



GTR

Newsletter

December 2017

Hello GTR and Friends:
By Steve Jahnke

In This Issue:

- The "REAL" Oldsmobile FE3 experimental, the real car isn't far behind!
- Photo coverage of the IPMS Butch O'Hare show!
- Book Review: *Faster, Higher, Farther- VW's Diesel Scandal*

Happy post-Turkey day to you all, I hope you started your pre-Christmas day shopping by going online or to your local hobby store to check out the new releases that are trickling into the stores. There is one new kit in particular that I am waiting for and that is Revel's new 1/25 '85 Oldsmobile® 442™/FE3-X Show Car Model Kit (4446). I saw the original 1:1 of this car at a local car show. The owner is holding a Revell pre-production box displayed on his dash, so I stopped to look at the box and the car. This is one very hot Old's, notice the owner is holding the kit box of the #85444600200 release. I don't remember the purpose of the twin sticks on the center council however I assume it has to do with controlling the tranny shift points in manual mode.



Be sure to pick up one of these babies when it hits the shelves. We have another great issue for you guys.. read on...

Have a great Christmas to you and yours, We hope Santa brings some new kits, paint, air-brush etc.etc.....

SJ

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
2017 Meetings: Every 1st Saturday @ 7:00 p.m.

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

Your current GTR Officers are:

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

The GTR Newsletter is written and edited by Steve Jahnke, Chuck Herrmann and Doug Fisher. If you or your club has news that you would like to pass on to the modeling community, send the info on to me digitally at stevejahnke@comcast.net and I will add it to this newsletter as a blurb or link. Show dates are subject to changes/cancelation as dates shown. 2017 club dues are due \$15 measly bucks, send check or give cash to me with your contact information. Thanks! Please make your check or money order to "Steve Jahnke" as we could not get a "club" named bank account). As always, if you have a subject or other topics you would like to see us cover, just send us an note to my email above. **Also, please make sure your IPMS dues are up to date because our annual NNL show's damage waiver is covered by the IPMS/USA organization.**

November GTR Meeting

Here are Show and Tell pictures from our last GTR meeting.



Steve Jahnke AMT '71 T-Bird



Doug Fisher, Ford IMSA GTP



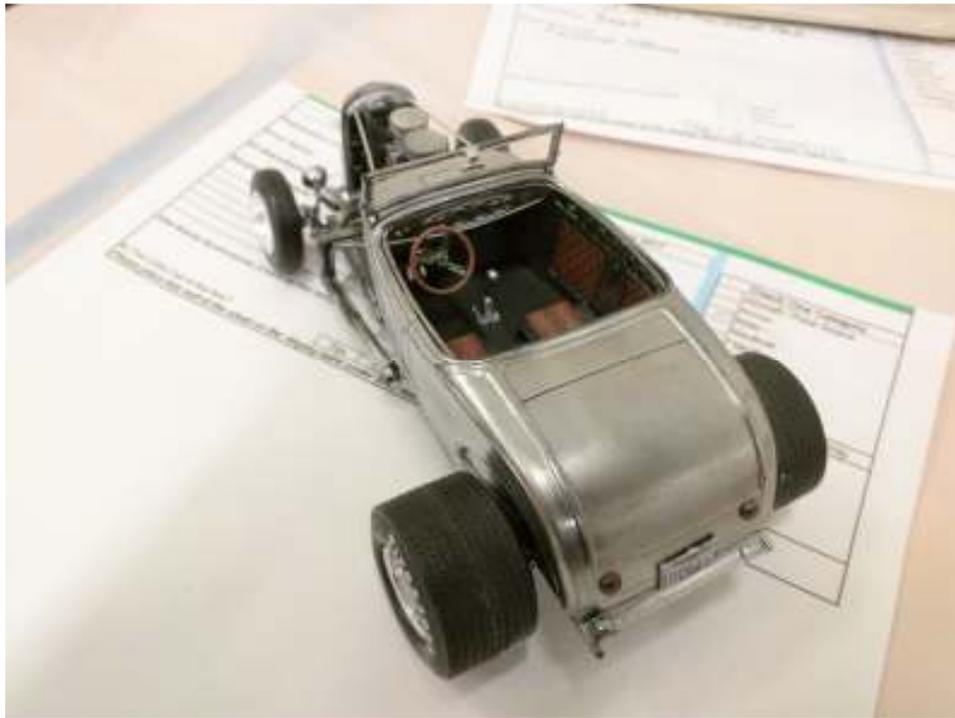
George Pritzen



2017 IPMS Butch O'Hare Show
(Did not get the name of the modelers, just the eye candy)
Phots by Steve Jahnke



Nice model eh?



A 'super- Sanitary' 32 roadster, nicely done and my fav!



The Buick that roared!



1/12 scale Ford GT 40 hubba hubba!



SJ



MAILBAG

by Chuck Herrmann

Real Life

End of Australian Car Manufacturing

A red Holden Commodore sedan rolled off the production line at the General Motors plant in Adelaide, Australia in October. It was the 7,687,675th auto produced by Holden over 70 years of manufacturing..



This marked the end of all automotive manufacturing in Australia. Ford and Toyota had already ended production over the past two years. Going forward all cars sold in Australia will be imported from overseas.

Apparently Australian car buyers weren't willing to pay a premium for vehicles that were "Made in Australia" So the combination of problems resulted in the fact it makes little economic sense to produce cars in Australia in the current world market. A relatively small local market, the value of the Australian dollar, its remote location and the rise of cheaper manufacturing powerhouses in Asia combined to leave car companies with little choice.

In addition to the manufacturing jobs lost, it impacts an industry that represented approximately 50,000 jobs at more than 120 parts suppliers across Australia. Another example of the changing global economy.

Industry News

Revell Germany Porsche Tractor kit



The latest Revell Germany Porsche model kit is not a sports or race car but a farm tractor! As Porsche-Diesel Motorenbau GmbH, they also produced tractors during the 1950s and early 1960s. The Porsche Junior 108 h was powered by a 1 cylinder indirect injection chamber diesel engine developing 14 hp. This new kit is in the Easy Click (Snap) line. Now available in Europe, will it be in hobby stores over here?

Events

Milwaukee Annual Christmas show has been cancelled

See the events calendar for details for all the events that I know of. We will begin adding 2018 events as this year winds down. If any readers wish their shows or any other events of interest to GTR listed send the information along to GTR.

Bench Racing

By Doug Fisher



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

Editor's Note: Bench racing with Doug is taking some time off to concentrate on some of his models and has agreed to finish off one of my painted models on his bench.

Have you ever heard of the 1969 Mustang Kansas Twister? It is going to be freaking awesome dudes



GTR Update

The next regular GTR meeting will be on Saturday, December 2 at 7:00 pm at the Algonquin Township Building.

It is IPMS USA chapter renewal season. We need at least five current IPMS/USA members to continue as a chapter so please let Steve know your IPMS number and expiration date, so he can renew GTR for 2018.

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.

NOTE:

Please plan to attend the December GTR Christmas Party to

1. Have pizza and discuss models
2. Determine the Theme for the 2018 GTR NNL
3. Come up with ideas on how to spend money in our treasury
4. Have a blast connecting with fellow modelers.



IPMS News

GTR is a proud member of the IPMS organization. GTR is a local chapter, in Region 5, of IPMS/USA. **The chapter renewal season will be starting soon.** 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

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

July 31-Aug 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.



~~Dec 3 Milwaukee Miniature Motors Swap Meet
Waukesha County Expo Center - CANCELLED~~
Call Dale E. Jones, (414) 651-1980
Website: www.milwaukeeeminaturemotors.com
Email: mkeminimotors@gmail.com

Dec 3 Tinley Park Toy Show
Tinley Park HS, Tinley Park IL
Jim Welytok (262) 246-7171 unievents@aol.com
www.uniqueeventsshows.com

December 25 – Merry Christmas!

2018

January 1 – Happy New Year

Feb 9-18 106th Chicago Auto Show
McCormick Place, Chicago IL
<http://www.chicagoautoshow.com/>

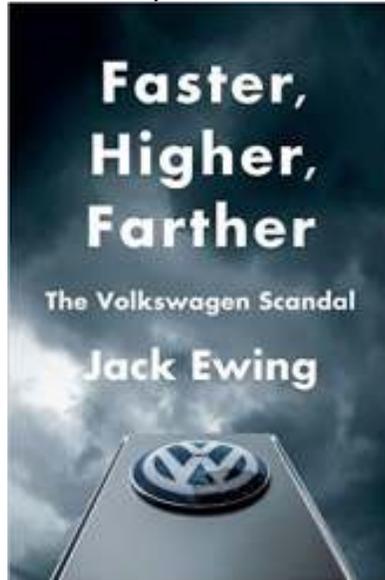


Book Review: Volkswagen's Diesel Emission Fraud

Title: *Faster, Higher, Farther: How One of the World's Largest Automakers Committed a Massive and Stunning Fraud*

Author: Jack Ewing. Norton, (320p)
ISBN 978-0-393-25450-1

Reviewed by Chuck Herrmann



Late in 2015 The EPA announced that VW had intentionally installed software in eleven million diesel powered cars that deceived emissions-testing mechanisms. In early 2017 VW settled the American claims for over \$20 billion. This book describes the events leading up to the scandal and the fallout so far. Author Jack Ewing, a New York Times financial reporter in Europe, covers this in an interesting book, well documented with 45 pages of footnotes.

The history of Volkswagen is detailed in the beginning of the book. Automotive and history buffs know the company was initially built to produce an affordable people's car for Germans during the years of Hitler's Nazi Germany in the 1930s. Hitler commissioned Ferdinand Porsche, a German engineer to design and build the car. It turned out to be largely a propaganda tool. By the beginning of WWII no customer cars were delivered, and production turned to wartime manufacturing when the first VWs were actually finished, such as the military Kubelwagen along with other items like Tiger Tank turrets. After the war the Allies, particularly the British occupation

forces, relaunched the factory as a means to spur economic rebirth. Eventually it was a huge success, first as an economy car and later a symbol of the 60's social movement. Norton calls "the transformation of the Volkswagen from Nazi propaganda project to counterculture phenomena...one of the most spectacular examples in the history of marketing". After being forced out of the company, the later members of the Porsche family of course went on to start the Porsche firm before again, through marriage and business arrangements, the dominant power in VW. By the early 2000's, through a series of complicated and controversial economic wheeling and dealing, Porsche and VW, along with other VW brands like Audi, SEAT and Mann trucks became one hugely powerful company, making the Porsche and Piech families among some of the wealthiest people in the world, worth billions. Also the local German state government owned a large chunk of the stock.

Driven by success, Volkswagen chairman Ferdinand Piëch and chief executive Martin Winterkorn built a top down ruthless corporate culture. So when they announced that VW intended to pass Toyota as the world's largest automaker they fostered an environment that drove employees, working feverishly in pursuit of impossible sales targets and afraid of losing their jobs, to illegal methods. Unable to build cars that could meet emissions standards in the United States honestly, engineers were left with no choice but to cheat. VW had a late start to their hybrid program so they turned to diesel power to differentiate their brand. Diesels have been popular in Europe, with a large percent of sales but not in the US. So to push US diesel sales a competitive price software was installed that would pass emission standards during tests but would switch off to increase fuel mileage on the road, spewing way above legal levels of nitrogen oxides. Volkswagen then compounded the fraud by spending millions marketing this "clean diesel". This result was in 2015 Volkswagen reached its goal of surpassing Toyota as the world's largest automaker.

But the illegal means to cover up high levels of pollutants was exposed by a handful of researchers on a shoestring budget. This ultimately resulted in a guilty plea to criminal charges in a landmark Department of Justice case. (Interestingly, one of the settlement arbitrators was Robert Muller, the ex-FBI director now leading the Trump-Russia investigation). The book reveals how the succeed-at-all-costs mentality prevalent in modern boardrooms led to one of corporate history's farthest-reaching cases of fraud with potentially devastating consequences that have yet to fully play out.

Readers of this newsletter know of my affinity for Volkswagens and Porsches, so this was a painful read for me. But I recommend it.