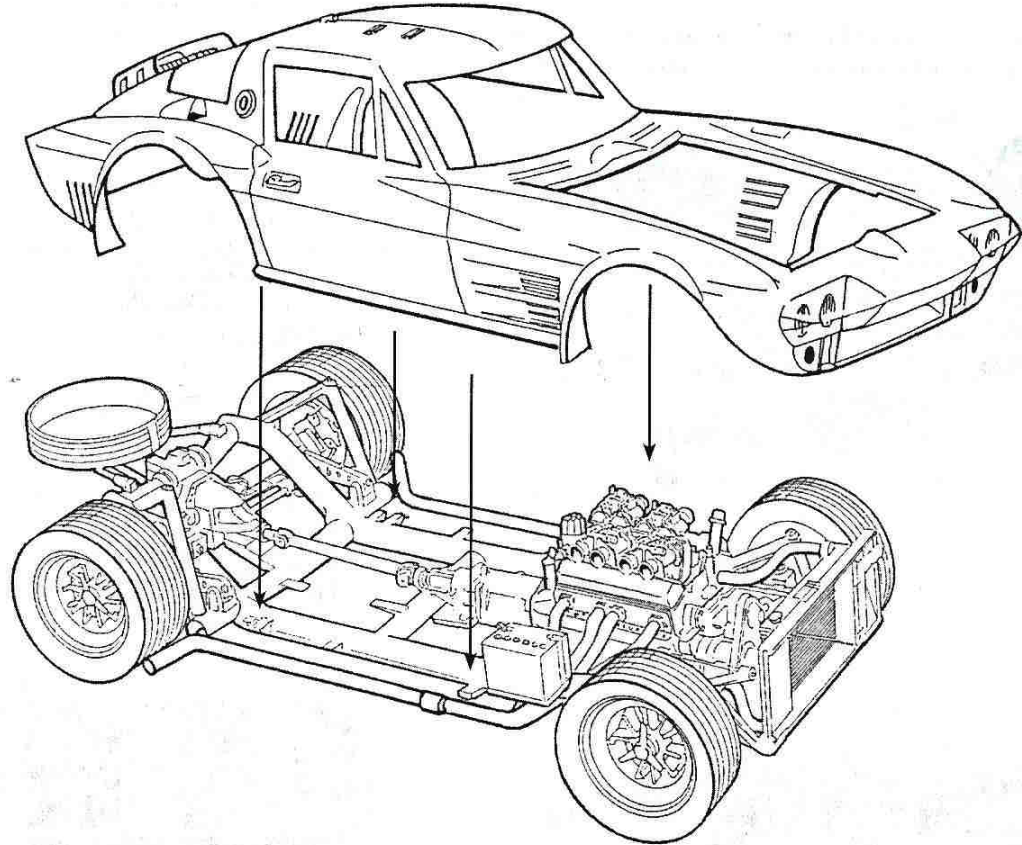
Inside

28: Semi Gloss Black



- 10-1 Glue the Left Exhaust Outlet (107) onto the end of the Left Exhaust Pipe (43). Glue this assembly to the bottom of the Left Exhaust Header previously installed on the engine. The mounting tab on the Left Exhaust Outlet glues to the Rear Frame Crossmember.
- 10-2 Glue the Right Exhaust Outlet (108) onto the end of the Right Exhaust Pipe (44). Glue this assembly to the bottom of the Right Exhaust Header previously installed on the engine. The mounting tab on the Right Exhaust Outlet glues to the Rear Frame Crossmember on the right side of the chassis.
- 10-3 Glue the Steering Linkage (28) between the Left and Right Steering Arms. For ease of assembly, the tabs on Part 28 can be glue to the lower surface of The Exhaust Headers

Step 11: Body to Chassis



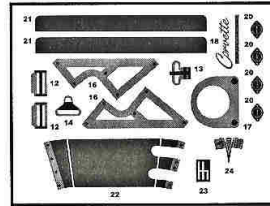
- 11-1 Place the assembled Chassis into the Body CAREFULLY!! When assembled correctly, the square tab at the rear of the Spare Tire Support snaps into the depressed slot on the inside of the Rear Body section.

Painting and Finishing

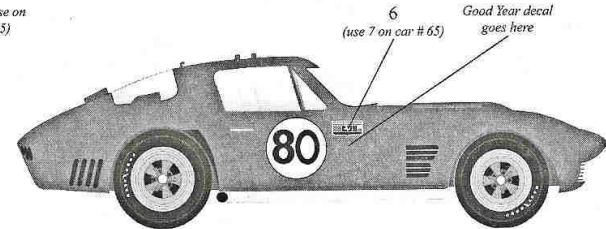
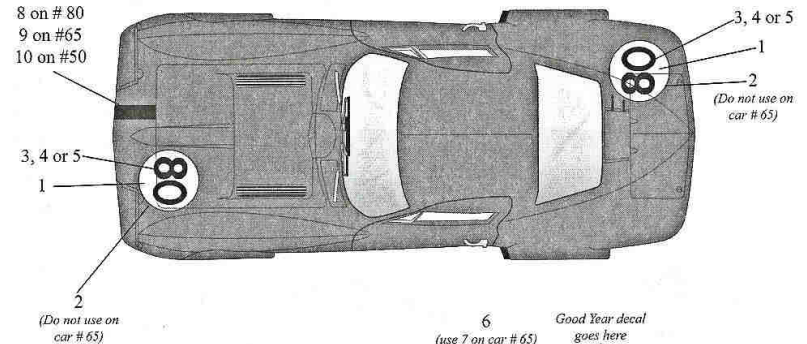
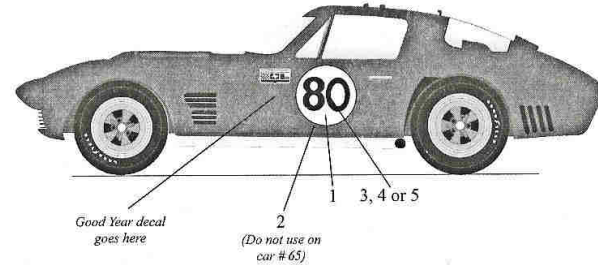
PHOTOETCH DETAILS

Except for the brass finned assemblies used on the 1964 Coupe, additional Photoetch parts that can be used to add more detail to your Corvette Sport. These parts are as follows:

- 1.) PE 12, 13, & 14, Seat Belt Buckles: using suitable belt material, use these PE parts to make one Seat Belt Buckle and Seat Belt Clasp with adjusters on each side.
INSTALL DURING STEP 5.
- 2.) PE 16, Master Cylinder Supports: Attach one part of each to the top and bottom of Part 18, Master Cylinder.
INSTALL DURING STEP 5 and REFER TO PLAN DRAWING!
- 3.) PE 17, Fuel Filler Splash Shield: This part is not used on this version. If you wish, it should be fitted over the installed Fuel Filler in **STEP 6!**
- 4.) PE 18, CORVETTE Rear Nameplate: To install, sand off the engraved "Corvette" logo and add the PE part after the body is painted and polished.
- 5.) PE 20, Dzus Fasteners: Two mount on the Upper Surface of the rear edge of the Left and Right Headlight Covers (Clear or Opaque). Position with White Glue in **STEP 11!**
- 6.) PE 21, Rear Wheel Well Lips: Shape gently into a curved arc over a large diameter pen or pencil. Glue to the inside edges of the Rear Fender Wells in **STEP 1!**



- 7.) PE 22, Rear Oil Cooler Cover: Fold into shape and paint Metallic Blue. Use this part in place of plastic part #71 in **STEP 6!**
- 8.) PE 23, Shift Gate: Glue into place on the Interior Console in **Step 5!** Remember to remove the molded pin from the bottom of the Shift Lever!



NOTE: "Goodyear" has been eliminated from the tires due to a new licensing program implemented by Goodyear Tire and Rubber Company through Equity Management Incorporated. Accurate Miniatures feels that this added cost does not add value to this kit. You will need to use a Goodyear decal from your box of spares if you wish to add this detail.