



# GTR Newsletter September 2020

## In This Issue:

- **Hobby and Club News**
- ***Atlantis GM License***
- **Making your own Decals**
- **Building a 1960 Cadillac Fleetwood**
- **Building an AMT Cobra**
- **Vintage *Road & Track* Magazines**

## President's Message: September 2020

A couple of old friends, they are also ex-Revell employees, told me about what they are doing. On Sunday nights they get together for a Zoom conference call. They talk about what they have been working on, do "Show & Tell" and just have a good time. I thought this sounded like a great idea and it would be fun to get on the call. So I joined them on their next Sunday call. The hour and a half went by very fast. I'm sure this is nothing really new, this kind of "conference call" has been going on for a long time. Social networking as it is known. But thinking of it as a mini model club meeting just struck me as something different. Think about that with the guys you talk models with the most. It won't replace Scale Auto, but we need to keep this hobby alive.

At our August GTR meeting we welcomed another new member. This makes 2 new members in as many months. We have unfortunately been losing members faster than we have replaced them. We are a small club so 1 or 2 new guys makes a difference. We held our Aug. meeting at Doug's house in his basement "Man Cave". It is very impressive I must say. It was a lively discussion as always and the time passed quickly.

I have been very lucky the past few years to be invited by a friend to the Indy 500. Before that I use to go every year in the late 60s and early 70s. To me it is one of the most exciting and fun things you can do. It really lives up to its name as the Greatest Spectacle in Racing. It is more exciting than any racing event and I have been to them all, F1, Can-Am, sprint cars, you name it. This year, as you know, we couldn't go to the race. Just one more stinking thing this virus has hit us with. I'm writing this before the race. It should be interesting to say the least.

Ed Sexton

## **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	<a href="mailto:eagle48.1967@yahoo.com">eagle48.1967@yahoo.com</a>
Secretary/Treasurer:	Doug Fisher	<a href="mailto:kkfisher1@comcast.net">kkfisher1@comcast.net</a>

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](mailto: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)



**GTR MAILBAG**  
by Chuck Herrmann

### Media

Like most events the Southern NNL (Atlanta) has been canceled as an in person event. But it will be moved to an online event.



Also note that *Finescale Modeler* is a sponsor. Hopefully that means they will actually be active in covering and promoting the automotive portion of modeling once *Scale Auto* ceases publication.

### Mike Hailwood Movie



(motorsport.com)

Hollywood star Eric Bana wants to bring the remarkable story of Mike Hailwood's return to the Isle of Man TT to the big screen.

Bana, a genuine car and bike enthusiast, is currently working on the screenplay for the 'Mike the Bike' movie. He plans to play the lead role of Hailwood and co-direct the film alongside friend Robert Connolly.

Rather than a biopic format covering Hailwood's entire life and career, the film will focus on his remarkable comeback to two-wheel racing in the late 1970s.

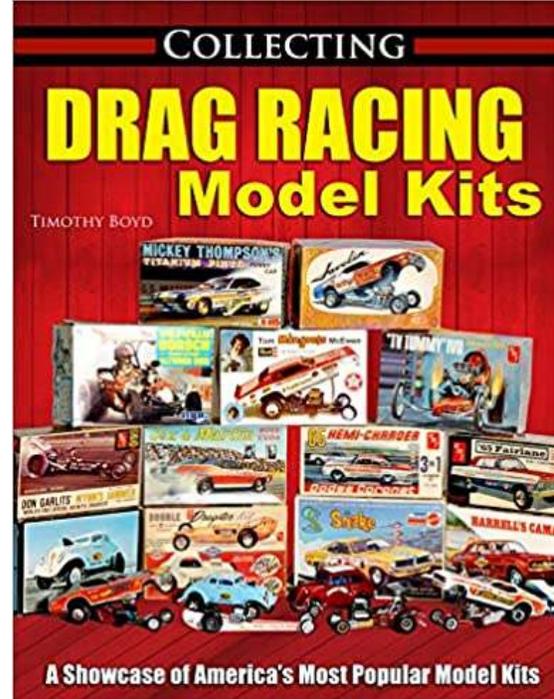
After an 11-year hiatus, which included a stint in Formula 1 many sportscar races, Hailwood returned to bike racing in 1977 – and famously triumphed at the Isle of Man TT a year later on a Ducati. He then won the Senior TT race on a Suzuki the following year, before finally retiring for good.

He was killed in a road crash while picking up fish and chips two years later.

The movie project has been approved by the Hailwood family, Bana working closely with Mike's widow Pauline before her passing in June this year.

"I've been working on the screenplay for the last couple of years, and it is essentially the story of Mike's comeback," Bana has said "I'm not looking to tell the story of his life. It's a very particular idea that I have that I'd like to pursue."

### New Drag Racing Models Book



(from Amazon.com)

Model expert Tim Boyd, author of *Collecting Muscle Car Model Kits*, turned his attention to the fantastic drag racing model kits available from the late 1950s through today. Some racing model kits were actually 3 in 1 kits, where the builder assembled the drag-race version of the car in lieu of the street or custom version. Boyd starts by covering the options, collectability, variety, availability, and value of these wonderful kits and then concentrates on the highly detailed drag racing-only kits that became available starting in the mid-1960s through today. He also shows the differences between original kits, older reproduction kits, and new reproduction kits that many enthusiasts find at swap meets and through online sources today.

Many of these great kits were from the 1960s, an era when building model kits was a widely popular, serious hobby, similar to video games today. Not only was it fun to build the kits but it was also a great way to learn about all the different race classes and categories because

there wasn't regular TV or online coverage during that era. The artwork on those kits was fantastic, and many collectors today seek original kits largely because of it.

The classes of racing covered are Gassers, Rail Dragsters, Stocks and Super Stocks, Funny Cars, Pro Stocks, Exhibition Racers, and more. Drag racing cars that never actually existed but were created by model companies are also covered.

Nostalgia drags are some of the most popular events around the country today. People can't get enough of these old race cars that were built in an era when variety, innovation, and home building ruled the day. This book is great for modelers in general, model-kit collectors, and drag-racing fans young and old alike.

## Industry News

### Atlantis GM Licensing Announced

Atlantis Models has announced they have signed a licensing agreement with GM to issue kits of GM subjects. We assume these are some of the molds they had purchased from the Revell USA/Hobbico bankruptcy proceedings and reorganization. No specific kits have been announced yet. Atlantis had not been a major factor in the automotive kit market, their press release claims this will help to change that. We will be watching with great interest. They indicated the first of these will be going into production late 3<sup>rd</sup> quarter 2020.

Here is the official press release:

#### Atlantis Models "Preserving the Past while Building the Future"

Long Island, NY, July 31st 2020 – ATTENTION MODEL CAR FANS! Atlantis Toy and Hobby Inc., manufacturer of plastic model kits and toys, has just signed a multi-year Licensing Agreement with General Motors LLC. This will allow them to put into production the many car and truck molds they have in their inventory. They have also announced that they are working on new tooling to upgrade many of the older models with Clear Windshield parts that were lacking, and new updated Tires. This will include Snap-Together Car kits, Funny Cars, Muscle Cars, and Classic American cars and trucks from Chevrolet, Buick, Oldsmobile, Cadillac, and Pontiac in 1/32, 1/24, 1/25 and 1/16 scale.

The addition of these great classic General Motors kits will fill the void in the Atlantis product line. Peter Vetri, President of Atlantis, states "When we first purchased the molds back in August of 2018, I was very excited about the automotive subjects in that purchase. Now it's time to upgrade them and get these classics back on the market." Rick DelFavero, Vice President of Atlantis, states "I've always been a Car Modeler and I can't wait to start bringing these kits to market. This will really round out the

Atlantis line and now I think we can be considered a complete Model Kit Manufacturer." Look for these kits to go into production late in the 3rd Quarter of 2020.



The first one they announced was the 1955 Chevy Stake Truck, in 1/48.

### NuNu Platz



NuNu Platz last year had previously announced a Porsche 911 World Rally kit, now more details have been posted, still no date.

### Revell



Revell Germany has reissued a 1962 Cobra race version. There was some internet buzz about this being the "lost" tooling that Accurate Miniatures was developing when they folded. However, online unwrapping and build videos show it is actually a repop by Revell of an Academy Cobra kit.



Also, Revell Germany has announced a combo kit of two Porsches, the Panamera and the 918.



## 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. The annual chapter rechartering process will be starting soon. So 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](http://www.ipmsusa.org)

## IPMS Calendar

2021 IPMS Region 5 Convention –*Date TBD*  
hosted by IPMS/Lakes Region Scale Modelers  
McHenry County College, Crystal Lake, IL.

Aug 18-21 2021 IPMS USA Nationals: Las Vegas, NV  
See the webpage at [www.natslv2021.com](http://www.natslv2021.com)  
and also their Facebook page **2021 IPMS Nationals Las Vegas "Very Best of the West"**

2022 IPMS/USA Nationals Omaha, NE

2023 IPMS/USA Nationals San Marcos, TX

# GTR News

## GTR Update

There was a August meeting, Saturday August 1, at Vice President Doug's home in Warrenville. The meeting was attended by four members and we had a really great set of models to look at. For September we are meeting off site and contact Doug for details via email – see the front page.

Eventually 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.

## Show & Tell

Since there was an actual August meeting we once again have a real Show and Tell. Nice to see models in person again.



Gary Ruzalski had a beautiful Red Bull Racing Renault RB6 F1 car that was more gorgeous than the picture shows.



Gary also had a Mobil 1 McLaren Honda MP4-31 2016 car.



Gary's last entry for the night was a Ferrari F60 2009 F1



Our resident model store **Dave Green** has the latest offerings for the month



**Dave Green** with the Melrose Missile. He has 3 more of these to build in each of the available liveries. Someone has some time on his hands!



More goodies from Dave

**Ed Sexton** brought in his in-progress Datsun 510 Paul Newman car being scratch-built from the Brock /J. Morton car that was purchased by Newman. The Covid 38 virus ate the photo of the car - Sorry Ed!

**Jim Palicka** had a 1931 Ford with a 429 Ford Cobra engine. The car has been chopped and painted with nail polish.



**Jim Palicka** brought a 1969 Dodge Charger with a fully wired engine bay.



**Doug Fisher** brought his Nissan R390 LeMans car complete with road dust – well maybe just dust.



**Doug's** Repsol Honda F1 bike was represented in Austin Powers livery



Doug also showed an old Toyota C88 from the archives.

# Virtual Show & Tell

With meetings being cancelled or lightly attended we will use this space to show models at the meeting, show on our Facebook page or emailed to me for a virtual show and tell. One advantage is that we can show stuff from our out of town members.

## Chuck Herrmann



New NuNu Lancia Delta S4 Group B WRC, next new project on the bench once a few are finished.



Also early progress on the Tamiya Mustang GT4.



## From Facebook we have: Robert Bernahl



1951 Chevy Bel Air



## Troy Deal



"A sneak peek of my current build, an AMT 1956 Ford Victoria circle track stocker. Tinfoil damaged body panels as expected."



Other recent builds



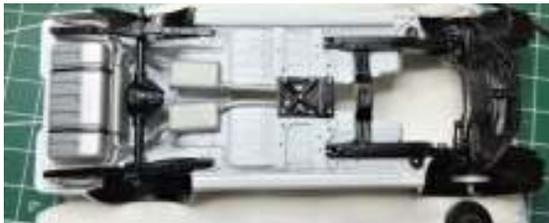
## Gerry Paquette

"Update on my Revell 1969 Camaro Pace Car Replica



"Got back to getting the chassis mods installed and painted. There is still more to be done, but here is where I am now at:

Finished the initial ribbing and connection plate. Adapted the Revell 1967 Camaro SS exhaust system to this model. Although the chambered exhaust is neat, not many Camaros came with it, and I am aiming for a more stock version.



"I will eventually join the exhaust pipes from the engine manifolds to the rear component. I will use the connection plate to hide that joint, rather than bend up full pieces at one time.

As I am not aiming for a GSL level model, I decided not to spend the time to install brake lines on the axle housing. They would be nearly invisible on the completed model. I will likely do the same for the front brakes as well.

For reference, I have included a photo of the original kit chassis as well as a photo of a real convertible chassis. And finally, the current state of the modified chassis."

Also while unpacking he came across this piece. The Kool Kat from AMT



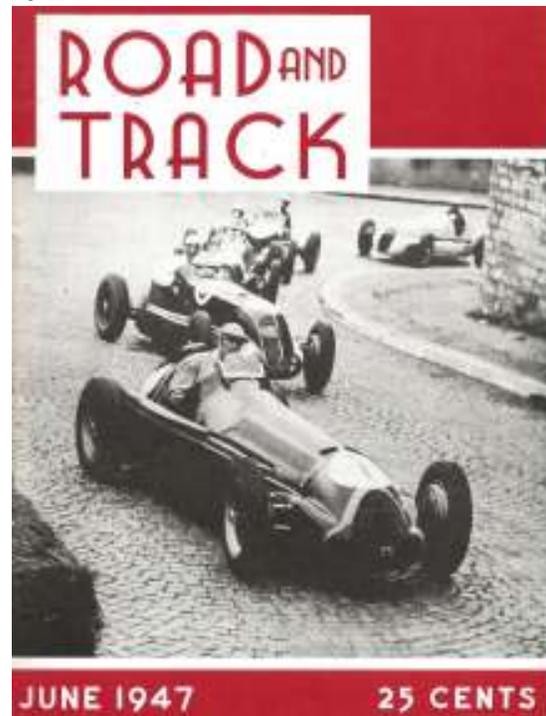
# High Desert Modeler



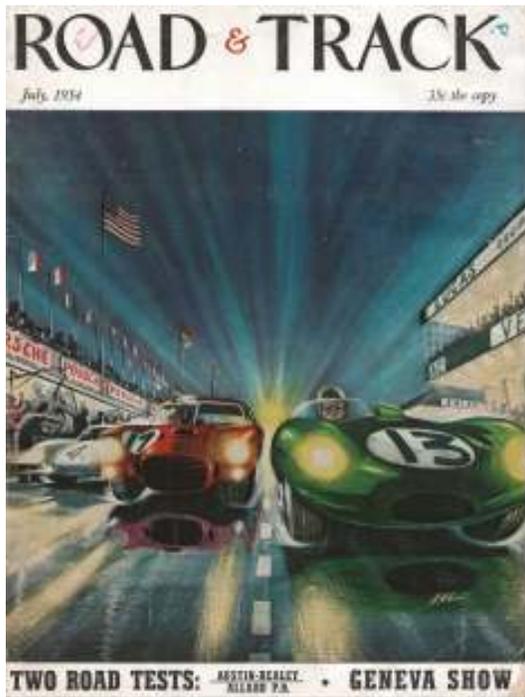
*By Chuck Herrmann Albuquerque NM*

I have previously mentioned that I am a volunteer at the Wheels Museum in Albuquerque. For the past several months it has been closed to the public but staff and volunteers have been busy cleaning, taking new donations and rearranging the exhibits.

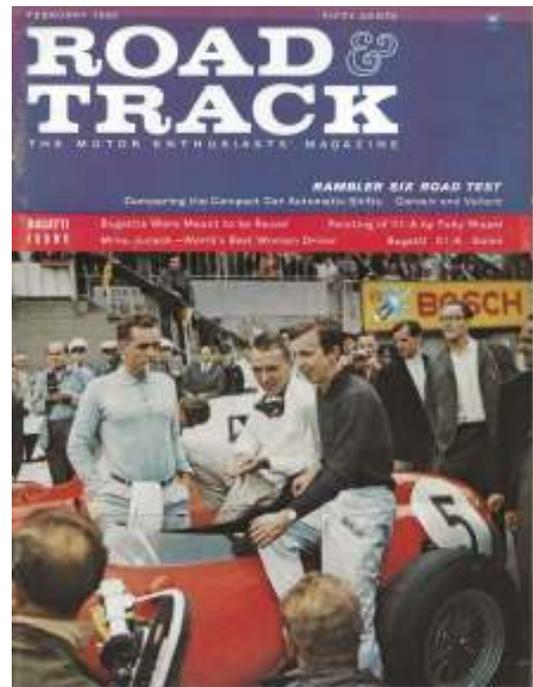
As one of the storerooms was cleared out I spotted some boxes of magazines. Much to my surprise and delight they turned out to be *Road & Track* from 1954 into the 70's!



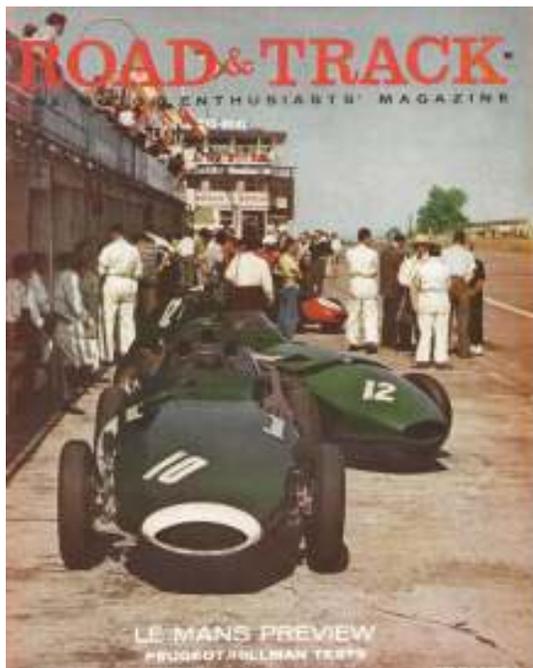
I thought this was a copy of the first ever issue of *R&T*. Instead they issued reprints of Issue 1 and this is one of those. Still pretty neat.



This is some great cover art, there was a preview of the 1954 LeMans 24 Hours in this one.

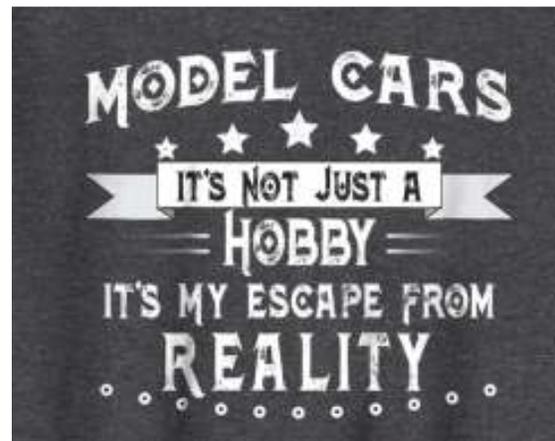


The cover of the February 1960 issue was very neat, American Grand Prix greats Phil Hill and Dan Gurney along with Englishman Tony Brooks. These were the Ferrari Formula One team drivers for the previous 1959 Grand Prix season. Also a test and review of the Rambler 6, something different than the usual sports car subjects.



The July 1958 issue had a preview of the LeMans 24 Hours. Favorites were Jaguar, Ferrari and Aston Martin.

I was really interested in the 1958 issues, as I have pulled out my Ferrari 250 Testa Rossa kit to finish up and found lots of useful reference photos.

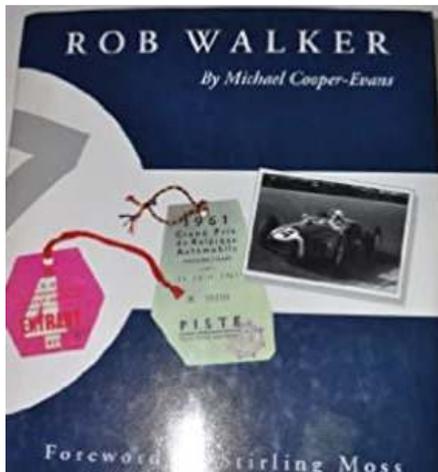


## GTR on Facebook

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.

# Book Reviews

## ***Rob Walker***



By Michael Cooper-Evans HC 1993  
268 pages *review by Ed Sexton*

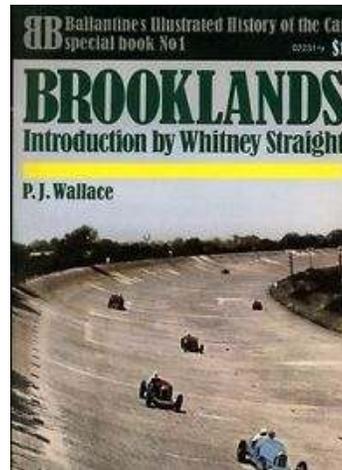
During the 1950s and into the 1960s, it used to be possible for a private individual to enter and compete in Formula One. This book recounts the story of the most successful of these private entries. He not only entered races, he won World Championship Grand Prix races an amazing nine times. His list of drivers was a who's who of the very best, Sterling Moss, Graham Hill, Jochen Rindt, Jack Brabham to name a few.

The book tells the life story of Robert Walker and his racing experiences. While not a first-person book, the author does a marvelous job of seamlessly integrating Rob's quotes into the narrative. The book flows from one story to the next incorporating Rob Walker's insights along the way. While he did have money of his own, he was successful at getting additional support. The British race car industry being what it was he was also able to purchase competitive cars to go up against the factory teams. But then in the late 1960s you had the influx of big corporate sponsors that changed everything.

In the beginning, Rob Walker started by driving race cars with some promising results. But when he got married, he made the promise he would never drive them again. This started his life as a car owner. He was able to establish strong relationships with race car developers such as Cooper and Lotus. They appreciated being able to work with an independent who could hire great drivers and get great results. It worked for both of them.

If you can find a copy (it was published in 1993) grab it and enjoy. Rob Walker really was something. On his passport he listed his occupation as "gentleman".

## ***Brooklands***



By PJ Wallace 1971  
160 pages *review by Chuck Herrmann*  
A Ballantine's Illustrated History of the Car  
Special Book No.1

As a young modeler who was into military subjects (as well as cars) I had many of the books in the Ballantine WWII series, using them as reference and or inspiration. I was not aware of their automotive series. A quick online search shows 27 books in the series, which were \$1 when first issued. I saw this one at a used book store in Albuquerque NM for a few bucks so I picked it up.

Brooklands was a famous race track in England. Built in 1907 it was the world's first purpose built race track. The track was 2.75 miles and featured a very steep banked turn. Many garages and buildings were also built there and the track was home to many manufacturing and development firms that used the track for testing even more often than competition events. All the historic names were involved. Napier, Mercedes, Sunbeam, Talbot, Ford, Vauxhall, Bentley, Rolls Royce and others tested there and there were many world record speed and endurance runs onuted there. The book even shows a photo of endurance testing for the iconic English double decker bus! There were numerous professional and amatuer races held, both for cars and motorcycles. The 1926 and 1927 British Grand Prix were held at Brooklands.

There was also an airstrip located on what was a very large site, and hangars and manufacturing sites were located there. During WWI and WWII the trck was closed and by the government for wartime aviation development and manufacturing. The book covers the racing events until the race track closure in 1939. It is written in a very British style. There are a lot of vintage B&W photos.

# Making your own Decals

By Dave Roeder St Louis MO

Back in 2006 I began making my own decals for 1/25<sup>th</sup> scale model cars and model railroad rolling stock. The first ones were for model cars that were built to represent cars that were modified for racing and required sponsor/class/number decals. The decal sheets that came with the kits were limited and did not have the racing classes I needed.

Creating decals on the computer is easy using Excel spreadsheet and the various icons on the top of the page. Use Excel because you can move shapes and text boxes around on the sheet and you can re-size any item on the spreadsheet to fit the scale you want. A simple decal is a number and class such as #202 A/SR.



1928 Ford Model A roadster - clear decal paper

## The Techniques

I use Testors inkjet clear and white decal paper. Testors rattle can decal sealer and decal paper is in stock at local hobby shops.



1963 Jaguar XKE Coupe - clear decal paper

Clear decal paper works well on lighter body colors such as white, ivory, light grey, light tan, silver, gold and yellow. Some examples are attached.

White decal paper must be used when creating decals for dark colors such as black, red, green, blue and brown. The inkjet printing process will not print opaque white. The solution is to create these decals with a background color that matches the color of paint on the model. I did a vintage racing 1949 Jaguar XK-120 Coupe in British racing green and printed the decals on white paper.



1949 Jaguar XK-120 Coupe - white decal paper  
logos on front panel were found on the Internet

An example of color matching a railroad color (box car red) shows how the custom ink colors are chosen. A brush painted line at the top provides a "best match".



HO scale Box Car - white decal paper logo & clear decal paper for lettering

Another method of using white decal paper is to make the decal a large panel that fills the side of the model and includes white lettering on a colored background. Sometimes a little white edge shows after the decal is applied. I use a #20/0 liner brush to touch up those edges before applying clear coat.

A third method is to make a white decal that is the same size as the clear colored decal. Apply the white decal and allow it to dry. The color decal is then placed directly over the white decal giving the same result. The only drawback is the double thickness of the decal.

The use of decal paper allows almost unlimited design and allows you to create a wide variety of decals. Follow the normal procedures for applying decals including the use of decal setting solutions and a clear coat to seal them. On railroad models I use Testors Dullcoat. On gloss finished cars I use either Testors or Tamiya clear coat.



1979 Pontiac Firebird - kit decal on the hood  
with clear decal paper for the Daytona 500 set

Copyrights: Due to copyright laws do not make decals containing company logos with the intent to sell them. I never do that and only make decals for my personal use.

Making your own decals is a great way to make your models stand out on the contest tables when compared to those using the kit supplied decals.



1940 Ford Jalopy dirt car- white decal paper  
with custom shaped red background

# Building an AMT 289 Cobra

*by Bill Barker Levenworth KS  
Reprinted from the IPMS Prison City  
Modelers Newsletter*

I started this build in 2008 but I believe I bought my first AMT Cobra kit in 1963. It was a revolutionary kit for its day, far ahead of other kits issued in that time, with IFS & IRS, an authentic many-piece 289 Ford engine, Weber carburetors, opening trunk, authentic suspension with separate suspension pieces, etc. It's a kit that has stood the test of time, numerous reissues and is still a great kit to buy and build. Very well engineered!

As my favorite sports car of all time I have 30+ Cobra kits (289 and 427) in 1/43, 1/25 and 1/16 scales. Safe to say I love Cobras. When in college in Boston in the fall of 1966 I spotted the first 427 Cobra I'd ever seen, in bright red no less. I ran nearly three blocks in a suit as the Cobra rumbled from stop light to stop light, thankfully getting each one red and letting me catch up for another up-close glimpse of this brutal sports car before it disappeared into the night.



I wanted this 2008 build to replicate a "Restomod" car, which Google describes as "...cars that mix old and new technology to create the best of both worlds, matching classic styling with modern comfort, performance and reliability." In 2008 I prepped, painted and assembled most of the frame, nearly completed the interior, wired the firewall, assembled the Model Factory Hiro wire wheels and tires, prepped and painted the body...and then hit the proverbial stone wall sometime in late 2009.

I picked it up numerous times each year, pleased with much of the work I'd completed and not pleased with some of it, namely the rear suspension which came out wonky and would make the rear of the car sit crooked, a true sin in the car modeling world. In May of 2020 I brought

the Cobra back to my workbench, determined to finish it. First order of business was to fix that rear suspension which I did after taking it apart and rebuilding it. Once the foundation was right, I continued and have probably never added more aftermarket parts to a kit but have hopefully avoided the trap of adding too much by

Body resting on the chassis with wheels tentatively set in place.



reminding myself that more often than not "less is more." Most of the parts are small and not so noticeable but together they create a better model with more realistic components if you stay with that "less is more" idea.

The major component I'm working on now is the engine and engine compartment, detailing the engine (Historic Racing Miniatures resin engine) with carburetor linkage, separate spark plugs with wires and boots, a properly wired battery, starter, alternator, etc. Despite the periodic frustrations it's a fun project and one of my favorite builds that I've taken on.

Will I finish it this time? Well, who knows for sure but I am committed and things are going well yet, as we know, disaster may lurk around the next corner. That said, don't bet against me because I love Cobras and besides it's part of what makes this hobby so intriguing and captivating. Completion may be a newsletter away!

Frame with suspension installed and nearly complete interior



# Building a 1960 Cadillac Fleetwood

*By Joe Ballengee Albuquerque NM*

Do you remember the club contest for May? The one for cars built in years ending in "00"? Yeah, that one. Anyway, looking for something kinda unusual, I pulled an unpainted but built 1960 Cadillac Fleetwood off the shelf. It was complete except for taillights, the fins were broken, and the hub caps sat way outside the wheels. Luckily I had a (sickly green) promo that had fins, taillights, and better wheels. The promo was badly warped; the interior was cast in gold, and the windows were shot. But it had fins and taillights!



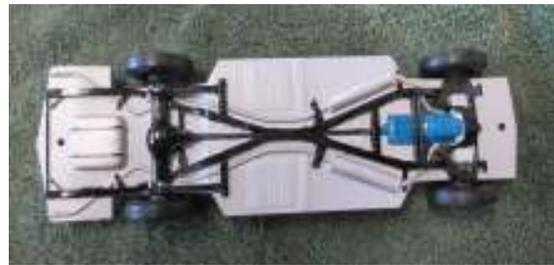
1 Not too bad for a 60 year old kit.

First step: disassembly. Being a 2-screw kit, not too big a deal – except the front screw post broke. Of course. Fortunately, there was very little glue to undo and the dash, steering wheel, and glass came apart without a hitch. Second step: wash off many years of dust and grime. Dawn dishwashing detergent is very effective for this. Third step: figure out a plan.



2 Note how the hub cap sticks out

Starting from the bottom, I picked the best wheels and tires from the two cars. The wheels from the white car did not sit deep enough into the tires for the hub caps to fit flush. I ended up using the wheels and tires from the green promo which had a much better fit. The chassis is pretty basic with everything molded in. I kept it simple and sprayed it with grey primer, then hand-painted the axles, engine block, springs, etc.



3 Completed Chassis

Looking at the body, I obviously had to fix the fins.



4 Broken Fins

I cut off the trailing edge one of the promo's fins with the intent of grafting it to the broken fin of the white car. Great idea, lousy execution. I cut it a little too short (you know the saying "measure twice, cut once?") Doesn't work when you don't know where to start your measurement!) so ended up gluing on a rough-shaped piece of sprue instead. The other fin graft worked just fine.



5 Almost done with the fins

So, putty, sand, test fit taillights, repeat, repeat, repeat. Repeat.

When I was pretty happy (there was additional damage to the inside of the passenger side fin that I was not able to completely fix), it was time for primer and paint. I had decided on a nice 50's era Champagne Gold metallic. Using a rattle can, I shot the color coat. Ugh. Not a good paint job and the color was completely wrong for the car. Into a bath of Castrol Super Clean to strip the paint. Wash with Dawn. Prime. Now what?

Well, Hobby Proz had a can of Testor's Dark Yellow. Cadillac had a '60 color called Palomino, and the dark yellow looked to be close. Decent coat – but dried flat (of course!) So a couple coats of gloss clear and it didn't look too bad. The body was molded with a textured vinyl top, so I masked the lower body and sprayed it with semi-gloss black. About a mile and a half of Bare Metal Foil for the chrome and the body was done. With the black top and all of the chrome, the dark yellow looked pretty good and had a definite 60's vibe.



*6 Color Coat*

While the putty and paint dried, I worked on the interior. Everything is molded in place (except dashboard and steering wheel). Well, ya work with what ya got. I chose a pale yellow for the seats and door panels with metallic gold inserts. Floor, dash, and rear window tray are a muddy brown. I used online references for detailing info, so there is lots of shiny chrome on the dash and door panels.



*7 Finished Interior*

Speaking of chrome, the front and rear bumpers from both cars were in pretty bad shape. I stripped them in Super Clean, painted them with Tamiya gloss black, then Alcad chrome. They came out looking good! I used a thin black wash to highlight the front and rear grilles.



*8 Stripped Bumpers*

The glass from the white car was in decent shape but did require the use of a fine-scratch remover plastic polish to remove some wear-and-tear. I polished the glass with a wax before installing it.

Overall, I'm happy with the results. Like most old Jo-Han kits, the interior is way too shallow and doesn't even come up to the windowsills, and there are other minor issues with the casting, but hey! It's from the early days of kits. I had fun resurrecting the Cadillac.





# 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 May 15-16 now September 19**

40th Annual Hoosier Model Car Contest and Swap Meet.

Johnson County Fairgrounds, Franklin, IN  
[mike51oleary@gmail.com](mailto:mike51oleary@gmail.com)

**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](mailto: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](mailto:pthpowerinc@aol.com)

**Oct 18** Countryside Collectors Classic Show  
Park Place of Countryside, Countryside IL  
[www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

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

**Oct 31** Winnebago Area Model Classic  
Hilton Garden Inn, Oshkosh WI  
[WAMclassic@gmail.com](mailto:WAMclassic@gmail.com)

**Nov 1** Scale Auto Hobby & Toy Show  
Serb Hall, Milwaukee WI  
[www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

**Postponed May 17 now Nov 1** NNL North Contest  
Knights of Columbus Hall, Bloomington, MN  
[www.NNLNORTH.com](http://www.NNLNORTH.com)

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

**Nov 14 Canceled** Southern NNL Atlanta  
[acme-ipms.com](http://acme-ipms.com)

**Nov 7 Canceled** IPMS/Butch O'Hare Contest & Swap

**Nov 15 Detroit NNL**  
The Macomb Community College informed The Detroit Area Auto Modelers our show has been canceled..

**Dec 6** Tinley Park Holiday Toy Show  
Tingley Park HS, Tingley Park IL  
[www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

If any readers wish their shows or any other events of interest to GTR listed send the information along to GTR.

