



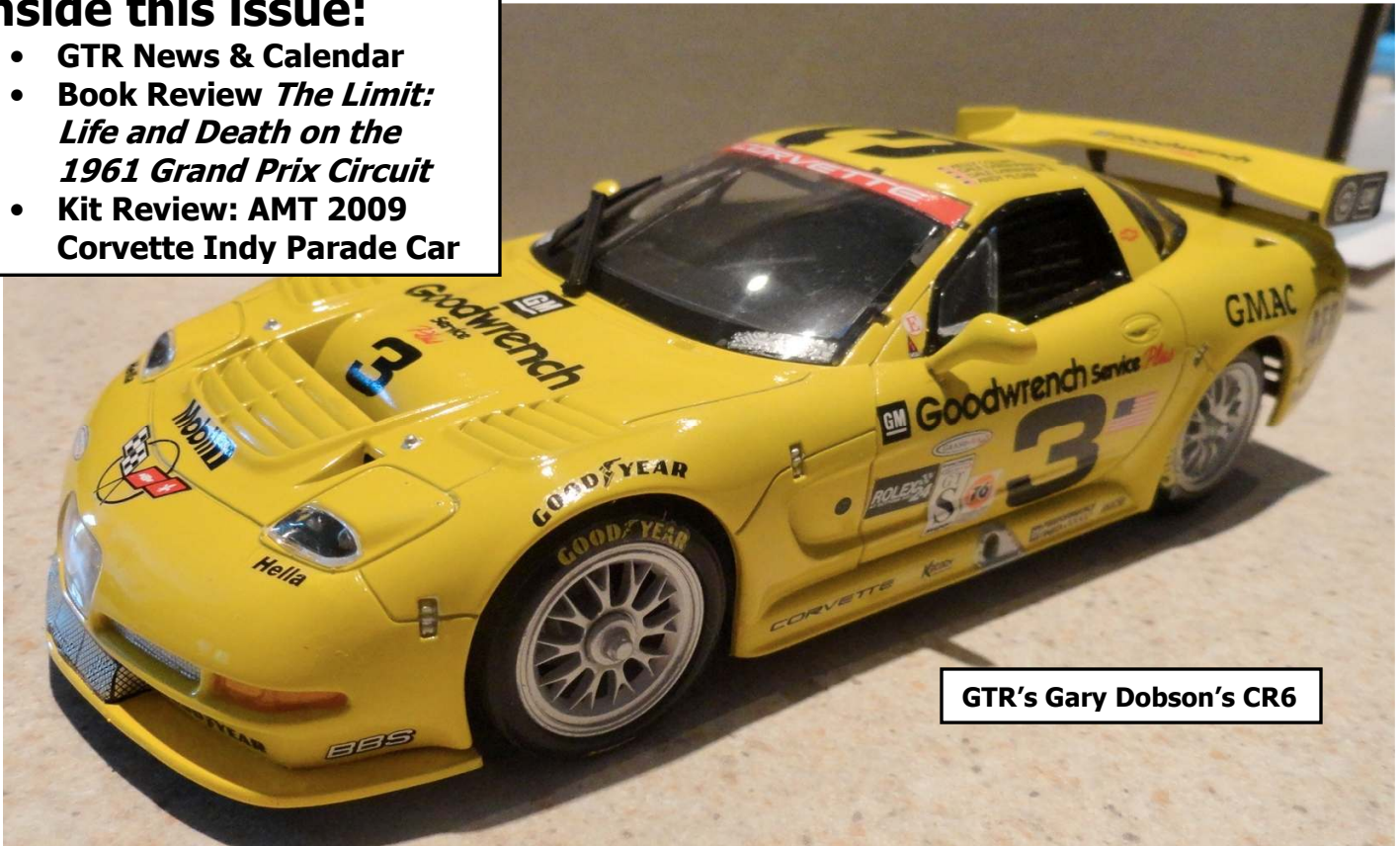
GTR

Newsletter

July 2013

Inside this issue:

- GTR News & Calendar
- Book Review *The Limit: Life and Death on the 1961 Grand Prix Circuit*
- Kit Review: AMT 2009 Corvette Indy Parade Car



GTR's Gary Dobson's CR6

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
2013 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: Open

Vice President: Steve Jahnke

Secretary/Contact: Chuck Herrmann

847-516-8515

847-516-0211

stevejahnke@comcast.net

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

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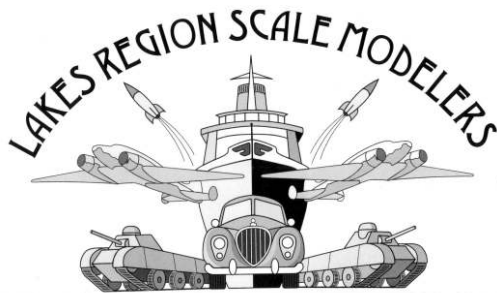
GTR Mailbag



by Chuck Herrmann

EVENTS

There are several big local shows in July. First there is the NIMCON 2 hosted by our good friends IPMS/Lakes Region Scale Modelers.



NIMCON 2

Saturday, July 13, 2013

HOURS: 9:00AM TO 4:00PM

McHenry County College

8900 US Hwy 14, Crystal Lake, Illinois 60012

JUDGED CONTEST

SPECIAL ADDITIONAL AWARDS

Vendors, Raffle, and Swap Meet

FOR REGISTRATION FORMS, JUDGED CLASSES

AND UPDATED INFORMATION

GO TO OUR CLUB WEBSITE AT:

LAKESREGIONMODELERS.COM

OR E-MAIL:

PHIL PIGNATARO PJP68@COMCAST.NET or

STEVEJAHNKE@COMCAST.NET

While this is an IPMS contest, for the automotive categories the judging will be NNL style popular voting.

5. Automotive Categories:

- Stock
- Competition/Racing
- Custom
- Rat Rod
- Other

GTR is proud to sponsor the Best Auto trophy.

Then the next day there is the Attack of the Plastic contest and swap at Lake Lawn Lodge in Delevan, WI. Last year this was a great event, there is a huge real car show on the grounds that day so it is well worth the trip.



The 2013 IPMS/USA Nationals will be August 14-17 in Loveland, Colorado. Your editor plans to attend so I will have a report and photos in a future newsletter.

And of course the excitement builds for our 6th Annual GTR Summer NNL on August 4! Details follow.

2013 6th Annual GTR Summer NNL



The GTR Summer NNL will be held Sunday August 4. The Theme will be 60 Years of the Corvette, with trophies for Best Street and Best Racing Corvette models. We have added a new additional category this year, Military Vehicles, so hopefully some of our military modeling brothers will join us at the show!

And we are now accepting trophy sponsorships (\$35 per trophy) and raffle donations. Most have already been sold so contact us if you are interested.

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

INDUSTRY NEWS

Shizuoka Hobby Show

At the 52nd Annual Shizuoka (Japan) Hobby Show in May, there were not very many auto kits announced. Among the ones of interest, Aoshima will do a 1/24 McLaren F1 GTR long tail



And they will do several 1/24 Subaru Sanbar light truck kits. They will also offer the Subaru BRZ and Toyota F86 kits with engines.



EBBRO adds to their nice 1/20 F1 kit line with a Tyrrell 002/003.



AIRFIX Announces new line of Humbrol Enamel Washes

Humbrol Enamel Washes are for adding effects such as grime, dust, rust and many more to those areas exposed to the elements and general day-to-day wear and tear. They are designed for a wide range of modelling subjects such as armour, vehicles, planes, figures, buildings, locomotives, wagons, etc. The ten different Humbrol Enamel washes can be mixed together to create additional shades to achieve the desired effect. The washes can be applied to Humbrol Enamel and Acrylic paints.

Atlantis Toy & Hobby Company

I am not sure when this company started but they are new to me. It looks like they are reissuing plastic kits previously done by other, such as several wildlife and figure kits in various scales. Such as American Bison in 1/6 scale.

But there is one automotive offering, two old Merit/Smer vintage F1 kits.



Round 2: Lindberg Kits Now Available



Round 2 had acquired the rights to the Lindberg and Hawk model lines, and now they look like they can be purchased off the Round 2 webpage. I assume that means that stores will be restocked again as they are available.

Further updates from Round 2 indicate that they will be reviewing the tooling inventory and customer interest in reissuing various kits in the future.

GTR News

GTR Update

The next regular meeting will be Saturday, July 6 at the Algonquin Township Building. Future regular monthly meetings will meet at the Algonquin Township Building.

The 2013 GTR Club Calendar is still available; cost to members is \$10. Let me or Steve Jahnke know if you want one. We are planning to do several photo shoots for the 2014 Calendar throughout the year. Steve took photos at the April meeting, watch for notice of the next shoot.

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

Past issues of the GTR newsletters are available on line.

Go to www.carsandracingstuff.com, then click on Newsletters, find GTR and our newsletters are achieved back to 2004. Thanks to Bill Crittenden for storing our newsletters on his site.

GTR is on Facebook



GTR now has a Facebook page. Check it out and join up! Registration forms for the GTR Summer NNL will soon be available on the page.

2013 GTR Club Project

To promote the NNL and to motivate members to build, the GTR club project this year will be Corvettes. Finish a Corvette model between now and the NNL in August, and bring it to a meeting, the NNL or send a photo to me and your 2013 dues will be refunded! There are lots of options as the Corvette is probably the most GTR Auto Modelers Newsletter June 2013

modeled subject there is. We are seeing projects each meeting that hopefully will be done by the show. So grab a kit and start building!



The first submission of a completed GTR 2013 Corvette Club Project comes from Gary Dobson. Gary built the Revell CR5 Corvette in the markings from the 2003 Daytona 24 Hours, as driven by the Earnhardts Sr and Jr., to a third place overall finish. Gary could not make the meeting but he sent in these photos of his nice looking build.

There were two more completed Vettes shown at the June meeting – myself and Steve Jahnke. See photos in the meeting coverage below.

How's your Corvette project coming?



July Meeting

The July 2013 regular GTR meeting was held Saturdays, June 1. For a change we did a short road trip, to my house in Cary.

We had planned on dining al fresco on our Sloppy Joes but Mother Nature intervened, so we stayed indoors.



For the business portion we did treasury and mailbag and reviewed the status of our>NNL event. Then we ate dinner, did Show & Tell and visited my hobby room and kit stash.

Here are photos from Show & Tell.

Steve Jahnke: AMT 2009 Corvette Indy Parade car – see his review elsewhere this issue.



Also a Revell C6 snap kit.



Finally Steve also showed some recent estate sale finds, several kits including a 1/12 scale F1 Brabham BT44B and a Toyota Land Crusier.



Ed Sexton: Ed built up a Revell reissue of the Dave Deal VW Van custom.



Jim Brooks brought a pen shaped like a car



Larry Fulhorst brought two 1/43 diecast Dan Gurney cars: the Can Am McEagle-Ford which won Bridgehampton in 1967



and the F1 Eagle from 1968 Italian GP.



Dave Edgecomb: Dave had a stack of new kits to show. The Lotus 49 is the latest 1/20 Ebbro F1 kit, to go along with the Lotus 72 variants. From Fujimi, he also had the 1/20 F1 Brabham BT46 'Fan' ground effects kit, and the 1/24 Ferrari F12 and Porsche 911 GT2



Chuck Herrmann: I showed three models completed since last meeting.

The Revell Daytona Spyder from Miami Vice that was reviewed last issue.



A Revell 2004 C5 Corvette snap kit was built up as a surf rod, the rear opened up and a wood floor and surf racks added.



Last a Revell Ford Expedition snap kit recently purchased at a club auction and cleaned up, repainted interior and surf boards added on top.



IPMS News

GTR is a local chapter of IPMS/USA, in Region 5. Local chapters need five active national IPMS/USA members to remain an IPMS chapter. We had enough National IPMS members this time, but we can use some more. So we 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, or see me for membership forms.

The 2013 IPMS/USA National Convention will be in August in Loveland, CO – see the website at:

www.ipmsusa2013.com/

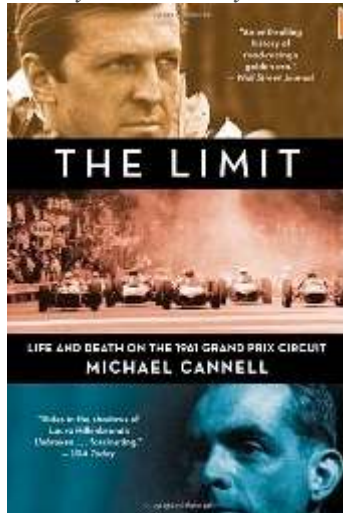
We await news of the 2014 IPMS Region 5 Chapter Convention.

Book Review:

The Limit: Life and Death on the 1961 Grand Prix Circuit

By Michael Cannell

Reviewed by Fred Horky, IPMS# 6390



This book's subtitle, "Life and Death on the 1961 Grand Prix Circuit", tells in a nutshell the larger story of Formula One racing of a half-century ago. The book is really about the interconnected lives of three men ...and the death of one of them. They were famed race car builder Enzo Ferrari of Italy, and two of his drivers during the 1961 season: American Phil Hill and German Wolfgang von Trips.

Anyone at all familiar with motor sports is familiar with the name Ferrari; with reference to both the legendary man and his legendary cars that have always come from the northern Italian town of Maranello. In his homeland his stature was such that some called him "the Pope of the North" ...out of earshot.



Young Enzo Ferrari

Ferrari, a man of humble beginnings who had been a truck driver in the Italian Army in WWI, morphed a successful postwar race driver career into race team management at Alfa Romeo, and

finally to create his own race car manufacturing complex. The commercial road cars built with his name became famous in their own right, but that side of the house was always only done to pay for the racing cars. His autocratic, demanding relationships with everyone around him are still legendary ...most especially with his drivers; on one hand sometimes almost like sons, and on the other almost as "expendable". If you've never seen the feature-length film describing Ferrari the man as he built his company, it can be watched on your computer at the following YouTube links. Be sure to go to full screen!

<http://www.youtube.com/watch?v=xSN9mRavSZ8>

<http://www.youtube.com/watch?v=2izlSKkLCi0>



In 1961 it all came together like a Greek tragedy. The first link was a world-beater new F1 race car design ...Ferrari's legendary, shark-nosed, blood-red torpedo, the Tipo 156. Then there were the two drivers of vastly different personality ...Hill and von Trips...who were friendly rivals. It was a race season that is a perfect example of the bull fighting mentality of dangerous cars and dangerous race tracks of that era. And as they came down to near the end of the season, one driver was to briefly celebrate as championonly to learn that the other had just lost the same championshipand died in the same race.

In that era, driving Formula 1 was an occupation numbering less than two dozen participants in the whole world, but it was not unusual for several to be killed in a single season, year after year. But attitudes were different then: as demonstrated by just a few years after the 1961 season, when Jackie Stewart was actually sneered at as a coward by race journalists whose greatest injury in the sport was writer's cramp, organizers who bowed to the holy dollar (or pound, or lire, or whatever), and even some fellow drivers; all because he refused

to quit demanding safer race cars and safer race courses. The twin facts that Stewart retired, alive, as a THREE time World Champion; and that no F1 driver has been killed in the last two decades show the results of his fighting the good fight.

Today's F1 cars are built to dissipate crash energy, spectacularly shedding parts on race tracks that are today much safer. The safest place on the track is arguably the driver's carbon fiber composite cocoon; it's far more dangerous to be a trackside marshal or emergency responder. A good example would be Robert Kubica's spectacular accident at the Canadian GP in 2007 from which he had only minor injuries. Ironically, the same driver was later nearly fatally injured in a minor league RALLY car accident on regular roads, when his Renault was skewered through by a guard rail, with himself nearly becoming the meat in the steak-a-bob.

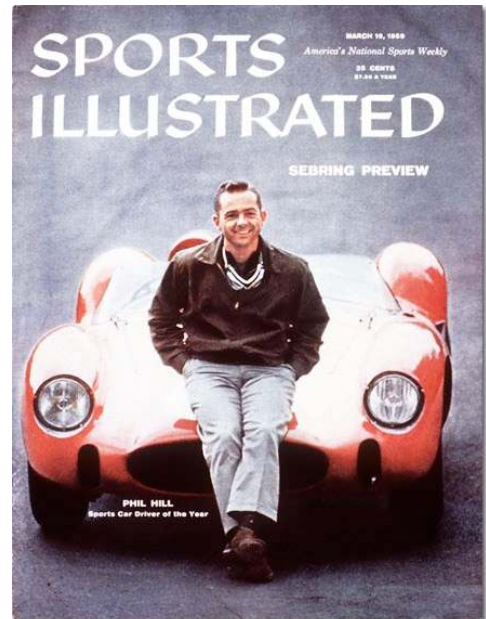
But back in the bad old days of 1961, the curbs and walls of the famed Monaco street course were still just as hard as they had been for the first race in 1929, the waters of the harbor alongside the course still as deep; the somber dark forests closely surrounding the almost-thirteen miles of racecourse winding around the Eifel hills and Nurnberg castle in Germany just as dangerous ...but the cars were a lot faster and as flammable as ever. Monza still had its high banking, with only chicken wire fences to politely separate fans from hurtling race cars. It was not a business for the faint of heart.



Phil Hill at the Nurnberg ring

The eventual 1961 champion, Phil Hill, was probably the last person most of us would have guessed as being a top-rung race car driver. Quiet, introspective ...even nervoushe had problems with ulcers even before he began race driving. He even said, "...I'm in the wrong business; I don't want to beat anybody. I don't want to be the big hero." He was the product of a well-off, but very dysfunctional Southern California family, where his first solace had been playing the piano. Later, it was automobiles; first working on them and even becoming a first class

restorer of classics. His ambition had been no more than to become a good mechanic, and he succeeded. And then he discovered, and others soon noticed, that he had a talent for driving cars. Fast.



Wolfgang Alexander Albert Eduard Maximilian Reichsgraf Berghe von Trips"Taffy" to his friends ...was, on the other hand, of genuine German nobility ...a real count. A count whose family had been impoverished by WWII, but a count nonetheless. An only son, his family wanted more than anything for him to rebuild the family estate, and especially to continue the family name. But he became a race driverone that had the nickname of "Count von Crash".



And in 1961, when von Trips came to the penultimate race of the season at Ferrari's "home course" at Monza in northern Italy, he was ahead in points over Hill for the championship, and needing only to place third or better to win it.

With that as a preamble, I'll let you get the book to fill in all the details.



Death of Von Trips



Phil Hill- 1961 GP Champion



Taffy von Trips (D) - Ferrari Dino 246 - 1961 Monaco GP, Monte Carlo



Maurice Trintignant Cooper-Maserati Monaco 1961

Published by Grand Central Publishing in late 2011 in 336 hard bound pages, it is author Michael T Cannell's first motor sports book. My only complaint with the hardbound edition was that the book jacket design is less than inspired, converting a well-known photo of three Tipo 156's in trail on Monza's high banking into a single dark shadowed image which is not even identifiable as more than a generic skinny-tired race car. Surely there are other photos to better inspire sales! On the other hand, the SOFT cover version (ISBN-13: 9780446554732, published late 2012) has images of the two drivers, separated by a head-on image of the Ferraris leading the pack, storming off the Monaco start.

One ironic sidebar: not long before he was killed, Von Trips started a "kart" racing course near his ancestral home. Historians report that after his death it was leased to a bricklayer, Rolf Schumacher, to operate with the thought that it was a safer place for his young sons to run go karts, than the parking lot they had been using. You may have heard of Rolf's oldest boy, named Michael....

Both editions are readily available; the hard bound version at so attractive that the price of the book is significantly LESS than even media rate postage to receive it from the "Half.com" side of Ebay!

Check it out here:

<http://product.half.ebay.com/The-Limit-Life-and-Death-on-the-1961-Grand-Prix-Circuit-by-Michael-T-Cannell-2011-Hardcover/109218417&tg=info>

Recommended to any true motor sports enthusiast!

KIT REVIEW:

AMT's 2009 Corvette Indy Parade Car



Description: 2009 Indianapolis 500
Chevrolet Corvette "Festival Parade Car"

Manufacturer: AMT **MSRP** \$25.99

Kit#: 814/12 **Scale:** 1/25

Reviewed by Steve Jahnke IPMS#34991

Unassembled promo, 39 pieces molded in silver, chrome-plated, clear, and seats are black molded vinyl



The Chevrolet Corvette has long been a participant in the Indianapolis 500 pre-race festival parade, the cars are driven by track and city officials and of course the drivers themselves. This kit then is an unassembled promo that represents the 2009 running of the Indy 500. Included in the kits' plastic parts is a nice 4X6 postcard picture of the Festival Parade Car and large die cut sticker of the 2009 Indy 500 logo.

The Kit:

This kit from R2 is part of their "Show Room Replicas". I found the kit to be well molded and the mold seam marks were minimal and easily cleaned up. My greatest surprise was the decals. After my initial unpleasant run-in with R2's decals on the MPC Daisy Duke's Plymouth Road

Runner, I was very pleased with the way the Parade car decals went on.

The Build:

As many readers of my past reviews know, I like painting the car bodies first. I prefer to use factory correct paint (lacquer or enamel) on my cars. The first order of business was to look through my stash of paints to find a silver that matched the "Blade Silver" color of the real Vette. Sure enough I found a close match in Tamiya's TS-17 Gloss Aluminum spray bomb paint. As usual the paint went on nice and even. After a week or so of waiting for the paint to gas-out, I began painting the sub-assemblies. The rotors were sprayed with Testors buffing aluminum while the exhaust tips and the head lamps were painted gloss black in preparation for a thin smooth coat of Alclad Chrome paint. Since the seats are molded in black vinyl I decided to leave them as molded as it would require acrylic paint if I decided to change the color; the rest of the interior pieces were sprayed with Tamiya's semi-gloss-black. The promo style chassis was painted with flat black hardware store spray bomb paint. The clear windshield was masked both in front and back so I could paint the window frame Tam's SGB. Do not use anything but acrylic paint to paint clear plastic....I found that out the hard way along time ago.



To bring the shine out of the now gassed out paint I set to work polishing the model. Starting with a 4000 grit sanding cloth dipped in soapy water. Any grit lower than that will cause scratches, Tamiya lacquer is easy to scratch because it goes on as a very thin coat of paint. I began polishing (for me this is quite therapeutic) working my way up to a 8000 grit cloth all the while wiping away the lubricating water to judge how well I have hit all of the high and low spots on each panel. After a close visual check of all of the body, I worked in some Final Detail pure carnuba wax to even everything out and produce the overall pizzaz shine of the car.



Finally the car was ready for decaling. The decal sheet was printed with two sets of each decal, except for the Indy logos and stripe perhaps due to licensing issues but none the less a nice feature. The decals loosened from the carrier sheet quickly and went on smoothly....what more can you ask.



Conclusion:

Round 2 did a nice job producing this subject. Those of you who follow the Indy 500 may already have a pace car or two in your collection and you will probably want to add this car too. Overall the kit went together very well and as mentioned earlier the R2's decals appear to have been vastly improved over earlier efforts. This is a nice looking finished kit to start your Indy pace car collection or to simply add to your collection.



AMT ERTL 1998 Promo Pace Car



And Corvettes have paced other events as well. When Chevy launched their Corvette program to try to win the GT class at the LeMans 24 Hours endurance classic, they also were the pace car and safety car in 1999. Revell issued a pre-painted snap kit of this car (also a promo). You just had to apply the sticker (not decals!). I built it back when it was newly released.



More Corvette Pace Car Models

By Chuck Herrmann

Corvettes have paced the Indy 500 a lot in recent years. And there have been many replicas available to model builders and collectors.



Greenlight Diecast 2005 Pace Car



That year Corvettes also were used to pace the Daytona 24 Hour race, with the same red and white paint scheme. So the kit provided both set of stickers so you could do either car.

2013 GTR Summer NNL

6th Annual Contest & Swap Meet

Hosted by: IPMS/GTR

Theme: 60 Years of Corvettes

Trophies for Best Racing and Best Street Corvettes

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 4th 2013 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. Also we raffle off some nice prizes.

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.

Classes:

Competition Open Wheel	All scales	F1, Indy, Drag, etc
Competition Closed Wheel	All scales	NASCAR, LeMans/IMSA, Can-Am, Drag
Street	All scales	Street legal - Muscle Cars, Sports/Exotics, Tuners, beaters, factory stock
Custom	All scales	Modified custom vehicles
Commercial	All scales	Trucks, Taxis, Police, Ambulance and Emergency
Motorcycles/ Miscellaneous Curbside	All scales, all types	All types Hood closed, judged as displayed, includes slammers
Out of the Box	All scales, all types	No modifications to the kit except filler, paint, decals and foil
Theme: 60 Years Of Corvettes	All scales, all types	Any Corvette subject. Trophies for Best Street and Racing versions.
Chris Ducey Memorial Award	All scales, all types	Best Ford Kit
People's Choice	Any model	In the contest

Contact: gtrchab@yahoo.com
www.gtrautomodelers.freeservers.com





GTR Event Calendar



July 13 NIMCON 2

Host: IPMS/Lakes Region Scale Modelers
McHenry County College, Crystal Lake IL
www.LAKESREGIONMODELERS.COM
See Events section of Mailbag, page 2.

July 4 **Happy Independence Day**

July 14 Attack of the Plastic Contest & Swap
Lake Lawn Lodge, Delavan WI
Rick Allen 262-728-5003

August 4 6th Annual GTR SUMMER NNL
Theme: 60 Years of Corvettes
Algonquin Township building
Crystal Lake, IL
gtrchab@yahoo.com



Aug 10-11 Road America ALMS and Grand Am
Elkhart Lake, WI



August 14-17 IPMS/USA National Convention
Loveland, CO
www.ipmsusa2013.com

Sep 14 Meadowdale Show
Raceway Park Carpentersville, IL
Mirpa.com

Sept 21 NORDICON 2013
Northern Star Council Boy Scout Camp
Fort Snelling MN
robertmaderich69@hotmail.com

September 22 62nd IL Plastic Kit & Toy Show
DuPage County Fairgrounds, Wheaton IL
(630) 969-1847 Email: pthpowerinc@aol.com.

Oct 19 IPMS Glue Crew
Howard Johnson Inn & Conf Center Wausau, WI
Joseph Drew 715-842-0173

October 20 Countryside Collectors Classic Show
Park Place Of Countryside,
Countryside, IL
www.uniqueeventsshows.com

Oct 24-27 iHobby Expo
Schaumburg, IL
www.ihobbyexpo.com

November 3 Scale Auto Hobby & Toy Show
American Serb Hall Milwaukee, WI
www.uniqueeventsshows.com

Dec 1 Tinley Park Annual Holiday Toy Show
Tinley Park H.S Tinley Park, IL
www.uniqueeventsshows.com

Dec 8 Milwaukee Miniature Motors Winter Show,
Waukesha County Expo Center, Waukesha, WI
Call (262) 646-4114 (Voicemail) or email
jdunn07@centurytel.net
<http://www.milwaukeeeminaturemotors.com>

IPMS USA

International Plastic Modelers Society

2013 IPMS/USA Nationals:

August 14-17 Loveland, CO

2014 IPMS Region 5 Convention TBD

2014 50th Anniversary IPMS/USA
Nationals at Hampton Roads, VA.

GTR Auto Modelers



IPMS/GTR Auto Modelers

Chuck Herrmann
338 Alicia Drive
Cary, IL 60013

Next GTR Meeting: July 6 , 2013

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