



GTR

Newsletter

July 2009

The Newsletter of IPMS Grand Touring and Racing Auto Modelers

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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

2009 Meetings: Every 3rd Saturday @ 7:00 p.m.

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

The July Meeting will be at the Fountains of Crystal Lake

On Rt 31 about one mile north of Rt 176

Your current GTR Officers are:

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The GTR Newsletter is edited by Chuck Herrmann

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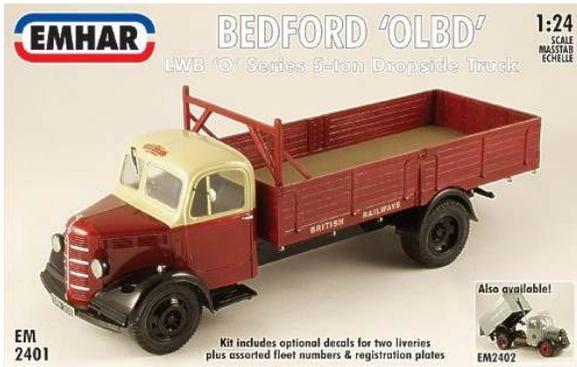
Check out the GTR Auto Modelers website at: www.gtrautomodelers.freesevers.com

GTR Mailbag

by Chuck Herrmann

Hobby Industry News

The British company Emhar has realized two new 1/24 truck kits. These are British commercial trucks by Bedford kit EM401 is the Bedford OLBD Dropside and EM-2402 OSBT Tipper. Emhar seems to have a line of military kits. Online reviews of these kits are favorable; they are full detail styrene kits, with complete engines and vinyl. They are due to be available in the US soon. Internet prices are about 30 euros.



Real World

A racing version of the Mercedes Benz SLR McLaren will be competing in the SCCA Speed World Challenge series. The car will be run by the TRG Motorsports group (the team owned by Kevin Buckler who is well known for running Porsche 911s and also a NASCAR team). The first race appearance of the car will be locally at the series event at the Autobahn Country Club in Joliet, IL July 24-26.



Events

GTR NNL Update:

The 2009 Summer GTR NNL is almost upon us! The date is Sunday, August 2. It will be the same NNL contest format and Trunk Sale swap meet as last year. The location is same as last year, the Algonquin Township Office in Crystal Lake. The theme is Brickyard: 100 Years of Racing at the Indy Motor Speedway. The GTR

website has a page with all the details. Trophy packages are now being offered, for \$35. Most have already been sold; contact GTR if you are interested.

See the events calendar for details and for all the events that I know of. I will continue to add 2009 events; if any readers wish their events or any other events of interest to GTR listed send the information along to me.

Newsletters

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

IPMS/Lakes Region Scale Modelers, AMG Milwaukee, IPMS/C.A.R.S. in Miniature, *The Wingman* from IPMS/Bong Chapter, Winnebago Auto Modelers (WAM), Maryland Auto Modelers Assoc (MAMA), IPMS/Quad Cities Scale Modelers, Lake Michigan Model Car Club (LMMCC), Kansas City Slammers and The Hoosier Model Car Club.

Most of these I pass along via e-mail to GTR members and hard copies of most will be available for viewing at the next meeting.

Past issues of the GTR newsletters are now available on line.

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



GTR Celebrates our Tenth Year!

1999 - 2009

In 2009 IPMS/Grand Touring and Racing Auto Modelers is celebrating our 10th Anniversary.

GTR News

GTR Update

The next meeting is July 18 at the Fountains of Crystal Lake. We should have the new GTR T-Shirts available for members who ordered one, cost is \$9.

Any member who wants to bring up ideas or suggestions for future meetings or activities, do so at either at the meetings or contact me.

For 2009 the GTR dues will remain at \$15. Members can pay at the meeting or mail to me. There are still a few regulars who need to settle up for this year.

GTR is a local chapter of IPMS/USA. A local chapter needs at least five national members to renew, we are close as usual. If you could join IPMS it will help out the club and the hobby. I 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.

June GTR Meeting

The regular June meeting was held at the Fountains of Crystal Lake on June 20. For the business portion we went over the treasury and newsletters. We decided to get club t-shirts and we discussed the upcoming GTR Summer NNL. Then it was on the Show and Tell. Here are some photos of the stuff on the table.

Steve Jahnke; Polar Lights 64 Dodge in progress.



Revell 70 Challenger.



Also a Revel 1968 Mustang (see review elsewhere this issue) a Lindberg Stutz Racer kit and an AMT

Challenger concept car body that has been painted.



Dave Edgecombe: A Modelers Chaparral 2D kit



Also two Tamiya Master Kits of cars from the Japan GT series, Nissan GTRs.



Chuck Herrmann: Examples of the first three generations of Porsche 911: a late 60's 911 restored from a \$1 swap meet built up Revell kit, a Fujimi 1985 Cabriolet and a just finished Fujimi 1990 Carrera 2 which featured a nice paint job by Steve Jahnke.





Also an in progress build of a 1/20 Porsche 917 by Entex (the very first variant of the 917)



And a Ferrari 250 GT SWB reviewed elsewhere this issue, the Model King kit of the AMT Camper and Race Hauler kits and a built up Maisto 1/18 Harley motorcycle, posed next to a pre-painted Jimmy Flintstone figure.



GTR Classifieds

For Sale: Selling Off Collection

Over 300 Plastic Kits: Tamiya, Fujimi, Hasagawa, Revell/Monogram, MPC, AMT and more 1/18th Diecast : Exoto, CMC, Auto Art, GMP, Minichamps, NASCAR, etc.

Resin Kits: Fisher, Renaissance, LeMans Miniatures, Profil 24, CMA, Scale Designs.

Most kits new, some slightly started, mostly race cars and exotics, ASA, Formula 1's. Also many slot cars.

Please contact: Dave Edgecombe, 815-566-2339 or jedgeco@hotmail.com

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Kit Build Up: Revell



Kit: 1968 Ford Mustang GT 2 n 1

Kit #: 85-4215 **Scale:** 1/24

MSRP \$ 22.95

99 pieces molded in white, black, chrome-plated, and clear

By Steve Jahnke

This review was originally written for and can be found on the IPMS/USA website. This and other model car kit reviews can be viewed [free](http://www.ipmsusa2.org/reviews2/autos/kits/kits.htm) at the following link:

<http://www.ipmsusa2.org/reviews2/autos/kits/kits.htm>

By mid 1967 the Ford Mustang's largest available engine was the 390 CID FE (Ford/Edsel) big block. On the professional drag racing circuits, Mustangs was taking second fiddle to the Chevrolet 396 and 427 CID big block engined cars. Back then it was truly a "win on Sunday, sell on Monday" era and corporate sponsorships was practically unheard of in the top drag racing team world and it was up to independent dealers such as Bob Tasca Ford in East Providence R.I and others to develop race cars. Tasca Ford had already developed the highly successful '64 427 CID Ford Fairlane Thunderbolt; lightning struck twice when Tasca developed the famed 428 CID Cobra Jet Mustang with the help of engine builder Bill Gilbert and driver Bill Lawton in '67-'68. As a result of Tasca's early racing successes with his

“non-factory built” race cars, Henry Ford II was convinced by public opinion to produce a batch of fifty 1968 Wimbledon White non-GT Fastback Mustangs as purpose built race cars to kick butt on the track. Eight out of the fifty CJ 428’s were sent to the 1968 Winternationals in Pomona California and were all driven by the top drivers of the time; in true form the Mustangs overwhelmed the competition. On April fool’s day 1968 regular street Cobra Jet 428’s were released to the public.

The Kit:

Our subject kit comes from Revell packaged in their ‘Revell Muscle’ series. Although the kit is advertised as a 2 n 1, numerous other model deviations can be built from this kit. Many experienced model car builders will recognize this kit as a plastic re-pop of the cast metal body series (Bullitt and American Dream diecasts) from a few years ago; and this definitely does not make it bad. There are enough parts in the box to produce the following alternatives: replica stock Mustang GT with a stock 390 with optional indented hood (for turn signals) or a CJ 428 with Ram Air hood scoop; Super Stock CJ 428 Tasca Ford drag racing car (more on this later); and with slight modifications you can also build it as the “Bullitt” style car, the only thing missing is Lt. Frank Bullitt’s JJZ-109 black California license plates. There are three wheel choices to boot, they include American Torque Thrust mags from the Bullitt car; Ford GT styled steel road wheels, and 2 Cragar mags and 2 unplated steelies for the drag slicks for the race car. Photos of the restored Tasca car show the steelies chrome plated while period pictures show painted as well as chrome steelies. Take your pick and as racing went, you were likely to see both in the same race season. Of minor note, the kit supplies two front grille pieces, one is a plain Bullitt style with only the cross hatch detail, the second is the GT grille which includes optional driving lights, a standard Mustang grill sans driving lights is not included. This makes making the Tasca car a little more difficult to model correctly as it came from the factory as a standard fastback. The decal sheet is outstanding; included are GT ‘C’ stripes in black and white as well as many other decals for the engine, engine bay, interior and exterior... well done Revell.

The Build:

Right away I decided to build the Tasca Ford car as it had the right ‘look’. Upon examination and dry fitting the CJ hood to the body I noticed the body molding had what appeared to be short shot areas on the cowl by the hood hinges, see photo. I don’t know if this is a common problem but I was able to repair it easily with short piece of

.030 x .030 Evergreen shim glued in place and then blended in with body putty. Next, the front and rear clips were glued to the body, everything sanded and then primed with Plasticote gray sandable primer, allowed to dry and then lightly sanded again with a 4000 grit sanding cloth. Satisfied that I had a smooth primer base to work with the body was painted Testors Wimbledon White spray bomb paint followed with their clear coat. After the body had dried for a few days I set about Bare Metal foiling the trim pieces. I chose to use the GT grill even though it is incorrect for the Tasca car. All of the decals were a breeze to put on. Overall I was very happy with the overall look and accuracy of the body.



The big block FE turned out pretty nicely but you will have to overlook the front axle wire hole going through the oil pan. The engine can be built as a stock 390 or the 428 as externally both used the same basic block but differed in real life in the intake and exhaust manifolds, carburetion and air cleaners. The 428 offers a nice induction style air cleaner that sucked in cold air from the hood scoop. The race car uses nice 2 piece headers that dump right underneath the front seat. The race car had the ‘radio delete option’, as all the music came from the big CJ 428.

The chassis detail is somewhat basic. As mentioned earlier all of the wheels are attached to the car via wires. A bit of detail painting adds life to the whole assembly. The interior is nicely done, for the race car a folded rear seat is a separate piece that mimics the correct folded down position to clear the included roll cage. I was surprised that a fire extinguisher is not included so you will have to find a suitable one in your parts box.



Conclusion:

Overall I am very happy with the look of this car and the amount of parts available in the kit to build a number of variants. This kit builds up into a very nice replica (wheels and GT grill aside for the Tasca car) that will be a welcome addition to any modelers' shelf. This model as a GT as mentioned in my review can be built as a stock 390 or as a CJ 428 with the hood scoop. While doing research on this kit I found a picture of a lime green GT CJ 428 with a black hood stripe, black 'C' stripes and GT wheels. I already bought another kit to do this replica! I congratulate Revell for bringing these previously available metal kits to us in plastic. A big thank-you goes out to Revell for supplying this kit and to IPMS/USA for allowing me to review it for you.

Vintage Kit Build Up: AMT Ferrari 250 SWB



Kit: AMT Ferrari 250 GT SWB

Scale: 1/24 Kit#: 8677

By Chuck Herrmann

While on a weekend trip to Michigan last fall, I stopped by Bob's Hobbies in Watervliet. It is an old movie theater converted into a hobby and collectible store. I usually find some interesting stuff among the stacks. However, this time around there was not as much variety as seen in previous visits, maybe the economy or maybe I just have too much stuff! Anyway I found a few things, one being a bag containing what looked like enough to build about three kits, two Ferraris and a Porsche. So I paid \$8 for the bag. Once I was home I found there were several missing pieces to complete the bodies in the bag along with several sprues from other kits. I actually had another Porsche 944 kit that had a warped body so that will work out. And there was a vintage Ferrari body that is the subject of this review. So I got my money's worth.

Upon inspection of the Ferrari body it turned out to be the old AMT/Esci Ferrari 250 GT SWB. I already had a complete kit in the box so I used the instructions to see what parts I had in the bag.



Most of the kit was there, slightly started. The main components missing were three of the wire wheels and tires. So I went digging through the old parts box and found some SJS resin 60's era steel wheels that I have had for several years, they looked alright along with some skinny tires. The kit pieces had clunky pokes and wide threaded tires, so these resin pieces are actually nicer. I do not know if any actual SWBs used this setup but my plan was to do a phantom version.





I found some brakes in the parts box, added that plus some plastic tubing to mount on the kit axle stubs. I painted them a metallic aluminum color with a touch of weathering.



Another missing part was the tub over the rear fender wells, which is visible through the rear window. So I fashioned a piece of plastic sheet to fill the gap and painted it all flat black so it is not too obvious. The seats I painted blue and the steering wheel brown to simulate wood.



The engine was missing the top manifold and one set of exhaust manifolds for the V-12. I found an exhaust piece in the parts box to route the exhaust out the rear. The body comes with the hood molded in (with a score line to remove if desired) so I just left it closed to hide the missing parts. The engine and exhaust was installed and I painted the stuff visible from underneath.



Some bumpers were missing, and the ones I had featured a poor chrome finish so I left them off, which was common for a race version. Also

missing were the windshield wipers, I found some usable substitutes in the parts box.

After filling in the mounting hole for the bumpers which I was leaving off the one piece body was painted in Tamiya white primer, then final sanded before being finished off with Tamiya White lacquer from the rattle can. I made covers for the driving lights and painted them red for a bit of color.

These cars featured lots of chrome trim so I did the windshield frames with Bare-Metal foil. The grille and headlight buckets were painted silver. I did not get the kit taillights in the bag so I adapted some round clear red pieces from the parts box to fit.



This car is finished in a phantom paint scheme. I used Ricambi decals and Ferrari logo. Ferrari produced many of these cars and there were a lot of privately entered cars racing in races across Europe, such as the Tour de France as well as all over the world throughout the mid 1960's, so a car looking much like this may indeed have raced (or still may run in vintage events).



In summary, this project turned out okay, even though this is a dated kit (I believe it was an ESCI mold originally). The steel wheels look alright, even though most Ferrari's would have run wire wheels. And I was able to fabricate or find replacements for missing items.



GTR Summer NNL

2nd Annual Contest & Swap Meet

Hosted by: IPMS/GTR Auto Modelers

Theme: Brickyard: 100 Years of the
Indianapolis Motor Speedway

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 2nd 2009
from 9:30AM 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.

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.



Contact: gtrchab@yahoo.com

See: www.gtrautomodelers.freesevers.com

GTR 2009 Event

July 16-19 Redman Historics
Road America, Elkhart Lake WI
www.roadamerica.com

July 26 NASCAR Sprint Allstate 400
Indianapolis Motor Speedway

August 2 2nd Annual GTR Summer NNL
Theme: Brickyard
Algonquion Township Offices Crystal Lake, IL
Steve Jahnke stevejahnke@comcast.net
Chuck Herrmann gtrchab@yahoo.com

August 13-16 American LeMans Series/IMSA
Road America, Elkhart Lake WI
www.roadamerica.com

August 19-22 IPMS/USA National Convention
IPMS/Eddie Rickenbacker
Greater Columbus Convention Center
Columbus, OH www.ipmsusa2009.org

August 29 IndyCar Peak 300
Chicagoland Speedway

Sept 12 Gateway to the West Invitation Model
Contest and Swap (IPMS/Gateway (St Louis)
Hitters Choice Batting Cage Eureka, MO
<http://ipms-gateway.com>

Sept 19 Hawkeye Modelers I-Con 09
Point of Grace Church
Waukee, Iowa 50263
Kevin Iutzeler iatrekker@mchsi.com

Sept 19 Noricon 2009
Hosted by IPMS Twin Cities Aero Historians
North Aire Banquet Hall
6831 Highway 65 NE, Fridley, Minnesota
www.aerohistorians.org/nordiccon2009.html

Sept 27 54th Illinois Plastic Kit and Toy Show
DuPage Country Fairgrounds, Wheaton IL
Info: Past Time Hobbies 630-969-1847

October 22-25 iHobby Expo
Donald E. Stephens Conv. Ctr, Rosemont IL
www.ihobbyexpo.com

October 10 IPMS/Kalamazoo Scale Modelers &
IPMS/West Michigan; **11th Annual Air Zoo
Model Contest**; Air Zoo Museum, 6151 Portage
Rd. Portage, MI; Clarence Wentzel, (269) 353-
6302

October 3 Toledo Toy Fair and NNL
Sylvania Exposition Center Sylvania, OH

Oct 17 IPMS/Glue Crew
Howard Johnsons Wausau, WI
Joe Drew 715-842-0173

November 1 Scale Auto Hobby and Toy Swap
Serb Hall, Milwaukee WI
Jim Welytok 262-246-7171
unievents@aol.com
www.uniqueeventsshows.com

November 14 IPMS/Butch O'Hare 27th Annual
Contest and Swap Meet
Lakeview Jr HS, Downers Grove, IL
IPMS_Butch_Ohare@yahoo.com

December 20 Milwaukee Miniature Motors Winter
Scale Model Show
Waukesha County Expo Center
www.milwaukeeeminaturemotors.com



IPMS USA

International Plastic Modelers Society

National and Regional Conventions:

2009 Nationals: Aug 19-22

Columbus, OH

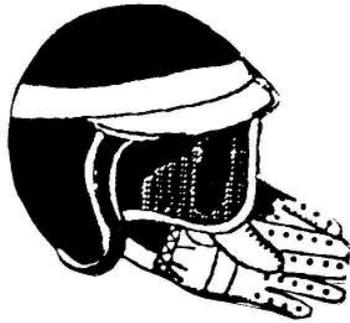
2010 Region 5 Convention:

Hosted by IPMS/Duneland – South

Chicagoland – details TBD

2010 Nationals: Phoenix, AZ

GTR Auto Modelers Newsletter



1999 - 2009

**GTR Celebrates our
Tenth Year!**

IPMS/GTR Auto Modelers

Chuck Herrmann
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Cary, IL 60013

Next GTR Meeting: July 18, 2009
www.gtrautomodelers.freesevers.com