



GTR Newsletter November 2018

Hello GTR and Friends:
By Steve Jahnke

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As I sit down to write my thoughts and musings for this month's newsletter, I mistakenly sent our fearless newsletter editor (Chuck) the very same one I wrote last month...my bad Chuck! I guess my mind was in a loop of sorts. So, in a fashion I am going to revisit some of those thoughts of creativity and stimulation. Sit back on your chair, close your eyes and repeat after me..... I WANT MODELS. As a college undergrad I studied a fair amount of psychology as it was part of my double major program. This included monitoring several "group therapy" sessions at a local Veterans hospital and then providing my interpretations of same.... OK dudes, either I have lost you here or, you are saying "what is he talking about here?".... I want to talk about model's dang it!

My point here is this; we all have all experienced various things in our life; those experiences affect and stimulate how we see and think about the things around us. In our case, those models that we replicate. For instance, you may remember cars from your childhood that your parents, siblings, friends and neighbors may have driven. To me, they serve as great reminders of my youth and particularly my car crazy teens. To this day, these memories drive my love for real cars and model cars. How many of you my fellow car modeling friends reading this now have a model in your collection that represents something that you, your family or friends drove, or you LUSTED after? I can tell you that I have several of those types of models in my built and unbuilt collection. They might not be exactly like those remembered, but they are close enough alternatives to those memories. So, if you are still reading these meanderings, my point here is that my brothers' girlfriends' super sharp 1957 fuel injected Aztec Copper/light tan cove fuelie Corvette (*she also drove her dad's Nash Healy see below*) and other friends' similar but carbureted 56 Vette in Artic blue/white cove has inspired two models in my collection. My point is that we (me) spend a lot of time on websites, TV shows and the periodicals that we read (and collect), often contain a lot of creative fodder and inspiration for our builds...at least it does me, perhaps you too.



Soon you will see some of my "tribute" model cars on our Facebook page. I encourage you to do the same. Post your tribute images and say something about them, what was your inspiration that encouragement for you to build a likeness or a nearly 100 percent "tribute" model replica of a car that you owned, loved, or just lusted after. I would also like you to include a "wish list of "dream" cars in there too. Let's have some fun with this guys and gals. I've got a 'ton' of them for sure....."Let 'er-rip 'tater chip" Snapper Steve signing off; and as always, keep a model (or two, or three) on you bench and glue of dem fingers!



MAILBAG

by Chuck Herrmann

Industry News

Revell Update

Revell is moving ahead with new announcements. From their German Facebook page we see a new book in the company available in German and English.



Also they offer a 2019 calendar with photos of their kits, mostly military but it does include the new Ford GT kit which is still supposed to come out by the end of 2018 as a Revell Germany kit.



At the recent Leipzig toy industry event Revell had a large display, including an example of the Ford GT.



The Revell all new tool 1968 Chevelle kit should be available soon from Revell USA.

So hopefully all this activity should help end all the doom and gloom about Revell's future that came up with the closure of their US office earlier this year. Things will be different but it looks like the kits will be flowing again soon.



New Company - Decalac

Another company doing 1/24 rally kits,



SCALE 1/24 KIT

Ford Capri MK1 RS2600

Olympia Rally 1972
#23 - WALTER RÖHRL + HANNES ROTHFUß

DCL-KIT001: Our first scale model kit! A 1/24 scale model recreating the Ford Capri Mk 1 RS2600 at Olympia Rally 1972 driven by Walter Röhr and Hannes Rothsß. This limited series kit will include Cartograf printed decals and an extensive number of resin parts.

Real World

Retro: Another 6 Wheel F1 Car (from Motorsport.com)



Everyone knows about the six wheel Tyrrell P34 that raced in F1. Recently I saw this other six wheeler on the internet. I was not previously aware of this unique car, probably because this was during the period I was not following racing or modeling very much, being a newlywed and starting a career and finishing college, etc. So I thought I would pass this along.

Late in 1981, in order to compensate for their lack of a turbocharged engine, the Williams F1 team thought they needed a drastic new car to remain competitive. So they produced the Williams FW07D, which was based on the successful FW07C. The new rear end with four wheels (and two differentials) was bolted to the rear of the Cosworth DFV engine.

The previous year's world champion Alan Jones flew back to Europe new from his last-ever

F1 win at Las Vegas to shakedown the new car at Donington. After that, another car was built, the FW08B, the car that was supposed to contest the 1982 season. Jones, Jonathan Palmer, Keke Rosberg and Jacques Laffite all drove the two versions of the six wheel car. But the FIA heard about these strange cars, and decided to make a change to the F1 rulebook to ban cars with more than four wheels. Additionally, the FIA considered that the Williams was illegal because it was four-wheel drive, which had already been forbidden.



So we never saw this car in competition. The car remains operational and still appears in various vintage events

Events

Last Toledo NNL Announced!

The event organizers of the famous Toledo NNL have announced that the next event, the 40th Annual, will be the last one.

Local events for November include the Winnebago Classic on Nov 3, the Serb Hall, Milwaukee Swap on Nov. 4, and the IPMS/Butch O'Hare Show on Nov 10.

Not really local but close enough will be the Detroit Motor City NNL on Nov. 11.

See the events calendar for details for all the events that I know of. We will be adding 2019 events as details are firmed up and released. If any readers wish their shows or any other events of interest to GTR listed send the information along to GTR.



GTR Update

The next regular GTR meeting will be on Saturday, November 3, at 7:00 pm at the Algonquin Township Building.

Future regular monthly meetings will meet at the Algonquin Township Building. Any member who wants to bring up other ideas or suggestions for future meetings or activities, do so either at the meeting or contact us.

October GTR Meeting

The October GTR meeting was held on 10/6/2018 at the Algonquin Township building.

NNL update

The following improvements were agreed to at the October meeting for the 2019 Summer NNL:

We will continue to use the white board for raffle ticket drawing. Much quieter than yelling numbers all day.

We will continue to hand out pizza slices for lunch.

Entry numbering will be streamlined. New format will be that each contestant gets a unique number and the models entered are numbered 1, 2, 3. So the model numbers will be 1-1, 1-2, 1-3. The next contestant will be 2-1, 2-2, 2-3 etc.

No changes to the registration process for the vendor area.

Then it was on to Show and Tell. Here are photos of some of the stuff on the tables.



Dave Green with his monthly treasure trove of new kits and books. The Joker car from Batman, a '40 sedan gasser, the International scout [first time out in 50 years], and cool color changing paints from Testors.



George Pritzen with his Porsche 918 using embossing powder for carpeting



Steve Jahnke brought works in progress - a 1967 Shelby GT 350 in 'Bullet' colors, an Accurate Miniature corvette GS in Mulsane Blue, Revell Corvette C7R in yellow and a 1/32 Ford Fiesta RS WRC



Doug Fisher with a Meng Terminator and all its 1,400 parts [technically a vehicle!!]



Doug Fisher also had a Tamiya Porsche 911 GT1 in progress.



Ed Sexton showed up with two resin kits. One was a Mickey Thompson Indy car driven by Dan Gurney, also a Wildcat resin trans-kit that uses an AMT Eagle as a donor.

Fujimi Mercedes SLS GT3 Build Up



Description: Mercedes Benz SLS GT3 2015

Manufacturer: Fujimi

Kit: 170725 **Scale:** 1/24

by Chuck Herrmann

The Mercedes AMG SLK GT3 has been a successful racer in a number international GT series for several years. There are several model kits of this available as well as many aftermarket decals sets, as the real car is sold to private customer teams. The internet has lots of photos of build ups of the various versions. So when I saw one for sale at the recent IPMS/USA Nationals in Phoenix, I was interested. It was the Fujimi version, not the Tamiya kit, and was offered as a started kit, sold "as is". It was not too far along, and there was also a set of Studio 27 aftermarket decals all for \$20 so I grabbed it.



The kit I have is based on a car that raced in the Japanese Super GT Series in 2015. This is the earlier version of the SLK. (A new version raced from 2015 onward, that is the Tamiya kit). It is definitely a Japanese livery, a blindingly bright anime style car with sponsors I am not familiar with. These look like a nightmare to put on, even for someone who really enjoys applying decals.



The other decal sheet was for the 2013 Spa 24 Hours race winner, a race in the European Blancpain Endurance Series, so that is what I decided to build.

The kit is molded mostly in white (body, interior) and black (chassis) with clear plastic and some chrome items. This kit is a curbside, no engine but full interior. The instructions are an eight page booklet. The kit decals are a very complex pattern, so there is a separate instruction sheet for applying them. Quality is typical Fujimi.

As mentioned, my kit had been started, so I needed to assess the condition to see if I would continue or just use the kit for spare parts. The body painted white with some of the side body panels glued on. It was not really a glue bomb, as most of the parts were still on the sprues. It looks like the builder tried some of the kit decals, then tried some of the Studio 27 decals before giving up. I disassembled the side scoops and cleaned them up. The paint scheme I decided to do was also white, so I sanded off some funky spots, smoothed it all up then applied first a DupliColor White primer followed by Testors Classic White Lacquer from the rattle can. After polishing it out it looked okay. The lower pieces of the side vents were missing, so I was forced to make some from sheet stock. Then I cleaned them all up, primed and painted and reattached the body side parts. It came out okay so I decided it was good enough to continue the project.



Chassis/Suspension: The chassis is a basic flat pan as are most contemporary sports cars. I sprayed it flat black. The front spoiler is molded to the front of the chassis and needs to be black. The lower suspension arms are molded to the

chassis; the upper arms are a separate piece. My kit was missing both front and rear springs which mount to the arms. Since this is a curbside and these were not visible when viewing the finished model from the side, and they were not needed for support I just left them off. The exhausts are chrome pieces which mount on top of the chassis pan and protrude through holes in the body just behind the front wheel wells. So most of the chrome is not visible, a good thing because there were lots of mold lines which do not show up once the body is mounted.

Wheels/Tires/Brakes: The tires are rubber vinyl. The kit came with rub on Yokohama marking, but I used the Pirelli Decals from my aftermarket sheet. The wheels and brakes come chrome plated, many racers use black or steel wheels but they looked so nice I left the chrome. The Brembo pad markings were decals. A wash over the brakes brought out the highlights.



Interior: The interior is a tub design that mounts on the top of the chassis. The molded in detail of the electronics is really nice.



Painting brings out the details.



I painted the tub gloss white to allow all the details to be visible when installed in the final car. There is a full multi piece roll cage. There are no seat belts or seat belt decals included, so I used some decal seat belts from my decals stash.

Body: The body is one main piece, but the side vents are multiple pieces as noted previously. Everything fits together well. I painted it Testor

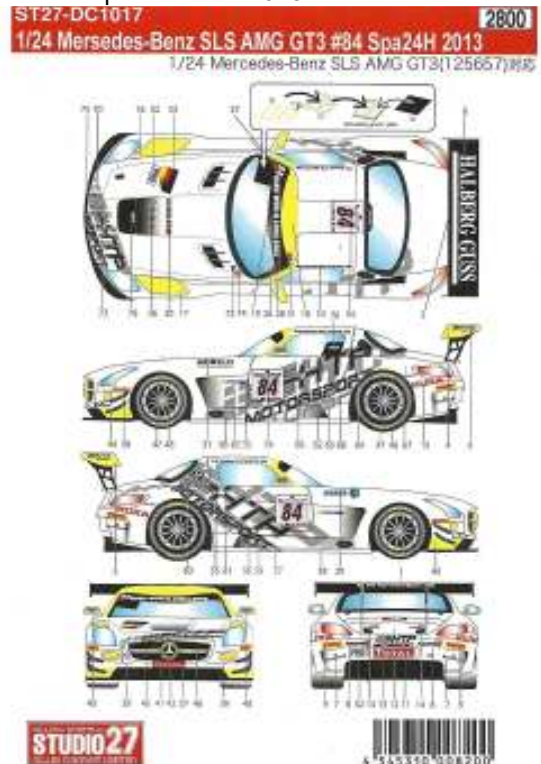
Classic White Lacquer, from the rattle can. It polished out well. The front winglets are four separate pieces, a bit fiddly but they went on fine. The large rear wing mounts on two struts and has two end plates that were a bit tricky. The front grille is several separate pieces over a separate grille so painting is no problem.

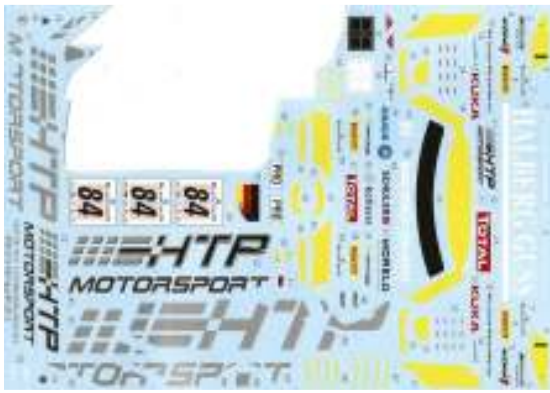
Final Assembly: The clear windows are a one piece unit that fits from underneath, and it fit fine. So did the clear headlights and taillights. The actual headlamps are chrome pieces. The rear taillights needed to be painted clear red. There are front and rear towhooks, these were painted red. The body fits over the interior tub onto the chassis with no problems, unlike several other recent builds.



Decals: As noted when I bought this kit I had a partial kit sheet and a partial aftermarket set. I did not like the kit Japanese anime style decals.

The other sheet was from Studio 27, which I had never tried. These were for the winning car from the Spa 24 Hours 2013.





The sheet was complete except for one side of the main sponsor, HTP Motorsports. So I decided to do a somewhat modified phantom version, maybe from an earlier practice session?



Since the body was white, I did want to use some of the yellow sections for contrast. I was pleasantly surprised at the quality of the color of these decals; they went on fine with a little setting solution around the biggest curves. And they dried very glossy, as glossy as the paint. I did not use all the yellow sections, just some to stand out. I should have painted the rear wing endplates white, as over the semi gloss black the yellow definitely looks darker,



The HTP Motorsport logo that was supposed to go over the front grille I used on the top of the hood, without the added shadow effects.



The decal sheet included a three piece set to represent the race position indicator lights on the upper left windshield, these I left off too.



Most of the rest of the decals were applied either where they were or fairly close. I was satisfied with the final look. And again the Studio 27 decals were great among the best I have ever used.



Summary: I am pleased by the end result. I have not built the Tamiya version of this car, which gets rave reviews online so I cannot compare it to this. But this kit had no real fit issues, and the end product looks good.



The real thing in action, SPA 24 Hours 2013



Moebius Arnie Beswick 65 Mercury Comet

Description: Arnie "The Farmer" Beswick's "The Comet" 1965 Mercury Cyclone A/FX

Manufacturer: Moebius/Model King

Kit: 1223 **Scale:** 1/25

by Elliott Doering



The birth of drag racing, as is often old, was a by-product of the aftermath of WWII. But, many will argue that the real birth of drag racing occurred in the 1960's. There was fierce competition between manufacturers in the stock classes - with Chevy versus Ford or Dodge versus Mercury dominating the landscape. Match races at tracks throughout the country brought large crowds to cheer their favorite. Then, with the likes of Dick Landy, the Ramchargers, Roger Lindamood, Sox & Martin and a host of others, racers began experimenting with altered wheelbases. That led to lighter bodies, fuel injection, and a host of other changes. That's when the real war started.

The early 1964 and 1965 Comets were factory built and then sent out for modifications. The frames were lighted up and other modifications made. The A/FX meant 'Altered Factory Experimental'.

Men like Arnie "The Farmer" Beswick and Dyno Don Nicholson, both superb engine tuners, began their racing career in the 40's and 50's. As the factory drag racing wars began to escalate in the mid 1960's, Beswick and Don were two of the individuals leading the pack, often ending up in the winner's circle with their Mercury Comets.

As manufacturers realized the potential of winning results and how it translated to sales, they became more involved in the activity. Guys like Beswick and Don raced for fun and money. The fun became a business and the money became important. There were many racers in the 1960's that caught the attention of the factories. Guys like Jack Chrisman, the Dodge Chargers, The Ramchargers, Dyno Don, Dick Landy, Gas Rhonda, and many more helped propel the factory experimental class in the mid 1960's. As they experimented with altering the wheelbase, supercharging or injection, bigger

slicks, transmission, etc., the factory wars were in full swing.

Moebius, who I consider the industry leader in the production of 1/25 scale model cars now that Revell has gone under (**stayed tuned – editor**), has been producing some highly detailed, outstanding model kits of late. Their Hudson Hornets took car modeling by storm, and this new Mercury Comet A/FX kit will well be in the running for "Kit of the Year" amid 1/25 scale model car kits.

The kit comes with the famous Ford 427 cubic inch, single overhead cam factory experimental drag engine, the dual snorkel hood, Cragar wheels and drag slicks, a complete drag racing suspension and interior, and colorful hi-quality decals to replicate the Arnie Beswick Comet A/FX.

There are multiple trees of medium gray plastic, flash free parts, including a tree of clear plastic parts for the windows, and bagged chrome parts. The chromed valve covers have indentations on them to show where to drill holes for spark plug wiring. Realistic rubber-like racing slicks and front tires are also included.

The large, fold-out, poster-like instruction manual features Beswick's car, and the front page includes important instructions for building the kit, although most good modelers already know these steps.

The back page features the suggested paint colors for all the parts making up this kit. There are also full color pictures of what the interior, frame, engine, and completed decaled car should look like. References are also given for Model Car World lacquer paints, as well as Bob's Paints.

There are six assembly blocks to complete this model, and within each block, there are minor sub-assemblies, lettered A-G. Each sub-assembly deals with few parts, and it is IMPORTANT to follow the written out instructions per block, as well as the diagrams for each block.

Construction begins with block one, in which the two engine block halves are glued up. It's important to follow the written out instructions in order, for ease of assembly of the engine. Be sure to align the engine block halves evenly, to allow for the intake manifold, cam cover, and cylinder heads to mate well with the engine block.

In assembly block 1-B, the valve covers, and transmission halves are added to the completed engine block. Be sure to sand out the seam created on the transmission, and insure proper mating of the transmission with the engine block. Then in block 1-C, the water pump, starter, coil, oil filter, and radiator hose all get added. Allow for drying time of all these parts, before moving on to the next sub-assembly.

In block 1-D, the fan, pulleys and fan belt, and alternator are added.

In block 1-E, the two 4-barrel carbs which should be painted with a mixture of Metalizer Brass and Aluminum, are glued to the intake manifold. You are given your choice of the stock oval air cleaner, or the correct drag racing air cleaners. A distributor is included, which can be drilled out for plug wires, but it's far easier to go with a pre-wired distributor. The upper radiator hose is also added in this block. The completed engine assembly should now be set aside for all parts to dry completely.

Block two concerns assembling the front wheels and tires, along with the rear wheels and drag slicks. The wheels simply press into the tires.

Now we come to the most difficult block in the assembly of this kit – the chassis. I highly recommend that parts be dry fitted, and their proper location well identified, before gluing of the chassis parts.

In block 3-A, the left and right engine mounts are added to the frame. These must be aligned straight and even, to allow for the engine to fit into the frame. It's also important to take ONE ASSEMBLY AT A TIME in construction of the chassis parts, to allow for hardening of the glue before adding additional parts. Once the engine mounts are completely dry, the left and right exhaust headers are glued together, and they should then be placed aside to dry well.

Then in step 3-B, you carefully position the headers in the frame, being sure to center the space between the header tubes over the engine mounts. DRY FIT to insure you see/know how the headers should be placed. Then, take your completed engine assembly, and insert it into the frame. Once it's centered on the engine mounts, you can fit the headers to the exhaust ports on the cylinder heads.

In step 3-C the wheel locator pins are placed into the left and right front spindles. Let this assembly dry well before proceeding. Once dry, you can add the backing plates. For step 3-D the left front shock tower is glued to the left inner front fender, and set aside to dry. Likewise, with the right shock tower and inner fender. When dry, you follow with the left spring, and left upper suspension arm. These constructions MUST be allowed to dry before the next procedure. Then, you do the right shock tower, right inner fender etc.

In step 3-E, the master cylinder is added to the firewall, and the firewall's added to the frame. Then, the spindle assemblies are added, and cemented to the left and right inner front fenders. Care and attention MUST be taken to insure the spindles are correctly placed left and right. During step 3-F, the lower radiator hose and upper radiator hose are cemented in place. Then, the radiator core support is added, making sure

that the radiator hoses are properly located. You then add the horns and hood latch.

In step 3-G, the rear axle is glued up, and the rear brake backing plates are added. Then, add the left and right rear springs, and add the drive shaft to the rear axle. Then add the left and right shocks. Now cement the rear axle assembly to the frame, making sure that the front locator pin in the drive shaft fits the transmission. Next, add the transmission cross member to the frame floor, and add the traction bars, and steering tie rod. This completes the entire frame assembly.

In step 4-A, the pedals, tachometer and small gauge cluster are glued to the dash. Next, cement the steering wheel and steering column to the dash.

In step 4-B, the left and right interior side panels are added to the floor, followed by the back seat elimination panel. Then, add the completed dash. Next, add the shifter and seats. Assemble the roll bar, and add it in place in the interior. This completes the interior. The interior color for all the A/FX Comets was bright red.

In step 5-A, we deal with the body. All the A/FX Comets were painted gloss white. First, install the rear view mirror to the inner roof of the body. Next, add the left and right vent windows, and allow to dry. The vents fit from INSIDE the body, so use care, and use glue meant for clear parts here. Then, add the rear backlight and windshield. These parts glue in from the OUTSIDE of the body. Then for step 5-B, the four headlights glue into the grille. When dry, the grille is added to the front of the body, followed by the rear body panel. Then add the door handles. A/FX drag cars did not use wipers, so you can eliminate them.

Finally, we come to block 6. In block 6-A, install the body over the completed interior and frame. Then add the front stone shield to the front bumper, and attach this front bumper assembly to the body. Next, add the rear bumper and tail light panel to the body. Follow that with the front and rear wheel/tire assemblies. Add the hood, and that completes the model!

Follow the back page decal placement pictures to add the Beswick decals. For those not wanting to build Beswick's car, there are alternate decals available thru SLIXX DECALS, for the "Dyno Don" Nicholson, and Hayden Proffitt Comets. The Nicholson decals are the most colorful of the A/FX Comets.

This kit is not recommended to the beginner car modeler. The entire assemblies in step 3 are complex, and require some advanced building skills. I rate the Skill Level at 3-4.

Still, this new Moebius/Model King kit ranks right up there with the other great releases from this manufacturer. It may well be "Car Kit of the Year"!

It's a MUST for those of us who well remember the "glory days" of 1960s drag racing. ED



2018 GTR Event Calendar

November 3 2018 Winnebago Area Model Classic (WAMC), Theme: 1968 "The Times They Are a Changin'"

Info: WAMClassic@gmail.com,
www.WAMClassic.wix.com

Nov 3 ACME Southern Nationals Model Car Show & Swap
Smyrna Comm Cntr, Smyrna GA
www.ACME-IPMS.com

November 4 Scale Auto Hobby & Toy Show
American Serb Hall, Milwaukee WI
www.uniqueeventsshows.com

Nov 10 IPMS Butch O'Hare
Holiday Inn Itasca, Itasca, IL
Website www.butchoharemodelers.com
Information contact: Hector Colon
hdcolon@yahoo.com

Nov 11 MotorCity>NNL 14
Macomb Comm College, Warren MI
DetroitAreaAutoModeler.webs.com

Dec 1 6th Annual Sno-Ball Bash
Attack of the Plastic Toy & Model Show and Swap
Johnstown Comm Cntr, Johnstown WI
Contact
Rick Allen @262.745.5500
or rickierods53@charter.net

Dec 2 Tinley Park Holiday Toy Show
Tinley Park HS, Tinley Park IL
www.uniqueeventsshows.com



IPMS News

GTR is a proud member of the IPMS organization. GTR is a local chapter, in Region 5, of IPMS/USA. We need five current IPMS/USA members to remain a chapter. The annual recharter process is now underway. If you are a current IPMS/USA member let Steve or Doug know your member number and expiration date. We encourage those who have lapsed to renew their IPMS/USA membership, or if you have never been a member enroll now! Details can be found at their web site, www.ipmsusa.org.

The 2019 Region 5 Convention will be back in Madison, WI on March 2.

IPMS Calendar

March 2, 2019 IPMS/USA Region 5 Regional Convention
Madison, WI

August 8-10 2019 IPMS/USA Nationals
Chattanooga, TN

July 29-Aug 1, 2020 IPMS/USA Nationals
San Marcos, TX

GTR on Facebook

GTR has a Facebook page. Check it out and join up! We encourage members and fans to post photos of your models or projects. Also the GTR Newsletter can be accessed from the site.



Grand Touring & Racing Auto Modelers

Based in the Chicago, IL Northwest Suburbs

2002/2003 IPMS/USA Region 5 Chapter of the Year

2007, 2008 & 2015 IPMS/USA Region 5 Newsletter of the Year

2018 Meetings: Every 1st Saturday @ 7:00 p.m.

Location alternates between member's homes and the Algonquin Township Building

Your current GTR Officers are:

President/Contact: Steve Jahnke 847-516-8515 stevejahnke@comcast.net
Secretary/Treasurer: Doug Fisher kkfisher1@comcast.net

The GTR Newsletter is written and edited by Steve Jahnke, Chuck Herrmann and Doug Fisher. If you or your club has news that you would like to pass on to the modeling community, send the info on to me digitally at stevejahnke@comcast.net .and I will add it to this newsletter as a blurb or link. Show dates are subject to changes/cancelation as dates shown. 2018 club dues are due \$15 measly bucks, send check or give cash to me with your contact information. Thanks! Please make check out to "Steve Jahnke" as we could not get a "club" named bank account)