



GTR

Newsletter

August 2019

Twenty Years 1999-2019

THE SUMMER NNL
Model Car Contest & Swap Meet

August 4, 2019

2019 Theme: 50th Anniv. of the 1969 Camaro, stock, race or drag.
Sub theme: Woodies and Wagons

Features:
13 class winners and trophies for each
Outdoor vendor area, sell from your trunk. \$10 fee includes pizza lunch and contest entry. NO pre-registration required.

Door Prizes
Admission Fees: \$10 for entrants and \$5 for visitors, both include pizza lunch
Open 9:00 am to 1:30 pm trophy presentation

Location:
Algonquin Township Administration Building
3702 US HWY 14, Crystal Lake, IL 60014
Located half way between Cary and Crystal Lake.

Hotel:
Holiday Inn, 800 South Rt. 31
Crystal Lake, IL 60014
815 477 7000

Visit GTR on Facebook
GTR is an IPMS chapter

Contact:
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It's Here!
The GTR
Summer NNL
is August 4th!

In This Issue:

- **Hobby and Club News**
- AMT 34 Ford Modified
- *Framing John DeLorean* Movie

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

2019 Meetings: Every 1st Saturday @ 7:00 p.m.

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

Your current GTR Officers are:

President/Contact: Steve Jahnke 847-516-8515 stevejahnke@comcast.net
Secretary/Treasurer: Doug Fisher kkfisher1@comcast.net

The GTR Newsletter is written and edited by Steve Jahnke, Chuck Herrmann and Doug Fisher. If you or your club has news that you would like to pass on to the modeling community, send the info on to me digitally at stevejahnke@comcast.net and I will add it to this newsletter as a blurb or link. Show dates are subject to changes/cancelation as dates shown. 2018 club dues are due \$15 measly bucks, send check or give cash to me with your contact information. Thanks! Please make check out to "Steve Jahnke" as we could not get a "club" named bank account)



MAILBAG

by Chuck Herrmann

Real Life New Corvette C8 Racer



Chevy has released first photos of the next generation mid engine Corvette race car. It is set to debut for the 2020 season for LeMans and IMSA racing.

Goodyear to return to Sports Car Racing



Goodyear has announced that they will return to top level sports car competition in the World Endurance Championship, including Le Mans. Michelin has been the dominant tire in recent seasons.

For modelers, will we see Goodyear decals in model kits of new sports car racers? They seem to be missing from most recent kits, probably due to licensing. Michelin decals have been included in the Corvette C7 and Ford GT among others/

Ford GT MkII



Ford has announced a special edition of their current Ford GT, the Mark II.



A limited run of 45 will be offered, This is a high performance version of the GT, it is not street legal. It is actually faster than the racing version since any of the restrictions placed on the racers to produce racing parity have been removed. Price tag is \$1.2 million.

Industry News

New Tamiya GTS Mercedes Kit

Tamiya has released a new version of their popular Mercedes GT3 Racer kit.



New: Revell FIX-kit UV Superglue



Apply. Light up. Firmly! The Revell FIX-kit UV Super Glue is so easy to use. Due to the special properties of the product, the parts can be easily placed before gluing. The adhesive effect only starts when the bonding area is illuminated with the enclosed UV lamp. After approx. 5 seconds, the parts are firmly bonded together. Revell FIX-kit UV Superkleber bonds various materials such as plastic, glass, ceramics or wood and is therefore extremely versatile.

From Revell Facebook

Porsche 928 in 1/16



Porsche Germany has released a new Porsche 928 kit, in 1/16 scale. There have been several larger scale kits recently in 1/16. This one is a reissue of an earlier kit; see below for an earlier box.



Revell is issuing more US subject matter in Germany in the European size boxes.



AMT New Stuff

1923 Ford T-ROADSTER



We will have a review of this one next month.



IPMS News

GTR is a proud member of the IPMS organization. GTR is a local chapter, in Region 5, of IPMS/USA. We need five current IPMS/USA members to remain a chapter. If you are a current IPMS/USA member let Steve or Doug know your member number and expiration date, remember to renew your membership by October each year to make the renewal process smooth. We encourage those who have lapsed to renew their IPMS/USA membership, or if you have never been a member enroll now! Details can be found at their web site, www.ipmsusa.org

IPMS Calendar

August 7-10 2019 IPMS/USA Nationals
Chattanooga Conv Center, Chattanooga, TN
<http://www.ipmsusanationals.com>

2020 IPMS Region 5 Convention: TBD

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

Media

Framing John DeLorean Movie



The movie *Framing John DeLorean* recently has played at smaller, art house theaters. Being a car movie, and since I have forgotten a lot of the details of the affair, I went to see it.



The movie is mostly a documentary, with archival footage and talking head style commentary. There are scenes with actual actors made up to fill in scenes for which there is apparently no actual footage or where they wanted to dramatize a point. Surprising for a small film, Alec Baldwin portrays John DeLorean. This is a little weird to me, even with makeup he does not really look like the real DeLorean, especially when scenes of the two are shown one after another. It was a bit distracting; I guess we are used to Baldwin's familiar characters.

If you have forgotten, DeLorean was a successful GM executive (he was responsible for the Pontiac GTO) who left GM to start his own car company, DeLoren Motor Cars.



The DMC-12 was the aluminum bodied sports car made famous in the *Back to the Future* movies. After raising funds by selling stocks, DeLorean also received funding from the British government to build the factory in Belfast, Northern Ireland.

The company was always in financial trouble. Eventually DeLorean was arrested for becoming involved in using money from a drug transaction to stay afloat. While he was found not guilty due to entrapment for the drug charge, he was eventually charged with embezzling about \$17 million from investors in the company but was acquitted. But by then his reputation was ruined.



The movie was interesting to me, at least to someone interested in cars and the industry. I had not been aware of the involvement of Colin Chapman, the Lotus founder, in the possible fraud case (Chapman had passed away, so he was not charged). DeLorean declared bankruptcy, spent most of his efforts in legal proceedings and at DeLorean owners events until he passed away from a stroke in 2005 aged 80.



There is a local connection to DeLorean. The company assets were bought up by a business that still exists as a spare parts and repair source for the DMC-12. Of the approximately 9,000 cars built over 6,500 are still registered as on the road. One of the four service locations in the US is located in Crystal Lake, IL.



Events

Our GTR Summer NNL is this month, August 4! Come out to a good show, help support our event.

The 2019 IPMS Nationals take place this month, August 7-10 in Chattanooga, TN.

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

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 from the site.



GTR Update

The next regular GTR meeting will be on Saturday, August 3, at 7:00 pm at the Algonquin Township Building. Since this is the right before our GTR Summer NNL, the business and meeting will be a bit short then we will set up the room for Sunday's contest.

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.

July GTR Meeting

The July GTR regular meeting was held on 7/3/2019 at the Algonquin Township building.

Meeting notes and photos by Doug Fisher



Doug Fisher with the blue version of the Flying Lizard Lemans livery for a Porsche 911 GT3R



Doug Fisher and Steve Jahnke built a Mercedes AMG GT3. Finish was a matte metallic blue lacquer.



Doug Fisher with the orange version of the Flying Lizard Lemans livery for a Porsche 911 GT3R



Doug Fisher brought a Tamiya Starcard Porsche 911 GT2 finished in a metallic purple lacquer with 4 coats of clear.



Doug Fisher built a Tamiya Zakspeed Capri Gr5 in Lime green lacquer. Decals are a bunch of aftermarket decals.



George Pritzen came in with his 1982 Camaro Pro-street that garnered a trophy at the 2019 NIMCON event



George Pritzen also brought in an AMT Popcorn wagon that he has been searching for many years as well as the Lindberg 1935 Auburn Boattail Speedster.



Dave Green had this month's model rundown with:

77 Pinto from AMT/Round 2. Disappointing model as it can only be built stock and no extra parts included like the first run.

1970 Plymouth Hemi AAR Cuda - nice decal sheet

1957 Ford gasser sedan. Gasser parts included out of the station wagon version.

From Salvino - Bobby Allison 1981 Monte Carlo NASCAR and Richard Petty Olds 442 which was the 1979 Daytona 500 winner

Jeep with Godzilla figure from MPC Round 2. No Godzilla model, just cardboard cutout. Jeep has Japanese military markings and chrome parts tree!!



1965 Ford F150 service truck from Moebius. It looks like more versions of the pickup truck are coming.

1966 Ford F100 Flareside from Moebius with a V6 and 3 speed.



High Desert Modeler



by Chuck Herrmann Albuquerque, New Mexico

Route 66 SummerFest



Every summer one of the city sponsored SummerFests in Albuquerque is held on Central Avenue.





Central, which was a stretch of the original Route 66 is still the main East-West street in Burque,



Beside the usual urban street festival activities like food, vendors and music, this one features a car show that usually draws about a hundred cars lined up on old Rt 66.



Here are some examples from last month's show.



The styles vary, of course there are the lowrider and bomb style cars common here but also muscle car, street rods, trucks and some off road stuff.



There are still lots of businesses and restaurants that are keeping the nostalgia of Route 66 alive.



AMT's 1934 Ford Modified



Description: 1934 Ford Early Modified
Mfr: AMT

Kit #: 38531 **Scale:** 1/25

by Elliot Doering Milwaukee, WI

After WW2, returning soldiers came home with a strong craving for speed, and they found an outlet for that craving on many short ¼ mile dirt “bull ring” ovals through out the USA. There were plenty of cheap or junkyard pre-war coupes and sedans available, and Ford’s early flathead V-8s proved a good, reliable powerplant. “Moonshine” runner cars and drivers soon changed from “haulin’ shine” to semi-organized racing on dirt tracks.

By the late 1950s, and thru the 1960s into the 1970s, the modifieds had evolved from the stock coupes and sedans, to become cut down versions, using hi-powered modern V-8 motors, with fuel injection or multi carbs, fed with alcohol fuel.

Some of the greatest short track racing in Wisconsin could be found at Cedarburg, Beaver Dam, Hales Corners, Slinger, Wilmot and a ¼ mile oval at Wisconsin State Fair Park. A race fan could literally go to a race every night of the week during the Spring to Summer months. Fans could cheer on exciting drivers with names like Miles “The Mouse” Melius, Fuzzy “The Hound” Fassbender, Ken “Tweety Bird” Tlougan, and Billy “The Cat” Johnson.

A Roman Catholic priest named Fr. Dale Grubba, has written a fascinating book – “The Milwaukee Modified Era”, recording short track modified racing from 1959- 1973, on these Wisconsin tracks. The book is available from www.coastal181.com. This book’s a MUST for anyone like me who spent their teen years watching weekly modified racing at any of the aforementioned tracks. My dad and I were regulars at the Thursday night races at the West Allis Fair Park up until the time I entered the USAF in 1966.

While a teen, I remember writing Bud “The Kat” Anderson, a member of the old AMT design team, a letter with a drawing of what a “Milwaukee Modified” looked like, and asking AMT to produce modified kits.

That letter took quite a while to be answered, but a few years ago, AMT/ERTL released a series of “Early Modified” kits, depicting various coupes and sedans of the type that raced on the Eastern tracks of the USA. While not exact copies of the kinds of modifieds that raced in the “Milwaukee Era” shown in Fr. Grubba’s fine book, they are a good starting point to attempt to build a modified that resembled those great cars that thundered around Milwaukee Era tracks. One of those kits is the AMT/ERTL 1934 Ford Coupe Early Modified. Let’s take a look at this great kit.

The kit comes in the standard square box, and upon opening it, you’ll easily find the usual fold out instruction sheet. There are 12 assembly blocks you will go through to build this simple Skill Level 2 kit.

As noted, the kit builds into a model of an East Coast type modified of the 1960s to early 1970s, but with a little imagination, and simple tools, skills, and parts found in other kits, one can come very close to building a Milwaukee Modified.

Assembly starts with building up a rather “generic” wheel assembly for the model. The wheels appear to be the mid-1960s “Weld” slotted dirt track type. While accurate, you can easily obtain a far better looking wheel set up by going to Southern Motorsports Hobbies on the Net, and ordering their W5 60-70 “Wide 5” 11 inch dirt track wheels. They also sell the correct McCreary and Hoosier tires, which were the premium choice of tires available to dirt trackers in the Milwaukee Modified Era. You want part STM – Square Tread McCreary style dirt tires. The wheels have the large reinforced hub that was used on modifieds, and they sure look great, along with the square tread tires.

Assembly then goes on to building a rather generic looking motor. Decals in the kit suggest you’re building up a 427 or 428 Ford wedge head engine. By the way... there are NO chrome parts in this kit. Everything’s molded in light gray plastic, in keeping with the “look” of the early modifieds that were very Spartan in appearance. These cars were strictly built for all “go”, with very little “show” qualities.

The motor in the kit features a single 4-barrel intake manifold, for a single 4-barrel carb. That’s correct for late 1960s, early 1970s East Coast modifieds. However, by simply using kit bashing, one can come up with a set up that was used on the Milwaukee Era modifieds.

The “hot” motor of choice for a Milwaukee Modified was the 327 Corvette or Chevy motor, and a fuel injection set up. There are many kits out there that feature good fuel injectors. If you

like the angled or slanted inward injector set up, simply use the injector set up in the AMT 1939/40 Ford Sedan kit. The “standard” Hilborn injector set up can be found in either the AMT “Double Dragster” kit, which also has the Chevy motor, or you can use the set up from the Revell Tommy Ivo “Show Boat” kit with the four Buick 401 “Nailhead” motors. If you wish to use injectors with air filters on them, a good choice is the set up off any of the Monogram/Revell Sprint Car kits.

But, as the word “modified” implies, many modifieds also ran exotic multi-carb set ups, featuring three, or six 2-barrel carbs, or dual four barrels. A nice six Stromberg 2-barrel set up can be found in the AMT 1936 Ford Coupe kit. However, blowers were not allowed on Milwaukee Modifieds. There are many kits with dual four barrel set ups too. So, your choice of injectors or carbs is pretty much wide open.

The kit comes with headers going into a tubular collector pipe. The problem there is that the collector is two pieces, & after gluing them together, you’ll have an unsightly seam. To correct this, simply get some plastic tubing, and form your own collector. You can also use just about any straight pipe set up found in many dragster kits, or hot rod kits.

The kit also includes the square section box frame rail chassis, with leaf spring type rear end set up, and a sort of quick-change rear end, and I-beam type front axle with coil-over front shocks. That’s all pretty typical of the way Milwaukee Modifieds were built.

The interior is extremely spartan, just the simple essentials – a firewall, and plate type floorboard set up, with a plate trunk separation wall. You also build up a real simplistic roll cage, which has some nice padding on it, a simple steering wheel, fire bottle, race seat with molded in belts, and floor shifter makes up the simple interior. A battery is included as well.

Modifieds ran “booger” and “nerf” bars which replaced stock bumpers. They’re given in the kit, and if you don’t like the kit-given booger and nerf bars, you can get inventive and make up your own from simple plastic tubing.

Modifieds also ran a protective front cage of wire mesh around the radiator, to prevent rocks or dirt from becoming imbedded in the radiator. There is no protective cage for the radiator given in the kit. But, there are several types of thin, plastic wire screen or mesh available at craft stores like Michael’s, or you can get it on-line. Gardeners also use plastic mesh screen to pot plants, so you might find it from those sources too.

The windshield and all glass were removed from modifieds, and again, wire screen/mesh was used as a means of protection replacing the front windshield. By consulting photos in Fr. Grubba’s book, you can see what was used on

Milwaukee Modifieds.

Getting back to wheels and tires, Milwaukee Modifieds ran what was called a “pony wheel”. Looking at the modified from the front straight on, the far right wheel was smaller than the rest of the wheels on the car. This aided in cornering on the tight little ¼ mile dirt tracks these cars roared around, often on three wheels when cornering. To replicate a “pony wheel”, simply use a smaller wheel and tire from your parts box on the far right side of the car, looking at the car straight on.

The kit gives you a pretty nice decal sheet, with some #28s with cool 1950s scallops, plus an assortment of number decals, and speed equipment logos.

The old coupes and sedan bodies that were used were often cut down to a smaller size than the stock body dimensions. Sectioning of the body was allowed to arrive at a very compact body. The kit gives you a one piece typical “cut down” type 1934 Ford 3-window coupe body shell. However, there are no rear body side protectors. The sides of the rear parts of the chassis are left exposed. One will have to make their own side plates to fill this area in, from simple sheet plastic.

If you don’t like the kit decals, you can find some really cool looking numbers from Slix decal on-line. Just look through their vast assortment of sprint car decals. The sprint car decals are sized right to easily fit the modified kit bodies.

Paint schemes are wide open, you can paint your modified virtually any color and scheme of your choice.

So, there you have it... another great starter kit to fairly closely build a modified that was raced in the “Milwaukee Modified Era”. Pick up FR. Grubba’s great book, and one of these kits from Model Empire, or from several on-line sites, or eBay. Have fun, and good building!



Here are a few photos of the kit off the internet.





**12th Annual
IPMS/GTR NNL
Contest & Swap
Meet
August 4, 2019**

**Theme: 50th Anniversary
of the Chevy Camaro
Subtheme: Woodies and
Wagons**

The Summer NNL will be held on
Sunday August 4th 2019 from 9:00AM
to 2:00PM at the Algonquin Township
Building, 3702 US Highway 14, Crystal
Lake, Illinois 60014

Admission to the show is a measly 10 bucks; you can enter unlimited models 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. Also we raffle off some nice prizes.

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 Juniors	All scales	All types
	All scales	[Under 16 years] all models
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: 1969 Camaro	All scales	All types: Stock ,street, custom, race
SubTheme: Woodys and Wagons	All Scales	
Chris Ducey Memorial Award	All scales, Ford	Best Ford
Tim Leicht People's Choice Award	Best model in contest	

Contact: Doug Fisher
kkfisher1@comcast.net

[GTR Auto Modelers Group page on Facebook](#)



GTR 2019 Event Calendar



Aug 4 GTR Summer NNL
Algonquin Township Building, Crystal Lake IL
Contact Doug Fisher kkfisher1@comcast.net

August 7-10 2019 IPMS/USA Nationals
Chattanooga Conv Center, Chattanooga, TN
<http://www.ipmsusanationals.com>

Sep 28 Nordic-Con 2019
Veterans Memorial Community Center
Inver Grove Heights, MN
robertmaderich69@hotmail.com

Sep 29 Illinois Plastic Kit & Toy Show
DuPage County Fairgrounds, Wheaton IL
Info contact: (630) 969-1847
or Email: pthpowerinc@aol.com

Oct 12
NNL Nationals #40 The Final Homecoming &
Toledo Collectors' Toy & Model Fair
Exhibition Center at Tam-O-Shanter, Sylvania,
(Toledo), OH
Contact : Rick: papafor66@yahoo.com

Oct 19 SLAM NNL#4
Johnstown Community Center
Johnstown WI
Mastermodeler1950@gmail.com

Oct 20 Countryside Collectors Classic Show
Park Place of Countryside, Countryside IL
www.uniqueeventsshows.com

Oct 26 Winnebago Area Model Classic Theme:
50 Years of the Silver Screen
Auto Challenge Class: GT 2 GTO
WAMClassic@gmail.com,
www.WAMClassic.wix.com/wamc,
www.facebook.com/WAMClassic

Nov 9 37th Annual-IPMS Butch O'hare Contest
Holiday Inn, Itasca, IL
www.butchoharemodelers.com

Nov 3 US Grand Prix
Circuit of the Americas, Austin TX

Nov 3 Scale Auto Hobby & Toy Show
Serb Hall, Milwaukee WI
www.uniqueeventsshows.com

Dec 1 Tinley Park Annual Holiday Show
Tinley Park HS, Tinley Park, IL
www.uniqueeventsshows.com

