



GTR

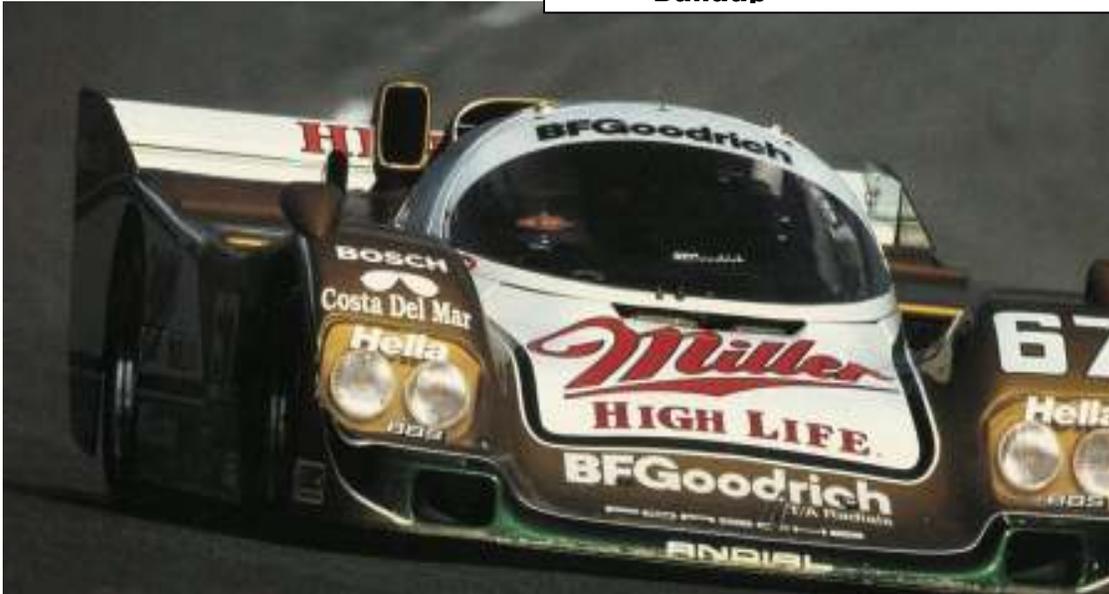
Newsletter

February 2020

**John Andretti, Derek Bell
and Bob Wollek**
1989 Daytona 24 Hours Winners
Porsche 962

In This Issue:

- **Hobby and Club News**
- **John Andretti 1963-2020**
- **Monograms NASCAR Thunderbirds Legends Combo**
- **Revell Germany Porsche Panamera Buildup**



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

(from *Hagerty.com* by Marshall Buck)

Neil Peart, the drummer for the rock band Rush, passed away in January. He was a model car collector and car enthusiast.



His collection of real cars, which includes a 2001 BMW Z8, 1964 Aston Martin DB5, 2010 Aston Martin DBS, and a recently acquired 1963 Corvette Split-Window coupe, which happens to be one of his childhood dream cars.

Neil describes himself as “a car lover since infancy.” Growing up in the 1950s and ‘60s, he had many Dinky Toys and Corgi Toys. His father attended a car show in Buffalo, New York, each winter, and upon his return would bring Neil a 1/25-scale promotional model of the latest Pontiac or Oldsmobile. “I thought those were really special,” Neil says. “I was fascinated by shiny, monstrous, noisy, grown-up cars, and had toys to play with until I could have the real thing.

Neil built plenty of his own models as well. “In adolescence I built many model kits in 1/25 and 1/24 scale, from Revell, Monogram, and AMT, with spray cans and tentative ‘upgrades’ like adding thread for spark plug wires. In the ‘3-in-1’ kits, I always favored the ‘custom’ variant, and asked my dad why we didn’t have fender skirts, a Continental kit, and twin rear antennas on our red ‘55 Buick hardtop convertible. He snorted and said, ‘I don’t need all that junk.’ I thought he was a philistine, but I guess he was a purist.”

As young musician touring the U.S. and Canada, too, Neil continued his model-building. “I had a briefcase-sized road case containing a kit or two, paints, dozens of miniature tools, and an aerosol airbrush. On days off, my hotel room became a little workshop, and I had the pleasure of solitary concentration on a tiny, controllable bit of reality.”

Though he didn’t keep any of his old toys and models, Neil has since amassed quite an

impressive model collection focused primarily on sports cars and GT cars of the 1950s and ‘60s, plus a handful of pre-war Bugattis. In the mid 1980s, Neil discovered 1/43 hand-built models, and since then he has made a point of visiting a network of shops around the globe.

The bulk of his model collection today is in that small 1/43 scale. “I acquired a couple of genuine masterpieces of miniaturization,” Neil says. “A Ferrari GTO with tiny sliding plastic windows, opening doors, and perfect engine detailing, and a Bugatti Type 35 with the piano wire attaching the bodywork rendered perfectly, as are the leather upholstery and bonnet straps. I define these delightful creations as expensive—and worth it.

In that rarefied environment of fine-art miniatures, Neil eventually found his way to my own shop, Creative Miniature Associates. “I began to commission a few particular favorite cars in my chosen colors—a black over red [Ferrari] Lusso comes to mind, and a 289 Cobra in the same combination.” He also owns number three of 100 Ferrari 166MM Barchettas that I hand built.

Finally, Neil has commissioned 1/24 renderings of his personal cars: a Porsche 911 Speedster, BMW Z8, and a pairing of the Aston Martin DB5 and the modern DBS. Says Neil, “These tiny jewels of intricate craftsmanship give me pleasure just in contemplating them.”

Media

Ford v Ferrari receives Oscar Nomination

(from *Motorsport.com*)

Ford v Ferrari received an Academy Award nomination for best picture – becoming the first film with a motor racing theme to receive such an honor.

The film has also been nominated in three technical categories for sound mixing, sound editing, and film mixing. The ceremony takes place in Los Angeles on February 9.

The film stars Christian Bale as driver Ken Miles and Matt Damon as Ford team boss Carroll Shelby. It tells the story of Ford’s attempt to win the Le Mans 24 Hours after Enzo Ferrari rebuffed an attempt to buy the Italian sports car maker.

Well received by critics and racing fans alike, it has already received some high profile accolades. Bale was nominated as best actor at the Golden Globes, although he failed to win, while he has also been shortlisted in the Screen Actors Guild awards, which are handed out on January 19.

Events

Gary Schmidt was the founder of *Scale Auto Enthusiast* magazine and later *Galaxie*

Models. He passed away last year, and now his model car collection is being sold off. There will be a liquidation sale in Oconomowoc, WI on April 18-19.

The Chicago Auto Show will be February 8-17 at McCormack Place.

The DuPage Swap will be February 23. County Fairgrounds in Wheaton IL

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.

Industry News Spielwarenmesse 2020



Spielwarenmesse is a major European toy show held each year in Nuremberg Germany. This year /it will be January 29-February 2. There are usually some new product announcements that are made at the show. Here are some releases that were announced.

Tamiya



Tamiya has announced a new tool 1/24 Ford Mustang GT4 kit. Unusual for them to do a US manufactured subject, but it looks like another neat race car kit.

Italieri

Italieri has announced a new tool kit in 1/12 of the Lancia Delta Integrale.



NuNu IMSA BMW M6



The latest issue of the BMW M6 from NuNu will be the IMSA version as run by the Rahal Letterman team.

Revell

Here is the Revell display at Spielwarenmesse



In other Revell news I came across this photo I the internet, looks like a Revell reissue will be coming.

Revell Germany New VW Vans



VW T2 Bus
[New Tool]
07667 | Maßstab:
1:24

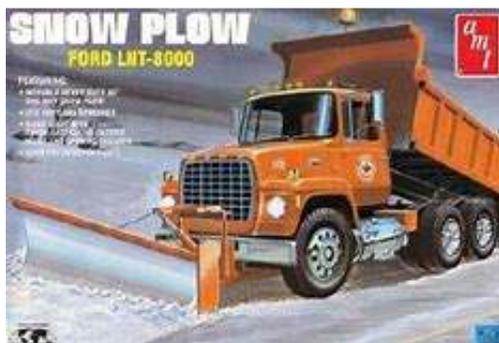
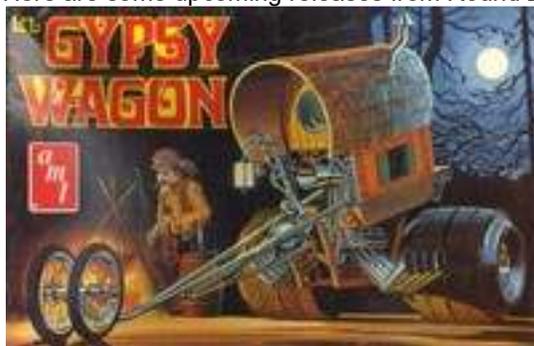


VW T1 Camper
07674 | Maßstab:
1:24

In their latest 2020 new releases flyer, Revell Germany announced a modified reissue of their Type 1 VW van this time as a pop up campers. Also an all new tool VW Type 2 van.

Round 2

Here are some upcoming releases from Round 2



Academy Hyundai Santa Fe



Korean manufacturer Academy is releasing an all new tool 1/24 kit of a Hyundai Santa Fe SUV. It is a curbside snap tite style.

GTR News

GTR Update

The next regular GTR meeting will be on Saturday, February 1, 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.

January GTR Meeting

The January GTR regular meeting was held on 1/4/2020 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

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 Scale Auto Hobby & Toy Show
Serb Hall, Milwaukee WI
www.uniqueevents.com

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

Mar 15 Countryside Collectors Classic Show
Park Place of Countryside, Countryside IL
www.uniqueevents.com

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

April 18-19 Gary Schmidt Model Car Liquidation
Knights of Columbus Hall, Oconomowoc, WI
Info: Johnny O 414-331-8823

April 19 Milwaukee Miniature Motors Show
Waukesha Exposition Center, Waukesha WI
www.uniqueevents.com

May 17 NNL North Contest
Knights of Columbus Hall, Bloomington, MN

May 24 Indy 500
Indianapolis Motor Speedway

June 13-14 Heartland Model Car Nationals
Hosted by KC Slammers
Overland Park convention Center, Overland Park KS
(Kansas City area)
Special Theme American Graffiti
[-www.kcslammers.com](http://www.kcslammers.com)

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

Sep 26 IPMS/Nordic-Con 2020
Veterans Memorial Community Center
Inver Grove Heights, MN
robertmaderich69@hotmail.com

Sep 27 Illinois Plastic Kit & Toy Show
DuPage County Fairgrounds Wheaton IL
Info contact: (630) 969-1847 or
Email: pthpowerinc@aol.com

Oct 18 Countryside Collectors Classic Show
Park Place of Countryside, Countryside IL
www.uniqueevents.com

Oct 25 US Grand Prix
Circuit of the Americas Austin TX

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

Nov 1 Scale Auto Hobby & Toy Show
Serb Hall, Milwaukee WI
www.uniqueevents.com

Nov 14 Southern NNL Atlanta
acme-ipms.com

Nov 14 IPMS/Butch O'Hare Contest & Swap

Dec 6 Tingley Park Holiday Toy Show
Tingley Park HS, Tingley Park IL
www.uniqueevents.com



2017 Revell Germany Porsche Panamera Turbo Buildup



by Dave Roeder

Dave Roeder lives in St. Louis, MO and attends model car contest throughout the Midwest. He has been building models since he was 14 years old and has been entering them in contests since 2005. He is a member of the Gateway (St. Louis, MO) and GTR (Crystal Lake, IL) chapters of the IPMS.

I have been a Porsche fan for over 40 years and have owned three of them over the years. My current Porsche is a 1988 928 S-4. Way back in 2003 Porsche introduced the Cayenne SUV. This was not too surprising as most of the other manufacturers were doing the same thing. The Cayenne sold well and was a good move for the company. In 2010 they introduced the Panamera four door sedan, which I thought was heresy at the time. No self respecting Porsche owner would buy a Porsche sedan. Well think again...this model was a top seller for several years until Porsche introduced a second smaller four door sport utility vehicle. Porsche SUV sales are up over 20% for 2019 while Panamera sales are down by the same amount.



I found this Revell Germany 1/24th scale kit at my local hobby shop and decided to build it for my Porsche models collection. Upon inspection the body looked larger than 1/24th scale, but I checked several dimensions against the prototype specifications and they checked out at (.046666"= 1") 1/24th scale. The kit has a very

nice instruction booklet with color painting guides and other visual aids. The various sub assemblies went together easily most having slot and tab construction. The slots were tight enough to allow test assemblies to be built without glue. A decal sheet included some very small decals that required the additional magnification to place them correctly. The smallest were the Porsche Crests on the wheel centers which are hard to see without magnification.



I began with the engine a nicely detailed piece that will not be visible after the assembly is complete and the final engine bay cover is installed.



Next step was building the wheels and stub axles.



Once again the slot and tab construction allowed test fitting. The very small Porsche decal on the caliper is another detail that is difficult to see. I used a Molotow chrome pen to highlight the caliper bolt heads. Once the front and rear

stub axles were complete they were put on the chassis. The good fit of these components allowed test fitting before cementing in place. The instructions give detailed painting colors for the engine assembly and I did follow them, however the engine is not visible after the body is in place.



This is almost a curbside model as there is a complete flat pan for the underside. There was a short piece of the rear exhaust system that does not show after the body is put on the chassis. The two dual round exhaust tips go on the bottom rear of the chassis completing the chassis assembly. There were six decals for the under hood area.



The interior tub was next and it too had great detail. The dash consisted of three pieces and there were decals for the instruments and the navigation screen. The steering wheel has a Porsche decal in the center and two push button decals on the spokes. These are very hard to see. There were decals for the seat backs that did not show up due to the dark grey painted seats. There were decals on the speaker grills although they could not be seen after the windows were in place. I used a stipple brush to

create a second lighter color on the carpeted areas.



I had to paint the blacked out window trim on all four windows. I used a Molotov chrome pen for the chrome trim on the side windows.

I began working on the body by priming it and fine sanding to reveal sink marks in the finish.



None were too serious and I was able to prime and sand them out. The body featured had separate door handles and mirrors. A three piece hood was supposed to be held in place at assembly by two tabs under the dash.



This would have made the assembly of the interior more difficult and I wanted to enter this in model contests, so I made it removable by cutting off the hood hinge lower parts.

NASCAR Thunderbirds Legends Combo



After painting and clear coat I brush painted the interior headliner and under the hood area. The instructions for painting were very detailed and there were even some more decals to put on the headliner where they cannot be seen after assembly. Painting the rear tail light casting was tricky because there is a black area in the center as well as some chrome around the red LED light area. There are five decals on the back of the Panamera, a German license plate, a PORSCHE logo, a Panamera Turbo decal and two red back up light decals.



I plan to enter this model in contests and will place it in the out of box or box stock category



The real thing on the road.



Description: Thunderbirds Legends Combo

Manufacturer: Revell-Monogram

Kit #: 85-6857 **Scale:** 1/24

by Elliot Doering Milwaukee WI

Later this month, the 2020 NASCAR Series will kickoff once again with “The Great American Race” – the annual “Daytona 500”. That in mind, this month I decided to pull out an old combo kit I had in my stash within my basement, and give it a review.

This combo kit contains TWO complete models of the 1982 Ford Thunderbird, often termed the “Squarebird”, because most body styles from the “Big 3” in the 1980s, featured rather square body designs/shapes. Some were very brick-shaped and rather un-aerodynamic. Love it or hate it, the “Squarebirds” that Ford raced in 1982 actually proved to be fast cars.

NASCAR rules for 1981 had allowed Ford to run a down-sized body, built over a 110 inch wheelbase chassis. Ford chose to use their 358 cubic inch wedge-head motor, and chose such legendary car builders as the famous Wood Brothers, with their iconic white and red #21 Hodgson sponsored T-bird, driven by “Alabama Gang” member - Neil Bonnett, along with Bud Moore’s white and blue Melling Oil Pumps #15, driven by Benny Parsons. Decals for both these cars are included in this dual combo kit. If you don’t trust Revell-Monogram decals, go to either Southern Motorsports Hobbies, or Mike’s Decals to find better aftermarket decals for these two cars. If you are a big Dale Earnhardt Senior fan, there is a separate Revell-Monogram kit of Dale’s Wrangler Jeans blue & yellow #15. The kit number for that kit is 85-3150. One can also find aftermarket decals for the red & white #9 car of Bill Elliott, also a Melling Oil Pumps car. Or, there are enough aftermarket NASCAR decals out there that one could design his/her own paint, number and sponsor lettering on one of these “Squarebirds”.

The kit consists of 89 parts each, for a total of 178 for the two models. There are four medium-sized trees of flash-free parts cast in bright white, along with a chrome parts tree, rubber racing slick tires, decal sheets, and a clear tree holding the windows. Upon opening the kit, I advise you to take either toilet paper or a paper towel, and carefully wrap the clear glass in it to avoid scratches. Also, I would suggest that the entire chrome parts tree gets soaked in either household bleach, ZEP Purple Degreaser, or Awesome (available at most Dollar stores). The kit chrome looks a bit too "toyish" for my liking. Al-Clad or Metalizers are a far better and more realistic way to replicate metal parts on NASCAR racers.

The instruction sheet is the usual fold-out 8.5x11 type we all know, with the first page offering a list of all the paint colors needed for this kit, most of them readily available at most hobby outlets. There are only six assembly blocks, but each block is broken down into alphabetical sub-blocks. The final block is the decal placement guide.



As with most model car kits, assembly starts with building the Ford 358 cubic inch motor. By the 1980s, engine builders were just assembling the rough cast metal block. Gone were the days of "Ford Engine Blue". So, to replicate this, I usually mix some Metalizer Dark Anodronic Gray, with some Magnesium for the block and heads, and then use Titanium for the transmission, with some dry-brushing with Steel. After the valve covers are de-chromed, they can be sprayed with any Metalizer color, I usually use Exhaust for a flat black appearance, but Aluminum or Steel can be used as well. There is little room on the heads for drilling plug holes, and the nice racing headers fit rather tight to the heads, but I think with care, holes could be drilled, and a pre-wired distributor could be made to work. I don't care for the kit's air-cleaner, and Model Empire offers nicer turned aluminum racing air-cleaners, that'll look loads better. The valve covers do get nice oil breathers, which I'd do in black.

So, the two block halves are glued together. Note that the oil pan has a curved notch in it. This is so that later on, the front suspension can seat into this curved depression, hiding it. You will still need to sand the seam as a result of joining the 2 block halves, but don't be overly worried, as this seam will be covered mostly by front suspension parts. The heads are then added, along with the valve covers.

Still in block 1, the oil breathers are added to the valve covers, the fan gets mated to the serpentine belts, along with the alternator, and the intake manifold is added. Again, I'd go looking for a resin 4-barrel carb, as the one in the kit is poor. If you plan to just build the motor without any plug wiring, you can now add the distributor. If you plan to wire the motor, now is the time to do it. Then, the racing headers are added to the heads to complete the motor assembly.

Moving to Block 2A, we begin the interior assembly. After painting, the firewall/dash piece receives the instrument panel. I'd look for a Slix decal sheet for some nice gauge decals to accent the panel. Once assembled and dry, the dash and firewall piece is seated to the frame pan. Be sure to get a good, tight bond where the firewall piece mates to the forward area of the transmission tunnel. The water jug, fire bottle, and differential cooler are all added to the frame pan now.

In Block 2B, the upper "A" arms are added to the front of the frame. Allow time for drying here. Then, the steering box gets added, and one side of the roll cage is added, being careful to seat it in well against the side of the frame. The rear "Z" bar that makes up the back of the roll cage is then mated to the cage side you just installed.

In Block 2C, the stiffener bar is passed thru a hole in the firewall, and anchored to it's spot at the middle of the rear of the cage. There is a notch in the rear roll cage that it inserts into, so follow the diagram closely.

Block 2D involves building the low seat. However, by the 1980s, racers were already using body contoured molded seats, so I'd get one from one of the modern stock car kits as a replacement. No seat belts or shoulder harness are given in the kit, but seat belt and harness decals are available. The floor shifter gets added now too. For those wishing to use a plastic seat belt and shoulder harness, use the ones out of AMT's 1956 Ford kit.

Moving to Block 2E, the other side of the roll cage is now added, and the steering wheel is set into place in the dash panel. Be sure to follow the diagram, to set the steering wheel at the proper angle. By the way, the roll cage and frame should be painted a light gloss gray. Some were also black. Of course, the padding is all flat black.

In Block 2F, the rear view mirror is added to the Petty bar, and when dry, the Petty bar is fed thru the cage to anchor to the areas shown in the diagram. Work slowly and patiently to get the bar in position correctly.

In Block 2G, the Fuel Cell is added, after painting it red, with an aluminum oil tank.

Block 2H involves adding the two kicker bars to the back of the roll cage, and onto the rear of the frame pan. Then, in Block 2I, the rear

firewall/trunk separation wall is added to the back of the frame pan.

On to Block 3 now, where the rear shock mount gets added to the rear wheel tub well area. Moving along, we then construct the rear end, differential cover, and coil springs onto the rear trailing arm type suspension. Be SURE to go slowly, and get the coil springs onto the trailing arm piece set straight up and down, and level. This is critical. Allow this construction to completely dry before moving on. After painting the rear shocks either Metallic Blue (for Monroe shocks) or Yellow (for Regal Ride shocks), the shocks are anchored to the rear suspension. These should now also be set aside to dry completely before moving on.

In Block 4, the outer wheels are inserted into the racing slick tires. But, before doing that, the tires should be sanded to remove the central seam, and to give the tires a scuffed in appearance. After that, the backing plates are inserted into the prepared tires, and the actual wheel pressed in from the front. Then, the rear wheel/tire assembly is placed onto the rear axle, and your exhaust dumps are added. Here also, test fit the completed motor assembly into proper position to insure that the exhaust headers on the motor will mate to the exhaust dumps. If all lines up A-ok, install your motor now, and hookup your drive shaft. The universal joints on the shaft should be painted Steel, while the actual shaft itself should be flat white.

In Block 5A, after painting, the radiator shroud is glued to the radiator, and when dry, this assembly is installed at the front frame rails. Then in Block 5B, a front brace is added, and your top radiator hose is installed. Paint the fittings on the ends of the hose with either clear red or blue for an anodized look.

Block 5C involves the forward frontal protective loop that surrounds the motor bay. A front brace is added to the side of the loop, and the completed assembly gets installed to the firewall, as well as notches along the forward frame rails. Follow the diagrams here.

In Block 5D and 5E, the dual front shocks are added. Again, work slowly and carefully here, following the arrows in the diagram, to insure proper placement. The front suspension gets worked on in Block 5F. The front coil springs are inserted into the front "A" arm unit. These then should be again set straight, level etc., and when in place, the unit should get plenty of time to dry before proceeding on. When dry, the front wheel/tire assembly gets added to it, and again set aside to dry. When dry, the whole front suspension, and front wheel/tire unit gets glued in place at the front of the frame. This should also get a lot of drying time.

Block 5G involves starting work on the body. I would NOT remove the sprue connector across the 2 front fenders, as keeping it in place will

allow you to get the front end nose piece seated well to both front fenders. When the nosepiece is on correctly and dry, the sprue connector can be snipped out. Then, the rear bumper should also be attached to the body. Once the body's been painted and left to cure, the front windshield can be added after painting the front windshield hold down straps either aluminum or flat black.

In Block 5I, the rear spoiler is attached after painting. Block 5J sees the installation of the rear window.

Block 5K sees the complete rolling chassis installed into the body. The REAR of the chassis goes into the body FIRST. The hood is then added to the body, to complete the model in Block 5L. All that's left is to refer to the decal placement guide, and apply the decals of your choice.



This is a unique kit, offering two very unusual cars that actually worked very well despite their square-shaped body design. Assembly moves along quickly, with only a few parts involved in each assembly block. There are some areas that require close attention, and the kit's rated at Skill Level 3, but there's little that really poses a big problem, other than letting suspension parts DRY WELL, before moving on. As noted, there are good alternate aftermarket decals to build some of the more famous "Squarebirds" raced in the 1980s NASCAR seasons. I rate this dual combo kit an 8, only because of lack of instrument panel decals, seat & shoulder harness, and more updated seat. Otherwise, the kit's a pretty accurate representation of a 1982 Ford T-Bird. These kits are a bit hard to find, but they do appear on Ebay, and the technology in them is still up to standards. Grab one, set up your work area, tune-in to the "Daytona 500", and have a lot of FUN building one of these kits. As always... Happy building! ED



John Andretti

1963-2020

NASCAR, IndyCar and sports-car racing competitor John Andretti died January 30 at the age of 56 after a long battle with colon cancer. He was the nephew of Mario Andretti and cousin of Michael. While not as successful as them, he was a professional driver for 24 years, driving and winning in Indycar, IMSA and NASCAR.

His first major level success came in IMSA sports cars. He won the GT class at Watkins Glen (with Davy Jones). In 1989 he won the Sunbank 24 Hours of Daytona in a Porsche with Derek Bell and Bob Wollek.



Andretti and Wollek also won at Palm Beach that year. John, Mario and Michael were also teammates driving a Shell Porsche 962 at LeMans 24 Hours in 1986.

He had started racing in the CART Indy Car series in 1987. In 1991, driving for Jim Halls team the won his only Indy Car victory at Surfers Paradise, Australia.



Later that season at the Milwaukee Mile, Michael, John, and Mario became the only known family in motor sports history to finish first, second, and third respectively in a major auto race. In 1994 he became the first driver to attempt racing in the Indy 500 and NASCAR's Coca-Cola 600 in Charlotte, N.C., on the same day. He also drove for the Porsche Indy team.



Eventually he moved to NASCAR and drove for many different teams, including Petty, Cale Yarborough, Carl Haas and AJ Foyt over 17

seasons. His first NASCAR win was the Pepsi 400 at Daytona in 1997 for Yarborough's team.



In 1999 he won at Martinsville for Petty Racing.



He had 2 wins, 4 poles and 37 Top Tens in NASCAR



He returned to Indy in 2007, again doing the "double," racing in the Indy 500 and NASCAR's Coca-Cola 600 in Charlotte, N.C., on the same day.

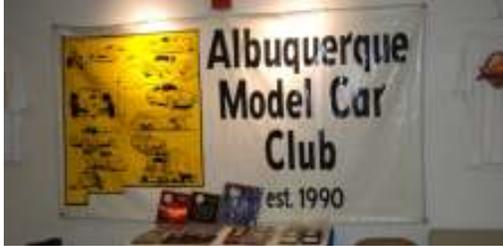


His last race was the Las Vegas Indycar race in 2011. In his later years he was active in promotional and philanthropic work, bring attention to fighting colon cancer.

High Desert Modeler



by Chuck Herrmann Albuquerque, New Mexico



The biggest model car show in Albuquerque each year is held as part of the Albuquerque Supernationals custom car show. It is put together by the Albuquerque Model Car Club. This year the show was held January 24-26 at the New Mexico State Fairgrounds Expo New Mexico.



This year there were about 100 models entered in the contest as well as on display. There are multiple classes, winners are picked by club members. There are also some Best of Awards and the People's Choice. The Special Theme for the event was Bonneville Salt Flats or Land Speed record cars.



The winner of the Bonneville Theme was Dave Allin's Studebaker Avanti, a fully detailed replica of a real car.



Best in Show was Jason Schofield's 1953 Chevy Nomad.



This is not a resin body but a kitbash using Vette and Nomad kits.



Best Detail Winner was Brad Smith's 1957 Chrysler



And the Best Paint and People's Choice Trophies went to Mitch Hudgin's Cherry Bomb



This year the featured guest at the show was Chuck Miller, a designer and car builder. He built the original Red Baron (from Tom Daniels design) for Monogram, and recently built a second replica which was at the show. He also graciously signed many autographs, including on this contest entry of the Red Baron.