

AMPS Atlanta 2018 Club Project



M2/M3 Halftrack Family Part 5 – The Rear Compartment

M3A1 -Step 12

The Rear Plate – Straight forward step, except clean up of the plate.

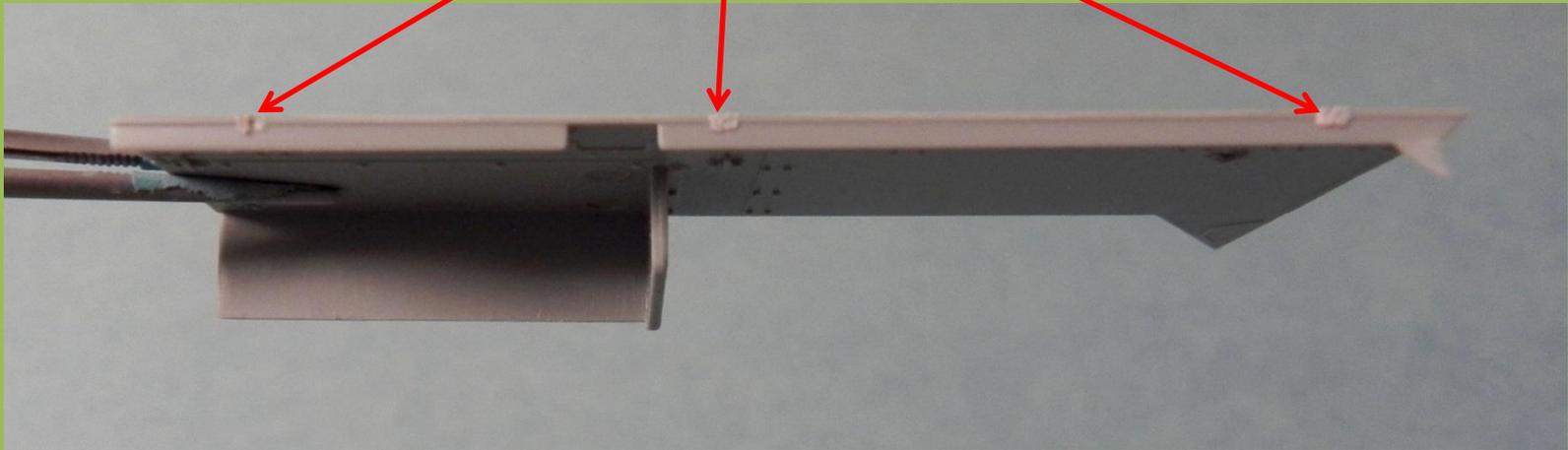
The side and rear plates have a sprue attachment that is complicated to remove. I will demonstrate on side plates, but rear plate is same.

I am going to leave the rear door open on this track, so I've left it off for now.

M3A1 -Step 12

Clean up.

Sprue attachments

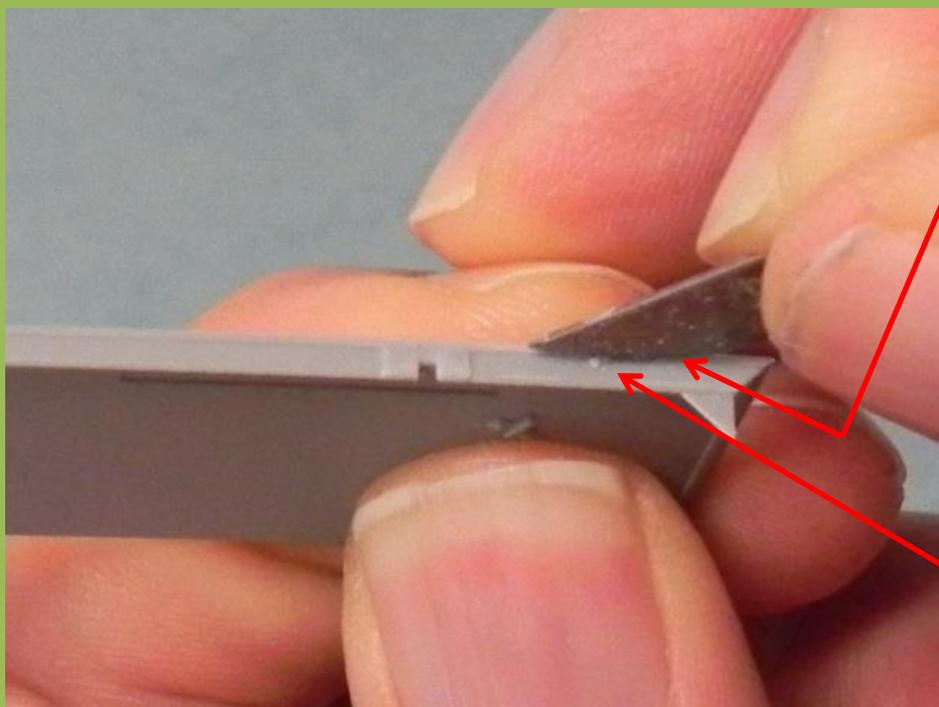


The sprue attachments cover the top edge of the armor plate and extend to the horizontal brace, making it hard to remove while maintaining the small step between the two.

M3A1 -Step 12

First, using a SHARP #10 blade, gently rock the cutting edge along the inside of the armor plate just down to the horizontal brace.

This will for a clean stop line for the next cut.



Gently rock the blade along the joint

Sprue attachment "nub"

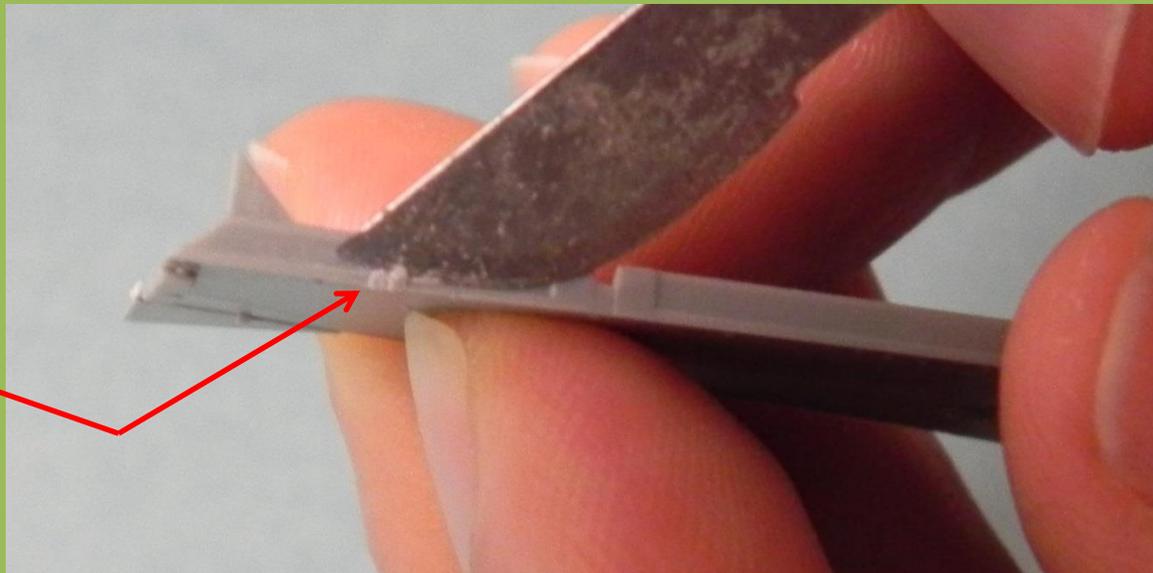
M3A1 -Step 12

Next, use the blade in the same way to make a horizontal cut along the brace by gently rocking the blade. Only cut up to the first cut. This should maintain a clean step.

If needed, clean up the joint with a small file.

The process is the same for the M2 and M3 75mm GMC

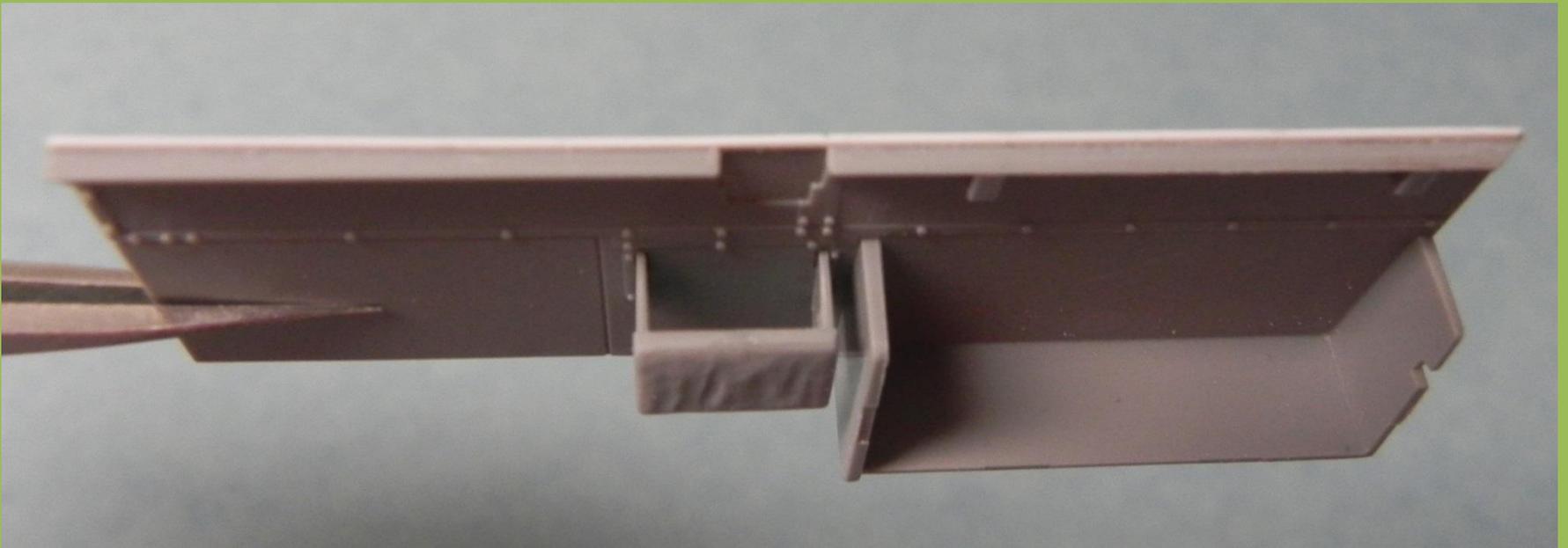
Sprue attachment is gently cut away



An Alternate Method

I damaged the top of the armor plate when my X-Acto blade slipped.

I sanded the armor plate down to the horizontal brace and glued on a piece of 0.020" X 0.020" Evergreen strip. It was harder than it looks.



M3A1 -Step 13

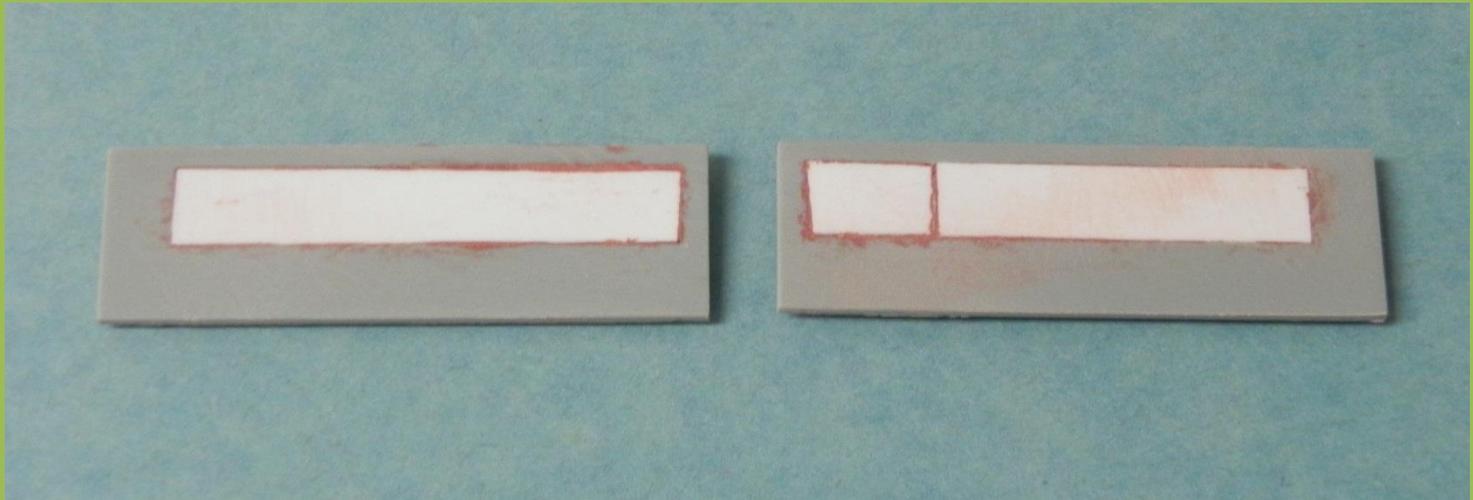
I filled punch out marks on parts F18 and F19 in this step. Don't bother. They don't show.

M3A1 – Step 14

I opted to build my M3A1 in straight troop carrying configuration, instead of outfitting with radio.

M3A1 -Step 14

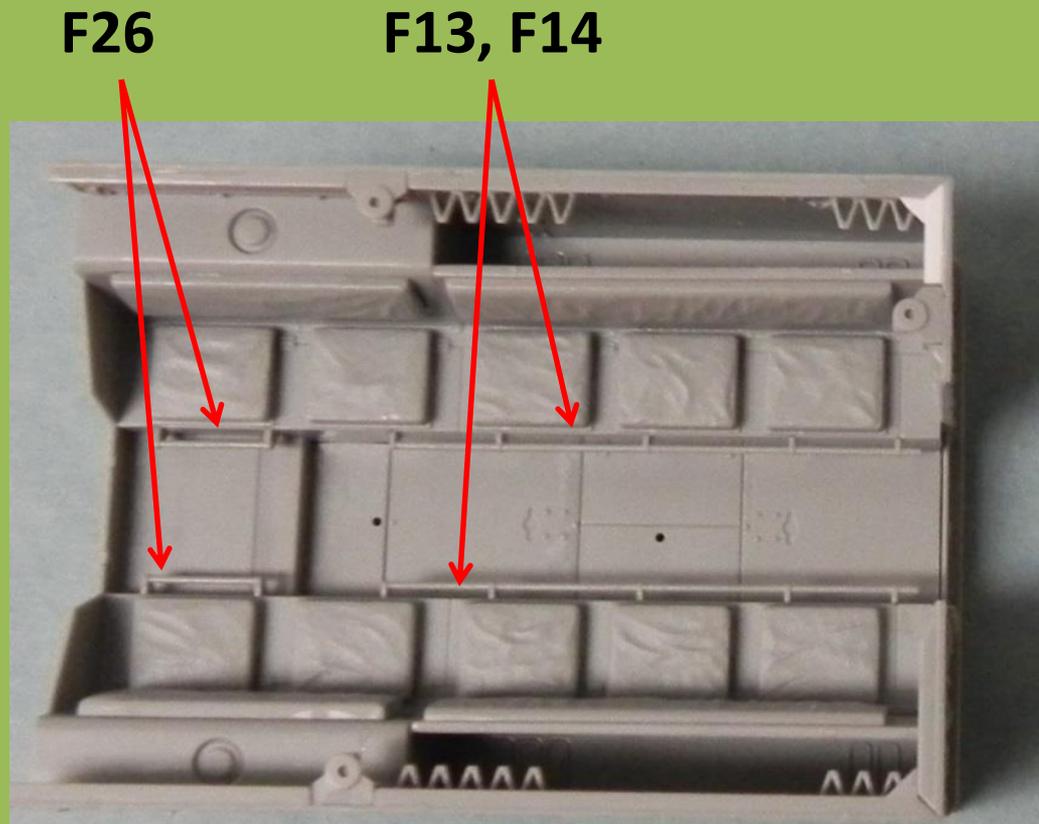
I filled the backs of the crew seats (parts F10 and F24) with a couple of thicknesses of 0.030" plastic. The recesses barely show when assembled. I'll probably stash some C Ration cartons back there anyway.



M3A1 -Step 14

The rails along the bottom of the crew seats (parts F13, F14 and F26) are fragile and covered with attachment points. Take care when cleaning. These are fragile.

I carefully cut the attachment point away with a sharp blade, then sanded them carefully with fine sandpaper to avoid flat spots.



M3A1 -Step 15 and 16

Step 15 assembled the winch drum and motor. I'm not using it. I will assemble the headlights next time.

Step 16 attaches the sides and back to the crew compartment. Be careful with alignment and check the beveled joints at the rear often.

M2A1 –Crew Compartment

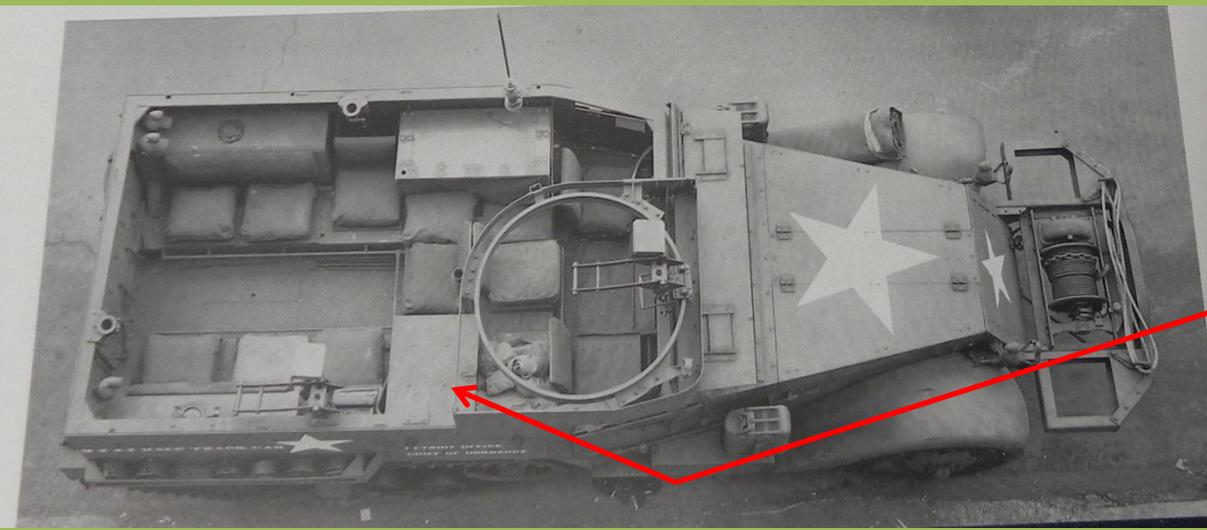
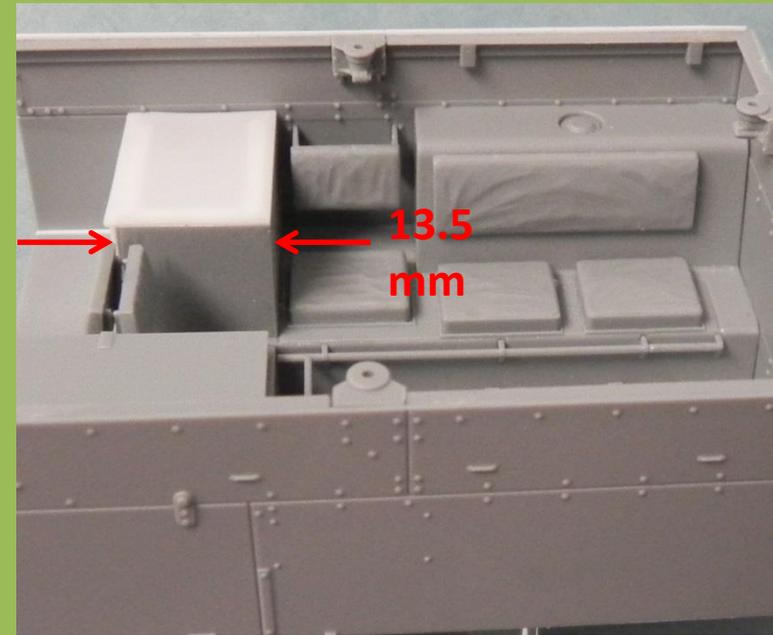
The M2A1 crew compartment follows a similar process to the M3A1

Obvious difference is the internal stowage boxes

Vehicles with ring mounted 50 cal. m.g.'s had a smaller storage box on the passenger side.

M2A1 -Crew Compartment

Using drawing from Hunnicutt's "Half-Track", and corroborating with photos, I determined that the shorter box was 13.5mm wide in 1/35 scale vs. 24mm for the full sized box.

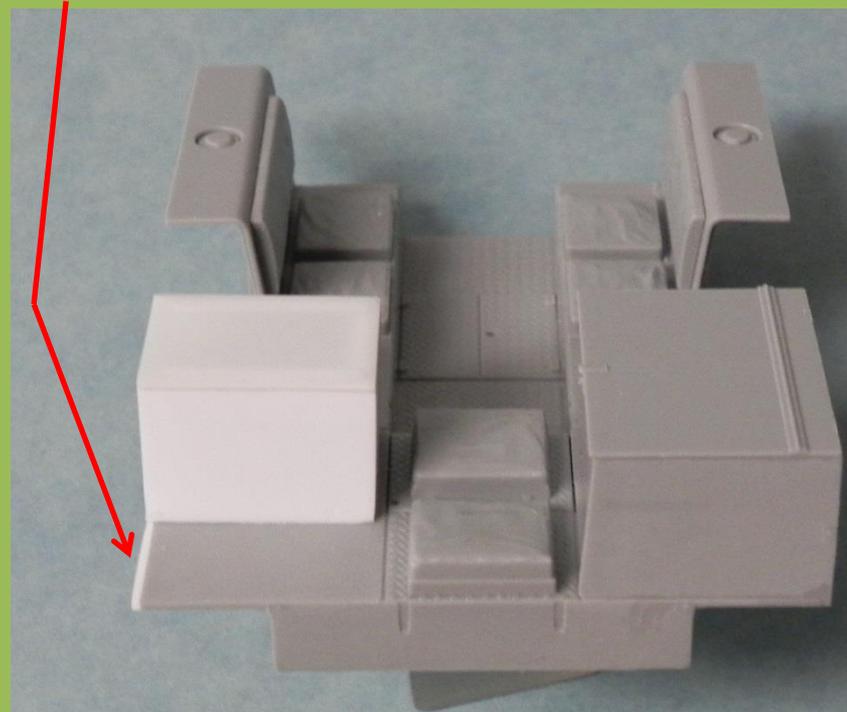
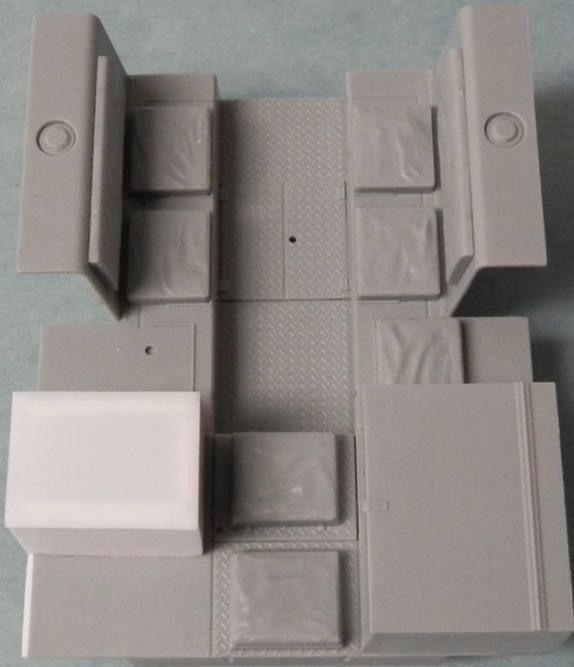


Shorter Storage Box

M2A1 -Crew Compartment

I cut down the kit box with a razor saw and made a new side and top from sheet styrene.

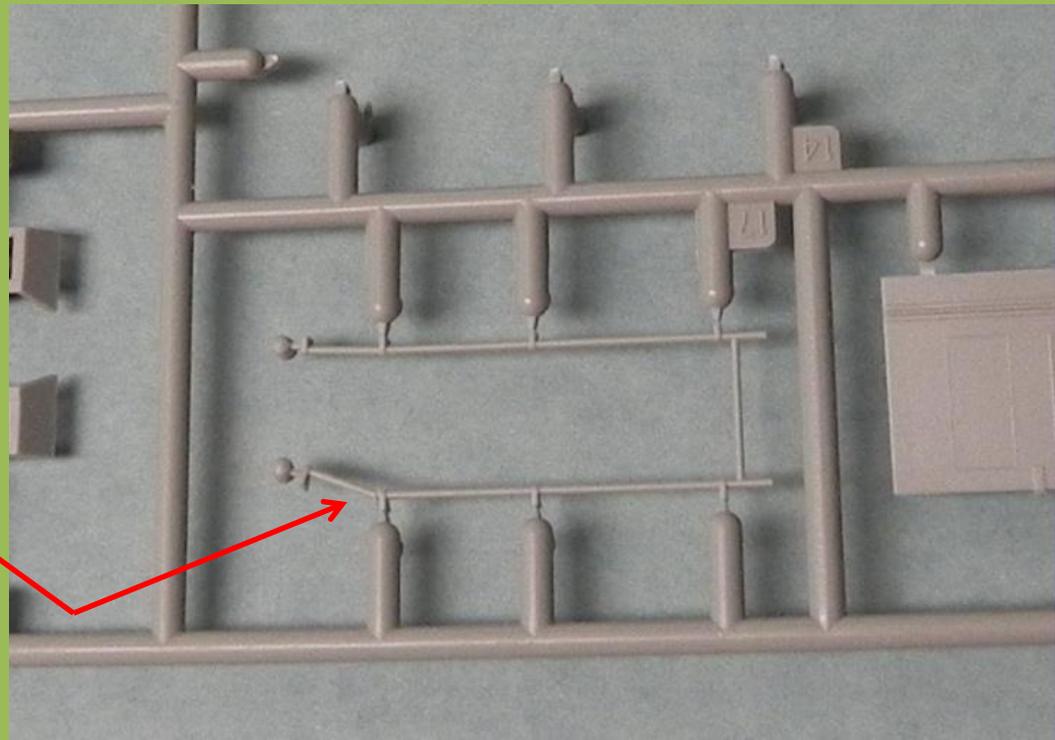
0.030" X 0.030" filler strip to make up for missing lower box ledge



M2A1 –Crew Compartment

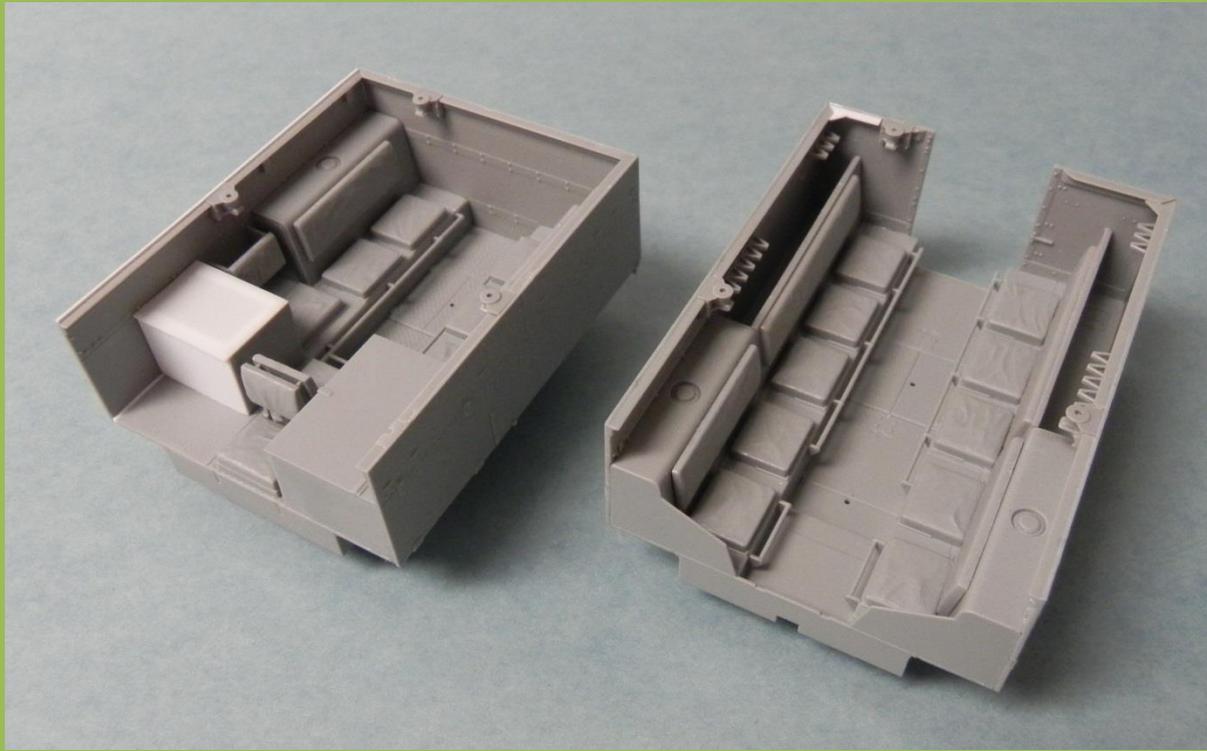
The seat rail on the M2A1 (K17) is fragile as well. Mine broke, but it was my fault for rough handling. Take care when removing from the sprue and cleaning.

Ugh!



M3A1 and M2A1

Here's Where We Are:



Next time we'll tackle the M3 75mm GMC Crew Compartment, and complete detailing assemblies along with some stowage.

Build Schedule

These Will Vary Slightly For Each Version

- **August-Steps 1-4**
- **September-Steps 5-7**
- **October-Steps 8-12**
- **November-Steps 13-19**
- **December-Detailing and Final Assembly**