



# GTR

## Newsletter

### November 2017

Hello GTR and Friends:  
By Steve Jahnke

In This Issue:

- Book Review: *Devil's Mercedes*
- Revell C7.R Review

What model(s) do you have on your bench right now? Now that we are in November, outdoor activities here in the upper Midwest are limited to leaf raking/blowing and of course eventual snow shoveling/removal. That means that you and I can spend more quality time on the bench. I am currently working on decaling AMT's 2016 Camaro SS and AMT's 2017 Camaro SS Indy 500 pace car. I have been into Pace cars for a while and have a nice selection of pace car kits and Fred Cady pace car decal sets for making a stock car into a pace car. Getting back to the Camaro siblings, the main difference between the two kits is that the '16 is a "snapper" or as AMT calls it "Snap It". It is a simplified kit without separate engine detail and a more simplified chassis; while the Indy car kit which is a full engine/chassis detailed kit. I will feature a review of both of them when done.

One other kit on my bench is the Revell of Germany Mercedes AMG GT that will go into paint either "today or tomorrow". I stocked up on fresh cans of Tamiya yellow paints: TS-34 Camel Yellow, TS-47 Chrome Yellow and TS-56 Brilliant Orange as well as Testors' Daytona Yellow and Boyd Aluma Yellow Pearl. Another color option is Colors for Miniatures 2013 Ford School Bus Yellow. Decisions, decisions. It has been ready for paint for the last 2-3 weeks while I try and make up my mind what color I am going to use. I find these color decisions a pleasant way to keep my creativity perking, which to me it is a big part of each build. I think you will find this month's newsletter a good read including Chuck's excellent review of the Revell's C7-R Racing Corvette. On a separate note I plan on attending the 35th Annual IPMS/Butch O'Hare Open Model Contest and Swap on November 11<sup>th</sup>, hope to see you at that show and drum roll please... and the Milwaukee Miniature Motors Swap Meet (Dunn show) Waukesha County Expo Center on December 3<sup>rd</sup> **SJ**

## **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**

**2017 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 <a href="mailto:stevejahnke@comcast.net">stevejahnke@comcast.net</a>
Vice President:	John Walczak	
Secretary/Treasurer:	Doug Fisher	<a href="mailto:kkfisher1@comcast.net">kkfisher1@comcast.net</a>

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](mailto: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. 2017 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)

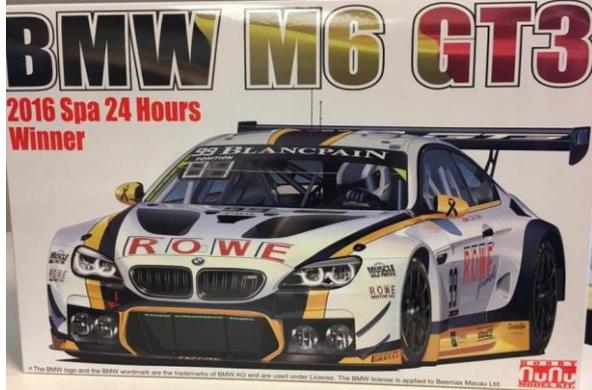


# MAILBAG

by Chuck Herrmann

## Industry News

### New BMW M6 GT3 Racer Kit



Due out this month is a new kit from Platz (nunu) Kit 24001. It is a curbside kit of the 2016 Spa 24 Hour race winner. 1/24 scale, US price around \$40.



### Revell Germany Flower Power VW Van

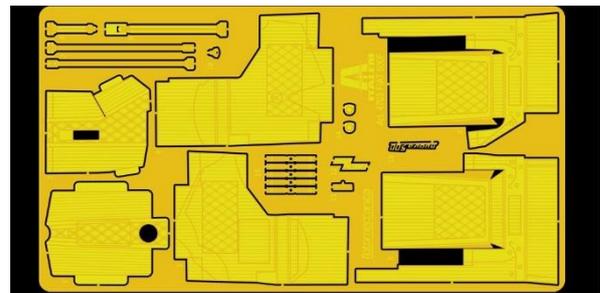


Revell Germany will be releasing their VW Transporter Van in a new Flower Power version. Looks like the additional decals are the only difference. Kit 07050, 1/24.

### Italeri 1/12 Fiat 500



Italeri has announced a new 1/12 scale Fiat 500 kit. This will include some photoetch.



## Media

### F1 TV moves to ESPN

Grand Prix television coverage will move from the NBCSN cable network to ESPN in 2018. NBCSN has covered the series since the demise of Speed TV network in 2013.

## Events

There are two local shows coming up on November 11. The Winnebago Area Model Classic is in Oshkosh, WI Oshkosh, WI.

And the IPMS/Butch O'Hare Open Model Contest and Swap in Downers Grove.

See the events calendar for details for all the events that I know of. We will begin adding 2018 events as this year winds down. If any readers wish their shows or any other events of interest to GTR listed send the information along to GTR.



# GTR News

## GTR Update

The next regular GTR meeting will be on Saturday, November 4 at 7:00 pm at the Algonquin Township Building

It is IPMS USA chapter renewal season. We need at least five current IPMS/USA members to continue as a chapter so please let Steve know your IPMS number and expiration date so he can renew GTR for 2018.

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.

### NOTE:

Please plan to attend the December GTR Christmas Party to

1. Have pizza and discuss models
2. Determine the Theme for the 2018 GTR NNL
3. Come up with ideas on how to spend money in our treasury
4. Have a blast connecting with fellow modelers

## October GTR Meeting

The October GTR meeting was held on 10/7/2017. After some business details, it was on to Show & Tell. Here are some photos of the models on the tables.



**John Walczak – Moebius '61 Pontiac Ventura**

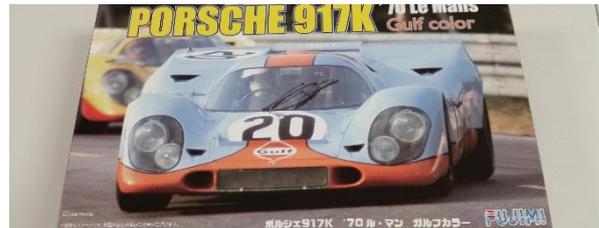


**Dave Green - MPC Ford Mustang Cobra II/ AMT '68 Shelby GT 350/ GT 350R Diecast from**

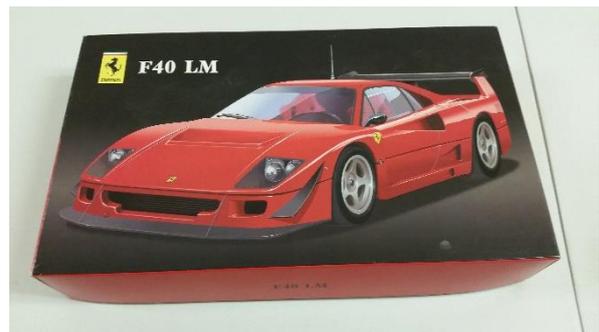
Hobby Lobby/Tamiya Ford Escort rally car/  
Jimmy Flintstone Ford Econoline/IMC 1941 Fire  
Truck/ Moebius '61 Pontiac Catalina racecar



Dave contemplating how he is going to find time to build all kits he brought.



**Dave Edgecomb - Porsche 917K**



**Dave Edgecomb – Tamiya Ferrari F40LM**

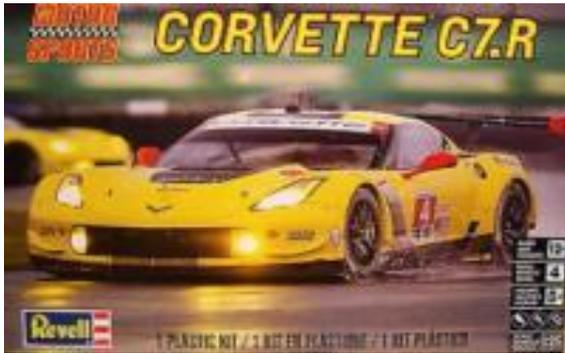


**Doug Fisher - Revell Germany Audi RS4 DTM**



**Doug Fisher – Fujimi BMW Z4-GT3**

# Review: Revell C7.R Race Car



**Description:** Corvette C7.R  
**Manufacturer:** Revell USA  
**Kit #:** 85-4304 **Scale:** 1/25

*Reviewed by Chuck Herrmann*



**Subject:** The successful factory Corvette GT racing effort began in 1999 with the modified C5 generation Corvette, and has upgraded as successive new generations of the iconic American sportscar were introduced. With class wins at LeMans, Daytona, Sebring and many IMSA races the program has been popular with American race fans. At the Road America IMSA events the lines for autographs and souvenirs during the lunchtime meet and greet sessions were the longest of any team, I never could get any because it meant I would miss the rest of the session waiting in one line.

The most recent upgrade to the C7 generation Corvette racer was launched in 2015 and was immediately successful, winning at the Daytona 24 Hours, the Sebring 12 Hours, and the LeMans 24 Hours to win the unofficial Triple Crown of International Sports Car racing. With only minor changes the car raced in 2016, again winning Daytona and Sebring.



Revell has produced model kits of all three generations of Corvette racers, the C7 kit came out late 2016. There are both Revell USA and Revell Germany versions, the kits are the same except for the decal sheets. The USA version has markings for the #4 car, the German release the other team car #3. I have several earlier releases, a completed pre-painted silver and black kit, the first version available, and also some later C5 and C6 kits, several in various stages of progress. When this new kit became

available, I decided to build it so I had a contemporary sports racer on the shelf.



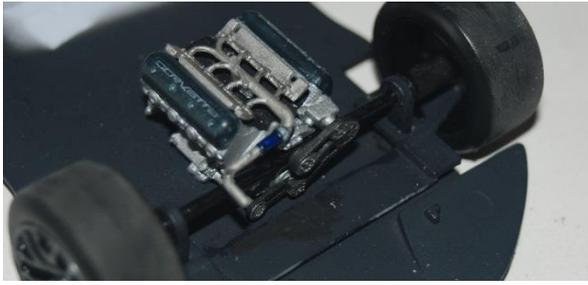
2016 Daytona – Corvettes finished 1-2!



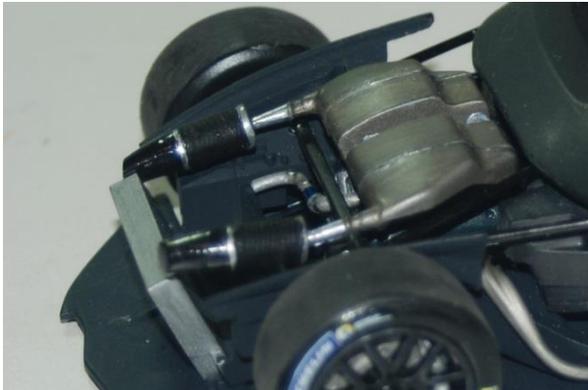
**Kit:** If you have built the earlier generation kits, the design and complexity level of this newest version will look familiar. The design is somewhat simplified, especially the suspension with metal axles. But there is a full engine and full interior details. I built the Revell USA kit, which comes molded in white with an extensive decal sheet.



**Engine:** There is an eleven piece 5.5 Liter V8 which mounts onto the top of the chassis/frame. It will be visible since there is a separate hood. The fan belt assembly is all one piece, much of the bottom detail is not there, but with the one-piece chassis it is not visible when installed. There is a slot just behind the fan belt to slide the metal axle through, which again is mostly hidden when done.



The last three pieces attach on the top once the body is attached to the frame due to the tight fit in the engine compartment. Once the air intakes are in place much of the lower detail is obscured from view. The exhausts are one piece for each side, it snakes through the side frame rails then under the interior pan to match with the body cut outs. Most of the engine was painted Model Master Aluminum with washes for details, the exhaust are Testors Jet Exhaust. The air intakes are actually carbon fiber pieces, it would have been nice if there were decals for this.



**Chassis/Suspension:** This part of the kit is very simply designed. One piece assembles with the brakes attached mount to the flat chassis pan, the wheels then attach to metal axles. The disc brakes, while attached, are detailed and visible on the completed build. There are decals for the brake assemblies.

**Wheels/Tires:** Tires are vinyl racing slicks, larger for the rears, which push onto the racing wheels which in turn are pushed onto metal axles. Disc brake details are included. The Michelin tire markings are included (thanks Revell!) on the decal sheet and look nice when applied and clear coated with Vallejo acrylic flat.



**Chassis/Suspension:** This part of the kit is very simply designed. Simple assemblies with the brakes attached mount to the flat chassis pan, the wheels then attach to metal axles. My example did sit level when done. The disc brakes, while attached, are detailed and visible on the completed build. There are decals for the brake assemblies. I painted the brake discs Testors Jet Exhaust and the calipers Testors Steel.



**Interior:** The interior builds into a nicely detailed assembly. There are no seat belts or seat belt decals in the kit. So I added some decals from my stash as this is very noticeable. There is a full roll cage and a racing seat. There are no seat belts or seat belt decals in the kit, so I added some decals as this is very noticeable. There are several decals for the dash and steering wheel to add some detail. Most of the interior is called out as black on the instruction sheet, I used several shades, flat, semi-gloss and gloss to try to let the detail show. I added flat red paint for the roll bar padding, along with red seat belt decals to allow them to stand out, but once the body is in place it is difficult to see much through the window openings.



**Body:** The hood and doors are separate pieces. The hood is removable when complete, but the doors glue into place and are not operable. The hood has the large duct for air intake as a separate piece, make sure you decal before attaching for the easiest fit. In the rear there are multiple pieces showing the exhaust fan and other details which I painted various metallics to stand out. The pieces here are a tricky fit onto the completed chassis so be careful.



The rear wing is a three piece assembly, the red end plates are decals and the wing was painted

semi gloss black then the carbon fiber decals for top and bottom were applied, it looks ok when done. There is also a small trunk spoiler that I painted semi gloss black. The side mirrors I sprayed red to match the rear wing end plates. This kit features pre-painted window trim on the one piece window, something I really appreciate and wish was included in all kits.

**Paint:** For the body color, the C7 racers seem to be a lighter shade of yellow than the previous generation. I went with Testors Daytona Yellow for the upper body. Then I masked off the top to spray the lower panels Testors Semi-Gloss Black.



After a bit of clean up, the final coat was Testors UltraGloss Clear. These were all Testors Laquer, shot from a rattle can. Then I polished it out to get it ready for the decals.



**Decals:** The decal sheet contains all the markings for the 2016 Daytona 24 hour winner, car #4. They went on great. The only flaw is the black roof and hood stripes. They are supposed to be two shades of black with a logo of the skull/alien used by the team but this is so light it all just looks black once applied.



**Assembly:** I did have issues with the final assembly of body onto the built up chassis and interior. The body would not sit low enough. I removed the roll cage and cut it down a bit. Then I removed the center of the clear window to allow the roll cage to sit closer to the roof. Finally it did all fit and look right. But the sides were a bit bowed out and did not sit flush against the sides of the frame which is how it attached. So I had to add some shims to get it to work.



**Summary:** My main issues were with the final fit. Other online reviews do not mention this, and others I have heard from did not have any issues. Maybe it was just a misalignment on a few pieces, which totaled enough to cause a problem. The rear tunnel supports also were a finicky fit, take care there. I did start this kit at one house, packed it up and finished at my new place, so I was a bit out my comfort zone. The kit is accurate for the 2015 car, but the decals are for the 2016 Daytona 24 Hours, so some body mods would be necessary to be totally accurate. The roof stripe decal also could be improved. And the kit is missing any seat belts detail, easily corrected but it should be there.



But overall this is nice kit that does look good when done. The level of detail is enough for me, some find it too simple but that is all a matter of preference. There are aftermarket parts available to model several versions and to update the body or backdate the decals. So this kit gets a recommendation from me. Thanks to

Revell we can model pretty much the entire lineup of the C5 to C7 racing Corvettes.



For the 2005 season Jake made his first official appearance, albeit in small form, underneath the XM Radio sponsorship decal on the B-pillar of the new Corvette C6-R racer during the 2005 24 Hours of Le Mans race. It also appeared as a stencil on the ground outside of Corvette Racing's pit stall. From there, Jake really took off, landing himself on team uniforms, driver's helmets and memorabilia. It has appeared on the race cars to this day.

The logo continues to evolve as it is popular with Vette fans. It has even been used by GM on later versions of street Corvettes.

### "Jake" – Corvette Racing Mascot Logo

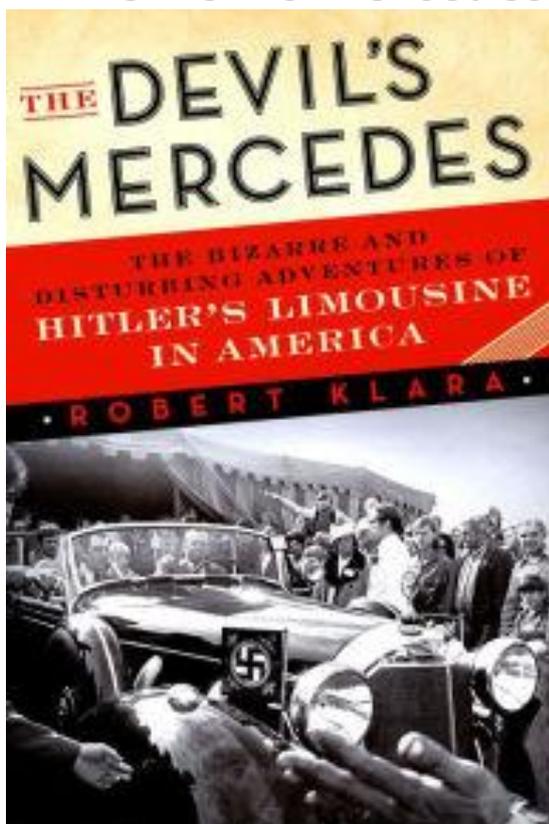


When noting the issues with the kit decals related to the barely visible logo in the top roof and hood stripes, I realized I had seen this hundreds of times but I did not know what it is called or the backstory. So I looked it up on the web, here is a brief summary.

In 2004 the team began using a plain skull logo. A fan of the team who was a graphic artist embellished it a bit, eventually adding the iconic Corvette crossed flag logo as the eyes.



## Book Review: *The Devil's Mercedes*



**Title:** *The Devil's Mercedes: The Bizarre and Disturbing Adventures of Hitler's Limousine in America*

**Author:** Robert Klara

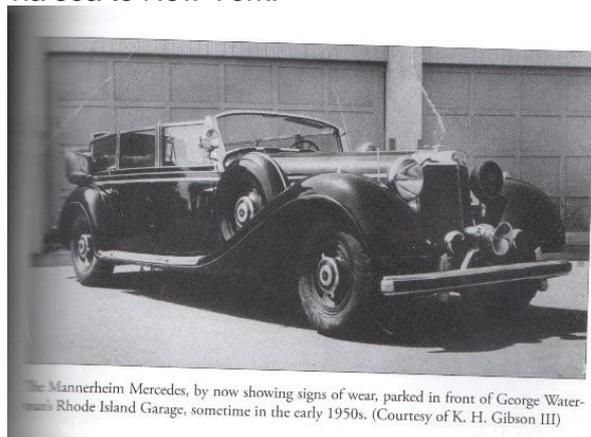
St Martin's Press, 2017 342 pages

*Reviewed by Chuck Herrmann*

During the Nazi regime in Germany before and during World War II, Mercedes Benz produced various limousines that were used by political and military leaders, including Adolph Hitler. The most impressive was the MB 770K Grosser 770K Model 150 Offener Tourwagen. It was about twenty feet long, seven feet wide, and weighed over five tons. Its supercharged, 230-horsepower engine could power the car to speeds over 100 m.p.h. With a luxurious leather interior, armor plated and equipped with hidden compartments for Luger pistols, the 770K was a sinister symbol used by Nazi leaders to promote their agenda. Deployed mainly for propaganda purposes before the war, the hand-built limousines—in which Hitler rode standing in the front seat, on a ledge that made him taller and more formidable —(Hitler apparently was a fan of fancy cars but he almost never drove

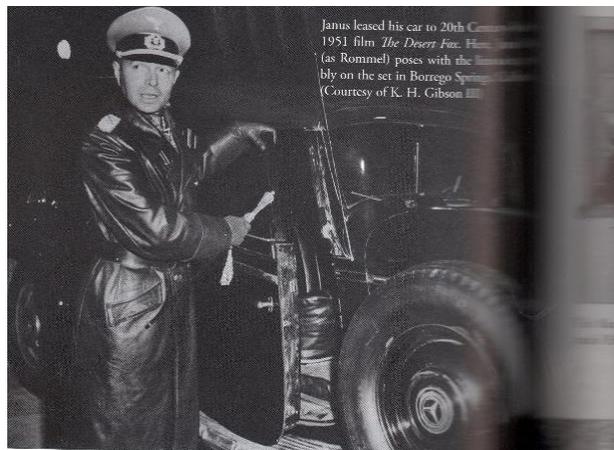
himself, he employed military chauffeurs), appeared in elaborate rallies and appeared in countless newsreels. Most of the 770Ks didn't make it out of the rubble of Europe after World War II. But several of them did. And two of them found their way, secretly and separately, to the United States.

Christopher Janus accepted a car from Sweden in lieu of payment for a shipment of goods from Sweden in 1946. It was shipped via sea to New York.



The Mannerheim Mercedes, by now showing signs of wear, parked in front of George Waterman's Rhode Island Garage, sometime in the early 1950s. (Courtesy of K. H. Gibson III)

A Chicago area businessman, Janus used the car for publicity events to raise money for charity. After appearing in a museum, the drive back from New York City to Illinois to appear at the Illinois State Fair was covered by newspapers across the country. Eventually negative feedback and comments, even threats, from the still fresh memories of the war lead him to sell it less than two years later. The car was later sold numerous times. At one point it set the then record at a Barrett Jackson auction, selling in 1973 for \$153K.



Janus leased his car to 20th Century Fox for the 1951 film *The Desert Fox*. Here, Janus (as Rommel) poses with the limousine on the set in Borrego Springs, California. (Courtesy of K. H. Gibson III)

It even was featured in a Hollywood movie, 1951's *The Desert Fox*.

Claimed to be Hitler's actual limo, in reality this example was actually was a car Hitler had gifted to the leader of Finland, Field Marshall Gustave Mannerheim to persuade Finland to remain a German ally in WWII. The Mannerheim car is now in the private collection of former General William Lyons in California, who became wealthy in the California real estate market. After a twenty year restoration it was the winner of the Pre-War Mercedes Class at the Pebble Beach Concours d'Elegance 2014.



General William Lyon quietly purchased the Mannerheim car in 1984. Its restoration would take many years to complete. Today, the car resides in the family's private auto museum in Southern California. (Photo by Robert Klara)

A second car was captured in Germany during the closing days of the war in 1945 by Army Sgt. Joe Azura. Claimed as a "war souvenir" by Azura, it was shipped back by the military in 1945 and used to tour to raise War Bonds.



In 1953, Kirkland Gibson commissioned the Trailmobile Corporation to build this custom rig to carry the Mercedes to carnivals and fairs. "Gibson was a bit of an eccentric," George Waterman III says today. "He had off-the-wall ideas." (Courtesy of K. H. Gibson III)

Later it sat in a government storehouse at the Aberdeen Proving Ground in Maryland until 1956 when it was sold at a war surplus sale. Azura never did get ownership of the car. After several additional owners it wound up in the Canadian War Museum. Claimed to be Herman Goring's car, a librarian at the museum named Ludwig Kosche researched

it, eventually proving it actually was a car used regularly by Hitler. It remains in the museum in an unrestored state.



In addition to the plates matching up, the Grosser in this photo—showing Hitler aboard and Hitler's standard flying from the stanchion—shared unique characteristics of the Grosser in Canada, including the hood and defroster vents, the crank hole in the grille, and the pie slice-shaped rear window. (Canadian War Museum)

Author Robert Klara relates the forgotten story of how Americans responded to these rolling relics of fascism on their soil. The book is well researched and includes ninety (90!) pages of footnotes. These limousines made headlines, drew crowds, made fortunes and ruined lives. This book details how the cars were tangled in a web of confusion, mania, and opportunism, fully entwined in a story of mistaken identity. This book is features investigative journalism that carefully traces the history of the two pieces of machinery over a span of seventy years. And it is a great story that both history fans and car guys will find interesting for various reasons. And it tells how the cars past and their links to the Nazi agenda caused (and still causes) many strong reactions from viewers.



# Bench Racing

By Doug Fisher



*This is a forum of modeler tips to be shared for all club members. Please forward any tips you feel will be helpful to everyone to me at [kkfisher1@comcast.net](mailto:kkfisher1@comcast.net) and I will include them in future editions.*

## Let's Solder On!

This month's edition is the use of solder for a multitude of uses in the build of a model. The really cool aspect of solder is that it is a metal [lead and tin] that looks like a metal in scale and is very moldable. There are all kinds of solder that can be used varying in size from about the size of exhaust pipes for drag cars to very thin for brake lines.

The initial use I found for solder was a substitute for exhaust pipes for a Pro Stock drag car. There was a divot out of three of the pipes that I could not fill and they were very visible on the finished model. Using solder from my plumbing stores, I was able to bend passable pipes to complete the kit. The thing I learned along the way was to be very careful on what was used to make the bends. Surprisingly, fingers worked the best as they are firm and without sharp corners [watch out for finger nails - ruined several almost perfect pieces with my nails]. Various paint brush handles worked for initial bending. For fine bending and fine tuning the required geometry, fingers worked the best to get things just right.

Once I saw the potential of solder, I was hooked searching the back shelves of hardware stores for any unique diameter I could find. My most frequent use is for very small diameter solder [.01 inch]. This stuff can be used for just about any hydraulic or fuel or sensor line on a model. For colors, I have brush painted and air brushed colors

on the solder. I am sold on forming the part and then airbrushing for the best look. Painting with a brush just does not give a good uniform look. Painting before forming causes paint to buckle and split at the bends.

For the past several models, I have found a really cool use for this thin solder. By crushing it into a flat strip there are all kinds of detail parts that can be created. Dash toggle switches can be replicated by crushing a portion of a short strip with a flat [no tooth] plyers. The round edge can be inserted into a hole in the dash and the flat part can be trimmed with a file or Exacto knife into the correct shape.

Battery connectors can be replicated in the same manner. Flatten the solder by rolling it with a handle of a hobby knife on a glass plate. This will give you a long flat square shape. Shape one end to roll around a red or black wire to connect to the proper terminal on the engine or chassis. The other end can have a hole drilled in it to fit over the battery terminal. You can even cut the edge to replicate the gap in the terminal connector.

Using the technique above, the shape you created can be used to replicate any kind of bracket, hold down strap or any type of restraint. I have use them to replicate brackets for electronic boxes, tie downs for electrical wires and ignition wire separators. I guess this is only limited by your imagination.

Next for me is to use solder to replicate the exhausts for the Jaguar XJR-9 LM. The trick for this is that for the V-12, the two stacks of 3 pipes then feed into a single exhaust on each side. Will be using thin brass to replicate the collectors - we will see how that turns out.

Happy Modeling!



## GTR Event Calendar

November 4 ACME Southern Nationals  
Smyrna (Atlanta) GA  
[www.acme-ipms.com](http://www.acme-ipms.com)

Nov 5 Scale Auto, Hobby & Toy Swap Meet,  
Serb Hall, Milwaukee WI  
Jim Welytok (262) 246-7171 [unievents@aol.com](mailto:unievents@aol.com)  
[www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

Nov 11 WAMC17 Winnebago Area Model  
Classic 2017 Model Show, Contest and Swap  
Hilton Garden Inn Oshkosh, WI  
[www.wamclassic.wix.com/wamc](http://www.wamclassic.wix.com/wamc)  
Email: [WAMClassic@gmail.com](mailto:WAMClassic@gmail.com)

Nov 11 35th annual IPMS/Butch O'Hare Open  
Model Contest and Swap  
Lakeview Jr. High School Downers Grove, IL  
Hector Colon [hdcolon@yahoo.com](mailto:hdcolon@yahoo.com)

November 23 Happy Thanksgiving!

Dec 3 Milwaukee Miniature Motors Swap Meet  
Waukesha County Expo Center  
Call Dale E. Jones, (414) 651-1980  
Website: [www.milwaukeeeminaturemotors.com](http://www.milwaukeeeminaturemotors.com)  
Email: [mkeminimotors@gmail.com](mailto:mkeminimotors@gmail.com)

Dec 3 Tinley Park Toy Show  
Tinley Park HS, Tinley Park IL  
Jim Welytok (262) 246-7171 [unievents@aol.com](mailto:unievents@aol.com)  
[www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

### 2018

Feb 9-18 106th Chicago Auto Show  
McCormick Place, Chicago IL  
<http://www.chicagoautoshow.com/>



## IPMS News

GTR is a proud member of the IPMS organization. GTR is a local chapter, in Region 5, of IPMS/USA. The chapter renewal season will be starting soon. We need five current IPMS/USA members to remain a chapter. We always 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](http://www.ipmsusa.org).

## IPMS Calendar

TBD 2018 IPMS Region 5 Convention  
hosted by IPMS/Moss Branson, MO

July 31-Aug 4 2018 IPMS/USA Nationals  
Phoenix, AZ

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

## 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.

