



GTR

Newsletter

October 2018

In This Issue:

- 2018 IPMS/USA National Convention
- News about Revell!
- GTR News and Events
- Don Panoz 1935-2018

Hello GTR and Friends:

By Steve Jahnke

As I wrote in last month's column, Autumn is in the air, the temperatures here in Cary are in the mid-sixties today and my modeling work is progressing on the bench slowly after the long Summer hiatus. Although I must admit, I spent a fair amount of time there in the cool of my basement work area getting away from our hot and humid summer days. I did spend a lot of time going through my stash looking for that *next* prospective builds and as well as dusting, straightening and sorting kits out for that "next project".

There are several stimuli that typically get me back sitting and working on the bench in earnest during this time. I presume that most of you that read our NL also subscribe to various automotive publications, and, if you are on **Face Book** like me there are dozens of sites devoted to plastic automotive modeling. I must admit that I spend a lot of time on FB looking at what my friends & family are doing *but also* there are numerous car modeling groups post on their FB pages as well. A few of my favorites go-to's are listed below. I believe you will soon get hooked on them too:

**Master Modeler ShowRoom,
1/24&1/25 models world wide
Box Stock Models and a little Beyond
Compulsive Scale Showroom Garage**

These groups typically exhibit a gamut of automotive modelling types, abilities both in craftsmanship, originality, and picture taking abilities, although cell phone snaps are the new "standard". However, the ideas that you and I can gain from others' creativity in this media is priceless. It's turned into a "**Everyman's Scale Auto**" if you will. Check it out, I am sure that spending some of your time there will stimulate that fertile car building part of your brain.... it sure does for me. That's it from Steve's modelling bench and until next time; "**Keep the glue off of your fingers and a model on your work bench, model on Garth!**"

Grand Touring & Racing Auto Modelers

**Based in the Chicago, IL Northwest Suburbs
2002/2003 IPMS/USA Region 5 Chapter of the Year
2007, 2008 & 2015 IPMS/USA Region 5 Newsletter of the Year
2018 Meetings: Every 1st Saturday @ 7:00 p.m.**

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

Your current GTR Officers are:

President/Contact: Steve Jahnke

847-516-8515 stevejahnke@comcast.net

Secretary/Treasurer: Doug Fisher

kkfisher1@comcast.net

The GTR Newsletter is written and edited by Steve Jahnke, Chuck Herrmann and Doug Fisher. If you or your club has news that you would like to pass on to the modeling community, send the info on to me digitally at stevejahnke@comcast.net and I will add it to this newsletter as a blurb or link. Show dates are subject to changes/cancellation as dates shown. 2018 club dues are due \$15 measly bucks, send check or give cash to me with your contact information. Thanks! Please make check out to "Steve Jahnke" as we could not get a "club" named bank account)



MAILBAG

by Chuck Herrmann

Industry News

We are starting to see what the future holds for Revell after the selloff of the old Revell USA.



The Revell USA Facebook page seems to have come alive. A new logo and this announcement on September 7:

*Dear Revell fans,
Revell USA, LLC and Revell GmbH are now one consolidated company. We are currently producing new products for the US market, developing a new website and updating the consumer service process. Unfortunately we are unable to service parts requests at this time but we will resume as soon as possible.
Your patience is greatly appreciated.*

Then a few days later this piece ran in *Scale Auto* online:

Revell USA is back, new '68 Chevelle SS coming soon

Word finally is out that Revell USA is back in business with offices and a warehouse in Northlake, Ill. (suburban Chicago). Plus it announced one all new kit, a 1968 Chevy Chevelle SS 396, is coming soon.

Lou Aguilera, Revell USA's president, told Scale Auto and FineScale Modeler, that new kit shipments are arriving now and that the first shipments of Revell kits to distributors will begin next week. He said additional kits from Revell Germany, which owns Revell USA, will be arriving in about 45 to 60 days. It's likely some of those early kits will be arriving at hobby shops and other model retailer stores within the next month.

Aguilera said there are 10 car kits being released this fall, led by the '68 Chevelle that was somewhat of a secret project at Revell, but that had been rumored lately to be in the works. The modern Ford GT racer that was reviewed in Scale Auto's August issue is still in the works and will be a Revell Germany release. It's expected to release some time this winter.

Other fall releases include Greased Lightning '48 Ford Convertible, Pro Modeler '69 Dodge Charger Daytona 2 'n 1, '67 Plymouth GTX, Cadillac Escalade, SnapTite Max Camaro

Concept Car, '64 Chevy Impala SS 2 'n 1, '69 BOSS 302 Mustang, Frank Iaconio's Chevy Camaro Pro-Stock, and Tom Daniel's Rommel's Rod.

The '48 Ford Convertible includes updated tooling and now has tampon-printed whitewall tires. Aguilera said many of these kits will have tampon-printed redline or whitewall tires where appropriate, plus other improvements and features.

For instance, the Dodge Charger comes with photo-etched metal parts, the GTX with tampon-printed redline tires, the Mustang with tampon-printed tires, the Escalade tampon-printed black window edges, and the snap kit Camaro will include the black window edges, plus waterslide decals along with peel 'n stick stickers to appeal to both first-time and serious modelers. The Camaro also will be molded in lime green.

The new 1/25 scale Chevelle SS kit will include 126 pieces and feature a fully detailed 396cid V8, separate frame structure and tampon-printed redline tires. This will be a skill level 5 kit. For those looking to order one, the product is No. 85-4445.

Aguilera said Revell is excited to be back in the U.S. market and especially happy to have 10 kits including the all-new Chevelle to relaunch the brand this fall.

Revell Inc.'s offices were closed in April after Hobbico, which owned Revell, declared bankruptcy and sold Revell's assets to a German investment group that consolidated the business under Revell Germany, where all engineering and product development will now occur. Aguilera said sales and marketing for the US market will take place in the Illinois office.

He said the US distribution channel will be much as it was before the ownership change and before Hobbico's closure. Included will be Horizon Hobby in Champaign, Ill., which bought much of Hobbico's facilities and its radio-control product lines.

Aguilera also added that Revell Germany products will begin arriving at the US warehouse within a few weeks to expand the US product line. A lot of new items are in the development pipeline too, he said, estimating about 60 products in production, including the restock of existing items and production of new releases.

And there is more news on the Revell/USA situation. It looks like their tooling assets have been divided up. The new Revell USA will be issuing some of the former Revell USA catalog again. I assume this is their more current stuff. Some molds have been sold to Atlantis Models. They have been offering kits based on old tooling from other companies, like Aurora. Mostly they have done non-automotive, like monsters, ships and planes. Their only auto kits were reissues of the old Smer 50's era Grand Prix Kits. Se we

need to wait to see what, if any, car kits they do. Some kits are due first quarter 2019.



Also, Salvino JR, the new company that just released the 1980 Olds NASCAR kit, has announced that they have purchased some of the old Monogram NASCAR tooling from Revell's Elk Grove location. They plan to reissue some NASCAR kits; they will work with Mike's Decals for the decal sheets. Again, we await specific kit announcements.



In the meantime, Salvino JR has announced their second release, a limited run (2,500) kit of Donny Allison's 1979 Hawaiian Tropic NASCAR Oldsmobile.



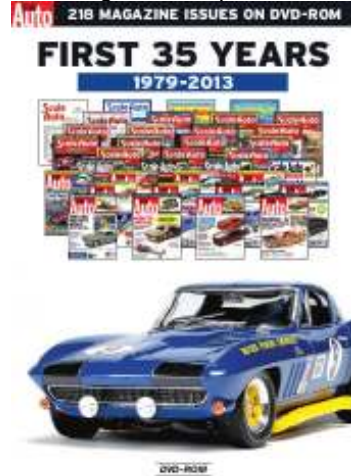
New Audi R8 GT3 Kit

Nunu Models, the Brazilian company that has issued the BMW M6 GT3kit, has announced they will do an Audi R8 GT3 next. Pictures have started to appear on the internet.



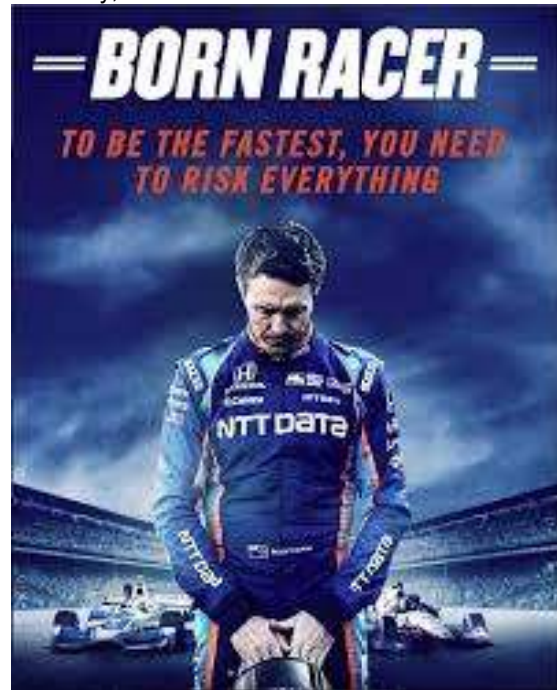
Media

Scale Auto Magazine has released a one DVD issue of their first 35 years. This is a convenient way to have everything available digitally. The only drawback might be the price, \$89.95.



Scott Dixon Documentary Movie – *Born Racer*

IndyCar driver and champion Scott Dixon will be the subject of a new documentary film, *Born Racer*. The movie will debut Oct. 2. In addition to a chronicle Dixon's wins and racing career, this is an in-depth look at him, the Chip Ganassi team, his family, and the emotions that drive them.



Born Racer will be available on DVD and digital download. Watch for any local theaters as the date approaches.

See www.bornracermovie.com for more.

Real World

VW Beetle Production to End!

Volkswagen has decided to once again end production of its iconic Beetle. The company's American unit has announced that it would end global production of the third-generation bug in July 2019 after offering two special editions for sale. The special editions, which come in coupe and convertible body styles, get unique beige and blue colors in addition to the normal hues. They also get standard extra chrome, new wheels and three-color ambient lighting inside.



The original Beetle was introduced in Germany in 1938 during the Nazi era and came to the U.S. 11 years later, where it became a symbol of utilitarian transportation often used by hippies. The iconic car sold for about 30 years before U.S. sales stopped in 1979. The last of the original bugs was produced in Puebla, Mexico, in 2003.

Volkswagen revived it in the U.S. in 1998 as a more modern "New Beetle," but it attracted mainly female buyers. The company revamped it for the 2012 model year in an effort to make it appeal to men, giving it a flatter roof, less bulbous shape, a bigger trunk and a navigation system. U.S. sales rose fivefold to more than 29,000 in the first year, rising to just over 46,000 in 2013 but tailing off after that. Last year VW sold only 15,166. Volkswagen has no immediate plans to revive the Beetle again, but the company wouldn't rule it out. At least not at this time.

VW plans to roll out an electric version of the old Bus in 2022 called the I.D. Buzz.

Pebble Beach Concours

Among the winners at the recent Pebble Beach Concours were:



1970 Ferrari 512 S Modulo Pininfarina Coupe



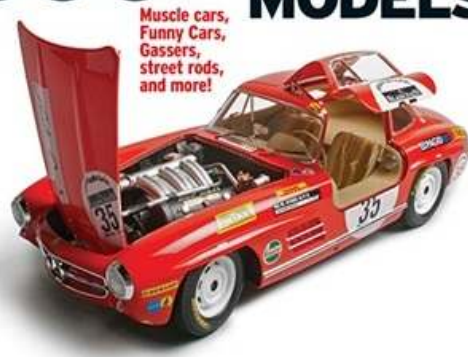
1937 Cadillac Series 90 Hartmann Cabriolet



1935 Rolls-Royce Phantom II Continental Gurney Nutting Streamline Coupe

GTR NNL in *Contest Cars 2018*

The 2017 GTR Summer NNL is featured in the *Contest Cars 2018* Special Edition from Kalmbach.



Thanks to Gerry Paquette for submitting the event photos.

Events

Local events this month include GRAND SLAM NNL #3, hosted by SLAM in Johnstown, WI, on Oct 13.

On October 21 the Countryside Collectors Classic Show in Countryside, IL takes place, www.uniqueeventsshows.com

See the events calendar for details for all the events that I know of. We will be adding events as details are firmed up and released. If any readers wish their shows or any other events of interest to GTR listed send the information along to GTR.



IPMS News

GTR is a proud member of the IPMS organization. GTR is a local chapter, in Region 5, of IPMS/USA. We need five current IPMS/USA members to remain a chapter. The annual recharter process is now underway. If you are a current IPMS/USA member let Steve or Doug know your member number and expiration date, We encourage those who have lapsed to renew their IPMS/USA membership, or if you have never been a member enroll now! Details can be found at their web site, www.ipmsusa.org.

The 2019 Region 5 Convention will be back in Madison, WI on March 2.

IPMS Calendar

March 2, 2019 IPMS/USA Region 5 Regional Convention
Madison, WI

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

July 29-Aug 1, 2020 IPMS/USA Nationals
San Marcos, TX

GTR on Facebook

GTR has a Facebook page. Check it out and join up! We encourage members and fans to post photos of your models or projects. Also the GTR Newsletter can be accessed from the site.



GTR Update

The next regular GTR meeting will be on Saturday, October 6, at 7:00 pm at the Algonquin Township Building.

Future regular monthly meetings will meet at the Algonquin Township Building. Any member who wants to bring up other ideas or suggestions for future meetings or activities, do so either at the meeting or contact us.

September GTR Meeting

The September GTR meeting was held on 9/1/2018 at the Algonquin Township building.

Sorry, no photos from Show & Tell this time. Instead here is one of member Earl Spiegelberg's awesome motorcycle builds, as he recently posted on the club Facebook page, with his comments.



"Just completed "Big Red" which started out as an Old 1976 California highway patrol (glue bomb I picked up at a recent swap meet). and I chopped the hell out of her."



"Lots & lots of hand-crafted one-off parts including the square springer, seat, exhaust pipes, sissybar. Finished in a custom blend candy red w/gold flake. fully wired and plumbed."



High Desert Modeler



by Chuck Herrmann Albuquerque, New Mexico

2018 New Mexico State Fair Model Contest



This years 80th New Mexico State Fair was held September 6-16 at the Expo New Mexico State Fairgrounds in Albuquerque. Once again there was a Model Car display coordinated and judged by Albuquerque Model Car Club.



The model car entry was a little down from past years. There were 60 entries, displayed in three cases.





Best of Show Ribbon went to Brad Smith's large scale 1968 Shovelhead motorcycle.



The Military and Science Fiction Model Contest was once again coordinated and judged by our fellow local club, IPMS/Albuquerque Scale Modelers. There were over eighty entries on that side of the model display.



2018 IPMS/USA National Convention

By Chuck Herrmann

The 2018 IPMS/USA Nationals were held August 1-4 in Phoenix, AZ. I was able to attend, as Phoenix is relatively close to my new Albuquerque home (by American West standards) and my wife's best friend now lives in the Phoenix area. And yes, it was HOT!! 115 degrees or more every day, 90's when you wake up. It confirms that we made the right choice in picking Albuquerque to retire to, *never* gets that hot and usually much more pleasant weather.

It was another huge event, lots great stuff on the tables. It took up two big rooms in the Phoenix Convention Center downtown, plus a number of meeting rooms for presentations and seminars.

Here are the stats for entries.

Contest Entrants:	424
Models in Competition:	2,723
(Automotive featured 257 entries)	
Models Grand Total:	3,523



This was the Best Automotive Subject

The two main features are the contest and the vendor's room, called "The World's Largest Hobby Shop" (at least for four days). There are also seminars and presentations, and the IPMS business is also conducted. Set up and registration begins on a Wednesday afternoon. The awards are announced at the Awards Banquet on Saturday evening, followed by a mad dash to the model room to see the winners and pack up the models. I was packed and out just before 11:00 PM.



Here are some photos of the great stuff on display. You can see the full list of winners at the IPMS USA Facebook page.







Next year's event will be held in Chattanooga, TN. And at this year's event they announced the 2020 Nationals will be in San Marcos, TX.

Don Panoz 1935-2018

Edited from motorsport.com

Don Panoz, who saved sports car racing in North America by establishing, passed away on September 11. After making his fortune inventing the technology behind the nicotine patch, he set up the Château Élan Winery and Resort in Braselton, GA, backed his son Dan's fledgling company Panoz Auto Development. In 1996, Panoz bought Road Atlanta. Panoz Motorsports was founded in 1997 won over fans with the wild-looking Esperante GTR-1 made in conjunction with Reynard, that situated a 6-liter Roush Ford unit in the front of the cockpit and took on the more conventional prototypes with moderate success in the FIA GT championship of the time. It also raced in the USRRC, winning 3 races and also eight wins in the IMSA GT Series, earning Panoz LLC the constructors' and teams' championship.



Meanwhile Panoz founded the 10-hour Petit Le Mans race at his local track in 1998, and he formed the American Le Mans Series in time for the 1999 season, adopting the Automobile Club de l'Ouest's rulebook for the 24 Hours of Le Mans. A partnership with the ACO meant that top ALMS teams gained automatic entries in the legendary French race. Panoz Motorsports won that inaugural ALMS title with the open-top version of the Esperante, the Roadster-S



Later, the GT-spec brought the company two high-profile GT2-class wins in 2006: the Sebring 12 Hours with the Multimatic team, and then triumph at Le Mans 24 Hours with LNT.

Panoz also was successful in Indy Car. He purchased the G-Force company as a chassis supplier for the Indy Racing League and won the Indianapolis 500 in 2003 (Gil de Ferran, Penske) and '04 (Buddy Rice, Rahal Letterman Racing).

Panoz was selected by the Champ Car World Series to be the spec chassis supplier for the series in 2007, replacing Lola in what would proved to be the CCWS's final season. Sebastien Bourdais was the marque's final champion in open-wheel racing, driving for Newman Haas

Racing in 2007. When the IRL took over Champ Car to form the IndyCar Series for 2008, the DP01 was rendered obsolete, Will Power scoring its final win in that year's Grand Prix of Long Beach.

When IndyCar announced there would be a new spec car for the 2012 season, Panoz, DeltaWing as the new spec chassis. It had a body shaped like a Land Speed Record car, but with a very narrow front track in order to reduce frontal area and thus generate typical IndyCar speeds from a small-capacity engine of far less horsepower, while relying primarily on underbody aerodynamics to create downforce.

The car was regarded by IndyCar as being too 'outside-the-box' and chose the Dallara DW12 instead, and so Panoz LLC turned its focus to adapting the DeltaWing into a two-seat sportscar to be constructed by Dan Gurney's All American Racers run by Highcroft Racing, and with Nissan badging on the engine.

Entered into the 2012 Le Mans 24 Hours under the "Garage 56" rules for experimental cars, the DeltaWing set a pace that made it reasonably competitive in LMP2 before retirement due to contact with another car. In that year's Petit Le Mans, it finished fifth.

Panoz took over the whole project again in 2013, developing a closed cockpit model with Mazda power for the ALMS series, scoring another fifth place at Road America. Following the merger of the ALMS with Grand-Am for 2014, the coupe DeltaWing scored fourth at Petit Le Mans, and in 2015 took sixth at Road America, but the car was dogged by reliability issues. In the 2016 Rolex 24 Hours at Daytona, the DeltaWing managed to lead 29 laps but suffered an accident, but more usually it was unreliability that dogged the project.



The far more conventional Avezzano, Panoz's current GT car with clear visual links back to the Esperante, has been one of the strongest forces in the Pirelli World Challenge's GTS class, Ian James winning regularly for Team Panoz Racing, and finishing second in the championship last year. This year, Panoz clinched the GTS SprintX Manufacturers' title.



WWII Dodge Ambulance



Description: Dodge WC-54 Ambulance

Manufacturer: Bilek

Kit: 994 **Scale:** 1/35

by Elloitt Doering

A few months ago, I reviewed a DUKW amphibious truck kit, and since then, I've received favorable comments on my review of that kit, plus a few requests to do another review or two of military vehicles. So, with that in mind, I've decided to review the Bilek Dodge WC-54 Ambulance kit this month.

I'm not sure how this Bilek company from the Czech Republic works, but on the box, it states that the parts for this kit are actually done by Italeri, and possibly only distributed by Bilek? No matter what the case on that may be, rest assured, this is a good kit, issued in 2004.

The kit comes in the rectangular, tray type box, with good box art of the model you can build. The box art also serves as a decal placement guide, although there is one included with the instruction manual, which is rather large.

Instructions themselves are sort of like the old 1960s type kit instructions, whereby you do get pictures with arrows showing where parts are to be assembled, along with written out instructions to guide the builder along. The instruction sheet was done by both Testor's and Italeri. I rather like that, and wish more kits had these written out guidelines. There's also a sort of miniature instruction sheet included from Bilek.

The kit contains two, medium-sized medium gray plastic trees, with virtually no flash on them. Moldings are very crisp, and an effort was made to conceal ejector pin marks. A small, clear tree holds the glass pieces for this ambulance, while two decal sheets are included for the white and red crosses found on wartime ambulances, a nice touch.

In 1937, the U.S. Army issued a directive for a $\frac{3}{4}$ ton truck to replace the $\frac{1}{2}$ ton vehicles then in production. The result was the Dodge WC series of military trucks. During the pre-war years, the Army had relied on converted civilian trucks for military duties. New specifications required purpose-built vehicles with different weight capacities, these being $\frac{1}{4}$, $\frac{1}{2}$, $1\frac{1}{2}$, 4 ton and 7 ton.

The $\frac{1}{2}$ ton series produced by Dodge were essentially a civilian design with the required military modifications. After several years of service, it became apparent that a slightly larger, more sturdily built truck was needed. Some of the civilian parts proved to be

inadequate to stand up to the stresses of military service.

At this time, the Army also decided to eliminate some of the short comings apparent in the earlier trucks. New requirements demanded a lower silhouette, larger body, better towing ability, larger diameter tires, stronger running gear, military pattern wheels with bolt on rims, and a slightly larger engine.

The result was the Dodge $\frac{3}{4}$ ton WC series of trucks. Twelve different types of bodies were available for different purposes. Over $\frac{1}{2}$ million $\frac{3}{4}$ ton trucks were built, and they soldiered on in many countries until well after the war.

Let's examine this kit! On the front of the instructions, there are paragraphs dealing with the preparation of parts. It's worthwhile to look that area over, although most of us are aware of what's stated there. There is also an area covering painting of the parts. And in the lower corner of the front page of instructions, there are specifications on the Dodge WC-54 ambulance.

There are 9 assembly blocks to complete this model. At each block, there is a nice note telling you the numbers of the parts you'll need for each assembly block, as well as a preliminary painting guide, telling you the colors to use on various part numbers in each block. This proves very helpful as you tackle each block of assembly.

Then we start in on assembly block 1, in which the front cross member is attached to a nice, one piece frame. This is how all military truck kits should be. $\frac{1}{25}$ car kits usually have one piece frames, so one has to wonder why some kit makers insist on separate frame rails, and tons of pieces to build up the frame? One piece is much easier to deal with.

Also, with the technology available, as shown via good $\frac{1}{25}$ car kits, it puzzles me as to WHY kit makers insist on multi-piece bodies for military trucks, when the technology is there to produce one piece bodies? Getting all those multi-piece panels etc. aligned can just present a lot of fit issues.

Next, the transmission is inserted into the frame, and the drive shaft is attached to the transfer case. Once that is dry, the transfer case is mated to the chassis, making sure that the transfer case meets up with the rear end of the transmission. Check the fit and angle of the drive shaft with the transfer case.

Also in block 1, the rear tow hook/pintle is glued to the rear of the frame, as well as the left and right rear bumpers, being sure to align them level and straight. The fuel tank is then glued to the bottom of the frame. And the front bumper is attached to the front of the frame. Again, check to see that it's level and straight on the front of the frame.

In block 2, the exhaust pipe is placed into the locating holes on the underside of the frame. The left and right front springs get attached to the front of the frame, again being sure that they are level and straight. There are notches on the frame rails to help guide you. The rear springs are attached in a likewise manner.

Moving to block 3, the gear case is attached to the front differential, and when dry, one brake drum is placed on to the end of the front differential. Insure they are on straight! The tie rod's then placed onto the bottom of the front differential. There are pins to help align it properly. Next, the left and right spindles are mated with the differential and tie rod. These parts are small, thin, and rather fiddly, so take your time. Also in

block 3, the front drive shaft is attached to the front differential, then you glue the differential to the front springs, making sure that the pin on the end of the drive shaft mates up with the hole in the transfer case.

Next, we glue the gear case to the rear differential, and again add a brake drum to each end of the rear differential. The drive shaft is then added to the differential, and the differential is attached to the rear springs, making sure that the pin on the end of the drive shaft again mates to the hole in the transfer case.

Moving on to block 4, we deal with the floor board, seats and gear shift, parking brake, and transfer case lever. These parts are attached to holes in the floor. The seat backs are attached to the seats, and when dry, they are glued to the floor. Also in block 4, the right cab panel is attached to the floor. Be sure to get it on straight and attached to the attachment points on the floor. The radiator is also attached to the right cab panel and floor. Finally, the left cab panel is attached to the radiator and floor, being sure everything aligns well. Take your time, and allow parts to dry, before adding additional parts. It's important to get these cab parts together straight etc.

After painting the interior parts and stretcher areas flat white as directed in the preliminary painting area of block 5, the litter bearer is attached to the left inner wall. Then the litter cushion is glued to the litter bearer. The stretcher racks are added to notches in the left inner wall. Basically, you then repeat this assembly for the right inner wall. When dry, the left inner wall is glued to the notch and lip of the floor. Then, the right inner wall is attached to the opposite side of the floor, being sure to get things aligned straight etc. Set these assemblies aside to dry well, and when dry, the roof inner panel is glued to the ribs at the top of the side panels, again setting this entire assembly aside to dry well.

In block 6, the front inner roof panel is glued to pins inside the upper cab piece, and when dry, the dashboard is glued to the inside of the upper cab. The steering wheel is added to the steering column, and when dry, this assembly is added to the underside of the dashboard. Also in block 6, the left inner door panel is glued to the left door, and the right inner panel to the right door. Then, the upper cab is glued to the cab side panels, making sure that the steering column passes thru the hole in the firewall. It then states to glue the left and right doors in place before adding the left and right windows. Although, it may be best to add the windows to the doors, and then attach the doors to the cab. Use glue made for clear parts here.

In block 7, the Pitman arm is glued to the chassis and spindle. Then, the left and right outer wall is glued to the locaters on the inner wall panels. Next, the outer roof is attached to the upper cab and side wall panels. Take your time here, to insure everything lines up well. Then, the ventilator panel is attached to the holes in the roof. Now the left and right running boards are attached to the frame. Then, the wheel halves are glued together, making sure to sand out any seams. You need to make four sets. The wheels are then placed on their axles. It's advised to SLIP (do not cement) one wheel over an axle, and then carefully glue one retainer hub to the tip of the axle. Do not get glue on the wheel, or the wheel will not roll. The process is then repeated for the remaining three wheels.

Next, the spare tire halves are glued up, and added to their place as shown in the instructions. The fuel

filler is added to the side of the body, and the tow hooks to the front of the frame rails. The windshield is then glued into the front of the cab.

In block 8, the left and right front fenders are added to the side of the body, and the headlights are glued to the innermost holes on the top of each fender. Signal lights are glued to the next hole out on the fenders. The blackout light is added to the remaining hole on the left fender. Also in block 8, the grill is attached to the front of the body, and windshield wipers to the holes above the windshield. Then, the rear view mirror is glued to the upper hinge on the left door.

Finally in block 9, the pick handle, shovel, axe, and pick head are glued to the tool rack, and that unit is attached to the side of the body.

A note is made that the kit can be built with the rear doors open or closed. For the open option, the left and right rear windows are glued into the left and right doors, and the doors to hinges in an open position. The step plate bracket and bracket hinges are glued in position on the rear of the model so that the bracket hangs down. Glue the step plate to its bracket at a right angle, so that the plate is parallel to the ground.

For closed rear doors, you just glue the doors in a closed position on the body. The step plate is then glued to the back side of its bracket, and the step plate bracket and hinges are glued to the rear of the model in a folded position. Notes are shown as to how this assembly should look.

A decal placement guide is included with decal instructions. The overall color for this ambulance is of course Olive Drab.

Then, a rather extensive page is included entitled – Weathering Hints. It very well details out how those not familiar with weathering, can step-by-step approach basic and advanced weathering of this model. It's well worth the time to read it over.

I would rate this model at skill level 3, possibly 4, because of the need to align parts in exacting positions, so that the truck's multi-piece body parts mate well etc.

The arrows, along with written out instructions, make for a precise method to follow with each part, at each assembly block, with notes on painting parts dealt with at each block. If you follow that along thru-out your build, take patience and time for things to set up and dry, you should arrive at a rather nice model. Grab one, and have fun with it. The kit gives you a wide open base to apply weathering techniques too, as well as good material for a war time diorama. ED



An internet photo of a finished model.



2018 GTR Event Calendar

Sep 30 Illinois Plastic Kit & Toy Show
DuPage County Fairgrounds, Wheaton IL,
Info contact: (630) 969-1847 or Email:
pthpowerinc@aol.com

Oct 6 Toledo Collectors' Toy & Model Fair;
Sylvania Exhibit Center (Toledo), OH
John Carlisle, (716) 434-0733
email: oltoyland@aol.com
website: www.oldtoylandshows.com

Oct 13 GRAND SLAM NNL#3
Hosted by SLAM (Southern Lakes Auto
Modelers) from 9am - 4pm
Johnstown Comm Cntr, Johnstown WI
Contact Alex Drake 262.661.4434 or
mastermodeler1950@gmail.com
Vendors, contact Rick Allen
@262.745.5500 or rickierods53@charter.net

Oct 19-21 44th MMSI Chicago Figure Show
Chicago Marriott Schaumburg, IL
Pat Vess E-Mail - pat@livezey.net
Visit their website: <http://www.mmsichicago.com>

Oct 21 Countryside Collectors Classic Show
Park Place Of Countryside Countryside, IL
www.uniqueeventsshows.com

Oct 22 US Grand Prix
Circuit of the Americas Austin, TX

November 3 2018 Winnebago Area Model
Classic (WAMC), Theme: 1968 "The Times They
Are a Changin"
Info: WAMClassic@gmail.com,
www.WAMClassic.wix.com

Nov 3 ACME Southern Nationals
Model Car Show & Swap
Smyrna Comm Cntr, Smyrna GA
www.ACME-IPMS.com

November 4 Scale Auto Hobby & Toy Show
American Serb Hall, Milwaukee WI
www.uniqueeventsshows.com

Nov 10 IPMS Butch O'Hare
Holiday Inn Itasca, Itasca, IL
Website www.butchoharemodelers.com
Information contact: Hector Colon
hdcolon@yahoo.com

Nov 11 MotorCity NNL 14
Macomb Comm College, Warren MI
DetroitAreaAutoModeler.webs.com

Dec 2 Tinley Park Holiday Toy Show
Tinley Park HS, Tinley Park IL
www.uniqueeventsshows.com

Dec 1 6th Annual Sno-Ball Bash
Attack of the Plastic Toy & Model Show and Swap
Johnstown Comm Cntr, Johnstown WI
Contact
Rick Allen @262.745.5500
or rickierods53@charter.net



***IPMS/USA 2018 National
Convention lapel pin***