

# **GTR Newsletter**

## **April 2006**



The Newsletter of IPMS  
Grand Touring and Racing  
Auto Modelers

Inside:

- Weathering a rally car
- Building a resin Ferrari
- Ferrari Expo

## **GTR Auto Modelers**

**2002/2003 IPMS/USA Region 5 Chapter of the Year**

2006 Meetings: Every 3rd Saturday @ 7:00 p.m.

Location alternates between member's homes and the Fountains of Crystal Lake

**Next GTR Meeting: No April Meeting!**

**Instead, GTR will have a club display at the**

**Milwaukee NNL in Waukesha, WI on April 22.**

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**Check out the GTR Auto Modelers website at:**

**www.gtrautomodelers.freeservers.com**

# GTR

## GTR Mailbag

by Chuck Herrmann

### Media

After being down for some time, I am happy to report that Fast Details, "the Internet magazine for independently-minded sportscar racing enthusiasts" from webmaster Timothy Crete, is back and better than ever. This site also touches on modeling, see the article below. A neat feature is the attached film clips from recent Sebring testing; listen to how quiet the new Audi diesel is!

[www.fastdetails.com](http://www.fastdetails.com)

### Hobby Industry News

#### Mar 31- Will We See a 1/43

**Kodak/Bell Motorsports Doran?? –**  
(from [www.fastdetails.com](http://www.fastdetails.com)) Since the recent announcement by French model makers Provence Miniatures that no less than three Riley DP's (inc. the 1st and 2nd-place cars) from this year's Rolex 24 at Daytona will be modeled in 1/43, several readers have written to point out that we still need someone to produce a kit of the Bell Motorsports/Kodak Pontiac-powered Doran DP that won Daytona in 2004, so that collectors of Daytona 24-winning subjects can fill this lone gap in their collections. Unfortunately, knowledgeable sources in the model making industry have reported that they were unable to model this particular car, over objections of the car's major sponsor...a situation long-time collectors will be all too familiar with.

There may - and I stress **may** - be some positive movement on this subject. I'll report any developments as soon as they become known



FastDetails.com © 2006 Timothy Crete

### Newsletters

Since last time, we have received print and electronic newsletters from:

IPMS/Lakes Region Scale Modelers,

IPMS/Seattle, AMG Milwaukee, IPMS/C.A.R.S.

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in Miniature, *The Wingman* from IPMS/Bong Chapter, Rockford Wheels in Scale (RWIS), MAMA (Maryland Auto Modelers Assoc), Winnebago Auto Modelers (WAM), Lake Michigan Model Car Club and *Dew Line* from the Upper Peninsula (MI) Scale Modelers.

Copies of all these will be available for viewing at the next meeting.

### Events

The 2006 Plastic Summer Meltdown event, hosted by IPMS/CARS in Miniature, has been set for August 20, in Cary. Details to follow.

This month's big event of course is the Milwaukee NNL. GTR will have a club display table. Don't forget it is in a new location, The Excellence Center, N4 W22000 Bluemound Road, in Waukesha WI.

I have received word that the 8<sup>th</sup> Annual Greater Minnesota Open NNL Model Car Exposition will be June 10, in Bloomington, MN (near the Mall of America).

See the Events calendar for details and for all the events I know of.

### Ferrari Expo and Contest

On April 1 the Ferrari Club of America Expo, held annually at Continental Auto Sports in Hinsdale, added a model contest for the first time. There were over fifty entries, for sports cars and road racing models grouped into three scale categories. Besides the models, the event featured lots of Ferrari and other exotic car literature and memorabilia, along with a few kits for sale. And since it is held in a Ferrari/Maserati dealership, there were lots of great real cars on hand.





## GTR News

### GTR Update

There will be no regular GTR meeting in April. We will instead have a club display at the Milwaukee NNL in Waukesha, WI, on April 22. Note that this is the 4<sup>th</sup> Saturday instead of the usual 3<sup>rd</sup> Saturday. In May, we will be back at the Fountain of Crystal Lake, on the usual 3rd Saturday.

2006 dues are still being accepted, cost remains \$15.00. Please pay at the next

meeting or mail to Chuck Herrmann. Make checks payable to Chuck Herrmann, not GTR. Last years dues expired March 31.

The deadline for getting articles, reviews, etc. in the next (April) issue of the newsletter is March 31. Submissions are **always** appreciated.

### March GTR Meeting



The March meeting of GTR was at The Fountains of Crystal Lake on March 18.

In the business portion, we discussed the group display at the Milwaukee NNL. We will not have a formal theme, so just bring some models to put on the GTR club table. Setting up some kind of car pool arrangement was discussed; contact me if you are interested. Then we did the Treasury Report, accepted some dues payments and the Mailbag.



Afterwards it was on to Show and Tell. Among the highlights were:

Steve Jahnke: Italieri Ferrari F40, Motor Max Ford GT 40 diecast, Fujimi Lamborghini Murcialago kit with correct Lambo color lacquer paints from Cobra Colors.



Jack Schaeffer: Legos Batmobile and bank truck



Michael Larsen: Tamiya Porsche 911 GT1, also a Tamiya 1/12 Ferrari Enzo Master Works die cast – impressive!



Dave Edgecomb: 1/18 Jaguar XJ-9 diecast by Exoto, 1/18 diecast Australian GT champion 1966 Mustang by Classic Carlectibles. And the Porsche 917 Sebring Martini kit from Fujimi.



Ed Sexton: AMT Penske PC-17 Pennzoil Indy car, also a kit by "Bobcat" (Heller) of a Renault RE30 formula 1 car in 1/24 scale.



### GTR Classifieds:

Wanted: Color photos of #4 AJ Foyt Mustang from the 1966 Trans Am race at Sebring. Is it a white car with dark blue stripes?  
Also need the instructions for AMT's 1/25 1978 Jorgensen Indy Eagle kit  
Chuck Herrmann - [gtrchab@yahoo.com](mailto:gtrchab@yahoo.com)

### Fisher by Fisher: Building a Resin Ferrari 512

by Doug Fisher



To quote a famous opening line – This was the best of models and the worst of models. I am proud to report back to the club at large that the resin project so optimistically purchased as part of the club resin project of 2002 has finally been completed. As I was contemplating the selection of a car to build, I was struck by the Ferrari 5512 LM by Fisher Mold and Pattern. The lines of the car scream classic endurance racing and I am a sucker for the blue Sunoco racing livery. It was a match made in heaven or was that hell???

My first shock was the price. I do not consider myself cheap, but I have been weaned on the injection molding kits [more on that later] and paying the amount of 2-3 Tamiya kits for a single kit was a little hard. But I persevered and took one for the club as it were and pushed the "buy" button on the website. A few weeks later the kit arrived and I could not wait to open it and see what all this resin stuff was all about.

Hey - where is the rest of the car? I wondered. And how many times were the instruction recopied – not really what I was expecting, but the lines of the car were there and I just stared at the photo of the finished car and thought this will look 10 times better than that piece of ... I spread out the parts and the beautiful PE sheet and began to map out how to attack the build. The resin parts felt weird as compared to the injection parts I am used to, these felt like  $\frac{1}{4}$  pound chunks of resin that need to be carved into shape. The engine/transmission area was more like a curbside as most will not be seen after assembly. The parts were painted the standard colors and washed with burnt sienna artist oils for the "used" look and came out looking like a real car. Hey nothing to this and it looks great I thought.

The next stage was to begin to dry fit all the parts that make up the body. Why do none of these parts fit like they should? Maybe I should refer to the directions for placement. The directions, although complete in several areas, appeared to be copied so many times that the photos were largely useless. The

written component was good, but only went about half the way there and did not have any of the "tricks of the model" as you would expect from someone who has actually built the model. Looks like I have to make something up to make this look good. I still believe I have incorrect parts for the radiators as no orientation or sanding would eliminate a huge gap that can be seen from the outside. A few stretched sprues from another kit filled the 1/8 inch gap in the radiator intake.

Still smarting from that experience, I turned my attention to the interior which was anchored by a huge PE piece that looked great. I pulled out my new PE bending tool and presto - a really great piece of work if I do say so myself. It fit into the resin tub with just a little sanding and this began to look like a real race car. Minor bits and pieces were added to the interior without the benefit of the directions which were a black blur where I needed them.

After the major interior pieces were in place, attention was paid to the painting of the body. I used the nearest Tamiya spray I could find to the suggested match in the directions and still the color was a little too dark for my taste. After showing the car at a GTR club meeting, I over sprayed the car with Tamiya TS-21. Not only did the paint go on flawlessly, it created an almost dead on match for the Testors 2222 suggested exterior color. Hey, this may turn out OK after all. The application of the decals really set the car off and we were on our way to that perfect car, or so I thought.



The intake for the injectors is painted the contrasting yellow to the overall deep blue of the car and I could not figure out how to get this to fit correctly. Numerous trips to the blurry directions did not seem to provide any further insight, so I called the Mr. Fisher himself for guidance. Other than "it will fit", we were no further along than when I started. So I guess we will see the injectors in all their glory on this one.

Now it was on to the glass for the finishing touch. I have done these pieces of clear in the past and am aware of the need to sneak up on the perfect shape as you are sanding off unwanted areas. Things were going well until I went from almost there to.....

AAGGGHHH where did this 1/8 gap come from?? As no amount of work can replace an over sanded windshield –on it went gaps and all. The head light covers and side windows were sanded much closer to the needed shape and went on fairly well. The other PE pieces were added where appropriate and after consulting the numerous reference materials I had accumulated, several of the parts were not applied as they were the wrong size or not in the photos I had.



Building the model was probably not as bad as it feels now. It is a great 3-foot looker, but any closer inspection reveals the windscreens issues and other warts. I will chalk this up as a learning experience and I am probably a better modeler for using different techniques. I know I am spoiled with Tamiya and other similar quality kits, but for the cost of these kits, I do not think that I am out of line asking for directions that are useful and you can read and for parts that fit into the space they are intended to occupy. BUT, I can not look at the display of my built models without remarking how great that blue Ferrari looks just sitting there. Go Figure.

## Let's Get Dirty!

**Weathering the Revell 1/32 VW Touareg Dakar Rally Truck**

**By Tim Leicht**

When I first got these Revell 1/32 scale rally trucks I was quite impressed with their pre-painted bodies and graphics. As an out of the box kit, these truck are gorgeous and easy to put together. I really had mixed emotions about dirtying up the nice finish on the VW Touareg. These kits are great for new modelers and experienced ones as well. I wish they would have been done in 1/24 scale so they would have more detail but, I can see the reason for

the smaller scale, to give the younger builders a more builder friendly scale for smaller hands. That is a good thing. So, what does the older, more experienced builder with a kid's kit? MUD IT UP! These kits are perfect for using your weathering skills and making a more real world example of a true rally car/truck. So let's get started!

Let me say this first. Weathering is EASY! Anyone can do it, it is a lot of fun, and your canvas is open to anything your mind can think of. I chose a more earthy version than sand, but your choices are endless. Here we go: The nice part about these Revell kits are that the wheels roll. Therefore, I decided the best way to start is to make a slurry of mud, earth, and sand to roll the truck through. First I masked off the windshield wiper area on the windshield where the wipers would normally travel over the glass since real world cars/trucks would be wiping the muck off so they can see.

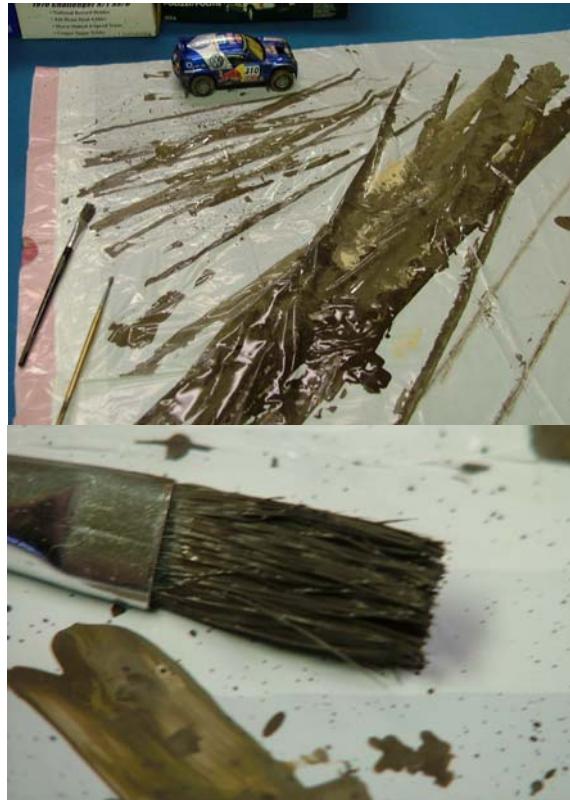


Then, I took a plastic trash bag and laid it out, and took some Testors Acryl paint and poured it out on the bag.



Then, I just rolled the truck, quickly, through the sludge. It worked perfectly! Even the tires picked up just the right amount of mud on them. Before it dries, roll the truck on a clean spot to get the muck off the tire treads.

After that, out came a  $\frac{1}{2}$  wide paint brush. I used that to drag through the muck mixture and flick the sides, front and back of the truck at a low level to simulate mud splotches on the bodywork. COOOOLLL!! That's a good start, but I'm not finished yet.



As you can see by the photos, it's just not right yet. You see, real trucks don't just go through mud. They also drive through puddles, small lakes, etc. So, to simulate that, I took some more of the sludge mix from the bag, and diluted it with water to almost a wash consistency and simply poured it over the top of the truck, as if it just went through a patch of the Amazon River! Now we're getting somewhere! I guess we're in the next leg of the Paris/Dakar journey at this point. How's it looking now? Still not quite done, it just needs some final touches. Let it dry overnight and then move on to the next step.

Now comes the somewhat difficult part. During the high speed travel in a real rally race there is a lot of turbulence. That means a lot of dust, dirt, stones, sand and whatever else they run over along the way. So, I took some Floquil Polly S mud, and got out my airbrush and got to work. First came the belly pan and I completely covered that with the paint. Then do the inside of the wheel wells. Next I took the air brush and painted up from the bottom, around the wheel openings and the rocker panels to simulate the flow of mud and dust from the turbulence going on under the truck. Then I did the same across the front and back lower bodywork. You don't want to cover the whole body, just where the air really drives all the muck around. To give an example, just look at your car after a dirty rainy day. You can see most of the dirt is at the bottom, stirred around by the air underneath

your car as you drive. That doesn't mean the rest of it doesn't get dirty. So for the next effect, take your airbrush and spray about 18 inches away from the top of the roof and lightly dust a coat of the mud over the top. But we're not done yet! Now take off the windshield masks. Get some Floquil Polly S dust paint and load up the airbrush. Just give the truck a light coat of dust, again from about 18 inches away. Now the windshield has just the right amount of dirt over the wiper marks to look like you just finished the last leg of your journey. After it's dry, turn the truck on its side and spray some more dust around the wheel openings and rockers just like before, and across the lower front and rear, just like before. NOW you've got a well abused look and feel to the model! Stand back and admire your new work of art. You just passed weathering 101!



So, you see, anyone can do this, it's not hard, and it sure beats rubbing out over and over to get that perfect gloss finish on that super trick paint you just sprayed on your contest contender model car body. Don't get me wrong, I do that too, but this one takes no time at all and is really fun to do as well. Try it! You just might have a future in military modeling. But, get back to car building before you are completely hooked on getting down and dirty!



## Revell 1966 Penske Corvette Kit: Second Look

**Subject:** 1966 Penske Corvette

**Manufacturer:** Revell

Kit Number: 85-2863      **Scale:** 1/24

Reviewed by Chuck Herrmann

Last month I reviewed this kit, and also asked for some help on reference material. I received some feedback via the internet, so here's an update.

The kit body is missing fender flares on the rear wheels for Sebring, which is relatively easy to add.



Photos courtesy of Steve Devaux.

For the Daytona race that year, there were several other differences . It was red, #6. The fenders featured different flares and different Penske and Sunoco markings. So you would need to do more than just flip the kit decals.

For color pictures of both cars, see [www.corvetterepair.com](http://www.corvetterepair.com). Also, there will be aftermarket decals available soon, for the Daytona #6 car, from V-R-M. Check out their website for availability at [www.v-r-m.com](http://www.v-r-m.com).

# GTR Event Calendar

April 8-9 Tamiya-Con 2006  
Tamiya USA Corporate HQ  
Aliso Viejo, CA  
[www.tamiyausa.com](http://www.tamiyausa.com)

April 22 IPMS Plastic Surgeons  
Valley Church West Des Moines, IA  
Greg Matge [gmgha@mchsi.com](mailto:gmgha@mchsi.com)

April 22 Milwaukee NNL hosted by AMG  
Excellence Center Waukesha, WI  
Theme: That 70's NNL

April 23 Milwaukee Miniature Motors Model Car  
Swap Meet  
Waukesha Expo Center, Waukesha WI.

May 6 Hoosier Model Car Assoc 26<sup>th</sup> Annual  
Swap and Contest  
1<sup>st</sup> Church of Nazarene  
Indianapolis, IN  
[indyhmca@hotmail.com](mailto:indyhmca@hotmail.com)

May 6 IPMS/Duneland  
Willowcreek Middle School  
Portage, IN  
Ron Fraser [rsf2020@comcast.com](mailto:rsf2020@comcast.com)

May 21 Vintage Race weekend  
Road America, Elkhart Lake, WI

May 28 Indianapolis 500

June 10 GMO 8 NNL  
Greater Minnesota Open NNL Model Car  
Exposition  
Comfort Inn, Bloomington, MN  
[jkampmann@comcast.net](mailto:jkampmann@comcast.net)

June 17-18 24 Hours of LeMans

August 2-5 IMPS/USA National Convention  
Kansas City, KS  
[www.ipmsusa.org](http://www.ipmsusa.org)

August 6 NASCAR Brickyard 400  
Indianapolis Motor Speedway

August 20 ALMS Road America

September 17 Scale Auto Swap Meet  
Serb Hall, Milwaukee WI  
[www.uniqueeventsshow.com](http://www.uniqueeventsshow.com)

September 23 IPMS Twin Cities Aero  
Historians – details TBA

October 7-8 Toledo Swap and NNL

October 21 IPMS/Bong Event  
Midway Best Western Hotel  
Brookfield, WI <http://www.ipmsbong.org>

October 28 IPMS Glue Crew  
Wausau Inn and Conf Center  
Wausau, WI  
Joe Drew [jdrew@dwave.net](mailto:jdrew@dwave.net)

November 5 Scale Auto Swap Meet  
Serb Hall, Milwaukee WI  
[www.uniqueeventsshow.com](http://www.uniqueeventsshow.com)

November 11 IPMS/Butch O'hare  
Lakeview Jr High Darrien, IL

Nov 12 Tri State Collectors Classic Toy Show  
Park Place of Countryside Union Hall  
Countryside, IL  
[www.uniqueeventsshow.com](http://www.uniqueeventsshow.com)

? = event or date not yet confirmed as of this  
printing

**IPMS USA**  
International Plastic Modelers Society

National Conventions:

August 2-5, 2006 Kansas City, MO  
August 22-25, 2007 Anaheim, CA  
2008 – TBA – East Region location



# GTR Auto Modelers Newsletter



IPMS/GTR Auto Modelers

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Next GTR Event: April 22, GTR display at Milwaukee NNL  
[www.gtrautomodelers.freeservers.com](http://www.gtrautomodelers.freeservers.com)