



GTR

Newsletter

October 2017

Hello GTR and Friends:
By Steve Jahnke

In This Issue:

- Meadowdale International Raceway (MIRPA) Reunion 2017
- Review: Moebius Joe Weatherly's 1961 NASCAR Pontiac
- New Mexico State Fair Model Contest
- Revell Porsche 918

By now you will have read and enjoyed our **GTR Summer NNL Show Special** newsletter that we, Chuck, Doug and I, had a lot of fun bringing the show extra newsletter to our members and friends. In this issue, you will find my photographic coverage of the annual Meadowdale International Raceway (MIRPA) show with my son and grandson, I love that smell of fresh air and unburned hi-octane racing gas in the morning!

Fall has arrived here in northern Illinois and the trees are starting to exhibit their fall colors, a sure sign that cooler weather is on the way. For me that means more bench time for modeling. Over the summer I attended a few swap meets, model shows and contests picking up more than a few model kit "bargains."; you know, "one man's trash is another man's stash kind of thing. I guess that is the biggest part of this mans' hobby is acquiring newly released models or a favorite model from the past, as it serves as an outlet for my model car passion and creativity. I tend to spend hours on the net and perusing a dozen or so of my monthly periodicals looking at images of actual car images noting unusual colors, interiors, and engine bays etcetera looking for something that hits my fancy as it were.

Make sure you pick up your copy of **Kalmbach Publishing's Scale Auto Contest Cars 2017** edition. You will find their four-page coverage of our 2016 GTR Summer NNL contest. It is available online or at your favorite hobby store, so check it out! And finally, at our last meeting, the following members were nominated and agreed to fill our clubs' officer posts; all were confirmed by the club members present at the meeting:

President: Steve Jahnke stevejahnke@comcast.net
VP John Walczak
Secretary/Treasurer: Doug Fisher kkfisher1@comcast.net

SJJ

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
2017 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: Steve Jahnke 847-516-8515 stevejahnke@comcast.net
Vice President: John Walczak
Secretary/Treasurer: Doug Fisher kkfisher1@comcast.net

The GTR Newsletter is written and edited by Steve Jahnke, 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 stevejahnke@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. 2017 club dues are due \$15 measly bucks, send check or give cash to me with your contact information. Thanks! Please make check out to "Steve Jahnke" as we could not get a "club" named bank account)



MAILBAG

by Chuck Herrmann

Industry News



M & S HOBBIES ACQUIRES QUIKSKINS RESIN CASTING

Release from M&S Hobbies:

M & S HOBBIES LLC is proud to announce the acquisition of Quikskins Resin Casting.

As you know over the years Quikskins Resin Casting has brought you many quality resin kits and parts and M & S Hobbies LLC is committed to continuing the tradition. Over time M & S Hobbies LLC will be producing many of the Quikskins Resin Casting kits and bringing them back for your modeling enjoyment. Here is a shortlist of the resin kits that are in the works for reproduction:

- Cadillac LMP
- Audi A4 Touring Car
- Ford Probe GTP
- Ford Maxum
- BMW E30
- Goodwrench Corvette GTP
- Budweiser Corvette GTP
- 1982 IMSA Camaro
- 1982 IMSA Firebird

Several others are in the works and in various stages of creation. While we are unable to provide a timeline for these kits so please watch our Facebook page and website, www.mshobbies.com for more info. Please email us at mshobbies_56@yahoo.com with your thoughts and which of the above listed kit you would be interested in.



Here is the Cadillac LMP kit.

Revell Foose Cadillac Eldorado Body Issues - Service Alert

(from the Revell US webpage)

Revell Kit 85-4435 Chip Foose Custom Cadillac

Please note that on our new Chip Foose Custom Cadillac, some customers have been experiencing a broken windshield frame. If your model has a broken windshield frame you can get a new body at no cost to you.

We request for the best service you complete the Replacement Parts Order Form in the Parts & Service section. Or you can also place your order in 2 other ways; 1. Email your order to cservice@revell.com or 2. Mail in an order to the following address: Revell, Inc. Attn: Consumer Service, 1850 West Howard St., Unit A, Elk Grove Village, IL 60007

For this issue we will waive the UPC Proof of Purchase requirement. For future production runs we have added a new windshield support to prevent this problem from occurring. We appreciate your understanding.

Editors Note: On my example the left window pillar was bent, not broken. It looks like bending it upright may solve it. Of course I saw this notice after I had spent two days sanding the body smooth! CH

Media

The 2016 GTR Summer NNL 9 is featured in the latest Scale Auto Contest Cars 2017. See pages 8-9. Thanks to our own Gerry Paquette for submitting the photos used.



Contest Cars 2017

THE COOLEST MODELS • THE HOTTEST SHOWS • THE BEST BUILDERS

580+

GREAT MODELS

Muscle cars, Funny Cars, Gassers, street rods, and more!



Junior entrant
Gerrys Paquette's
fabulous 427 Cobra
- p.66

Real World

The IMSA WeatherTech Sports Car Series race held at Circuit of the Americas in Austin, TX for the last several years has been removed from the 2018 calendar, replaced by a race at Mid-Ohio. The COTA round of the World Endurance Championship has also been removed from the WEC calendar.

Events

The Toledo NNL Nationals will be October 7.

The SLAM NNL #2 and Swap will be October 14 in Johnstown, WI.

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.



GTR Update

The next regular GTR meeting will be on Saturday, October 7 at 7:00 pm at the Algonquin Township Building

It is IPMS chapter renewal season, we need at least five current IPMS/USA members to continue as a chapter so please let Steve know your IPMS number and expiration date so he can renew for 2018.

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 can be accessed from the site.



September GTR Meeting

The September GTR meeting was held on September 2nd. After some business details, it was on to Show & Tell. Here are some photos of the models on the tables.



Steve Jahnke - Revell Porsche 918



See Steve's review later in this issue.



Dave Green with a ton of stuff.



More of Dave's stuff



Dave's Mystery Machine with Scooby Doo



Ed Sexton - replica of a friend's H Production racecar - his wife asked to have Ed create a replica!!



IPMS News

GTR is a proud member of the IPMS organization. GTR is a local chapter, in Region 5, of IPMS/USA. The chapter renewal season will be starting soon. We need five current IPMS/USA members to remain a chapter. We always 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

TBD 2018 IPMS Region 5 Convention
hosted by IPMS/Moss Branson, MO

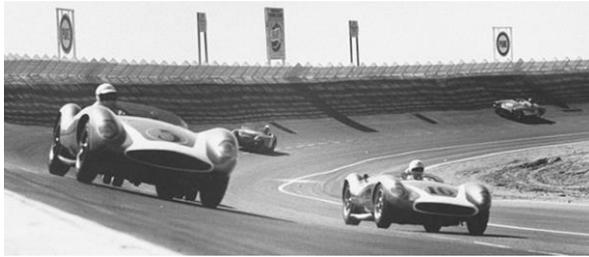
July 31-Aug 4 2018 IPMS/USA Nationals
Phoenix, AZ

August 8-10 2019 IPMS/USA Nationals
Chattanooga, TN

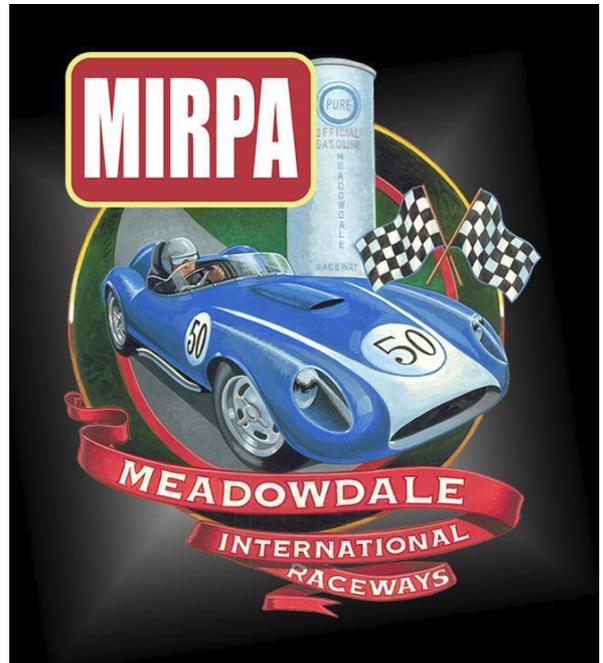
Meadowdale International Raceway (now Raceway Woods) Carpentersville, IL

Historic photos from Meadowdale's past.





Photos/images are courtesy of the Meadowdale International Raceway Preservation Association website and to whom we thank for the opportunity to be included in the MIRPA annual shows.



Check out thier webpage at www.mirpa.com

**Meadowdale
International
Raceway
Reunion 9.9.2017**





Future Gear Head grandson Dan in front of his favorite



AMC's were well represented at this show



Check out the original 1968 dealer plate and Chicago city tax tag on this beauty



Revell's Porsche 918 Spyder Kit



Description: Porsche 918

Manufacturer: Revell

Kit #: 85-4329 **Scale:** 1/25

IPMS Model Kit Review by Steve Jahnke IPMS 34991

Overview: As an exotic model car builder, I went bonkers when this kit became available as an IPMS review candidate. The Porsche 918 kit was initially introduced on the European model car market by Revell of Germany, luckily Revell USA soon picked it up and re-boxed it for the United States market, the only difference was the boxing configuration. Your hobby shop may have both the Revell USA or Revell Germany versions, the only difference is boxing and pricing. Specially, the 918 is an exotic hybrid vehicle; main power is generated by a 4.6 litre gasoline engine and is supplemented by two electric motors on both the front and rear axles. It has astonishing performance; 0 to 60 in 2.6 seconds and 0-100 MPH in 4.9 seconds. Initial pricing of this car was a cool \$845,000 less an electric federal income tax credit of \$3,667 (*like you and I need that for our income tax filing*).

The kit includes 128 parts, a decal sheet and a well-illustrated 20-page instruction sheet. While I did not keep track of the build time, there are 129 parts listed in the instruction sheet that includes 62 building and decaling instruction frames. Well done Revell!



The Build: As many of my modeling friends know, the best and first part of the build is painting the model car body. Luckily, I had a bottle of 2002 VW Cyber Green **Colors for Miniatures** in my paint stash. I love greens and CFM paints; therefore, it was a no-brainer from the get-go for that particular color choice. Since your stepping up to a \$845K for the car, you should have it in any color of the rainbow including a lowly Volkswagen green.

After I assembled the body parts, there were hardly any mold lines to take care of. Those

found were very easy to clean up... a hallmark of a well-engineered and designed mold. The body and various kit parts were then painted. The model was built pretty much following the instructions' well illustrated building frames as it was easy to plan building and painting the sub-assemblies using the frames. The kit presented no building quirks as it almost fell together.



The model is a "5" skill level. However, if you have built models for a while, the kit should not present any problems completing it in a suitable fashion. I would very much endorse this kit to semi and advanced skill modelers out there, it builds into a very nice and well represented Porsche 918 Spyder.



I very much enjoyed the build and I thank Revell USA and the IPMS for the chance to review this awesome kit.

Summary: Very well engineered and produced, very little cleanup needed on the parts, particularly the body. Appropriately labeled as a skill level 5 assembly kit, it produces a very accurate representation of this awesome Autobahn hot rod.



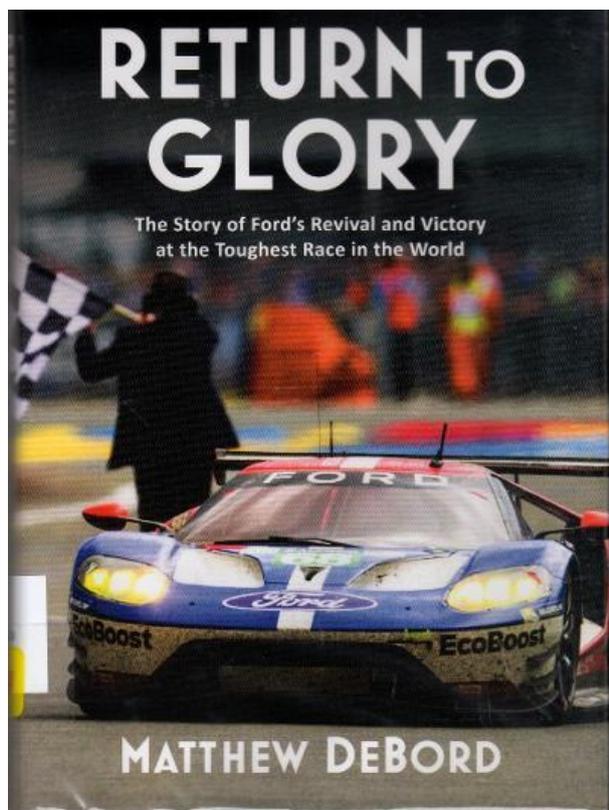
Book Review - *Return to Glory, Ford GT Returns to LeMans*

Title: *Return to Glory: The Story of Ford's Revival and Victory at the Toughest Race in the World*

Author: Matthew DeBord

226 pages, Atlantic Monthly Press, 2017

Reviewed by Chuck Herrmann



Rating: 2.5 of 4 Lug Nuts.

2016 was the 50th Anniversary of Ford's first win at the 24 Hours of LeMans. The winning car was the famous Ford GT, a Mk II driven to victory by Bruce McLaren and Chris Amon as part of the now legendary 1-2-3 Ford win. By 2015 Ford decided to attempt to commemorate this milestone in their history by building a new version of the Ford GT and racing it in sports car races leading up to a hoped for repeat of the 1966 win. This book, *Return to Glory: The Story of Ford's Revival and Victory at the Toughest Race in the World*, by automotive industry journalist Matthew DeBord, is that story.



This book is not strictly about the 2016 LeMans race. It describes the US automotive scene during the economic crisis of the late 2000's, the huge impact on the entire US auto industry leading to massive changes and government bailouts. Author DeBord, as a journalist who covers the industry, describes this well. But since he is not a racing writer some of those parts are a bit weak if you are a race fan.

The 1960s were the Golden Age for American industry, the big US auto companies were doing extremely well in both sales and also in racing and other publicity efforts. The last area where American brands had not achieved success was international sports car racing, including the LeMans 24 Hour endurance classic. Henry Ford II decided the most efficient way to enter this arena was to buy an existing successful company and merge it into the Ford Motor Company. The most successful and glamorous manufacturer was Ferrari during the early 1960's. Negotiations were started and it looked like a deal was struck, but at the very last moment, Enzo Ferrari quashed the deal for his namesake company. Reasons remain unclear, but Ford was extremely upset. So he decided to get revenge by directing the mighty Ford to enter international sports car racing and best Ferrari at their own game. Thus the massive Ford GT program was born. Also the Shelby GT was developed and raced. After early failures the Shelby Daytona was successful in GT competition by 1965. After dismal results with the Ford GT prototypes in 1964 and 1965 with the Ford GT 40, in 1966 a big 427 V-8 was stuffed into the new Ford GT Mk. II, the best drivers both American and international were recruited and six factory cars were entered along with five older private entries to compete against the Ferrari P3. This time the Ferraris faltered and Fords finished 1-2-3, ahead of three Porsche 906s.



The winning drivers were Bruce McLaren and Chris Amon in a famously botched attempt to stage a finish where two cars tied for the win. Race officials denied this and it cost Ken Miles and Denny Hulme a win they should have had.

In 1967 the Ford GT Mk. IV of Dan Gurney and AJ Foyt won.



And then the famous Gulf Ford GT40's won in 1968 and 1969 making four glorious years of successive Ford victories at the world's most famous race.



Fast forward to the mid 2000's. The US auto industry had been under assault by Asian and European manufacturers since the 1980s and suffered severely in the Great Recession of 2008-9. There was a great political debate on how to save the American automotive and supporting industries, which eventually lead to controversial government bailouts of GM and Chrysler, with Fiat later buying control of Chrysler. Ford went through a massive, total rebuild of its core culture and processes lead by CEO Allen Mulally, which turned things around. By the early 2010's the entire industry had recovered and saw record sales figures. The decision was made at Ford to try to repeat the Ford LeMans win of 50 years earlier and the project to build both a new Ford GT road car and race car was approved. The book covers the successful build and release of the car, (the race car actually before the street version), the preparation and development of the race team and the progress to LeMans. It concludes with their eventual GT class win with a red, white and blue GT driven by Joey Hand, Dirk Muller and Sebastian Bourdais beating their old nemesis Ferrari to the win. Ford GTs finished 1-3-4 in the GT Pro class, with Ferrari finishing second.



As noted previously, diehard race fans will probably want more details about the racing without the comments about race drivers facing death every time they race. In that regard this seems aimed more toward general readers. But it was interesting in the description of the US auto industry crisis in the 2008-9 recession and how touch and go the entire situation was. Still, I can give this book a recommended status, 2.5 out of 4 lug nuts.



1966 Ford GT Mk II



50 Years Later - 2016 Ford GT



Review: Moebius Joe Weatherly's 1961 NASCAR Pontiac



Description: 1961 Pontiac Catalina 2 Door

Manufacturer: Moebius

Kit #: 1221 **Scale:** 1/25

By Elliott Doreing

The 1960s saw the advent of the muscle car era. All manufacturers of that time became very involved in producing exciting, powerful cars, to meet the demands of the ever increasing youth market, hungry for speed. The days of sluggish, under-powered cars were over, and America got in step with the Jet Age. The 1960s also saw these car makers getting heavily involved in drag racing and stock car racing in both USAC and NASCAR.

One of the more potent car brands to come out of Detroit was Pontiac, produced by GM. Armed with power-packed engine options, to include the 389 Super Duty motor, race drivers eagerly took a good look at what Pontiac had to offer. Equipped with either a single 4-barrel, or the factory option of the famed "Tri-Power" set up of three 2-barrel carbs, Pontiac was very much the forerunner in the racing environments across America.

For years, the only 1961 Pontiac model kits were the original 1961 issued kits from AMT. As we moved into the 1970s, 1980s & beyond, that original AMT kit became hard to find, reaching rare (and expensive) status. Some resin kits were produced, but they often lacked the crisp casting of the original AMT kit.

Modelers began to send "wish lists" to the various model kit makers, asking why they were ignoring these rather historic Pontiacs. Modelers especially yearned for a kit of the 1961 Pontiac Catalina Hardtop, in order to build some of the more famous cars driven by some of USAC's and NASCAR's star drivers.

Well, the long wait is over! Moebius, continuing with their fine recent releases of the 1952 Hudson Hornet, & 1956 Chrysler 300-C, answered the call, with their now readily available Joe Weatherly 1961 Pontiac Catalina 2-door

hardtop. The kit's now on hobby store shelves, or from various on-line sites.

The Catalina was smaller than the flagship Bonneville, and along with the Ventura, was the choice for those wishing to race the 1961 Pontiacs. With its mid-size, and the famous "Wide Track" these cars, equipped with the 389 engine, producing 368 horsepower on a single 4-barrel carb, became a much-feared contender in the racing world. Also, several police departments across the nation chose the Pontiacs for squad car duties.

Let's now take an eager look at this brand new Moebius release: The kit comes in the standard square box we all are familiar with. Upon opening the kit, you will get a large folded instruction manual, which folds out almost like a poster. This instruction manual has both worded instructions, as were the state of the art of kits of the 1960s, as well as the traditional pictures and arrows showing where to attach the over 100 finely molded, flash-free parts. The manual also provides the correct paint colors for every part in the kit throughout the assembly of this scale replica of Joe Weatherly's #8 car.

The front page of the instruction manual has an area designated for breaking down the colors to be used for all the parts in the kit. These suggestions are accurate to how stock cars and their numerous parts making up the actual car were painted. The main exception is the Pontiac Engine Blue is called out for the motor color. The Pontiac motor color of the early 1960s was not the color Model Master produces as the metallic-colored Pontiac Engine Blue. Instead, the paint color was more of a turquoise color, and a good match is either Boyd's #52705 – Pacific Blue, or Model Master's 1950s Aqua.

Additionally, large photos of painted parts will show you how the motor bay, firewall, door panels, motor, roll cage, dash, and completed and decaled car should look. For the floor, it's suggested to use Red Oxide Primer, with the body color over-sprayed onto it. If you can't find Red Oxide Primer, Hull Red for ship models will work just as well.

The instruction sheet also makes reference to using Bare Metal Foil for the chrome trim, although for the body trim, I'd prefer masking it off and using Al-Clad Chrome.

There are six assembly blocks comprising the building of this kit. As typical of most car kits these days, construction begins with the famous 389 Super Duty motor. No less than about 30 parts are needed to build this famous engine, and the parts are very crisply molded in exacting detail.

Correctly, this 389 comes with the race single 4-barrel carb set up. I take exception with this piece. To me, the carb part is too small, and does not have the detail of a slightly larger carb. Instead, I'd go hunting for a resin Holley 4-barrel

carb. The correct racing air cleaner is in the kit, as well as a period correct intake manifold.

The valve covers include an oil breather cap, for both sides. The valve covers come chrome plated, but I'd soak them in bleach to de-chrome them, and then either paint them with the correct Pontiac Engine Blue/Aqua I mentioned earlier, or black or a metal color.

Regarding the frame, suspension and running gear, in fact, as I opened this kit, I couldn't help but see that basically, Moebius molded a 1961 Catalina body, and placed it very much on the same sort of build-up as found in AMT's 1962 Catalina. The parts are almost exactly the same. The front and rear suspension is made up of separate parts. Separate frame rails attach to the frame pan. Very nice! For those doing this Weatherly car, you'll find the correct factory-issued "Tri-Y" exhaust manifolds. Additionally, the correct exhaust dumps feeding off the "Tri-Y" exhaust headers, are included. The frame pan has the interior floor molded onto the upper surface, while the bottom constitutes the actual underbody frame pan. The pan should be shot in the body color of your choice, while the actual frame rails should be a blackish color.

The kit very nicely gives you the correct 1960s era race bucket seat, to include seat belt and shoulder harness, complete with the rear piece of the shoulder harness that anchors to the roll cage - nice. The dash is nicely rendered, and includes a race gauges panel. There are gauge decals included on the decal sheet. The door panel upholstery is a separate part and attaches to the interior floor and the dash. A Molotow chrome pen should be used to accent the window cranks and door handles etc.

The rear seat is already removed for you. This makes building a USAC or NASCAR model easier. The kit includes a period correct roll cage. But, in my opinion the size of the bars making up the cage are a bit small. One can always opt to use a Plastic Performance Products roll cage kit #RC. They can be obtained from Southern MotorsportsHobbies, on-line.

Correct racing stock car wheels are included, although they could be a bit more dished, as well as tires for the 1960s could be a bit wider.

The front windshield and rear window are also separate parts, and are very clear. Pay attention to how the glass is installed. Instructions look to show that the rear glass is inserted from the outside of the body, and be sure to use either white glue, or glue made for clear plastic parts. A chrome tree has the front grille, and both bumpers. Chrome is bright, and sealed in its own plastic bag, as is the glass. Door handles are separate pieces. Of course, the hood is separate piece, and you get the hood hinges. A battery is included too.

The body itself is perfectly rendered in scale, and looks the way a 1961 Catalina should look.

The decal sheet offers markings for two versions of Weatherly's #8 car, one being the car as raced in the 1961 "Daytona 500" sponsored by Stephen's Pontiac, or the car as raced for the remainder of the 1961 NASCAR season, sponsored by Gilman Pontiac. The decals have very little film around the image edges, and appear to be of Cartograph quality.

Now then... there has, over the years since the 1960s, been a lot of talk as to what is the correct color for the #8 car Bud Moore built for Weatherly. The kit states normal red and black. However, I own a copy of the 1961 Racing Pictorial, in which the "real" car's shown to be painted in a sort of maroon and black. The closest paint I could find to match the color shown in Racing Pictorial is Testor's One-Coat Lacquer #1838 - Mythical Maroon, so I'd go with that, and black.



For those not wishing to do the #8 Weatherly car, have no fear. Currently, there are aftermarket decal sets to do the following cars:

- #6 - Ralph Earnhardt or "Cotton" Owens
- #3 David Pearson
- #59 "Tiger" Tom Pistone
- #27 "Junior" Johnson
- #31 Paul Goldsmith
- #28 "Kuzie" Kuzmanich
- #53 Bob Burdick
- #47 Jack Smith.

These decals can be obtained thru either Southern Motorsports Hobbies, or Mike's Decals, on-line.

As for now, we FINALLY have a GREAT 1961 Pontiac Catalina Stock Car kit to build. Moebius should be applauded for their fine job on this long awaited kit. It rates a perfect 10 in my rankings. So, grab one, get the paint and glue ready, and happy building!

ED



New Mexico State Fair Model Contest 2017



by Chuck Herrmann

Here in New Mexico, the State Fair is held mid September at the Expo New Mexico Fairgrounds in Albuquerque. As part of the usual craft and hobby displays (like beadwork, quilts etc) in the exhibit hall there are several display cases devoted to plastic modeling.



The local modeling clubs, the Albuquerque Model Car Club and the IPMS/ Albuquerque Scale Modelers, both are heavily involved in overseeing the display and judging.



There are separate divisions for Automotive and Military/Figures/Sci Fi.



Street Rods pre 1948 class winners.



Awards are Blue-Red-White Ribbons for each class.



Each overall category has a Best of Show. Here is the Automotive, a scratchbuilt custom built around a computer mouse!



A nicely detailed Pyro 1/32 Mercer.



Each year there is a bit of rivalry between the car guys and the IPMS club to see who can get the best turn out. This year there were about 80 IPMS entries and about 70 Automotive.



Best Automotive Diorama.

(Sorry for the picture quality, they were shot through the glass display cases)

Bench Racing

By Doug Fisher



This is a forum of modeler tips to be shared for all club members. Please forward any tips you feel will be helpful to everyone to me at kkfisher1@comcast.net and I will include them in future editions.

In this edition of Bench Racer we are focusing on the “Dry Brushing” painting technique. This is commonly used by armor model builders to provide depth to tank surfaces and other details. It involves using a brush that has been rubbed free of almost all paint and then used to highlight raised surfaces to trick the eye to see depth of surface where there is very little. Let’s get started.

This technique is best used on darker surfaces such as dashboards, undersurfaces of cars and other areas that are normally painted a dark color. For the purposes of this article, I am assuming that the underlying surface is painted black [semi-gloss or flat]. Pick a color that is lighter than black to start. Modelers vary at this step as you can pick a light grey and use only one step or start with dark grey and go through as many stages of continually lighter paints to white as you have time to get more depth. I have not seen the advantage to all that work, but you may.

Take a wide brush [I have cut down a ¼ in wide brush to about ¼ in long to allow for some pressure to be exerted on the piece. Other modelers use a very wide and “fluffy” brush like a makeup brush. In any case, make up a dilute wash of the color you want to use. I find that 3 drops of thinner to one drop of paint works for me. The stronger you make the wash; the more paint gets deposited on the model. The thinner you make the wash, you are just using thinner. The important part is to take off almost all the paint/wash you can on the edge of your

container. Then rub the brush on a cloth to continue to get color off on the cloth. When the cloth shows little or no color you are ready.

You then LIGHTLY brush the brush [say that three times fast] over the raised portions of the piece to highlight them. If you see the part getting wet, you have too much paint on your brush. Less pressure is needed with each full brush and then as the paint comes off, you will find more pressure is needed to get the right effect. The details will then pop out.

This is a technique where less is more. You will find that the highlights will come quickly once the paint dries on the part. It may take a few seconds for that to happen, so go slowly.

Colors to be used can vary from a lighter variation of the base color [black to grey to white] or a completely different color such as brown or red brown to simulate rust. I have used dry brushing on exhaust pipes and intake manifolds to replicate the finish found in a photo. Give it a try. Another use is to follow up with a wash to highlight the raised parts using a silver paint. Be careful, I have found silver paint hard to get out of brushes - so I have a dedicated silver dry brush.

The best part is that if you over use the wash color and the highlights are too harsh, go back and lightly airbrush the part with the original color to tone down the effect. This is a technique that needs to be practiced rather than learned by reading so have fun try stuff and enjoy.





GTR Event Calendar

Sep 24 68th Illinois Plastic Kit and Toy Show
DuPage County Fairgrounds, Wheaton IL
Past Time Hobbies 630-969-1847

October 7 NNL Nationals #38 Sylvania OH
Theme: *Sports Car Racing, 1940's to the present*
Cult Theme: *The Race of Gentlemen*
Sylvania Expo Center at Tam-O-Shanter,
Toledo, OH
Contact Glenn Marek at opsglenn@aol.

October 14 Glue Crew 2017
Wausau, WI
Contact Joseph Drew at jdrew09@charter.net

Oct 14 Grand SLAM NNL #2 and Swap
Johnstown Community Center Johnstown, WI
Info: Kevin Koch 920-723-6508
Kookoe1958@hotmail.com.com

October 28 Circle City Modelers 23rd Model
Contest and Swap Meet
Boone County Fairgrounds, Lebanon IN
Theme: *Off Road Vehicles and Long Roofs*
Vendor info: Chris Beach beach899@yahoo.com
Contest info: Steve Shelton
moparman68@yahoo.com

November 4 ACME Southern Nationals
Smyrna (Atlanta) GA
www.acme-ipms.com

Oct 15 Countryside Collectors Classic Toy Show
Park Place of Countryside, Countryside, IL
Jim Welytok (262) 246-7171 unievents@aol.com
www.uniqueeventsshows.com

Oct 22 US Grand Prix
Circuit of the Americas, Austin TX USA

October 31 Halloween



Happy Halloween

Nov 5 Scale Auto, Hobby & Toy Swap Meet,
Serb Hall, Milwaukee WI
Jim Welytok (262) 246-7171 unievents@aol.com
www.uniqueeventsshows.com

Nov 11 WAMC17 Winnebago Area Model
Classic 2017 Model Show, Contest and Swap
Hilton Garden Inn Oshkosh, WI
www.wamclassic.wix.com/wamc
Email: WAMClassic@gmail.com

Nov 11 35th annual IPMS/Butch O'Hare Open
Model Contest and Swap
Lakeview Jr. High School Downers Grove, IL
Hector Colon hddcolon@yahoo.com

Dec 3 Milwaukee Miniature Motors Swap Meet
Waukesha County Expo Center
Call Dale E. Jones, (414) 651-1980
Website: www.milwaukee-miniature-motors.com
Email: mkeminimotors@gmail.com

Dec 3 Tinley Park Toy Show
Tinley Park HS, Tinley Park IL
Jim Welytok (262) 246-7171 unievents@aol.com
www.uniqueeventsshows.com

2018

Feb 9-18 106th Chicago Auto Show
McCormick Place, Chicago IL
<http://www.chicagoautoshow.com/>

