

Modeling diary >> Mercedes W196 Streamliner

For information on the W196, I referred to a book entitled *Mercedes Grand Prix Cars 1934-1955* by Louis Sugahara (published by Nigensha, which is also known for the monthly magazine *Car Graphic*). I don't think that I would have chosen to build the kit if I hadn't encountered this book. If you are interested in the history of the Mercedes Grand Prix cars, I highly recommend this book.

(Translator's note: I also have this book, and I must agree that it is by far the best reference book in print. There are many side view drawings and the history is written very well. The author also comments on each of the classic Mercedes Grand Prix cars in existence and points out the inaccuracies in their restoration.)

<http://www.amazon.co.uk/Mercedes-Benz-Grand-Prix-Race-Cars/dp/1933123001/>

<http://www.amazon.co.uk/Mercedes-Benz-Louis-Sugahara/dp/3898803996/>

December 6, 1998



I purchased the kit by mail order from Grand Prix Models in U.K. The kit is still listed in the current catalog, so you should be able to order it.

In the original kit, from 10 years ago, it came with Cartograf's decal, but the one I got came with Virages' decal. This indicates that there have been many re-issues in recent years.

The picture also shows the SRC's 1955 W196. It is an all-metal kit except for the wheels and the tires. I don't think that I am ready for this type of the kit, so I would concentrate with the Provence Moulage's kit.



I started the modeling by making Swiss cheese out of the body. The material for the Provence Moulage kit is semi-translucent, which makes it difficult to discern the depths of the shaved-out area. I sprayed primer in some places to increase the visibility and make it easier to work on.

I replaced the bottom plate with a 0.5-mm brass plate. I "borrowed" the driver's seat and the side fuel tank from the SRC kit.

December 7, 1998



The air inlet for cooling rear brakes was opened by a rotary tool, and I glued a strip of a 0.15-mm brass rod to the edge of the opening. I refined the shape with the epoxy filler.

I used Solar's filler for automotive repair. It has a fine texture and bonds well with metal.



You can not avoid the shrinkage in any filler, however, so I minimized the amount.

The hood for the air outlet shown in upper right corner of the picture was made with a 3-mm brass tube split in half.



After the filler dried, I sanded the area I fixed, and then checked the shape.

The body looks dirty in the pictures because many coats of the primer were applied and the body was sanded repeatedly.



The instrumental panel was made with a 0.2-mm nickel silver plate. I drilled three holes for each meter. I plan to apply the decal from the back of the panel.

December 8, 1998



I sprayed the body a thick coat of primer. After it dried, I shaved more resin around the lips of the opening on the body.

There is a fuel tank behind the cockpit. The real thing is made in aluminum, but in this model I sanded the nickel silver sheet with coarse sandpaper for the hairline texture effect. The four louvers are made with a 0.35-mm nickel silver plate.

December 9, 1998



I primed the area where I shaved and exposed the resin.

I waited until now to open the side air vents in the body. Whenever I use the rotary tool, I put the vacuum cleaner hose between my knees so the hose can suck in all the dust. It is midnight now and I can not use the vacuum cleaner, however, so I decided to do sanding in my bathroom.

December 10, 1998



In the bathroom, I can wash off the dust quite easily but I might accidentally flush small parts down the drain, too. I usually shield the drainage with a sock.

It is the first time that I show this photo! Can you see that I shaved the inside of the wheel housing with a rotary tool ?

December 11, 1998



I sprayed white as a base coat. The body now looks so shiny that it brightened my mood, too.

I could not dry the body in the dishwasher because it is a resin body and many air holes were filled with the primer.

December 14, 1998



I concentrated on the MP4/13 over the weekend. I almost finished with it, so I can devote all of my attention on the W196 this week.

I made the louvers for the air intake in front of the cockpit with a 0.2-mm nickel silver plate. It was so difficult that took me most of the day.

The tiny hole above the side view mirror in the picture is for the windscreen.

December 15, 1998



I polished the body before I sprayed it a coat of silver (Gunze's No.8).



I don't have much information on the driver's seat. I sprayed it dark gray, and then applied the tertian checker decal in the center. I finished off with spraying it flat clear.

December 16, 1998



I adjusted the ride height. I should have done this before painting the body.

As you can see, I inserted the 3-mm plastic sticks between the body and the ground. I did not glue the wheel shafts at this stage; I plan to glue them at the last stage.



The wire spoke wheels are made by Shinichi Kishida. It is a masterpiece made with real wires!

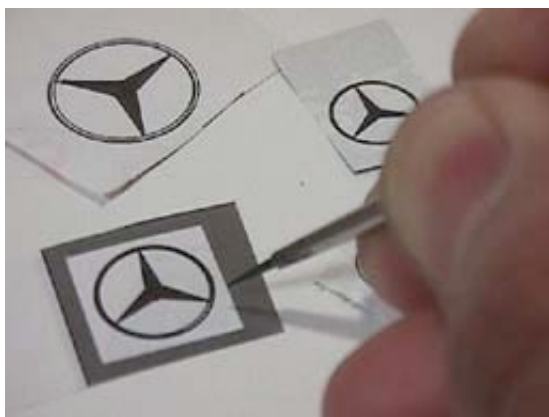
The wheel rims and the ABS tires are machined by my mentor Isamu Nomura. I made the center spinners (two fins for the front wheels, three fins for the rear) with a combination of Tameo's photo-etched part and pinheads.

December 17, 1998



The exhaust pipe that exits at the left side of the car is made with a brass tube (1.8 mm in outside, and 1.5mm inside). I inserted a 1.5-mm brass rod inside of the tube, heated them, and then bend with my fingers.

December 18, 1998



I ordered a special letter transfer for the three-pointed star in Tokyo. I copied the insignia from a car magazine and touched up the copy. I specified the reduction rate when I ordered the transfer.

December 19, 1998



I polished the silver body with #2000 sandpaper and a polishing compound. I sprayed the body silver again. I am quite satisfied with the result.

I only sprayed two coats of silver paint. A few hours after spraying the second coat, I was able to apply the decal. I applied the letter transfer to the nose first. Then, I applied the car number decals.

December 20, 1998

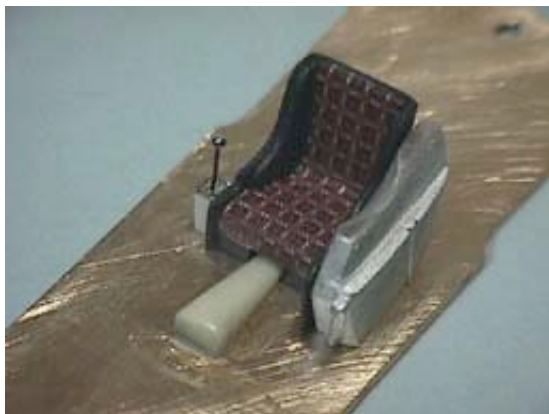


I glued the louvers to the body. I painted the underside of the body flat black.

I chrome-plated the tiny rings for the meters and the side view mirrors.



The rim for the steering wheel is made with a brass rod, and the spoke is from Renaissance's detail parts. I soldered the two together.



I was lucky to find the gate for the shift lever from Tameo's photo-etched detail parts. I made the base for the gate with a plastic rod. I found the perfect shift lever from my junk box.

I don't think the inside of the body was painted, but I felt it was better to paint the model gray.

December 21, 1998



I combined nine (!) different sizes of brass rod for the steering wheel shaft.

December 22, 1998



I chrome-plated the shaft and the exhaust pipes.

After chrome plating, I glued the parts to the body. I set the wheels and the tires to their correct positions, applied 30-minute epoxy glue to the chassis, and then put the body and chassis together.



The scene at three in the morning

I haven't attached the seat and the steering wheel yet.
I haven't sprayed the exhaust pipe clear black yet.
I haven't made the windscreen yet.

I am almost going NUTS!

January 23, 1999



I finally got the model back from the editorial office. I finally have a chance to make the windscreen.

The glass is made with a plastic sheet from Biore's nose cleansing strips (Clean. Honest.) I made the frame with a staple. I glued the glass and the frame together, and the modeling is finished!

