



GTR

Newsletter

April 2019

Twenty Years 1999-2019



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IPMS Region 5 Convention Contest Photos from Madison WI



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
2019 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

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/cancellation as dates shown. 2018 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

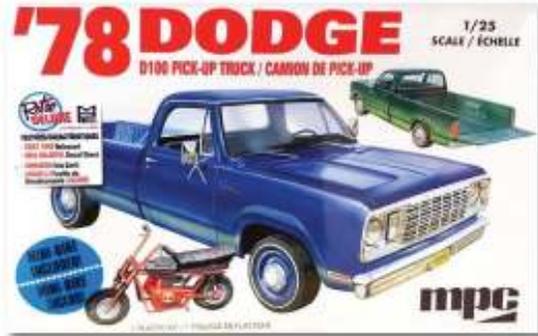
by Chuck Herrmann

Industry News

Testors Packaging Update



Round 2 New Kits



Note the box calls the 1969 GTX a Cabriolet!

Revell News

In checking out some of the Internet model sites, many are announcing upcoming availability of many Revell US kits. So apparently it looks like Revell is filling up the supply pipeline again.

Ford GT in US Box



Revell has announced that their Ford GT race car kit will be issued in US packaging, so that should increase availability in US stores.

Also their reissue of the 1967 Dodge GTX is now in stores.



Media

F1 races will be broadcast on ESPN again this year. As last year, it will be commercial free coverage from the British Skye network.

Drive Like Andretti Documentary

From *NBCSN.com*

Drive Like Andretti, a documentary film about the career of Mario Andretti, will make its television debut Saturday, May 11 at 2 p.m. ET pm NBC leading into coverage of the IndyCar Grand Prix at Indianapolis Motor Speedway. This year marks the 50th anniversary of Mario's lone Indy 500

Events

Local events this month include the big one, the Milwaukee NNL on April 13 and the Waukesha swap meet the following day.

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.



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. We have successfully completed the 2019 chapter renewal process. If you are a current IPMS/USA member let Steve or Doug know your member number and expiration date, remember to renew your 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.

The 2019 Region 5 Convention was held in Madison, WI on March 2. See the photos in this issue.

IPMS Calendar

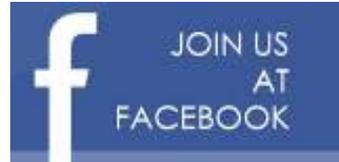
August 7-10 2019 IPMS/USA Nationals
Chattanooga Conv Center, Chattanooga, TN
<http://www.ipmsusanationals.com>

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

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.



GTR Update

The next regular GTR meeting will be on Saturday, April 6, at 7:00 pm at the Algonquin Township Building.

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.

March GTR Meeting

Notes and Photos by Doug Fisher

The March GTR regular meeting was held on 3/2/2019 at the Algonquin Township building.

Here are photos from Show & Tell:



Snapper Steve Jahnke went into his archives and brought a promo Jewel Food Store Model T as driven in the Centennial in 1963. Also is a Revell Ford Boss 302 Mustang with a rare in-line four-barrel carb.



Steve also brought in a Revell midget race car, a Lancia kit by ESCI which featured front and rear removable clips and a Mustang II with the V6



Ed Sexton showed us his well-built Heller Brabham BT Formula 1 car. The model is a difficult build, but accurate. Car as a unique blue-green color which was custom mixed several years ago by an auto repair shop painter.



George Pritzen had an in-process 1982 Pro Stock Camaro that looked wicked cool

Ferrari Expo 2019

(Photos from Steve Jahnke and Joe Salzburg)

The Ferrari Club of America Chicago chapter held their Ferrari Art and Literature Expo at Continental Autosports Ferrari in Hinsdale on March 16th.



Dave Edgecomb brought in one of the most sought-after cars of the year. The Revell Germany issue Ford GT is not available in the States as yet, so this came from England. I have seen Japanese outlets selling this for over \$100. Good kit and it got a work over at the meeting.



This year there was no model contest, but it is scheduled to return in 2020. There were models on sale in the vendor area, above some of GTR's own are hanging out and selling off some of their stashes.



Dave Green has the newest releases:
A 19789 Donnie Allison Monte Carlo NASCAR with correct rear suspension and both square and round headlights. Decals are only included for round lights.

ICM 1913 Model T roadster in a unique green color

Revell Porsche tractor from the late '50's - it is really tiny

Batman car including a resin Batman [Keaton version]

1959 Chrysler Imperial that can be made into a convertible



Here is a completed example of the new Revell Ford GT.



Instead of the contest some models were on display



The real stuff on display is always awesome.



IPMS 2019 Region 5 Convention

by Steve Jahnke

The annual IPMS/USA Region 5 Convention was held Saturday March 2 in Madison Wisconsin at the Crowne Plaza. As usual for an IPMS event the turnout is mostly military etc. But there was a very nice showing of automotive vehicles. Here are some photos.



High Desert Modeler

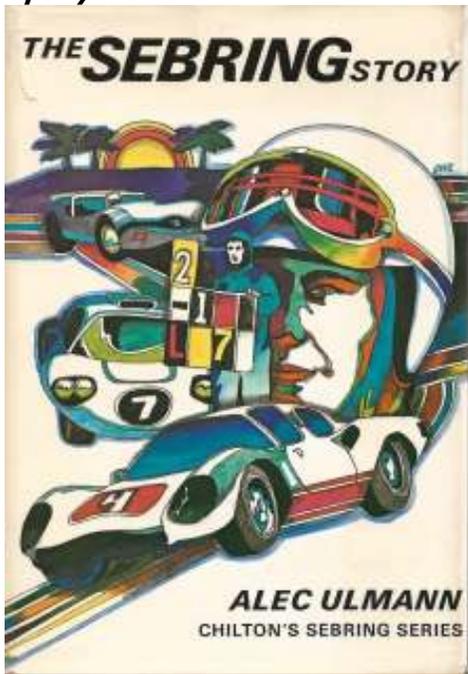


by Chuck Herrmann Albuquerque, New Mexico

Book Review: *The Sebring Story*

Author: Alec Ulmann

Published: 1969 by The Chilton Book Company



As this year's annual Sebring 12 Hours Endurance race was approaching, I came across this vintage book, *The Sebring Story*, and decided it would get me into the mood for watching the current edition. This was written by the founder of the event, Alec Ulmann so it is an inside look at the planning and promoting of the first event along with chapters covering each year's race through 1969.

Ulmann was born in Russia in 1903 but was raised in the US. He was involved in the aircraft business, owning manufacturing, importing and consulting businesses. An amateur race driver himself, while in Europe he saw the LeMans 24 Hours and other sports car races. He decided to organize events of this type in the United States.

The location he chose was Hendricks Field, a WWII training airfield in Sebring, a town in the middle of Florida. Old airfield race tracks were common in the early days of US road racing. His first event was held in 1950, and was only six hours. The next race in 1952 was extended to 12 hours, which remains the distance to this day.

The book covers the details of organizing the first events, and later the political issues that plagued the rise of professional US road racing in

the 1950-60s. The Sports Car Club of America wanted road racing to remain an amateur sport, and at various times withdrew its support of the event. But Ulmann and his team, which included his wife Mary, carried on and improved the product each year. And after a few years the iconic European sports car manufacturers took note and became involved, especially once the race became part of the world sport car championship. Sebring also managed to overcome a challenge from NASCAR and the nearby Daytona International Speedway to eventually coexist on the racing calendar. Also the rise of American manufacturer's involvement, such as Ford and Chevrolet and even Chaparral, and their rivalry with European cars like Ferrari and Porsche also added a great amount of American fan interest to the races. So the event lived on and became an international classic that any professional driver wants to compete in and win.

The book is written in a somewhat formal, 1950s style prose. But Ulmann provides many firsthand stories of his involvement with famous racing legends, such as Sterling Moss and Juan Fangio, winners of races in the early years. In addition to the Sebring 12 Hours, Ulmann used the international connections he had built to host the first US Grand Prix of the modern era at the track in 1959, which was won by Bruce McLaren in a Cooper Climax.

Each race up to the 1969 running is covered, in varying degrees of detail. Some years are covered more than other, the 1969 event receives a lot of attention, as it was a typical tortoise and hare event, a steady drive by Jacky Ickx and Jackie Oliver in an old Gulf GT40 outlasted much faster Ferraris, Porsches and Lolas to win. (See the cover photo)

This book is somewhat short, 203 pages in 5 ½ x 8 ½ inch size. There are quite a few B&W photos, but not a lot of any one race. There are also no results from each race, so it not really a good reference on any specific car. Rather it is an interesting read on the early years of American sports car racing and one man's commitment to bring world class racing to America.



1956 winners Juan Fangio and Eugenio Castellotti (in a Ferrari) receive their trophy from Alec Ulmann and his wife Mary.

Building the 2003 LeMans Corvette



Description: Revell Corvette C5-R
"Compuware"

Mfr: Revell **Kit #:** 85-4941

Scale: 1/25

by Elliott Doering



Spring is the time when racing really shifts into high gear, so I thought a race car review would go along with that, and what car better than the famous Corvette.

Until the late 90's for many years, we did not see General Motors factory involvement in Corvette racing. But, in 1998, this all changed. With the new C5 version of the Corvette, the factory decided to officially support a full blown racing program. Built by Pratt & Miller Engineering, they set their sights on the most famous endurance race in the world – the 24 Hours of Le Mans.

The first class win came in 2001, followed by many podium finishes in the years since then. This kit is the 2003 50th anniversary version, which finished second in class at Le Mans, and won the Manufacturers Championship at year's end. The C5-R racing program had re-established the rich history of Corvette racing all the way back to the first Corvette in 1953.

Let's examine this kit. The first versions of the C5 came in the pre-painted silver and black finish. Later versions were the traditional style unpainted kit. There are 97 parts in this kit, cast in white plastic. Parts are flash free, and include a red tree holding the tail lights, along with a clear tree comprising the windows etc. Rubber-like tires are included, along with a decal sheet for all the markings on the "Compuware" car.



The first C5-R Livery-predecorated Revell kit

While I can't tell if the decals were printed by Cartograph, they do appear to be high quality. Although the white areas of the decals seem to not be opaque enough, and the body color may show thru the white areas of the decals.

This 50th Anniversary car features a body color of dark Metallic Blue, different from the now classic yellow cars. . The closest match in bottle paint for air-brushing is Model Master Arctic Blue Metallic, while several dark metallic blue spray can paints are available.

There are 12 assembly blocks to build this kit, including the last page which is a decal placement guide.

This kit does come with an engine, and that's where we begin in Block 1. The starter is glued to one of the engine block halves. That done, the 2 engine halves are joined together, the valve covers go onto the heads, and the front cover plate is added along with the pulleys, and the oil pump and lines.



Moving to part 2 within block 1, we add the motor to the one piece frame pan, and add the frontal suspension piece. The transaxle rear end with its driveshaft gets inserted into the engine's rear transmission, a cover over the drive shaft is added, and the side plate on the trans axle is also added. Then, a metal axle is inserted thru the rear suspension piece, and attached to the frame pan. Be SURE to check if there is any warping of the frame pan. This is important so that while building up all the parts that attach to this frame pan, things will align properly, and

your wheel/tires assembly will sit flat on your work table.

Block 2 begins with applying decals to the central transmission hump piece, and the electronics boxes. Then, the radiator gets attached to the front of the frame pan, the transmission hump piece and rear bulkhead are attached, and the shifter is added, along with the oil tank. One side of the roll cage is added, making sure it aligns flat to the frame pan, and after painting the seat belts cast into the seat, the seat is positioned onto the frame pan.

Moving to Block 3, another rear bulkhead is positioned behind the seat and transmission hump piece, while the other side of the roll cage gets added, along with a rear brace.

In Block 4, the rear hoses are inserted. This is a 2-part assembly, and there's a note on how the 2 parts glue up.

In Block 5, the pedals are added to the firewall, and when completed, the firewall mates to the front of the transmission hump piece. The top bar of the roll cage is added also.



In Block 6, the "Z" bar of the roll cage is added, along with the dash, after dash decals are applied. The steering wheel gets glued to the dash also.

In Block 7, the "A" arms are added, along with the front shocks, radiator hoses, brakes, and a front brace. Then the radiator shroud, exhaust headers, and engine intake hoses and plenum box are added. Moving to the rear of the car, the rear shocks are added, along with the anti-sway bar, and rear control arms. The window safety net is glued to the roll cage, the roll cage side bar, and exhaust dumps are also added.

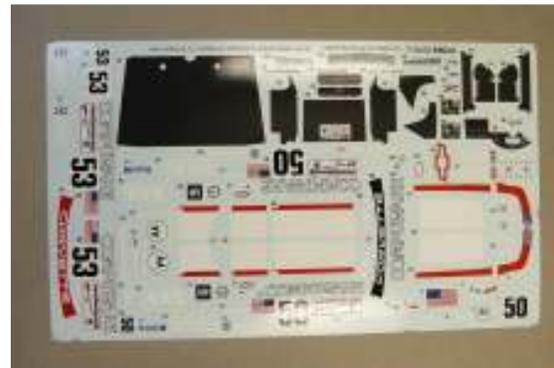
In Block 8, the wheels for the front and rear of the car are inserted into the tires. Be careful not to lose the tiny metal pins that attach the wheel/tire assembly to the brakes.

In Block 9, we deal with body parts. The windshield and windshield wiper are glued to the front of the body, clear headlight covers are glued over the headlight pieces, mirrors are added, and the side window vent are all added.

Moving again to the rear of the car, in Block 10 the rear window is glued in place, tail lights are added, and the rear wing support pieces are added, completed by attaching the actual rear wing piece.

In Block 11, clear headlight pieces are glued to the central front headlight area, and inserted into the nose of the car. When done, another clear part goes over this assembly. Finally, the completed body is placed over the rolling chassis, or you can elect to display the body off the chassis, to show off all the chassis details.

Block 12 is your decal placement guide for this model.



Each assembly block only deals with no more than 3-4 parts, making for quick assembly. This kit's intended for modelers 12 years old to adult. Nothing is overly complicated, and the instructions are well laid out.

Corvette has always had a unique racing history, and this kit captures all the excitement of Corvette racing at Le Mans

The Real Thing, below





**12th Annual
IPMS/GTR NNL
Contest & Swap
Meet
August 4, 2019**

**Theme: 50th Anniversary
of the Chevy Camaro
Subtheme: Woodys and
Wagons**

The Summer NNL will be held on
Sunday August 4th 2019 from 9:00AM
to 2:00PM at the Algonquin Township
Building, 3702 US Highway 14, Crystal
Lake, Illinois 60014

Admission to the show is a measly 10 bucks; you can enter unlimited models 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 Juniors	All scales	All types
	All scales	[Under 16 years] all models
Curbside	All scales, 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: 1969 Camaro	All scales	All types: Stock ,street, custom, race
SubTheme: Woodys and Wagons	All Scales	
Chris Ducey Memorial Award	All scales, Ford	Best Ford
Tim Leicht People's Choice Award	Best model in contest	

Contact: Doug Fisher
kkfisher1@comcast.net

[GTR Auto Modelers Group page on Facebook](#)



GTR 2019 Event Calendar

April 13 AMG Milwaukee NNL #27
The Excellence Center, Waukesha WI.
Theme: Drag Racing
Sub Theme: Land Speed Cars
Tom at tnowak@wi.rr.com
Scott at scottiek1@charter.net

Apr 14 Milwaukee Miniature Motors Show
Waukesha County Expo Cntr, Waukesha WI
www.uniqueeventsshows.com

May 17-18 39th Hooiser Model Car Contest and Swap by Hoosier Model Car Association
Johnson County Fairgrounds, Franklin IN
John White 765-571-1104
dakotajohn@embarqmail.com

May 19 NNL North
Knights of Columbus Hall, Bloomington, MN
www.NNLNORTH.com

May 27th Indianapolis 500
Indianapolis Motor speedway, IN

May 25-27 GSL 27 International Scale Vehicle Championship
Salt Lake City, UT
<http://www.gslchampionship.org/>

June 22 NIMCON 8
Hosted by IPMS/Lakes Region Scale Modelers
McHenry County College, Crystal Lake, IL
www.lakesregionmodelers.com

June 8-9 Heartland Model Car Nationals
Overland Park Conv Cntr, Overland Park KS
www.kcslammers.com

June 15-16 LeMans 24 Hours
LeMans, France

Aug 4 GTR Summer NNL
Algonquin Township Building, Crystal Lake IL
Contact Doug Fisher kkfisher1@comcast.net

August 7-10 2019 IPMS/USA Nationals
Chattanooga Conv Center, Chattanooga, TN
<http://www.ipmsusanationals.com>

Sep 28 Nordic-Con 2019
Veterans Memorial Community Center
Inver Grove Heights, MN
robertmaderich69@hotmail.com

Oct 20 Countryside Collectors Classic Show
Park Place of Countryside, Countryside IL
www.uniqueeventsshows.com

Oct 26 Winnebago Area Model Classic Theme:
50 Years of the Silver Screen
Auto Challenge Class: GT 2 GTO
WAMClassic@gmail.com,
www.WAMClassic.wix.com/wamc,
www.facebook.com/WAMClassic

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

Dec 1 Tinley Park Annual Holiday Show
Tinley Park HS, Tinley Park, IL
www.uniqueeventsshows.com

GTR
THE SUMMER NNL
Model Car Contest & Swap Meet

August 4, 2019
2019 Theme: 50th Anniv. of the 1969 Camaro, stock, race or drag.
Sub theme: Woodies and Wagons

Features:
13 class winners and trophies for each
Outdoor vendor area, eat from your trunk. \$10 fee includes pizza lunch and contest entry. NO cash registration required.

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

Location: Algonquin Township Administration Building
3700 US HWY 14, Crystal Lake, IL 60014
Located half way between Cary and Crystal Lake.

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

Visit GTR on Facebook
GTR is an IPMS chapter

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