



# GTR Newsletter

## February 2021

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## President's Message: February 2021

We didn't have a GTR meeting this past month, but it does look like we will be able to soon get back to our regular meeting place at the Algonquin Township building. Doug has confirmed the first Saturday of the month for us at the center. He also confirmed our show Sunday in August. Let's hope things will be better by then and can have our show. I did get a notice that the NNL East is canceled for 2021. It is normally in April, but the situation in New Jersey is not very good. So instead of a postponement, they decided to cancel. Too bad, it's always one of the best shows in the country every year.

I have also listened to a video on Facebook by one of the last guys at Squadron Distributors. The company is gone now and he explains why. He puts it down completely to bad management.

Management that had no hobby background and tried to make the company something that it wasn't. We have heard this many times before. It is interesting that the companies who do not stray from what they really know, continue to be successful. I went through seven owners at Revell and each time management lost sight of what we were really good at, making plastic model kits. They were never satisfied and had to make it something beyond our basic strengths. It never worked and they had to sell.

I have been doing some model building and never seem to take on an easy one. This newsletter has a review of my latest effort, Group 44 Jaguar XJS. It was fun, but very involved. I think the next one will be an out of the box. With all this time inside, sure glad I have a hobby to fall back on.

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

#### 2021 Meetings: Every 1st Saturday @ 7:00 p.m.

Location alternates between member's homes and the Algonquin Township Building (hopefully)

Your current GTR Officers are:

President/Contact: Ed Sexton

[eagle48.1967@yahoo.com](mailto:eagle48.1967@yahoo.com)

Secretary/Treasurer: Doug Fisher

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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

### NBCSN Cable Sports Network to Close at end of 2021



The sports cable channel NBCSN, which airs many of the top U.S. racing series, is to be closed by the end of the year. Parent company NBC Universal has announced that much of the programming will be migrated to the USA network or to the NBC Peacock network.

NBC currently holds the broadcast rights to half the NASCAR Cup and Xfinity Series events, which it shares with Fox. It also features the NTT Indycar series, IMSA SportsCars, NHRA and Moto America. It also broadcasts coverage of Moto GP events and the Dakar Rally.

### Daytona Rolex 24 TV Coverage

Speaking of NBCSN, what happened with their Daytona Rolex 24 broadcast. I just settled in with my eggs and coffee when it went off the air, missed several of the closing hours!

### Netflix Crime Movie to be Set in the Formula 1 World



Netflix has greenlighted a fictional crime film set in the world of Formula 1 and featuring Hollywood legend Robert De Niro and Star Wars actor John Boyega.

To be called *The Formula*, the film is about an American F1 driver (*obviously fictional!! – editor*) who becomes involved with the Mafia and is forced to serve as a getaway driver to save his family.

It's the story of a young man from Detroit who becomes an international racing tar in the world

of Formula 1 under the tutelage of his mentor with old mob ties” That obviously must be DeNiro.

The film is set to be the first Hollywood production based around contemporary Grand Prix racing since *Bobby Deerfield*, which starred Al Pacino and included footage hot during the 1976 Grand Prix season. I saw that one, there was probably about 10 minutes of racing, not a great movie.

### Netflix NASCAR Sitcom



*The Crew* sees Kevin James playing Kevin Gibson, an old school NASCAR crew chief who's rankled when his boss steps down and puts his daughter, Catherine in charge. The two butt heads over how best to build a winning car, as Bobby's old school approach clashes with the “tech reliant millennial's” style. Tune in to watch Gen X and pre-Gen Z clash, compromise, and, of course, come together for the betterment of the team. No release date has been announced yet.



The show will also feature actual race footage captured during the 2020 season. NASCAR driver Reed Sorenson helped out the series in August during a doubleheader weekend at Michigan International Speedway. His No. 77 Spire Motorsports Chevrolet Camaro turned into the No. 74 Fake Steak Chevrolet during the FireKeepers Casino 400 and the Consumers Energy 400. He then took part in the races while the cameras captured footage to use during the episodes.

### New TV Sitcom set in Detroit Auto Headquarters coming to NBC

*American Auto* is a new TV show due out in the 2021–2022 season. The comedy TV arrives this fall on NBC.

Hollywood has tried to depict the car industry before, with semi-disastrous results. Many a History Channel documentary has approached the topic of the U.S. car industry on a more serious, historical basis. And there are lots of shows depicting small hot rod shops with angry mechanics hitting each other over the head with wrenches. Also programs like the Chip Foose, Dave Kindig and Stacey David customizing shows have been successful, at least to viewers already into car.

But *American Auto* promises to be a mainstream, prime-time, major-network comedy deal. The official description from NBC says it's "set at the headquarters of a major American automotive company in Detroit where a floundering group of executives try to rediscover the company identity amidst a rapidly changing industry."

## New Special Issue coming from Kalmbach



The first automotive modeling themed special issue from Kalmbach publishing since the demise of *Scale Auto* will be coming out this spring. Here is their description from the internet:

*Learn skills and techniques from the masters like Tim Boyd, Mark Jones, and Bob Downie in the first-ever car themed special issue from FineScale Modeler.*

*Featuring 13 stories, Building Muscle Cars, Restomod, and Pro Touring is essential for any car modeler wanting to take their models to the next level.*

The issue is available for preorder now on the *Fine Scale* website .

## Industry News

### Round 2 Sold!

*From various internet sources*

Round 2, the parent of Polar Lights, AMT, MPC, as well as many other brands has sold controlling interest in the company to Praesidian Capital, a private equity investment firm. Tom Lowe, the founder of Round 2 is quoted as saying "I'm thrilled to be partnering with the Praesidian team as they will bring significant resources as we continue to scale the business, both organically and through acquisitions."

Praesidian founder, Jason Drattell said "We are excited to partner with Tom Lowe, founder and CEO of Round 2,. Round 2 has emerged as a market leader in the collectibles space and we look forward to supporting the management team as the Company continues to expand its product offerings."

The press release noted that Round 2 has many licenses including "General Motors, Ford, Star Trek and Star Wars," This is the first public acknowledgement that the company has a Star Wars license.

Praesidian Capital is described as "an innovative private investment firm focused on providing senior and subordinated debt along with growth capital to private lower middle market businesses in the United States, United Kingdom, Germany, and selectively in Northern Europe. They also own companies like K1 Speed and Autobahn, indoor karting companies. Also Planet Fitness. Private Equity firms are notorious for breaking up companies and selling off the pieces, so we will have to wait and see. Hopefully the Star Wars license keeps them interested.

So what does this mean to us modelers? Good question! We've been through this song and dance before. Back in 2004, Playing Mantis, the parent company of Polar Lights was acquired by RC2 (later Learning Curve.) RC2 had purchased a number of toy brands, including AMT, Ertl and several others. RC2/Learning Curve later shut down many of the brands including the model companies. Those were grim days. Later, Tom Lowe was able to gain control of his original brand Polar Lights and others and relaunched as Round 2. The model companies that are under Round2's control include AMT, MPC, Lindberg and Polar Lights. Die Cast model companies include Johnny lightning, Racing Champions, American Muscle (Formerly ERTL's), Auto World and Mini Metals. Also Auto World slot cars.

Based on the information in the press release, Lowe is still active in the company and Praesidian appears to be infusing the company with capital. This indicates a push to grow and expand the brand. The fact that they now have Star Wars licensing reflects this analysis.

## Pocher



From pochер.com

Pocher has announced their next new 1/8 scale kit. This time it is the legendary Lotus 72. The kit will be the car as raced at the 1972 British Grand Prix t Brands Hatch by the soon to be World Champion Emerson Fittipaldi. This model is still in the early stages of development and we expect it to be available winter 2021/22

## Tamiya



### Kit 20069 131 ABARTH RALLY OLIO FIAT

This model kit recreates the Olio Fiat Navy Blue and Yellow liveried 131 Abarth, which was the WRC rally champion in 1977. The real car was an Abarth-tuned version of the Fiat 131 Mirafiori with a 215hp 2-liter engine; it was extremely lightweight thanks to extensive use of FRP and aluminum across its body. It made a rally debut in 1976 and took titles in '77, '78 and '80. This 2020 edition kit is the first re-issue for the venerable Tamiya kit in 21 years, and the first time with this new livery!



## NuNu Platz



NuNu will be releasing this McLaren MP4/2C in 1/20 from the 1986 Portuguese GP. The real car, driven by Keke Rosberg who finished 7th, was indeed yellow and white instead of the usual Marlboro red. A quick internet search tells us that Marlboro wanted to promote their Lights brand which apparently was in yellow packaging.

## Revell



Revell Germany has released their 2021 model car/truck/tractor lineup. One thing I like is that have started to clarify if these are reissues or someone else's tooling.

The new Jaguar XK-E is already out in Europe, the convertible version will be out in April.



07687 Jaguar E-Type Roadster Konversion der bestehenden Form



April 2021  
07667 VW T2 Bus „Easy Click“ New Tool



März 2021  
07676 VW T2 Camper „Easy Click“ KOnversion / New Tool



Juli 2021  
We had heard about their new T2 VW Vans.

05682 Audi R10 TDI Le Mans & 3D Puzzle Re-Intro



April 2021

05672 VW T1 Bus „The Who“ Gift Set Re-Intro



April 2021  
07696 Ford GT40 Le Mans 1:24 Kooperation Fujimi (vermutlich)



Juni 2021  
Another reissue of the Fujimi Ford GT40, always a popular subject.

07688 Porsche 911 G Model Coupé New Tool



September 2021

07689 Porsche 911 G Model Targa New Tool



Oktober 2021

A new tool Porsche 911? I would have thought they had all been done? The G model was 1974-1977, with the rubber bumper bellows for the US crash test requirements. I have a Fujimi on my bench that looks like this version, it is full detail with engine. Maybe Revell thought we need a better one? While I am all for Porsche kits I wonder why they spent the resources on this instead of something that had not been kitted previously.

07822 Fendt F20 „Dieselroß“ „Easy Click“ New Tool



Oktober 2021

Yet another farm tractor. They must be selling well. Also these tractor kits open up an alternative market space for Revell, the farm toy segment.

### Salvino JR



The Salvino 1979 Olds 442 driven by AJ Foyt at the 1979 Daytona 500 was released in

January and is on the shelf at local shops. This is the first release of product based on their recent licensing agreement with AJ Foyt Enterprises. I assume it is the same as their other 79 NASCAR Olds kits with different markings.



The latest release by Salvino is this version of the 1986 Monte Carlo. Ship date is Feb 14.

### Italeri 2021 Releases



Looks like all reissues but here are the kits coming back out from Italeri. At least the new decals will be usable.

### Squadron Hobbies Closed



Squadron Hobbies, which opened in 1968 and had been a major supplier, manufacturer and supporter of scale modeling has shut down. Based in Texas, they sold kits, had some of their own line of kits, and had their famous Squadron putties. Also they published reference books and decals and at one time had physical hobby stores. They also held their own model contests.

Being primarily an automotive modeler I was not especially knowledgeable about them as most of their product line was focused on military subjects. At one time there were about 100 people employed there, but the loss of their founder years ago, the takeover by an investment firm and recent management issues led to their demise. After an online closeout sale in early January they are no longer open for business, their online sites say closed for renovation but other online sources say the current operation is closed without word on any future plans for either the business or people involved. They apparently were the major distributor for Vallejo paints, lets hope that that does not cause issue with their availability.



## GTR Update

There will be no February meeting. It is looking better for us to resume meeting at the Township, hopefully in March.

Eventually we hope 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.

### January GTR Meeting

There was no January meeting.



## 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. 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 on Facebook

GTR has a Facebook page. Check it out and join up! We encourage members and fans to post photos of your models or projects. Also the GTR Newsletter including back issues can be accessed from the site.



## Virtual GTR 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.

From Facebook we have:

Elliott Doering WI



"Banjo" Matthews 1957 NASCAR Ford Convertible racecar"

Gary Dobson IL



"Calling this one done finally. I'm not happy with the fitment of this kit. I think Accurate Miniatures kind of over engineered the kit. Maybe the next one will go better now that I know what to expect. It's a good looking build from a distance."



For his next project: "Haven't done a NASCAR in a while. Sterling Marlins 22 Maxwell House T-Bird."



Gerry Paquette WA



"Tweaking some of the details on the 66 GeeTO. Working up the "nerve" to do the decals."



"Well, I guess I have the chassis/drive train and interior as far as I can take them at the moment. So, now on to the decals and body trim. I have coated the decal sheet with Microscale Decal Film and have done a Hi-Res scan of the decal sheet. Here's hoping the stripes don't come apart."







“Undercarriage, clean, teal, chrome, and purple suspension parts. Notice the two tail pipes i added to the stock muffler.”



“The spark plug wires are in the correct location and firing order, the battery is relocated to the trunk, and what would be black plastic cover panels have been given the purple treatment.”



**Robert Bernahl IN**



“DONE!!!! 1:25 scale of a 1988 Chevrolet Beretta GT. The kit is an old MPC that I bought from a "used/scratch & dent" section from a hobby shop. Saw it, laughed, and bought it for \$10



“ I built it as a "rock of the 80's era" car, Teal paint and Purple accent color with a Black interior. I did use every custom option the kit had EXCEPT the wheels and tires. For that I dug through my parts stash and found some C4 Corvette wheels and B/F Goodrich Radial T/A's. The 2.8L engine is turbocharged and wired in the correct firing order. Every square inch of the car is also gussied up like a SEMA show trophy queen (paint or chrome but NO gray/black undercarriage).



“The paint I used was 15+ years old enamel so it clearly doesn't look the best, but I'm satisfied.”

**Chuck Herrmann NM**



Some figures on the bench. Hasegawa skier and Master Box jogger.



1930s era Henderson-Ace 1/25 Motorcycle, one of the extras in the latest MPC 1932 Imperial Roadster reissue. First time this has been issued since the 1960s.

# The One Eyed One Horned Flyin Purple People Eater Trike

Earl Spiegelberg IL



"Just completed.... I named this one the "One Eyed One Horned Flyin Purple People Eater" after an old song from back in my youth. She began with a King Chopper kit and I made a few modifications which include swapping out the shovel in favor of a Knucklehead. I added a scratch built single coil-over front fork based on an old Schwinn design. Also I modified the rear wheels, added chrome buttons on the seat. She's fully wired and plumbed, and I fashioned a iron cross taillight. Finished with four coats of Testors "Plum Crazy" then a liberal two coats using Ruby Red flake in Testors clear then a couple of light coats of purple flip flop over the artwork and finally finished off with six coats of high gloss clear. Also added a coat of multi colored flake over the oil and gas tanks. All chrome (except front rim & primary cover) is Alclad over Testors Classic Black. I Hope Mr. Tom Daniels will not be offended"

*(I am sure he won't be!- Editor)*



***Keep Safe, build more  
model cars!***

# Tiki Trike



**Description:** Tiki Trike

**Manufacturer:** MPC

**Scale:** 1/25 **Kit#:** 894

By Chuck Herrmann



The 1/25 Tiki Trike is one of six custom chopper kits reissued in 2020 by MPC/Round2. The first kits in this series, designed by several different customizers including Big Daddy Ed Roth, came out in 1971. Several of these shared various sprues and parts. In 2005 MPC released the Tiki Trike variant. With my interest in surf rods the Tiki Trike was one that I wanted. It went on my Christmas list and my wife got it for me.



The latest issue comes molded in white plastic with chrome and clear parts, the clear come in clear, orange and green options, something Round 2 often includes in their reissues. Tires are vinyl/rubber, the rear tires feature molded in Goodyear lettering but the small front tire is Pirelli. There is a large decal

sheet with lots of options for the Tiki theme as well as other 60's/70's style decals.

The body of the trike is two pieces that are joined lengthwise, sort of like an aircraft fuselage. I used a large amount of liquid glue then clamped it together to get a good bond. The fit is pretty good but I did have to fill and sand a lot to get it smooth. I decided to use the large mod paisley decal to cover any visible joint lines. And I added a piece of sheet plastic to the underside of the roof to add strength.

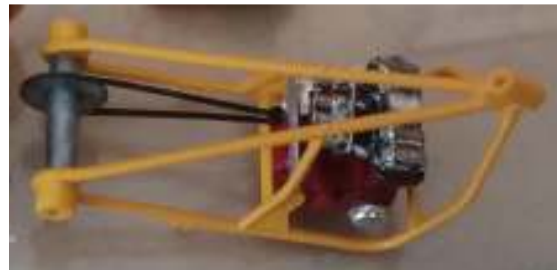


The kit includes a drag parachute which I did not want to use, so I filled in the opening with some sheet stock. The gas tank is a two piece assembly that mounts on top of the frame.

Like many other motorcycle kits, the front fork is mounted to the frame through a mount that is molded into both halves of the frame. The instructions say to glue the frame halves around the mounting rod in the fork. But that means you cannot fill and sand the very visible resulting joint right in front of the frame before painting. So I cut out the post that would have been used and instead found a small nail that I used to attach the fork to the body after painting that would allow the front fork to still rotate. That was the plan which did work – for a while, see below.



The frame is two main halves which are joined at the front fork mount, which I glued together, sanded and painted before mounting with the nail as described above.



The engine is, I believe, a larger size Honda motorcycle engine which comes chromed plated. Since it would be impossible to get the main engine components glued together without having to fill and sand the joints I stripped off the chrome from the engine block halves and head then glued together, filled and sanded and painted it red with a black wash to look a bit used. I left the valve cover, gear cover and air filter chrome.



My biggest issue was getting the engine to securely affix to the frame. The mounts are very small, chrome pieces with some vague mounting points which kept working loose. Eventually I stripped and painted these to attach after the frame was painted. Eventually I added an additional support scratch built from plastic rod on the bottom to give this area some needed strength. The chain is attached to the rear axle, this I stripped and painted various steel shades.



The exhaust is four chromed pipes that wrap down the front and join into four long pipes exiting out the rear. I must have moved the exact engine mounting point with my added supports because the pipes do not match up. I needed to add some sheet stock to serve as a connector to lengthen them to mount on the bottom of the frame in the correct location. There are a lot of mold lines on these exhausts so I scrapped off a much of it, then used a Molotow Chrome pen to touch up. That chrome is not a great match to the kit chrome so here I also used clear blue paint to look like the heat effect and also some darker steel to make it look used. Not great but it is underneath the displayed model. I drilled out the exhaust ends so they look like pipes not rods.

After first putting on Duplicolor white primer I painted the body and frame with Tamiya TS-47 Chrome Yellow from a rattle can. I used the orange clear rear window.

The seat I painted a dark tan, with a black wash to bring out the detail, it mounts in between the joined body halves but needed to be clamped tight to get a good fit when gluing. After the body

and seat is attached to the frame, the gas tank gets glued to the top of the frame. There is a separate tank underneath, I stripped the chrome here since it has a visible joint line that needed filling, and a chrome gas cap on top.

The final assembly steps were the rear wheels/tires, which uses a metal axle. The two piece front fork pulls apart to let the two piece chrome front wheel/tire fit into its mounting holes. I painted the handgrips black. The front fork was inserted and is held in place by the nail mentioned earlier. This allowed it to turn. However, the front fork halves needed some more glue touch up after final assembly, so I put in a dab of super glue then went to bed. In the morning I saw the glue had run onto the nail and now the steering does not turn! Oh well.

Lastly the chrome on the forks, as well as all the chrome parts, had lots of mold lines that stripping means the chrome is shot. I did strip off some of the most obvious areas but as noted the Molotow touch up chrome is not a great match unless you rechrome everything. But that is typical of lots of these older AMT/MPC reissues.

At one point I was going to add the cable for the throttle and brakes and engine wires but after the fit and chrome issues I felt it was not worth the effort. So it was finished, not a great build but an interesting blast from the past on the shelf to go with my surf rods. I built this one in less than two weeks, a record for me!

Here are some of the earlier versions of the base design which have not been reissued recently.



1973



1971

# Group 44 Jaguar XJS Build



**Description:** Jaguar XJ-S HE TWR

**Manufacturer:** Hasegawa

**Scale:** 1/24 **Kit#:** 20305

By Ed Sexton



In the Nov./Dec. 2008 issue of *Vintage Motorsport* magazine, they had a feature article on the Jaguar XJS Group 44 which ran in both SCCA Trans Am and IMSA. Not too long after seeing it I was over at Fred Cady's house and he had started on building this car. A number of years ago he had made a Group 44 decal sheet that had decals for this car. He had the race version kit of Hasegawa's XJS which is of the TWR touring car. There are quite a few differences between European touring cars and Trans Am/IMSA cars. But it's a good place to start.

The biggest issue I saw was going to be the huge wheel flares on all four corners. I searched for kits that had large add-on flares or something after market. But none of them were big enough to have the right look on this Jag. But then the reissue of Monogram's Mazda RX-7 came along. For whatever reason, the kit has really large wheel flares. To me they always looked out of scale for the RX-7, but perfect for this XJS.



*Photo 1: Here is the body in primer after working on the flares. I used many coats of Mr. Surface 500 spray and kept sanding and sanding.*

Unfortunately I have never been particularly good at blending in, but I was going to really try this time. I worked on those flares for a few weeks and used lots of Mr. Surface primer. I actually got them to a point where I was satisfied with how they looked.

So it was on to painting the body. I used Tamiya pure white out of the rattle can. I didn't transfer it to an airbrush. The spray pattern out of the Tamiya cans is so nice I don't see the need to transfer it. After painting it was time to apply Fred's decals. The lower green stripe didn't match up exactly to my flare job so I touched it up with Testors basic bottled green paint.

The changeover of the engine from the TWR touring car motor to the Group 44 motor required a lot of modifications. First I did the V12 tube headers which had to fit into a VERY tight space. I used two sets out of Monogram sprint cars cutting and fitting them to get the six tubes on each side. They had to come up flat against the sides of the engine. Next, I wanted to do spark plug wires and had a very difficult time finding where the plug leads were on the motor. Even a cut-a-way drawing of the motor wasn't much help. But I found where they should go eventually.



*Photo 2: Since this was a 12 cylinder I had to cut up 2 sets of exhaust pipers from a V-8 engine kit.*

Another stand out feature on the motor are the water pipes on both sides of the V12 next to the cam covers. The pipes have tubes that go down next to each cylinder. So I used an aluminum tube on each with thin plastic rods as the pipes going down next to each cylinder. The tricky part was connecting these two tubes to the radiator and for that I used solder wire. But the final connection had to be done at the very end because of the way the radiator went in.

Next, I noticed a small tank on the right side and I used one I found in an Accurate Miniatures Corvette Grand Sport kit. On the left side the brake master cylinders were made out of styrene rod. For the carbs I got two sets of down draft

Webers from Replicas and Miniatures. The intake stacks are different lengths on the real car because of the tight fit of the hood. I followed this and made the velocity stacks taller front to rear. Lastly I used the stock fanbelt assembly because it was a better match for Group 44 than the TWR race version.



*Photo 3: At this point I had cut out the left side details in the existing to make room for the new seat. It was some kind of tank they had in the interior.*



*Photo 4: This is the interior before putting in the dash. I tried to match up the hoses I saw in the real car.*

The biggest difference in the interior was the switch from right hand drive to left hand. On the left side of the kit interior, I had to cut out some details and make the floor flat for the seat. The dash on the real car is just flat so that made modifying the kit dash easy. Just flat pieces of styrene on the top and front. I used the seat out of the Revell racing Corvette kits since it looked more like the Group 44 style of seat. I only had to add a couple of tubes to the kit roll cage. Then based on what I saw in the real car, I added some wires and Aeroquip hoses.

On the underside of the car I couldn't find any good reference pictures. I just used the suspension parts supplied in the kit. I did have to make some adjustments to get the wheels to fit properly and give it the right stance. That involved just cutting and filing the mounting points. On the chassis plate there were some raised details I filed off to fit the kit racing exhaust. I also had to make a couple of short extension pieces to line up with the different headers I used.



*Photo 5: I used the belt assembly from the street version (also supplied in the kit) instead of the race version. Again it matched what I saw on the real car.*

From the pictures I saw the car ran with lots of different wheels. But since the Vintage Motorsport article was my main source of reference, I wanted to match the wheels used on that version. I found a good match from a set in an old Monogram kit (sorry don't know the exact one). The inner wheel parts were from the 80s Monogram Indy cars and the tires are from the 90s Reynard kits. A strange mix, but it seemed to work with some extra cutting of the inside of the tires.



*Photo 6: All the suspension is right from the kit. The fuel cell is made from sheet styrene and I use the rain tires from the Revell Reynard kit. They look cooler.*

Those are the main elements of the build. There were a number of other things such as hood pins, fuel cell, window net and lots of test fitting. But you get the idea.



*Photo 7: The Weber carbs are from Replicas and Miniatures and the velocity stack are different lengths because the real car had a hood clearance problem. For the blue connections I used heat shrink tubing.*



*Photo 8: All finished! It was very involved, but lots of fun.*



# 1928 Lincoln Street Roadster – The Hot Rod Lincoln

By Dave Roeder

I recently bought a new old stock MPC 1928 Lincoln dual cowl phaeton kit with the intention of building it up out of box. After looking at my inventory, I found that I had already built this kit. I then decided to turn this kit into the 1950's style "Hot Rod Lincoln" using the kit as a basis for the conversion. I began by cutting down the body removing it from just behind the front door. This left a rather long section to be scratch built into a roadster trunk. Looking through my junk box I found a 1954 Hudson Convertible that had the right contour for the roadster rear quarter panels. This piece was too wide and too tapered to fit the Lincoln body and required some serious surgery to get it to match up. I used styrene strip to hold the various pieces together then filled the gaps with fake fingernail powder glue. This stuff is amazing and is an acrylic type filler that sets up hard and does not shrink. The one drawback is shopping in women's cosmetics for it.



*1928 Lincoln body with 1954 Hudson rear quarters and trunk added using fake fingernails filler*

I cut out new wheel arches and then filled the openings with .005" lead sheet. This gave me the dimensions for cutting down the chassis. By using the entire front part of the frame and setting the firewall just behind the rear of the engine I was able to place the centerline of the rear axle creating the new shorter wheelbase. The original model had a 135" wheelbase and the new version was 115" a reduction of 20" in length. In order to place the new modern rear axle in the center of the wheel arches, I moved it back so that the body would fit over the end of the frame and rear shackles. I modified the new wheels and

tires to fit the on the front and rear axle. Larger tires were fitted to the rear to complete the street Rod look.



*1928 Lincoln frame shortened to 115" wheelbase.*



*Front axle built up with smaller tires and Cadillac "Sombrero" hubcaps in the 1950's style.*



*Chassis assembly complete*

This old Lincoln has a large V-8 384 cubic inch flathead engine. The largest Ford Flathead engine was the 1953 V-8 255 cubic inch version. The obvious choice in the pre OHV engine era was to go with the largest engine for your hot rod. The 1949 OHV Cadillac was 331 cubic inches and very expensive. It had a much smaller displacement and would look lost in the engine bay of this large car. After modifications, the big flathead would really make this a true HOT ROD.

On with the construction:

After locating the rear axle the next thing to do was build the engine and transmission. I decided to "hot rod" the engine by eliminating the up top four port exhaust and changing the old single carburetor for a more modern downdraft four barrel carb with a nice chrome air cleaner. The intake old manifold was replaced by a

modified flathead Ford unit. I added a modern oil filler/breather at the front of the intake manifold. The exhaust was converted to a standard flat head configuration exiting out at the bottom of the cylinder block as on a conventional V-8. I scratch built the exhaust headers from brass wire soldered together in a jig made for this. I scratch built a dual exhaust system from scrap box mufflers and solder wire. One final addition was a starter to eliminate the need to crank start the engine.

Since the body was channeled 6.25" over the frame rails I had to cut down the side panels and the seat by that amount. I also had to make a new steering box and arm to get it lower so it would fit under the lower dashboard. Since the old 1928 Lincoln Radiator was too wide and too tall to fit, I substituted a 1930 Ford shell with a scratch built radiator and expansion tank. At this point I realized the old MPC kit lacked shock absorbers. This was an obvious detail missing from the front suspension. Friction shocks were still in use back in the 1950's, so I scratch built four of them for this car. I fitted floor panels, the gearshift plate and front floorboard with the pedals, then added a gas tank and battery at the rear. One item needed on the chassis was headlights. I modified a set of 1932 Ford units to fit. The last thing I added were the two tie rods from the firewall to the radiator.



*Finished model with trunk and license plate decals I made.*

This was a fun conversion which created a one of a kind street rod from the old MPC kit. I could have used a more modern Lincoln 462 Cubic Inch engine, but I thought the monster flathead was more fitting for this large roadster. I spent most of the time building the rear section of the body. Added details and modifications to the engine were also time consuming.



*I added the two radiator tie rods made from .020" brass wire*



The body was painted a 1950's light Green that went well with the green engine. I did the interior in a medium brown and used panel line wash to highlight the wrinkles and seams. The taillights were from my parts box as well as the gas cap.



*1928 Hot Rod Lincoln complete. Front plate is 1953 MO.*



*1928 Lincoln Dual Cowl Phaeton MPC kit for reference*



# Oscar Koveleski



Oscar Koveleski, the founder of the Auto World mail order hobby business, publisher of *Car Model* magazine, Can Am race driver/team owner and Sports Car Club of America Hall of Famer, of Clarks Summit, Pa., died on last month at the age of 88.



A racer from the 1950s and 1960s whose life's passion became model cars and airplanes, Koveleski is likely best known through his Auto World model car, HO-scale models, and slot car business that he formed in 1958 in a friend's basement in Scranton, Pa., He funded it by cashing in a \$300 life insurance policy.

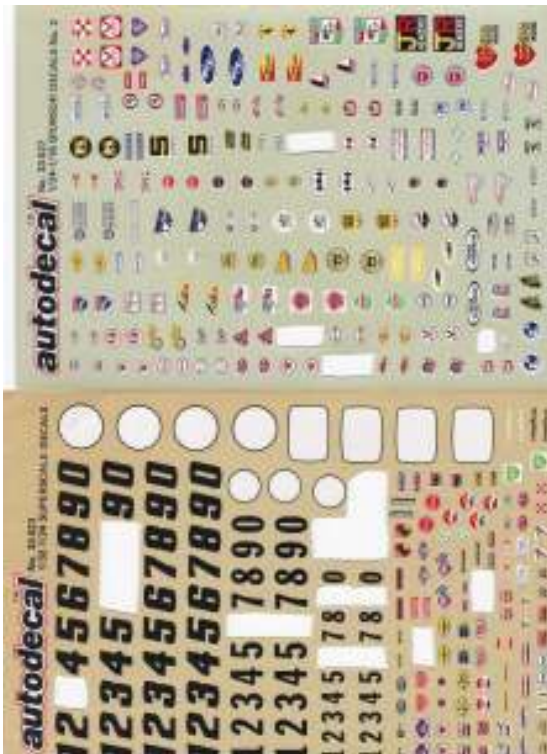


"Auto World started not as a store but a mail order company we operated out of my friend Bob 'Smitty' Smith's basement," Koveleski said in an interview posted to the Auto World website. "Because of our aggressiveness and knowledge, we became important to real enthusiasts and manufacturers. My wife and I did the first catalogs on the kitchen table and ironing board. Our first two of four kids got to like licking the glue on the stamps!"

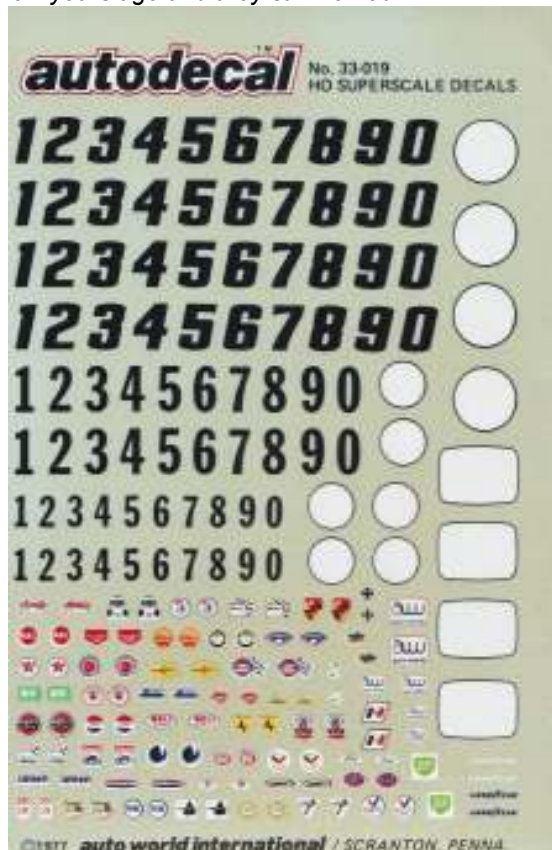


Auto World's first catalog, issued in 1959, was a modest effort, but subsequent releases grew in content and effort. By the third edition, in 1961, full-color printing graced the cover, and when the slot car craze began to take off in 1966, the catalog expanded from digest size to magazine size. Through the 1960s, 1970s and 1980s, Auto World offered something of interest for hobbyists of all ages and skill levels, but by the beginning of the 1990s, sales were no longer sufficient to maintain a business. The last catalog, edition 41, rolled off the presses in 1991, though the name and logo were later acquired by a new company specializing in die cast models and slot cars.

Auto World's original surge in popularity and later decline mirrored the growth and death of the slot car and plastic model hobby in the United States. In the 1970s, hobby shops were a common sight in towns across America, but today plastic model kits are generally sold through craft stores, tucked into a corner between woodburning supplies and wreath-making material. Slot cars can be even harder to find, with only a handful of specialty suppliers serving the HO and 1/32 scale market.

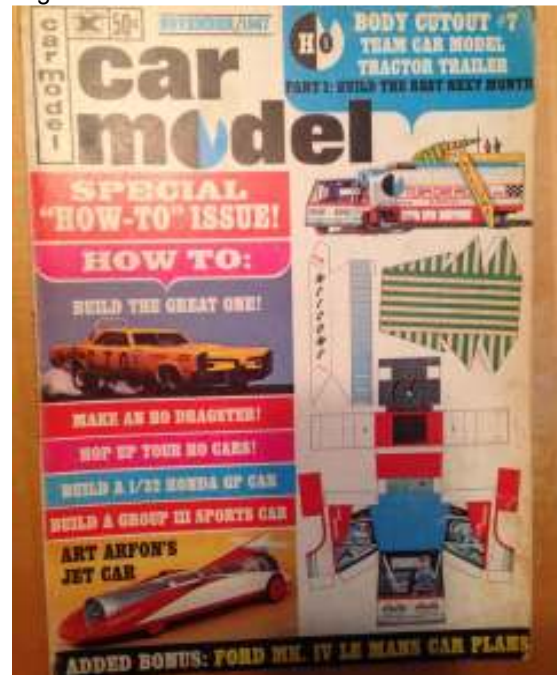


Some original Auto World decal sheets I still have, dated 1977. I used a few off one of these few years ago and they still worked!



Pre Internet, the Auto World catalog brought products, hobby news and enthusiasm into many

young modeler's homes. I remember eagerly reading the latest issues, and placing several orders for both models and slot cars. The original Auto World may be gone, but for anyone who subscribed to its annual catalog, it's hardly forgotten.



Kovelski also was involved in *Car Model* magazine, which was published from 1962 to 1975. He was copublisher with Robert N. MacLeod. The editor was Bill Barnes, and the technical editor was Dave Shuklis. The magazine was first published in July 1962 as a bi-monthly edition, then switched to a new full-sized format when it went to a monthly schedule in September 1963. It continued through May 1975. Mr. Shuklis died in 1974, and this may have hastened the demise of the magazine.

Contents focused on models cars and custom construction techniques. This was based on feedback received at Auto World from 12-15 year old boys who wanted to advance their modeling skills.

Kovelski was also a race car driver and owner. His first win came in a 1951 SCCA Regional race at Bone Stadium in Pittston, Pa. at the wheel of a 1948 MG-TC. He raced regularly throughout the '50s and '60s in SCCA Regional and National Races, as well as the 12 hours of Sebring and the 24 hours of Daytona. He was inducted into the SCCA Hall of Fame in 2015. Koveleski was a past member of the Board of Directors of the Motor Racing Safety Society and the Board of Directors for the SCCA. He also promoted SCCA races at Pocono Raceway from 1980 to 1996.

In 1970, he won the ASR National Championship at Road Atlanta, beating 27-time National Champion Jerry Hansen by just one-

tenth of a second. From 1969 through 1972, Oscar was a regular competitor in SCCA Can-Am classes driving his orange #54 promoting his Auto World business.



"Oscar Koveleski was a treasure," said racer and Road Racing Drivers Club president Bobby Rahal. "His outspokenness and passionate demeanor in trying to convince you of the importance of his latest project were the essence of his personality. Never quitting, always promoting, in such a charismatic way that one just couldn't say no. He was happy and willing to talk to help promote his Auto World business and the KidRacer brand he created."



*Accurate Miniatures issued a model kit of his McLaren M8B Can Am car.*



*This car carried additional sponsorship from a radio control car company, and there was a version of Oscar's car available.*



*Notice the stripes on this car were actually depicting a slot track. There were slots in the body to display slot cars when the car was off the track.*

In 1971, he joined teammates Tony Adamowicz and Brad Niemcek — all founders of the infamous Polish Racing Drivers Association — in a second-place finish (behind Dan Gurney and Brock Yates) in the Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash.



# GTR Event Calendar

*With all the continuing disruption and uncertainty caused by the Corona virus crisis, all dates are of course tentative. With the latest virus results some 2021 shows are being cancelled or delayed. Like the Chicago Auto Show, moved back from February.*

*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.*

*The pandemic also is affecting the racing world. The opening GP in Australia has been moved back from March and the St Petersburg Florida IndyCar season opener was also moved back. So I will not be listing as many races here since they may yet be impacted.*

**Feb 13-21 Postponed** Chicago Auto Show  
McCormick Place, IL  
<http://www.chicagoautoshow.com>

**Feb 21** Illinois Plastic Kit & Toy Show  
DuPage County Fairgrounds, Home Economics and Annex Buildings, Wheaton IL  
Info contact: (630) 969-1847  
Email: [pthpowerinc@aol.com](mailto:pthpowerinc@aol.com)

**Mar 7** Scale Auto Hobby and Toy Show  
American Serb Hall, Milwaukee WI  
e-mail: [Unievents1@aol.com](mailto:Unievents1@aol.com)  
Web site address: <http://uniqueeventsshows.com>



**Mar 14** 30<sup>th</sup> Annul Cedarville Model Car Contest and Swap Meet  
Jane Adams Community Center, Cedarville, IL  
Facebook page: Cedarville Toy Show and Model Car Contest

**Mar 21** Countryside Collectors Classic Toy Show  
Park Place of Countryside, Countryside IL  
Phone: Jim Welytok 262-366-1314  
e-mail: [Unievents1@aol.com](mailto:Unievents1@aol.com)  
Web site address: <http://uniqueeventsshows.com>

**April 17?** Milwaukee NNL – to be announced  
**April 18** **Cancelled** Milwaukee

**April** Virtual Desert Sale Classic, Phoenix AZ – now virtual – details soon.

**May 23** NNL North



**June 12-13** Heartland Nationals Contest and Swap Meet. Hosted by the KC Slammers Model Car Club. [www.kcslammers.com](http://www.kcslammers.com), Overland Park Conv. Center, Overland Park, KS. Contact Bill Barker, [wlb19@yahoo.com](mailto:wlb19@yahoo.com), special theme: "American Graffiti."

**October 30** Winnebago Area Modelers Classic  
Hosted by Winnebago Auto Modelers  
Hilton Garden Inn Oshkosh WI

**Oct 17** Countryside Collectors Classic Toy Show  
Park Place of Countryside, Countryside IL  
Phone: Jim Welytok 262-366-1314  
e-mail: [Unievents1@aol.com](mailto:Unievents1@aol.com)  
Web site address: <http://uniqueeventsshows.com>

**Nov 7** Scale Auto Hobby and Toy Show  
American Serb Hall, Milwaukee WI  
e-mail: [Unievents1@aol.com](mailto:Unievents1@aol.com)  
Web site address: <http://uniqueeventsshows.com>

**Dec 5** Tinley Park Holiday Toy Show  
Tinley Park HS, Tinley Park IL  
e-mail: [Unievents1@aol.com](mailto:Unievents1@aol.com)  
Web site address: <http://uniqueeventsshows.com>

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