



GTR

Newsletter

January 2020

***Happy New Year
2020 from GTR
Auto Modelers***

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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
2020 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. 2019 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

Real World WEC to COTA

The World Endurance Championship event scheduled for Interlagos Brazil in February has been canceled due to financial difficulties on the part of the promoter of the event. So Circuit of the Americas in Austin TX will be the replacement venue for the race February 23.

This means the United States will have two rounds of the championship, as the Sebring 1000 Miles in March will take place the same weekend as the Sebring 12 Hours.

The Corvette Racing team has entered one of its new mid engine C8.R for the Texas race, no word yet on Sebring.

Media

19 Automotive Magazines to Cease Print Publication!

TEN Publishing will shutter 19 of its 22 automotive magazines by the end of the year, leaving *MotorTrend*, *Hot Rod* and *Four Wheeler* as the only three titles that will continue to be published in print in 2020.

The full list of discontinued titles is:

- 4-Wheel & Off-Road
- Automobile
- Car Craft
- Chevy High Performance
- Classic Trucks
- Diesel Power
- Hot Rod Deluxe
- Jp
- Lowrider
- Mopar Muscle
- Muscle Car Review
- Muscle Mustangs & Fast Fords
- Mustang Monthly
- Street Rodder
- Super Chevy
- Super Street
- Truck Trend
- Truckin'
- Vette

Some type of digital or online version of some of these may continue. Subscribers will be offered digital subscriptions to remaining magazines.

Add this to the end of printed *Autoweek* magazine recently announced and the print automotive magazine is almost dead.

DAKAR Rally 2020



The 2020 Dakar Rally is leaving South America and will be run totally in Saudi Arabia. Dates are January 5-17.

Events

See the events calendar for details for all the events that I know of. We have started listing 2020 events. If any readers wish their shows or any other events of interest to GTR listed send the information along to GTR.

Industry News

Revell



The all new tool Land rover kit is set to release in January 2020 as a Revell Germany kit.

Round 2

MAIL BOX CHOPPER



The Mail Box Chopper Trike reissue is set for January 2020.



Also a separate kit of the 25 Ford with the chopped top is due in January 2020.



This 1967 Chevy from the TV series *Supernatural* is due out in early 2020.

Moebius



Two more versions of the Moebius 60's Ford pickup kit are due out sometime in January 2020.

GTR News

GTR Update

The next regular GTR meeting will be on Saturday, January 4, 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.

December GTR Meeting

The December GTR regular meeting was held on 12/7/2019 at the Algonquin Township building.

GTR on Facebook

GTR has a Facebook page. Check it out and join up! We encourage members and fans to post photos of your models or projects. Also the GTR Newsletter including back issues can be

accessed from the site. 



IPMS News

GTR is a proud member of the IPMS organization. GTR is a local chapter, in Region 5, of IPMS/USA. We need five current IPMS/USA members to remain a chapter. GTR has successfully completed the 2020 renewal process. Thanks to everyone who is a national IPMS member. 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

IPMS Calendar

June 13 2020 IPMS Region 5 Convention – to be hosted by IPMS/Lakes Region Scale Modelers, Crystal Lake, IL.

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

2021 IPMS USA Nationals: Las Vegas, NV

2022 IPMS USA Nationals: Omaha, NE



2020 Event Calendar

January 1 Happy New Year

Jan19 Scale Auto, Hobby & Toy Swap Meet,
Serb Hall, Milwaukee WI
Phone: Jim Welytok (262) 246-7171
e-mail: unievents@aol.com
Web site: www.uniqueeventsshow.com

January 25-26 Rolex 24 Hour IMSA
Daytona International Speedway

Feb 8-17 Chicago Auto Show 2020
McCormick Place, Chicago
www.chicagoautoshow.com

Feb 23 Illinois Plastic Kit & Toy Show
DuPage County Fairgrounds Wheaton IL
Info contact: (630) 969-1847 or
Email: pthpowerinc@aol.com

Feb 17 Daytona 500 NASCAR
Daytona International Speedway

Feb 23 Lone Star LeMans
World Endurance Championship
Circuit of the Americas Austin TX

March 1 Cedarville Toy Show and Model Car
Contest
Jane Addams Community Center, Cedarville IL

Mar 7 IPMS/ Mad City Modelers 25th Annual Show,
Crowne Plaza Hotel, Madison WI
Jim Coatney, 608-553-1678
email: jimcoatney@yahoo.com
http://madcitymodelers.org

March 15 Australian Grand Prix
Sydney, Australia First Race of 2020

March 20 1000 Miles of Sebring WEC

March 21 Sebring 12 Hours IMSA
Sebring Intl Raceway, Sebring FL

April 18 28th Milwaukee NNL
Host Automotive Modelers Guild AMG
Theme: Hot Rods
Sub Theme: Rat Rods
The Excellence Center, Waukesha WI
scottiek1@charter.net

May 24 Indy 500
Indianapolis Motor Speedway

June 13 2020 IPMS Region 5 Convention
hosted by IPMS/Lakes Region Scale Modelers
Crystal Lake, IL.

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

Aug 2 GTR Summer NNL
Theme: Pickups
Algonquin Township Bldg Crystal Lake IL

Oct 25 US Grand
Circuit of the Americas Austin TX

Oct 31 Winnebago Area Model Classic
Hilton Garden Inn, Oshkosh WI
WAMclassic@gmail.com

Nov 14 Southern NNL Atlanta
acme-ipms.com



Happy New Year
2020
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Citroen 2CV6



Description: Citroen 2CV6 Custom

Manufacturer: IMAI

Kit #: **Scale:** 1/24??

by Chuck Herrmann

This is a tale of a kit that took 30 years and 1,500 miles to finish. Also of a pretty poor kit that ultimately came out okay

Subject: The Citroen 2CV is kind of the French version of the VW Beetle. It was a simple, cheap car designed to help the war ravaged French economy rebuild by providing an inexpensive, and easy to maintain vehicle for mass consumption. It ultimately fulfilled that mission, then like the Beetle it ultimately became a favorite of the bohemian and counterculture movements of the 60's that caused it to last far beyond its initial projected production expectancy. It remains an icon and collectible today.

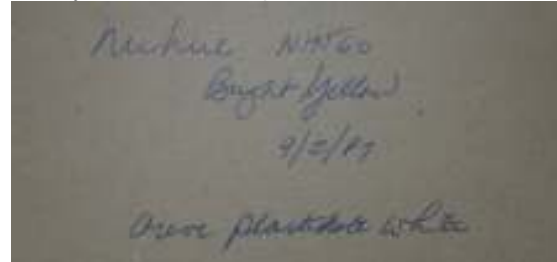
The 2CV was produced by Citroen in France and several other countries from 1948-1990. Over 3.8 million were made, with only minor upgrades over the years. The subject of this kit is the 2CV6 variant. The 2CV started out as a .4 liter 9 hp engine, bare minimum of features and a soft top. In the 70's the 2CV6 upgraded that to .6 liters (602c).



Kit: This kit is by Japanese manufacturer IMAI. It is one of those toy like Japanese kits that featured an battery powered motor and a simple design to allow for the motor, wires and switches

to fit also a removable body (to change the batteries).

History: This particular kit was originally started by GTR president and modeling buddy Steve Jahnke. We know Steve really loves the painting aspect of modeling, and for this kit he had painted it at least once, in a bright Yellow over white primer, in 1987. We know because Steve usually documents his paint colors on the kit box.



Then it was stripped and sat in the box until November, 2007 when he gave it to me to finish, knowing my interest in such odd type foreign vehicles. I took a shot at it several times over the years, including trying to fit some parts from an incomplete 1/20 scale Lamborghini kit but I never achieved a result worth finishing.

So back in the box it went, ultimately getting packed up and moved from Illinois to Albuquerque NM after I retired to the warmer high desert.

In the stash it remained until this fall when I saw a photo on a Facebook page of a neat, custom surf rod 2CV.



This inspiration photo got me thinking of this particular kit, so I dug it out of the stash and commenced to build a similar version.



The Build: This kit comes molded in bright red plastic for the body with other parts like the interior molded in black, also clear and chrome. It is a curbside model, with no engine and toy like

suspension detail to allow for the motorized operations to function.



The first thing that you notice about this kit is that it looks pretty big for a 2CV which is a very small car. Having built the Heller version previously and having just acquired a Tamiya 1/24 kit, I compared that Tamiya body to this kit.



Everything is larger in the IMAI kit, in fact the Tamiya body fits inside the IMAI body. I briefly considered making the larger body into some sort of car cover for the Tamiya kit but decided to move ahead with the build.



Despite the kit indicating 1/24 it really is some kind of box scale, to fit the electric motor. I will call it more like 1/20, which means the 1/20 parts I earlier intended to use will fit.

As noted Steve had stripped off the first paint job and it was ready for another.

Body Paint: I decided to do a sort of rat rod or weathered finish on this car. The body is molded in one piece so that made it a bit easier to work with. For the first coat I applied Dupli Color white primer over the red plastic. Then I applied some flat black in the panel lines and all the various corners. I have seen this noted in articles on military builds, to add some highlights and avoid light areas where the spray might not

reach, especially since this build was all rattle can body paints. In retrospect it probably did not add much since there were three further colors applied, but it didn't hurt. Here is where I masked off the soft top, since that was not going to be body color.



Next it was painted silver, then Wal Mart Flat Slack. These were to be the colors that would show through after the final color was sanded down. For the final coat it was painted with Bright Touch Automotive Red Primer.



To achieve the weathered look I sanded through the red with various pressures to show both black and silver areas. And then I did a combination of washes and dry brushing to different areas with some Vallejo Dirt brown and Dust acrylic paints. The goal is to allow different colors to show up through the top coat to look like rust or faded areas. You just have to start sanding and stop when you think it is enough. The edges and corners show through the most. This was not to be a total rust bucket effect so I did not create any holes or body damage.



Finally the top was brush painted Vallejo German Camo Pale Brown and drybrushed with Dirt and darker brown colors to simulate the soft top the 2CV is famous for.

Interior: The interior is a simple pan that mounts on the chassis. The back bench seat is molded in. The front seat is separate. Since I was going for a custom look I used some bucket seats from a 1/20 Lamborghini kit mentioned earlier that fit well. These and the interior were painted Krylon Satin Boots, a brown that looks like faux leather. The dash is a simple on piece unit. The stock

steering wheel is a funky looking piece with only one spoke so I went with an American style steering wheel from the spares pile. I kept the unique dash mounted shifter. The wheel rim and shifter knob were painted with flat brown followed with Tamiya Clear Orange to look like wood.



Chassis: Again due to the motorized kit design the chassis is very simple. I filled in the hole for the electric switch and rerouted the exhaust to the center of the chassis. I sprayed the frame flat black then did the gas tank, exhausts and engine bottom with various metallics. I did not worry too much since it is a curbside build.



Wheels/Tires: The kits wheels are some unique Citroen style wheels, small on the real car. I had some 1.20 chrome wheels from the Lambo kit but decided they were too big and not the look I wanted. So I found some plain steelies for the front and some other odd wheels for the rear. Due to vague scale of this kit, the 1/25 wheels fill the wheel wells. As to the ride height a stock 2CV sits very high in the rear. There is a metal axle in the kit with a gear on one side like a slot car, to propel the wheels via the electric motor. To lower it I simple drilled another hole in the frame for the metal axle and added a spacer to compensate for the missing gear. Due to the body "skirts" the wheels are not visible on the finished model. The front suspension features simplified working steering, but I flipped the spindles to lower it a bit and glued everything straight. The wheels were sprayed Testors Modern Desert Tan then weathered. The tires were some plain treaded units from the spares box.

Body/Final Assembly: The body snaps on to the chassis to allow for removal, but I glued it on. The final stance looks a bit like a tail dragger but I thought that fit with the look I was going for. The windows are four separate pieces that fit on the inside. I cut out the front side windows to allow the interior to be more visible.

The stock kit bumpers push onto chassis tabs. I used the rear bumper, which Steve had painted gray. I sanded through to show some black like it was worn. Then I added a Continental kit style spare, I believe from a Revell 1959 Chevy. This was painted tan. I hand painted a Zia, the New Mexico state symbol, then weathered it. I added a license plate frame with a New Mexico plate, on the bumper. An exhaust tip made from aluminum tubing was added.

The front bumper looked too big and did not fit my vision for the build so I put on a balsa wood bumper with pins for mounting bolts. I added a hand painted French flag then sanded and weathered it to look aged.



The stock headlights are square units that mount on the side of the hood. I found some round units in my spares, probably from a 30 something Ford, that fit the look I wanted. These were mounted on top of the front fenders.



For the surf look I needed a roof rack so I scratch built on using Plastuct angles and strips with balsa wood slats. Per the cover photo at the last minute I felt inspired to go for a Christmas theme so I found a decorative tree, added the "trunk" using a twig from the yard, then tied it down to the rack. On the front I made a wreath with a red bow. The rack was just stuck on for display and photos, since this will ultimately be a surf theme that I will finish up later. I also need to find a larger surf board. That will be a follow up for another issue.



High Desert Modeler



by Chuck Herrmann Albuquerque, New Mexico



The annual Twinkle Lights Parade is a Christmas tradition in Albuquerque.



The parade takes place on Centrla Avenue, one of the last still active stretches of the old Route 66.



Anything and anyone can wrap themselves in lights and take part.



Here are some photos of various cars that were on parade.



**Feliz Navidad from New Mexico!
Happy Holidays and Happy New Year!**

AMT's 1968 Plymouth Roadrunner



Description: 1968 Plymouth Roadrunner

Manufacturer: AMT

Kit #: 849/12 **Scale:** 1/25

by Elliot Doering Milwaukee WI

The "Muscle Car Era" was one of the most exciting times in automotive history. Ford, GM, & Chrysler Corp. – the "Big Three", released some of the most powerful, and visually appealing cars of all time, with "big block" motors. Design engineers sculpted in metal some of the most eye-catching cars ever produced.

By 1968, the race was on to capture the youth market with these awesome cars that are still sought after by car fans nationwide. Go to any summertime car show in the area, and you'll easily find outstanding restorations of these timeless cars. Chrysler came out with guns loaded when it released the Road Runner, a stripped down, all business, big motor car that could compete with the other car manufacturers on the street, drag strip, or USAC and NASCAR ovals.

AMT has repeatedly released a fine example of the 1968 Plymouth Road Runner. Let's examine this great kit. The kit I got was molded in yellow. As noted, this is a re-pop of the original kit. The instruction manual's cover page includes a very interesting history of the Road Runner's conception. I found it an interesting read, and you will too.

There are 12 assembly blocks to complete this kit, including block 11, which tries to list the factory colors that were available for the Road Runner, but.. does NOT call out the correct names of the Chrysler colors. More on this later. This really doesn't help those modelers who like to build factory stock models.

A decal sheet is included, containing various license plates, and the body markings etc.

The moldings on this kit contained a bit of flash, but nothing too serious, and can be easily

cleaned up. This is probably due to the kit being re-popped several times. The parts are for the most part crisp and well detailed.

Block one, like most car kits, has you build up the fabulous 426 "Hemi" motor. You have a choice of intake manifolds, either the "stock" cross ram, with the staggered 4 barrel carbs, or a custom dual carb manifold, with custom velocity stacks. As with most kits, the carbs are just a square block of plastic, and I'd go hunting for a set of resin dual 4-barrel carbs.

The 1968 Road Runner proved to be an awesome weapon on the nation's drag strips, and race ovals. Richard "The King" Petty raced one with much success, as well as other top NASCAR and USAC drivers. By 1968, both sanctioning bodies allowed car builders to equip the Hemi motor with two huge 4-barrel carbs, and as noted, the kit comes with that setup for either factory stock, or an oval track racer.

Nicely, AMT has the block of the motor, and transmission as two separate pieces. This makes spraying the block and then transmission an easy chore. The valve covers can be easily drilled for a pre-wired set of plug wires.

For those building an oval racer, you'll need to find a Chrysler product kit with race headers, as the kit only gives you the "stock" exhaust manifolds. I suppose one could easily graft tubing to the stock exhaust manifold, and then add exhaust dumps again made from plastic tubing.

In block two, the fan, fan belt, alternator, oil pump, and distributor are added. As noted, a pre-wired distributor would add a lot of detail to the motor, and resin carbs can then be added with fuel lines, throttle linkage etc., with photo etch or scratch-built parts. A trip to Michael's can provide you with tiny beads etc., to use for fittings on the various motor detailing.

All kits should come with a separate, glue-on rear seat. AMT wisely did this, making for a stripped down, race interior. Or you can glue in the rear seat for factory stock options. All that's needed is some cleanup of ejector pin marks, and the rear seat is already removed for building an oval car – great! One will need to scratch-build a race instrument panel for the dash, and find racing lap belts and shoulder harness. Good sets are available in AMT's 1956 Ford kit, or 1964 Mercury Marauder kit.

Block three is all about building the interior. One can get a basic roll cage from Plastic Performance Products (PPP), and add additional bars to their basic cage. The PPP basic roll cage is available at either Southern Motorsports Hobbies, or Mike's Decals on-line. For 1968, three side bars on the driver's side were mandatory, and two on the passenger side. Plastic tubing is readily available to accomplish this.

In block 4, the chassis pan receives the front suspension piece, firewall, inner fender

panels (care must be taken to align these parts carefully with test fitting, or they won't mate with the body well), hood hinges, and brake master cylinder.

In block five, the completed motor, radiator wall and radiator, lower and upper radiator hoses, and battery are added.

Block six entails adding the "K-member", Anti-sway bar, wheel retainers, inner brake rims, and front axles, to the chassis. Take care to glue the axles straight & level, so your tires will touch the table you're working on.

Block seven has you build and install the rear leaf springs, rear axle, differential cover, rear inner rims, wheel retainers, drive shaft, exhaust pipes and mufflers. Using plastic tubing again, one can easily construct side exit exhaust dumps for a race car. These parts are all added to the chassis.

Block eight deals with the body. The grille, hood, "Air Grabber", windshield, rear view mirror, rear window, and separate "B-pillars", and side mirror are all added. The side windows could carefully be cut, to just run the rear portion of the side windows, for a race car. The hood is also added to the hinges.

In block nine, the completed body receives the front bumper, the completed interior is placed into the body, the completed frame is added, and the wheels and tires are added. AMT provided the stock wheels, as well as a real nice set of custom wheels. The tires provide two options, plain Goodyear tires, or really well done "Red-Line" racing tires. For an oval race car, hunt down a set of Holman-Moody wheels, and tires thru PPP, at the sources I mentioned earlier. Also, one will need to construct head light covers. The rear tail light area is already removed, so don't add tail lights for an oval racer.

In block ten, the rear bumper's added. For factory stock, the red tail lights get added, as well as the exhaust tail pipes.

Block eleven shows the paint colors needed thru-out the building of this model. However, the list does not contain the names of Chrysler colors available for the 1968 Road Runner. One will need to hunt on-line, or go to Model Car World (MCW) to get a list of the proper colors, and order the colors in lacquer thru MCW. Model Master does have some of the Chrysler colors, and there are spray cans of Chrysler colors available also.

Block twelve shows decal placements to complete this model.

Whether you choose to build this kit "factory stock", custom, or an oval racer, you'll find this an easy kit to assemble. A child of about 10 years, with adult help, can master this kit.



There exist decal sets to do a 1968 Road Runner as #43 – Richard Petty's car, #14 - the Jim Paschal Freidkin Enterprises car, or the #99 - Paul Goldsmith Valleydale Meats car.

Either way you go, you'll find this an enjoyable kit to build. Grab one, put one under the Christmas tree, and have fun! ED



Real street 1968 Roadrunners



Petty NASCAR Racers

