



# GTR Newsletter June 2020

## June Meeting Canceled

**Due to the Corona Virus Pandemic the June 6 meeting of the GTR Auto Modelers has been canceled. We hope to resume in July but that will depend on how this crisis plays out. Keep building models and stay safe.**

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## President's Message: June

Another month under the "Stay At Home" rules. However, things are changing a little. Depends on what state you are in. While I have been building during this time, I am also doing a good deal of reading, racing books of course. Great to read the behind the scenes stories from the 50s, 60s and 70s. The cars and races during these years are my favorites. These books bring out things you just did not hear about at the time. Even if you were reading all the magazines.

Since things are changing on the Coronavirus front, the GTR/LMMCC NNL might still happen. So right now, we are still day to day on making a call on it. However, the call might be made for us if the Algonquin Township people say we can't hold it there. They might be under rules that will not let us use the building. So far, no word on that.

I wanted to put in a word for a friend who makes an assortment of 1/25 scale resin kits. His company is called Silver City Models and his name is Kevin Kuzman. He is up to over 20 models now that have both resin and white metal parts. Most of them are Indy cars from the 70s and 80s. His latest release is a Formula 5000 Shadow driven by Jackie Oliver and the companion Formula One car. All of his models are still available and you can see the list on his Facebook account. You can write to him at [silvercitymodels@comcast.net](mailto:silvercitymodels@comcast.net). These models are really first class and go together extremely well.



As I write this it's Memorial Day and no Indy 500, it can't get worse than that. Normally I go with friends and we sit in the second to the top row in the third turn grandstand. I've always felt it was the best place to see the race. In the 60s, because of some connections my father had, I was able to get tickets anywhere. After going to 3 or 4 races in different places. I felt turn 3 was the best. Well at least there was NASCAR at Charlotte. *Ed Sexton*

## 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](mailto:eagle48.1967@yahoo.com)

Secretary/Treasurer: Doug Fisher [kkfisher1@comcast.net](mailto: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](mailto: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 "Doug Fisher" 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 2020 NNL Contest and Swap meeting is still scheduled for August 2, depending on the status of the Corona virus and public safety orders. 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.

**GTR AND LAKE MICHIGAN MODEL CAR CLUB PRESENT**  
**THE SUMMER NNL Model Car Contest & Swap Meet**  
**Keep on Truckin'...**  
 August 2, 2020  
**2020 Theme: Pickup Trucks!**

**Features:**  
 13 class winners and trophies for each  
 Outdoor vendor area, sell from your trunk - \$10 fee includes pizza lunch,  
 NO pre-registration required.  
**Door Prizes**  
 Admission Fees: \$10 for entrants and \$5 for visitors,  
 both include pizza lunch.  
 Open 9:00 am to 1:30 pm trophy presentation

**Location:** Algonquin Township Administration Building  
 2732 US HWY 14, Crystal Lake, IL 60014  
 Located half way between Cary and Crystal Lake.

**Hotel:** Holiday Inn, 800 South Rt. 31  
 Crystal Lake, IL 60014  
 815 477 7000

Visit GTR on Facebook  
 GTR is an IPMS chapter

Contact: Doug Fisher  
 Email: skfiser1@comcast.net  
 31403 Kings Cr., Warrenville, IL 60555

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 (hopefully) looking forward to a great show in August.

### Events

With all the disruption and uncertainty caused by the Corona virus crisis, all dates are of course tentative. Please check directly with the event hosts as events are being rescheduled or

canceled daily. I will update as I am informed of changes, also I will share the notices on the GTR Facebook page.

This notice is from the IPMS/Lakes Region Scale Modelers Facebook page:

*I just wanted to send out a quick reminder that the LRSM NIMCON model contest and show, scheduled for 6/13, has been canceled. With the current issues related to Covid-19, it was looking increasing less likely that we were going to be able to have a show this year, so the club officers decided to cancel it.*

*We are going to be having a show next year. We are still going to be the IPMS/USA Region 5 show. So, keep building and show us what you got at next year's show.*

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.

### Real World



### Real Racing Restarts

Some racing has resumed, racing in spectator less tracks for now for a TV audience. NASCAR started mid May at Darlington and then Charlotte. I watched Darlington, to me the lack of fans is not all that significant to the coverage.

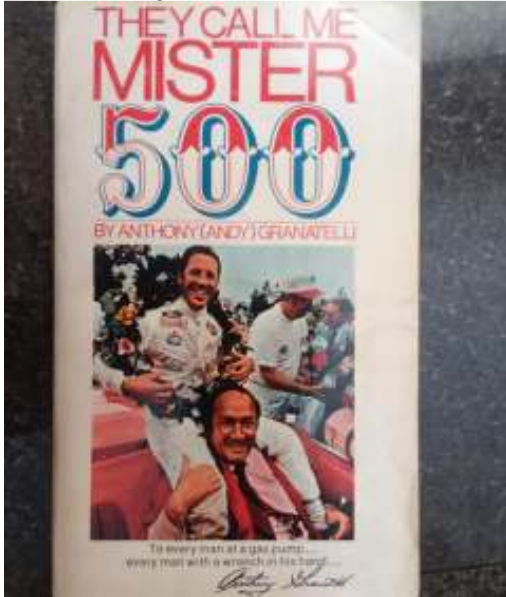
IndyCar is planning to start their season in Texas June 6. IMSA plans to race at Daytona July 4. And Formula 1 is still trying to put a season together. Their planning is more difficult due to international travel and the ever changing restrictions of local governments.

### Corvette Withdraws from LeMans

Corvette Racing has pulled its pair of GTE Pro C8.Rs from the rescheduled Le Mans 24 Hours. The Corvette team is focused on the IMSA series in the US and it appears the new schedule for LeMans is too tight for participation in France and in the US.

## Media

Our president mentioned he is catching up on reading old racing books during the stay at home time. Here are some I found on my shelf on what should have been Indy 500 day. Thought I did watch the NBS replay of last years race which I had not watched so that was some solace, the way they provided extra commentary was interesting.



## Industry News

### Testors Model Master Paints RIP

From the *Scale Auto* Facebook page, this is the statement from Testors in the planned discontinuance of their Model Master and other hobby paint lines



“With a long history of producing quality hobby kits and supplies, we are evolving our strategy to focus more keenly on Testors, our flagship brand. To that end, we are discontinuing our PACTRA,

AZTEK, and Model Master brands as demand for these products continues to decline. We will continue to support the hobby market with a robust line of aerosols, brush paints, tools and accessories – always looking for opportunities to innovate in these categories.”

We have no idea how long this change will take to implement or how soon it will affect the availability of the paints and supplies. We'll let you know when we know more. -TK, editor

This is also found on the Testors page, so it is official, unlike some of the prior false postings.

Coincidentally this was also on *Scale Auto's* page recently.



Word is these are planned for wider (US?) release than their current European market. Also these are said to be Humbrol products with Revell labels. These could be a potential alternate to Model Master?

No word on dates for either of these announcements, certainly the Corona scare will be a factor.

## Salvino JR



The latest kit from Salvino that was shipped out to members of their model club was a Rusty Wallace 1986 Pontiac 2+2.

## GTR Update

The June meeting, scheduled for Saturday June 5 was canceled due to the corona virus crisis. We hope to resume meetings in July, but that depends on the situation as we go on. So hopefully the next regular GTR meeting will be in July at the Algonquin Township Building. But watch your email and Facebook for updates.

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.

## 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.

## Virtual Show & Tell

With meetings being cancelled we will use this space usually used to show models at the meeting for a virtual show and tell. One advantage is that we can show stuff from our out of town members. Here are some along with comments from the Facebook posts or emails.

**Doug Fisher**



Here is a finished picture of the Ford GT Doug reviewed last issue.

**Earl Spiegelberg**



“Back in my father’s day, before my Mom got hold of him and settled him down, right after WW II, many service men like my Dad came home from the war with adrenalin surging through their veins and seeking excitement and/or camaraderie dealt with their PTSD by buying the military surplus bikes and modifying them and starting or joining motorcycle clubs or just took off down the road in search of the next adventure. So I built "BAD BOB" out of an Italeria WWII motorcycle kit as a tribute to those Days-Of-Old! I made a few mods to the kit ( knocked the military ugly out of her) but tried to stay as true to the old ways as I could given I only had a few old pics of my dad's (pre-mom) ride to work from.”



**Gary Dodson**



“Finished this one. It’s a car my daughter had. Tamiya Toyota 86 Aftermarket wheels, made front splitter.”



Below is the real thing.



And he will start work on the kit below, doing the version driven by Ayrton Senna to add to his Senna collection.



**Chuck Herrmann**



I was inspired by Gary's recent posts, and missing the canceled Monaco GP, to pull out this 1989 McLaren and finish it. After much debate I decided to do the Alain Prost car, the 1989 World Champion, instead of Senna's Monaco winner. Sorry Gary!



And I found this in my stash so I will add the driver figure in the car and use the engineer for the display.



Paint on the body went well.

**Dave Raeder**



"This Rastrojero is a model that I scratch built of an Argentinian farm truck that I originally photographed in Buenos Aires Argentina.



The Rastrojero is 1/25 scale. I researched the manufacturer in Cordoba, Argentina and learned the trucks were built using CJ-2A Jeep chassis parts and the frame was stretched for a longer wheelbase. I stretched the frame .950". They were only 2 wheel drive to make them less expensive. So the obvious starting point was the Re-issued WW II Military Jeep kit. That made the chassis easy to build. I used the Jeep 4 cylinder "go devil" engine and transmission. I found that the 1941 Chevy pickup cab had the correct roof line and front windshield. It had to be severely modified to get the recessed door panels and I had to remove almost all of the front clip and the

cowl area. The easiest part was scratch building the bed from styrene. It was all straight shapes. I spent the most time on the front clip including the hood which I made from Milliput epoxy clay.”



1937 Chevy Modified



Sunbeam Tiger

## Tamiya's Mustang GT4: First Look



**Description:** Ford Mustang GT4

**Manufacturer:** Tamiya

**Kit #:** 24354 **Scale:** 1/24

by *Chuck Herrmann Albuquerque NM*

Tamiya is famous for their well designed and accurate kits, but not so much for doing kits of American subjects. So when word surfaced via the internet that they would be doing a kit of the Ford Mustang GT4, there was quite a buzz. These have been available for about a month now, I ordered one online (from M&S Hobbies) which I just received so here is a first look.

Subject: The Mustang GT4 is based on the Ford Shelby GT350R-C, but with serious road racing modifications. GT4 is a production based road racing class that runs in many global series including IMSA Continental Tire Sportscar Challenge, Pirelli World Challenge and GT4 European Series. Ford first showed the car at the SEM Show in the fall of 2016, and has sold many of these to customers who have won numerous races.



**Kit:** This kit comes in the expected high quality packaging from Tamiya, each sprue individually bagged, in a really big box. It is molded in white (body, chassis and interior), black (suspension, interior and exterior details), clear, chrome (lights). The design of this kit is curbside plus, similar to many of their racing kits. The only real thing missing is the top of the engine.



**Body:** The body is one main piece with a separate front bumper/fascia (which is molded in black, so it will require primer). The hood is molded in, with openings for the several vents which makes for easier painting.

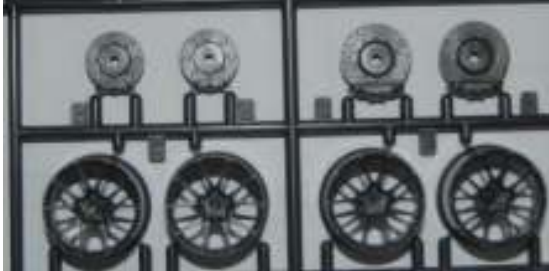


There are chromed pieces for the light bezels with clear lenses. The windows are clear plastic that mount from the inside. The large rear wing is a seven piece assembly.

**Chassis/Suspension:** The chassis and wheels wells are molded as one piece. There are spate assemblies for the brakes, shocks and suspension. The engine is represented by a two

piece block, oil pan and transmission, nothing on top. Again, since the hood is molded shut you will only see the bottom on the finished model.

**Wheels/Tires:** The wheels are spoked black units (these are usually black or gun metal on the real cars), the brakes will be visible through the spokes and should look good with a bit of metallic paint (there are Brembo decals for the pads)



**Interior:** There is an interior pan with separate door panels, racing seat and full roll cage. Seat belts are decals, and there are decals for the dash and steering wheel.



**Decals:** There are decals included for two versions: the #17 in German Gray was taken part in the Goodwood Festival of Speed in 2017, and a white #18 that was a Ford promotional Car. There are masks included for painting the windows. There are no tire marking nor decals included.



**Summary:** This looks like a typical Tamiya race car kit, which is a good thing. Everything looks like it should build out nicely. There have been numerous internet builds which look great.

## The Real Thing



There have been many of these cars competing in series around the world so a quick internet search turns up lots of photos for reference or paint schemes.



This scheme is a retro throwback to the Roush Trans Am and IMSA cars.



There are already aftermarket decals available, Indycals has several of these available. I am sure there will be more. And probably someone will do detail parts including the top of the engine for those who want to go full detail.



My plans are to do a phantom scheme utilizing some leftovers from the Ford GT decal sheet as I have an aftermarket set for that kit. And maybe dig through my decal stash to see what fits and looks good. .

# THE ROAD TO LAKEWOOD

Description: 1961 Corvair Lakewood  
Station Wagon Resin  
Scale: 1/25

*by Dave Allin Albuquerque NM  
originally in the Corvair Club Magazine*



I recently completed building this model of a 1961 Corvair Lakewood station wagon, and thought some people might be interested in how it came to be. I'll have to give some history of car models in general, and resin models in particular, so you may have a MEGO (My Eyes Glaze Over) moment reading this.

In the fifties and sixties many new car dealers gave away promotional models (promos) to potential customers who came in and took a test drive. These models came from two main manufacturers, Johan and SMP (which later became AMT). The models were all in 1/25 scale, and were very accurate representations, although many came with flat metal chassis plates and friction motors. In order to have the promos available at new-car introduction time, the car manufacturers allowed the model makers very early access to view the secret finalized versions of the upcoming cars so they could photograph and take measurements. That way the model companies had time to create the molds and start producing the models.

In 1958 SMP/AMT started selling unassembled promos as kits, adding customizing and racing parts such as louvers, fins, fender skirts, and decals, so they could call them "3-in-1" kits. They were a huge success, even though the early kits did not have engines or opening hoods. For years these "annuals," as they were known, were based on the promos the model companies were producing for the dealers.

When Chevrolet began producing the 1960 Corvair, the only body style available at first was the four-door sedan, so AMT created a model of the sedan as a promo, and then issued a kit of the same model, adding various customizing and racing parts. For the 1961 promos and annuals, AMT was encouraged to issue models of the

1961 Corvair convertible, which Chevy intended to introduce that year. Unfortunately, after AMT had already created the molds for a convertible, Chevy made a last-minute decision to delay the convertible until 1962. AMT had to scramble to come up with something. For the promos, they took the molds for the 1960 four-door sedan and modified them slightly to replicate the changes for 1961. AMT knew, however, that model car builders were not really interested in four-doors, so they issued the convertible kits they had already created, adding a hastily designed roof and rear window so the builder could make either a coupe or a "custom" convertible.

I acquired one of those 1961 kits a few years ago, and discovered that the roof and rear window were not at all accurate and did not fit well, so I suspect most builders gave up and built those kits as convertibles. I was able to build mine as a coupe, but it took a lot of bodywork, and it still didn't look right.



For 1962 the promos and kits were issued only as Monza coupes. For 1963 AMT produced both convertibles and coupes as promos, but the kits were only issued as convertibles. The 1964 promos were again Monza coupes and Monza convertibles, but the kits were all Monza Spyder coupes. None of the early Corvairs were modeled with opening engine covers and engines. The 1965 promos were Corsa coupes and Corsa convertibles, with no engines. The 1965 kits were Corsa coupes with an opening engine cover and a complete 140 engine. The kits also included a convertible boot if the modeler wanted to cut off the roof, along with parts and decals to make a Yenko Stinger or a Fitch sprint. The 1966 promos and kits were essentially the same line-up as the 1965 versions. The 1967 promos were Monza coupes, and these were the last Corvairs issued as promos. The 1967 kits were also Monza coupes, with engines, but still included the parts (other than the Corsa dash) to make a Stinger or Sprint or convertible. The 1968 and 1969 kits were essentially the same as the 1967, with the addition of side marker lights on the body and updated interiors. They all had 140 engines, and none came with the mandatory smog equipment.

The 1969 Corvair kit has since been reissued a number of times, with varying extra parts, and usually with incorrect tires.

No one, however, produced a model of the Lakewood wagon.



In recent years a cottage industry has arisen which produces resin kits of model cars that the major model companies never issued. An experienced modeler will first take an existing kit and then modify it to represent a different version. This usually means making a coupe into a convertible, a two-door into a four-door sedan, or a sedan into a station wagon. Once the modeler had done all the necessary body work, a rubber mold is made (often by someone else), and then copies are produced by pouring resin into the mold and letting it harden. The resin is like the stuff Fiberglass is made of, without the fibers. The quality of the copies ranges from very poor to adequate. The modeler then sells these resin models on eBay, sometimes as complete kits, and other times as “trans-kits” which require the addition of parts from a “donor” kit issued by one of the model companies.

A few years ago I found a Lakewood resin kit on eBay and immediately bought it (at an outrageous price). When it arrived, I was disappointed in the quality, and put it aside. Last month I finally decided to build it, knowing it would be a pain. After studying it, I figured out how the modeler had created the master of the body, and he did an excellent job. He started with a 1961 four-door promo and cut off the roof and the rear deck. Then he cut the wagon roof off a Johan model of either the 1961 Buick Special or Olds F-85 wagon (GM used the same wagon roof on all three cars that year) and grafted it onto the Corvaire body. He then did a great job of creating the unique Corvaire rear end, tailgate, and taillights.

Whoever created the interior for the kit, however, was not so skilled. The interior and the body were molded in very thick resin, and the parts did not fit together well. My kit had an original 1961 plastic windshield, but it took a lot of grinding with a Dremel tool to thin the windshield pillars enough to allow the “glass” to fit, and even then it’s not perfect. The bumpers that were provided had no mounting posts and were roughly cast, so I added metal pins and sanded them until they were smooth. I also had to create mounting points to attach the chassis to the body. I created the side and rear windows out of acetate, and found a steering wheel in my parts box that is close, but not entirely accurate. The dash was so poorly molded that I sanded down the instruments and glove box and made decals from photos I found of those things on eBay.

After much work sanding and filling, and multiple coats of primer, I managed to get the body looking semi-decent. I cleaned up the wheels and tires that came with the kit and detailed the hubcaps with paint. I chromed the bumpers with chrome paint, and the headlights, taillights, and window frames with Bare-Metal Foil. Since the original kit that the modeler had

used to create the master was a sedan, the wagon did not have the louvers on the rear fenders. I simulated them by making decals that included the “Lakewood” script.



The end result is an okay model, but not up to my usual standards. On the other hand, it’s the only one I’ve seen of a Lakewood in that scale, and better than the few smaller die-cast models that were issued back in the day. I owned a 1962 Monza wagon back in the early seventies, which I loved, but the floorboards had completely rusted through. I lived in Denver then, but ironically I worked in Lakewood, CO. At that time I was not in a position financially to have the car repaired, so I sold it. I would like to have another wagon, but for now I’ll settle for a good model of one.



## 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 Doug know your member number and expiration date, and remember to renew your IPMS/USA 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](http://www.ipmsusa.org)

## IPMS Calendar

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

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

2020 IPMS Region 5 Convention –**Date TBD** hosted by IPMS/Lakes Region Scale Modelers McHenry County College, Crystal Lake, IL.

2021 IPMS USA Nationals: Las Vegas, NV

2022 IPMS USA Nationals: Omaha, NE

# 1/12<sup>th</sup> Tamiya 1976 McLaren M23 Conversion

By Ron Spannraft Maricopa AZ

The McLaren M23 was introduced to Formula 1 in 1973 with Dennis Hulme and Peter Revson as drivers. For 1974 McLaren ran three cars, two under the Texaco Marlboro colors as McLaren was able to sign Texaco and Marlboro to a sponsorship deal after the 1973 season (Emerson Fittipaldi and Dennis Hulme as drivers as Peter Revson left McLaren for Shadow) and a single car team under the Yardley sponsorship, as 1974 was the final year of the Yardley sponsorship contract with McLaren (Mike Hailwood as the driver, and David Hobbs assuming driving responsibilities after Mike Hailwood suffered a broken leg in an accident). Fittipaldi would win the World Drivers Championship in 1974. Tamiya would release two 1/12<sup>th</sup> kits of the 1974 McLaren M23.

In 1975 McLaren was back to a two car effort, as the Yardley contract had ended, with Fittipaldi and Jochen Mass as drivers (Hulme had retired from Formula 1 after the 1975 season).

For 1976 Fittipaldi would leave McLaren to join his brother's new Formula 1 racing team. This opened the door for McLaren to sign James Hunt as their driver. Hunt had driven for Hesketh in 1974 and 1975 but was left without a ride for 1976 when Lord Hesketh ran out of money and closed his team.

As with all successful teams, the M23 was in a constant evolution to remain competitive. Between 1974 and the start of the 1976 season the easily identifiable changes to the M23 were the new front suspension and modified tub, a short nose, side extensions to the back of the tub, new high air box and new roll bar. Beginning with the 4<sup>th</sup> race of the 1976 season additional changes were mandated by the FIA for all teams. The most notable were high air boxes were no longer permitted and additional roll over protection was required ahead of the driver. (Nerd Alert: If you watch the movie *RUSH* the M23 used for the opening round of the 1976 season appears to be a late season M23 with a high air box.)

With all that, the first Formula 1 race I attended was the 1976 United States Grand Prix West in Long Beach, CA. This was the 3<sup>rd</sup> race of the 1976 season. After attending the race, the desire to convert one of the Tamiya kits into the James Hunt car took hold, but I was always intimidated with the project due to the scratch building required to make the necessary modifications.

Then in early 2019 I was having a conversation with the owner of Hobby Depot, a hobby shop in Tempe, AZ and the closest hobby shop to my new home. Fortunately Dick is a racing fan and former driver, as well as a track worker at Long Beach in the early days of the event, and told me about Mac's Modeling (<http://macsmodeling.com/>).

Mac produces a wide range of after market F1 conversion items, including both versions of the 1976 McLaren M23. So, I took the plunge and ordered the components required for the conversion. Between ordering and receiving the conversion components a Facebook group, "Road and Track in Scale", announced a group build. The Grand Prix group build was scheduled to begin June 1, 2019 and end August 31, 2019. Although I knew I would not get finished before the end of the group build, I decided if I was ever going to attempt this conversion this was what I needed to make the effort. What started out as a (hopefully) simple conversion took on a life of its own as more and more detail was added. Construction of the model started on June 1, 2019 and ended in mid-March 2020, almost 44 years to the day that I first saw the car on track.

The following is a photo history of that build. I hope you enjoy.



Photo 1. James Hunt has crested Pine Ave. and is turning right (east) for the run down the front straight past the Start/Finish line on Ocean Blvd. The entrance to the pits is just to the left of this photo. This part of the course is no longer in use at Long Beach.



Photo 2. The Haynes Manual provided some great reference material.



Photo 3. Upper front suspension arms being prepared for paint and assembly.



Photo 4. Front suspension mounted to lower half of tub. It was necessary to modify the top and bottom pieces of the tub to accept the aftermarket suspension and bulkhead components.



Photo 5. Front uprights and brake assemblies installed. Fluid lines are beginning to be installed but will not be completed until the top of the tub is added.



Photo 6. Labels being added to dash assembly. Labels were made using Microscale black stripes and white lettering.



Photo 7. Top of tub added. Model Factory Hiro seat belt set added. Shoulder belts were added after driver's well was added to the upper tub.



Photo 8. Scalelab Models 1/12<sup>th</sup> Zip-ties used to secure the front brake lines to the lower suspension arm.



Photo 9. A short piece of stiff wire with white insulation and a modified resin oil fitting used to make the oxygen supply tube. Top half of Swirl Pot made from the stem of a plastic champagne glass found at the 99 Cent Store.



Photo 10. Stiff wire with the insulation removed and 2 modified resin oil fittings used to make the front endlinks.



Photo 11. Short nose bracket installed. Brace was added to center of the bracket and battery tray both built from sheet plastic. The battery tie-

down strap was made from left over rubber tank padding from a K's Workshop Yamaha YZR-M1 conversion kit. Aftermarket roll bar painted chrome and added.



Photo 12. Engine assembly installed. Spark plug seal caps made from Hob\_Bits 0-80 washers and modified resin oil fittings. Technically these are inaccurate, as the caps are oval.



Photo 13. Wiring of the gauges nears completion.



Photo 14. Chassis waiting for final details. Back of dash has wires running to engine. Tub extensions added.



Photo 15. Rear wing installed. Top Studio valve stems and "GOODYEAR" decals by F'artefice added to the wheels and tires.



Photo 16. Nearing completion. A few more shiny things need to be added.



Photo 17. The finished model. Mirrors are from a 1/12<sup>th</sup> Protar Ferrari 312T3 that became a donor kit when it didn't survive the move to Arizona.



Photo 18. The finished model.



Photo 19. The finished model.

# Tru-Color Paint Review



By Dave Roeder St Louis MO

**Editor Note: This is a timely article in light of the Testors recent announcements.**

I was asked to provide a review of Tru Color Paints by one of our IPMS members who had obtained some samples from the most recent releases.

My interest in this product line came about when Floquil (Testors) announced they were discontinuing the Floquil acrylic water based model railroad paints. I had been using the Floquil Polly Scale line of paints for many years and was quite happy with them. My first reaction was to buy up all of the Floquil Polly Scale paint from area hobby shops. The colors I was most interested in were the Railroad Yellows, Boxcar Reds, Rust, Rail Brown, Concrete, Aged Concrete, Grimy Black, BN Cascade Green and any other oddball blue colors that were still around.

Next I took a look at True Color paints. At that time I was looking for a mineral red for railroad hoppers and box cars. I also wanted to find a replacement for Floquil Polly Scale Rust which I use a lot of. Once I saw that Tru Color paints were solvent based, I stopped looking at that product line. Over the years Tru Color has continued to expand the product line, so I decided to look at the solvent based paints again. I purchased various colors that were described as railroad named colors. The only ones I found that matched Floquil were BN Cascade Green, and Grimy Black. I was not happy with having to use lacquer thinner to clean brushes and my airbrush. I set those paints aside and did not pursue solvent based paints until this recent opportunity to do a test for use on model cars.

The test was to run Tru Color paints through my airbrush. I used the Tru Color thinner which is acetone and prepared a set of test pieces using the model car standard color test which is the back side of a plastic spoon. The spoons are high gloss white plastic which is perfect for the finish that model car builders look for.

The airbrush tests were set up as follows: Pasche single action airbrush set at 30 PSI with a #3 nozzle set. I cleaned the airbrush between colors by first running lacquer thinner through it under pressure. I wore latex disposable gloves. Once the color was flushed, I took the nozzle and

cup to the bench and did a thorough cleaning using a pipe cleaner and brushes.

I marked the handles of each spoon with the number and color. For comparison of color variation over primer, I sprayed the test spoons with Tamiya grey surface primer in the large rattle can. Then I sprayed a second set of spoons with Tamiya PS-12 Silver lacquer. The Tamiya rattle cans are lacquer based and I was confident they would work well with the acetone solvent in the Tru Color paints. I followed the instructions for the Racing Green # 786, High Gloss Kandy Lime Green # 554, High Gloss Bright Silver # 533 and High Gloss Victory Red # 521. These colors were shot over Tamiya grey surface primer and Tamiya Silver base coats.

Drying time for these acetone based paints was similar to the Tamiya rattle can colors and parts could be handled in 30 minutes. Airbrushed colors can cover in one or two coats on previously primed surfaces. They should not be sprayed over un-primed surfaces. On the unprimed surface of white plastic, the metallic colors do not cover very well.

The Tru Color high gloss automotive paints provide a higher gloss finish than the Tamiya rattle can colors. This is true on both primed and un-primed spoons. This is a very positive feature. The airbrush technique is that same as with any other paints. I used the same medium nozzle as with Acrylic water based paints. I added TCP-015 thinner to the airbrush cup before adding the paint color. I added the paint then stirred this up and then began shooting the color. This method sends thinner through the nozzle and then the paint color with the thinner. If I was shooting a model car, I would thin the amount of paint required ahead of time.

Cost of the paints is in line with other paints and large local hobby shops are carrying more of this product since Testors has become obsolete. Refer to the photos of the four colors tested.

I looked at the Tru Color automotive color charts and noticed a number of German words in the descriptions. I believe these indicate that the manufacture of these paints is done in Europe. Additionally Tru Color paints have very few GM, Ford and Chrysler colors. I use colors like GM Nassau Blue and GM Chevy engine red/orange. I also use Ford engine red, engine blue, Phoenician Yellow, Aqua and some Chrysler yellows. These were available from Testors in rattle can lacquer and acrylic Model Master small bottles in the old paint lines. It appears the automotive manufacturers have not agreed to license the use of the US manufacturers color names for use by Tru Color. I did notice some Tru Color names that were similar to US paint colors such as Metallic Honduras Maroon, Hemi Orange (Tor Red) and 1966-1979 Ford Red. Additionally I found one Porsche color Cayman

Blue Poly and an obviously German color Imola Rot II.

Tru Color offers a wide variety of automotive colors and would be my choice if Tamiya were to stop producing automotive colors in rattle cans. The convenience of rattle cans far outweighs having to deal with thinning and cleanup issues required when using solvent based paints in an airbrush.



### trucolorpaint.com

Tru-Color Paint produces a large number of automotive and truck paint colors in many different categories. These are High-Gloss single color paints which includes Kandies as well, Metallic and Pearlescent paints. The latter type includes Metallic Kandies as well. ALL of these paints are air brush ready and we recommend applying them at 28-35 PSI using a medium tip.

The TCP-500 Series are High Gloss paints designed to give that "show room fresh" appearance on your model and/or RC car or truck. The TCP-600 and 700 Series are also High Gloss and produce a "shimmer" due to the metallic or pearlescent particles used in the manufacture of the paint when viewed at an angle under strong light or outdoors.

When using a Kandy (which are transparent colors), they should be applied over a silver (TCP-077) or brass (TCP-288) paint to have the color "pop". This causes the paint to appear liquid and having depth. For RC bodies apply the Kandy color first and then back the color with a metallic paint for best appearance.

ALL of the automobile colors in all series can be applied to RC (Radio Control) bodies. The paint will not crack or craze the body and adhesion is superb, even if the R/C car is involved in a crash. Note that when using a Kandy color, back the color with silver (TCP-077) or Brass (TCP-287) to make the Kandy "pop" on the vehicle. It will give your model added appeal.

### PRICING ON ALL AUTOMOTIVE AND TRUCK TRU-COLOR PAINT:

TCP-500 to TCP-570 Series:

\$ 5.69 for 1 Oz. Bottle

# 10.25 for 2 Oz. Bottle

TCP-600 to TCP-799 Series:

\$ 6.19 for 1 Oz. Bottle

\$ 11.25 for 2 Oz. Bottle

Shipping options that you'll need:

1-10 1 ounce Bottles to anywhere in U.S. via priority mail is \$ 9.50 flat rate.

11 + 1 ounce and for 2 oz. bottles, please call or email for quote.

OUTSIDE of U.S. – Varies on country and quantity ordered, please email.



# 2020 Event Calendar

*With all the disruption and uncertainty caused by the Corona virus crisis, all dates are of course tentative. Please check directly with the event hosts as events are being rescheduled or canceled daily. I will update as I am informed of changes, also I will share the notices on the GTR Facebook page.*

**Postponed TBD 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

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

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

**Postponed May 15-16 now September 19**  
40th Annual Hoosier Model Car Contest and  
Swap Meet.  
Johnson County Fairgrounds, Franklin, IN  
[mike51oleary@gmail.com](mailto:mike51oleary@gmail.com)

**Postponed June 13-14 now Aug 22-23**  
Heartland Model Car Nationals  
Hosted by KC Slammers (Kansas City area)  
Overland Park convention Center, Overland Park  
KS (special Theme American Graffiti)  
-www.kcslammers.com

**June 13 Cancelled** 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 GTR and LMMCC Summer NNL  
Theme: Pickups  
Algonquin Township Bldg Crystal Lake IL

**Postponed May 24 now August 23** Indy 500  
Indianapolis Motor Speedway

**Postponed June 13-14** 24 Hours of LeMans  
**now Sept 19-20** LeMans, France

**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

**Postponed May 17 now Nov 1** NNL North Contest  
Knights of Columbus Hall, Bloomington, MN  
[www.NNLNORTH.com](http://www.NNLNORTH.com)

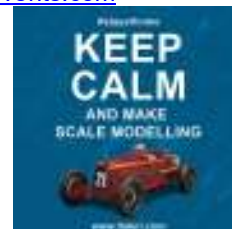
**Postponed March 21 now November 14** Sebring  
12 Hours IMSA  
Sebring Intl Raceway, Sebring FL

**Nov 14** Southern NNL Atlanta  
acme-ipms.com

**Nov 14** IPMS/Butch O'Hare Contest & Swap

**March 29 Detroit NNL**  
The Macomb Community College informed The  
Detroit Area Auto Modelers our show has been  
canceled.. Our next Show will be held on  
November 15th, 2020.

**Dec 6** Tingley Park Holiday Toy Show  
Tingley Park HS, Tingley Park IL  
[www.uniqueevents.com](http://www.uniqueevents.com)





AND LAKE MICHIGAN  
MODEL CAR CLUB  
PRESENT

# THE SUMMER NNL

Model Car Contest & Swap Meet

## Keep on Truckin'...



August 2, 2020

2020 Theme: Pickup Trucks!

### Features:

13 class winners and trophies for each  
Outdoor vendor area, sell from your trunk. \$10 fee includes pizza lunch.  
NO pre-registration required.

### Door Prizes

Admission Fees: \$10 for entrants and \$5 for visitors,  
both include pizza lunch  
Open 9:00 am to 1:30 pm trophy presentation

### Location:

Algonquin Township Administration Building  
3702 US HWY 14, Crystal Lake, IL 60014  
Located half way between Cary and Crystal Lake.

### Hotel:

Holiday Inn, 800 South Rt. 31  
Crystal Lake, IL 60014  
815 477 7000



Visit GTR on Facebook  
GTR is an IPMS chapter

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