



GTR

Newsletter

March 2020



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President's Corner

It is with a heavy heart that the GTR club bids farewell to our second to last founding club member Steve "Snapper" Jahnke. Steve will be leaving us to go to warmer climates in March and we will no longer be able to look at his outstanding paint jobs [completed models took longer!!] and a constant supply of snap kits done expertly. Our new president is Ed Sexton who learned not to get up from the table at critical parts of the discussion.

Please join me in wishing Steve all the best in Arizona and maybe the start of a GTR West club with Chuck.

Happy modeling Steve you will be missed.

Doug Fisher

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

2020 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: Ed Sexton eagle48.1967@yahoo.com

Secretary/Treasurer: Doug Fisher kkfisher1@comcast.net

The GTR Newsletter is written and edited by 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 kkfisher1@comcast.net and I will add it to this newsletter as a blurb or link. Show dates are subject to changes/cancelation as dates shown. 2020 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

GTR NNL Show and Swap Meet on August 2, 2020

The first update on the 2020 NNL Show and Swap meeting is pretty exciting. For the first time the GTR Auto Modelers NNL will be co-sponsored. We are proud to announce that the Lake Michigan Model Car Club will be working with GTR to put on the show and swap meet. With the two clubs working together, we are looking for a stronger turnout of modelers, models and vendors.



The details are being finalized, but the Show Theme is Pickups and there will be two new categories for entrants [Distressed/Rat Rods and Factory Stock].

More details will be out in the upcoming months and we are looking forward to a great show in August.

Events

In other local event news, the Cedarville Contest and Swap will be March 15, not March 1 as listed last issue.

The Mad City Modelers March 7, 2020 Show has changed Location. Now at the Exhibition Hall at the Alliant Energy Center, 1919 Alliant Energy Center Way, Madison, WI 53713. The move is

due to the sale of the Crowne Plaza and their closing prior to our show date.

The 42nd Ferrari Art, Literature and Model Car Expo will again take place at Continental Autosports on Saturday March 21 from 9-3.

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

Media

Oscars for *Ford V Ferrari*

It had been 53 years since a motor racing-themed movie last won an Oscar, but *Ford v Ferrari* picked up two Academy Awards. Donald Sylvester, won for best sound editing, while Andrew Buckland and Michael McCusker shared the award for best film editing. The winners paid tribute to director James Mangold, who was unlucky to miss out on a nomination himself in a strong year. The film was also nominated for best sound mixing, losing to *1917*, and for best picture won by South Korea's *Parasite*.

Known in some countries as *Le Mans '66*, the film tells the story of Ford's sportscar boss Carroll Shelby and his lead driver Ken Miles, and their quest to win the 24-hour classic.

John Frankenheimer's *Grand Prix* was the only previous motor racing movie to make a significant impact at the Academy Awards, logging three wins for sound, film editing and best effects/sound effects in April 1967.

Industry News

Revell

New Jaguar XKE tooling



This is due out in October 2020.





Another Fast & Furious kit.



This 69 Chevelle is based on their recent 1968 tooling.

Hasegawa IMSA Reissues



These two classic IMSA race kits will be reissued by Hasegawa shortly.



Round 2

Here are some upcoming releases from Round 2



IPMS-USA

International Plastic Modelers Society

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. . If you are a current IPMS/USA member let Steve or Doug know your member number and expiration date, and remember to renew your membership by October each year to make the renewal process smooth. 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

IPMS Calendar

June 13 2020 IPMS Region 5 Convention – to be hosted by IPMS/Lakes Region Scale Modelers, Crystal Lake, IL.

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

2021 IPMS USA Nationals: Las Vegas, NV

2022 IPMS USA Nationals: Omaha, NE

GTR News

GTR Update

The next regular GTR meeting will be on Saturday, March 8 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.

February GTR Meeting

The February GTR regular meeting was held on 2/1/2020 at the Algonquin Township building.



Steve Jahnke showed up with a Z28 pace car, a yellow Corvette pace car from 1986, a Dodge Challenger and a Corvette snap kit.



Steve also had a Corvette Mako Shark modified into a racer and a Mercedes AMG GT in Garnet Red Metallic lacquer



Ed Sexton brought in Revell Germany Land Rover which is available in Europe now, in the US later this year. *(just hit local shops! Editor)*



Ed also had the new Jeep Rangler Rubicon which is a stock version of the Tomb Raider Rubicon which has been previously produced and the metal body changed over to plastic.



Dave Green brought this month's stash of new stuff. From JR Salvino, a 1979 Olds 442 of Junior Johnson and the 1977 Monte Carlo in Cale Yarborough's #11.



Also from Mobius a 1966 Ford Short Bed pickup, and the 1965 altered wheelbase Plymouth Satellite. The Golden Commandos kit has many extra parts and nice decals for two car versions.

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 including back issues can be accessed from the site.

How did Revell decide on what kits to make?

This is a paper prepared by Ed Sexton for Revell regarding the model creation decision-making process at Revell.

During my time at Revell, one of my major responsibilities was to make recommendations for the future model kits. I have often been asked how I decided on what new kits I would recommend. There is no simple answer because there were many things to consider. The most important consideration was if the selection would sell and make a profit.

At Revell we covered an extensive number of categories, not just cars. While cars were an important consideration, we supported other categories we felt were important to us. These were areas such as airplanes, ships and licenses such as Star Wars. There was also the question of how many snap models versus glue models did we need to make. The needs and reasons for these two areas can be very different.

At the start of each year, management set a budget amount for new mold investment. We needed to decide the categories which were the most important and how would we allocate the money. We had frequent meetings involving Sales, Marketing, Licensing, Engineering and Product Development. We would discuss what products were popular and what was trending up or down. Was there anything specific the major store buyers were looking for? What licenses were selling and/or what new licenses did we want to go after?

Coming out of these meetings, I had a clearer direction on what categories we were looking to support. I would later need to make recommendations on specific items and we would finalize on the ones we all felt were the clear winners. I worked at selecting only the items that I felt were the best.

The strongest source of information I had was our sales numbers. How did similar kits sell? I can't over emphasize the importance of the sales information. But it was just not a matter of looking at the numbers; it was also what was behind the numbers. This involved talking to many different people, reading all the consumer mail and just being as open to every comment as I could be. The next questions were what the competition was doing and what was working for them. Sometimes it could involve an old kit that was still selling very well. Could we make a new kit that would sell even better?

Next we looked at trends. Some subjects are always popular and others come and go. For

example, we did very well with tuners and lowriders while they were hot. But then they started to fade and we stopped investing in those categories. Other subjects such as muscle cars and trucks have always been popular. It was a matter of staying on top of all of these and deciding what needed a new kit and when. We needed to decide on all new kits and conversions. The number of possible future conversions was an important factor when deciding on an all new kit. Many times we would do one or more of the conversions right when we made the all-new molds.

In addition, I would maintain a list of the key items we needed to get done. These were for both all new molds and important conversions. Due to budget and staff, we were only able to do a limited number of projects per year. I reviewed the list regularly. This was important because you never knew when research opportunities would present themselves. We always needed to take advantage of good research opportunities, even if they were projects that might never get done.

One last element that needed to be brought into this discussion were all the different categories Revell was covering. I have put a list of many of these at the end of this article. As you can see it is an extensive list and there were even more. As I said in addition to these car and truck categories, other areas such as airplanes and ships each had their own list of categories. We were always trying to make sure we had new kits in as many of these categories as we could each year.

There is no one simple answer to the question of what new kits to make. It was never a case of "Oh I'd like us to do that car". Each decision needed to be completely and carefully evaluated. For the most part, I think we made the right decisions. The best ones were when a kit would stay in the line for years. These are what I referred to as "Evergreen" items. I wish they all could have been. You can tell yourself which were the good items and which were not by how long they lasted in the catalog. If an item sold, it stayed, if not it was gone.

Car and Truck Categories

Licensed subjects such as *Fast & Furious*, *American Graffiti*, *Foose*, *Days of Thunder* and many more.

Tuners

Hot Rods

Factory stock, cars and pick ups

Customs

NASCAR

Road race and Indy

Sprint Cars

Lowriders

Semi-Trucks

Drag race cars

Monster Trucks

Fujimi Porsche 917 Buildup



Description: 1971 Porsche 917 K Martini & Rossi 1971 Sebring Winner

Manufacturer: Fujimi

Kit #: Scale: 1/24

by Dave Roeder



I found this FUJIMI kit at my local hobby shop and since it was 1/24th scale decided to take a shot at building it.



I have built three of the old HELLER 1/25th scale 917 kits and they were not real nice and did not have a lot of detail. This kit turned out to be a lot easier to build and the parts all fit very well. The larger scale coupled with newer technology made this possible. There was a sheet of etched metal parts which I only used a few of because they were hidden details after assembly. I discovered very early in the build that this was going to be a curbside model due to the lack of detail in the engine compartment. Most of the right and left side as well as the front of the engine were missing. After attaching the rear engine cover, none of this could be seen. The front of the chassis was similar. While there was pretty good detail on the drivers area, the front suspension and under dash details were not visible after assembly.



I spent considerable time on the decals and they went on without any problems. The Firestone tire decals were printed in reverse and put on like dry transfers. They had to be soaked as normal, but they were very delicate and had to be placed on the sidewalls with the backing paper still attached to avoid damaging them. I followed the painting guide and made a few changes to the engine details after researching this model on the Internet.



I painted it with Tamiya rattle can Grey Surface Primer, then PS-12 Silver. Testors High Gloss Clear coat provided the shine.



The Real Thing

1971 Sebring Winner Elford/Larrousse



JR Salvino's 1982 NASCAR Bobby Allison Buick



Description: Bobby Allison 1982 Buick Regal

Manufacturer: JR Salvino

Kit #: BAB 1981-D **Scale:** 1/24

by Elliot Doering Milwaukee WI

Well, it's a new year, and I've noticed some new kits on the hobby shop shelves, notably some NASCAR stock car kits from an emerging new company – Salvino's JR Models. Since the release of the "Grey Ghost" Buddy Baker 1980 Oldsmobile kit, Salvino's JR Models has been releasing some GM-based NASCAR stock car kits of the late 1970s into 1980s, and one of their latest kits is the #88 Bobby Allison "Gatorade" 1982 race winning Buick Regal.

Bobby Allison needs no introduction. He was named one of the 50 greatest all-time stock car drivers, and was the NASCAR Champion while driving the Miller High Life Buick, and won the "Daytona 500" three times in 1979, 1982, and 1988. Decals exist, as well as a complete Monogram kit, to do Bobby's Miller Buick, which is the SAME kit as this Salvino's JR release. You can get the Miller Buick decals thru either MIKE'S DECALS, or SOUTHERN MOTORSPORTS HOBBIES, on-line.

During the course of his career, Allison accumulated 84 victories, making him fourth on the all time winner's list. He was voted NASCAR's "Driver of the Year" and "Most Popular Driver" for winning 10 races and taking 11 poles, including a record 5 straight, in 1983, when he claimed his NASCAR championship driving for DiGard Racing.

Allison also won the first race at Daytona run with restrictor plates in Feb. 1988 by a car length over his son – Davey, rendering him the first driver to have won at Daytona with and without restrictor plates, as well as a father and son finish. He's also the oldest driver to have won at Daytona. Allison is also one of only eight drivers

to have won what is termed a "Career Grand Slam," by winning NASCAR's 4 major races. Only 7 other drivers have accomplished this feat.

Now then... it should be understood that this is NOT a NEW kit. JR Salvino somehow acquired the molds, or had Monogram/Revell mold this kit for him. It's little more than a re-issue of the NASCAR Buick Regal that Monogram/Revell issued many years back, now in Salvino's JR Models boxing. Most of the other JR Models kits are 1/25, and to my knowledge, this is their only 1/24 kit so far.

Let's examine this kit. It comes molded in white, and includes rubber tires, crystal clear bagged glass, and a decal sheet produced by "Powerslide", to replicate the green #88 markings of the "Gatorade" sponsored car. The decals are Cartograph quality, and should fit the car well. There are numerous other decals for the NASCAR Buick Regal out there, just check the Internet, E-bay, or Model Empire.

The front of the large, fold-out instruction sheet has a decal placement guide. There are 35 short assembly blocks to complete this model, and they are exactly the SAME as the old Monogram/Revell instructions. Each assembly block deals with few parts, making for quick assembly.

Like most model car kits, assembly block one concerns starting to build the engine. The instructions state to paint the motor block orange, as the motor is a GM-based V-8, but a dull aluminum color should really be used. I usually mix some Metalizer Dark Anodronic Grey with a bit of Magnesium added to get a dull aluminum appearance. The transmission can be painted Steel.

There is a tree of chrome parts, and in my opinion they look way too "toyish" except for possibly the wheels. I've discovered a NEW excellent stripper – ZEP PURPLE INDUSTRIAL CLEANER, available at Target, Lowe's, Wal-Mart, Home Depot etc. It does a GREAT job of stripping chrome, with minimal effort. I'd suggest stripping the chrome parts, and using Metalizers instead.

The two halves of the block are assembled, and the cylinder heads added. There is room on the heads for drilling spark plug holes for wiring this motor, and a pre-wired distributor makes that job easy. The oil pan's then added.

In block 2, the intake manifold, valve covers with heat shields, carburetor and air-cleaner are added. I'd look for a resin 4-barrel carb, and Model Empire has NICE turned aluminum NASCAR Air-cleaners, which will look great polished out with a bit of metal polish.

In Block 3, the fan and belts are added, along with the special exhaust headers. These should get a slight wash to accent the spaces between each of the actual tubes making up the headers. They look good painted first with

Metalizer Burnt Metal, and then a bit of Burnt Iron misted over that – sharp!

In block 4, we start work on the chassis, which should be painted a light grey color. When dry, the frame pan receives the front Upper “A” arm yoke. Be sure to get it placed onto the notches on the forward areas of the frame.

Moving to Block 5, the Lower “A” arms are added, making sure the pins on the A-arms fit well into the holes in the forward frame again.

The completed engine gets added in Block 6. There are mount blocks, which receive the molded-in mounts on the engine. Be sure to get the motor mounted square and level.

In Block 7, the shifter, fire extinguisher, and differential cooler get added to the frame pan.

Block 8 begins the roll cage. The window net should be masked off and painted flat black.

In Block 9, the rearmost roll bar is added, along with the head rest, if you choose to use it.

In Block 10, the seat is made up. I’d go looking for a more modern seat from a later NASCAR kit, as they were running the more body-contoured seats by 1982. The water jug is also added. Block 11 concerns adding the other side of the roll cage. Then, in Block 12, the firewall gets mounted, seating the edge to the transmission tunnel.

Moving to Block 13, the fuel cell is added.

Block 14 gets the “kicker bar” added to the back of the roll cage. If you choose to use the kit’s camera, it gets added to the roll cage in block 15.

Now begins the addition of the more complex bars making up the roll cage. In block 16, the Petty bar must loop under the rearmost roll bar, and anchor to the back of the frame. It is imperative to follow the drawing closely here.

Likewise, in block 17, the stiffener bar is fed thru the firewall, and anchored to the rearmost bars of the cage.

Block 18 concerns adding the steering shaft. It mounts to the firewall, and then to the steering box molded into the forward side of the frame.

In Block 19, the dash, instrument panel, and steering wheel get built up. I’d go looking for some gauge decals for the instrument panel. They’re available on most SLIXX decals sheets, at Model Empire. The completed dash gets inserted in Block 20.

We now come to yet another critical assembly in Block 21 – the building of the rear suspension. The differential receives the pumpkin, while the trailing arms get the airbags. These must be applied level and square, and left to dry at least a day. When dry, the completed differential is set onto the top of each air bag, and again set to dry. This is a critical step, in order to insure the rear wheels and tires will sit level on your work table. Go slowly, patiently, and with care here.

We add the dual shocks to the rear frame area in Block 22. Most NASCAR shocks were yellow for Regal Ride shocks, or Metallic Blue for Monroe. Some were also white, so it’s your choice.

In block 23, the completed entire rear suspension gets added to the rear frame, being careful to hookup the rear shocks to it.

In block 24, the exhaust dumps are added. I’d drill out holes in the ends of the exhaust openings for more realism. Then, the driveshaft, painted white, should be added to the differential, and inserted into the rear of the transmission.

The front, dual shocks are added in blocks 25 and 26. Again, follow the drawing closely to insure proper installation.

In block 27, the radiator shroud fan cage is added to the radiator. Again, the radiator is chromed, should be stripped, painted with Metalizers, and the screening painted flat black.

In Block 28, the wheels are inserted into the tires, and I’d go looking for some tire logo decals here. Don’t forget to scuff the tires for a “raced on” appearance. The completed wheel/tire assemblies get added to their axles in block 29.

Block 30 sees us installing the radiator hose. The fittings can be painted with a bit of clear blue or red, to simulate anodized aluminum fittings here.

After paint, the body receives the windshield and rear window in block 31. In block 32, the head light inserts are put in place, and after painting the center of the grill flat black, the grill/front bumper is added to the nose of the car.

Turning to the rear of the car, block 33 sees the installation of the rear spoiler, rear bumper, and trunk hold-down pins. The rear window hold-down straps should also be painted now.

In block 34, the completed body is set onto the chassis, to complete the model. All that’s left is to add the hood and its hood hold down pins, in block 35, and then begin the decals.

Again, this is NOT an entirely new kit, but it builds up just the same as the old Revell/Monogram kit did. While long on assembly blocks, and aimed at the experienced builder, an excellent representation of Allison’s #88 “Gatorade” 1982 NASCAR Buick Regal can be built from this JR Salvino’s kit. Grab one, and have happy hours of building. ED





2020 Event Calendar

March 1 Scale Auto Hobby & Toy Show
Serb Hall, Milwaukee WI
www.uniqueevents.com

Mar 7 IPMS/ Mad City Modelers 25th Annual Show,
Alliant Energy Center, Madison WI
Jim Coatney, 608-553-1678
email: jimcoatney@yahoo.com
<http://madcitymodelers.org>

March 15 Cedarville Toy Show and Model Car
Contest
Jane Addams Community Center, Cedarville IL

March 15 Australian Grand Prix
Sydney, Australia First Race of 2020

Mar 15 Countryside Collectors Classic Show
Park Place of Countryside, Countryside IL
www.uniqueevents.com

March 20 1000 Miles of Sebring WEC

March 21 Sebring 12 Hours IMSA
Sebring Intl Raceway, Sebring FL

Mar 21 42nd ANNUAL FERRARI LITERATURE,
ART& MODEL EXPO
Continental Auto Sports, Hinsdale, IL
youareawinner@earthlink.net

April 18 28th Milwaukee NNL
Host Automotive Modelers Guild AMG
Theme: Hot Rods
Sub Theme: Rat Rods
The Excellence Center, Waukesha WI
scottiek1@charter.net

April 18-19 Gary Schmidt Model Car Liquidation
Knights of Columbus Hall, Oconomowoc, WI
Info: Johnny O 414-331-8823

April 19 Milwaukee Miniature Motors Show
Waukesha Exposition Center, Waukesha WI
www.uniqueevents.com

May 15-16 40th Annual Hoosier Model Car
Contest and Swap Meet.
Johnson County Fairgrounds, Franklin, IN
mike51oleary@gmail.com

May 17 NNL North Contest
Knights of Columbus Hall, Bloomington, MN
www.NNLNORTH.com

May 24 Indy 500
Indianapolis Motor Speedway

June 13-14 Heartland Model Car Nationals
Hosted by KC Slammers
Overland Park convention Center, Overland Park KS

June 13 2020 IPMS Region 5 Convention
hosted by IPMS/Lakes Region Scale Modelers
Crystal Lake, IL.

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

Aug 2 The Summer NNL
Theme: Pickups
Algonquin Township Bldg Crystal Lake IL



Sep 26 IPMS/Nordic-Con 2020
Veterans Memorial Community Center
Inver Grove Heights, MN
robertmaderich69@hotmail.com

Sep 27 Illinois Plastic Kit & Toy Show
DuPage County Fairgrounds Wheaton IL
Info contact: (630) 969-1847 or
Email: pthpowerinc@aol.com

Oct 18 Countryside Collectors Classic Show
Park Place of Countryside, Countryside IL
www.uniqueevents.com

Oct 25 US Grand Prix
Circuit of the Americas, Austin TX

Oct 31 Winnebago Area Model Classic
Hilton Garden Inn, Oshkosh WI
WAMclassic@gmail.com

Nov 1 Scale Auto Hobby & Toy Show
Serb Hall, Milwaukee WI
www.uniqueevents.com

Nov 14 Southern NNL Atlanta
acme-ipms.com

Nov 14 IPMS/Butch O'Hare Contest & Swap

Dec 6 Tingley Park Holiday Toy Show
Tingley Park HS, Tingley Park IL
www.uniqueevents.com