



GTR Newsletter January 2021

Happy New Year

from

GTR Auto Modelers!

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President's Message: January 2021

We again had our GTR meeting at Gary's house and it was just the 3 of us. We would still like to have a few more guys join us. I guess time will tell. I see where the message boards are talking about the new Revell Germany Jaguar XKE. Unfortunately, they have some issues with it which is disappointing, but that's the model business. I see how some people on these boards get extremely upset at the model companies when the models don't come out, in their opinion, exactly right. The criticisms they sling can be very caustic. It's like they thought we were stupid and didn't know what we were doing. Things like "we shouldn't have to pay so much and then clear up their mess". The thing is they just have no concept of how difficult it is to take a life size object (like a car) and make a miniature of it.

I never thought it would be a good idea for me to participate in these message boards. There just wouldn't be any point in it. On one occasion a very capable member of another model company did try and explain. What a waste of time. They just came down on him and showed how little they knew.

It is unfortunate that our hobby is so small. It makes it very difficult to find experienced people especially in the more advanced technologies such as 3D design. The development of plastic model car kits can be so much more accurate by using these advance methods. The other problem is we make such a wide range of subjects it is impossible to be an expert on all of them. I always loved the guy who said (after the model was out), "why didn't you ask me?" I didn't have that magic book that listed the best expert on every single subject. But over time I was able to compile a good list of contacts on a wide range of subjects. We had to find knowledgeable people and not depend on ourselves. But sometimes that was a trap. A person could claim to be an expert, but when things were all finished, we would find out he was wrong. Most times we would consult with more than one person to cover ourselves. Given all that, it has been fun.

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

2021 Meetings: Every 1st Saturday @ 7:00 p.m.

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

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 "Doug Fisher" as we could not get a "club" named bank account)



by Chuck Herrmann

Media

Model Cars



Editorial

Having read the latest issue of *Model Cars* I was glad to see that they look back on track. The new hobby products section is especially nice, some new stuff and companies that look pretty interesting. Some online comments have found some faults but I intend to support them going forward.

Building Muscle Cars RestoMods and Pro Touring



Coming in April 2021 is this new special issue, from *Fine Sale Modeler/Kalmbach*. Available to preorder from their website. Looks like Kalmbach will be continuing to offer stuff aimed at automotive modeling.

Fast Work

F1 fans witnessed the high speed crash and fireball of Romain Grosjean's *Hass* at the Bahrain GP last month. One modeler captured the moment in (1/43) scale, less than a week later! It is on Facebook at the group *Fábrica de Pilotos*.



Awesome work!



Newest Batmobile



Some more pictures of the Batmobile from the next upcoming movie *The Batman* have started to surface.



Mustang like in front, Porsche 917 in back? If that is not the engine in front what is it?

I assume we will get a kit of this in the future. This looks like a Heller/Nitto kit mash up.

Industry News

Tamiya

McLaren Senna by Tamiya



This just missed last issue, if you have not seen it a 1/24 Senna version McLaren road car coming from Tamiya.



NuNu Platz



NuNu will release another version of their nice Audi R8 LMS kit with new decals.

Airfix



As if AMT/Round 2 hasn't issued enough Coca-Cola licensed products Airfix is jumping in with some VW kits from their Quickbuild series.



These are very simple kits aimed at young or beginner modelers. They have a Lego like feel.

AMT



The AMT 1963 Chevy Wagon coming soon is in fact more than a straight reissue. The body had been modified into a drag car around 1970. AMT has actually retooled the whole kit! This time it is a curbside with no engine and no trailer or custom parts like the original issue.



Parts, the headlights this time are clear pieces. Printed whitewall tires.



The engine is a plate of the bottom only.



New decal sheet.



New body on right, the Boss Nova kit drag body from the last time it was issued round 1970.



Another vintage model, the stock/custom/racing AMT 3-in-1 1964 Oldsmobile Cutlass F-85 Convertible is coming back soon! Wonder how much of his will be retooled?



Reissue of the Chevy hauler kit for getting your race cars to the track.



GTR Update

The January meeting will be at Doug Fishers home in Warrenville, IL. Contact Doug (email on front page) to RSVP and for details.

Eventually we hope 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.

December GTR Meeting

The December meeting was held on Saturday December 5th at Gary Ruzalski's house in Bartlett, IL. No photos this time, attendance was low.

1/25 vs 1/24:

Why are there Two Scales?

The follow explanation was written a number of years ago. In meetings with company staff (mostly marketing type people who changed regularly) many of them couldn't understand why were there these two model scales so close together. So I decided it was best to write out an explanation that I could always hand out before we started. This way, as staff changed, I had this explanation ready and didn't need to waste time explaining it all the time.

Ed Sexton

When Revell and Monogram started making model cars they were two separate and independent companies. Then in addition to Revell and Monogram there were many other model companies both in the USA and the rest of the world. At the time the leader in model cars was a company called AMT. They worked closely with the auto industry in Detroit. Because of the information they received from the auto companies 1/25 scale worked the best. So all of their car models were done in 1/25 scale. At the same time model companies elsewhere in the world were making model cars in 1/24 because it was an international scale for all subjects. So both Revell and Monogram had to make a choice of which scale to use for their model cars. Revell decided on 1/25 scale and Monogram chose 1/24 scale.

As time moved on each company stayed with the scale they had chosen. Then in 1985 Revell and Monogram were combined under one ownership. At that time the majority of American car models were available in 1/25 scale. However, Monogram had made some very nice car models in 1/24 scale. In addition models around the world were in 1/24 scale.

Now with both companies combined as one, the decision was made to make future American car models in 1/25 scale and future international car models in 1/24 scale. This would be more in keeping with what was available in the global market. Many of the models developed by Monogram Models in 1/24 scale are still available. These will continue to be available until replaced by an all new model in 1/25 scale. The models of foreign cars subjects will continue to be made in 1/24 scale.



Virtual GTR Show & Tell

With meetings being cancelled or lightly attended we will use this space to show models at the meeting, show on our Facebook page or emailed to me for a virtual show and tell. One advantage is that we can show stuff from our out of town members.

From Facebook we have:
Troy Deal WI



"My fourth Dukes of Hazard Charger stunt car is now complete. Time to start in on something new to hack up."



Earl Spiegelberg IL



"My latest build, I call this one the "BagMan" It began with a Grim Reaper kit to which I made a few modifications. Begin with fabricating a single coil-over front fork based loosely on an old Schwinn design. Other mods include, converted to a PanHead, added modern regulator, Running boards, added gas tank mounts, in-line fuel filter, converted from a kick start to an electric start, swapped out the seat, fabricated exhaust pipes and oil tank, battery and battery box, made the bags functional and added the iron cross tail lights and license plate mount w/plate light, swapped out the rear fender and added fender supports. Finished it off with a custom blend pearl orange. All chrome is Alclad with the exception of the wheels. It is fully wired and plumbed. Hope some of you like it."



Dave Roeder MO



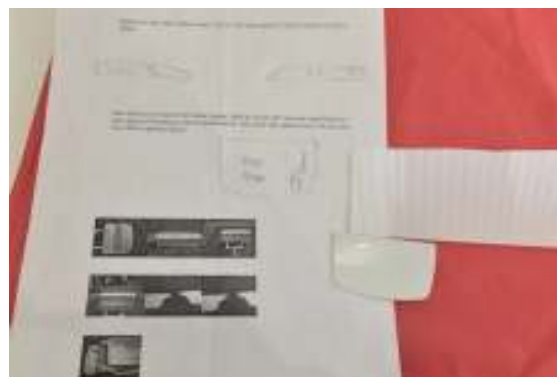
"Finally finished my first big rig, Ford L N 8000 car hauler."



Gerry Paquette WA



"Update on the 66 GeeTO. Got the engine mostly detailed. Don't think I'll go much further. Also got the first clear coat on for the decals."



"And, an update on the Custom 49 Mercury Wagon. I have the body initially polished and will wait until rear window creation and back shelf are finished before final polish and BMF for the chrome accent.

The resin kit has templates for the rear side windows and shelf, but not rear window. I have

clear styrene to make these and will create a template for the rear window. After these are cut and fitted, I will finish off the shelf and then, final polish on the body.



For the shelf, I decided to do a tufted finish like the door panels and seats, rather than carpet. I was going to use Evergreen half round for it until I discovered that a HO scale corrugated roof sheet is close enough to the size to use that. Once the basic shelf is fitted, I will apply the corrugation to it and smooth it all out.



Regarding the engine, I decided to be a bit flamboyant and did it in Metallic Gold along with some detailing. Simulated some linkage and fuel lines, wired the engine in correct firing order and added non-working dip sticks for engine oil and transmission. Also, the kit mufflers look like Cherry Bombs, so I painted accordingly.

For the beehive filter, I drilled holes for the intake and output lines then drilled into Plastruct Styrene Hex Rod for fittings.

Hope to get this one done by year-end, or soon thereafter."



Chuck Herrmann NM



"I have been acquiring lots of pieces over the years, maybe time to try to assemble at least one. I have the Cady decals. Another pile of MkIV pieces in the stash out in the garage, also a couple of MkII kits. The blue one on the right was actually a Ford J Car, but those are all the pieces I have."



"Just finished. Not a "new" build, it is a refurbished Jo-Han 68 Caddy. When I first built it over 25 years ago, I was just getting back to building. The paint job had a LOT of orange peel, chrome was just silver paint, and the wheels were too big AMT chrome deep dish with moons. So I took it apart, and first sanded and polished the Testors enamel paint. Much smoother now! Then I wired the engine, put on some aftermarket low rider tires and wheels, put flocking on the floor, added a chain steering wheel, redid the chrome with Molotow pens. Not a real outrageous lowrider, more like one you might see cruising on Central in Downtown Albuquerque.



***Keep Safe, build more
model cars!***

Building a Rare Two Door Post Pontiac GTO

Description: 1966 Pontiac GTO
Manufacturer: Revell Monogram
Scale 1/25 **Kit** 764



by Dave Roeder St Louis MO

I recently bought a 1998 new old stock Revell Monogram 1966 Pontiac GTO kit. While researching this kit I found that in 1966 there were 10,000 Pontiac tempests built with the lighter two door post body.



One of the numerous releases of this kit

A small number of these were sold as GTO versions and were converted to competition cars by drag racers. The practice of factory built drag racing versions got crazy in the late 60s when Dodge created what were essentially full race versions of low level two door models with weight reducing aluminum and fiberglass body parts, front aftermarket "MAG" wheels, huge engines and gutted interiors.

Car and Driver listed a 1966 Pontiac 389 V-8 two door sports coupe (commonly known as a two door post) for \$ 2,505. The Hardtop coupe (the GTO was the most common version) was \$ 2,847.

I decided to modify the kit into a two door post since that was a rarely seen model of the GTO. The conversion was easy. It only required the construction of the side window trim additions and side window glass.

Buildup of Revell Monogram 1/25th scale kit

I enjoy building the now defunct GM kits and there are a number of Pontiacs out there. Many years ago I built this kit in an early issue. I was just getting started in model cars and ended up making it into an altered wheelbase straight front axle drag car. I somehow cut out the rear quarter panels and moved them forward and then filled the gap behind them with styrene and body putty. This was before rattle cans were popular and I was brush painting everything. Needless to say it looked exactly like it was painted with a brush. The body was Chinese red with a Flat White vinyl top. In those days I was trying to super detail the engines by using red thread which was about $\frac{3}{4}$ " in scale diameter. It looked like red rope. Needless to say it is long gone.

On to the present:

The engine is a typical Revell two piece engine transmission injection molding with separate heads, intake, exhaust, water pump, oil pan, starter, oil filter, distributor, ignition coil, carburetors, air cleaners, valve covers, oil filler cap and a five piece fan belt assembly. I mixed up a light metallic flat blue for the engine color. I assembled the engine and added the lower radiator hose. The chassis assembly is straightforward. I used Tamiya Nato Black with a wash of Floquil Railroad Tie brown on the floor pan and left the frame Nato Black. I painted and detailed the two exhaust pipes and installed them first. The front suspension went together next. I used Tamiya Semi Gloss black on those pieces. The rear axle/driveshaft assembly consisted of eight pieces. They were also painted Semi Gloss black. I glued these together using the chassis as a jig, and then touched up the paint before attaching the assembly to the chassis. I installed the engine assembly into the chassis. I sanded the treads on the tires and then applied red line decals sealed with a coat of Testors Dullcoat. I painted the wheel backs black, and used Tamiya black panel line paint to highlight the center hubs on the chrome wheels. The wheels have slots that allow the wheel back to show as white, so they need to have black paint on the outward side to create the depth shown in photos. I painted assembled the firewall and radiator bulkhead and then set them aside.

This kit is typical of the mid-sixties GM kits. These cars all had monochrome interiors with a little chrome. Everything was the same color or a close shade of that color. Black interiors were common. I had a 1969 Camaro 350 (my first new car) with that black vinyl interior. It was cold in the winter and sticky hot in the summer. The kit interior was built up from four major pieces. The floor and rear seat, the two sides and the dash. There were two early GM bucket seats and no seat belts. Other interior details included a pedal set for the manual transmission, steering wheel/column, grab bar, instrument panel insert,

a console and shift lever. I decided to go with a black interior and use a Molotow chrome pen for the chrome highlights. The kit came with a nice decal for the instruments, radio, heater/AC control panel, two GTO decals for the door panels, a steering wheel hub decal, the usual exterior trim/badge decals and even two floor mat decals.

The conversion to a two door post was just a matter of adding the upper trim and the vertical door/window post. I primed the body after light sanding with 6000 grit flex pads. The primer is Tamiya Grey Surface Primer. The exterior is Tamiya Mica Blue.

This was an easy build up that represents a model that was never produced.



Chassis sub assembly



Chassis sub assembly



Radiator bulkhead assembly



Dash sub assembly



Interior assembly



Door panel – semi gloss black and Molochrome trim



Body in primer with "posts" added



1966 Pontiac Tempest 2 door post with GTO options



1966 Pontiac Tempest 2 door post with GTO options



An old Pontiac Tempest two door post

Building the AMT *Supernatural* Chevy Impala



Description: 1967 Chevy Impala 4-Door
SUPERNATURAL (TV Series)

Manufacturer: AMT **Scale:** 1/25 **Kit:** 1124
by Dave Allin Oklahoma City OK



Here's some photos of the AMT *Supernatural* Impala I built recently.

This is a fairly decent model, with a few reservations. Despite what the instructions say, glue the radiator support onto the chassis before assembling the body. Also, leave the fan belt off the engine and glue the engine in place in the chassis before assembling the body. After you mount the body, you can add the fan belt. The inner fender wells will not fit over the fan belt if you put it on before the body. Likewise, add the radiator hoses after the body. The exhaust system is tricky; I should have drilled out the mounting holes a little deeper first. The hood does not fit well unless you thin down the outer edges on the inside of the hood, and there is no easy way to mount the hood so it opens and doesn't just slide off. The decals are thin and translucent, so I just cut them out and left them on the paper for most applications. The chrome strips on the dash are provided as dark grey decals, so I used bare metal foil instead.



I had some old paint that was very close to the right color for the interior—1953 Studebaker Monterey Beige—and I used Tamiya Gloss Black rattle can (of course) for the body. The outside mirrors are pretty thin and fragile, so I couldn't pin them on; they are just butt-jointed with glue. The spotlights are very difficult, since they are made of three pieces. I recommend gluing the posts to the A pillars first, and then glue the lights to the posts after the glue dries, so they can be positioned correctly. I added short strips of half-round styrene to the insides of the rear quarter panels, behind the rear wheels, to help hold the body on the chassis. The ends of the radiator support will slip into the front of the body and hold it on.



Overall, I'm happy with the finished model, which looks very much like the TV car.



All Show and No Go Building the Fujimi Koenig Porsche 911 Biturbo

By Bill Barker Leavenworth KS
Reprinted from the IPMS/Prison City Modelers
Newsletter



I brought this unstarted Fujimi kit to last month's (Oct 2020) meeting for an initial review and to tell everyone that I needed a break from building the detailed AMT 289 Cobra kit. I was getting worn out with adding all the detail and wanted a break to build something simpler. I have had this Fujimi kit since the early 90s. It's a beautiful kit, a curbside kit with nice detail on the underside but it's all molded-in detail which really



doesn't matter if you're building a curbside kit. Many curbside kit builds don't even have an undercarriage or any detail at all. It's intended to display only the upper surfaces and the interior. I've seen at least one curbside build in a show that had a note on the underside of the car asking the judges "why are you looking here?"

Koenig is a German company which produces limited numbers of custom-built Porsches, Mercedes, and Ferraris. Their cars resemble the original cars (as with this 911) but offer nicer interiors, custom bodywork and much more powerful engines. This Koenig 911 Biturbo puts out nearly 500 hp (which was a lot in the late '80s). "Biturbo" means "twin" turbos and gives the car a real punch compared to the factory engine. Fujimi kits are very well engineered with simple clean-up of the kit parts; and, in many cases,

there is no sanding required and no flash to be removed. The body had just a few very fine mold



lines that required minimal sanding to present an excellent surface for paint. In my quest to keep it simple there are few decals to apply and I'm painting it a satin finish (common in many high-end cars today) which means no endless hours of sanding and polishing. I'm close to painting the body and a few remaining interior parts and am using Alclad metalizers wherever possible since they look great and paint like a dream. The body will be painted with decanted Krylon spray paint from Wal-Mart. It's a great looking blue not unlike Porsche's own "Electric Blue." After painting and some subassembly, it will be ready to drop the body in place (with one of the best body-to-frame attachment methods I've seen), fit the headlights, taillights and minor details for a finished model in record time...unless I screw it up.



As I write this for the newsletter, I'm one week from our November meeting. I hope to have this build complete for that meeting, but you know how that goes. As Robert Burns wrote, "The best laid plans of mice and men often go awry." The dictionary defines "awry" as "not in the correct position, especially not straight or neat." I'm real familiar with that concept! Regardless, this is the break I needed to feel like I was making progress and finishing a model.

My build of this great kit is 99.9% complete with only a few minor details left to do. It turns out that this is an even better kit than I described earlier. As you all know, it's a real pleasure to build a kit that goes together well without a ton of shaving edges, removing a lot of flash, removing or filling mold marks, etc. As mentioned last the underside has well done, molded-in detail which I painted with various Alclad metalizers to highlight components (see Photo #1). Fujimi kits are well



engineered with simple clean-up of the kit parts, minimal sanding required and little flash to be removed. The body had very few fine mold lines which required only minimal sanding in preparation for paint.

I didn't paint it a satin finish, as I originally intended, but instead chose Rust-oleum (from Wal-Mart) "Cobalt Blue Metallic," (see Photo #2) which sprayed like a dream requiring only routine sanding (starting at 4,000 to 6,000 to 8,000 to 12,000 grit sandpaper).



This was followed by polishing with NOVUS 2 polish (also from Wal-Mart). I decanted enough paint to first spray those tight areas with an airbrush (where it's easy to apply too much paint), and then apply the heavier finish coats from the can. I even sprayed from the can outdoors on a fairly windless day. I find that Rust-oleum, Krylon, etc. paints often spray with too much force to be applied within the confines of a paint booth. I know painting outdoors is sacrilege with a perfectly good airbrush and paint booth in my basement but years ago I gave up fretting over things like that. If it works, it works, so why make it more complicated than it needs to be. This color is pretty wild for a Porsche but it was the '80s so you know it won't be subtle!



The interior is simple but well-appointed and detailed. I kept it easy by using all kit parts, basically an "Out-of-Box" build (see Photo #3).

I did add "Funny Fur" to the floorboards to simulate carpeting. The interior tub aligns perfectly with both the window openings and the frame attachment points. The body also fits perfectly and you'd have to work at screwing up the assembly to make it sit crooked on the frame. It fits just the way you'd hope all models fit.

I brought this unstarted Fujimi kit to our October meeting (our most recent in-person meeting) and described it as providing a break from continuing my detailed build of an AMT 289 Cobra kit. It accomplished just that by providing an excellent kit that was easy to build and looks great. As many have said before, it's important to remember ours is a hobby, not a job (except in rare cases), and we should treat it that way. When you need a break from overly complex builds, take it!

May all who read this have a Merry and Blessed Christmas, stay safe and enjoy the Season.

Until next time...Happy Modeling!



The Real Thing





GTR Event Calendar

With all the disruption and uncertainty caused by the Corona virus crisis, all dates are of course tentative. With the latest virus results some 2021 shows are being cancelled. 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.

2021

January 1 [Happy New Year!](#)

Feb 13-21 Chicago Auto Show
McCormick Place, IL
<http://www.chicagoautoshow.com>

Feb 21 Illinois Plastic Kit & Toy Show a
DuPage County Fairgrounds, Home Economics
and Annex Buildings, Wheaton IL
Info contact: (630) 969-1847
Email: pthpowerinc@aol.com

Mar 21 Countryside Collectors Classic Toy Show
Park Place of Countryside, Countryside IL
Phone: Jim Welytok 262-366-1314
e-mail: Unievents1@aol.com
Web site address: <http://uniqueeventsshows.com>

If any readers wish their shows or any other events of interest to GTR listed send the information along to GTR.



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.



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 chapter rechartering process has started. So 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

IPMS Calendar

2021 IPMS Region 5 Convention –*Date TBD*
hosted by IPMS/Lakes Region Scale Modelers
McHenry County College, Crystal Lake, IL.

Aug 18-21 2021 IPMS USA Nationals: Las Vegas, NV
See the webpage at www.natslv2021.com
and also their Facebook page **2021 IPMS Nationals Las Vegas "Very Best of the West"**

2022 IPMS/USA Nationals Omaha, NE

2023 IPMS/USA Nationals San Marcos, TX