



GTR Newsletter MAY 2018

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- History of Indy's Pavement
- Albuquerque Auto Show
- Two Vintage Kit Builds:
Testors/Italeri Ferrari F40 and Revell Ford GTP

Hello GTR and Friends:
By Steve Jahnke

Good day model car builders/collectors/aficionados, welcome to another jam-packed issue of the GTR club newsletter. This issue has a teaser taste of some of the models that were displayed on the AMG (*Automotive Modelers Group*) model car club table at the Sunday swap meet. More pictures on page 9.

AMG club members were kind enough to display a small-but-mighty collection of their member's models on their club table at the Waukesha swap meet the following day at which I vended. The NNL show is an annual event and **should not be missed** even though there was an accumulation of 3-4 inches of snow on Sundays swap-meet day. Their NNL is typically spectacular in the sense of the quality and the sheer number of models present. Kalmbach's *Scale Auto* magazine covers this show every year; so look for it in an upcoming issue of SA, later this year. However, as stated above I was unable to attend the NNL show the previous Saturday night, however, the AMG club brought in a nice club display for the swap meet attendees. ENJOY!.....



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
2018 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:	Steve Jahnke	847-516-8515	stevejahnke@comcast.net
Vice President:	John Walczak		
Secretary/Treasurer:	Doug Fisher		kkfisher1@comcast.net

The GTR Newsletter is written and edited by Steve Jahnke, 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 stevejahnke@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. 2018 club dues are due \$15 measly bucks, send check or give cash to me with your contact information. Thanks! Please make check out to "Steve Jahnke" as we could not get a "club" named bank account)



MAILBAG

by Chuck Herrmann

Industry News

Revell USA Closed Down



The recent bankruptcy of Hobbico has led to Revell's assets being bought by a German investment group, Blitz 18-313. It is based near Munich. Blitz also bought Hobbico Germany.

The sale was approved by a U.S. bankruptcy court Friday, April 13. Sale price was \$3.9 million. Hobbico, based in Illinois, had owned Revell and was forced to sell it due to its bankruptcy. All Revell US operations ceased on Friday, April 13. The Illinois offices were closed and 15 people lost their jobs. Revell Germany will continue to operate as in the past with Blitz being its owner. No word on any layoffs or changes in Germany. Sources tell us that Revell Germany staff only found out about the sale on Friday, and no further details were available at that time. Details on model kits already in development, including the Ford GT are to be announced. The future distribution of the US kits, as well as a distributor for Revell Germany products that may be sold in the U.S. market also will need to be decided. All molds and tooling owned by Revell US now belong to Revell Germany.

This is sad news for all automotive hobbyists. While Revell had been doing fairly well it ended up being caught up in the troubles of its parent Hobbico. We will need to see how it all plays out, hopefully their products remain available in America and elsewhere. I suppose we could even get used to the European style flat boxes if it means that kits will continue to be available. And hopefully the German owners allow for American influences in product development and selection. The hobby industry has seen lots of ownership and direction changes in the past so we need to remain positive.

Shizouka Hobby Show

The Shizouka Hobby Show 2018 will be taking place this month, May 10-13.



Italeri will release this 1/12 Alfa Romeo 179 F1 which I believe is a reissue.



Tamiya has announced the release of a 1/18 scale kit of the Honda N III 360. This looks like another reissue.



Beemax/Aoshima has announced the 1/24 No.18 BMW M3 E30 1989 Tour de Corse and the accompanying detail set.



A new resin kit from Modelers of the 1/24 Nissan GT-R Nismo (2017) is one of several new kits in this line. Cost is about \$85 US.

Media

F1 on ESPN

Last month I was critical of the initial broadcast of the season opening Australian GP on its new TV home, ESPN. I have seen the next three and I can say that their technical issues seem to be smoothed out and I am getting used to the new English broadcast team from the SKY Sports network, whose broadcast ESPN is using without any changes. Plus there are very few commercial breaks. So the new format is worth watching.

Real World



Ford to stop selling cars in the US!

Ford has announced it will shed most of its North American car lineup by 2020 as part of a broad plan to save money and make the company more competitive in a fast-changing marketplace. The changes include getting rid of all cars in the region except for the Mustang sports car and a compact Focus crossover vehicle. The decision, due to declining demand and profitability, means Ford will no longer sell the Fusion midsize car, Taurus large car, CMax hybrid compact and Fiesta subcompact in the U.S., Canada and Mexico.

Exiting most of the car business comes as the U.S. market continues a dramatic shift toward trucks and SUVs. The Ford F150 has been the best selling vehicle in the US for years, and SUV sales are booming. Chrysler/Dodge has also reduced the number of their car models.

While this may make short term sense with the world oil supply as it is, what about when the next oil supply crisis hits? Can Ford meet tougher emissions standards in the future with bigger cars? Considering the environmental impact is this a smart move? I guess we need to see what new technology delivers. And who will fill the void left in passenger cars sales? Overseas corporations will increase their percentage of sales. How will this impact costs?

Is old Henry spinning in his grave?

Events

In May the IPMS Region 5 Convention, hosted by IPMS/Moss Chapter, will take place in Branson, MO. Date is May 19.

May 20 will be the NNL North in Bloomington MN.

See the events calendar for details for all the events that I know of. We will be adding events as details are firmed up and released. If any readers wish their shows or any other events of interest to GTR listed send the information along to GTR.

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 from the site.



Bench Racing column is on break

By Doug Fisher



This is a forum of modeler tips to be shared for all club members. Please forward any tips you feel will be helpful to everyone to me at kkfisher1@comcast.net and I will include them in future editions.



GTR Update

The next regular GTR meeting will be on Saturday, May 5 at, 7:00 pm at the Algonquin Township Building

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.

April GTR Meeting

The April GTR meeting was held on 4/7/2018 at the Algonquin Township building. Here are photos of some of the stuff at Show & Tell.



George Pritzen with a Romulan Bird of Prey Snap Tite



Steve Jahnke with a Revel Germany DTM Mercedes



Dave Green with his multitude of kits including a Man from UNCLE AMT kit, '62 Ford 3/1 hardtop, ANT '64 Chevelle Station wagon, '86 Chevy El Camino SS with trail bike, Polyglass Gasser '62 Pontiac



Steve Jahnke with several Corvettes in process



Dave Green with a Piranha Racing car from AMT



Doug Fisher with a 1/12 Honda NSR 500 race bike without bodywork.



Dave Edgecomb with a Porsche 956 LeMans diecast with reworked decals and painting touchup to make accurate with Rothman livery



Ed Sexton with a new 1/24 slot car



John Walczak with 1970 Chevy Impala 454 and a '66 Ford Fairlane 427 hardtop

High Desert Modeler

by Chuck Herrmann Albuquerque, New Mexico



NEW MEXICO INTERNATIONAL
AUTO SHOW

The Albuquerque International Auto Show was held April 13-15 at the Albuquerque Convention Center in downtown Albuquerque. Being used to a major show like the Chicago Auto Show, this is much smaller and cheaper (\$5) and more convenient. There are very few vendors selling products and fewer cars. And the displays were much simpler, more bare bones than Chicago.



Fiat 124



But a benefit is that you can actually get to sit in a lot cars with virtually no lines. Even the Porsches were readily available.



Porsche Panamera, my favorite. Now where is that \$110K.....



New Ford GT.



There were cars available for test drives on the downtown Albuquerque streets, and the lines in the afternoon were actually pretty short.

Another interesting feature was that the people on the floor were not salespeople from local dealerships. You could not negotiate a sale at the show. Instead they were product experts from the manufacturer brought in for the show.



There was a display of vintage military vehicles from the New Mexico Military History Museum. This is a Navy motorcycle from WWII. Note the boat shaped sidecar!



History of the Indy Track Surface

*excerpted from Racer Magazine, OCT 2017
This being Indy month, this article presents an interesting history lesson. plus how good a feel for the car and track the Indy drivers have.
Thanks to IPMS's Fred Horky for sharing this.*

Indianapolis Motor Speedway president Doug Boles produced some genuinely fascinating photos last week from the Brickyard.

A series of six-inch core samples, drilled and extracted from the hallowed oval, gave fans a look at the equivalent of an IndyCar archeological dig – one that exposed more than 100 years of racing surfaces – to reveal the material used by Ray Harroun, Mauri Rose, A.J. Foyt, Rick Mears and Takuma Sato to reach Victory Lane.

The drilling was done as part of an exploration to investigate new bumps felt by IndyCar drivers Scott Dixon and James Hinchcliffe during the most recent Manufacturers' test.



"It's crazy how the photos have taken off," Boles told *RACER*. "We talk to the drivers to look at things we can work on with the track because each year, the track settles in new ways. I think a lot of people forget that the original 3.2 million bricks are still there, so with the Indiana winters, water in the soil will freeze and thaw, and the bricks move a little bit, which can create ripples or bumps, so that's what we go out to investigate and see how the track is changing beneath the surface."



Four samples were taken, with the most incredible and accurate image coming from Turn 3 at the 2.5-mile oval.

"Turn 2 is where you can see the most evidence of the bricks settling at the exit, so we took samples to understand how the current asphalt surface is standing up on top of everything it's rests on," Boles added. "We

resurfaced last in 2004, so we're beyond the normal interval. We resurfaced in 1976 that lasted to 1988, did another in 1995, and that lasted until 2004, so we're on the verge of [needing to do] another one.

"So we continue to look at how the asphalt is holding up, and that sample everyone loved is from the exit of 3. That one, when it came out, I knew I had to post that one because it's so amazing. I was surprised with it, and love the tradition and history of the track, and knew fellow Indy 500 geeks would love to see it."

Boles also learned more about the track from IMS historian Donald Davidson when an unusual sample was pulled up from Turn 2.

"It was interesting because before that, we took one at the exit of 2 where Scott Dixon said there was a new bump he felt, and in the sample, there was a small amount of brick, but not a full section at the bottom," he said.

"So we spoke with Donald Davidson and asked why we wouldn't have a complete brick layer there, and he said in 1939 or 1940, before they really paved everything, they did take out a few rows of bricks in a few spots because they bricks were creating humps, and so we think the bump Scott mentioned is from uneven settling there where some bricks are missing."

There was one more surprise in store for Boles after the samples were shared via social media. "The thing that's really blown me away is how many calls, how many emails, and social media inquiries from people asking if they can have the samples!" he said with a laugh. "The answer is no, because it's not like we have hundreds of those. The one from Turn 3 is really the best we've seen that shows all of the track's history going back to the beginning. It's going to be retained, for sure. It's our history."

INDIANAPOLIS MOTOR SPEEDWAY SURFACE THROUGH THE YEARS



Vintage Kit Build: Testor/Italeri Ferrari F40 - 22 Years in Progress!



Description: Ferrari F40 LeMans
Manufacturer: Testor/Italeri
Kit # 226 Scale: 1/24

by Chuck Herrmann



I bought this kit at the CARS club auction for \$2 in May 1996. It was in a bag, some parts were missing but I always liked the F40 so I grabbed it.

It turns out the roof was cracked, the engine pieces were missing as were the wheels and tires. Some time after I bought it I started working on it as one of those side projects that you work on while paint or glue are setting on other projects. Each time I moved it was packed up and wound up in the bottom of a box. Finally after my latest move last year it surfaced and I figured it was time to finish it or trash it!



I had a hard time getting the roof repaired, eventually I was able to get it right. But several times the paint job did not work out, it was stripped at least twice (first black, then yellow) and reprimed. I cut off the center of the rear wing to allow for painting underneath. I put a piece of

sheet stock to cover the missing engine and also painted the rear window flat black from the inside.



After a primer job last year I tried to just clear coat but the clear went on funky. So I primed it again then sprayed it Testor Classic White lacquer from the rattle can. While polishing it out one of the rear wing supports broke off. That was glued on and touched up and after highlighting the body lines and polishing I figured it was good enough. Some decals from the spares pile were added.



My first several wheel/tire choices did not look good. Finally I found some that were right, I believe they were from a Fujimi kit. I had to adapt them to fit onto the kit suspension.



The interior was all there and built box stock.



So after 20 plus years I have a finished F40 on the shelf! Not a contest winner for sure. But I like the white finish, reminds me of a Miami Vice style Ferrari (I know the TV car was a Testarossa). This is not a great kit, several other manufactures make better ones, especially Fujimi which is in my stash. Maybe if I start now I can finish it before my time runs out!

Milwaukee NNL

From page 1, more NNL coverage:

AMG CLUB DISPLAY at the Waukesha Swap Meet



Revell Ford IMSA GTP Vintage Kit Review



Description: Ford Mustang GTP

Manufacturer: Revell

Kit # 2708 Scale: 1/24

by Elliott Doering

May is the month in which races start at Road America – Elkhart Lake, Wisconsin. With that in mind, I looked thru my stash of models, and came across an old favorite of mine – the Monogram Ford Mustang GTP IMSA racecar, released around 1996.

The sleek Ford Mustang GTP is one of the most innovative racing cars ever created. Developed for competition in the Grand Touring Prototype class of the International Motor Sports Association's Camel GT series, this exotic creation reflects the latest concepts in the applications of space age materials, light-weight 4-cylinder powerplant, and state-of-the-art aerodynamics.

In an environment dominated by the mid-engine creations constructed in England and Europe, the new Mustang was designed and built in the USA, and sports a turbocharged engine that is located in front of the driver. This configuration enabled famed designer Bob Riley to design a completely smooth aerodynamic tunnel along the underside of the chassis. At racing speeds, this layout generates a pressure differential that vastly improves traction and handling.

The most unique aspect of this exciting machine is the exotic carbon-fiber composite chassis that was developed by the Ford Aerospace Division. Using materials and techniques utilized in the construction of global communications satellites, a light-weight structure was created that is more rigid than a comparable metal assembly, at a fraction of the weight.

Nestled in the engine bay, you will find a twin-cam, four cylinder engine that displaces a mere 2.1 liters. Though small in size, this thoroughbred

motor utilizes an exhaust driven turbocharger to produce in excess of 600 horsepower.

This explosive power is transmitted to the ground through a 5-speed transaxle and massive Goodyear slicks

The sleek body reflects the result of aerodynamic wind tunnel testing, and the rear of the car is dominated by an airfoil wing which is designed to improve the downforce on the rear wheels.

Here is the real thing pictured below.



This kit can be constructed as the number 06 car that won in its debut at Elkhart Lake in 1983, or the number 6 car that finished third. Let's examine this simple kit.



The small instruction booklet folds out to reveal 23 assembly blocks, plus a decal placement guide on the back page. The front page lists all the required paints for this model. The body color suggested is Midnight Blue, but any dark blue paint will suffice. To replicate the carbon fiber areas of the frame, dark tan is suggested, but one can also custom mix a color close to a carbon fiber look.

Each assembly block deals with no more than 3 parts, making assembly quick and easy. I'd suggest pre-painting all the parts to this kit before assembly, taking note of the suggested colors. I'd also use Metalizer paints to replicate metal tones.

Construction starts with attaching the subframe unit to the belly pan chassis. In step one, be sure to align the front axle unit's small pins unto the A-arms on the chassis pan. There are guides to insure the subframe is in correct position.

In block 2, the pedals are attached to the cockpit area of the subframe, and in step 3, the race seat is inserted. The kit does not include belt decals, so one will have to hunt down after-

market belt decals. You can get them thru SLIXX decals.

In step 4, the fire extinguisher bottles are added, along with the shifter mechanism.

Block 5 has you insert the upper control arms plate to the subframe and chassis. Again, be sure to position the pins into the A-arms. In block 6, the exhaust pipes get added to the side of the belly pan.

Block 7 has you construct the intercooler and radiator shroud, which then get glued to the front of the chassis pan.

In step 8, the instrument panel is glued to the firewall, and the steering wheel is added. Unfortunately, there are no gauge decals, but gauges are molded in place, and can carefully be picked out. Once this assembly is completed, the firewall is added to the subframe.

Step 9 concerns the placement of the alternator, while block 10 deals with inserting the rear window into the rear firewall bulkhead, which gets glued to the rear of the subframe, along with the roll bar braces.

In step 11, the rear springs/shocks get added, along with the anti-roll bar.

Block 12 concerns adding the suspension plate and A-arm, to the rear of the chassis. Step 13 deals with the fuel filler tubes, while in step 14, the rear tail structure is added.

In block 15, you are asked to remove stub plates from your front suspension, so take care in removing these, or detach them in step 1. A note box is given so you can identify what needs to be removed.

Unlike most car kits that start with constructing the engine, this does not occur in this kit until block 16. The two halves of the small, 4-cylinder motor are glued up, then the injector pump, drive belts, intake cam cooler and exhaust shroud, and exhaust shroud scoop get built up.

The kit comes with a small, chromed tree, but I would suggest for more realism, that all the chrome parts get stripped. Household bleach can be used to de-chrome these parts, and then Metalizers can be used to paint them. The chrome just looks too toyish in my opinion.

Once the entire motor is completed, it gets installed in step 17, while in block 18, the wheels and tires are assembled, and placed on the axles.

Block 19 deals with the front airdam/headlites and grille. Once the headlites are in place, the unit gets installed onto the lower front lip of the body.

Step 20 has you construct the rear airfoil, with the wingtip plates, and wing pylons. When completed, the rear wing is added to the rear of the body. There are holes in the rear body area to insure a square position of the wing.

Step 21 is all about inserting the glass and windshield wiper. Be sure to use glue for clear parts.

In block 22, the side intake is inserted into the body's side, and finally the completed body is mated with the finished chassis, and the side mirrors are added. There are chrome pieces for the mirror faces.

It should be noted that I found nasty mold seam lines all along the upper edge along the sides of the body, plus some sink marks. These need to be taken care of before painting.

The kit is molded in white plastic, and being a simple skill level 2 kit, there are not that many trees of parts, just enough to insure an accurate representation of the Mustang GTP IMSA racer.

The decals are not of Cartograph quality, but will suffice if care is taken in applying them, when using the decal placement guide.

This is a fun little kit, which can easily be built by a child with adult help. It could possibly even be built over a 3 day weekend. Paint on Friday, assembly on Saturday and Sunday.

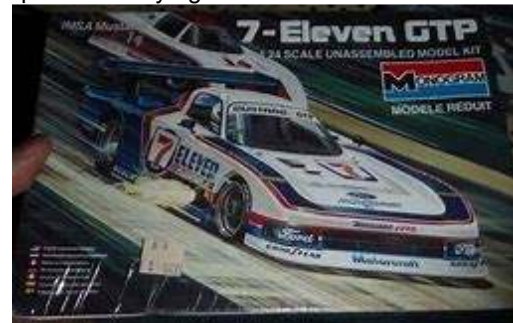
This kit can still be found using Ebay, or on-line hobby shops. Grab one, and build an historic Elkhart Lake IMSA race winner. Have fun, & happy building! ED

Editors Notes:

At the Road America debut race, Tim Coconis and Klaus Ludwig drove the winning car, while Bobby Rahal and Geoff Brabham drove the other. That was the highpoint, there were few successful results the rest of the year or the next. In 1984 7-Eleven appeared as a sponsor. But after many reliability issues and team management changes, the program was ended after two seasons. Ford then raced the Mustang Probe in IMSA.



Revell also released a kit of the &-Eleven car. I have this kit in my collection. After I started it I noticed the large, flat one piece floor pan was warped. It went back into the box where it now resides in my garage stash. Maybe this will inspire me to try again..... Chuck





2018 GTR Event Calendar

May 18-19 HMCA 38th Swap Meet and Contest
Hosted by Hoosier Model Car Club
Contest Theme: *The Chevrolet Impala*
Johnson County Fairground, Franklin, IN
John White dakotajohn@embarqmail.com

May 19 2018 IPMS Region 5 Convention
hosted by IPMS/Moss Branson, MO

May 20 NNL North
Knights of Columbus Hall, Bloomington MN
Bob Maderich 612-423-2985

May 27 Monaco Grand Prix, Monte Carlo
Indy 500 Indianapolis Motor Speedway
World 600 NASCAR, Charlotte NC

June 9-10 Heartland Model Car Nationals VVVII
hosted by KC Slammers
Overland Park Conv Center, Overland Park KS
kcslammers.com

June 16 NIMCON 7
NIMCON 7: Saturday, June 16, 2018
McHenry County College, Crystal Lake, IL 60012
see: www.lakesregionmodelers.com for more info

Aug 1-4 2018 IPMS/USA Nationals
Phoenix, AZ
www.ipmsusa.com

Aug 4 GTR Summer NNL
Themes: Crazy 8 & Asian Invasion
Algonquin Township Building, Crystal Lake IL
Steve Jahnke stevejahnke@comcast.net

Oct 21 Countryside Collectors Classic Show
Park Place Of Countryside Countryside, IL
www.uniqueeventsshows.com

Oct 22 US Grand Prix
Circuit of the Americas Austin, TX

November 3 2018 Winnebago Area Model
Classic (WAMC), Theme: 1968 "The Times They
Are a Changin'"
Info: WAMClassic@gmail.com,
www.WAMClassic.wix.com

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

Dec 2 Tinley Park Holiday Toy Show
Tinley Park HS, Tinley Park IL
www.uniqueeventsshows.com



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. 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

May 19 2018 IPMS Region 5 Convention
hosted by IPMS/Moss Branson, MO

Aug 1-4 2018 IPMS/USA Nationals
Phoenix, AZ

August 8-10 2019 IPMS/USA Nationals
Chattanooga, TN



Monaco, 1961. Photo by Fred Horky