GTR Newsletter

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- Weathering a Dodge D50 Truck
- Bench Racing Column

Hello GTR and Friends:

By Steve Jahnke

Yo yo yo, how you-all are? Summer is here and the outside activities are ramping up. For me that means yard work, grading papers, family parties and 1:1 real car shows. To me it also means that bench time typically comes when there is a lull in the other activities or I need to get away from it all. Speaking of car shows, I used to attend those shows as an exhibitor awhile back showing my then-new Electric Green 1999 Mustang. I still have an unbuilt Revell 1999 Mustang GT that I airbrushed with the factory provided Electric Green paint touch-up paint stick. It sits on the shelf forlornly with some 30 other pre-painted kits that I have shot and then put into the work-in-process section of my kit storage area. For me the biggest and most satisfying/part of the build is the creation and satisfaction of painting new kit bodies. I am fulfilling a repressed and creative desire to conceptualize the car I would have if I could; I just enjoy making the model come alive with freshly shot glossy enamel or lacquer.

Getting back to 1:1 car shows, our son recently purchased a well restored small block 1972 Corvette roadster by selling off some of his investment stock for an investment in the Vette. My #1 grandson loves going to car shows with his dad for the company and I hope a long-standing love affair with Corvettes and cars in general. I bring up real car shows for a modeling purposes as you might guess where this story is going; I almost always carry my cell phone with me, it is very light weight by design and has a very good point and shoot camera built in. The camera part of the phone has excellent post production picture editing capabilities as most new cell phones do. This allows you to view and enhance the resulting pictures on the fly. Carrying a light weight and excellent quality digital camera/phone all day beats the heck out of carrying my professional rig all day and then downloading the digital images to my PC for performing any post production image corrections or enhancements. Digital photography is kick ass tool in my book as those resulting images are easier to store than conventional slides, negatives or prints. Digital storage devices (thumb drives) are so cheap they are commonly given away as free-bees by electronic stores and other merchants.

The following pictures are a few from last summer's Barrington car show to whet your appetite…..enjoy

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

2017 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
Secretary/Contact:	Steve Jahnke	847-516-8515	stevejahnke@comcast.net

The GTR Newsletter is written and edited by Steve, 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/cancelation as dates shown. 2017 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"
9as we could not get a "club" named bank account)

Visit and Join us on Facebook at GTR Auto Modelers

JOIN US AT FACEBOOK

Custom ’37 Ford

Range Rover Discovery

Custom wrapped McClaren

59 Ford Retractable

60’s Studebaker Hawk

Porsche Speedster

1972 Corvette Roadster

Double Trouble, 63 Chrysler 300

May GTR Meeting Show and Tell

John Walczak

- 1960 T Bird done in Buccaneer Red aka Rangoon Red
- Used web research to use FE block rather than Y block

George Pritzen

- Tamiya Corolla WRC
- Weathered chassis and working on weathering body

George Pritzen

- Highly weathered Dodge 350 see build article

Dave Edgecomb

Profile 27 917 long tail resin kit

- Trying to fix droopy tail from too much resin in tail

LeMans Miniatures ’67 Mirage

- Actually a GT 40 with a narrowed roof
- Difficult opening doors - glued shut!!

Model Factory Hiro Ferrari 312 PB

- This beauty is for sale as not enough time to build it

Lancia Stratos HF

- Entex kit made by Tomi - Late ‘60s kit
- Has wiring and plumbing

Dave Green

1990 Mustang Michigan State Police Car

- Master Market decals
- Rolled “Do Not Cross” tape in front seat

Doug Fisher

Two Kits from last year's raffle that will see the light of day.

- Fireball Roberts car has been rebuilt with tons of photos on the net.

MAILBAG

by Chuck Herrmann

Industry News

Airfix VW Camper Quickbuild Kit

Airfix has released a QuickBuild version of the iconic 60's VW Van. These are snap type, easy build kits aimed at young builders. They are not accurate to scale, sort of box scale. I have yet to see these (or any of this series) in US stores. But it does show that manufacturers continue to try to attract new, younger audiences to the hobby.

Masayuki Tamiya Passes

The current president of Tamiya and son-in-law of Mr. Shunsaku Tamiya, Mr. Masayuki Tamiya, passed away at the age of 59 after a long battle with illness on May 1st, 2017. Masayuki Tamiya started working for the company back in 1988, and went up the ranks to become its senior executive director in 2004. He was also a known plastic modeler, and is quite enthusiastic about the hobby. He was handed over presidency of the Tamiya company from Mr. Shunsaku Tamiya in 2008.

Events

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

IPMS USA
International Plastic Modelers Society

IPMS News

GTR is a local chapter, in Region 5, of IPMS/USA. We need five current IPMS/USA members to remain a chapter. We always 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. GTR is a proud member of the IPMS organization.

IPMS Calendar

JUL 26-29 2017 IPMS/USA Nationals
Omaha, NE

TBD 2018 IPMS Region 5 Convention

2018 IPMS/USA Nationals
Phoenix, AZ

GTR News

GTR Update

The next regular GTR meeting will be on Saturday, June 3, 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.

GTR on Facebook

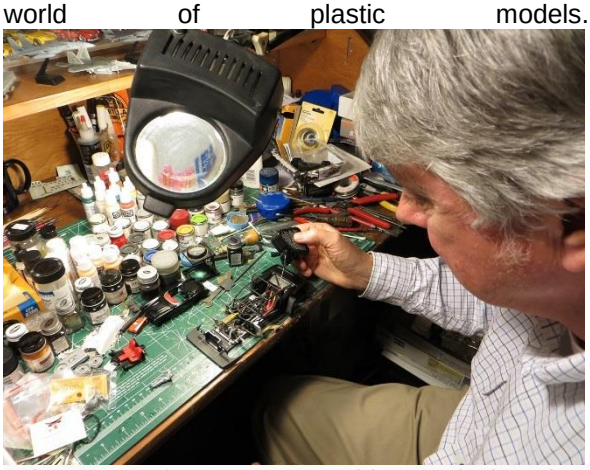
GTR has a Facebook page. Check it out and join up! We encourage members and fans to post photos of your models or projects. Also the GTR Newsletter can be accessed as well as information and entry forms for the GTR Summer NNL.

JOIN US AT FACEBOOK

Parts & Recreation: Revell Models Story

(Several GTR members had an opportunity to assist in the preparation of this article that originally appeared in the online magazine Craftmanship.net. Here is Part 1, the entire article is available on the website, where there are a lot of interesting articles… editor.)

What makes people devote hours to the frustrating task of gluing together pieces so small you have to pick them up with tweezers? And does this obsessive hobby even matter anymore? To find out, a devotee of the art dives into Revell's world of plastic models.



Ed Sexton, a former race car driver and a longtime manager at Revell, practicing his favorite hobby: building tiny plastic model cars.

My first plastic model, financed by weeks of snow shoveling, was Revell's 1965 Gemini spacecraft. The kit had 93 parts, including two Lilliputian astronauts that I manipulated—with real envy—into the impossibly cramped capsule that would carry them into orbit. I remember bits of the process: the pages of the Long Island Press, spread over the kitchen table; the dizzying aroma of Testor's glue; the UNITED STATES decals that seemed permanently attached to their backing until they suddenly slid off, in useless fragments, onto the painted plastic.

Over the years I built scores of models. I was a geeky adolescent outsider, sneaking into American pop culture through tiny plastic doors. While my peers were collecting Beatles singles, I exulted in the 1966 Batmobile that perched on my desk, honoring me with its silver rocket tubes and fine orange piping. A panoply of popular movie monsters snarled on my bookshelves. Each one had taken hours to assemble, but what else was I doing? *Pong* was still six years away.

A glimpse of the detail that our writer spent his youth striving for — in this case, on a 1933 Ford, assembled and decorated by a "professional" model-maker.

The engine, with each pin and piston individually painted by hand

Five decades later, in November, 2014, Warner Brothers re-released the entire original series of 120 *Batman* episodes. The news inspired an immediate visit to the neighborhood hobby shop, even though I hadn't been inside one in decades.

In the 1960s and 70s, plastic models had sprung—as effortlessly as Pop-Tarts—from the aerospace programs, car designers and TV shows they mimicked. What were today's inspirations? Once I arrived in the hobby shop, what amazed me most was that plastic models still existed—thousands of them, including a vintage Batmobile. Yet unlike the models I built as a kid, most of these now bore a "Made in China" disclaimer. Even Revell, a company whose very logo looks like an American flag, had outsourced. But Revell's home office was still in Illinois, apparently going strong. How could this be?

"VERY MUCH AN ART"

Sprawled over the flatlands some 30 miles northeast of Chicago, the boundaries of Elk Grove Village embrace the largest industrial park in the United States. More than 3,600 businesses have set up branches or headquarters in this former farming community. Next to Chicago itself, it's the second largest manufacturing area in the country. Incongruously, the town still hosts its namesake: a herd of elk imported from the plains of Montana in the 1920s, now living in resigned boredom near

the eastern edge of the Busse Woods Forest Preserve.

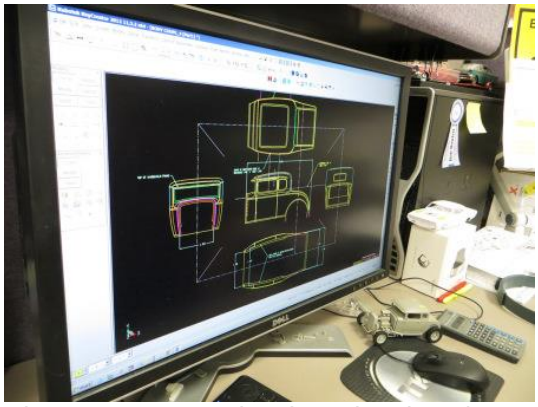
Gerry Humbert examines a mold for a Revell car. The areas for the car's seats, grille and roof are visible in the foreground. The steel support rods keep the steel mold for warping as plastic explodes into the channels at 2,000 lbs. per square inch—roughly the pressure a submarine would experience 4,000' under water, or the weight of 400 compact cars

A wooden pattern model of a 1959 Chevy Impala, meticulously carved from basswood. These pattern models, about 2-3 times the size of the finished model, must contain every single detail that is going to be reproduced in plastic—from the dashboard dials to the pattern on the headlight glass.

Brian Eble, director of marketing for Revell—still America's premier model company—met me at the breakfast buffet of Elk Grove's Comfort Inn, hand outstretched. Eble grew up on an Illinois farm and looks like a middle-aged superhero: close-cropped gray hair, a strong jaw, broad shoulders. An avid builder as a kid, he spent breakfast waxing philosophical about how model making had changed since our childhoods.

"Take a model car," he suggested. "They used to carve the originals out of bass wood, and fashion the mold from that. Now, of course, it's all done with computers. But the magic is the same. You're taking a real car," he said, lifting his java, "and shrinking it down to the size of this cup.

"Here's the question," he said. "How do you infuse craftsmanship into a modern industrial fabrication process? I think of wine. Nobody questions that wine-making is an art, even though people aren't stomping on grapes anymore. It's become a highly technical process—but people still pay hundreds of dollars for a well-crafted vintage. Model making is the same. What we're doing at Revell is highly technical, but it's still very much an art."



The Computer Assisted Design (CAD) specs of Revell's new 1929 Ford Model A street rod, show here on Senior Engineer Ron Rowlett's screen, detail each of the model's 125 individual parts down to an accuracy of one three thousandths (0.003) of an inch.

When I was a kid, in the 1960s and 1970s, plastic models were new and exciting. *They* were hi-tech, with their sleek molded parts and luminous decals and metallic paints. I studied and built them religiously, and this visit to Revell was almost a pilgrimage for me. But I wondered if it would be a pilgrimage to a faded shrine.

In days past, building a PT Boat or a spaceship was almost a shamanistic exercise—a way to take possession of a slice of history, or a heroic fantasy. In the late 1960s, when I was gluing together my Gemini and Apollo spacecraft, those vehicles were actually rocketing into space. To build them was to be a part of that adventure. Today, of course, you can join multiplayer games in which you feel as though you actually serve aboard a starship, battling aliens at the edges of the galaxy.

Those two worlds, it turns out, aren't mutually exclusive. Kids may be addicted to their devices, but they still love working with their hands, either alone or in groups. In the mid-west, organizations like 4-H and Future Farmers of America are more popular than ever. And in tech hubs like the San Francisco Bay Area, there's a growing backlash—among affluent techie parents—away from iGames and toward nostalgic hobbies that involve all ten fingers. For adults, the gleefully mocked Ikea kits are reintroducing tens of thousands of white-collar workers to the satisfactions (and head-banging frustrations) of assembling cool stuff from instruction sheets.

Senior Engineering Designer Ron Rowlett holds up a "test shot"—a rough draft in plastic—of Revell's 1929 Ford Model A street rod. The CAD specs on his computer were designed by Rowlett and sent to China, where the model's parts were manufactured. They were then shipped to Revell and tested for accuracy and fit.

As this restless new customer base emerges, model makers are waking up. Some see the potential for a new Golden Age, where plastic model making (and we're not even talking about Lego, whose movie grossed nearly $470 million worldwide) makes a comeback as The New Cool Thing.

Models have a long history, and the surprising truth is that they've never completely faded from the scene. The first—created by the Monogram company in Chicago during World War II—were made of balsa, and the final product was a painstaking replica of carved wood, fabric and dope. ("Dope' was a thick vanish painted onto the fabric covering the wings of model aircraft. And yes, you could get very high sniffing it—thus the descriptor's evolution to the evil stuff now sold on the streets.) Revell was formed a few years later, in California. Then, in 1951, Revell launched the first all-plastic model: a luxury 1910 Maxwell automobile.

Test shots for Revell's new 1929 Ford Model A street rod, showing different ways to customize the engine. Early test shots are molded in gray plastic; the final draft is molded in white.

But model making as we know it didn't explode until the late 1950s, when plastic became a universal medium. The science of injection molding allowed companies like Monogram and Revell to create—to mass produce, in fact—any design that amused them. Some of those early models included Revell's 1959 *Helios* (a "nuclear powered lunar landing craft"), along with Monogram's Superman (portrayed knocking down a brick wall with his fist) and, of course, Snoopy and his Sopwith Camel. Revell even produced, incredibly, a scale model of *Mad* magazine's Alfred E. Neuman, complete with different arms to "strike idiotic poses."

In 1986 Revell and Monogram merged, and the factory was moved to Illinois.

Today, hobby shops—like the venerable Ace Hardware in Berkeley, California, thriving since 1963—continue to sell plastic model kits to kids and hobbyist adults. *Gundam* (characters from a late-1970s Japanese animated robots series), World War II tanks, and 1970s muscle cars arrive weekly. Model makers are challenged, but they're not losing as much ground as one might thing. A niche market is still a market—and these days, even niches can be pretty big.

Larry Lyse, Revell's Sr. Director of Design and Engineering Graphics, retired in January 2015 after 44 years with Revell and Monogram, another model maker. He's holding the first model he ever worked on: a Black Widow Ford Model T Pickup. Though this avatar of the model is recent, the box art is vintage: a smiling waitress at a drive-in diner, carrying a tray holding a hamburger and soda to a James Dean-like character leaning flirtatiously out of his 'rod.

Part 2 Next Issue.

Bench Racing

By Doug Fisher

Hi Guys -

This segment of the *GTR Newsletter* is a forum for all of us to trade our tricks and techniques that we have developed over our too many years of modeling. Nothing is too mundane or trivial as I have often asked a modeler at a contest – How did you do that??? and the response most times has been "It is really easy let me show you…"

I will get things started, but please send me any tips you want to pass on to the GTR community. I will put your name on or leave off depending on your instructions. Reach me at kkfisher1@comcast.net Thanks

Photo-Etch

Photo-Etch [PE] are parts for a model made from either steel, nickel or brass that replicate parts in more of an "in-scale" appearance than plastic molding can provide. Very popular in armor and aircraft modeling, photo-etch is also prevalent in automotive kits both as part of the kit or from aftermarket sources. These aftermarket PE parts are quite expensive often exceeding the cost of the original kit.

In some cases, PE parts can make an improvement to the model's appearance for items such as brake rotors and radiators. I other cases, most of us find that the plastic part remains far superior to the PE part even with a significant amount of PE experience and all the needed tools.

Two key aspects of working with PE surrounds the handling of the parts - they are small and fragile. Most cases we need to get PE off trees like plastic sprues. The best way I have found is cutting off the part with a hobby knife that you are not using for anything else. BUT before you do anything, take steps to ensure that the part is not launched into the great beyond. There are ways to keep your new part earthbound - you can hold the part while scoring it off the tree, some modelers use double sided tape to hold all the part, but you then need to pry the part off the tape and others do the cutting inside a zip-lock baggie. It is very helpful to place the photo-etch on a piece of glass or other hard surface as a lot of pressure needs to be used to cut the piece from the sprue. There are also PE cutters on the market, I never used them as accessing part can be very difficult. Be careful with that last connection to the sprue, that will be when your part is launched.

There is often a small piece of sprue left on the part. Couple of tips to remove this - I have a florist shear used to cut artificial flowers and if you can get in close to the part, the tab can be almost completely removed. In most cases, sanding is the best way. Given that these parts are VERY delicate, great care needs to be taken. I have found that using a pair of smooth needle nose hobby pliers to hold the part with just the tab protruding is the best way to access the offending area. I use a medium sanding stick and am always sanding in the same direction as the edge of the piece. If you sand perpendicular to the piece, there is a good chance you will be bending it. PE is so delicate you have one and maybe two bends before the part snaps in two.

Cleanup may be needed on the part before painting or placement on the model. That is mostly for armor and aircraft situations as most of those parts are formed in brass. Automotive PE is almost always done in a silver metal that looks just as good bare than painted. If you are painting, gently brush lacquer thinner on the parts BEFORE taken off the sprue to clean up prior to painting.

Now that we have this teeny tiny part cleaned up and ready to go on the model, a few helpful hints. Moving the parts to the model can be difficult. I built a 1/12 F1 car with over 75 PE bolt heads - good thing I started with over 100 pieces!!

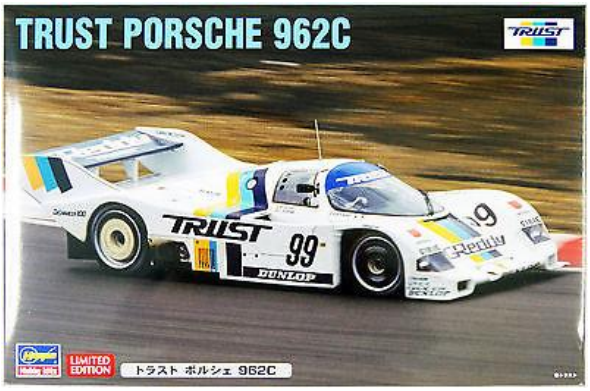
Another degree of difficulty is that in many cases these tiny parts are applied on a finished model. It is leap of faith to add PE and risk a perfect finish, but we press on. The best way I have found to move small PE parts is with a tooth pick. Cut the end flush with a hobby knife, wet the end with your tongue, place the wetted end on the PE part and the surface tension of the water will hold the part on the end of the toothpick. For larger parts such as scripts use a wetted Q-Tip. Take care to ensure that you do not get a stray stand of cotton imbedded in the adhesive as you are placing the PE part.

Now that this part is movable, we need to ensure that it will stick to your model. Superglue will work fine, but you have one chance to make it work and only small applications of superglue can be used or it will ooze out from the photo-etch and be visible. I only use superglue on small parts [the size of the end of the toothpick] in areas that cannot be marred such as engines, chassis and interior areas. Just drop the part on the spot of superglue and the part will release from the toothpick as the superglue is stickier than the water tension on the toothpick. This normally only works with the same toothpick once or twice as superglue invariably gets on the toothpick. So, make sure to keep the tip of the toothpick clear of superglue. VOLIA your part is on.

For areas where the model finish is a concern, one trick is to drill a small hole in the part where the PE is to be placed and put superglue on the inside of the hole and capillary action will wick the adhesive to the outside of the hole where your PE will attach. Much less chance of marring the body with this technique.

A second way to put PE parts on model exteriors is to float a small amount of gloss clear or Future floor wax or whatever it is called these days on to the model part. The PE part can just be dropped in the right place where you floated the clear. The clear blends in with the gloss body color and the PE part can be gently coaxed into position if needed [unlike using superglue]. Use the tip of a model knife to move the PE part around, but work quickly as the clear will begin to set up pretty quickly.

Hasegawa TRUST Porsche 962



Description: Porsche 962 Trust
Mfg: Hasegawa **Kit**: #: HSGS0283
Price: $52.00 **Scale:** 1/24

By Elliott Doering

June is the month in which the world's most prestigious endurance race is held – the famous 24 Hours of Lemans. So, with that in mind, I figured it'd be cool to review a Lemans Racer kit from Hasegawa. Recently there have been a series of reissues of their Porsche 962 kits. These initially came out in the mid to late 1980's, with numerous versions of a base curbside model. *(At the time I was able to order them through the mail three kits for $25! CH).* Porsche 962-C had consistently held the top seat in endurance racing in the 1980's, when races under the F.I.A. Group C regulations were held. This potent machine, which originally made its debut as the Porsche 956, underwent a number of modifications to comply with progressive regulation changes. It remained competitive for many years, with 956's winning LeMans four straight years (1982-85), and 962s winning in 1986 and 1987, and for the last time in 1994. It was also very successful in other series, in Japan and in the US in the IMSA Camel GT Series, winning at Sebring and the Daytona 24 Hours.

The Japanese Trust Racing Team first ran a Porsche at Japan in 1983, having won the championship of that year. In addition, the Trust Team participated in the Lemans 24 Hours. This recent kit reissue features the markings for the Trust Team car #99 as run in the Japan Sports Prototype Car Endurance Championship of 1988. There are plenty of aftermarket decal sheets available to do a LeMans version of the 962.

For these cars Porsche developed one of their famous flat 6-cylinder, double overhead cam, 4-valves per cylinder engine, displacing 2,994 cubic centimeters for the 962-C. It's a shame this is not a full detail kit, like Tamiya's excellent Porsche 956 kit. Instead, it's an easy to build curbside model. Still, the end result is a very good representation of the famed Porsche 962-C.

The kit contains 40 white plastic pieces on six trees, one white plastic car body, 12 clear pieces, four black axle retainer polycaps, and four rubber tires. There are several extra clear plastic and white plastic parts intended to create versions of the Porsche 962 that are different from the subject of this kit

I highly recommend painting all of the kit's parts prior to beginning any assembly. The only exception would be the parts used to build the airfoil on the back of the car, and that is due to a fit issue with the airfoil parts. Also recommended is to leave off the small exterior parts (windshield wiper, rear view mirrors, etc.) for last, to avoid breakage. Assembly is rapid if all the parts are pre-painted. Fit on most parts is excellent, and the trimmed parts practically fall into place. However, I did not do the assembly strictly in the sequence shown in the instructions. As an example, I left step 2 for next to last.

Upon opening the tray type box common to Hasegawa aircraft kits, one discovers the usual fold-out instruction sheet, which features a short history of the Trust Team's Porsche 962-C. In the lower left corner of the front page of the instructions, we see a list of all the paint colors needed for this model. I'd use Testors Metalizer or Al-Clad metal paints too. Folding out the instructions, we see that there are ten assembly blocks to complete this kit. Hasegawa should be praised for giving us a very good final page, displaying every view of the car, for ease of decal placement – top, left and right sides, rear, and frontal views. We also get a full parts map, identifying all the parts trees.

Because this kit is a curbside model, assembly does not start with building a motor. Instead, we begin with installing the front tow hook, rear frame plate, and rear wishbone parts. That done, we move on to block 2, in which the four wheels are mounted to the rubber racing slicks. The kit

includes the aerodynamic wheel discs often used on the racing Porsches – a nice touch! Be sure to paint and detail the wheels before their assembly. In block 3, the detailed wheels are mounted to the stub axles found on the chassis plate. The “real” car used Dunlop tires, and there are nice Dunlop tire decals present in this kit.

In block 4, the racing seat is added, but there are no belts or shoulder harness present, and one would perhaps have to borrow some decals from the Tamiya Porsche 956 kit. The shifter linkage, and some interior plates, and an electronics box are all glued to the one-piece interior tub.

Block 5 is all about detailing the dash and instrument panel. Decals are given to represent the various gauges. With the inside of the one-piece body painted, one installs the completed dash, after placing the steering wheel, and the completed assembly is installed into the body. The two taillights are then placed onto the tail section of the body.

In block 6, there are notes to make some front nose winglets from scrap plastic, and modifications to the headlamp inserts. You have your choice of doing these parts, or not. The completed interior is then inserted into the body.

Block 7 deals with painting the window frames for the windshield and side door panels, and once dry, they are placed into the body. In block 8, the two mirrors, and windshield wiper are installed.

Block 9 deals with assembly of the rear wing/airfoil, and when completed, the wing and its mounting stanchions are placed on the tail deck, after drilling holes for the wing’s mounting pins. Finally, in block 10, the completed body is mated to the frame. This completes the model.

One glaring omission in step 4 is that no seatbelts provided. Hasegawa could have easily provided a pattern on the instruction sheet for seatbelts, or seat belt decals, as they did for two body “corners”. The instrument panel really pops to life when painted correctly. There is a decal provided for the speedometer, and I would recommend several coats of clear to represent the glass over the speedometer. The decal must be perfectly centered, as it is slightly too big for the instrument panel. Decal solutions may aid in getting it to fit properly.

Step 7 shows the installation of both the headlights and what I call the “body corners/winglets”. The instructions state to make these two additional pieces from 1mm plastic stock, however, I found that .030” plastic stock is more realistic. Hasegawa deletes one of the headlights and replaces the ensuing hole with plastic stock, which is what I did. Looking back, I most likely would have completely replaced the assembly with plastic stock. Another minor item is the orange turn signals inside the headlamp covers – I used the plastic parts from the trees, but I would suggest creating them from raw clear plastic stock instead.

Be careful in step 9 – triple check that you are drilling out the correct holes for the spoiler supports. The outer sets are the ones that need to be drilled for the spoiler used. Speaking of the spoiler, it is the one component on this kit where the fit is horrendous, with several gaps and the bottom piece (part C20) not fitting correctly – I used a lot of putty on my example.

I assembled my wheels and tires after step 9. There is a problem with the retaining polycap not holding the tire assemblies (and brakes) to the model’s axles. What I did to fix this problem was to glue the tire and brakes assemblies (through the retainers) to the car. This means that the tires won’t turn, but it ensures that you don’t lose a retainer or brake disk if a tire falls off.

Decals are quite colorful for this kit. They are thin and lay down quite flat. The many decals (typical for a race car) cover almost all of the car. Once they are clear coated, the trim film disappears. There are some extra decals, mainly some of the color striped ones that can be used to touch-up those stripes on the car. The decals

include several very thin and long black lines to be placed along edges of the body.

If you are not adept in using long, thin decals, I'd suggest just leaving them off.

Overall, this is an excellent kit, and I would recommend it as a good kit to introduce someone to the art of building car models. With adult help, a child could build this model.

Yes, there are some fit issues with the wing, and the polycaps issue, but on a scale of 1-10, I'd rate it an 8. Pick one up for the Lemans 24 Hours Weekend. Happy Building! ED

The Real Thing

Weathering a Dodge D50 Truck

By George Pritzen

I have always wanted to build a Road Warrior type vehicle. To build this model, I started with a Dodge D50 truck and painted it with Rustoleum rust primer. Some bullet holes were added to the sides and in the windshield where cracks were added.

The pickup bed was built out of craft sticks, weathered with pastel chalk and dirt. The wooden box in the bed was also built from craft sticks. The bed cover was fabricated from spruce, wire and once again craft sticks.

To weather the truck, I used salt and chalk. Between each layer of chalk, I sprayed with Duplicote to keep it from smearing when handing between coats. I built it up until it looked right.

As a final touch, a Tamiya infantry weapons set was added in the bed, weathered in the same manner as the truck. The entire truck interior, engine and engine bay, and chassis was weathered in the same manner as the body to provide a uniform look.

This is my first attempt at this type of finish and I would like to build more as I really like how it turned out. Everyone should try this method of weathering as it was fun and challenging. The best part is if you make a mistake, no one will know!!

2017

GTR Summer NNL

10th Annual Contest & Swap Meet

Hosted by: IPMS/GTR

Theme: 50 Years of Camaro and Firebird

Subtheme: Ford GT40

Attention Automotive Modelers; we have a summer show and swap meet for you! You are invited to our GTR Summer NNL contest and swap meet.

The Summer NNL will be held on Sunday August 6th 2017 from 9:00AM to 2:00PM at the Algonquin Township Building, 3702 US Highway 14, Crystal Lake, Illinois 60014

For the out-of-towners, there are tons of local accommodations from Days Inn to Holiday Inn. Admission to the show is a measly 5 bucks; you can enter as many models on the tables as you like (no additional charge) and we will serve a pizza lunch (again, no additional charge, soda extra; sorry had to draw a line somewhere) to all show entrants.

Did we mention that there is a swap meet too? There will be a free "trunk sale" swap meet in our spacious parking lot, vendors and show goers are encouraged to open their trunks and sell-sell-sell rain or shine. Vendor set-up starts at 8:30AM. We also we raffle off some nice prizes too!

Our NNL style contest bestows "Best Of" awards as mandated by popular vote as determined by show attendees, official judging and nit-picking is strictly forbidden, praise and admiration from fellow modelers strongly encouraged.

Classes:

Competition Open Wheel	All scales	F1, Indy, Drag, etc
Competition Closed Wheel	All scales	NASCAR, LeMans/IMSA, Can-Am, Drag
Street	All scales	Street legal - Muscle Cars, Sports/Exotics, Tuners, beaters, factory stock
Custom	All scales	Modified custom vehicles
Commercial	All scales	Trucks, Taxis, Police, Ambulance and Emergency
Motorcycles/ Miscellaneous	All scales	All types
Curbside	All scales, all types	Hood closed, judged as displayed, includes slammers
Out of the Box	All scales, all types	No modifications to the kit except filler, paint, decals and foil
Theme: 50 Years of Camaro/Firebird	All scales, all types	
SubTheme: Chris Ducey Memorial Award	Ford GT40 All scales, all types	Best Ford Kit
Tim Leicht People's Choice Award	Any model in the contest	

Contact: gtrchab@yahoo.com

GTR Auto Modelers Group page on Facebook

2017 GTR Event Calendar

June 10-11 26th Annual Heartland Model Car Nationals hosted by KC Slammers
Overland Park Conv Center, Overland Pk KS
www.kcslammers.com.

June 16-17 ChilliCon4
IPMS Region 10 Convention hosted by IPMS/ Albuquerque Scale Modelers
Marriott Pyramid Hotel Albuquerque, NM
www.abqscalemodelers.com

June 17-18 24 Hours of LeMans, Lemans, FR

July 7-9 World Model Expo
Chicago Hilton, Chicago IL
www.we2017chicago.com

JUL 26-29 2017 IPMS/USA Nationals
Omaha, NE
www.ipmsusa.org

July 25 Koehler GrandPrix IndyCar
Road America, Elkhart Lake WI

July 23 Brickyard 400 NASCAR
Indianapolis Motor speedway

August 3-6 Weathertec Sportscar IMSA
Road America, Elkhart Lake WI

August 6 GTR Summer NNL 10
Theme: 50 Years of Camaro and Firebird
Subtheme: Ford GT40
Algonquin Township Building
Crystal Lake IL

Sep 27 68th Illinois Plastic Kit and Toy Show
DuPage County Fairgrounds, Wheaton IL
Past Time Hobbies 630-969-1847

October 7 NNL Nationals #38 Sylvania OH
Sylvania Expo Center at Tam-O-Shanter,
Contact Glenn Marek at opsglenn@aol.

October 14 Glue Crew 2017
Wausau, WI
Contact Joseph Drew at jdrew09@charter.net

Oct 14 Grand SLAM NNL #2 and Swap
Johnstown Community Center Johnstown, WI
Info: 414-257-3325 kayseea@msn.com

Oct 15 Countryside Collectors Classic Toy Show
Park Place of Countryside, Countryside, IL
Jim Welytok (262) 246-7171 unievents@aol.com
www.uniqueeventsshows.com

Oct 22 US Grand Prix
Circuit of the Americas, Austin TX USA

Nov 5 Scale Auto, Hobby & Toy Swap Meet,
Serb Hall, Milwaukee WI
Jim Welytok (262) 246-7171 unievents@aol.com
www.uniqueeventsshows.com

Nov 11 WAMC17 Winnebago Area Model Classic
2017 Model Show, Contest and Swap
Hilton Garden Inn Oshkosh, WI
www.wamclassic.wix.com/wamc
Email: WAMClassic@gmail.com

Dec 3 Tinley Park Toy Show
Tinley Park HS, Tinley Park IL
Jim Welytok (262) 246-7171 unievents@aol.com
www.uniqueeventsshows.com