

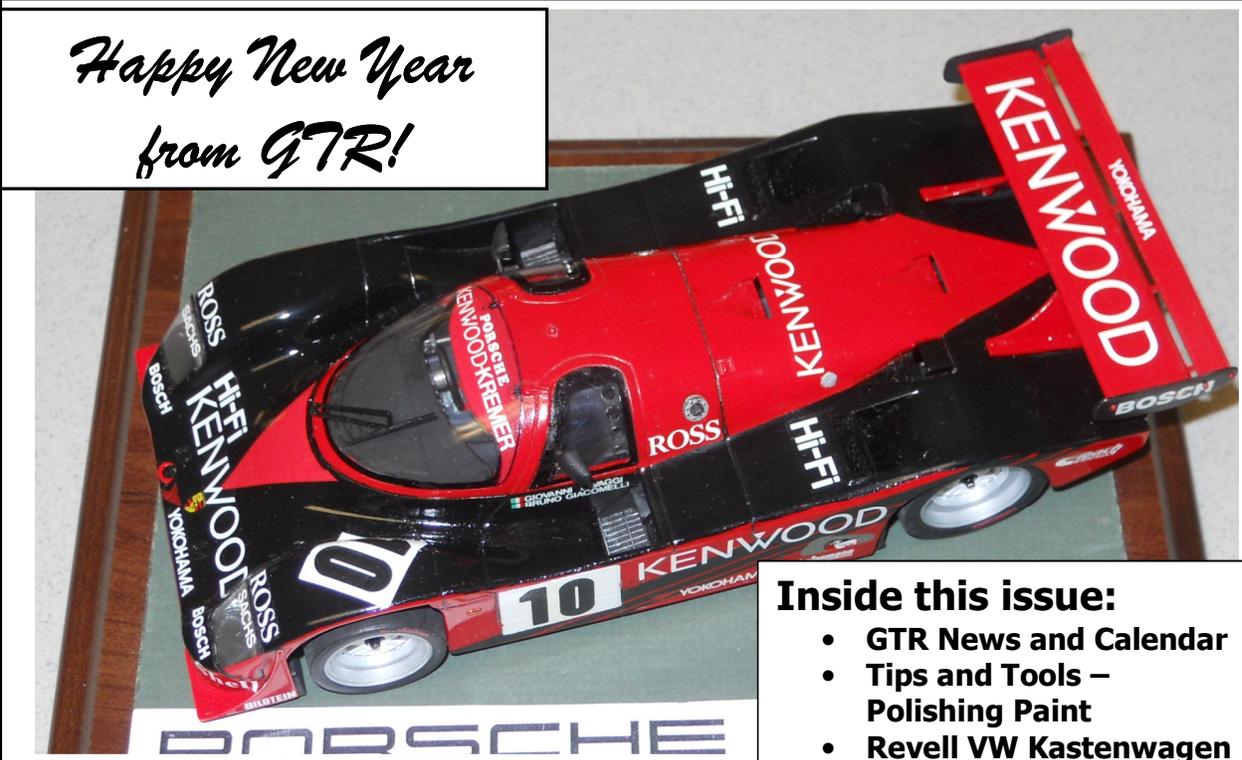


# GTR

## Newsletter

### January 2015

*Happy New Year  
from GTR!*



#### Inside this issue:

- GTR News and Calendar
- Tips and Tools – Polishing Paint
- Revell VW Kastenwagen

## 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  
2015 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:	Open		
Vice President:	Steve Jahnke	847-516-8515	<a href="mailto:stevejahnke@comcast.net">stevejahnke@comcast.net</a>
Secretary/Contact:	Chuck Herrmann	847-516-0211	<a href="mailto:gtrchab@yahoo.com">gtrchab@yahoo.com</a>

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

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Visit us on Facebook at GTR Auto Modelers



# GTR MAILBAG

By Chuck Herrmann

## REAL WORLD



A 1955 Volkswagen bus was recently sold for \$235,000 by a German auction company, the highest price ever paid at auction for one. Before this, the highest price ever paid for a microbus had been about \$218,000 at a Barrett-Jackson auction in 2011. The microbus, as its popularly known, is best remembered today for its role as cheap -- and not entirely reliable -- transportation for bands of highway-bound hippies during the 1960s, and it became an icon of the 1960s counter culture. The microbus went into production in 1950. The last VW bus was produced in Brazil in 2013. About 3.5 million of the buses were made worldwide over the years.

Despite its bare bones features and a clanging air-cooled engine that put out 30 horsepower, the classic VW bus is the precise opposite of the indulgent luxury automobiles and powerful muscle cars that usually get big auction money. But thanks to their emotional appeal, VW buses have been getting more collector attention. And as the review of the new Revell kit elsewhere in this issue proves it remains a popular plastic modeling subject as well.

## Viva Cuba Classic Cars



With the recent news of the relaxation of US-Cuban relations there were numerous internet articles on the Cuban automotive scene, where no US cars have been allowed in since 1959. It

may prove interesting to see the various "classics" that have been kept on the road by Cuban mechanics using makeshift parts for over 50 years!



## Chinese Made Volvo in US?

The first mass market automobile manufactured in China to be offered for sale in the US may be the Volvo S60L. Volvo plans to start importing Chinese-made S60L to the U.S. in 2015 according to news reports.



Volvo, the Swedish carmaker known best for leadership in safety, was bought by Ford in 2000 and then sold by Ford to China's Geely in 2010.

A few years ago, the possibility of cheap Chinese cars flooding the American market was one of the most talked-about issues in the auto industry. Many thought that the Chinese, powered by cheap labor, would follow the example of Japan in the 1960s and flood the U.S. with inexpensive competition.

The first Chinese-made car to be sold in the U.S. was the Coda -- a four-door, all-electric car made in China on contract from Los Angeles-based Coda Automotive. It began sales in 2012 in California, but was discontinued last year.

There have been no others and the Chinese auto market has been growing so fast that there hasn't been much excess capacity that would lend itself to export.

Meanwhile, foreign car brands have proven very popular in China. Most major makers have partnered with Chinese companies to make vehicles there for the China market, with General Motors and Volkswagen among the leaders. And obviously Volvo.

## INDUSTRY NEWS



### New Revell First Generation Volkswagen Golf Kits

Revell Germany has released their all new tool 1/24 VW Golf 1 kits in Europe in November. There are two versions, the Coupe and the Cabriolet. This is the first generation Golf, earlier Revel kits which have been released in many versions over the years were later generation kits. The Golf, introduced in 1975 was the replacement for the long running VW Beetle, featured an angular shape, front mounted water cooled engines and front wheel drive, all totally different from the iconic Bug.



The hardtop Golf, Kit 07072, is the 1975 GTI, the sportier version of the Gen 1 Golf, which became famous as the first Euro Hot Hatch style sports car and of course has been in the VW ever since.



The convertible version, Kit 07071, is a 1979 Cabriolet, notable for the fixed Targa Style roll bar.

No word yet on plans for Revell US to issue these over here.

### Auto World 1/24 Indycar Diecasts



Auto World has announced a new line of 1/24 2014 Indycar diecasts. The first seven versions are now available, with logos for cars from the Andretti, Penske and Target teams. Price on the Auto World web site is \$54.95.

## EVENTS

See the events calendar for details for all of the events that I know of. I will start listing the 2015 events soon as they are firmed up. If any readers wish their shows or any other events of interest to GTR listed send the information along to me.



## IPMS News

GTR is a local chapter in Region 5, of IPMS/USA. Local chapters need five active national IPMS/USA members to remain an IPMS chapter. The annual chapter renewal process is taking place, as I write this we have submitted our 2015 renewal paperwork. 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](http://www.ipmsusa.org).

## IPMS Calendar

July 22-25, 2015 IPMS/USA Nationals in Columbus, OH [www.ipmsusa.org](http://www.ipmsusa.org).



Sep 12, 2015 IPMS Region 5 Convention hosted by IPMS/Gateway St Louis, MO

2016 IPMS/USA Nationals  
Columbia, South Carolina



## GTR Update

The first regular GTR meeting of the New Year will be Saturday, January 3, 2015 at the Algonquin Township Building. We should have copies of the 2015 GTR Club Calendar for sale, cost will be \$10 to members.

We still have some 2014 GTR Club Polo and T Shirts available; let us know if you wish to buy any.

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 me.

## GTR is on Facebook



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

## 2015 8<sup>th</sup> Annual GTR Summer NNL

In 2015 GTR will again host our annual Summer NNL, on Sunday August 2, at the traditional location, the Algonquin Township Center. The theme will be 100 Years of Dodge. We are now accepting trophy sponsorships and raffle donations from anyone interested in helping support our event.

## 2015 GTR Club Project: 100 Years of Dodge



The 2015 GTR Club Project will again reflect the GTR Summer NNL theme, which is 100 Years of Dodge. Finish a model of a Dodge between now and the NNL in August, bring it to a meeting, the NNL or send a photo to me by August 2 2015 and your 2015 dues will be refunded!

## December GTR Meeting

The December GTR regular meeting was held Saturday, 12/6/2014 at the Algonquin Township Building. It was our now annual Christmas dinner, featuring pizza and other stuff that went fast. I barely had time to snap a photo!



There was not too much official business to attend to. Steve Jahnke had his photo booth set up for pictures for the 2015 GTR club calendar, we talked about the treasury and the 2015 GTR club project (Dodges) and assorted modeling and car stuff as we munched.



Then it was on to Show & Tell. Here are some pictures of stuff on display.

**Ed Sexton:** the new HRM resin transit of the Porsche 914/6.



Usual nice HRM quality



**John Walczak:** two versions of the AMT 1962 Buick Electra convertible, replicating a car he owned back in the day before and after he painted it.



**Dave Green:** Dave had a Dodge Challenger he is doing as a Don Garlits drag version, also



a Ford van with military style tracks built for a long ago club project, with decals from the latest Revel 53 Chevy Panel truck added, and



a resin camper trailer in progress.



**Jim Brooks:** Jim brought in three military models, first a 1/32 A10 tank destroyer,



And two Revell snap Hummers, one in winter white camouflage and one in summer green,



using various paint and weathering techniques.



**Chuck Herrmann:** Hasegawa Porsche 962, the Kremer Brothers Kenwood car from LeMans 1989.



Also the Jimmy Flintstone Santa's helper 1/18 resin figure seen on last month's newsletter cover.



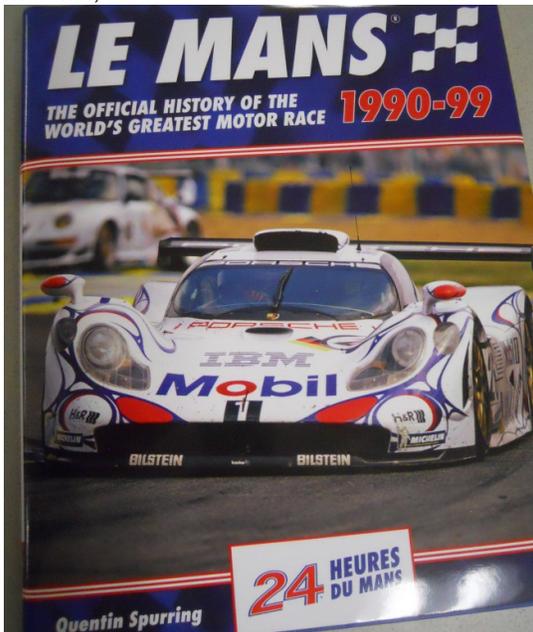
**Paul Heber:** Lots of big rigs again this month.



Including Chevy, Peterbuilt and White trucks.



**Dave Edgecomb:** Dave had a book on LeMans races from the 1990s with lots of great reference material, also



this poster of racing Scarabs.



**Steve Jahnke:** Steve had a Revell Dodge Challenger.



Also he had the new Revell snap kit of the 2015 Mustang.



**Rick Hannah:** this in progress 1967 Plymouth GTX being built into a replica of a 1960's street racer.



# Revell Germany's VW Panel Van Kit



**Description:** VW T1 Kastenwagen/Panel Van  
**Mfg:** Revell Germany **Kit:**07076 **Scale:** 1/24  
*By: Chuck Herrmann*

While not exactly a new kit, the VW Panel Van, or Kastenwagen, was not released in US packaging so it took a while to see these on local shop shelves. This kit is a modified reissue, based on Revell Germany's new tooling VW 23 Window T1 Samba bus kit released 2 years ago.



Revell had issued kits of the early VW vans based on the Hasegawa tooling, which while nice lack the details included in these newest Revell kits.

This is a full detail kit, with all engine, suspension and interior details. The panel version obviously features the full side panels instead of the windows and passenger seats. There are vinyl rubber tires, including a spare tire. The passenger doors, side doors and rear door all open to view the interior and engine detail. The body features several individual pieces due to the opening panels. The roof is a separate piece, which can show off the interior if left unglued.



I have yet to begin my build but I found some photos on line that show the design features.



The leaf spring suspension is fully detailed.



The engine sits in the rear under the back section of the interior floorboard. Any detail work will be visible due to the opening rear door.



The interior looks Spartan because the real thing is pretty plain. But all the details are there.

The decal sheet includes all decals to do a Jägermeister liquor delivery van. At first I did not care for the markings but now that I have looked at numerous times this scheme seems pretty neat, the full instructions include all needed paint steps as well as for the plain stock version. Plus you can do a lot of alternative versions, custom and surf as well as commercial vehicles. I am anxious to start work on mine soon as I clear a spot on the bench!

# Tips & Tools

All club members as well as all GTR newsletter and Facebook fans are welcome to submit ideas and photos of tools and techniques other car modelers might find of interest.

## Polishing Lacquer and Enamel Finishes

By Steve Jahnke, IPMS 34991  
(Reprinted from the IPMS/USA Journal)

### The Dark Ages

I have been building scale model cars since 1958 or 1959, and ever since that time I have tried to improve my building and finishing skills. My first attempts at finishing a model car were satisfactory even when viewing my freshly brush-painted AMT 1959 Buick using Testors brown bottle paint that sold for a dime back in the day. Then rattle can paints from AMT, Testors and Pactra came along. Paint was slathered on, paint runs adding to the interest and new dimensions to the body work. As I became involved in local modelling clubs I couldn't help but notice really nicely painted models by other club members. I was determined to improve my finishing skills.

Along the way I have experimented with different paints and top coat clears, for a long time using spray polyurethane gloss clears to replicate that mile deep shine. About that time a few vendors at swap meets were selling polishing clothes manufactured by Micro Mesh. I purchased a Micro Mesh polishing kit and it languished on the shelf for years never really taking the courage to try it. If there were more "boogers", runs and light spots in the paint then deemed acceptable, the model would be completely stripped of paint and I would start over. What a waste of time and supplies.

### A New Awakening

I had painted a Ford pickup truck model that turned out dull and had more than a few nasties, it was about to meet its fate and be sent to "Lake Castrol" (a pet term for my paint stripping tank filled with formerly *Castrol Super Clean*, now just *Super Clean Degreaser* in the purple bottle) when a friend volunteered to "polish" it using my long ago acquired polishing kit. I was astounded by the "scale" and natural appearance that polishing attained. I have pretty much been polishing my models ever since.

### It Is All About Practice and Feel

If you have painted your model with traditional model enamels, newer synthetic model lacquers (Testors and Tamiya), traditional or the newer synthetic automotive lacquers, allow time for the paint to "gas out" or dry. This can take several weeks or a month for enamels (they dry from the paint surface down to the base) and lacquers (they dry from the bottom paint surface to the top). The longer you let them dry and harden the more successful your polishing experience will be. Sorry, I have yet to attempt to polish modern acrylic finishes so I cannot comment on that medium.

First let's talk about the necessities. I prefer the sanding kits that contain the genuine Micro Mesh sanding clothes ranging from 2400 to 12000 grits. There are some builders that swear by the plastic film

"clothes", sanding pads, or regular wet and dry sand papers; I find the last two mediums are too stiff to conform to my fingers and for me tend to knock paint off on the high spots, however many modelers have used those systems without issue. Additionally you will need polishing and wax compounds to complete the job such as the polishing compounds included in the Micro Mesh kit and other compounds and waxes available at better hobby stores such as Hobby Lobby and Hobby Town and my preference local plastic swap meets and shows.



### **Supplies List:**

Micro Mesh 3600, 4000, 6000, 8000 and 12000 grit sanding clothes

Pink Pearl or suitable solid rubber erasure (to use as a sanding block)

Good quality 100% cotton makeup remover pads (**stay away from the cheap ones; they may contain micro twigs and bits that can scratch as you buff!**)

Snap, Pop and Magic polishes from Bob's paint, etc [bdahl1@wi.rr.com](mailto:bdahl1@wi.rr.com) or 262-939-1499

Slik and Smooth Polish from Mike's Speed Shop [www.mikesscalespeedshop.com](http://www.mikesscalespeedshop.com)

The Treatment Model Wax from Treatment Products Ltd 1-800-747 IWAX

A box of the softest facial tissue you can find (Puffs etc) - bargain brands not allowed

Etc: I use an empty/clean sushi tray with a drop or two of dish washing soap dispersed in some tap water.

I start by filling the shallow tray with tap water while stirring in a few drops of dish detergent. The dish detergent serves two functions, 1; it allows the water to do a better job lifting and carrying away the sanding debris and 2; and it serves as lubricant.



### **The Process**

Depending on what you are trying to correct (boogers/runs) or to add a deep authentic shine will determine what polishing grits you will start out with.

In this case I am trying to correct the later, I generally start with a cloth in the 3600 (severe nasties) to 4000 ("normal") staning grit) range. After dipping the cloth in the soapy water, start polishing in a straight line front to back and then side to side using a very light pressure. **Note the lack of resistance of your polishing motion as you start to polish.** Check your progress by wiping the sanding residue off, noting that there should be a slight even dulling of the painted surface. Any debris left in the paint will show as a shiny spot. Continue with slightly less pressure (don't want to burn through) to remove the remaining debris checking often. Check and repeat until all debris is gone. As you continue the process you will notice an increased resistance as you polish. This resistance is the "tell" of removing paint.

It is very important that you take careful baby steps here to prevent polishing through to the bare plastic, use light pressure and check your work often, polish-wipe clean-inspect etc, repeat.

After you are happy with the results from the first step, go back over the same area with progressively finer polishing clothes from 4000 to 6000 to 8000 and finally 12000 grits using the same techniques outlined in step 1. It should be noted that you can use polishing compounds that will mostly accomplish the same results (except boogers) and will take you to a nice smooth shiny base to start with. Some of the polishing products I use in addition to Micro Mesh's compounds are *Snap*, *Pop* and *Magic* in that order from Bob Dahl of Bob's Paint, Etc; I also use 3M Perfect-It polishing compound. The preceding products are basically chemical polishes. All of the preceding products are wax and silicone free. See pictures of polishing and finishing steps and of the completed body parts. One more word on the polishing clothes, the only required maintenance is to give the wet clothes a good scrubbing with an old tooth brush in soapy water to dislodge any pigments or metal flakes/pearls embedded in the cloth, and then lay flat to dry.



Using step 2 of Bob's Paints "Pop"



### Using Mike's Slick N Smooth

Your paint job will look pretty terrific at this point; however, you will probably want to take the finish to the next higher level. This is where I use a traditional paste wax; one of my favorite is *The Last Detail*, a pure carnauba wax. This carnauba wax has a mild solvent medium that slightly softens the paint while the carnauba brings out the shine. Another favorite of mine is *Slik and Smooth* by Mike's Speed Shop. I don't know what on earth is in this stuff but it really puts the shine on. These treatments are applied and removed using a good grade of soft cotton makeup pads (steer clear of bargain basement brands, that may contain harsh abrasive fibers that will scratch the finish as you buff); Kleenex tissue is really not soft enough and you may scratch your newly polished model because the top surface of the paint may still be soft from using the polishes that contain solvents as a base.

But wait you say, I was really, really careful and polished through to bare plastic, or I can see where too much pressure was applied to the candy or metallic finish and I can see a difference.....what do I do? If you polished through on a high spot, touch up that bare plastic spot with some of the original paint (thinned slightly) applied with a "spotting" brush, then polish as required. If a re-paint is in order and you have not used a wax for final detail (paint will bead up on any surface that has wax applied to it), do what body shops does, put down protective masks (tape and or paper) anywhere you don't want paint overspray using natural body lines as a definition line and then repaint the area after allowing time for the paint to dry, then resand and polish.



Note the top of the spoiler was polished through.

### Summary:

All of this will take time and practice. Start with painting an old unwanted or extra unpainted car body or badly painted subject and practice the steps that is how I learned. If you like natural and "to-scale" gloss on your models, give polishing a try. For me spending quiet time at the modeling bench polishing out paint is extremely relaxing and a great stress reliever.

### Remember:

**"Keep a model on your bench and the glue off of your fingers"**



# GTR Event Calendar

Jan 4-17 Dakar Rally  
Argentina, Bolivia and Chile

January 24-25 Rolex 24 Hours of Daytona

February 1 24<sup>th</sup> Model Car & Toy Swap Meet  
Belmont Inn and Convention Center  
Belmont, WI 608-762-5605

Feb 7 18th Annual Hope It Don't Snow Show  
hosted by IPMS/Zumbro Valley Scale Modelers  
Ramada Hotel & Con. Center, Rochester MN  
Chris Krco 507-254-4646

February 22 Daytona 500 NASCAR

Feb 22 65th Illinois Plastic Kit and Toy Show  
DuPage County Fairgrounds, Wheaton IL  
Past Time Hobbies 630-969-1847

March 7 IPMS/Madcity Modelers Model Show  
Doubledays, Cottage Grove (Madison) WI  
[Rob Teubert](#) 608-295-9258

March 8 Cedarville Model Car Swap & Contest  
Jane Adams Community Center Cedarville IL  
Theme: Haulers  
Scott Baldauf 815-238-0634

March 21 Sebring 12 Hours Sebring FL

April 11 Milwaukee NNL  
Hosted by AMG Theme: HEMIs  
Family Centers of Excellence, Waukesha, WI  
Info email: Scott Koch [scottiekl@charter.net](mailto:scottiekl@charter.net) or  
Mike Dowd [mdowd@wi.rr.com](mailto:mdowd@wi.rr.com)

April 30-May 3 GSL-XXV International Scale  
Vehicle Championship and Convention  
Salt Lake Sheraton Hotel, Salt Lake City, UT  
[www.gslchampionship.org](http://www.gslchampionship.org)

May 17 15<sup>th</sup> NNL North Show & Swap  
Knights of Columbus Hall, Bloomington MN  
Bob Maderich 612-423-2985

May 24 Indy 500  
Indianapolis Motor Speedway, IN

May 30 NIMCON 4  
Hosted by IPMS/Lakes Region Scale Modelers  
McHenry County College, Crystal Lake IL  
Phil Pignataro 847-658-9920

June 13-14 24 Hours of LeMans FR

July 22-25 2014 IPMS/USA Nationals  
Columbus, OH  
[www.ipmsusa.org](http://www.ipmsusa.org)

August 2 GTR Summer NNL 8  
Theme: 100 Years of Dodge  
Algonquin Township Building, Crystal Lake IL

September 12, 2015 IPMS Region 5 Convention  
hosted by IPMS/Gateway St Louis, MO

Sep 27 66th Illinois Plastic Kit and Toy Show  
DuPage County Fairgrounds, Wheaton IL  
Past Time Hobbies 630-969-1847

Oct 24 IPMS/Glue Crew  
Howard Johnson's Conf Center, Wausau WI  
2101 North Mountain Road Map  
Joseph Drew 715-842-0173

*Happy New Year  
2015 From  
GTR Auto  
Modelers*

