



GTR

Newsletter

June 2013

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Monaco GP 1962

GTR Auto Modelers

Based in the Chicago, IL Northwest Suburbs
2002/2003 IPMS/USA Region 5 Chapter of the Year
2007 and 2008 IPMS/USA Region 5 Newsletter of the Year
2013 Meetings: Every 1st Saturday @ 7:00 p.m.

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

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GTR Mailbag



by Chuck Herrmann

COVER PHOTO

May for Grand Prix fans means Monte Carlo, the most prestigious race on the F1 schedule. This month our cover is a great vintage photo taken at the Monaco Grand Prix in 1962. Fred Horky of IPMS/USA (he forwards the various chapter newsletters each month) has contributed a look back at the 1961 and 1962 Monaco GPs, which he attended in person! And next month we will feature his review of *The Limit: Life and Death on the 1961 Grand Prix Circuit* by Michael Cannell. So before you watch this year's race check out Fred's memories for some neat historical perspective.

INDUSTRY NEWS

第52回 静岡ホビーショー SHIZUOKA HOBBY SHOW 2013

業者招待日	5月16日(木)・17日(金)	一般公開日	18日(土)・19日(日)
メーカー・各社新製品展示 業者招待時	9:30-16:30 9:30-16:30	第52回モーターショーの開催会場 各社ブースにて本誌販売	9:00-17:00 9:00-16:00

The Shizuoka Hobby Show was May 16-19 in Japan. The Japanese manufacturers usually make kit announcements. As I go to press there were not many auto kits that I saw, maybe more will surface in a while.

EVENTS

Locally, June is a quiet month for hobby shows but July has several big ones, and of course the first weekend of August is the GTR Summer NNL – see the full page notice later in this issue.

See the events calendar for details for all of the events that I know of. If any readers wish their events or any other events of interest to GTR listed send the information along to me.

GTR is on Facebook



GTR now has a Facebook page. Check it out and join up!



GTR Update

Due to last minute scheduling conflicts of the officers we were forced to cancel the May meeting. We will work on being able to have more backup members available to open the meeting room to try to avoid this happening in the future.

The next regular meeting will be Saturday, June 1, at my house in Cary, IL. I will be mailing out directions to members prior to the meeting. Please RSVP as this meeting will include Sloppy Joes for dinner. Except for June, the regular monthly meetings will meet at the Algonquin Township Building.

The 2013 GTR Club Calendar is still available; cost to members is \$10. Let me or Steve Jahnke know if you want one. We are planning to do several photo shoots for the 2014 Calendar throughout the year. Steve took photos at the April meeting, watch for notice of the next shoot.

Any member who wants to bring up other ideas or suggestions for future meetings or activities, do so either at the meeting or contact me.

Past issues of the GTR newsletters are available on line.

Go to www.carsandracingstuff.com, then click on Newsletters, find GTR and our newsletters are achieved back to 2004. Thanks to Bill Crittenden for storing our newsletters on his site.

2013 6th Annual GTR Summer NNL

The GTR Summer NNL will be held Sunday August 4. The Theme will be 60 Years of the Corvette, with trophies for Best Street and Best Racing Corvette models. We have added a new additional category this year, Military Vehicles, so hopefully some of our military modeling brothers will join us at the show!

And we are now accepting trophy sponsorships (\$35 per trophy) and raffle

donations. Over half have already been sold so contact us if you are interested.

2013 GTR Club Project

To promote the NNL and to motivate members to build, the GTR club project this year will be Corvettes. Finish a Corvette model between now and the NNL in August, and bring it to a meeting, the NNL or send a photo to me and your 2013 dues will be refunded! There are lots of options as the Corvette is probably the most modeled subject there is. We are seeing projects each meeting that hopefully will be done by the show. So grab a kit and start building! I will have one this month.....

IPMS News

GTR is a local chapter of IPMS/USA, in Region 5. Local chapters need five active national IPMS/USA members to remain an IPMS chapter. We had enough National IPMS members this time, but we can use some more. So we urge 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, or see me for membership forms.

The 2013 IPMS/USA National Convention will be in August in Loveland, CO – see the website at:

www.ipmsusa2013.com/

From Kelly Quirk, IPMS/USA Region 5 Coordinator, we have the annual Chapter Awards. For 2012-13 they are:

Newsletter of the Year: IPMS/Butch O'Hare

Web Site of the Year: IPMS/Fort Crook

Chapter of the Year: IPMS/Alexander Lippisch
Congratulations to the winners.

We await news of the 2014 IPMS Region 5 Chapter Convention.

IPMS USA
International Plastic Modelers Society

2013 IPMS/USA Nationals:

August 14-17 Loveland, CO

2014 50th Anniversary IPMS/USA
Nationals at Hampton Roads, VA.

2014 IPMS/Reg 5 Convention: TBA

The Grand Prix of Monaco 1961-62: A personal historical perspective

By Fred Horky IPMS/USA #6390



My many years in the Air Force left many happy memories ...and a few of the other kind. Among the former, many are from a three year tour in Germany from 1959 to 1962, which was with the initial deployment overseas of the then-new TM-76A "Mace" surface-to-surface missile. As a bachelor on my first trip to Europe, I worked hard, and played harder. There were many delights in Germany, but the German weather wasn't usually among them. Therefore, the French Riviera became one of my very favorite places, and I managed to get there on leave three times. It was a time when, while military pay was meager, the prices weren't that bad, gasoline (for G.I.'s) was cheap, and we could travel from country to country, decades before today's European Union with its much more open borders; our military I.D. cards and U.S. Forces license tags had us waved through border crossings all over Western Europe. In fact, I didn't receive my first passport until after I had returned to the U.S.!

Being a bachelor I must confess that what I was most interested in seeing on the Riviera was not a race, but rather to investigate a new French invention, something that had been given its generic name after a previously obscure Pacific island; a place the U.S. had used as a nuclear weapon test site. In the half century that has passed since, most observers will have been numbed by the general exposure of flesh seen in that period, and they thus wouldn't really understand my situation then. But please consider; this was a time before the bikini was been exported to America, when women's bathing suits were very considerable garments,

still seemingly all designed by Omar the Tentmaker.



You just had to BE there THEN to understand my attraction to the Riviera! (Over and above the Riviera's generous sunshine, of which we didn't see all that much in Germany.)

As a flatlander from the Midwest, I knew little about international racing. In fact, I didn't know much about ANY racing. In those days, the Indianapolis 500 was pretty much synonymous with "racing" for most Americans. NASCAR was then still mostly a bunch of good 'ol boys only recently graduated from running 'shine on Saturday to racing on Sunday. (On a Monday in February 1959 during our launch crew training at Orlando AFB, I recall several of my missile mechanics excitedly talking about a first-ever race they had been to the day before. It had been at some brand new, hi-banked "tri-oval" track a few miles away. It had been so exciting, in fact, that Lee Petty was not announced as the winner of that photo-finish first Daytona 500 until Wednesday! That news meant little to me.

Racing was not yet televised anywhere, and not really reported very well in the print media. I wasn't able to read German newspapers, our *Stars & Stripes* tabloid only gave each race about an inch total, and a *Road & Track* subscription was months in arriving on a slow boat. So when my friend Dick suggested something about going with him in his MGA to the Riviera again and seeing a "Formula 1" race (whatever that was) at Monaco, I must confess to being concentrated on the Riviera part and not the race part, still being more focused on seeing stuffed bikinis.

So that was how I discovered racing: starting at the very top, knowing nothing whatever about the sport. My first race experience of ANY sort was the 1961 Gran Prix of Monaco! Racing historians today say it was the best win EVER of the great Sterling Moss, and one of the best races in history! My experience might be compared to someone's first football game, ever, being on the 50 yard line at the Super Bowl. From the

distance of more than a half-century, it's difficult to describe just how naive my reaction to Formula 1 had been

Dick and I had briefly visited the principality the previous October, zipping through on a fast late fall grand tour with another bachelor friend, Three Amigos in George's 1955 Buick Roadmaster Convertible. The Buick had been big car in the U.S., but was positively gigantic in postwar Germany, where the VW Beetle was classed as an "intermediate" sized car, and many folks were still riding bicycles to work year round. The locals termed the Buick as *Der Panzer Amerikaner*. On that fall trip, the beaches were empty and from the Riviera we had continued down the Italian coast, among other things in Pisa climbing every one ...puff, puff ...of the 296 steps of that famously crooked tower. In Rome we of course "did" the Forum and all the other sights, and when circling the Coliseum had schools of Vespa scooters scattering in front as if minnows in front of a whale. Our return was via Florence, Venice, Innsbruck, and Munich before finally getting back to our base.



Dick and his MGA, somewhere in the south of France

But on this second trip it was just Dick and I, to visit and enjoy just the Riviera. Besides the Monaco GP, the Cannes Film Festival was in full swing. Not that we were invited guests, but we did see Gina Lollobrigida surrounded by paparazzi.

Best of all, even with the puny pay scales of the then-draft-era military; we found we could do it on the cheap ...REALLY cheap. But definitely no five star hotels. Not even one star. Dick had learned of a sort of a campground run by an elderly couple on their once elegant, but now down-on-its-luck former estate, but still with its magnificent view from high on the hillside

overlooking the blue Mediterranean at the little fishing port of Golfe Juan, between Cannes and Nice. (The little town's main claim to fame is as the place Napoleon landed, to begin his attempt at a comeback after escaping his first exile on Elba.) Our tiny room had actually been the estate gatekeeper's room in happier times. Every morning we went out in the MGA to buy our fresh hot baguette of French bread, a chunk of cheese, and the requisite big bottle of vin ordinaire.

We figured the whole trip cost us about ten bucks a day, each, meals, gasoline, and Monaco GP tickets included.

Soon after arrival at Golfe Juan, we made a first quick drive over to the little country of Monaco, (it is a separate country). The course has remained nearly the same since the first race in 1929, and we wanted to play Walter Mitty by driving the course ...playing strict attention to lane markings and stop signs, of course. After all, they were still streets, not a race course! Driving through that long, curving tunnel in the MGA we could only imagine what a screaming Ferrari engine sound might sound like, echoing off all that tile. I'm not sure if now it's possible to drive the whole course anywhere near race day now: today's safety standards have demanded so many catch fences and steel barriers be erected that every spring six weeks are spent getting the barriers and temporary stands erected all around the little country. Today much of the charm of the city is blocked from our view on TV coverage of the race. Afterwards, more weeks are spent taking it all down.

In 1961, about the only nod to safety was a bit of Armco railing and a few hay bales.

An unusual addition to the little harbor that year was a WWII-era US Navy destroyer, the USS Fiske (DD 842), shown below arriving on port call from the 6th Fleet in the Mediterranean.



Note the opening to the famous tunnel just above the Fiske's forward stack.

These pictures found on the internet show the ship arriving several days before the race. Race day visitors were left to wonder the traditional model-ship-assembled-in-a-wine-bottle question: "How did they get it in there"?



In his book *Grand Prix – World Championship 1961*, the author, sportsman and Formula 1 BRM team owner of the era, Louis T Stanley, captioned this picture of the ship in his book with the words "The harbor was dominated by the U.S. Navy floating grandstand".



(Picture scanned from the Stanley book. Note sailors crowded amidships, anxiously waiting to board the Liberty Boat!)

As you can see, in 1961 the harbor held none of the mega-yachts of today. Back then mostly seen were small fishing boats, and not many of those. Today there are so many yachts in the harbor that on race day it would be about possible to walk across the harbor, deck to deck, without getting wet. And the yachts today are REALLY big, with the biggest larger than the Fiske, and anchored outside both the old harbor and the outer breakwater added since my pictures were taken. And I don't think the U.S. Navy would be invited today.

As mentioned, the 1961 course was much the same as the original 1929 event. A race driver getting even slightly off his race line anywhere faced curbs and stone walls only slightly softened by an insufficient number of hay bales, and those

in only the most obviously dangerous spots. (Drivers used to joke that “breaking the bank at the Monte Carlo Casino” meant missing the Casino Square turn at the top of the hill, and crashing **THOUGH** the doors of the famed casino!)

Today the course is much the same, but with a lot of Armco barriers added around the course, as well as catch fences. It’s a lot safer, but you can’t really see much of Monaco on race coverage: it’s almost like an open-topped tunnel through the principality. Of course, Monaco still has its very real, curved tunnel, still with its very hard walls. They say it takes a brave man to go up through the gears at full chat through that **CURVED** tunnel, not being able to see what’s happening even half way through! But of course, F1 drivers are brave men almost by definition...

In 1961, our tickets were for seats in a grandstand perhaps a hundred yards back from the start-finish line: which would put us in the center of the picture below. As I recall, they were bleacher seats, but were standing for the whole race



The only thing separating us from the cars hurtling by was a small fence of the polite variety, only substantial enough to hold up advertising signage. The fence had about the safety equivalent of the chicken wire that didn’t stop von Trips’ Ferrari in his tragic accident at Monza later that year.

Until I arrived at this race, I hadn’t even been aware that three American drivers were driving in F1, and doing well, thank you! (Compare that to today!) Scuderia Ferrari had Californians Phil Hill and Richie Ginther driving Enzo Ferrari’s spectacular torpedo-like “Sharks” ...the Tipo 156. (I’m not sure I’d ever heard of either before the race.) Ferrari was the only team really ready in 1961 for the new 1.5 liter formula. A third 156 was driven by German Count GTR Auto Modelers Newsletter June 2013

Wolfgang von Trips ... and he was a genuine German nobleman. Tragically, “Taffy” von Trips was destined that fall to lose the championship ...and his life ...in an accident on Ferrari’s “home course” at Monza.

My ignorance of F1 was further marked by not knowing the third American driving that dayyou might have heard of him ...another Californian, named Dan Gurney. He was driving what was usually referred to as the “baby bootie” (for its shape) Porsche, during the relatively short period that that famous marque competed in F1. Gurney later went on to compete in F1 with his “All American Racers” Eaglea pity that his company couldn’t survive. But we have dozens of round-e-round NASCAR teams. Go figure.....

That first Formula 1 experience certainly ignited my interest in F1 racing. A few weeks later Dick and I drove up to the famed Nurburgring and the Grosser Preis von Deutschland ...the German Grand Prix. It was not nearly as much fun as Monaco. First, because it was raining ...it seems to always rain at least somewhere among the dark hills and corners of Nurburgring. It was also a bit dull viewing, because we only saw them go by fifteen times. This was still the Nordschleife course; the old NORTH course, also known as the Grune Holle, or Green Hell; which winds fourteen miles up and down and through the dark forests of the Eifel Mountains, very close to Belgium. The location is near where the bitter WWII Battle of the Bulge had been fought at Christmas-time, 1944, and where the 101st Airborne Division became famous for saying “Nuts!” to the Germans who demanded their surrender at Bastogne Another nearby place name is Malmedy, infamous as where SS troops massacred eighty American POW’s during the same battle.

That race was in August, but since we were in the German Eifel and raining, it seemed as cold and miserable as November back home. But, but of course it was still Formula 1, and so the race went on anyway. Like Monaco, it was won by the “Rainmaster”, Stirling Moss, who managed to get and keep his Lotus-Climax ahead of pole-sitter Phil Hill and the rest of a snarling pack of Ferraris. (Years later Moss admitted that he didn’t really like to race in the rain any more than anyone else, but would pretend to relish it in order to “psyche” the competition!)

Naturally, by 1962 and after another German winter I was “pumped” to get back to Monaco for the next GP. From the next photo, are there any questions about “why”? This picture shows my little Ghia after climbing the hill to the missile launch site where I worked. Rather nasty conditions, and another reason I was happy to have a VW chassis under me!



But that last trip to the Riviera wasn't with the Three Amigos, or even the Two Amigos of Dick and myself. Well, maybe it was still two amigos, but the friend was different: SHE was my bride: I'd gotten married in January! (Things can happen in a year...) The junket, a second honeymoon, was a long trip in my Karmann-Ghia convertible, about the best “sheep-in-wolf's-clothes” imitation of a sports car ever made! With a sleek Italian (Ghia) designed body built by a German coach-builder (Karmann), it sat on a plain vanilla VW “Beetle” chassis and engine ...for my needs at the time, the best of all worlds to combine good looks, reliability, and low price (if not performance) in one package! (I drove it off the VW dealer's lot, new, for \$2000, delivered. I've since always figured that the money I saved driving the Ghia for four years paid for the first of the Corvettes that I've been driving ever since ...almost fifty years now!)



My bride and I drove around the Mediterranean coast of France to Barcelona, Spain for a few days; and then doubled back to the Riviera in time for '62 Monaco Grand Prix. In this picture of a billboard in the Golfe Juan area, two posters advertise the then-blood sports of the

period; one a advertising the upcoming Grand Prix of Monaco, side by side with another advertising an upcoming bullfight in the over two-thousand-year-old Roman Amphitheater in Arles, France. Both sports are still active today, but at least Formula 1 has lost most of its blood sport reputation.



We stayed at the same location Dick had been the previous year ...but in a considerably more comfortable accommodation. But for the race, I was determined to NOT be trackside this time. Instead we bought general admission tickets, which basically let you into the city; to then find-whatever-spot-you-can to view the race. That advice turned out to be very good, and we wound up with an excellent view! So what if we were standing for the whole time? Dick and I had stood throughout the year before! And what do you expect for a 5 NF ...about a dollar and a quarter ...general admission “Pelouse W” ticket? Mine is still taped inside my program, below.



“Pelouse” translates to “lawn”, but at Monaco it basically meant we could go anywhere up on the Rock of Monaco that we could find a vantage point to STAND and see the race course. After a long uphill walk ...our Ghia must have been a mile away, but then EVERYBODY'S car was at

least a mile awaywe found ourselves on that northeast ledge of the rock, with a magnificent view of the entire harbor.

The ancient Rock of Monaco is the promontory in the next picture. The Royal Castle is the large, red tile roof building on the near end.

The Rock has been occupied since Greek times, and identified in legend as the Port of Hercules. Its northeast side (at left) faces the harbor.



No Navy destroyer was in the harbor in '62, so in my pictures below, it looks virtually empty by modern standards. We were standing next to a sidewalk balcony near the back of the Royal Palace, then occupied by Prince Rainier and his American movie-star bride, Princess Grace. Besides the harbor, we could see the cars drive most of the course; up to where they disappeared around the casino at the top of the hill, to reappear when they had come down the opposite side to near sea level, and exited the tunnel.

While waiting for the race to begin, we made new friends of a young New Zealander couple, who were naturally rooting for a young new Kiwi driver by the name of McLaren. A rising star, Bruce McLaren won this race in a Cooper-Climax after a brilliant start. But he died just a few years later not in a Formula 1 car, but in a CanAm sports car from his own company. His name has since gone on to identified with a long history of Formula 1 and other performance cars. We were naturally rooting for Phil Hill, again in a Ferrari works car. A lot of the locals were also pulling for the "le Americain" as well: I'll never forget the excited little French boy near us who kept shouting, "FEEL HEEL, FEEL HEEL"!

In our pictures of the harbor, the closest turn to our location was the famed "gasworks" or gasometer U-turn, then still identified by the ugly black gas storage tank seen at the extreme left in

my picture. The race start then began on the harbor side of the tree-divided course, so gasometer was also the first turn. As expected when sixteen F1 cars arrive simultaneously at a turn with about a three-foot inside radius, we expected to see mayhem. We did.



I was shooting 8mm home movies of the start, giving the 35mm Kodak Retina Reflex to my wife to shoot, asking her to get a picture at that first turn. With a telephoto lens, her view was as looking through a telescope at the action. But I forgot to mention that the German-Kodak camera, while a FINE early reflex camera, did not have the automatic mirror return feature seen on later cameras. Thus, she got this picture.



It's a really excellent picture of the first turn shunt (which we didn't see for a couple of weeks after processing; remember this was a FILM camera). But she was shouting "WHAT HAPPENED?" having missed the race action real-time because the viewfinder had gone black. AND thinking for a moment that she'd busted my camera! We didn't learn until I'd received my *Road & Track* much later (things were REALLY slow then) that a track marshal had been killed by a wheel and half shaft seen flying over the hay bales at right. Also very vulnerable were patrons in the expensive bleacher seats, nearly out of sight at the bottom. So much for the hay bales.

Meanwhile, a Dornier Do 27 aircraft was flying around and around and around the little harbor with a camera crew, following the cars at about mast-height of the few sailboats there.



And now, for the "NOW" part of my presentation: what you'll be seeing on TV.



In the next photo, compare the "gasworks" turn to the present appearance of this end of the course. The gas storage tank of the "gasworks turn" is long gone; with the race course kinked out into the filled-in harbor to allow space for proper pits, which are the curved, white-roofed line of buildings next to the tree line. All that is left of the former REALLY tight "gasworks" U-turn of GTR Auto Modelers Newsletter June 2013

180 degrees is about a seventy degree right-hander now called Virage Antony Noghes, after the man who organized the first race all those years ago .

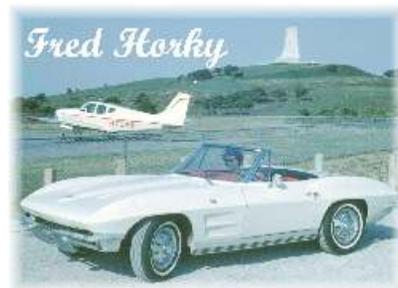
You'll note a lot more really expensive seating has been added. These stands have grown and old sight lines so blocked by new construction, that while the race seems the same, it's really not.



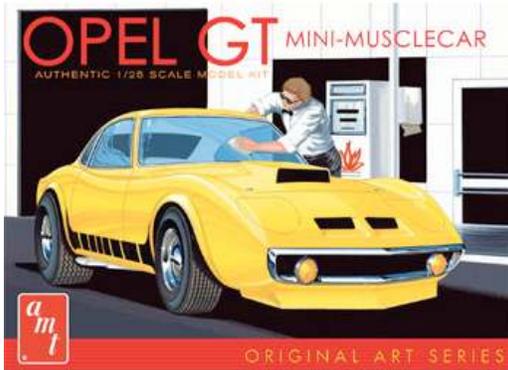
The days of the 5 NF ticket are sadly long gone. You can expect to spend thousands of dollars to watch the Monaco GP in person ...upwards of TEN thousand per person, for a package including two nights in one of the better hotels.

So that's Monaco, my favorite Grand Prix. If you only see one GP in your life, make it this one. No matter how much money they spend in Austin, Texas, it'll never be Monaco!

I'm certainly glad I got to see the Grand Prix of Monacotwiceand when I was young! And I'm also glad to be around now, to tell you about it! In fact, I'm glad to still be around, period!



Review: AMT's Opel GT Reissue



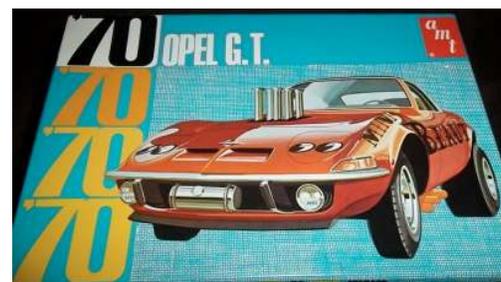
Description: Opel GT
Manufacturer: AMT/Round 2
Kit#: 729/12 **Scale:** 1/25
By Chuck Herrmann

Subject: The Opel GT is a two-seat sports car first presented as a styling exercise in 1965 at the Paris and Frankfurt motor shows, and introduced as a production model late in 1968 by Opel, a German subsidiary of General Motors. It relied partly on components from the contemporary Opel Kadett B and had a body made by French contractor Brissonneau & Lotz. Its styling has been likened to the 1968 Chevrolet Corvette which went on sale in September 1967. During 1968 to 1973, a total of 103,463 cars were sold. In North America, the GT was sold at Buick dealerships.

The Real Thing:



Kit History: AMT has released this subject several times over the years. It was an annual kit during the years the car was actually in production. Here is some of the box art from earlier versions, each of which had some different optional parts.





New Kit: I never had one of the old issues so I don't know what they contained but this latest one contains lots of parts to do several versions – stock, custom and drag.



No road race version but you can do an SCCA style car. The packaging is one of the oversize Original Art series, one thing that strikes you is the small body in such a big box! There is a frameable print of the cover art inside the box. Usual great packaging job by AMT, everything is in separate plastic bags within the box. Also this is one of the recent AMT kits that come molded in two different colors, white or yellow, and the color is identified on the box so you know what you are getting. My example is white, with chrome and clear parts.

Engine: there are actually two complete engines included here. The stock 1.9 liter four cylinder is 15 pieces with a Solex carburetor. The optional drag engine is a V-6 Buick, with choices of exhaust, oil pans, fan belts and either a carburetor or fuel injection set up. A real neat thing is the turned metal injector stacks. I really plan to use this V-6 in some rat rod or roadster custom project to show off those stacks.

Interior: The interior is a tub style design. There are two stock style bucket seats. A drag style roll bar is included.

Chassis: The chassis is one basic piece, utilizing metal axles (which thankfully do not run through the oil pan!). The rear end, driveshaft and leaf springs are one piece. For the stock version the front suspension is molded in. There is an optional front axle and springs as well as a different rear end and driveshaft for the race versions. This is all a bit simplified but

representative of late 60's kit design. For the drag version a wheelie bar is included.

Wheels/Tires: There are ten tires provided in the kit, along with three chromed wheel options. There are stock wheel covers, 6 spoke mag style wheels and the almost standard Round 2 chrome dish wheels.



Body: The body is one piece with separate hood. There are three different hoods along with a scoop in the box. Body mods include a front and rear spoiler and rear side window vents. There are separate chrome bumpers.



Perhaps the kit's biggest issue is the fact that the lower front body pan is molded onto the chassis plate. Per the instructions you attach it last. A quick fit test shows it has a large gap too late to fill and sand let alone paint at that point. I would plan to cut it off the chassis, glue and fill it then sand and paint before final assembly.



Summary: This is an interesting subject, and this release includes all the various goodies. It is dated in design, and there are significant mold marks that need sanding. But nothing an experienced modeler couldn't address, except the front body which looks like a bit of work to correct.

Dean Jeffries RIP

Dean Jeffries, a contemporary of California's great kustom kar kings in the early 1950s, who would go on to fame making cars for TV and movies, died Sunday May 5 at age 80.

Jeffries grew up in Lynwood, Calif., across the street from Indy racer Troy Ruttman and around the corner from Sam and George Barris' shop. He spent his days hanging around the greats: George Cerny, Von Dutch and Big Daddy Roth. He eventually landed a contract job striping cars for Barris where, among many IndyCar bodies and racers' helmets, he painted the "Little Bastard" logo on James Dean's Porsche.

Eventually Jeffries moved out of the Barris enclave and opened his own shop in Hollywood, settling in the famous Cahuenga Boulevard location he would call home for decades. For years you could drive by that shop, a couple blocks up the street from the Hollywood Bowl, and see the multi-wheeled and outrageous "Landmaster" from the movie *Damnation Alley* backed into its semi-permanent parking spot.

The first Shelby Cobra was painted by Jeffries. "The body was a disaster, all heliarced and torched up. I had only three days from start to finish. I asked Shelby what color he wanted, and he said, 'Any color you want.' So, not knowing if it was right or wrong, I painted it pearl yellow because I had heard on TV that yellow stood out the best." Shelby would later return the favor by providing Jeffries with a Weber-topped 289-cu.in. Ford V-8 and a four-speed transmission for Jeffries's Mantaray, an asymmetrical single-seater based on a 1939 Maserati 8CTF Grand Prix chassis.

Jeffries was perhaps most famous for the Mantaray, a bubble-topped creation built around a Maserati chassis and a Cobra engine. The car was the height of kustom kar extravagance in the early '60s.



The Mantaray would remain closely associated with him the rest of his life. There were photos of

him in the Mantaray with a girl leaning on it; there were scale models of it.



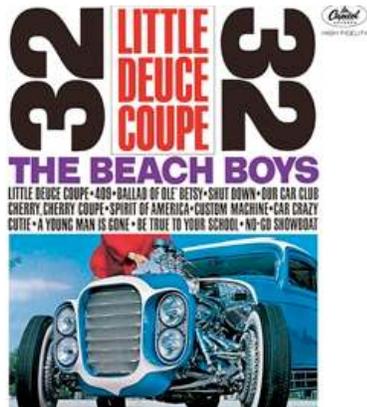
The Mantaray and other Jeffries creations launched the imaginations of a million SoCal kids who wanted to be Dean Jeffries. While he kept making great cars after that, he did it more and more without fanfare



He made big money producing movie and TV cars, most famously the Green Hornet, Monkeemobile and the beginnings of what would become the first Batmobile, the car George Barris famously finished.



Jeffries designed more than just cars for TV shows. Starships are also on his resume, and he built the most famous one of them all, *Star Trek's* USS Enterprise, NCC-1701. He also did the Moon Buggy for the 007 movie *Diamonds are Forever*.



He worked on the Little Duece Coupe, the Chilli Catalo 32 Ford, at Barris' shop.



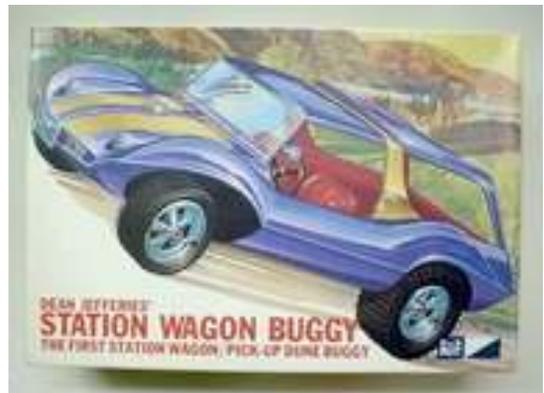
As noted, Jeffries did sports cars like the James Dean and other Porsches especially 356s, and was a big Indy 500 fan, much in demand for his paint jobs for Indy racers. One year he painted 22 of the 33 cars in the race.

He also designed and manufactured the Kyote line of dune buggies.

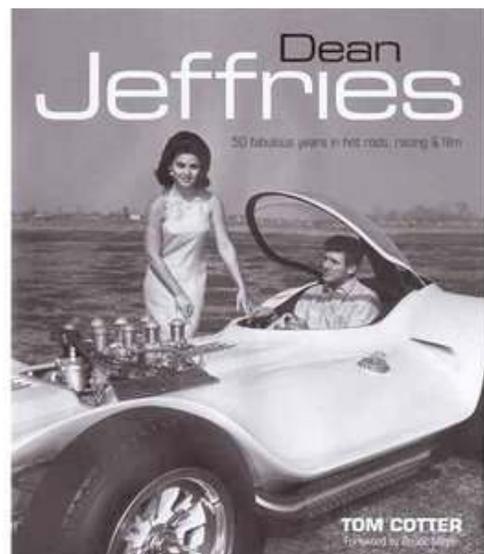


Jeffries was involved in the model car industry during the golden years of the hobby. The Monkeemobile was a huge selling model kit.

There were many other kits for several manufacturers that he was involved with, such as the series of dune buggies based on his real cars.



There are a lot more cars and achievements than we can mention here. The book *Dean Jeffries: 50 Fabulous Years in Hot Rods, Racing & Film*, written by Tom Cotter, is one good source.



2013 GTR Summer NNL

6th Annual Contest & Swap Meet

Hosted by: IPMS/GTR

Theme: 60 Years of Corvettes

Trophies for Best Racing and Best Street Corvettes

Attention Automotive Modelers; we have a summer show and swap meet for you! You are invited to our GTR Summer NNL contest and swap meet.

The Summer NNL will be held on Sunday August 4th 2013 from 9:30AM to 2:00PM at the Algonquin Township Building, 3702 US Highway 14, Crystal Lake, Illinois 60014

For the out-of-towners, there are tons of local accommodations from Days Inn to Holiday Inn. Admission to the show is a measly 5 bucks; you can enter as many models on the tables as you like (no additional charge) and we will serve a pizza lunch (again, no additional charge, soda extra; sorry had to draw a line somewhere) to all show entrants.

Did we mention that there is a swap meet too? There will be a free "trunk sale" swap meet in our spacious parking lot, vendors and show goers are encouraged to open their trunks and sell-sell-sell rain or shine. Vendor set-up starts at 8:30AM. Also we raffle off some nice prizes.

Our NNL style contest bestows "Best Of" awards as mandated by popular vote as determined by show attendees, official judging and nit-picking is strictly forbidden, praise and admiration from fellow modelers strongly encouraged.

Classes:

Competition Open Wheel	All scales	F1, Indy, Drag, etc
Competition Closed Wheel	All scales	NASCAR, LeMans/IMSA, Can-Am, Drag
Street	All scales	Street legal - Muscle Cars, Sports/Exotics, Tuners, beaters, factory stock
Custom	All scales	Modified custom vehicles
Commercial	All scales	Trucks, Taxis, Police, Ambulance and Emergency
Motorcycles/ Miscellaneous Curbside	All scales, all types	All types Hood closed, judged as displayed, includes slammers
Out of the Box	All scales, all types	No modifications to the kit except filler, paint, decals and foil
Theme: 60 Years Of Corvettes	All scales, all types	Any Corvette subject. Trophies for Best Street and Racing versions.
Chris Ducey Memorial Award	All scales, all types	Best Ford Kit
People's Choice	Any model	In the contest

Contact: gtrchab@yahoo.com
www.gtrautomodelers.freeservers.com





GTR Event Calendar

May 26 Indy 500 Indianapolis, IN

June 8-9 Heartland Model Car Nationals
Hosted by KC Slammers
Overland Park Convention Center, KS
Vern Lyon 913-782-0996

June 22-23 LeMans 24 Hours LeMans, France

July 13 NIMCON 2
Host: IPMSLakes Region Scale Modelers
McHenry County College, Crystal Lake IL
Phil Pignataro 847-658-9920

July 14 Attack of the Plastic Contest & Swap
Lake Lawn Lodge, Delavan WI
Rick Allen 262-728-5003

August 4 6th Annual GTR SUMMER NNL
Theme: 60 Years of Corvettes
Algonquin Township building
Crystal Lake, IL
gtrchab@yahoo.com

Aug 10-11 Road America ALMS and Grand Am
Elkhart Lake, WI



August 14-17 IPMS/USA National Convention
Loveland, CO
www.ipmsusa2013.com

Sep 14 Meadowdale Show
Raceway Park Carpentersville, IL
www.MIRPA.com

Sept 21 NORDICON 2013
Northern Star Council Boy Scout Camp
Fort Snelling MN
robertmaderich69@hotmail.com

September 22 62nd IL Plastic Kit & Toy Show
DuPage County Fairgrounds, Wheaton IL
(630) 969-1847 Email: pthpowerinc@aol.com.

Oct 19 IPMS Glue Crew
Howard Johnson Inn & Conf Center Wausau, WI
Joseph Drew 715-842-0173

October 20 Countryside Collectors Classic Show
Park Place Of Countryside,
Countryside, IL
www.uniqueeventsshows.com

Oct 24-27 iHobby Expo
Schaumburg, IL
www.ihobbyexpo.com

November 3 Scale Auto Hobby & Toy Show
American Serb Hall Milwaukee, WI
www.uniqueeventsshows.com

Dec 1 Tinley Park Annual Holiday Toy Show
Tinley Park H.S Tinley Park, IL
www.uniqueeventsshows.com

Dec 8 Milwaukee Miniature Motors Winter Show,
Waukesha County Expo Center, Waukesha, WI
Call (262) 646-4114 (Voicemail) or email
jdunn07@centurytel.net
<http://www.milwaukeeeminaturemotors.com>



Dean Jefferies 1933-2013

GTR Auto Modelers



IPMS/GTR Auto Modelers

Chuck Herrmann
338 Alicia Drive
Cary, IL 60013

Next GTR Meeting: June 1 , 2013

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