



GTR

Newsletter

October 2012



Ed Sexton's McLaren F1

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GTR Auto Modelers

Based in the Chicago, IL Northwest Suburbs
2002/2003 IPMS/USA Region 5 Chapter of the Year
2007 and 2008 IPMS/USA Region 5 Newsletter of the Year
2012 Meetings: Every 1st Saturday @ 7:00 p.m.

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

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Unless indicated, all articles written by the editor. All errors, misspellings and inaccuracies, while the editor's responsibility, are unintentional.
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Check out the GTR Auto Modelers website at: www.gtrautomodelers.freeservers.com

GTR Mailbag



by Chuck Herrmann

REAL WORLD

ALMS/Grand AM Merger

Plans for a landmark merger of GRAND-AM Road Racing and the American Le Mans Series (ALMS) were unveiled at Daytona International Speedway on September 5. Under terms of the merger, the American Le Mans Series; the International Motor Sports Association, the Road Atlanta race track facility in Braselton, Ga.; the Chateau Elan Hotel and Conference Center in Sebring, Fla.; and rights to run the Sebring International Raceway all passed to ownership of Grand Am, which is owned by the France family, owners of NASCAR.

Both sanctioning bodies will continue to operate separate schedules in 2013 before racing under one banner in 2014 beginning the 52nd annual Rolex 24 At Daytona. No name has been given for the unified series, nor was there confirmation of an exact class structure for 2014. The combined schedule for 2014 has also yet to be determined. However, Don Panoz of ALMS alluded to talks of a 12-race schedule, with the possibility of teams being allowed to drop one race from their points with the consideration of teams going to the 24 Hours of Le Mans. Questions remain over the exact class structure of the unified series. The ALMS GT category is expected to be included, but Panoz has essentially ruled out the top-tier P1 class from being in the show. It's expected both of GRAND-AM's Daytona Prototype and GT categories will continue.

With no P1 category expected, it has pretty much ruled out a potential link-up with the FIA World Endurance Championship, which ran with the ALMS in a combined race at Sebring this year. For 2013, it's widely believed the WEC will hold its North American round at the new Circuit of the Americas in Austin, Texas, potentially as a double-header with the ALMS, which will continue to run separate of GRAND-AM next year ahead of the 2014 merger.

We will need to see how this all sorts out. Don Panoz spent a lot of money and effort to keep LeMans style sports car racing alive in North America. But it may have been the ACO's snubbing of ALMS and Panoz by taking Sebring and Petit LeMans out of the World Endurance Championship, seriously diluting the two biggest American sports car racing events of the year that lead him to sell out to Grand Am.

Personally, I was always a big ALMS fan, and do not care for the Grand Am Daytona Prototypes. The more exotic ALMS cars are much quicker than DP cars. At Elkhart Lake, where both series ran, all three ALMS prototype classes were quicker than the top DP qualifier. While the classes for 2014 have not been announced, Panoz and the ALMS sold everything to NASCAR and France family, so it would appear that Grand Am will have the final say. (One internet comment noted that the announcement was made in Daytona, enough said). So it looks like NASCAR and the France family now controls all the top level forms of U.S. motorsport except for Indy Car.

Delta Wing Returns



The innovative Delta Wing race car, which competed at the 24 Hours of Le Mans, will race again -- this time at Petit Le Mans, the season closer for the American Le Mans Series at Road Atlanta on October 20. The formal announcement was made at Nissan's U.S. headquarters in Nashville, Tennessee, as a Nissan-supplied four-cylinder will again power the Delta Wing. There is also the possibility it may race throughout the 2013 ALMS series.

MEDIA

Motorsport Journalist Chris Economaki

Perhaps the greatest motorsport writer, announcer and editor of all time, Chris Economaki has died after a long illness. He was 91 years old. Son of a Greek immigrant, as a young boy of 13 he started selling the *National Speed Sport News*, wrote his first published article at the 14, and never stopped until the last few years due to illness.

Regarded by many of today's best motorsports writers and broadcasters as their mentor and friend, Economaki racked up countless awards and recognition. He saved the life of driver Lenny Page at the inaugural World 600 race in 1960, caring for him until the safety team arrived. Many media centers, including that at Indianapolis Motor Speedway, are named in his honor.

www.motorsport.com

INDUSTRY NEWS

It will be a bit weird that the iHobby show will not be in Chicago this year. Instead it is at the I-X Center in Cleveland OH. Hopefully we will be able to find some coverage of the event on line.

The All-Japan Mokei (Model) Hobby Show will be held Oct 11-14 in Chiba, Japan. So some new kit announcements from the Japanese manufacturers are coming out.

Recent news about Tamiya not doing new automotive kits have proven inaccurate, as they have announced a brand new 1/20 F1 kit of the Red Bull RB6 2010 Championship car for November release. Kit 20067 is all-new tooling of Red Bull GP car as driven by Mark Webber and two-time world champ Sebastian Vettel during the 2010 Formula 1 season. Featuring full engine, cockpit, and chassis detail, the kit includes photo-etched metal parts and beautiful markings by Cartograf for the #5 and #6 cars.



Tamiya is issuing a modified reissue of the 1/24 Mazda 787B LM, in the colors the car ran at LeMans 1991. It is set for October Release.



Fujimi is releasing three new 1/20 F1 kits. The Sauber C30, 2 versions from the 2011 season.



Also the Ferrari F2012 from this season, and.....



the McLaren MP4/27 from 2012 Australia GP



For more kit announcements check out the Hobby Link Japan website: www.hlj.com

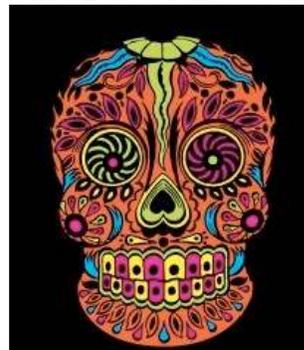
EVENTS

This September through November, Al's Hobby Shop in Elmhurst, IL will have a Model Contest. Models will be on display for People's Choice voting. Model submission begins September 1st and ends November 10. Voting ends Nov 17. For details visit their website: <http://store.alshobbyshop.com/> or call

Al's Hobby Shop 121 Addison Ave, Elmhurst IL 60126 (630) 832-4908

The annual Toledo NNL and Swap takes place October 6-7.

See the events calendar for details for all of the events that I know of. If any readers wish their events or any other events of interest to GTR listed send the information along to me. I will be updating it with 2013 events soon.



Happy Halloween!

GTR News

GTR Update

The next regular meeting will be Saturday, October 6, at the Algonquin Township Building.

Until we firm up any alternate plans or events, the regular monthly meetings will meet at the Township. The November meeting will be November 3.

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.

We plan on doing a club calendar for 2013, featuring pictures of members models. Steve Jahnke will be bringing his camera set up to the October meeting so bring in models for him to shoot if you wish to be in the calendar.

2013 6th Annual GTR Summer NNL

Following another successful GTR Summer NNL this year, IPMS has approved our event for next year, on Sunday August 4. I will be putting the flyer and announcement together soon.

GTR on Facebook

Joel Peters has offered to set up a Facebook page for GTR. Our webpage so far has not been very good, mostly due to my time being spent on the newsletter and administration, so thanks to Joel. We will pass on the status of this as it develops.

Past issues of the GTR newsletters are available on line.

Go to www.carsandracingstuff.com, then click on Newsletters, find GTR and our newsletters are achieved back to 2004. Thanks to Bill Crittenden for storing our newsletters on his site.

September GTR Meeting

The regular September 2012 GTR meeting was held at the Algonquin Township Office on September 1. Since this was during the Labor Day weekend we were not sure if it would be well attended. But most the usual crew showed up for another good meeting. For the business portion of the meeting we did the treasury report and the mailbag, and then we discussed the recent NNL results.

Then it was on to Show & Tell. Among the items brought in were:

Ed Sexton: a completed build of the 1/24 Revell Germany McLaren Mercedes MP4-25 F1 kit



Dave Edgecomb: a 1/18 die cast Ford GT40 from Sparks, an Accurate Miniatures Corvette Grand Sport kit in progress,



Also the new Ebbro Lotus 72 kit, and



a Fujimi McLaren MP4-12C kit.



Gerry Paquette: two vintage Revell kits,



The Ferrari 365 Boxer and the Lancia Stratos.



Chuck Herrmann: a built Tamiya 1990 Dakar Rally winning Peugeot 405,



and a vintage Revell Porsche 911 Carrera kit



GTR Classifieds

For Sale: Complete set of *Car Modeler*, May 1990 through September 1998, in four original *Car Modeler* binders.

Complete set of *Scale Auto Enthusiast* (*Scale Auto* starting January 2002), May 1979 through December 2011, in original *Scale Auto Enthusiast* and *Scale Auto* binders:

Contact: Ronald Spanraft, (847) 548-2635, rmps13@yahoo.com

Needed: Taillights for 1/24 Modelers Chaparral 2D kit.

Needed: decals for 1/20 MPC McLaren MK8 D kit
Contact Chuck Herrmann gtrchab@yahoo.com



IPMS News

GTR is a local chapter of IPMS/USA, in Region 5. Local chapters need five active national IPMS/USA members to remain an IPMS chapter. In October we will need to renew our charter so I will be contacting GTR members to update our records. 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, or see me for membership forms.

2012 IPMS USA Nationals

Here are the annual awards (which I did not have in time for last edition) from last month's IPMS/USA National Convention in Orlando Florida.

- 2011 Regional Coordinator of the Year: Ian Dow, IPMS/Region 4
- 2011 Newsletter of the Year: *The Capitol Flyer*, IPMS/District of Columbia
- 2011 Ralph Forehand Website/Webmaster of the Year: Michael Blohm, IPMS/Albuquerque Scale Modelers
- 2011 Mike Rastiello Chapter of the Year: IPMS/Central Arkansas Scale Modelers—LTJG Nathan Gordon

GTR was proud to sponsor a trophy package this year, category 524: Competition Closed Wheel 1/31 to 1/20 scale. As soon as the photos

are on the webpage www.ipmsusa.org we will show the winning model.

2013 IPMS Region 5 COnvention

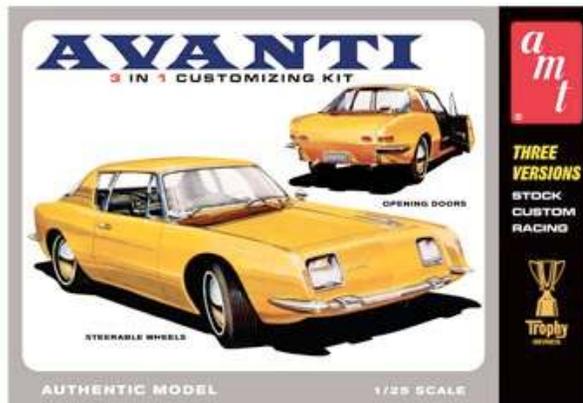
The 2013 Region 5 IPMS/USA Regional Contest and Convention will be held March 9 in Madison, WI. The last show in Madison, in 2009, saw a strong showing of Automotive models in the contest, over 300 as I recall, so it should be a good show to attend.

IPMS USA

International Plastic Modelers Society

2013 Region 5 March 9, Madison, WI
2013 Nationals: Loveland, CO
2014 50th Anniversary IPMS/USA
Nationals at Hampton Roads, VA.

AMT Studebaker Avanti Review



Reprinted from the September *MAMA Sez* newsletter of the Maryland Automotive Modelers Association.

Description: 1963 Studebaker Avanti
50th Anniversary Edition

Manufacturer: AMT

Kit#: AMT780 **Scale:** 1/25

by: *Rich Wilson*

I can remember when this AMT kit first came out, I knew of Studebaker but not the Avanti. For the early 1960s, it was very unusual looking but
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not as attractive as the new Vette of the same period. That probably accounts for its limited success at the time. Studebaker had been 'on the ropes' for several years, Mr. Ed was of little help at the time. The newly appointed president of Studebaker, Sherwood Egbert, doodled a prototype sketch of the car that I'm sure he hoped would save the company. Its' final shape was the product of a team headed by Raymond Loewy.

Many years ago, I was surprised to find out it had a fiber-glass body, but such was the case from the start. Body production was to be at Molded Fibreglass Body co. where the Corvette bodies were made at the time, but fit and finish issues caused Studebaker to open its own facility. That was in December '62, but by December of '63 Studebakers' doors were being closed. Despite its' advanced design, it was too late. It was the first 4-seater to have disc brakes made by Bendix to Dunlop designs. Its' base engine was a modified Hawk engine known as the R-1; a 289 cu. in./240 hp. Optional was the R-2 with a Paxton supercharger and the R-3 was similar but had 304.5 cu. in. But the top of the line was the R-4 option with twin super-chargers and fuel injection of which only a few are known to exist today. It's a shame when you think about those engine options that the 'looks' of the car were so limited. It didn't look like a sports car and technically wasn't since it had a back seat.

A quick Google search turned up a web site (3w.avanti-source.com). It seems to give a complete history of the car up to its' final demise of the brand in 2006. Also available is my favorite source "images for" which has hundreds of pictures, some interior and under hood shots as well.

When Studebaker closed, everything related to the Avanti was sold to Nate Altman and Leo Newman. They made some minor changes to the car, the biggest was replacing the engine with one that was more available. The Corvette 327 was chosen and, as it turned out, it was lighter, but taller. This became the Avanti II because the front fender line had to be raised two inches which watered down the 'raked' aggressive look of the car. The squared headlight bezels were fitted at this time as well. If you look at pictures and compare the round bezels verses the square the fender difference is very obvious. Altman decided that the car would be a limited production custom-built car and to that end, a customer could choose any color or fabric for their car.

Over the decades, the company has changed hands many times and the car has been 'updated' but I'm not sure for the better. Many

people regarded the car as ugly and its' gotten worse over the years.

Comparing pictures, it's obvious that this kit only accurately builds as the original Avanti. There are parts for the Avanti II, like the headlights, but the builder would need to modify the fenders. During my search for info, I was reminded how many times this kit has been released, though I have only bought the original one. Apparently, many optional parts have been restored to the kit. There is **NO** flash anywhere in the kit; I don't regard mold seams as flash. The chrome parts are very bright with **NO** ugly build up under it as in other kits of the past.

Engine: Imagine, this engine builds up two ways and **BOTH** are blown!! The engine builds up in two stock configurations, R-2 or R-4. An R-1 would be easy enough to build by eliminating the supercharger assembly and adding a chromed air cleaner (see some Google pics). Paxton superchargers were a subsidiary of McCulloch corp. of chainsaw fame. It was later bought up by Andy Granitelli of STP fame. He saw a way to make better bearings for the supercharger to make it more efficient. Paxton was McCulloch's middle name.

That (hopefully!!) concludes your history lesson for today. The R-2 is made up of 20 pieces while the R-4 has just 17, though no exhaust manifolds are shown for the R-4, probably because of the exhaust dumps/headers installed later. The R-2 manifolds should be correct for both engines. The chromed valve covers are correct for the replica stock builders. The part labeled 'electrical ground' is actually metal shielding for the spark plug wires.

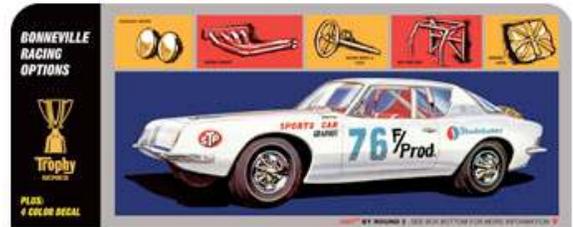
Chassis: Studebaker modified the Lark Daytona unit for the Avanti, I'd guess as a cost saving move, but looking at it, it looks like one for a much earlier era. The rear suspension is made up of seven pieces including backing plates. The front suspension is 13 pieces with what we'd now call rudimentary disc brakes. The tie rod looks like it's from an earlier century, but this is all correct for this car; remember it's a '62 car. The steering is made to be operable. There are dual exhausts with chrome tips.

Tires/wheels: There are no less than four sets of wheels—all chromed. They include stock, Moon spun wheels, slot mags, and a five-spoke similar to Keystones. The Moon covers have grooves that are a tad too pronounced. The tire choices are two: **Firestone Deluxe Champions** (not molded on tires) like we just got in a parts pack and the Goodyear blue streak stock car specials

(still molded on tires). Personally, as nice as the tires are neither are quite right for replica stock.

Interior: It's of the older bucket style but the upholstery seems to have the correct pattern for 1962. If you are building an Avanti II, you could change the pattern to anything you want and not be wrong. The front seats seem a little small to me. The steering wheel is correct for '62 and the column has a turn signal lever. Since the doors are opened in this kit the details on the door panels are more raised than normal. I think the roll cage for the race version is silly, but there were several Avantis that were modified for the salt flats.

Body: The body is spot on for the first gen car as built by Studebaker. And as I said before, to build the second-gen car would require modifying the body. The taller fenders of the Avanti II spoil the looks terribly. The glass is in a separate bag and is commendably clear. The hood has working hinges, as do the doors. The cups-tom and racing options are few. There is a lower grille filler, a grille bar, rear window straps, headlight covers and a parachute. The instructions have a list of interior and exterior colors that were available for the first gen car. As for the second gen car, the sky was the limit.



Decals: It's as though 'they've' been listening to me.' They are in a plastic bag with a protective paper over them as well. There is a red/clear/blue racing stripe, lots of sponsor decals, numbers, and owner/driver names. If you are curious, just look at the side box art.

Despite the working features in this kit, which were unusual for the time, I think a young or inexperienced builder could build this model and have little trouble making them work.

Meadowdale Show



The fourth annual Meadowdale Memories and Motorsports event was held September 15, at Raceway Woods in Carpentersville, IL. This is the preserved remains of Meadowdale Raceway, a natural road course that operated in the 1950's and 60's in the Chicago suburbs. It is a car show along with several other exhibits on what is left of the old main straight. The weather was perfect, low 70's and sunny after a cool morning.



GTR was invited to put on a display of models so we had a tent set up and showed our models and literature to show attendees.



There were several Trans Am cars on display, and drivers such as Horst Kwech and Tony Adamowicz were on hand for autographs and to talk to fans.

There were a lot of interesting cars on display, here are a few favorites.



1981 Fiat Brava



1954 Lincoln for the Carrera Pan Americana



Jaguar XJ120



GTR Event Calendar

Sep-Nov AI's Hobby Shop Model Contest
Models will be on display for People's Choice voting. Model submission begins September 1st and ends Nov 10. Voting ends Nov 17. For details visit their website:
<http://store.alshobbyshop.com/> or call
AI's Hobby Shop 121 Addison Ave, Elmhurst IL 60126 (630) 832-4908 or Toll-Free at 1-866-918-6072

Oct 6>NNL 33
Sylvania Exhibit Center Toledo OH
Email to osplenn@aol.com

Oct 7 Toledo Collectors Toy Fair
Sylvania Exhibit Center Toledo OH
www.oldtoylandshows.com

Oct 11-14 iHobby Expo
I-X Center, Cleveland OH
www.ihobbyexpo.com

Oct 11-14 All-Japan Mokei (Model) Hobby Show
Chiba, Japan

Oct 20 IPMS Glue Crew Contest & Swap
Howard Johnson's, Wausau WI
Joseph Drew 715-842-0173

Oct 20 Petite LeMans ALMS
Road Atlanta, GA

Oct 21 Countryside Collectors Classic Show
Park Place of Countryside
Countryside, Illinois 60525
www.uniqueeventsshows.com

November 4 Scale Auto Hobby & Toy Show
American Serb Hall Milwaukee, WI
www.uniqueeventsshows.com

11/10/12 IPMS/Butch O'Hare Contest
Lakeview School, 701
Plainfield Rd., Downers Grove, IL;
Website www.butchoharemodelers.com
Information contact: Steve Day (312) 485-9901
or email stevenmaddogday@aol.com

November 18 US Grand Prix
Circuit of the Americas
Austin TX

Dec 2 Tinley Park Annual Holiday Toy Show
Tinley Park High School, Tinley Park IL

Dec9 Milwaukee Miniature Motors Autumn Show
County Expo Center, Waukesha, WI
Contact Joan Dunn (262) 646-4114 (Voicemail) or email jdunn07@centurytel.net
<http://www.milwaukeeeminaturemotors.com/ihtml/mainframe.ihtml>

2013

Apr 13 Milwaukee>NNL21 hosted by AMG
Theme: "Legal in all 50 States", Alcohol, tobacco & firearms sponsored model vehicles
Family Centers of Excellence, Waukesha, WI
Sub-theme: 60 Years of the Corvette
Info email: Scott Koch scottiekl@charter.net or
Mike Dowd mdowd@wi.rr.com

Apr 14 Milwaukee Miniature Motors Spring Show,
Waukesha County Expo Center,
1000 Northview Rd. Waukesha, Wisconsin.
Call (262) 646-4114 (Voicemail) or email
jdunn07@centurytel.net
<http://www.milwaukeeeminaturemotors.com/ihtml/mainframe.ihtml>



GTR Auto Modelers Newsletter



IPMS/GTR Auto Modelers

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Next GTR Meeting: October 6, 2012

www.gtrautomodelers.freeservers.com