



GTR Newsletter May 2020

May Meeting Canceled

Due to the Corona Virus Pandemic the May 2 meeting of the GTR Auto Modelers has been canceled.

We hope to resume in June but that will depend on how this crisis plays out.

Keep building models and stay safe.

President's Message

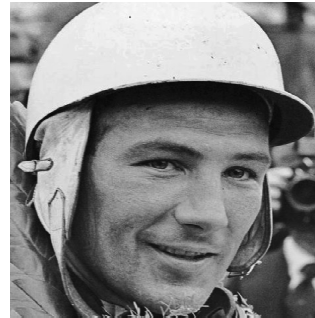
We really are living in trying times. I've never experienced anything like this and I'm sure most of you haven't either. I'm at home like everyone else and just trying to keep busy. Thank goodness I have a good number of models to build. It's even given me a chance to get into reading more of my racing books. I think I'm enjoying that more than the model building.

I'm hearing different reports on how people are responding to this crisis and how it relates to our hobby. I'm on the HMA Plastic Council and we do a phone meeting once a month. This month was canceled because our chairman Alan Bass who runs MegaHobby was so busy he just could not get away. I took that as a particularly good sign. I sure hope all hobby related businesses are experiencing the same thing.

I really look forward to our GTR meetings, but it doesn't look like we will be able to do the May meeting. We're still holding out hope our GTR NNL will be able to take place as planned. Since our swap meet portion is outside, we really can't go much later. I haven't heard anything on the IPMS Nationals, that could be the next one to fall. I have been having emails with Tim Kidwell from Scale Auto magazine. If he can, he will come to our show and take pictures of the cars. *Ed Sexton*

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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

2020 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:	Ed Sexton	eagle48.1967@yahoo.com
Secretary/Treasurer:	Doug Fisher	kkfisher1@comcast.net

The GTR Newsletter is written and edited by 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 kkfisher1@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. 2020 club dues are due \$15 measly bucks, send check or give cash to me with your contact information. Thanks! Please make check out to "Doug Fisher" as we could not get a "club" named bank account)



MAILBAG

by Chuck Herrmann

GTR NNL Show and Swap Meet on August 2, 2020

The 2020 NNL Contest and Swap meeting is still scheduled for August 2, depending on the status of the Corona virus and public safety orders.. For the first time the GTR Auto Modelers NNL will be co-sponsored. We are proud to announce that the Lake Michigan Model Car Club will be working with GTR to put on the show and swap meet. With the two clubs working together, we are looking for a stronger turnout of modelers, models and vendors.

GTR AND LAKE MICHIGAN MODEL CAR CLUB PRESENT
THE SUMMER NNL
 Model Car Contest & Swap Meet
Keep on Truckin'...
 August 2, 2020
2020 Theme: Pickup Trucks!

Features:
 13 class winners and trophies for each
 Outdoor vendor area, sell from your trunk - \$10 fee includes pizza lunch,
 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
 2732 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

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 31403 Kings Cr., Warrenville, IL 60555

The details are being finalized, but the Show Theme is Pickups and there will be two new categories for entrants [Distressed/Rat Rods and Factory Stock].

More details will be out in the upcoming months and we are (hopefully) looking forward to a great show in August.

Events

With all the disruption and uncertainty caused by the Corona virus crisis, all dates are of course tentative. Please check directly with the event hosts as events are being rescheduled or

canceled daily. I will update as I am informed of changes, also I will share the notices on the GTR Facebook page.

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.

Real World

The global Corona Virus continues to cause massive disruptions in everyone's daily lives, and motorsports is no exception. Events keep getting canceled or postponed, with various plans being floated to get at least a partial season in. Look like at least some may be spectatorless, TV events.

Premium Face Mask



If you gotta wear one, might as well be cool.

Media

Salvino JR has been doing a live Facebook presentation on Saturday mornings. They talk about their releases and future plans. Good to see a manufacturer finding new ways to reach their customers and fans. At some point they may branch out from only NASCAR product. A supermodified is in planning, and they may do a 60s Indy racer.

Industry News

There is still hobby news coming out.

MENG Big Scale Ford GT

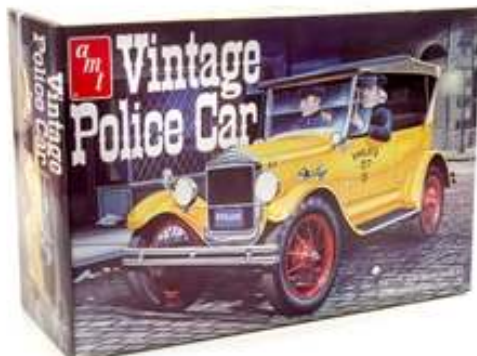


Pictures of progress on the upcoming 1/12 Ford GT by Meng have surfaced, looks better

than the Trumpeter big scale Ford GT. I am sure the price will reflect that.



Round 2



Salvino JR

Per their webcasts the 71 and 73 Chargers should be out by the fall. Then, also 71 Roadrunners just after that.

Revell News



Hasegawa

From the internet these two Porsche kits from Hasegawa appear to be coming out, both certainly reissues with new decals.



Airfix New Ford Kits

Airfix is best known for their kits of English subjects, mostly military. But they have announced a number of American Ford subjects recently as additions to their Quick Build lineup. From their press release:

Airfix QUICK BUILD is an exciting range of brick-based models suitable as an introduction to modelling for any age of 6 and up.



The pre-coloured pieces simply push together to build an impressive model which can then be decorated with the included self-adhesive stickers. No paint or glue is needed to make these fantastic models look like the real thing, and once completed there's no evidence of any of the brick fittings showing. When built they are tough enough to be used as toys, or smart enough to use as display models. Either will show off those great modelling skills!

These are available at Hobby Lobby in addition to many local hobby stores.

These new kits are coming out:
Ford 150 Raptor



1968 Mustang



Ford Mustang GT



Also, an Audi R8 Coupe



And while not automotive, Airfix will release a regular glue kit of Racing Spitfires in 1/48 scale.



So if car guys wanted to try something different these are usually high gloss finish with sponsor decals, right in our wheelhouse.

GTR News

GTR Update

The May meeting, scheduled for May 2 was canceled due to the corona virus crisis. We hope to resume meetings in June, but that depends on the situation as we go on. So hopefully the next regular GTR meeting will be on Saturday, June 6 at 7:00 pm at the Algonquin Township Building. But watch your email and Facebook for updates.

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 including back issues can be accessed from the site.



Virtual Show & Tell

With meetings being cancelled we will use this space usually used to show models at the meeting for a virtual show and tell. One advantage is that we can show stuff from our out of town members.

Dave Roeder (from St Louis MO)



The 1/25th scale 1935 Austin 7 Trials car is an old Heller kit of a BMW DIXI that I modified into a Trials car. The fenders are .010" aluminum.



The 1/24th scale 1949 Jaguar XK120 is a die cast Burago that I found at a swap meet. I turned it into a vintage race car by changing the tires and wheels and adding a roll bar. I also changed it from left hand to right hand drive and made the decals.



The 1/24th scale 1958 Alfa Romeo Giulietta Spider 1300 is a new release by Italeri and is built up out of box.



The 1954 1/25th scale Speedstyle trailer is a kit the I found in a plastic bag at a swap meet. I do not know what kit it came in. I used Revell 1937 Ford panel truck wheels and tires and made the trailer jack, then added tail lights, a license plate and a "T" handle.

Ed Sexton:



Here are a couple of shots of the model I'm almost finished on. It's a Studio 27 Brabham BT44. 1/20 scale. I have been working on it for a few months.



Chuck Herrmann (from Albuquerque NM USA)



The local IPMS chapter (IPMS/Albuquerque Scale Modelers) had a Desert theme for the contest scheduled for the May meeting. Since that was canceled, it was changed to a virtual online contest, so members had to send along photos of their models. I of course entered

the Automotive class with this old MPC Jeep. This was originally built many years ago back in Illinois, but the move was not kind to it.



Here it was in pieces. It had been painted with an automotive aerosol tan, which had some caused some cracking, probably because I am sure I did not use primer. . But since that is common out here in the desert sun, I just added some weathering and dust. Since it was apart I wired the engine. New wheels and tires came from the recent reissue of the MPC 75 Datsun pickup. The buckets seats came from the parts bin, and I added the spare tire, gas can, fire extinguisher and blanket and put it all back together.



The White Sands sign on the base references America's most recent National Park, White Sands in Southern New Mexico.



This MPC 1975 Datsun Pickup from the reissue of last year or so was built for a online Build Off on the *Dedicated Scale Enthusiast Magazine Facebook* page. It did not win anything, oh well.



Gary Dodson just completed this Williams as the fourth in his Ayrton Senna collection.



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 Doug know your member number and expiration date, and remember to renew your IPMS/USA 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

June 13 2020 IPMS Region 5 Convention – to be hosted by IPMS/Lakes Region Scale Modelers McHenry County College, Crystal Lake, IL.

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

2021 IPMS USA Nationals: Las Vegas, NV

2022 IPMS USA Nationals: Omaha, NE

Revell Germany Ford GT Build



Description: Ford GT LeMans 2017

Manufacturer: Revell

Kit #: 18880 Racing Star No. 21 **Scale:** 1/24

by Doug Fisher Warrenville IL

This is a review of the Revell Ford GT LeMans 2017 in 1/24 scale. I built the Revell of Germany edition, but the US version is identical except for the box and maybe the directions. *(editors note- the decals are different, the Revell Germany kits has more decals-see photo below).* Let me say from the start that this is one of the top 10 car models I have built for reasons that you will see.

The new GT pays homage to the GT40, but with half a century of technological advances built in. Extensive use of carbon fiber and aluminum keep it to just more than 3,000 pounds and active aerodynamics divert airflow across the body to aid high speed control. A rear wing automatically not only adjusts height and position but changes shape to fine-tune how it produces downforce. Under hard braking, it acts as an airbrake.

The most controversial part of the GT lies at its heart: a twin-turbocharged EcoBoost V6 found in many Ford products. My son has a Taurus SHO with the EcoBoost V6 and it is a beast. Some may clamor for more cylinders [me included], but compact packaging, minimal weight, and energy density shout them down. This 3.5-liter engine produces 647 horsepower and 550 pound-feet of torque. Ford says that's good for a 216-mph top speed. For the 2017 LeMans race, the Ford GT was limited in boost and carried 11 pounds of additional weight to be equalized with other cars in

class. It hurts to be good, I guess. Well on to the model.

The first look of the model, we have a fantastic 20-page full color construction booklet for the kit, metal axles and a decal sheet that is the most detailed I have ever seen on a race car. The body is also split in two to allow for painting the red, white and blue color scheme without extensive masking and the two parts fit very well together almost without glue.



The build starts with the cockpit and most of the details are picked out using paints - pay attention to internet photos to get the colors spot on. There are a ton of decals to be used on the cockpit. Almost every electronics box has a decal that can be read and the sill plates have bright yellow "No Step" decals. The highlight of this is the steering wheel. Like most modern racecars the steering wheel is the dashboard and on-board control module. Picking out details with paint looks OK for the scale but always seems to come up short for me. For this car we have a decal that covers the entire face of the steering wheel. With setting solution and a hair dryer, this looks fantastic.





The engine is fairly simple in number of pieces, but a little of detail painting and it comes alive. Do not go crazy in the engine bay as most of this will be hidden with the ultra-small rear window and cowling around the engine compartment. The header exhaust pipe connection is pretty tricky and it took a while to get this reasonably close. Then I found that it is not even seen from the outside as there is a body piece that covers the internal exhaust pipe - OH well.



Decals abound with this kit as there are separate markings for 4 different cars. (Two

LeMans 24 Hours, two IMSA Daytona 24 Hours). This carries all the way down to the decals on the wheels. Each wheel has four tiny decals that are different for each car. Feels like decaling a modern military jet fighter. Once you are done there are three full size sheets dedicated to the decals on the finished body. The decals are from cartograph and go on very well.



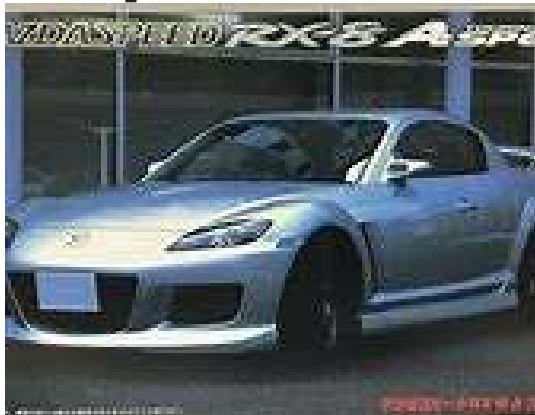
US kit decals on top, Germany kit below.

Normally I reserve metal axles for snap kits and toys, but in this kit, they work very well. The brake rotor assemblies use paint and decals to obtain a very realistic unit. Good thing as the massive wheels have plenty of space to see your work.

The finished model is a beauty and as the original GT40 an automotive work of art for sure. I am very happy with the build and will be getting a few more of these with alternate decals from after market sources.

Great job Revell.

Fujimi Mazda Speed RX-8



Description: Mazda Speed RX-8 A-Spec
Touring

Manufacturer: Fujimi

Kit #: 18880 Racing Star No. 21 **Scale:** 1/24
by Elliot Doering Milwaukee WI

With this Corona Virus thing affecting all of us, we modelers are in a somewhat unique position, in that we can stay safe in our model building areas, working on our projects. But...Have you ever wanted to just do a relatively quick build? Something that doesn't require months of work, modifying parts, & tedious construction? No, not a Snap-Kit, but a full-on kit, only with less detail than perhaps something from Tamiya?

Well, this month I may have found a good kit that falls into that category. Fujimi, a fine Japanese kit manufacturer, has a number of simple, yet reasonably detailed sports car kits that may just fill the bill.

Several years ago, I acquired their kit of the Mazda Speed RX-8 A-Spec. The kit is basically a curbside build of this popular sports car, and originally was meant to be built as a "factory stock" model. But, I discovered the kit can also be built as a race car, and I have a surprise in that regard a little later.

The kit comes in the rectangular, tray type box we know from most Japanese companies, with a good box art illustration of the real thing on the cover.

Inside, you'll find one tree of bagged, flash-free, white parts making up the parts for the nose and rear end of the body, as well as the side aero-dynamic body flares, and rear spoiler, mirrors, plus wing supports.

Another bag holds all the crystal clear glass parts, headlights, and taillights.

A medium-sized tree of black parts holds the interior bucket, wipers, and suspension parts. The second black tree contains the frame pan,

dash, brakes, steering wheel, tie rod, seats, pedals, and mirrors.

A smaller bag contains nylon mesh for the front grille.

The body is cast in white, and is true to scale and dimensions of the real car, and captures the look and feel of this unusual 3-door coupe. It appears to be a perfectly clean casting, free of mold seam lines. Door and trunk lines are well defined. There is one, small, chromed parts tree as well.

The wheels come already placed on the kit's tires, bearing a nice tread pattern. The wheels are sort of a greyish metallic color, very nice!

The front page of the instruction sheet shows a complete parts list of every part needed to complete this kit.

The second page reveals where to place the few decals included, for building the factory stock version of the car.

In the middle of the second page, you'll find a list of all the paint colors needed for the model. Overall body color is your choice.

There are 12 assembly blocks needed to complete this model.

In blocks 1-3, the wheel backing plates are inserted into the tires, and the brakes, front shocks, and polycaps are inserted, as well as the stub axles. Once the two front wheel assemblies are completed, they are placed into holes in the frame pan, and the tie rod is connected to them, and the front suspension piece glued over them. The kit appears to offer pose-able wheels.

In block 4, the rear wheel/tire combo again receives polycaps, spacers, and the rear axle, which is passed thru the brakes, and into the rear of the frame pan. Your 4 wheels/tires are now on the frame. Check to insure all 4 wheel/tire assemblies touch your work table.

The dash receives gauge decals in block 5, as well as the steering column, and steering wheel.

In block 6, the front seats are glued into the interior bucket, along with the dash, pedals, shifter, and hand brake.

In block 7, your completed interior assembly and front radiator piece are attached to the basic frame pan.

In block 8, after masking and painting the window frames, the windows are inserted into the body after the body's been painted and left to dry/cure at least one week.

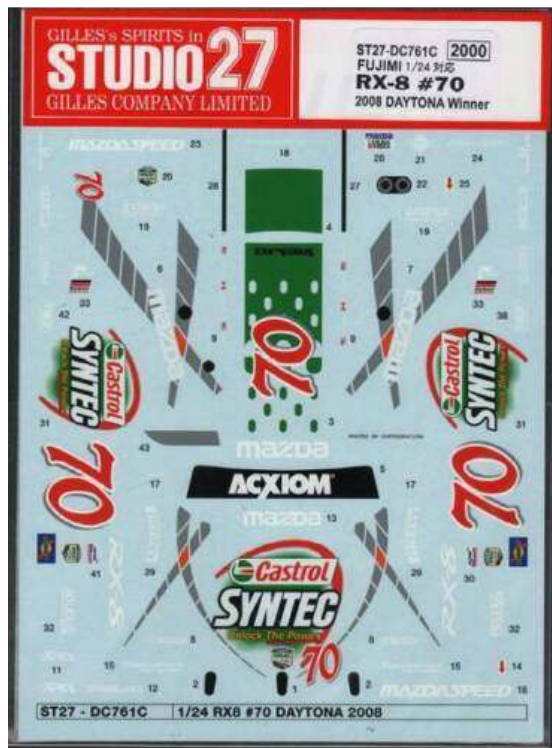
Then, in block 9, the rear window is glued in place, along with the rear body piece, tail lights, and exhaust tips.

Turning to block 10, we work on the nose area of the body. A template is included for cutting out a piece of the nylon mesh for the grille. It is then attached to the front radiator/grille area before the nose piece is attached to the body. The two mirrors get glued on, along with the windshield wipers, and body vent flares.

In block 11, the aero-dynamic flares are added to the sides of the body, the rear wing is constructed along with the wing supports, and headlight glass is added.

Finally, in block 12, the completed chassis and body are mated. The front of the frame pan goes into the body first. This completes your model.

Now then, while hunting on the Internet, I discovered a set of Studio-27 decals to build the Castrol Oil Company sponsored RX-8 that raced in the 2008 24 Hours of Daytona. I don't know if this car is the class winner for the class in which it raced, or if this is the winner of a special race for Mazdas. Whatever the case, the markings are for the black #70 car. If you don't prefer black, you could perhaps build your own version, as some Castrol cars bore a white or green paint job. The decal sheet is # ST27-DC761C.



The rear seats are molded into the interior bucket. But, with sheet plastic, you could easily cover over the rear seats, and add perhaps a roll bar, or roll cage. Or, you can simply paint the interior black, and few would really see the rear seat area.

Getting back to my relatively quick build idea, the body could be easily painted, and left to dry a week, while the frame, wheels, and interior etc. are constructed. To speed up painting of the interior, use Metalizer Exhaust, which is a nice black color with grey tones to it, and it dries super fast. Thus, I think it's reasonably possible to

build this car in two weeks, there's really not that much to it, being a very simplistic curbside kit.

If you don't care for the kit's rear wing, Aoshima makes 1/24 racing rear wing kits, and you could add the type you prefer.

The kit's rated at Skill Level 2, and with help, a child of about 8 years old should be able to complete this model.

While a simple kit, with the Studio 27 decal sheet, the kit builds up into an impressive little race car, you can build in a relatively quick time. I'm not saying you can rush thru it, but it can be completed in far less time than a fully-detailed more complex kit. Try one! And as always... have many happy hours of building fun, while getting thru this Corona thing. ED



Sterling Moss 1929-2020



From msn.com

LONDON, April 12 - Stirling Moss, the archetypal British racer widely regarded as the greatest Formula One driver never to win the world championship, has died at the age of 90.

A team mate at Mercedes to Argentine five-times world champion Juan Manuel Fangio, the Briton won 16 grands prix in the 1950s and early 1960s when the sport was at its deadliest and most daring.

Four times a championship runner-up, and also third overall on three occasions, no other driver has won as many races without taking the title.

Moss was also the first Briton to win his home grand prix, beating Fangio at Aintree in 1955, and became a byword for speed.

Motorists pulled over for showing too much haste could expect to be asked by police: "Who do you think you are? Stirling Moss?"

Moss once revealed he had also been asked the same question by a policeman "but I couldn't work out if he was taking the mick."

But for his sense of sportsmanship, Moss could have been Britain's first world champion in 1958 instead of Mike Hawthorn.



He lost the title by a single point that year after asking stewards to reinstate his disqualified compatriot at the Portuguese Grand Prix.

"I felt that it was quite wrong and I went and gave evidence on Mike's behalf and said no way should he be disqualified," Moss, who won four races that year to Hawthorn's one, told Reuters in an interview at his home in 2009. "They obviously gave him his points back and that took the title from me."

Moss never came as close again but had no regrets. "I am in the exclusive position of people saying he should have won it and he never did," he said at the time of his 80th birthday. "The most important thing to me really is the respect of the other drivers."

The Briton ended his professional career after an accident at Goodwood in 1962 left him unconscious for a month and paralysed for six. He kept two buckled and bent steering wheels hanging on the wall of his central London home as mementos of major 'prangs', one labelled 'Spa 1960' and the other 'Goodwood 1962'.



"I think really in hindsight, I retired too early. I would love to have gone on and had every intention of racing until I was 50 or so," he said in the 2009 interview.

"I was very fit, at the height of my game and it meant I had to work for a living. That was a bit of a shock."





MEMORABLE RACES

Knighted Sir Stirling Craufurd Moss in 2000 for services to motor racing, the London-born dentist's son retired from all forms of motor racing only in 2011 when he was 81.

He had been due to race his own restored 1961 Porsche RS61 in a Legends race at Le Mans that June and had also raced his 1,500cc Osca at historic events.

The 1961 Monaco Grand Prix was, in his own opinion, his greatest in Formula One but the 1955 Mille Miglia, a sportscar race on Italian public roads, was as memorable.



He covered the last stage, some 83 miles from Cremona to Brescia, at an average speed of 165.1 miles per hour from a standing start.

In his heyday, Moss entered up to 54 races a year around the world -- compared to 21 on the 2018 Formula One calendar -- as well as testing. "All I had to do was arrive, practice the car, race the car and then I could go. Go and chase girls or whatever I wanted to do... it was just a fabulous life," he said.

Moss was taken ill in Singapore in late 2016 and spent 134 days in hospital battling a chest infection.

He also survived a three-storey plunge down a lift shaft at his London home in March 2010, breaking both ankles and four bones in his feet.

In January 2018 he withdrew from public life entirely to rest and spend more time with his family.



This next bit comes to us from long time IPMS contributor Fred Horky, now retired but still occasionally writing for their chapter newsletter emails.

Some of this originally appeared in the June 2013 GTR Newsletter. Fred was in the U.S. military stationed in Europe in the early 1960s.

News of Stirling Moss' death today instantly reminded me of my good fortune in having watched that great race driver win the race that he considered his finest single effort: the 1961 Formula 1 at Monaco. Racing historians also agree with his assessment, many saying it was the best F1 performance by any driver, ever, anywhere. And Moss won in a year old Lotus-Climax, entered by privateer team owner Rob Walker; defeating Enzo Ferrari's pack of the new, soon-to-be-famous "Shark Nose" Tipo 156's.



(That same year I was also privileged to see Moss again defeat the Ferrari steamroller, that time on the 14.1 miles of Nürburgring, the infamous old "long" course that twists through the wooded hills of the it's-always-raining-somewhere-Eifel-mountains, known as "The Green Hell". But that course is so long you only see the F1 cars go by fifteen times, at nine minute intervals, and in the rain. So for pre-TV spectating, pre-Jumbotron board, my memories of Nürburgring 1961 are few, beyond a very long drive to get there and back from Sembach that same Sunday.)

At Monaco, my friend Walt and I were in the stands seen at right in the first picture of Moss taking the checkered flag, and again in this picture of the Ferrari team being pushed to the Monaco grid.



In fact, we were close enough that it seemed we could reach out to touch the cars as they whizzed by! Things were certainly different in those days! Formula 1 safety has changed quite a bit since thenfor both drivers and spectators. The puny fence between us and the cars was barely strong enough to hold up the advertising banners!

Walt had suggested our trip to the Riviera. We were stationed at Sembach Air Base in Germany; I was then totally ignorant of racing. (My first reaction to his suggestion: "Formula 1? What's that?") I don't think I'd ever even heard of Moss beforeor for that matter, Americans Dan Gurney (Porsche), Phil Hill (Ferrari), and Richie Ginther (Ferrari), also in that same Monaco race. (That is three more Americans than have driven in F1 for decades, or are driving in F1 today.)

To get to Monaco we drove in Walt's MGA; two bachelors loose in France. Of course, Walt and I weren't on the Riviera for just the Monaco race; a few miles in the opposite direction took us to Cannes and its annual Film Festival. Very expensive for the glitterati, but fortunately for a couple of Air Force lieutenants the sidewalks and beach were free. At the famous Carlton Hotel (seen in many movies, including Grace Kelly in "To Catch a Thief", etc.), we did see Gina Lollobrigida on her balcony with the paparazzi.

MPC 1982 Toyota Celica

Description: 1982 Toyota Celica

Manufacturer: MPC

Kit #: 78-0481 **Scale:** 1/24

by Dave Roeder St. Louis MO



I found this kit at the teardown of a model railroad. It had been sitting around for some time and was on my list of future projects when I decided to re-build it. The arrival of the April 2020 issue of the IPMS GTR chapter newsletter had an announcement of a re-release of this kit from Tamiya in 1/24th scale. I checked the wheelbase on the MPC kit and found it to be in scale for 1/25th at 98.4" so I guess Tamiya did not reuse the old MPC tooling.

This old original MPC kit is quite rare so I started on the project. I originally thought I would build it up as a race car, but then realized I had an original and very old kit that had not been seen on the contest tables forever. The correct choice was to build it as an out of box/showroom stock class entry.



Research on the Internet revealed most of these 1982 models still around are red. The box art was also red. The owner had started on the kit and then gave up after a botched red enamel paint job and had assembled and painted the chassis. The right front wheel was broken off at the hub and there were other incorrect items on the engine/chassis paint job. I began by carefully removing the engine, driveshaft and exhaust

system from the chassis. I then took the wheels off and removed the tires. I stripped the wheels of the flash chrome, primed and painted them with Tamiya Silver lacquer. The body required a wet sanding some body filler on a few spots, then priming and top coat with liquid masked Tamiya semi gloss rattle can black on the rear hatch area and two coats of Nassau Blue rattle can lacquer. Three coats of Testors rattle high gloss lacquer finished off the paint job.

The interior was painted with two different shades of blue. One was a custom mix of Tamiya white and blue metallic and the other was a Tamiya Metallic Blue. I then toned the lighter color down with a wash of the darker blue and highlighted the lighter blue with a wash of the metallic blue. Other details were brush painted on and the chrome trim was done with a Molotow #1 pen.



Assembly of the kit was not simple. There were many fitting up issues, mainly with the body/interior/chassis. Much Dremel tool work was required and lots of trial fitting before I was able to get the car to sit on all four wheels. Most of the problems were caused by too much material thickness on the chassis, interior and inside the body. The good news was the age of the kit had not turned it into brittle plastic and it was still flexible. The A pillars were thicker than on today's models so they did not break during all the fitting up. This kit came out as well as could be expected considering the level of technology in 1982.

One final note: The decal for the rear of the hatch was done in yellow a color that is transparent and will not show up when placed on a black body color. Photos of the actual car show this decal as a silver color. I had to make my own decal for that to replace the kit decal. I expect to get a few questions about this kit when entered in contests later this year.





2020 Event Calendar

With all the disruption and uncertainty caused by the Corona virus crisis, all dates are of course tentative. Please check directly with the event hosts as events are being rescheduled or canceled daily. I will update as I am informed of changes, also I will share the notices on the GTR Facebook page.

Postponed TBD April 18 28th Milwaukee NNL
Host Automotive Modelers Guild AMG
Theme: Hot Rods
Sub Theme: Rat Rods
The Excellence Center, Waukesha WI
scottiek1@charter.net

Postponed TBD April 18-19 Gary Schmidt
Model Car Liquidation
Knights of Columbus Hall, Oconomowoc, WI
Info: Johnny O 414-331-8823

TBD April 19 Milwaukee Miniature Motors Show
Waukesha Exposition Center, Waukesha WI
www.uniqueevents.com

Postponed May 15-16 now September 19
40th Annual Hoosier Model Car Contest and
Swap Meet.
Johnson County Fairgrounds, Franklin, IN
mike51oleary@gmail.com

Postponed June 13-14 now Aug 22-23
Heartland Model Car Nationals
Hosted by KC Slammers (Kansas City area)
Overland Park convention Center, Overland Park
KS (special Theme American Graffiti)
-www.kcslammers.com

June 13 2020 IPMS Region 5 Convention
hosted by IPMS/Lakes Region Scale Modelers
Crystal Lake, IL.

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

Aug 2 The Summer NNL
Theme: Pickups
Algonquin Township Bldg Crystal Lake I

Postponed May 24 now August 23 Indy 500
Indianapolis Motor Speedway

Postponed June 13-14 24 Hours of LeMans
now Sept 19-20 LeMans, France

Sep 26 IPMS/Nordic-Con 2020
Veterans Memorial Community Center
Inver Grove Heights, MN
robertmaderich69@hotmail.com

Sep 27 Illinois Plastic Kit & Toy Show
DuPage County Fairgrounds Wheaton IL
Info contact: (630) 969-1847 or
Email: pthpowerinc@aol.com

Oct 18 Countryside Collectors Classic Show
Park Place of Countryside, Countryside IL
www.uniqueevents.com

Oct 25 US Grand Prix
Circuit of the Americas, Austin TX

Oct 31 Winnebago Area Model Classic
Hilton Garden Inn, Oshkosh WI
WAMclassic@gmail.com

Nov 1 Scale Auto Hobby & Toy Show
Serb Hall, Milwaukee WI
www.uniqueevents.com

Postponed May 17 now Nov 1 NNL North Contest
Knights of Columbus Hall, Bloomington, MN
www.NNLNORTH.com

Postponed March 21 now November 14 Sebring
12 Hours IMSA
Sebring Intl Raceway, Sebring FL

Nov 14 Southern NNL Atlanta
acme-ipms.com

Nov 14 IPMS/Butch O'Hare Contest & Swap

March 29 Detroit NNL
The Macomb Community College informed The
Detroit Area Auto Modelers our show has been
canceled.. Our next Show will be held on
November 15th, 2020.

Dec 6 Tingley Park Holiday Toy Show
Tingley Park HS, Tingley Park IL
www.uniqueevents.com



AND LAKE MICHIGAN
MODEL CAR CLUB
PRESENT

THE SUMMER NNL

Model Car Contest & Swap Meet

Keep on Truckin'...



August 2, 2020

2020 Theme: Pickup Trucks!

Features:

13 class winners and trophies for each
Outdoor vendor area, sell from your trunk. \$10 fee includes pizza lunch.
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

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