



# GTR

## Newsletter

### June 2009

The Newsletter of IPMS Grand Touring and Racing Auto Modelers



GTR Member Tim Leicht's  
Revell Audi R8

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## GTR Auto Modelers

Based in the Chicago, IL Northwest Suburbs

2002/2003 IPMS/USA Region 5 Chapter of the Year

2007 and 2008 IPMS/USA Region 5 Newsletter of the Year

2009 Meetings: Every 3rd Saturday @ 7:00 p.m.

Location alternates between member's homes and the Fountains of Crystal Lake

**June Meeting will be at the Fountains of Crystal Lake**

**On Rt 31 about one mile north of Rt 176**

Your current GTR Officers are:

President: John Schaefer

630-553-0719

[johndstp43@cs.com](mailto:johndstp43@cs.com)

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[gtrchab@yahoo.com](mailto:gtrchab@yahoo.com)

The GTR Newsletter is edited by Chuck Herrmann

Please send all correspondence, newsletters, IPMS information, articles, reviews, comments, praise, criticism to: Chuck Herrmann 338 Alicia Drive Cary, IL 60013

Unless indicated, all articles written by the editor. All errors, misspellings and inaccuracies, while the editor's responsibility, are unintentional. Feel free to copy for any other nonprofit use.

**Check out the GTR Auto Modelers website at: [www.gtrautomodelers.freesevers.com](http://www.gtrautomodelers.freesevers.com)**

# GTR Mailbag

by Chuck Herrmann

## Hobby Industry News



The 48<sup>th</sup> Shizuoka Hobby Show was held May 14-17 in Japan. Here are a few interesting new releases. See [www.hlj.com](http://www.hlj.com) for more news from the show.



From Fujimi: Fiat 500 kit 1/24



From Fujimi: McLaren MP4/6 kit 1/20  
This kit depicts the car that Ayrton Senna drove to victory in the 1991 Japan Grand Prix.



Hasegawa 1/20 Ferrari 312T2 1976 Japan Grand Prix #HSG20243

Among the Revell new releases coming this year will be a new tool version of the Rommel's Rod custom.



1:24 Scale Tom Daniels Rommel's Rod Plastic Model Kit #85-4260

## Airfix MGB Roadster in 1/32



Airfix has announced the release of a 1962 MGB (Kit # A50090) in 1/32 scale. This kit includes six Humbrol acrylic paints, two paint brushes and glue. I believe this to be a reissue, they already had several other 1/32 kits, such as the Aston Martin DB5 and the Triumph TR-4 in their catalog. Suggested retail price is £8.99

## Events

### GTR NNL Update:

GTR will host the Summer GTR NNL again this year. The date is Sunday, August 2, 2009. It will be the same NNL contest format and Trunk Sale swap meet as last year. The location is reserved, the Algonquin Township Office in Crystal Lake, and the theme is Brickyard: 100 Years of Racing at the Indy Motor Speedway. IPMS/USA has approved the date, it is listed on the IPMS/USA website, and the GTR website has a page with all the details. Trophy packages are now being offered, for \$35. Several have already been sold; contact GTR if you are interested.

See the events calendar for details and for all the events that I know of. I will continue to add 2009 events; if any readers wish their events or any other events of interest to GTR listed send the information along to me.

## Newsletters

Since last time, we have received print and electronic newsletters from:

IPMS/Lakes Region Scale Modelers, AMG Milwaukee, IPMS/C.A.R.S. in Miniature, *The Wingman* from IPMS/Bong Chapter, Winnebago Auto Modelers (WAM), Maryland Auto Modelers Assoc (MAMA), IPMS/Quad Cities Scale Modelers, Lake Michigan Model Car Club (LMMCC), Kansas City Slammers and The Hoosier Model Car Club.

Most of these I pass along via e-mail to GTR members and hard copies of most will be available for viewing at the next meeting.

Past issues of the GTR newsletters are now available on line.

Go to [www.carsandracingstuff.com](http://www.carsandracingstuff.com), then click on Newsletters, find GTR and our newsletters are achieved back to 2004, more will be added. Thanks to Bill Crittenden for storing our newsletters on his site.

# GTR Celebrates our Tenth Year!

## 1999 - 2009

In 2009 IPMS/Grand Touring and Racing Auto Modelers is celebrating our 10<sup>th</sup> Anniversary.

# GTR News



GTR members Les Whitfield, Chuck Herrmann and Steve Jahnke at the GTR table at the Ferrari Expo show in April.

## GTR Update

The next meeting is June 20 at the Fountains of Crystal Lake.

Any member who wants to bring up ideas or suggestions for future meetings or activities, do so at either at the meetings or contact me.

For 2009 the GTR dues will remain at \$15. Members can pay at the meeting or mail to me. There are still a few regulars who need to settle up for this year.

GTR is a local chapter of IPMS/USA. A local chapter needs at least five national members to renew, we are close as usual. If you could join IPMS it will help out the club and the hobby. I urge those who have lapsed to renew their IPMS/USA membership, or if you have never been a member enroll now! Details can be found at their web site, [www.ipmsusa.org](http://www.ipmsusa.org), or see me for membership forms.

## May GTR Meeting

The regular May meeting was held at the Fountains of Crystal Lake on May 23. Since no officers were able to attend no business was transacted. Thanks to Tim Leicht for taking notes and photos from the meeting.

Well, I finally made a meeting! Where were you guys? Just kidding, I know we all have other things going on in our lives so don't give it a thought, there's always next month. Anyway, our illustrious newsletter editor was absent so I'm writing in his place. And by the way, Chuck, I'm really glad everything is OK. You are the BEST at what you do and I will always be your cheerleader and friend.

So last month we had a small turnout with three members. It was of course, Indy month so some members brought in Indy models and the rest brought in what they have been working on, finished or were in progress. Here's what was there.



Dave Edgecomb: brought in some models he had started and gave up on. George Pritzen and Tim Leicht went home with a few kits that Dave gave away as he wasn't going to complete them. You missed some good stuff! And yes, Dave, I will build them.

George Pritzen: Showed off a Chrysler ME concept car diecast that he had put together in the last two weeks. Nice diecast kit with some nice detail work.



Tim Leicht: Brought in the Audi R8 Revell kit finished (see cover photo and review article) and some of his Indycar models built over the years.



Also a few Tamiya Master Class built ups bought from Replicars. (I could have said I did them, but that's not right).



We had some nice conversation and talked about what's happening in the model biz

and how Indy has denigrated to nothing more than a spec car series with South American drivers. Is this the future of racing in the U.S.? NASCAR spec cars and now Indycar. What a bunch of BS. It's all the wraps on the cars and independent thinking is out the window. Is that racing? Well, that's for another column.

So, members, what's up? Come on Down! If you don't like what's going on at meetings, make some suggestions. How can the club be a better club for you? We need to get the enthusiasm back. Email Chuck, or the other officers for input. Club project maybe? Build night? Demos? Building tips? It's up to you. I myself am one of the guilty ones having been gone for so long, but you know what? Nothing felt better lately than going down to my workbench and spending some "therapy" working on a model.

Tim

## GTR Classifieds

### For Sale: Selling Off Collection

Over 300 Plastic Kits: Tamiya, Fujimi, Hasagawa, Revell/Monogram, MPC, AMT and more 1/18th Diecast : Exoto, CMC, Auto Art, GMP, Minichamps, NASCAR, etc.

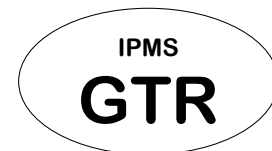
Resin Kits: Fisher, Renaissance, LeMans Miniatures, Profil 24, CMA, Scale Designs.

Most kits new, some slightly started, mostly race cars and exotics, ASA, Formula 1's. Also many slot cars.

Please contact: Dave Edgecombe, 815-566-2339 or [jedgco@hotmail.com](mailto:jedgco@hotmail.com)

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# Kit Build Up: Revell Audi R8



**Kit:** Audi R8 **Scale:** 1/24  
**Kit#:** 7398 **US Kit #:** 85-4211

By Tim Leicht

Hi there! Some of you might remember me. I've been a member of GTR since day one and kind of out of picture for a while. I just finished my first kit in the last year and a half. Between remodeling my house, getting my oldest son through graduation and now going to law school, and trying to salvage my deal to develop my property, it's been a pretty busy last 18 months for me. I've missed doing what I love, building car models, but I've now gotten back to my passion with this build of the Audi R8. I've admired this car since its release and after seeing it in person at Road America as the pace car last year I had to build this kit. So here's my take on this Revell Germany\Revell USA kit.

I wrote a review about this kit when it came out, saying how nice a kit it was. I still feel that way with some exceptions. First, the molding of this kit is first rate. All of the kit parts fit well, with some minor trimming here and there to make things knuckle under.



Let's start with the body. I assembled the body, adding the rear valance and the mirrors before painting. The rear valance did not go together well, hence the poor gap lines where it meets the body.

The body is molded in silver gray in this kit. After sanding and priming with Tamiya white primer, I painted the body with Tamiya lemon yellow spray lacquer and top coated with Tamiya clear gloss. I decided to do a "stealth" mode contrast, so I used Gunmetal Tamiya spray on the louvers, grills, and wheels after stripping them of the chrome with Westley's, and then added the carbon fiber side panels from some decal bits out of my parts box. I think the contrast between the two finishes goes well together.

So, I start to assemble the engine/gearbox assembly, get reference photos on the net to detail it. I do some serious detailing on the motor and set that aside. Now came the chassis pan and suspension. I assemble the suspension bits to the pan and then paint that assembly with Tamiya flat black spray. I then start to detail the driveline components with various metal finishes and then work on the brake discs and calipers, washing the rotors with a flat black mix over the silver finish and painting the Brembo calipers with red paint. They turn out great!



Back to the body. All of the glass was outlined with a Sharpie Pro black marker and Tamiya masking tape. The marker is the most opaque black marker that Sharpie makes and it works well. DON'T make a mistake, because you can't get it off afterwards. It etches the plastic glass and you can't fix it. I also outlined the headlight and taillight lenses with it. It really adds some depth to them and makes them look much more realistic. I painted the rear lenses with Tamiya clear red acrylic. After seeing the real car, that is how they do it. The LED lamps are clear and they hide them behind a red lens. Then I outlined the body seams with a .015 drafting pen. You can get those from Hobby Lobby or any other art store. That really adds realism to any model car body. I added all the emblems and trim decals which, by the way are printed by Cartograf.

Now to the interior. I wanted something to go with the yellow paint job so I opted to paint the door panels and seats blue, and painted the seat

inserts yellow to match the body color. I left the dash and console black. It turned out pretty nice and fits the stealth motif. The gauges and console faces are all decals and fit really well.

OK, now for the not so good stuff. Now I'm ready to assemble everything. First I put the wheels and tires together and want to mount them on the car. I must say, Revell designed a nice way to put the brakes inside the wheels and let the wheels turn after assembly. BUT, the front tires are too narrow, and they stick out of the chassis too far. On top of that, the chassis does not lay flat because the suspension is not aligned perfectly, so all four tires do not touch the ground together. Word of caution at this point, assemble the chassis and dry fit the wheels and let it dry on the bench with the wheels on it so it sits right. I got over that and I mounted the body on the tub. Much to my dismay, all that work on the engine after assembly can't be seen, along with the driveline stuff. It's all hidden under the bodywork. So next time guys, don't waste your time. You won't see it.

Well, that pretty much sums it up. Nice kit, the USA version is a good value, and I think it looks pretty mean when completed. I'm happy with mine and I hope you decide to build one of these kits yourself. I give it 8 out of 10. Next time, I'm doing another race car. Maybe I'll get that one done faster.



## Kit Review: Revell 1970 Dodge Challenger

*By Steve Jahnke*

**Kit:** 1970 Dodge Challenger RT/TA

**Scale:** 1/25 **Kit#:** 85-4213

MSRP \$ 22.95

99 pieces molded in white, black, chrome-plated, red clear and clear



This review was originally written for and can be found on the IPMS/USA website. This and other model car kit reviews can be viewed free at the following link:  
<http://www.ipmsusa2.org/reviews2/autos/kits/kits.htm>

As the Pony Car market heated up after the introduction of the Plymouth Barracuda and 4 weeks later by Ford's Mustang, other sporty coupes arrived on the scene between 1964 and 1969 including models from Chevrolet, Mercury, Pontiac and American Motors. As one writer of the time noted, "horsepower ratings were escalating faster than the U.S. involvement in Southeast Asia". The Dodge boys hankered for a piece of this segment's action and in 1970 they got their wish. Both the new Dodge Challenger and the Plymouth Barracuda would share the all new wide-body "E" platform. For 1970 the Challenger could be had in numerous trim levels from mild to wild in a virtual rainbow of psychedelic colors. On the hotter side one could order the Challenger T/A (which stood for the SCCA Trans-Am race series) equipped with a small block 340CID topped by three Holly 2-barrel carburetors rated at a very conservative 290HP. Or for more style and power you could order up the R/T (Road and Track) version with a 383CID big block sporting 325HP. It was also possible to order up two additional monster motors, a 440-6 or the Hemi 426. By 1974 both the Challenger and Barracuda were orphaned and where no longer available.

### The Kit:

Our subject kit comes from Revell packaged in their 'Revell Muscle' series. Although the kit is advertised as a 2 n 1, other model deviations can be built from this kit. Fans of the Mopar E bodies will recognize this kit as a plastic re-pop of the cast metal body series "Vanishing Point" from a few years ago and like it's shelf mate the 1968 Mustang GT that definitely does not make it a bad kit to build. This kit can be built as anyone of three variations from the parts included in the box. You can build (1) a 340CID 6 pack street T/A, (2) a 383CID R/T or (3) a 340CID 6 pack R/T simply by stuffing the 340-6 into the R/T and topping the build off with the T/A specific hood. I am sure my

Mopar friends out there can suggest more alternatives. A blank canvas has been well presented by Revell.

### **The Build:**

I decided to build the R/T model because of the graphics and because I already had a T/A in my collection. The body was very cleanly molded with very little clean-up needed. After cleaning up the body, I attached the mirrors, front and rear clips and proceeded to prime the body with Plasticote sandable primer. As Mopar fans can attest, there were numerous wild and crazy hot colors available for this car. The box art depicts a Banana Yellow R/T and a Plum Crazy T/A. Since the R/T graphics were black and I wanted a lot of contrast for the graphics, I chose to go with Testors Go Mango orange/Wet Look clear lacquer system from the spray can. See my recent IPMS review of the 1968 Ford Mustang for more detailed painting tips and techniques. As with the Mustang from this series, I was well pleased with the overall look and "feel" of the body. I assembled the T/A hood and painted it Tamiya's Semi-Gloss black.

While I do not claim to be an expert on Mopar power our kit engine can be built as the T/A 340-6 or as the R/T 383-4. In real life the engines are very different; the former is a small block and the later one is a larger block motor and has different outward appearances. As I chose to model the R/T the engine conundrum was academic for my purposes because this motor more closely resembles the big block 383. There are many reference photos out on the net that will enable you to modify the 383 to make it look more like a 340. The most notable difference is that the 340 distributor is located behind the carbs not in front as on the 383. I was well pleased with the overall look of the assembled engine. The 383 decal had to be massaged with Solveset to get it to snuggle onto the air cleaner.



The chassis detail is decent and detail painting adds a lot of life and interest to the subject. Like the Mustang, the wheels are attached to the car via wires. The road wheels of the time were

painted light argent (silver) while the "hubcaps" were painted a darker argent color; leave the outer trim rings chrome plated.



The interior is very nicely done. I chose to paint the seats and separate door panels' parchment (white) again for contrast and flair. I used burnt sienna acrylic paint for the wood appliques in the interior. Instead of the kit supplied decals for the instruments, I chose to paint the faces flat black and then picked out the pointers with bright red paint and over coated the whole shebang with gloss acrylic varnish. I was well pleased with the results.



The kit R/T decals were applied without incident, again only the air cleaner decal needing chemical persuasion. The only thing of note is that the large hood decal has a mottled look to it and judging by other Revell kit reviews this may be a decal QC issue for Revell.

### **Conclusion:**

Overall I am very happy with the look of this car, ease of building and the amount of parts available in the kit to build additional variants. I congratulate Revell for bringing these previously available metal kits to us in plastic.



# GTR Summer NNL

## 2<sup>nd</sup> Annual Contest & Swap Meet

Hosted by: IPMS/GTR Auto Modelers

Theme: Brickyard: 100 Years of the  
Indianapolis Motor Speedway

Attention Automotive Modelers; we have a summer show and swap meet for you! You are invited to our GTR Summer NNL contest and swap meet.

**The Summer NNL will be held on Sunday August 2<sup>nd</sup> 2009  
from 9:30AM to 2:00PM at the Algonquin Township  
Building, 3702 US Highway 14, Crystal Lake, Illinois 60014**

For the out-of-towners, there are tons of local accommodations from Days Inn to Holiday Inn. Admission to the show is a measly 5 bucks; you can enter as many models on the tables as you like (no additional charge) and we will serve a pizza lunch (again, no additional charge, soda extra; sorry had to draw a line somewhere) to all show entrants.

Did we mention that there is a swap meet too? There will be a free "trunk sale" swap meet in our spacious parking lot, vendors and show goers are encouraged to open their trunks and sell-sell-sell rain or shine. Vendor set-up starts at 8:30AM.

Our NNL style contest bestows "Best Of" awards as mandated by popular vote as determined by show attendees, official judging and nit-picking is strictly forbidden, praise and admiration from fellow modelers strongly encouraged.



Contact: [gtrchab@yahoo.com](mailto:gtrchab@yahoo.com)



# GTR 2009 Event

June 19,20 NASCAR Trucks, Nationwide Series  
Milwaukee Mile Milwaukee WI

July 5 Model Car Show and Swap Meet  
The Butchers Model Car Club  
American Legion Hall Delevan WI  
Keith Reimers 262-728-1483

July 11 NASCAR Sprint  
Chicagoland Speedway

July 16-19 Redman Historic  
Road America, Elkhart Lake WI  
[www.roadamerica.com](http://www.roadamerica.com)

July 26 NASCAR Sprint Allstate 400  
Indianapolis Motor Speedway

August 2 2<sup>nd</sup> Annual GTR Summer NNL  
Theme: Brickyard  
Algonquin Township Offices Crystal Lake, IL  
Steve Jahnke [stevejahnke@comcast.net](mailto:stevejahnke@comcast.net)  
Chuck Herrmann [gtrchab@yahoo.com](mailto:gtrchab@yahoo.com)

August 13-16 American LeMans Series/IMSA  
Road America, Elkhart Lake WI  
[www.roadamerica.com](http://www.roadamerica.com)

August 19-22 IPMS/USA National Convention  
IPMS/Eddie Rickenbacker  
Greater Columbus Convention Center  
Columbus, OH [www.ipmsusa2009.org](http://www.ipmsusa2009.org)

August 29 IndyCar Peak 300  
Chicagoland Speedway

Sept 12 Gateway to the West Invitation Model  
Contest and Swap (IPMS/Gateway (St Louis)  
Hitters Choice Batting Cage Eureka, MO  
<http://ipms-gateway.com>

Sept 19 Hawkeye Modelers I-Con 09  
Point of Grace Church  
Waukee, Iowa 50263  
Kevin lutzeler [iatrekker@mchsi.com](mailto:iatrekker@mchsi.com)

Sept 27 54<sup>rd</sup> Illinois Plastic Kit and Toy Show  
DuPage Country Fairgrounds, Wheaton IL  
Info: Past Time Hobbies 630-969-1847

October 22-25 iHobby Expo  
Donald E. Stephens Conv. Ctr, Rosemont IL  
[www.ihobbyexpo.com](http://www.ihobbyexpo.com)

October 3 Toledo Toy Fair and NNL  
Sylvania Exposition Center Sylvania, OH

Oct 17 IPMS/Glue Crew  
Howard Johnsons Wausau, WI  
Joe Drew 715-842-0173

November 1 Scale Auto Hobby and Toy Swap  
Serb Hall, Milwaukee WI  
Jim Welytok 262-246-7171  
[unievents@aol.com](mailto:unievents@aol.com)  
[www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

November 14 IPMS/Butch O'Hare 27<sup>th</sup> Annual  
Contest and Swap Meet  
Lakeview Jr HS, Downers Grove, IL  
[IPMS\\_Butch\\_Ohare@yahoo.com](mailto:IPMS_Butch_Ohare@yahoo.com)

December 20 Milwaukee Miniature Motors Winter  
Scale Model Show  
Waukesha County Expo Center  
[www.milwaukeeeminaturemotors.com](http://www.milwaukeeeminaturemotors.com)



**IPMS USA**

**International Plastic Modelers Society**

**National and Regional Conventions:**

**2009 Nationals: Aug 19-22**

**Columbus, OH**

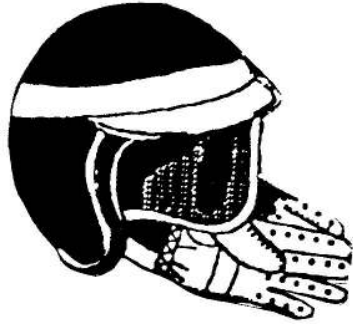
**2010 Region 5 Convention:**

**Hosted by IPMS/Duneland – South**

**Chicagoland – details TBD**

**2010 Nationals: Phoenix, AZ**

# **GTR Auto Modelers Newsletter**



**1999 - 2009**

**GTR Celebrates our  
Tenth Year!**

**IPMS/GTR Auto Modelers**

Chuck Herrmann  
338 Alicia Drive  
Cary, IL 60013

Next GTR Meeting: June 20, 2009  
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