



GTR

Newsletter

March 2009

The Newsletter of IPMS Grand Touring and Racing Auto Modelers

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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

2009 Meetings: Every 3rd Saturday @ 7:00 p.m.

Location alternates between member's homes and the Fountains of Crystal Lake

March Meeting at The Fountains of Crystal Lake

On Rt. 31 about one mile north of Rt. 176

Your current GTR Officers are:

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630-553-0719

johnstp43@cs.com

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stevejahnke@comcast.net

Secretary/Contact: Chuck Herrmann

847-516-0211

gtrchab@yahoo.com

The GTR Newsletter is edited by Chuck Herrmann

Please send all correspondence, newsletters, IPMS information, articles, reviews, comments, praise, criticism to: Chuck Herrmann 338 Alicia Drive Cary, IL 60013

Unless indicated, all articles written by the editor. All errors, misspellings and inaccuracies, while the editor's responsibility, are unintentional. Feel free to copy for any other nonprofit use.

Check out the GTR Auto Modelers website at: www.gtrautomodelers.freeservers.com

GTR Mailbag

by Chuck Herrmann

Real World

New Camaro to Pace Indy 500



The 2010 Chevy Camaro has been chosen as the pace car for this year's Indy 500, May 24, 2009.

Global Stock Car Racing

I came across an international race series that seems to show where some of the old per-COT NASCAR race cars wound up. The Speedcar Series of races are held in the Middle East with cars obviously based on NASCAR, using 6.0 liter V8's on road courses. The drivers include Jean Alesi, Johnny Herbert, Jacques Villeneuve, Heinz-Harald Frentzen and Stephen Johansson.

For more check out: www.speedcarseries.com



Heinz-Harald Frentzen in action in Dubai.

2009 F1 Cars



The new aerodynamic rules for 2009 in F1 racing have resulted in a much cleaner appearance for this year, without all those

protruding aero bits stuck everywhere. I prefer the new look. Above is the new Force India car, but the new aero package is now a spec rule so all cars will feature the same wings. Once they are all on the same grid we can get a good comparison on how they differ.

Honda F1 becomes Brawn F1 for 2009

Honda Motor Co. has announced it has sold its Formula One racing team to team principal Ross Brawn. The new team will be called Brawn GP Formula One Team. No financial details were offered in the announcement. Mercedes will supply engines, an effort that called for specific agreement from all other team owners because Mercedes already supplies two teams, McLaren and Force India, the maximum allowed under current rules.

Veterans of 423 grands prix between them, Jenson Button and Rubens Barrichello will carry on driving for the team. www.motorsports.com

VW to Return to Dakar in 2010



Volkswagen, winner of the 2009 Dakar Rally, has announced they will return to the race next year. There had been rumors of VW's leaving, Mitsubishi has dropped out of the event already. But the Race Touareg powered by a 280-hp TDI diesel engine will be back. In 2010, the Dakar Rally will be held in Argentina and Chile again, from January 2 through January 17.

New Coffee for Race Fans

There is a new coffee targeted for racing fans. Redline Coffee, "...the first coffee created specifically for motorsports enthusiasts. Because apparently, "If we aren't driving, we are waiting to drive. So while we wait we drink Redline Coffee"

The quotes are from their website: www.redlinecoffee.com



They have also signed on as a sponsor of Flying Lizards Racing, a successful team who runs Porsche 911s in the GT2 class of the IMSA American LeMans Series.

Events

The big local event in March is the IPMS Region 5 Convention, this year it is combined with the annual Mad City (Madison, WI) event so it is being held a little earlier than the Regional usually is. It will be in Middleton, WI, in the Madison area. I will be going to the show and will have a report and photos for next issue.

The IPMS/Butch/O'Hare Chapter will host their 27th Annual Contest and Swap on November 14 at Lakeview Jr. High School in Downers Grove, IL

GTR NNL Update:

GTR will to host the Summer GTR NNL again this year. The date is Sunday, August 2, 2009. It will be the same NNL format and Trunk Sale swap meet as last year. The location is reserved, the Algonquin Township Office in Crystal Lake, and the theme is Brickyard: 100 Years of Racing at the Indy Motor Speedway. IPMS/USA has approved the date, it is listed on the IPMS/USA website, and the GTR website has a page with all the details. Trophy packages are now being offered, for \$35.

See the events calendar for details and for all the events that I know of. I will continue to add 2009 events; if any readers wish their events or any other events of interest to GTR listed send the information along to me.

Newsletters

Since last time, we have received print and electronic newsletters from:

IPMS/Lakes Region Scale Modelers, AMG Milwaukee, IPMS/C.A.R.S. in Miniature, *The Wingman* from IPMS/Bong Chapter, Winnebago Auto Modelers (WAM), Maryland Auto Modelers Assoc (MAMA), IPMS/Quad Cities Scale Modelers and Lake Michigan Model Car Club (LMMCC). The KC Slammers are now sending their newsletter via e-mail.

Copies of all these will be available for viewing at the next meeting.

Past issues of the GTR newsletters are now available on line.

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



GTR

Celebrates our Tenth Year!

1999 – 2009

In 2009 IPMS/Grand Touring and Racing Auto Modelers will celebrate our 10th Anniversary. The March newsletter from 1999 featured an article on the 1969 Cam Am Series, focused on the McLaren Mk8B to follow up on the release of the Accurate Miniatures kit, also a review of the Revell SnapTite VW New Beetle.

GTR News

GTR Update

The next meeting will be on the usual third Saturday, so it will be March 21 at the Fountains of Crystal Lake. Remember for April the Milwaukee NNL falls on our regular date, so there is no general meeting and rather we will have a club display table at the NNL. Any member who wants to bring up ideas or suggestions for future meetings or activities, do so at either at the meetings or contact me.

For 2009 the GTR dues will remain at \$15. Members can pay at the meeting or mail to me.

GTR is a local chapter of IPMS/USA. A local chapter needs at least five national members to renew, we are close as usual. If you could join IPMS it will help out the club and the hobby. I 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.

February GTR Meeting

The February meeting was on 2/21/09 at The Fountains of Crystal Lake. Attendance was very light due to another cold and icy night, so no business was done just a little modeling discussion.

GTR Classifieds

For Sale: Selling Off Collection

Over 300 Plastic Kits: Tamiya, Fujimi, Hasagawa, Revell/Monogram, MPC, AMT and more 1/18th Diecast : Exoto, CMC, Auto Art, GMP, Minichamps, NASCAR, etc.

Resin Kits: Fisher, Renaissance, LeMans Miniatures, Profil 24, CMA, Scale Designs.

Most kits new, some slightly started, mostly race cars and exotics, ASA, Formula 1's. Also many slot cars.

Please contact: Dave Edgecombe, 815-566-2339 or jedgeco@hotmail.com

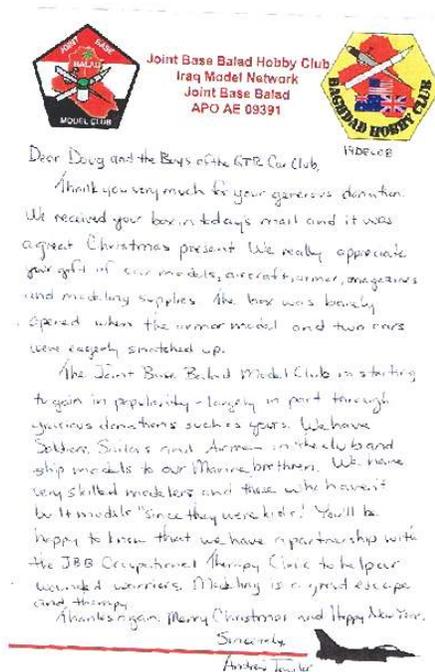
Wanted: Carb air box for the Revell Thunderbolt Fairlane, pristine or painted don't care

Contact Steve Jahnke at

stevejahnke@comcast.net or 847-516-8515

Kits for the Troops:

GTR's Doug Fisher, who has coordinated several collections of kit donations to send to the troops in the Middle East, has received several letters of thanks, including the one below:



If anyone wants to donate some kits or supplies for another shipment, bring them to the next GTR meeting. Or let Doug or I know and we will coordinate getting everything together.

IPMS USA

International Plastic Modelers Society

National and Regional

Conventions:

2009 Region 5 Convention:

March 13-14 Madison, WI

2009 Nationals: Aug 19-22

Columbus, OH

2010 Nationals: Phoenix, AZ

Building a Can Am Turbine (that never was!)



Kit: MPC Can Am

Mfg: MPC/ERTL **Scale:** 1/25 **Kit #:** 38087
by Chuck Herrmann



The Subject:

The Howmet TX was a turbine powered sports car, raced in 1968 at LeMans, Daytona, Sebring, Brands Hatch, Oulton Park and Watkins Glen as well as some SCCA events. The car won the SCCA race at Huntville, Alabama, and also the 4.5 hour race at Marlboro, MD. It remains the only turbine race winner. Drivers included Bob Tullius, Dick Thompson, Ray Heppenstall and Ed Lowther. It was developed by the Howmet company, based in Palatine, IL so it has a local connection. The design was by Bob McKee who is famous for several other sports cars including

the McKee Can Am cars. The concept was that it was lightweight and dependable. It qualified third at Sebring behind the Porsche 908s. And it finished third at the Watkins Glen 6 Hours. But the complicated and radical design never was able to be fully developed by the small team. Later one of the cars was converted into a roadster to attempt some land speed. Named the TX Mk II, in 1970 it set six records for turbine engine vehicles records on a stretch of road near Talledega Speedway. Then the cars were retired. The cars were sold by Howmet to Ray Heppenstall for \$1, without the engines which had to be returned to the manufacturer. They are all in the hands of collectors now. Two of them, including the roadster chassis which was converted back into a coupe along with a spare never raced chassis were built up into running cars, which were restored by the original designer Bob McKee in Lake Zurich, IL, another local connection. The original coupe has been seen again at vintage racing events, starting with the Elkhart Lake Historics in 1996. The spare car was completed in 2000.

A great reference book on turbine powered race cars is *Turbine Grand Prix* by Gerard Crombac. Published by Automobilia (Italy) in 1989, the book is in Italian, English and French and also covers the Indy turbine cars and the Lotus 56 as well as some more obscure efforts.

The Story:

The legendary Canadian American (Can-Am) Series was a racing series from 1967-1974 for sports car that featured very few rules, very fast racing and all sorts of famous race cars. In addition to the famous successful Lolas, McLarens, Chapparals and Porsches, since there were few rules there were a lot of unique designs and lots of "backyard specials" that ran rarely or at all.

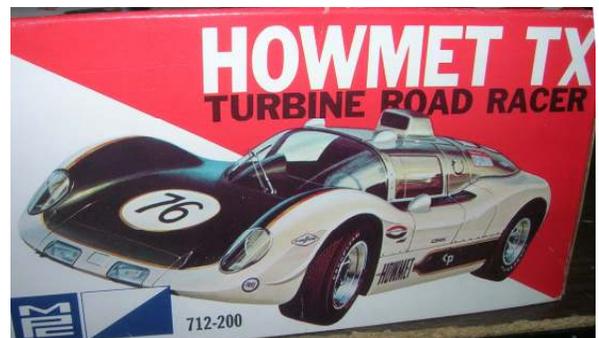
I had heard there was a turbine Can Am car, presumably a reworked TX coupe. But in looking through all the race results from the book *Can Am* by Peter Lyons, I see no reference to this car ever running in a Can Am race. If one was built and showed up somewhere that is something I cannot confirm. But when this kit came out, I decided to model a phantom Can Am racer that may have run in the Can Am, if the story below were true...



After the 1968 racing season, the Howmet team modified one of their coupes into an open cockpit car to run for some turbine engine land speed records. When they were done, they sold off the cars to the original builder and driver Ray Heppenstall for \$1. When approached about entering the Can-Am Series, where the wide open Can Am rules allowed for turbines, to help pay off some outstanding bills he took an unnamed gentleman driver's money and went racin'. The roadster came back to the track and the team got back together. The open cockpit car was set up for the 1971 season. Upgrades included the rear wing, air scoop and mirrors.

Unfortunately for this effort, by 1971 the cars in Can Am were truly some of the fastest racing cars ever developed. The McLaren team was running the dominant M8F with Peter Revson and Denny Hulme, Jackie Stewart was pressing them in the L&M Lola T260 and Porsche had unleashed the first of the later all conquering 917/10 series. So the little shoestring budget turbine, which originally put out 330 HP set up for endurance racing soon proved uncompetitive in a field ruled by raw horsepower. After some test runs and failing to make the starting grid at the first several races of that year the car and team faded away, another of the many unique and fascinating cars from one of racing's greatest series.

The Kit:



MPC first did a 1/25 kit of the coupe sometime in the 1970's. It was a full detail kit and it had a large number of small parts. I have only been able to look at the kit once or twice, it is now quite rare. At one of the old Hillside (IL) swap meets about 15 years ago I had a chance to buy a glue bomb example of it for \$3. I hesitated, then saw a complete kit for around \$100 but by the time I got back to the first guy he was gone. I know that some years later MPC issued an updated roadster version of the kit, but then it was not seen again for several years.



AMT/ERTL, who had absorbed MPC some years earlier, reissued a kit of the roadster version, now called MPC Can-Am, in 2003. I assume the tooling for the coupe was modified to do the roadster so we probably will never see the coupe reissued. There are extra parts in the roadster kit that obviously were from the coupe. When this kit came out I grabbed a few of the roadster kits, one to build and one in case I ever run into that guy selling the glue bomb coupe – I would have the missing parts for a rebuild. This is a full detail kit, complete suspension, interior and of course the unique turbine engine.

The design is dated, lots of small fidley parts. It comes molded in light grey with chrome plated pieces, and the chrome finish is poor. There are lots of mold lines and it requires a lot of sanding to remove them. I was surprized the suspension went together as well as it did, I did not have to do too much hieght adjustment or leveling. The most difficult part was getting the engine to sit right, more on that later.

The Build:

The kit body is rather basic, so as I envisioned a hypothetical Can Am I did some research to see what the cars of the era looked like. After digging in the parts box I found a few items that may have been seen on a Cam Am competition car in 1971. I added a rear wing that looked accurate for the time. The scoop was from an old Revell Firebird kit if recall correctly. I cut out a hole in the engine cover, attached it from underneath then filled in the gaps on top. The mirrors were from a old Japanese kit (for the street cars with the mirrors positioned way up front on the frnders). Since this was a Can Am car and they did not run at night, and the kit set up looked pretty lame, I glued the clear headlight lenses on, then filled in the seams.



The kit builds up off the flat floor plan.



The chassis in my kiy was flat, not wrapped, which helped with the previously mentioned level suspension. I decided to do most of the model in metallic colors, so the chassis pan and interior as well as the engine compartment were brush painted with Graphite & Oil, by Scalecoat, a model railroad color that can be burnished once applied to highlight the metal effect. I also used some Bare Metal foil on the floor of the interior for variety. The seats glue onto the floor, I weathered them a bit then added tape belts and some photo etch buckles. The dash was painted flat black and I painted the dials white with some added silver and red details. I did a light wash and some drybrushing of brown and aluminum to do a bit of weathering.

As I write this, I can't remember if the kit wheels came plated or not! (I started building it sometime in 2004, between moving and many other works in progress it somehow took this long to finish). I painted them Humbrol Metallic Grey on the spokes, another color that burnishes out to look like metal, and Humbrol Silver for the rims. I was happy with the results. The tire lettering is a Fred Cady decal covered by flat acrylic clear. The mounting points were very delicate, so I strengthened them with some plastic rod over the suspension mounts and on the wheel backs.



Of course the turbine engine is a unique feature of this car. It rather simplified here, I used a combination of the various metallic paints already mentioned along with other aluminum and silver paints. I drilled out the exhausts deeper to look more like tubing than plastic rod. The most difficult part of assembly was getting the engine to mount so the exhausts stick up through the opening on top of the engine cover. My first try, going per the instructions, wound up way too low. Apart it came, I added some parts box bits between the engine and chassis to get it higher. Before everything was glued together, I had to try hold the front body section, the engine cover, and the engine to try to guess the proper fit. With all these insecure parts, the second attempt was still off. So I waited until the body was painted so I could at least attach the front section and I was finally able to align the engine so the exhausts protrude through the top of the body. The engine compartment still looks pretty sparse to me, but without any reference photos of the real car I was not sure what else to add. I debated gluing it shut, but since the turbine is the major point of interest of the car I decided to leave it open. But I did add a few bits from the parts box and I may add some more later.



To paint the body I used Tamiya spray can White primer and then Tamiya Gloss White. The phantom scheme uses decals from various sources. I found some red stripes from a Tamiya 1/12 Yamaha motorcycle kit that added some pop. The J Wax Can-Am stickers came from a Microsport sheet that includes lots of vintage Can-Am decals, including individual race tech inspection stickers. For the rear wing I used Bare-Metal foil. The kit decals, sparse to begin with, were pretty much useless, crumbling in water. By using Microscale Liquid Decal Film I was able to salvage the Continental markings, they were the supplier of the turbine engine.



In the rear, I added some photo etch screening from the parts box (from a Fujimi Ford GT MkII kit) to cover some wide open vents.



So there it is. I think this captures the feel of one of the low budget specials that helped make the Can Am series one of the most technically interesting ever. Maybe I will find an affordable coupe kit some day to do the LeMans version. Now on to another turbine, the 1967 STP Turbine started for the GTR Resin 2001 club project.....so many kits so little time!

GTR Summer NNL

2nd Annual Contest & Swap Meet

Hosted by: IPMS/GTR Auto Modelers

Theme: Brickyard: 100 Years of the
Indianapolis Motor Speedway

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 2nd 2009
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.

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.



Contact: gtrchab@yahoo.com

See: www.gtrautomodelers.freesevers.com

GTR 2009 Event Calendar

March 13-14 IPMS Region 5 Convention and
Mad City Modeler 14th Annual Show
IPMS/Mad City Modelers
Madison Area West Middleton, WI
Jim Turek 608-329-7222
jturek@tds.net

March 21 12 Hours of Sebring
ALMS Sebring, FL

March 28 Oshkosh Hobbytown USA Spring
Model Contest: featuring Revell 32 Ford kit
Hobbytown USA, Oshkosh, WI
www.hobbytownoshkosh.com

March 29 Countryside Collectors Classic Toy
Show with 1/43rd Collectors Club
Jim Welytok 262-246-7171 unievents@aol.com
www.uniqueeventsshows.com

April 4 Somthingth Annual Event
Marquette, MI
Upper Pennisula (MI) Scale Modelers

April 18 Wisconsin NNL 17
Hosted by Automotive Modelers Group
Excellence Center, Waukesha WI
mdowd@wi.rr.com scottiekl@charter.net

April 19 27th Annual Spring Scale Model Show
Waukesha County Expo Center
www.milwaukee miniaturemotors.com

April 18 23rd Annual NNL East
Wayne P.A.L Building, Wayne NJ
Tom Geiger nnleast@aol.com
www.nnleast.com

April 25 15th Annual Contest
IPMS/West Des Moines
Point of Grace Church, Waukee IA

April 25 Ferrari Expo
Continental Autosports, Hinsdale IL
Tom Tanner alfaromeo2465@yahoo.com

April 30-May3 GSL-XXII Great Salt Lake
International Scale Vehicle Championship
Salt Lake Sheraton City Centre
www.gslchampionship.org

May 2 Hoosier Model Car Association Swap Meet
and Contest
First Church of the Nazarine, Indianapolis
indymca@hotmail.com

May 24 Indianapolis 500
IndyCar Series, Indianapolis Motor Speedway

June 7 11th Annual NNL North
Knights of Columbus Hall, Bloomington, MN
www.RPModelClub.com
Swap Meet: Jim Kampmann@gmail.com

June 13-14 Heartland Model Car Nationals
Hosted by Kansas City Slammers
Overland Park Con. Center Overland Park KS
Bill Barker wlb19@yahoo.com

July 16-19 Redman Historics
Road America, Elkhart Lake WI
www.roadamerica.com

August 2 2nd Annual GTR Summer NNL
Theme: Brickyard
Algonquion Township Offices Crystal Lake, IL
Steve Jahnke stevejahnke@comcast.net
Chuck Herrmann gtrchab@yahoo.com

August 13-16 American LeMans Series/IMSA
Road America, Elkhart Lake WI
www.roadamerica.com

August 19-22 IPMS/USA National Convention
IPMS/Eddie Rickenbacker
Greater Columbus Convention Center
Columbus, OH www.ipmsusa2009.org

Sept 27 54rd Illinois Plastic Kit and Toy Show
DuPage Country Fairgrounds, Wheaton IL
Info: Past Time Hobbies 630-969-1847

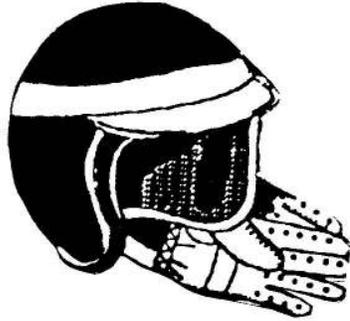
October 22-25 iHobby Expo
Donald E. Stephens Conv. Ctr, Rosemont IL
www.ihobbyexpo.com

November 1 Scale Auto Hobby and Toy Swap
Serb Hall, Milwaukee WI
Jim Welytok 262-246-7171 unievents@aol.com
www.uniqueeventsshows.com

November 14 IPMS/Butch O'Hare 27th Annual
Contest and Swap Meet
Lakeview Jr HS, Downers Grove, IL
IPMS_Butch_Ohare@yahoo.com



GTR Auto Modelers Newsletter



1999 - 2009

**GTR Celebrates our
Tenth Year!**

IPMS/GTR Auto Modelers

Chuck Herrmann
338 Alicia Drive
Cary, IL 60013

Next GTR Meeting: March 21, 2009
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