



GTR Newsletter August 2018

In This Issue:

- Tamiya Canon Porsche 956
- Club News and Events

Hello GTR and Friends:

By Steve Jahnke

Welcome again fellow automotive modelers to the August edition of the **IPMS GTR model car club newsletter**. As I sit down to write my piece, I typically spend some quality time reading previous topics written about here in our newsletter. I think about what's new on the modeling front as well as what our modeling friends would like to see and read about.

To that end, I subscribe to numerous "Gear Head" oriented monthly magazines as I guess you might too. For instance, on the "real world" automotive scene I subscribe to the following monthly rags reading and slobbering over every issue using the pictures as inspiration for current and future modeling projects. Those current magazine subscriptions include: **Car and Driver; Motor Trend; Road & Track; Hemmings Classic Car; Automobile** and of course **Scale Auto**. As you can see by the titles, my automotive tastes are wide and varied. I also visit a lot of online sites for inspiration as well, it's a passion and I can't get enough of. My guess is that you may be affected in that way too.

On the topic of cars of all sorts, I am not too much into roundy-round NASCAR racing these days (sorry NASCAR fans), but I have attended a few dirt track, road course and drag race events back in the day. My favorite race day (early 60's) was at a "local" road course track right across the state line at what is now known (I believe) as Wilmot Hills Raceway in Kenosha county, Wisconsin. I well remember the sights, sounds and the smell of burnt racing fuel, the roar of unmuffled engines and the thick delicious smoke of grilled Wisconsin Brats... Yah man!... that's entertainment and great eating my friend! **Continued on page 4**

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/cancellation 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



As I write this there is still no additional of official word on the future of Revell USA nor on the future distribution of Revell Germany product in the US. Revell Germany is sending out their email updates on new releases so they are moving forward, again US distribution remains to be seen.

New Stuff

Not a lot of domestic stuff due to Revell's status, so here is some other news.

Platz Porsche 911 GT3



Platz, a Japanese company who recently issued a kit of the BMW M6 GT3, has announced a new 1/24 injection molded Porsche 911 GT3 race car. No word on the exact car or marking yet.



Above are test shot photos. It is safe to assume this will create a flood of aftermarket deals and parts.

Meanwhile they will issue another version of the BMW in Falken markings from the 2017 season. This one should be out later this summer

BMW M6 GT3



Here are some completed test builds photos that have surfaced on Facebook.



New MB Figures

From the Ukraine company MB there have been several injection molded plastic kits of 1/24 scale figures. These two are truckers, there are also several female figures among their offerings.



1/24 BEEMAX Porsche 935 K2



From Aoshima/Beemax comes a new release of the the Group 5 Porsche 935 K2 reproduced with a new mold! This kit builds into a replica of the one that competed in the 1977 DRM (German Racing Car Championship). It will be a 2-in-1 kit to build either the number 70 or number 51 car. Sounds like a curbside kit.

Real World

Changes to IndyCar Schedule

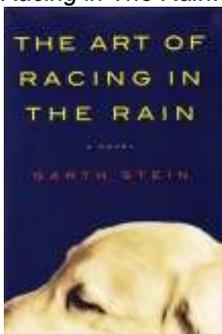
Phoenix and Sonoma/Sears Point will both be dropped from the 2019 IndyCar calendar. We await word on the replacement for Phoenix, but WeatherTech Raceway Laguna Seca will take Sears Point place. This will be the first Indy race at Laguna Seca since 2004. The full 2019 schedule should be released soon.

Media

The Art of Racing in the Rain Movie almost completed filming

from *Racer.com*

Actor/producer Patrick Dempsey was busy at the recent IMSA race at Canadian Tire Motorsport Park (aka Mosport) shooting scenes for the upcoming major motion picture *The Art of Racing in The Rain*.



Based on the bestselling book of the same name by Garth Stein, which came out in 2008, it has been 10 years, in development. The film will feature real IMSA race cars and race footage. Jeff Zwart, who is also a real life sports car racer, is second-unit director as well as a supremely talented photographer and film director is also involved in the project. Milo Ventimiglia, star of the hit TV show *This Is Us*, stars in the film as race car driver Denny Swift. Filming was done over about two months this year.

While no official release date is set for the movie at this time, it is expected to premiere sometime in 2019.

The book was a novel about the life of an American race driver told through the eyes of his faithful dog Enzo. It has been quite a few years since I read it but as I remember it was a good book.

Events



Summer NNL 11

The big local news is of course our 11th Annual GTR Summer NNL on Sunday August 5. See the full page ad elsewhere this issue. For obvious reasons I will not be able to attend but if you can make it, it has been a great show. Contact us if you are interested in sponsoring a trophy.

Nationally the IPMS/USA National Convention will be August 1-4 in Phoenix, AZ. From my new home this is almost local (about 7 hours away so I am going to attend and enter several models. Watch for a report next issue.

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.



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

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

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

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.





GTR News

con't from page 1

Reminiscing from an automotive modeling standpoint, today's car modeling choices are the best I can think of from classics to exotics to race cars of all eras. My model car adventures started with an early AMT screw bottom plastic promo kit of the 1959 **Buick Invicta** (1/25th scale) and a Revell multipiece body **Chrysler New Yorker** (1/32 scale) of the day (*and available today through Amazon at \$45*). I brush painted the Buick with Testors brown bottle paint...added skirts, brake cooling scoops on the rear quarter and lowered it into the weeds. I was quite proud of it even though I didn't paint the interior or chassis plate ...don't remember if I finished the Chrysler multipiece body kit or not, as my hobby skills weren't the best at the time. I also had an unsuccessfully not completed a vintage 1/8th scale Pocher **Alpha Romeo Monza** kit purchased at my local Elgin Illinois Kmart back in the day...hand lacing the wire wheels proved to me that the kit was well beyond my attention span level at the time and I wound up selling the uncompleted Pocher kit it at a swap meet years later. Today's automotive model kit selection, attention to detail and just plain value for what you are getting is phenomenal from the standpoint of choices and quality. Bottom line guys, I think today we are living in the "Golden Age" of car modelling. With today's computer aided designing (CAD), modern tool making advancements and world-wide competition from Europe, the far East and here in America, we are truly "living the dream". **Party on Garth! Snapper Steve signing off.**

GTR Update

The next regular GTR meeting will be on Saturday, August 4, at 7:00 pm at the Algonquin Township Building. This will also be the set up for the next day's GTR Summer NNL.

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.

July GTR Meeting

The July GTR meeting was held on 7/7/2018 at the Algonquin Township building.

Here are photos of some of the stuff at Show & Tell.



Doug Fisher with two out of the box offerings. A Zakspeed Capri and a Porsche 935 in Martini livery



George Pritzen with three winners from the recent NIMCON show



John Walczak with a 1970 Cougar hardtop in Grabber Blue paint



Dave Green and an EGG Baha Humbug and a another Ramcharger



Dave Edgecomb's Ferrari 250 LM and 275P kits

High Desert Modeler



by Chuck Herrmann Albuquerque, New Mexico

While there are way fewer real car and modeling events out here than back in the Chicago area, there is still an active car enthusiast community. One event a couple months ago was a display of the new Ford GT along with several other Ford muscle cars and historic Fords at a local Ford dealer, Rich Ford in Albuquerque, which appears to be the largest Ford dealer in New Mexico.



Here are some detail photos while we await the release of the Revell Germany race version of the kit.



There were several other nice high performance Fords on the floor.



Tamiya's Porsche 956 Canon 1985



Description: Porsche 956 Canon

Manufacturer: Tamiya

Kit: 24232 **Scale:** 1/24

by Elloitt Doering



From the years 1982-1985, Porsche enjoyed a virtual domination of world championship endurance racing including the famous 24 Hours of Lemans. The flagship of the German company - the Porsche 956, was developed to meet the regulations of the Group C category, which was established by FISA in 1982.

Its powerplant was a flat, boxer 6-cylinder, four-valve, dual turbo engine with air-cooled cylinders but water cooled cylinder heads, and four overhead cam shafts with timing gear. It developed 2649cc and put out an impressive 620 horsepower at 8200 rpm, providing a top speed in excess of 350kmh on the famous Mulsanne Straight.

The fully electronic optimum performance Bosch fuel injection system and 99 liter safety fuel tank ensured efficient running in long distance races. This car also featured a simple chassis construction and Porsche's first aluminum monocoque design.

This frame was assembled with rivets and glue, the bulk head and cross member were made of folded aluminum. The overall length of the 956 was 4800mm, and the overall width was 200mm, the maximum dimensions for Group C vehicles, its weight was 820kg.

The Porsche 956 was not only raced by Porsche's factory works teams, but beginning in 1983, these superlative machines were being supplied to various private teams around the world.

One of those cars belonged to Richard Lloyd Racing, and sported the brilliant red and white livery of its main sponsor – Canon Cameras. This 956 was entered in the 1985 24 Hours of Lemans, where it achieved an overall result of finishing second. If it were not for some untimely computer trouble during the race, Richard Lloyd Racing's 956 would surely have crossed the finish line first.

I must admit that this is a very impressive kit, perhaps Tamiya's finest Porsche kit in 1/24 scale. The kit comes in the usual rectangular, tray type flat box, with colorful depictions of the Canon Porsche, which can aid you in decal placement.



There are two grey plastic trees, containing wheels, interior parts, engine, brakes, instrument panel, seat, bulkheads and some suspension parts.

Also included is a large white tree with the chassis pan, rear underside tail piece, rear wing, wheel covers, wing supports, headlamp mounts, and front suspension pan piece. All these trees are virtually flash free, and come bagged. There is a separate bag for the clear glass pieces.

The body is separately bagged, and the front and rear body sections are linked via a centered bit of sprue. One thus has to decide whether to paint the two body sections with the sprue attached to both halves, or cut the two body sections free, and devise a way of holding them for painting. If you leave the sprue attached, you will get a much more even paint job than separating the sections, but... you'll need to sand the areas where the sprue was attached, and touch-up those areas. CARE MUST BE TAKEN when sanding the attachment points so that your two body sections will line up well to display the completed model with both body sections on the frame. I found a very slight gap between the back of the forward body section, and the section that covers the engine and rear suspension. Both body sections are molded in white, and had no mold seams, and were flash free.

There is also a small bag containing the four racing slicks. They can be enhanced via light

sanding, to give them a raced on look. The tire bag also holds the four polycaps needed to hold the wheels on the axles, so take measures not to lose them.



Before assembly begins, it's wise to paint all the parts to the kit. This speeds up assembly, as well as provides a base color to each part upon which to add additional detail painting. It should be noted that part C-10, the central engine block, gets the top part of the piece painted in red. Rather than attempt to mask off just the top portion, I found it easier to paint the entire part red, because once the part is added to make up the engine, the sides are neatly covered by the cylinder heads.

The frame pan gets a lot of masking off for the various colors called out. For those not wishing to do all the required masking off, one can just shoot the overall chassis pan in one color, top and bottom.

The inside of the body is to be painted in a flat black color. However, the body has tunnels both fore and aft, and I found it difficult to keep upper color paint from entering these tunnel areas. So, instead I just painted the inner and outer areas of both body pieces in upper body color. It may not be accurate, but for me, it was much easier to accomplish.

The instruction booklet is the usual fold out type, with a history of the car on the front cover page. Page 2 contains a list of all the paints needed for this model, which can readily be found in Metalizer colors etc. at any good hobby outlet.

TAKE NOTE that the exhaust pipes are molded into the upper side of the frame pan. More on this in a minute.

After the frame pan's been painted, and set aside to dry, the first of 17 assembly blocks begins with the flat 6 boxer engine. CARE MUST be taken to align parts C-5 and C-6 together perfectly. There can be no high or low sides, or the rest of the engine parts will not fit properly, so take you time to insure these parts line up with a perfect central seam.

Also in step 2, be SURE to get the forward pin attached to part C-5, to fit all the way up into part C-10, or the motor will not align well onto the frame pan. Also, insure that the bulkhead, part C-4 fits deeply into its slot on the attached parts C-5 and C-6 that you aligned well. Then, Part C-7, the trellis for the rear suspension, MUST sit all the way down onto the slotted area on the transmission, so that when additional rear suspension pieces are added, they align perfectly, especially the parts that the wheels and tires will attach to, to insure your wheels and tires sit flat on your work table – VERY IMPORTANT!

After detail painting the shock bar, it HAS to be set into the slotted area of the bulkhead, part C-4, and the ends of the shock bar must touch the locator points on part C-7. This is accomplished in step 3.

Moving to step 4, the exhaust pipes and turbos are mated up. CARE MUST be taken to get these parts assembled correctly, so that when they are added to the completed motor, the molded-in exhaust pipes on the frame pan will align with the cylinder heads, and your turbos etc. will be aligned correctly. TEST FIT a lot, until you are satisfied everything lines up a-ok.

In step 5, inner plates, parts C-17 and C-18, are attached to the sides of the intercoolers on the bulkhead part C-13. They MUST be added correctly, to insure that the twin nozzles of part C-2 will align with the intercoolers. Take your time!

When the turbos and exhausts you accomplished in step 4 are dry, they get inserted into the side pieces of the intercoolers. Then, when all that's dry, you should add the bulkhead with the intercoolers done to the interior piece part B-5. The rear bulkhead sits on a shelf of part B-5. Be sure it aligns with even space on both sides, and that it sits squarely on the shelf of part B-5.

The seat gets belt decals, which should be placed so that the upper areas of the shoulder harness meet the two holes near the headrest on the seat. Then the seat is added to the interior along with the shifter mechanism.

That all done, the completed and dry interior and bulkheads, with the turbos etc. attached should be test fitted onto the frame pan, and BE SURE to align the turbos and exhausts to mate with the molded on exhaust pipes.

THEN IT IS CRITICAL to take the forward body section, place it over the interior and frame, and INSURE THAT the exhaust pipes on the turbos pass thru the outlet holes on the sides of the forward body section, so that the exhausts are centered in the exit holes. This is CRITICAL for allowing the forward body section to be removed, while keeping the turbos and exhaust pipes aligned in proper position. This is all done in step 5.

In step 6, the rear axles and brakes are assembled. Be sure to use the polycaps, and get the halves of the brake mounting areas on the axles aligned perfectly, so that the brakes will insert well into their mounting areas. The completed and dry axle/brake assemblies are then passed thru holes in the rear of the chassis pan, and the wishbone is added into its slot, with the ends of the wishbones sitting upon pins on the tops of the brake carriers. In step 7, the front brakes, polycaps and brake carriers are assembled.

In step 8, the front shocks are attached into slots in the forward part of the frame pan. Then, the front suspension pan piece is attached, being sure that the upper control arms are centered over the bottom control arms on part A-5. When aligned right, and dry, the front brakes are inserted into the holes provided in the upper and lower control arms, and the tie rod is inserted. Do NOT glue the tie rod, to allow for pose-able front wheels/tires. The wheel/tire assemblies are created in block 9, and the aerodynamic wheel covers are added.

In step 10, the wheel/tires are added, and the oil tank and support bars, part B-18 are added, with the forward pins on the support bars mating into notches on the rear bulkhead. BE SURE this part seats well with the bulkhead before placing the air cleaners part C-2, OVER the support bars. Then, MAKE SURE the nozzles on the air cleaners align with the intercoolers.

Decal gauges are included for the dash, and should be applied in step 11. When dry, the steering column box and steering wheel are added.

Step 12 concerns the headlamps. Detail painting is required here for the lamp bases. Clear lenses are provided, which should be attached with a glue for clear parts.

In step 13, the areas on the front fenders get masked off where the headlamps will be inserted. Use any flat black color for this. Additionally, the red decal for the rear wing gets applied, as well as decals for the side fins.

Using the masks given in the kit, the windows are taped off, and the window frames shot in flat black in step 14.

In step 15, the front red tow hook is inserted into its slot in the nose of the front body section, the instrument panel and steering wheel are added, as well as the refueling nozzles, and a small tank. Be sure the fuel nozzles are centered in the holes in the forward body piece, and have the seams removed. Then the completed headlamps are inserted.

In block 16, the under tail piece gets added to the rear section of the body, and the tail lights get painted and then installed.

In final step 17, the windshield wiper is added, the clear lenses over the headlamp areas are installed being sure to use a glue intended for

clear parts. The forward body section is then slightly spread to allow it to fit over the frame pan, insuring your turbo exhaust pipes come thru the holes on the sides of the forward body section. Then, the two side rear view mirrors are added, along with the rear wing supports, and the rear wing itself. This completes the model, except for decals, and there is a decal placement guide included on the back page of the instructions, and the box art can aid you as well. The decals include all the red areas of the car, all you need do is paint the body sections white. The decals are Cartograph.



In addition to the Canon version of the Tamiya Porsche 956, there are kits available to do the Rothmans, Kenwood, and Newman cars. One can also hunt for numerous other liveries on the internet or thru Ebay for many different cars.

If you take your time, and pay attention to how things fit you should have little trouble in assembling this Skill Level 3 excellent Porsche kit – one of Tamiya's BEST. Grab one, and have fun with it. ED



Here are photos of the built up kit off the internet (not Elliott's). Photos of the real thing are on the back page.





**11th Annual
IPMS/GTR NNL
Contest & Swap
Meet
August 5, 2018**

Theme: Crazy 8's - [any car associated with the number "8"]

Subtheme: Asian Invasion - [any Asian themed car]

The Summer NNL will be held on Sunday August 5th 2018 from 9:00AM to 2:00PM at the Algonquin Township Building, 3702 US Highway 14, Crystal Lake, Illinois 60014

Admission to the show is a measly 10 bucks; you can enter unlimited models 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 Juniors	All scales	All types
	All scales	[Under 16 years] all models
Curbside	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: Crazy 8's	All scales	
SubTheme: Asian invasion	All Scales	
Chris Ducey Memorial Award	All scales, Ford	Best Ford
Tim Leicht People's Choice Award	Best model in contest	

Contact: SteveJahnke@comcast.net
[GTR Auto Modelers Group page on Facebook](#)



2018 GTR Event Calendar

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

Aug 5 2018 GTR Summer NNL
Themes: Crazy 8 & Asian Invasion
Algonquin Township Building, Crystal Lake IL
Steve Jahnke stevejahnke@comcast.net

Sep 8 10th Annual Meadowdale, Memories and Motorsports Car Show
Raceway Woods, Carpentersville IL
mirpa.org@gmail.com mirpa.org

Sep 30 Illinois Plastic Kit & Toy Show
DuPage County Fairgrounds, Wheaton IL,
Info contact: (630) 969-1847 or Email:
pthpowerinc@aol.com

Oct 6 Toledo Collectors' Toy & Model Fair;
Sylvania Exhibit Center (Toledo), OH
John Carlisle, (716) 434-0733
email: oltoylnd@aol.com
website: www.oldtoylndshows.com

Oct 13 GRAND SLAM NNL#3
Hosted by SLAM (Southern Lakes Auto Modelers) from 9am - 4pm
Contact Alex Drake 262.661.4434 or mastermodeler1950@gmail.com
Vendors, contact Rick Allen
@262.745.5500 or rickierods53@charter.net

Oct 19-21 44th MMSI Chicago Figure Show
Chicago Marriott Schaumburg, IL
Pat Vess E-Mail - pat@livezey.net
Visit their website: <http://www.mmsichicago.com>

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

Nov 10 IPMS Butch O'Hare
Holiday Inn Itasca, Itasca, IL
Website www.butchoharemodelers.com
Information contact: Hector Colon
hdcolon@yahoo.com

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

Canon Porsche 956 - The real thing in action

