



GTR Newsletter JUNE 2016



*Surfite and Surfite 2000 by
Chuck Herrmann*

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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
2016 Meetings: Every 1st Saturday @ 7:00 p.m.

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

Your current GTR Officers are:

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The GTR Newsletter is edited by Chuck Herrmann

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GTR MAILBAG

By Chuck Herrmann

From the Editor

This will be my final edition as editor of the GTR Newsletter. If you had not already heard I am moving from Chicago into retirement in the great Southwest, taking Route 66 to Albuquerque NM. It has been great run, I have mostly enjoyed doing this newsletter (except for the deadlines) but hopefully I have been able to pass on GTR club news as well as interesting model hobby related stuff and real car world events to keep all readers entertained. Thanks for all the positive feedback from readers, I have made many long distance modeling buddies. And thank you to all of those who have provided articles, photos or ideas.

We are still in the process of passing the newsletter responsibility to a new editor, so for now we are not sure of the format or content but stay tuned. If you had helped us out on the past we would appreciate your continued support of the new newsletter editor and crew. Who knows, you may see my contributions again after I am settled in.

Happy modeling in the future! Enjoy our great hobby and help keep it alive.

INDUSTRY NEWS

Midget Racer Decals

I have received news of a source for aftermarket decals for the Revell 1/25 Kurtis Midget kit reviewed last month. Scale Auto Details offers 21 different sets, plus some other subjects.

Scale Auto Details
1310 Artists Lane
Bel Air, MD 21015-8616
Fotki site:

<http://public.fotki.com/doctordarryl/scaleautodetails>

REAL WORLD

LeMans 24 Hours

June means the LeMans 24 Hours race. This year Porsche, Audi and Toyota will again face off for top honors June 18-19.



Since the newer cars are not the most visually appealing, I found these photos of the classic Porsche 917 and the Ferrari 512, rivals in 1970 and 1971 and as seen in the classic movie *LeMans*. Above are the required minimum 25 cars presented by Porsche in 1969.



In January 1970 Ferrari provided proof of their 25 car run.

EVENTS

Milwaukee NNL Best Club Display

Last month I noted that I had neglected to write down the name of the club with the Winning Club Display It was the **Plastic Heads** club from Fond du Lac, WI. Congratulations!



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 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.

IPMS Calendar

AUG 3-6 2016 IPMS/USA Nationals
Columbia, South Carolina
www.ipmsusa2016.com

2017 Region 5 Regional – TBD

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



2016 GTR Club Project

The 2016 GTR Club Project Build will once again be the models fitting our GTR Summer NNL Themes, for 2016 TV & Movie Cars and CanAm 50th Anniversary. There are lots of kits to pick from. There is still time so get building!



News

GTR Update

The next regular GTR meeting will be on Saturday, June 4, 7:00 pm at the Algonquin Township Building.

2016 GTR Club dues are now due, still \$15. Please pay at a meeting or mail a check to me (please make out to Steve Jahnke, *not* GTR).

T-Shirts: We have club T-shirts available. The cost is \$10 to GTR members. If you ordered one and have not yet picked it up you can next meeting. And we did order a few extras so you can get one while they last.

We still have some 2016 GTR Club Calendars available for \$10. Let me know if you want one, only a few left and once they are gone they are gone.

Future regular monthly meetings will meet at the Algonquin Township Building. Any member who wants to bring up other ideas or suggestions for future meetings or activities, do so either at the meeting or contact me.

GTR 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.



May GTR Meeting

The May GTR regular meeting was held Saturday, 5/7/2016 at the Algonquin Township Building. Since this was my last meeting before my move, I was surprised by a pizza and cake party before we got down to business. Thanks guys!



. During the business portion, we went over the Treasury Report, and we discussed the transitions of duties. Steve will take over Treasures and Contact. Newsletter will be going to Joel or someone else. Any member who can help out please contact us so things can

Then it was on to Show and Tell. There was a lot of stuff on the table, here are some.

Chuck Herrmann had a 1990's release of the Revell Surfite built then and the Surfite 2000, the Revel snap Smart Car kit inspired by the earlier kit.



Steve Jahnke showed the recent Revell Chip Foose 2015 Corvette kit, that features a pre-painted body.



George Pritzen brought a 1/12 Maisto Ducati motorcycle built kit.



And this in progress monster truck that will use the Revell 37 Ford delivery body.



Gerry Paquette is working on the Revell BMW 850 kit.



Also he showed the transkit from a company called Brittan, for the Revell 2014 Corvette kit.



Finally some aftermarket sets.



Dave Green had two new Revell kit releases.



Also a resin Nash transkit from Altered States.



Mark Minter has completed a rare kit, the Aurora Chitty Chitty Bang Bang movie car.



Earl Spangenburg showed three Revell 1/12 chopper kits that he modified and added lots of extra details.



Alclad flip flop paint



This one he turned into a trike.



John Walczak recently picked up not one but two vintage Hubley kits of the Nash Metropolitan convertible



And an AMT 1968 Torino kit built as a replica of the 1968 Indy 500 pace car.



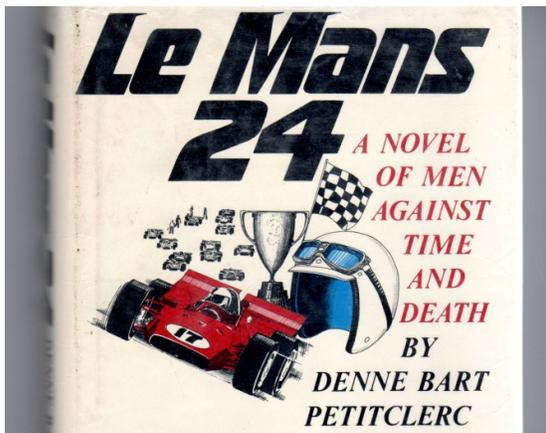
Dave Edgecomb brought in the new Revell SnapTite Ford GT kit and explained how to separate the two pieces that comprise the body so it can be spray painted in all the body contours.



And he had a 1/24 Diecast by Elite of a 1964 Chevella stocker in which Dale Earnhardt Sr. won his first pavement race.



Book Review: *LeMans 24*



Title: *LeMans 24*

Author: Denne Bart Petitclerc

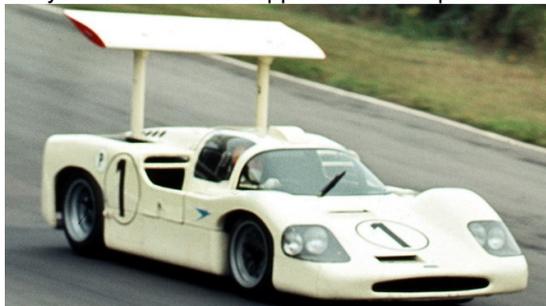
Publisher: Harcourt, Brace Jovanovich, NY

Copyright: 1971

Reviewed by Chuck Herrmann

For me this book was an actual barn find. I found it in a garage sale on a farm that was part of an autumn Art Drive in the Woodstock IL area last fall. And it still smells a bit musty like it was stored in a damp barn or basement, but I took a chance on it for one dollar. It was marked as Withdrawn from the Frank B Koller Library, which a quick on line search reveals is located in Manitowish Waters, WI. That is about 100 miles southeast of Duluth, NM, near Lake Superior so it is "up north" as Chicagoans say. How it made its way hundreds of miles south to northern Illinois may be an interesting story, but on to the book.

Denne Bart Petitclerc was a journalist and screenwriter, so he was not a motorsport writer prior to this book. This is a novel set around the running of the LeMans 24 race. No year is mentioned in the book, and the cars are only referred to as Ferraris, Porsches, Fords etc without specific model names. But there is mention of high wing Chaparrals lined up on the grid, those ran LeMans in 1967 so that must be the year this event is supposed to take place.



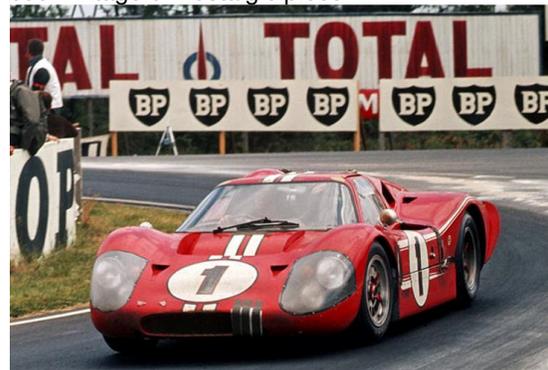
The fictional hero of the novel is Chris Breslin, a veteran driver who is running at LeMans in a Lola T70 Coupe against the major factory teams.



The events chronicled are the week leading up to the race, the race itself and a wrap up of the rest of the season. Like the classic movie *LeMans*, this book features personal rivalries with the other drivers and the challenge of being a veteran (i.e. "old") driver running out of opportunities for the big win. Unlike the movie it features lots of romantic entanglements, such as Breslin's troubled relationship with a 20 year old French girl (*what do you expect when you pick up a hot young chick and hang around with lots of beautiful young star drivers and celebrities to be compared against?*). Also his girlfriend's relationships with other driver's wives and girlfriends receive a lot of attention.

The racing action during the 24 hours is described from various points of view, including drivers, teams and their romantic interests. Similar to 60's movies the obsession with danger and death is sensationalized, and during the race there are crashes, injuries, fatalities and relationship crisis. I will not give away the finish and who wins after constant drama (like anyone will be able to actually find this book), but it goes on to briefly recap the balance of the season after LeMans and wrap up the main characters love life.

So for the fan of detailed race accounts, this book is nowhere near as good as the movie *LeMans*, sort of like a B movie or weekly pulp sitcom style version. I would give it maybe 1.5 out of 5 lug nuts. It is a bit too mushy with the romance stuff. But how many novels are based in a racing setting, and there are just enough facts to keep you mildly interested. And it is kind of a cool vintage or nostalgic piece.



The real 1967 Winner, Ford MkIV driven by Dan Gurney and AJ Foyt

Moebius 1954 Hudson Hornet Special



Description: 1954 HUDSON HORNET SPECIAL

Mfg: Moebius **Kit:** 1214 **Scale:** 1/25

By: Elliot Doering

The Moebius series of Hudson Hornets has included the initial 1953 Club Coupe, along with several versions of the 1952. Now, Moebius has introduced a 1954 variant as a stock only kit, for now. While the 1952 and 1953 models differed only in the grille, hood ornament, seats, and interior side panels, not to mention the NASCAR racing parts, the 1954 Hudson Hornet Special has a new and different fast back styled body, hood, glass and dash. Most of the chrome parts are also specific to this 1954 Hudson Hornet Special.

In keeping with the success Moebius has had with their previous Hudson issues, and their 1955 Chryslers, the box art of this new kit depicts an old Hudson advertisement image. This image is duplicated on their standard fold out, almost poster-like instruction booklet.

A real nice feature on this 1954 Hudson Hornet Special is that the fuel door on the body is a separate piece. It can be glued shut, or posed open, or for those building the kit as an early NASCAR racer, the fuel door can be left off, and a tiny piece of tubing can be inserted into the fuel door's cavity, along with a punched out circle of scrap plastic to replicate the gas cap.

Inspecting the new body, I discovered that it has a very faint texture to it. Don't panic! The first coat of primer and a bit of wet sanding will eliminate it, so there's no need to scuff the body, and that's a good thing. What few mold seams there are, are well-defined, easy to spot, and very easy to clean up.

Like the initial 1952 Hudsons, the 1954 kept Hudson's trademark "step down" unibody

structure that goes back to 1948. The 1954 was more like a re-doing. So, the Moebius kit follows suit – the interior side panels, seats, and floor carry over from the previous kits, the 1953 kits specifically. Also, the chassis casting also carries over with no changes.

The "beauty" of the entire kit's the famous 308 cubic inch, in-line six-cylinder powerhouse motor. With it, Moebius decided to throw in dual carbs, with throttle linkage, the famed dual air cleaner canisters, and a myriad of other precisely cast parts to replicate an outstanding version of the 308.

The 1954 kit glass, bagged in its own plastic protective bag, is all new compared to the past kits. Now, the backglass and quarter glass are all separate pieces, not a one-piece unit as on the 1952 and 1953 kits. This is a big plus. Don't forget to foil the molded trim detail on the windshield and back glass. Taillight lenses, are all new and entirely different than the earlier kits.

So, let's look a bit deeper into the kit. Moebius instructions have always been very good in terms of eye appeal, and each new release has been improved in terms of clarity of the drawings, worded instructions, parts layout and identification. However I find the schematic drawing a bit awkward in following the lines/arrows showing where to attach parts. Go slowly and CLOSELY eye ball the drawings, and test fit the parts to their location before actually gluing any parts.

Moebius decals are extremely well done. They feature razor-sharp registration, and the carrier Moebius uses likes to snuggle down nice and tight. Just be careful positioning them – they adhere so well that if you apply one a bit crooked, you may not be able to reposition it. I'd give the decal one more quick dip after they release from the backing paper, to wash away a bit of excess adhesive.

The building process for these Hudson kits should be a fun one. The Hudson kits, in keeping with Moebius's almost Tamiya-like quality, and their uncanny precision, should well make assembly easy, even for a skill level 3 kit.

There already is a "rumor mill" going that perhaps Moebius may have future plans to do a 1954 Hudson Hornet Special NASCAR version, as they did with the 1952 and 1953 releases. Also, the Moebius owner has a family connection to a particular guy who did pretty well drag racing a 1954 Special, and Jack Clifford pretty much built his performance empire on the 1954 Hudson.

Examining the fold out instruction booklet, we find there are seven assembly blocks. And within each assembly block, there are three to five sub-assemblies. Worded instructions as well as the usual lines/arrows, will guide your assembly.

As with most car kits, assembly begins with the engine – the famed 308 cubic inch, in-line six-cylinder powerhouse in this case. This extremely detailed motor consists of 28 parts, to include the actual cylinder block, heads, oil pan, engine cover, fan, intake and exhaust manifold, crankcase vent tube, oil filler tube, generator, throttle linkage and post, coil, starter, oil filter, air cleaner canisters, carbs, and an exhaust manifold extension piece. For those building the kit as a NASCAR racer, I would think the racing exhaust system found in the 1952 or 1953 Hudson kits, can easily be made to work on this 308 motor. The kit includes the distributor, but I think the engine would look a lot better with the spark plug holes drilled out in the cylinder head, and a Preston's pre-wired distributor used, and plug wires routed to the spark plug holes in the head.

Next, you move on to wheels and tires assembly. For those building a factory stock model, the chrome wheel part already has the hub caps attached to a single-piece wheel. This part is then inserted into period correct 1950s style tires. For those again building a NASCAR racer, you should be able to use the stock steel wheels from the 1952 or 1953 kits. Spindles get metal pins that go into brake backing plates. A 2-piece rear axle assembly is then glued up. Don't forget to fill and sand the seam. Then attach the rear brake back plates. Building the chassis is next. There is a large part depicting the frame pan, and separate frame rails attach to it. Crossmembers, A-arms, tie rods, brake master cylinder, drive shaft, exhaust system, rear leaf springs, shocks, front springs, makeup the rolling chassis. During chassis assembly, BE SURE to note the blue warning blocks concerning tie rod placement, routing the exhaust, and crossmember placement, as these notes are CRITICAL to correct placement etc.

You are given a nice decal, depicting gauges for the dash, the classic large 1950s style steering wheel, and heater box. Those building a NASCAR model can leave the heater off.

There again is a blue box note for mounting the dash. BE SURE to follow the block's note. Seats are well molded, with a sort of tuck and roll pattern. Notes on the back of the instructions will guide you thru typical interior color motifs. Factory body colors are also given, as well as all the colors for each part in this kit. The rear seat and rear package tray are one piece. It's a shame Moebius didn't make the rear seat a separate piece, so that NASCAR modelers would have a gutted rear seat. Side panels of the interior doors are very well rendered, making detailing easy. The back of the front seats get hang on handles, typical of 1950s cars. Pedals and steering column are separate pieces. Installation of the motor into the rolling chassis is

next, along with constructing the firewall. Leave off the horns, wiper mechanisms, wiper motor etc. if building a NASCAR model. At this stage, the radiator, and hoses are attached, and placed into the forward frame area.

All the parts for the body are separate pieces as well, including the full glass, bumpers, grille, headlight lens, parking lights, tail lights, rear valance, and door handles. The hood and it's braces are then assembled, along with the hood hinges, installation of the battery, and the body's then placed upon the completed rolling chassis to finish the model.

I think this kit will sell just as well as the 1952 and 1953 kits did. The quality and precision in each part makes this a relatively easy build even for a skill level three kit. I rate this kit a nine out of ten, only for the instructions being a bit hard to follow. None the less, grab one and have many happy hours of building! ED



2016

GTR Summer NNL

9th Annual Contest & Swap Meet

Hosted by: IPMS/GTR

Theme:

TV and Movie Cars

Subtheme:

50 Years of Can Am Racing

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 7th 2016 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. 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 Curbside	All scales	All types
	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: TV and Movie Cars	All scales, all types	Any vehicle featured <i>prominently</i> in a TV show or Movie Cars from Cam Am or USRRC 1960-1974 – No GTs
SubTheme: 50 Years of Can Am Racing		
Chris Ducey Memorial Award	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](#)





GTR Event Calendar

May 21 36th Annual HMCA Swap and Model Car Contest by Hoosier Model Car Association in conjunction with Hoosier Vintage Wheels Show Johnson County Fairgrounds, Franklin IN.
Mike O'Leary sheryll.oleary@comcast.net



May 21 NIMCON 5 Contest & Swap Hosted by IPMS/Lakes Region Scale Modelers McHenry County College, Crystal Lake IL
Phil Pignataro 847-658-9920

May 29 Monaco Grand Prix

May 29 Indianapolis 500
Indianapolis Motor speedway

June 11-12 Heartland Model Car Nationals Hosted by KC Slammers Overland Park Conv Cntr, Overland Pk KS
Vern Lyon 913-522-9170

June 18-19 24 Hours of LeMans
Lemans, FR

July 26 Brickyard 400 NASCAR
Indianapolis Motor Speedway

July 23-26 Road America IndyCar and World Challenge

Aug 3-6 2016 IPMS/USA Nationals
Columbia SC, OH
www.ipmsusa.org

SUMMER NNL9

August 7 GTR Summer NNL 9
Theme: TV and Movie Cars
Subthemes: 50 Years of Can Am
Algonquin Township Building, Crystal Lake IL

Aug 4-7 Road America IMSA

Sep 25 68th Illinois Plastic Kit and Toy Show
DuPage County Fairgrounds, Wheaton IL
Past Time Hobbies 630-969-1847

Oct 15 SLAM NNL
Southern Lakes Auto Modelers
Johnstown Comm. Center, Johnstown WI

Oct 16 Countryside Collectors Classic Show
Park Place of Countryside Countryside IL
www.uniqueeventsshows.com

Oct 24 NordicCon 2015
Fort Snelling, MN
Tim Streeter 952-378-0828

Nov 6 Scale Auto Hobby and Toy Show
American Serb Hall Milwaukee, WI
www.uniqueeventsshows.com

Nov 13 Motor City NNL 13
Detroit Area Auto Modelers
Macomb Community College, Warren MI
586-344-9499

Dec 4 42nd ANNUAL MODEL CAR SWAP MEET & MODEL CAR CONTEST
Waukesha Expo Center, Waukesha WI
www.milwaukeeminimotors.com

Dec 4 Tinley Park Annual Holiday Show
Tinley Park H.S, Tinley Park IL
www.uniqueeventsshows.com

