



GTR

Newsletter

March 2014

GTR's 15th Anniversary 1999-2014



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GTR Auto Modelers

Based in the Chicago, IL Northwest Suburbs
2002/2003 IPMS/USA Region 5 Chapter of the Year
2007 and 2008 IPMS/USA Region 5 Newsletter of the Year
2014 Meetings: Every 1st Saturday @ 7:00 p.m.

Location alternates between member's homes and the Algonquin Township Building

Your current GTR Officers are:

President: Open

Vice President: Steve Jahnke

Secretary/Contact: Chuck Herrmann

847-516-8515 stevejahnke@comcast.net

847-516-0211 gtrchab@yahoo.com

The GTR Newsletter is edited by Chuck Herrmann

Please send all correspondence, newsletters, IPMS information, articles, reviews, comments, praise, criticism to:
Chuck Herrmann 338 Alicia Drive Cary, IL 60013

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Check out the GTR Auto Modelers website at: www.gtrautomodelers.freeservers.com



And on Facebook at GTR Auto Modelers



GTR Mailbag



by Chuck Herrmann

INDUSTRY NEWS.

Exclusive Revell 2015 Mustang Snap Kit at Auto Shows



The Revell kit

Revell has partnered with Ford to offer a snap kit of the new 2015 Ford Mustang that was only available to kids who attended the Detroit and Chicago Auto Shows. This is a simplified 1/25 model for a quick build for young modelers at a Make & Take at the Ford display. There is a short video of this on the Ford website.



It is basically a disassembled promo. Two wheel/axle assemblies snap into a one piece chassis. The steering wheel snaps into the dashboard which snaps into the interior bucket, which already has the seats in place. Then the body, including windows in place, is pinned onto the chassis and that's it.



The real thing at the Detroit Auto Show

If you could get one it fits the GTR Pony Car kit club project!

Revell Germany 1/8 Scale Jaguar E-Type: Exclusive Reintro as Limited Edition



On 15th March 1961 at the Geneva Motor Show, Jaguar exhibited the XK-E, the famous E-Type that was to become a legend. The E-Type was a totally new design, apart from the drive unit that it inherited from its predecessors, and it generated an absolute infatuation with the Jaguar.

This large model in 1:8 scale consists of 272 single parts and has been produced exclusively by Revell Germany in a one-time-only edition for our customer toys2day website.

People

Several influential people in our hobby have recently passed away.

Roger Harney, SR VP of Tooling and Manufacturing at Revell Inc, passed away on January 21. He started at Monogram in 1957 as a model maker, moved up to kit designer, model shop manager, head of engineering, director of manufacturing and finally VP of Engineering and Manufacturing. He designed lots of kits, including the Green Hornet, the 1/8 Chevy engine and the Big T series. He had planned to retire this year at age 77.

Also, Joan Dunn, wife of deceased Mike Dunn, both of whom ran the Milwaukee Miniature Motors Swap meet and racing car shows in Waukesha Wisconsin, passed away last month at age 72. It is not certain how this will affect the planned event for the day after the AMG of Wisconsin NNL Milwaukee in April.

REAL WORLD 2014 F1 Noses

In recent Formula 1 testing we have seen several variations on front end nose design for this upcoming season.



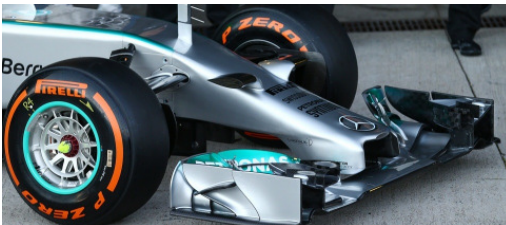
Lotus had a two prong nose



McLaren and Force India featured a single prong



Mercedes went with a flat front.



Personally I enjoy seeing different shapes and ideas so the differences between cars is more than just a paint job. But some of these are a bit weird looking (until they win!).

VW Beetles in Global RallyCross



GTR Auto Modelers Newsletter

Volkswagen is teaming with Andretti Autosport and fielding a pair of 560 hp, all-wheel drive GRC Beetles in the Global RallyCross series. The GRC Beetle made its debut at the 2014 Chicago auto show. While motorsports in America traditionally have an older demographic, Global Rallycross has seemingly struck a chord with young urban millennials. VW sees that, as well as the Beetle's wide generational appeal, as the key to getting not-so-car-crazy young buyers into its dealers, and into its cars. The Volkswagen Andretti Rallycross team will run two cars in its inaugural GRC season, The Rockstar Energy Drink Beetle will be driven by 2011 and 2012 GRC champion Tanner Foust, and a 7Up-sponsored car will be driven by former F1 and NASCAR driver Scott Speed. The Beetle GRC is powered by a turbocharged, direct-injected TSI engine cranked up to more than 560 hp.



At the start of the season in May, the team will initially field European rallycross Polo hatchbacks, which themselves are nothing to scoff at with a reported 600 hp under the hood. By the time the X Games roll around in June, Volkswagen Andretti Rallycross will have switched to the Beetle GRC.

Maybe this will influence some manufacturer do a model kit of the latest Beetle, so far we have not seen any current Beetles done in plastic.

Toyota will Cease Manufacturing in Australia

Several months ago we reported that GM announced it will cease production operations in Australia. Now Toyota has announced it will stop making cars and engines in Australia by the end of 2017.

Toyota's loss would leave no global automaker remaining in Australia as high costs and a strong currency make it an unattractive place for manufacturing. About 2,500 jobs will be affected when the plant shuts down in 2017, the company said. A pullout by Toyota had been widely feared because of the blow to the parts supply base caused by the flight of GM and Ford.

Australia's car industry includes about 150 companies working in sectors like component making, tooling, design and engineering, with more than 45,000 people employed directly in the car and parts-making sectors, according to government data.

Vehicle production in Australia has fallen by nearly half in the past decade to just above 200,000 units in 2012, from more than 400,000 in 2004. Sales of locally made vehicles have suffered in recent years as a stronger Australian dollar makes imported cars more competitive.

In contrast, global automakers have been building new factories and increasing capacity in countries like Indonesia that have growing middle classes and lower costs.

Sinkhole at Corvette Museum!



Eight cars were damaged after a sinkhole collapsed part of the National Corvette Museum in Bowling Green, Kentucky in February. Six of the cars were owned by the museum and two — a 1993 ZR-1 Spyder and a 2009 ZR1 Blue Devil — were on loan from General Motors. The other cars damaged were a 1962 black Corvette, a 1984 PPG Pace Car, a 1992 White 1 Millionth Corvette, a 1993 Ruby Red 40th Anniversary Corvette, a 2001 Mallett Hammer Z06 Corvette and a 2009 white 1.5 Millionth Corvette. The hole appeared about 5:30 am so no one was in the building. Geologists were still trying to determine what caused the sinkhole to open up. The museum remained open except for the effected area. This looks like an interesting idea for a model diorama!



GTR Auto Modelers Newsletter

EVENTS

Several GTR Members were missing from our February meeting as they were busy attending the Meadowdale International Raceways Preservation Association's (MIRPA) Winter Banquet.



The honored guest was former driver and current F1 TV host David Hobbs. Our own Larry Fulhorst conducted the interview on stage at the DOUBLETREE by HILTON in Arlington Heights, IL



GTR has reserved swap tables at the Cedarville Swap and Contest on March 9.



We also will have club tables at the Ferrari Expo March 22 at Continental Auto Sports in Hinsdale, IL. There will be the usual model contest along with the fabulous Ferrari and Italian car swap meet.

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

IPMS USA

International Plastic Modelers Society

IPMS News



GTR is a local chapter in Region 5, of IPMS/USA, which is celebrating its 50th year in 2014. Local chapters need five active national IPMS/USA members to remain an IPMS chapter. For 2014, we have been successfully renewed as an IPMS chapter, we had enough National IPMS members but we always can use some more. So we urge those who have lapsed to renew their IPMS/USA membership, or if you have never been a member enroll now! Details can be found at their web site, www.ipmsusa.org.

The 2014 IPMS/USA National Convention website is now up, link to it through the IPMS/USA page.



GTR Update

2014 7th Annual GTR Summer NNL

GTR will again host our annual Summer NNL, on Sunday August 3, 2014 at the traditional location, the Algonquin Township Center. The theme will be 50 Years of Pony Cars.

GTR Auto Modelers Newsletter

The next regular meeting will be Saturday, March 1 at the Algonquin Township Building.

The 2014 GTR Club Calendar is available! Cost will be \$10 to GTR members, order your calendars from Steve or Chuck. We have a few left but they are printed on demand so we can get as many as we need.

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 me.

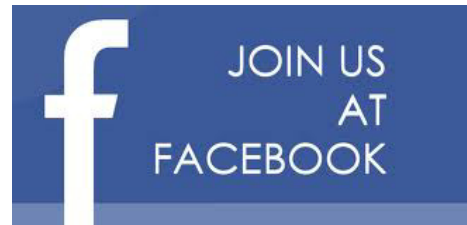
GTR Classifieds:

Wanted: Wheels and tires for Tamiya 1/24 Porsche 961 kit.

Wanted: Rear window "glass" for the Monogram Porsche 924 kit.

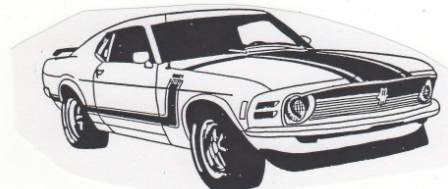
Contact Chuck Herrmann at gtrchab@yahoo.com

GTR is on Facebook



GTR now has a Facebook page. Check it out and join up! We now have over 95 friends.

2014 GTR Club Project



The 2014 GTR Club Project will again reflect the GTR Summer NNL theme, which is 50 Years of Pony Cars. Finish a Pony Car between now and the NNL in August, bring it to a meeting, the NNL or send a photo to me and your 2014 dues will be refunded!

The second finished project kit this year was by your editor, I completed an AMT 1966 Mustang Indy 500 Pace Car. Before anyone lets me know that the Indy 500 Pace Car in 1966 was actually a Mercury, I am aware of it and my explanation will appear in a future issue of this newsletter.



Steve Jahnke also had a completed Pony Car project, the 2013 Chevy Camaro ZLT kit from AMT. Also see the cover photo.



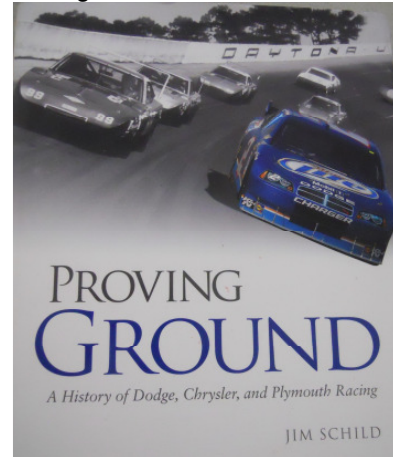
So Steve and I get our 2014 GTR dues refunded! Start planning your project and get building! Let's get more built project models this year!

February Meeting

The February regular meeting was held Saturday, February 1 at the Algonquin Township Building. Like last month we experienced severe winter weather which held down attendance, but eight members braved the elements and filled the display tables. After the treasury report and the mailbag, we talked about the recent Rockford swap, the upcoming events and the 2014 club calendar, which was available this month. We agreed to purchase two club tables at the Cedarville Swap meet on March 9. We also sold some 2014 GTR calendars.

Then it was on to Show and Tell, here are pictures of some of the stuff on the tables.

Jim Brooks: A neat book won the history of Chrysler racing cars.



Dave Green: Lots of new kits. AMT 36 Ford, 40 Ford 65 Ford Galaxie, 75 Dodge Dart. From Revell 1953 Chevy Panel gasser, new Slingerster dragster, 49 Mercury Wagon.



Dave also had an in progress 1969 Mercury Cougar Wagon, resin body by Missing Link using AMT donor kit. Note the masking for the woody trim!



Steve Jahnke: Beside a completed club project AMT Camaro (see cover photo and club project update), several in progress kits.



Two Revell Mustangs, a 68 and a 70, with the bodies painted.



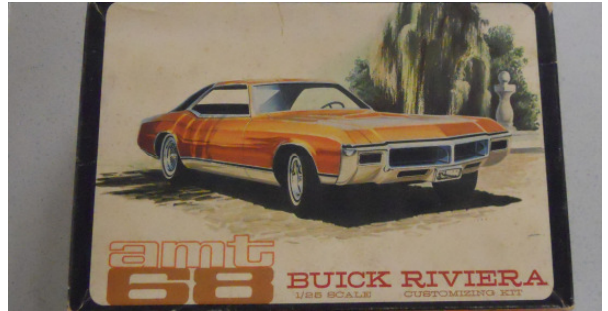
Finally the 90's era Revell snap Mustang kit with body and wheel paint.



John Walzak: John brought in a bunch of stuff.



From the Rockford swap, an original AMT 1968 Buick Riviera kit,



a resin 54 Ford Skyliner,



a 1968 Plymouth Road Runner,



an AMC Rebel funny car, and



And an in progress AMC AMX



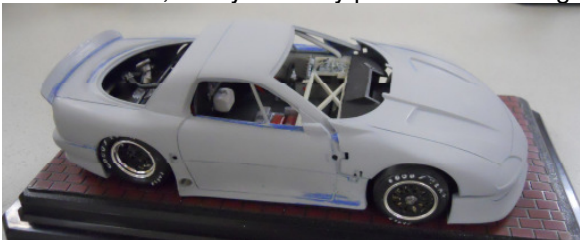
Chuck Herrmann: Mustang Indy 500 Pace car, as described in the club project update.



It was displayed with two Jimmy Flintstone car babes.



Also the latest progress on the 1996 Camaro Trans Am car, ready for body paint and decaling.



And finally a find from the Rockford swap meet, an original issue MPC 32 Chevy kit.



Darrin Gilligan: a 2004 Chevy Impala police car



Dave Edgecomb: Several kits. From Airfix in 1/32 2012 Mini and Ford Escort WRC kits.



From Fujimi the 2013 Ferrari 138 F1 racer.



Also from Fujimi the latest Lamborghini kit, the Veneno



And lastly the reissued Tamiya McLaren M23 Formula 1 racer, the James Hunt car from the movie *Rush*.



Revell 1968 Beetle Review

While I had promised a follow up to my First Look article on the new Revell Beetle kit several issues ago, other projects have moved in front of the queue on the workbench. So Ned Ricks, from our fellow local IPMS Chapter Lakes Region Scale Modelers, has allowed us to use his review from the IPMS/USA website. Ned is a talented figure and military modeler so his perspective as a non-car guy is interesting. – ed.)



Description: 1968 Volkswagen Beetle

Mfg: Revell **Kit#:** 85-4192 **Scale:** 1/24

Reviewed by Ned Ricks IPMS #36013

Reprinted from the IPMS/USA Website

www.ipmsusa.org

The Volkswagen Beetle, officially called the Volkswagen Type 1 (or informally the Volkswagen Bug), is an economy car produced by the German auto maker Volkswagen (VW) from 1938 until 2003. The need for this kind of car, and its functional objectives, were formulated by Adolf Hitler, leader of Nazi Germany, wishing for a cheap, simple car to be mass-produced for the new road network of his country. He contracted Porsche in 1934 to design and build it to his exacting standards. Ferdinand Porsche and his team took until 1938 to finalize the design. This is one of the first rear-engine cars. With over 21 million manufactured (21,529,464) in an air-cooled, rear-engine, rear-wheel drive configuration, the Beetle is the longest-running and most-manufactured car of a single design platform, worldwide.

Except for military trucks, jeeps and similar vehicles, cars are not my usual genre of scale modeling since about 1963. But when IPMS offered the opportunity to build this car model, I was delighted to take it on. I got back from Vietnam in 1971, and the VW Beetle was the first new car I bought, so this was a nostalgia project for me. In the three years I had been overseas with the Army, I had missed the "summer of love" season, but now I had the iconic car of that time. I can vividly remember the delight I took in that car's workmanship and solid feel. In all the years I had that Bug, it never failed to start, go and stop. Finally, it was time to upgrade to have room for a growing family, but I hated to part with that VW. My faithful old pal (nick named "Max" for reasons that are not germane here) was a dark green version. The official name of that color was "Delta Green," so I did not paint the review specimen in light blue as called for in the instructions. Thanks to Revell for providing the review kit.

When I first opened the box, I noticed that all the 120 or so parts were in poly bags. One bag had the four excellent vinyl tires, two bags had chromed parts, one bag had clear parts, the others contained the parts molded in white plastic. There is also a decal sheet included. The folks who packaged this product put enough paper quality control notices that you can't help be aware the kit comes from Poland. The quality of the casting and packaging from them are worth looking for if you have an option during your future buying process.

Washing the sprues is always one of my preliminary steps, and it gives me a chance to get familiar with the contents of the kit. One of things I noticed which could have been done differently is that the parts are not grouped numerically on the sprue trees. Finding part #X did not mean that part #X+1 would be nearby or even on the same tree. For me that was a notable irritation; perhaps there is an engineering consideration of which I am not aware.

A multi-page, 19 step, illustrated instruction sheet takes you through the build in English, French and Spanish. There is a paint color table (by name rather than any brand's code numbers) and a parts list. Step-by-step construction follows with parts numbers, paint codes and decals marked for each. Sometimes, I had to flip forward to see what the finished subassembly ought to look when completed, but

that is my need for visualization. The last page is a set of exterior views for final decals and parts placement.

The beginning construction all involved the engine. At each step, parts were labeled for painting as well as decals (such as on the oil filter). If you are going to apply these, it may be best to do it when instructed because the little air cooled engine doesn't have much space between assembled components for doing it later. The engine was never my strong suit in car ownership. I could drive the car, check belts, change a tire or the oil, but I generally stayed away from the noisy part under the vented hatch at the back. That being said, the completed engine subassembly looked okay to me. The engine compartment cover can be hinged to show the four-banger.

Fortunately for my incomplete memory, I was able to find color photos of a restored VW Beetle for reference and a vintage owner's manual for some additional details. For instance, when putting together the dashboard and interior, the kit's painting instructions call for a silver "grab handle" #62 above the glove box on the passenger side. In actuality, this was a rubbery, flexible piece that was black in color. The kit's instructions also varied in directions of how to paint the interior floors and wells. When conflicted, I went with the owner's manual photos. The handbrake, kit part #47 in step 8, if assembled by the instructions would be pointing backwards. Fortunately, there is plenty of room to install it correctly. Also, the inside of the doors do not have the usual elastic top pouches that were part of the "bugs' " charm. Well represented are the brake/clutch/gas pedal cluster, the distinctive steering wheel, the classically functional dash painted with exterior color, the gear shift stick, and the texture of the upholstery. Yet, the driver and passenger seats do not have the more protective high backs that were included by 1968, there are no seat belts for the back seat, likewise there are no latches on the side of the seats to lay them down for back seat access.

The tires fit very neatly with the chrome wheels and hubs. I think the tread texture is excellent and the assembled wheels go on the axles with minimal trimming and fuss. In memory of "Max," I went with the black sidewall look rather than apply the furnished white side wall decals.



From the start, I was concerned about all that glass. Aircraft kits have posed some challenges with glazing and here was a sprue with six big hunks of clear windows. First step was the washing, then a dip in Future which brought out the dazzle in the "glass." When step #14 called for putting those windows into their respective openings, it actually turned out to be effortless and a great fit. I only put a bit of white glue in the "frame," and each piece stepped in with no further fuss. Tip of the hat to the kit designers!



Take a note of the rear tail light coloring. The piece is cast in clear plastic with directions to paint color "J" (amber turn signal) in the middle of the lens and "K" on the top. I found no "K" enumerated in the kit's instructions but guessed that "stop signal red" ought to also be there. The owner's manual showed the actual coloring of the tail lights as amber (turn) on top, red (stop) in the center and white (back up) on the bottom.

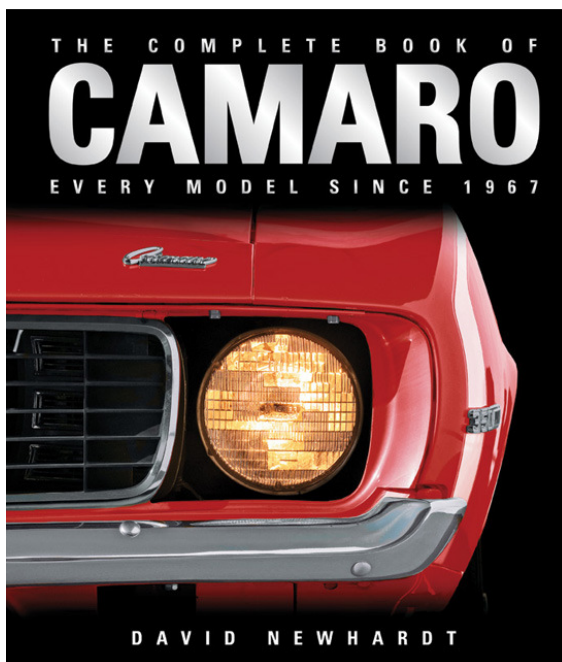


The kit offers some interesting options, such as the tire sidewalls above, two different California license plate options, in keeping with the "California Wheels" theme, and, curiously enough, a right-hand drive set up option. The RHD will determine not only the side for the steering wheel, the control pedals, but also the outside mirror position and the location of the AM radio antenna. With that in mind, most "drill here" or "cut here" indicators were visible except for the outside mirror and the antenna. So, I made my holes as close as references, and memory, would permit. The AM antenna seemed a bit thick and shiny for scale, but close enough.

For my taste, this kit is "Recommended." There are no real difficulties in construction if the modeler follows the instruction sheet, even for a relative beginner. The look of this model, both as a scale kit and as a nostalgic revisit of a favorite ride, are quite satisfactory to me.

Thanks to Revell for providing the kit and to IPMS USA for the chance to review it

Book Review: *The Complete Book of Camaro*



Every Model Since 1967

By [David Newhardt](#)

Hardcover, 288 pages, 9.875 x 11.25 in.

Illustrations: 445 color photos

EAN (ISBN-13): 978-0760339619

Publication Date: January 28, 2013

Publisher: [Motorbooks](#)

Review by *Chuck Herrmann*

The Complete Book of Camaro covers the entire production history of Chevrolet's iconic pony car, from the original concept car, code-named *Panther*, to the latest fifth-generation. There are photos, text, and technical specifications every model since 1967.

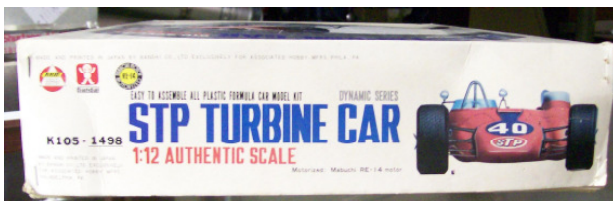
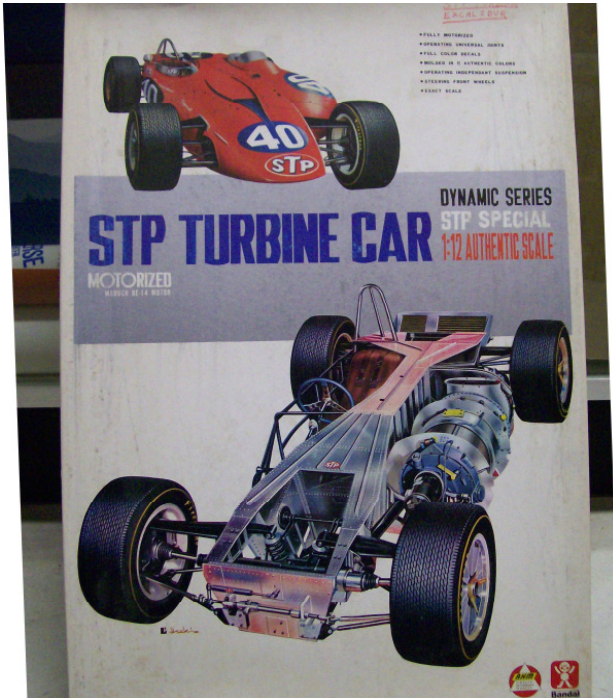
This large coffee table style book details all five generations of the Camaro's production run: the original models developed to fight the Mustang in the pony car wars of the late 1960s; the second-generation cars that became icons of American automotive styling in the 1970s; the third-gen cars that helped to lead the muscle car renaissance of the 1980s; the refined fourth-generation models that continued to demonstrate GM's engineering prowess through the 1990s; and finally, the new fifth-generation Camaro. In addition to the production vehicles, prototypes, show cars, anniversary editions, and pace cars are all covered. There is a trick book cover featuring an RS-model headlight door that slides open when the book is opened. Each year has a summary of the specs for the year, plus lots of photos, but it is more a coffee table book than detailed specs. Some online reviews point out a few factual errors, but it mostly is correct. The final chapter is titled Tuners, and features many Camaro specials, such as Nickey Chevrolet, Yenko and Callaway versions. There are no race cars featured, I suppose that needs a separate book.

This would be a nice book for inspiration if you are building a Camaro for the GTR club project this year!



More STP Turbine Cars

My tribute to Andy Granatelli last issue generated several feedback emails, thank you to all who appreciated the article. Several modelers passed along some other STP kits I have neglected to mention. The most notable was the Bandai 1/12 1967 Turbine, which is quite rare by now.

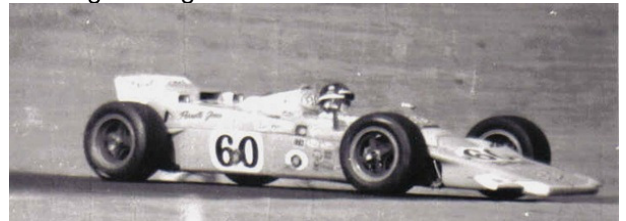


Also in looking at references for kits and turbines, I finally found some photos I had been looking for. Long time readers may remember my long running classified ad looking for photos of road racing 1968 Wedge turbines. Finally I located these, from Riverside 1968, the last ever race appearance of these cars.



GTR Auto Modelers Newsletter

I would still like a color photo of the #60, since the car had been sold to Parnelli Jones and ran by his team, not the Granatelli STP team, The B&W photo looks a little lighter in color than the STP red, and the wings are white?. If anyone has a color version of it I would appreciate your sending it along.



Happy Birthday GTR! Fifteen Years, 1999-2014



This year marks the 15th anniversary of the Grand Touring and Racing Auto Modelers.

In the early years we had a different logo race car each year, reflected in the numerals on the body. In 2004 it was a Porsche 962. This was inspired by the Hasegawa kit which provided the drawing I used.



I will be highlighting some historic milestone events in this newsletter throughout the year.



GTR Event Calendar

March 2 Scale Auto Hobby & Toy Show
American Serb Hall Milwaukee WI
www.uniqueeventsshows.com

March 9 Cedarville Model Car Swap & Contest
Jane Adams Comm.Center Cedarville IL
Theme: Movie/TV Cars
815-238-0634

March 22 Ferrari Expo with Contest
Continental Auto Sports
Hinsdale, IL

March 23 Countryside Collectors Classic Show
(with Strictly 43rd Show)
Park Place of Countryside Countryside, IL
www.uniqueeventsshows.com

March 15 Sebring 12 Hours
United Sports Car Championship
Sebring, FL

April 12 Milwaukee NNL 22
Hosted by Auto Modelers Group
Theme: Semi Trailers, Pick Ups & Lite Commercial
Sub Theme: 50 Years of the Ford Mustang
Excellence Center, Waukesha, WI
scottiekl@charter.net

Apr 13 Milwaukee Miniature Motors Show,
Waukesha County Expo Center, Waukesha, WI
Call (262) 646-4114 (Voicemail) or email
jdunn07@centurytel.net
<http://www.milwaukeeeminaturemotors.com>

May 18 NNL North Show and Swap
Knights of Columbus Hall Bloomington MN
Bod Maderich 612-423-2985
www.rpmmodelclub.com

May 25 Indy 500

July 12 NIMCON III
Hosted by IPMS/Lakes Region
McHenry County College, Crystal Lake IL
lakesregionmodelers.com/NIMCON

July 13 Attack of the Plastic
Lake Lawn Lodge, Delavan WI
Rick Allan 262-728-5003

August 3 GTR SUMMER NNL 7
Theme: 50 Years of Pony Cars
Algonquin Township Building
Crystal Lake, IL
www.gtrchab@yahoo.com

Aug 6-9 IPMS/USA National Convention
Hampton VA
www.ipmsusa.org

Sep. 28 63rd Illinois Plastic Kit and Toy Show
DuPage County Fairgrounds, Wheaton IL
Past Time Hobbies 630-969-1847

Oct 18 2014 IPMS Region 5 Convention hosted
by IPMS/West Central Missouri
Kansas City, MO

Dec 7 Tinley Park Annual Holiday Toy Show
Tinley Park High School, Tinley Park, IL
www.uniqueeventsshows.com

IPMS USA

International Plastic Modelers Society

August 6-9 2014 50th Anniversary
IPMS/USA Nationals at Hampton, VA.
Oct 18 2014 IPMS Region 5 Convention
hosted by IPMS/West Central Missouri
Kansas City, MO
2015 IPMS/USA Nationals in
Columbus, OH