



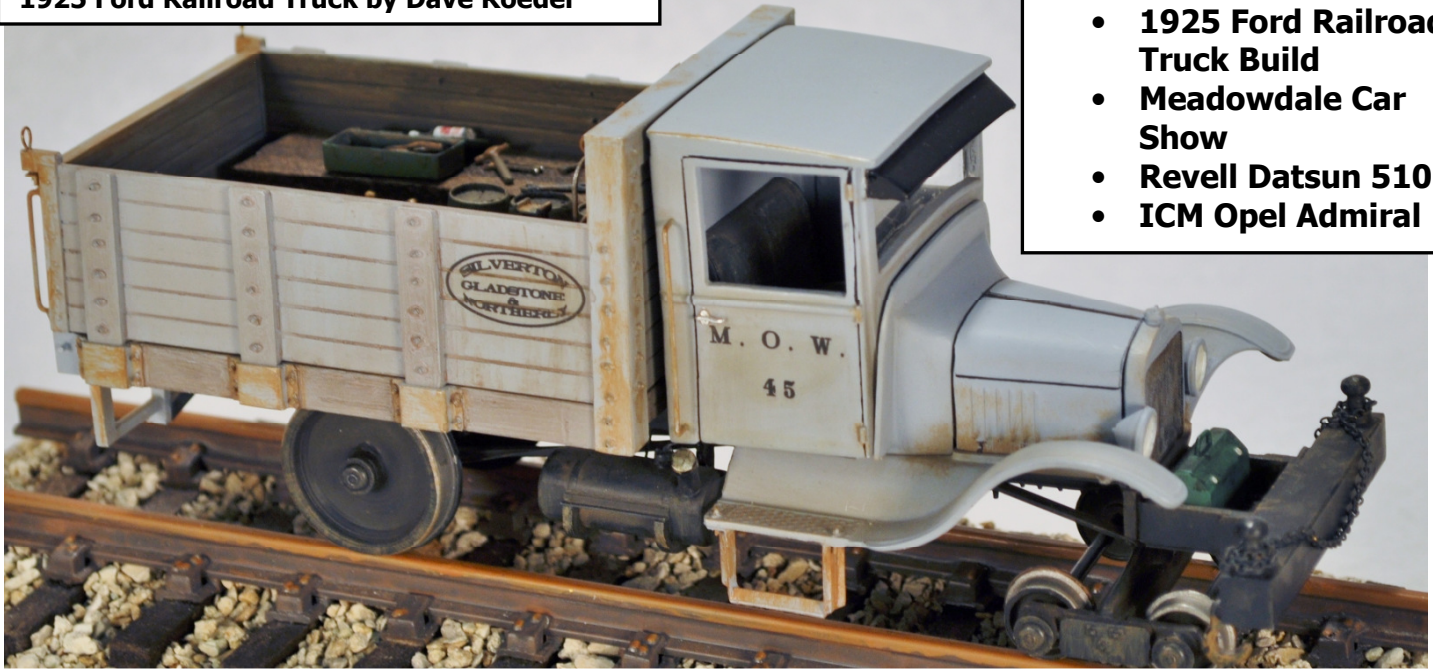
GTR's 15th
Anniversary
1999-2014

GTR

Newsletter

October 2014

GTR Summer NNL Best Commercial Winner
1925 Ford Railroad Truck by Dave Roeder



Inside this issue:

- GTR News & Calendar
- 1925 Ford Railroad Truck Build
- Meadowdale Car Show
- Revell Datsun 510
- ICM Opel Admiral

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:	Joel Peters	847-714-3680	pinstripedelight@yahoo.com
Vice President:	Steve Jahnke	847-516-8515	stevejahnke@comcast.net
Secretary/Contact:	Chuck Herrmann	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

Unless indicated, all articles written by the editor. All errors, misspellings and inaccuracies, while the editor's responsibility, are unintentional. Feel free to copy for any other nonprofit use.

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GTR Mailbag



by Chuck Herrmann

MEDIA

In the latest issue of *Scale Auto*, there is an article featuring the model that won Competition Closed Wheel and Pony Cars Theme Racing trophies at our GTR Summer NNL.



Dave Thibodeau built this nice 1970 Plymouth AAR Cuda as raced in the Trans Am Series by Swede Sage from recent the Revell Hemi Cuda kit with added detail, Perry's Resin Minilite wheels and tires and Patts Place decals

INDUSTRY NEWS

The annual iHobby Expo will be the first weekend of October at the Schaumburg Convention Center. Hopefully we will hear about more new releases and plans from the show.

EVENTS

There is an IPMS Model Contest as part of the iHobby Expo on Saturday, Oct 4.

The annual Toledo, OH NNL and Swap will be Oct 11-12.

The annual Open House meeting for the Lake Michigan Model Car Club will be Saturday Oct 18 in Bensenville.

See the events calendar for details for all of the events that I know of. I will start listing the 2015 events soon as they are firmed up. If any readers wish their shows or any other events of interest to GTR listed send the information along to me.



IPMS News

GTR is a local chapter in Region 5, of IPMS/USA, which is celebrating its 50th year in 2018. Local chapters need five active national IPMS/USA members to remain an IPMS chapter. The annual chapter renewal process takes place in October, 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 was held in August in Hampton, VA, Pictures and reports are now on the website. The George Lee Judges' Grand Award, basically Best in Show per the judges, went to an automotive subject, The Reaper V-8 Trike, by Alexander DeLeon, Carrizo Springs, Texas. There are a lot of added details on this custom motorcycle.



The website for next year's Nationals is now up, dates will be July 22-25 in Columbus, OH.



And the location for the 2016 National Convention was announced, it will be in Columbia South Carolina.

News

GTR Update

The next regular GTR meeting will be Saturday, October 4 at the Algonquin Township Building. We have the new GTR club shirts available to pass out to those who ordered one, also a few extras if you didn't, so bring your money and get your shirt. Cost is \$10 for Tees and \$15 for Polo shirts.

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:

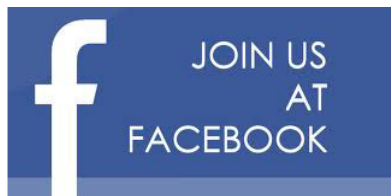
Wanted: a 1/24 or 1/25 scale AMC Javelin, to be converted into a slot car body.

Contact: Larry Fulhorst fulhorst30@msn.com

Wanted: Rear window for the 1/24 Revell Porsche 924 – prefer the Turbo version but regular will do. Also, need the left front headlight clear piece for the Tamiya Renault A442B.

Contact: Chuck Herrmann gtrchab@yahoo.com

GTR is on Facebook



GTR now has a Facebook page. Check it out and join up!

September GTR Meeting

The September GTR regular meeting was held Saturday, 9/6/2014 at the Algonquin Township Building. It was a crowd this month with 15 members and guests! The GTR NNL was reviewed and plans for the 2015 show discussed. The date for the 2015 NNL has been approved by the IPMS Region 5 Coordinator so we discussed the theme for next year, which will be 100 Years of Dodge. After the treasury report, during which we decided to have the GTR Christmas party in December since we were profitable at the NNL,

we discussed the upcoming Meadowdale and DuPage shows.

Here are some pictures of stuff on display in Show & Tell.

Steve Jahnke: Steve brought in a Tamiya Porsche 959 almost done.



And some older builds, an ECSI Audi Quattro,



an AMT Datsun 240Z, also



this Hasegawa Porsche 968.



Dave Green: a phantom Cougar wagon, using a Missing Links resin body, and



several new kits, including the Revell 90 Mustang



Drag Racer already in progress.



Chuck Herrmann: The ICM Opel Admiral kit (see First Look article) and a 1996 Trans Am Camaro, the Revell Hot wheels kit with Slixx decals and a not quite accurate paint job, also



an ESCI Lancia kit.



Dave Edgecomb: LeMans winning McLaren F1 kit by Fujimi.



Frank Luque: Frank brought in several built models, first a Ramchargers Cuda,



a Mod Top Dodge,



this 50 Olds Baja racer, the Revell kit with the correct resin body, by Promolite, and finally



Another resin body phantom Ranchero.



Darin Gilligan: A Revell snap Mustang.



John Walczak: A Johan AMC Rebel Machine,



and an AMT Matador kit in progress, with the body strengthened and painted.



Paul Heber: Several International semi trucks and cabs, built several years ago.



Meadowdale Show



The 6th Annual Meadowdale Motorsports and Memories Car Show was held Saturday, September 20 at Raceway Woods in Carpentersville, IL. This is put on by MIRPA, Meadowdale International Raceway Preservation Association, on the site of the former raceway, now a public park.



GTR had our usual club display at the show.



Emerson Fittapldi's March Indy car.



Below, a vintage Scarab from the Miester Brauser team, who were featured.



6th Annual Meadowdale Motorsports and Memories Car Show



The weather was warm, the rain held off long enough to draw lots of nice cars. The turnout looked good, cars all along the front straight.

Building a 1925 Model T Ford Rail MOW Truck Silverton Gladstone & Northerly

by Dave Roeder

(At the 7th annual GTR Summer NNL in August, Dave Roeder came up from the St. Louis, MO area with more than 30 models! He took home several trophies, including Best Commercial and the Chris Ducey Best Ford Award for a vintage Model T railroad maintenance truck. Dave has provided the story behind his unique model.)



This is a freelanced model that is designed to represent a rail vehicle constructed by a typical hard up narrow gauge line in 1932. I designed this Rail MOW vehicle working from photos and drawings of similar cars that I found in *The Narrow Gauge and Shortline Gazette*. The depression was on and many short lines had already folded. Narrow Gauge railroads often had to make do with equipment that was cobbled together from materials on hand. The Ford Model TT 1 ton 123" truck chassis is the basis for this fictional design early HI RAIL vehicle. The plastic kit is an AMT 1925 Model T roadster/pickup model. I have a book titled *Ford Trucks Since 1905* from Crestline Publishing:1978. There are numerous photos of the one ton Ford model TT truck and the bare chassis. The one ton truck chassis was first produced in 1917. The TT designation was first seen in 1920. I decided to build this model as if it had been put together by shop forces at Silverton, Colorado in 1932.

Since the AMT plastic model car kit I used as a basis for this vehicle was issued in 1/25th scale [1/400" = 1' 0"], I created a 1/25th scale piece of 36" narrow gauge track 12" long as a base. This piece of track was made from a section of LGB 1/20:3 [G] scale snap track. I had to cut the track

attachment clamps from the plastic ties and replace them with wood ties made on my table saw to a scale 7" square profile. The tie spacing was correct, so I set the guage at 36" in 1/25th scale and glued the new panel track section to a base of 3/4" plywood. I used scale ballast held in place with 50/50 white glue.



The front cowl, dash, hood, radiator, frame, fenders and running boards are 1925 Model T. The engine has been updated to a 1926 model with electric starter, battery and generator. The fuel tank has been moved out from under the dash to the side of the frame and a hand pressure pump supplies air pressure to force the fuel up into the carburetor. The cab is from a 1928 Ford closed cab one ton truck. I modified a 1928 Model A Murray Corporation Type 150-A Station Wagon front section to get the cab. I had to add the half round trim strip and the six door hinges.



The big challenge on this model was narrowing the track width from the conventional 4 ft. 8 inches to 36". There were no photos of model T Fords with narrowed rear ends. This required some planning and careful attention to scale. I based the rear end assembly on the

1928 Ford 1 ton truck center section and used the larger brakes. Also I used dual rear leaf springs as supplied by the aftermarket in 1928. The rear end is a modified [narrowed] 1928 Ford 1 Ton truck assembly mounted on conventional 1 ton dual rear leaf springs. The drive tube is from a 1 ton 1928 Ford truck. I added the front frame extensions and a heavy front bumper made from styrene. The stock 99" 1925 passenger car frame was too short for use as a Model TT truck chassis, so I lengthened it to 123" wheelbase. I scratchbuilt the front truck from sheet and strip styrene and added NBW castings. The wheels are turned down from American Flyer S gauge freight car sets. I pressed them off the axles and made new .094" dia. axles from welding rod. The hubs are 1 ton Ford truck hubs that I resin cast for use on the front and rear wheels. The rear wheels are turned from 1.5" diameter Nylatron GS plastic.



I built the bed from scratch using styrene sheet and strip material. The front and side walls are made from two sheets back to back. I added 137 NBW castings from Grandt Line. The bed is constructed as an all wood design with metal stake pockets with a metal angle iron frame on the bed front wall. The tail gate is operational and features metal framing with a rod hinge and built in step. The grab irons are .030" music wire. The numerous detail parts in the bed, cab and up front are all 1/25 scale accessory parts, scratch built, or from the AMT Beverly Hillbillies 1922 Oldsmobile kit. The ties are poplar cut from a 1 X 3 sanded and stained. The two spike pullers are made from .063" diameter welding rod. The chains are made up from brass scale chain with scratchbuilt hooks from styrene. I turned the 2 front pulling posts on my lathe. The railroad is hauling some whiskey up to Gladstone today so there are two one-gallon jugs in the cab.

The bed is scratchbuilt from strip and sheet styrene. The wood grain was added by pre sanding strip and sheet stock to create grain.

Grab Irons on the rear and on the cab were fabricated from wire and installed. There are 137 nut/bolt/washer castings. The bed also has a step built in to the tailgate and a bar with four brass hooks for tools. The two pulling posts on the front bumper were turned from styrene. This car features mechanical brakes with .015" wire rods running to the rear axle. The fuel tank has copper lines running up to the hand pump and down to the carburetor. There are also spark plug wires on the engine. The starter and the generator were scratch built & added to the engine. The truck carries a set of tools and accessories

There are 196 scratchbuilt parts in the car including: two rear wheels, 18 piece front truck assembly, 21 truck bed frame parts, 35 truck bed front wall parts, 37 tailgate parts, two gas tank supports, battery box, starter, generator, two brake rods, fuel line, four spark plug wires gas tank, filler neck and filler cap, two cab steps, two front frame extensions, two front frame braces. four hooks on chains, the handle and lid on the green toolbox, on open tool box [made from thin lead sheet], handle on clear lantern, 34 side wall parts, seven front bumper parts, two cab grab irons, frame extension, two gas tank supports, battery box, starter, generator, two brake rods, fuel line, spark plug wires, Scratchbuilt tools include the 6 ties, water barrel support, two spike pullers, two crow bars, four hooks on chains, handle on green toolbox, lid on open tool box [made from thin lead sheet], and the handle on clear lantern.

This truck is painted Floquil new gravel grey, the undercarriage is painted flat black with powdered chalk weathering of dirt and railroad grime. The decals were done on computer and printed on HP-1500 ink jet printer on clear decal paper. The 1/25th scale wood railroad ties are sawn from 1 X 4 poplar, stained with dark walnut Minwax.



First Look: ICM's 1/24 1938 Opel Admiral

Description: 1938 Opel Admiral
Mfg: ICM **Kit#:** **Scale:** 1/24
Retail: \$59.55

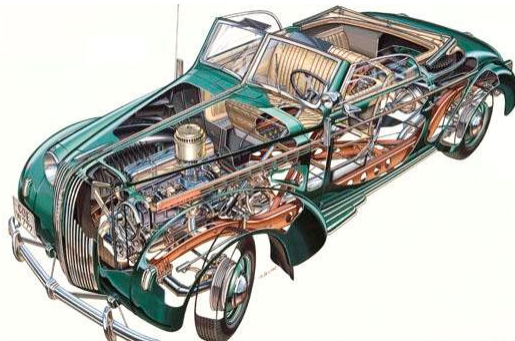
by Chuck Herrmann

At last year's iHobby Expo, ICM, a Ukrainian based model manufacturer well known for their military models, announced that several automotive kits were being scaled up to 1/24 from the traditional military scale of 1/35. I was fortunate to win this example at the NIMCOM show in July, and will build it for the military class for our next GTR Summer NNL.



Subject: The Admiral was introduced in 1937 at the Berlin Motor Show by GM's German Opel division, as an attempt to challenge luxury cars in the growing 3.5-litre class from Mercedes Benz, Horch and Maybach. It came with a lower price than the similarly sized and powered competitors. It used a traditional separate chassis rather than unibody design which allowed for it to be used in

several formats as well as various substantial ambulances and service vehicles.



The basic Admiral was offered as a four door sedan with a manufacturer's listed price of 6,500 *Reichmarks* which was considered very competitive. There was also a four-door cabriolet, and customers wishing to spend more money for more style could choose a 2 + 2 seater cabriolet bodied Admiral from the coach builder Hebmüller as well as a six-seater "Pullman-Limousine" bodied Admiral with a lengthened passenger cabin. Other coach-built versions included a 2+2 seater cabriolet bodied by Gläser of Dresden. The car was powered by a newly developed 3,626 cc straight-six engine with a maximum output of 75 PS (55 kW; 74 hp), along with a claimed top speed for the standard bodied cars of 132 km/h (82 mph), the same new engine was also fitted in the 3.5 ton Opel Blitz truck.

Between 1937 and 1939, Opel produced 6,404 Admirals, split between 3,500 "Limousine" bodied sedan/saloon bodied cars, 2,314 cabriolets and 590 bare chassis supplied for completion to independent coach builders. The end came rather abruptly, in October 1939 with the outbreak of the war. The military insisted that every 3,626 cc engine that Opel could produce should be fitted in an Opel 3.5 ton Blitz truck for military use. The army also requisitioned many Admirals directly before the outbreak of war, either in order to use them as officers' staff cars, or in order to cut away the back portion of the car body directly behind the b-pillar and rebody the cars as ambulances or light trucks.

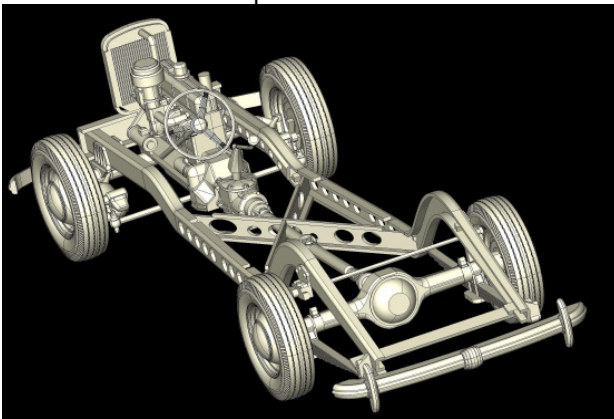




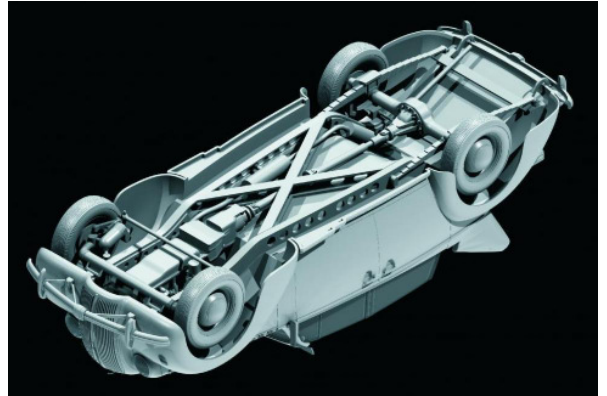
The Kit: Packaging is first rate, a big, study box, sprues separately packed in plastic wrap. This is a full detail kit, molded in grey with rubber tires, clear plastic and chrome pieces. It is designed like many “typical” military models, with the body made up of multiple pieces instead of the one piece design common to most automotive kits.



There is a detailed straight six engine, drivetrain and full suspension.



The tires are black rubber/vinyl. The wheels are steelies but need the separate center hubcap. The interior has the bench seats and detailed dashboard. There is no up top option, just the convertible boot.



The instructions provide three color schemes, the blue and gray on the box and two black schemes with decals for the Opel scripts and fender flags for a German staff car. I have also seen photos of this in various other German military colors, such as the Africa Korps desert yellow, yellow and green camouflage schemes and the German Grey, all of which are readily available to modelers.

This looks like a nice kit, a big sturdy vintage car that would also provide a nice platform to build as a custom version. And the straight six Opel engine would be interesting in a street rod! I envision my build as an Africa Korps car, with a driver figure and added interior pieces from the Hasegawa 1/24 VW Kubelwagen kit. There is also a Sedan (Saloon) version of this kit.

These new kits of different subject matter by new (to the automotive builder) manufacturers, like the Ford pickup by Meng, are a welcome addition for the auto modeling scene.

The Real Thing:





Revell's Datsun 510 Kit Reissue



Description: Datsun 510 BRE

Mfg: Revell **Kit#:** **Scale:** 1/24
by Rick Wilson

*(reprinted from MAMA Sez, newsletter of the
Maryland Automotive Modelers Assoc)*

For the trivia buffs, back in the '50s when Nissan wanted to start selling cars in North America, they didn't want to spoil their good reputation and name so they called their cars shipped "over here" Datsuns.

Few of us may remember that Trans-Am racing had other classes than just pony cars. There was an under 2.5 liter class which this car raced in and quite successfully. You may remember Pete Brock; he was the one who designed the Cobra Daytona coupe. These stock 510s were just plain economy cars, until he got a hold of them, not much bigger than an Isetta or Fiat 500; closer to the VW bug. You need to do a web search to appreciate how ignorable these cars were. Apparently Pete left Shelby American shortly after designing the Cobra Daytona super coupe in 1965. He opened his own shop, BRE racing and raced Datsun sports cars and Toyota 2000s. He also designed several mid-engined sports cars that seemed to predict Can-Am racing. It was during the 1971 and '72 Trans-am seasons that he raced and won championships with this car. And then he closed his shop and did went onto other things.



As a teenager he was interested in sports cars and hot rods. After he graduated from high school, and left Stanford University, he traveled to California to attend the Art Center School. He wandered in and looked around and decided he wanted to attend. The administrator told him he needed a portfolio of his ability. So he went out to his car in the parking lot and created one. He went back in to the administrator and showed him some hasty drawings. The administrator was so surprised and impressed he entered him on the spot. After a while he ran out of money, so he called GM headhunter Chuck Jordan whom he had met earlier. He asked Jordan for financial help and he responded by hiring him for the GM styling studio where he drew the sketch for what became the "Sting Ray" racer!

This kit must have been introduced in the mid '70s and then again much later as a hot rod. It

contains 99 parts in total and among them is a length of rubber tubing for detailing various fuel and oil lines. There is a detailed picture of how to accomplish this. I never got this kit back in the day, but I'd bet the original kit never had tires as nice as the ones in this re-issued kit. They have to be the smallest racing slicks I've ever seen in 1/25 scale. The parts trees are so big they prevent the box from being opened without tearing it apart. The best thing to do is to put the body at the bottom at one end and then the rest of the trees on top.

Engine: It is only ten pieces, but then there are only 4 cylinders. Wiring the distributor could be a problem due to its' small size. On the other hand the tuned header is very nice as is the twin Weber carbs and manifold. Replicas & Miniatures of MD makes a resin carb that has more detail if you want. The oil pan is separate and has an additional piece for added capacity. The cam cover is a factory piece with chrome, but the pictures I found show a black aluminum finned cover. This may be due to the passage of time of the kit and/or the restoration of the 1:1 car.

Chassis/Interior: The chassis/floor pan/ interior bottom resembles kits of today with its' separate door panels and firewall. The top side has engraving of the sheet metal rather than carpet, and NO ejector pin marks. The detailed separate parts rival kits of today. There are chassis mounted oil filter, switch box oil manifold wiper motor, master cylinder, brake fluid reservoir, pedals, shifter, and a 7 piece rollcage. The steering column goes from the steering wheel to the box and to the tie rod. I was questioning the need of the wiper motor in T/A racing, but the washer fluid tank mounted in the interior instead of under the hood seems to verify the need for both. I'm not sure they raced in the rain, but the cars were required to be as stock as possible and there had to be the need to clean the windshield. The suspension seems very delicate, but is made up of several pieces. The six-piece front end could be made steer-able with a bit of effort. The rear is 9 pieces and has very well detailed half-shafts. The full length exhaust pipes seems odd, but has no muffler at all. And there is a rear roll bar of three pieces. There is a nice period correct racing seat with belts molded in, but I think the SCCA required both front seats for T/A racing.

Body: The front and rear stone panels are the only pieces to be glued to the body; the flares are molded to the body. The McPherson type front

suspension doesn't attach until final assembly because it pivots at the top of the inner fenders. The hood actually has a hinge and looks quite real at that. The dash has no decals for the gauges and mounts to the body. There are no taillights except those cast into the rear of the body. Chrome foil and clear paint will "clear" up that problem. The surprise to me is that the windows fit from the outside. There are no clear or chromed headlights, just white plastic circles to fill the openings in the grille.

Tires/Wheels: As I said at the top the tires are fantastic. They measure 7/8 inch by 7/16 with a very fine tread detail. There's no way these are from the original kit release. I'd like another set of them, but I don't know for what. The mags are 4-spoke and rather heavily chromed.

Decals: With the decals provided the builder will only have to paint the red and white colors. The hood and trunk pin decals seem a little silly, but there are small retainer tabs for the windows. There are decals for the seat belts to aid those who can't do the detail painting. There are numerous decals for detailing the interior, grille, and all the sponsors. There is even the trim for the "c" pillars and the "Datsun" lettering for the trunk. These must be all new for this release.

Given the age of this kit it is quite a nice one and you don't need to be a racing fan to appreciate its' detailing. It could, with a bit of effort, be transformed into a neat little pro-street hot rod and is highly recommended.





GTR Event Calendar

Oct 1-4 iHobby Expo
Schaumburg Convention Center, Schaumburg IL
www.ihobbyexpo.com

Oct 11-12 Toledo Swap & NNL

Oct 18 2014 IPMS Region 5 Convention hosted
by IPMS/West Central Missouri
Kansas City, MO www.ipmswcmo.org
Justin Carlson 816-256-1310

October 25 Circle City Modelers 20th Annual
Contest and Swap Meet
511 E Thompson Rd, Indianapolis IN, 46227
Theme: Fabulous Fifties
Contest: Mike Marshall 317-847-4078 or Steve
Shelton 317-504-9664

October 25 NORDICON 2014
Northern Star Council Boy Scout Camp
Fort Snelling MN
robertmaderich69@hotmail.com

Nov 1 IPMS/ Glue Crew 2014
Howard Johnson Inn & Conference Center
Wausau WI www.thegluecrew.com

Nov 2 US Grand Prix
Circuit of the Americas, Austin TX

Nov 2 Scale Auto Hobby & Toy Show
Serb Hall, Milwaukee WI
www.uniqueeventsshows.com

Nov 8 IPMS/ Butch O'Hare Annual Contest
Lakeview Jr. High School
701 Plainfield Rd.
John Bishop 630-904-2819

Dec 7 40th Annual Winter Model Cars Swap Meet
with Model Car Contest
Waukesha County Expo Center, Waukesha WI
www.milwaukeeminimotors.com
mkeminimotors@gmail.com

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

Oct 18 LMMCC Open House Meeting 7PM TO 10PM

The Lake Michigan Model Car Club invites you to our Annual Open House, held at our monthly meeting place: Faith Community Church Hall, 192 S. Center Street in Bensenville, IL. We expect a good turnout of our members who will display their model collections. If you are a member of any local model club, we have more than enough extra tables. You can set up your own club display. Come around to see what we have planned for our Open House:

* Club Prize Raffle: Door prizes will be raffled off, and everyone will be given a ticket.

* Club Display Night: See models from our own members and those of neighboring clubs, with plenty of table space available.

* Club NNL Night: The "No-Name-Luminaries" nickname comes from folks who began holding People's Choice Style voting. ANY model vehicle displayed by ANYBODY will be eligible for our People's Choice Award, and EVERYBODY in attendance can vote on it.

* FREE ADMISSION. We appreciate your attendance as our guest. FREE PARKING in a lot adjacent to the Faith Community Church Hall.

For further information, or to reserve tables for your club's display, please contact President Rob Cantwell at rccantwell@gmail.com or 847-884-1156

IPMS USA

International Plastic Modelers Society

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

July 22-25, 2015 IPMS/USA Nationals
in Columbus, OH

September 12, 2015 IPMS Region 5
Convention hosted by IPMS/Gateway
St Louis, MO

2016 IPMS/USA Nationals in
Columbia, SC

Happy Birthday GTR! Fifteen Years, 1999-2014