



GTR

Newsletter

February 2019

Hello GTR and Friends:
By Steve Jahnke

In This Issue:

- Hobby and Club News
- AMT Surf Woody Kit Build
- Hasegawa's New Nissan R91CP Kit

I asked a question in my last literary exercise on how and what you choose to build, hoard or if you just plain like to open the boxes from time to time to get your creative juices flowing and put something on the bench. Winters here in Northern Illinois tend to keep you inside unless you are shoveling snow or bundling up to keep warm. So with way over 10" of snow on the ground and temps in the low teens, what better thing to do than to head to the bench and work on some plastic.

That is exactly where I am this moment. Those that have been to my house and have seen my work area and stash know that I have a pair of ex-computer-type standing workstation desks that I have resting on 2x6 risers. The risers allow me to work at the bench either sitting at a bar stool or casually standing. Overhead I have a couple of hanging fluorescent lighting fixtures and of course the obligatory lighted magnifying lamp. This makes for a comfortable and hospitable area to let my creative juices flow. Add a radio or stereo tuned to your favorite music station or a spare TV tuned to a movie or a talk channel. To complete my modeling "Cave", I keep my stash close to my bench as I have built several homemade shelving units out of 2x4's that I have tied into my unfinished basement first floor joists to support pre-made particle board shelves.

This work space is well lit and inviting to sit down in. Right now, I am between builds and there is nothing in progress on the bench. However, as mentioned earlier I frequently get comfortable in my space and just open some of the kits for which I have already pre-painted the bodies just to see what re-sparks my interest. So, I am currently looking for my next project; the TV is on, the portable electric floor heater is purring and I am looking through the pre-painted stash to see if there is a subject awaiting to be bare metal foiled? Perhaps some pre-assembly work and some hand painting? You can see where this going right?? I am talking myself into my next build!

Until next time.....keep the glue off of your fingers and a model on the bench!!

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

2019 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
Secretary/Treasurer:	Doug Fisher	kkfisher1@comcast.net

The GTR Newsletter is written and edited by Steve Jahnke, Chuck Herrmann and Doug Fisher. If you or your club has news that you would like to pass on to the modeling community, send the info on to me digitally at stevejahnke@comcast.net and I will add it to this newsletter as a blurb or link. Show dates are subject to changes/cancelation as dates shown. 2018 club dues are due \$15 measly bucks, send check or give cash to me with your contact information. Thanks! Please make check out to "Steve Jahnke" as we could not get a "club" named bank account)



MAILBAG

by Chuck Herrmann

Media

New Modeling Magazine *Dedicated Scale Enthusiast* to Launch



A new car modeling magazine. *Dedicated Scale Enthusiast*, has announced it will soon begin publication. It looks like the theme will be low riders, modern street machines, tuners and customs. The first issue was available as a pre order via their webpage and shipped mid January.

www.dedicatedmagazine.com

We wish them the best for the future.

Models Cars Update

Updated Jan 21, 2019 on their Facebook page

A lot of you have asked for another update, so this is what I can say now.

As for Issue #206, I'm still working on it! I really miss Harry P. The work he did was incredible. I know this issue will show how bad I really am at this whole graphic design stuff, but I have been copying, I mean creatively borrowing, his old layouts/styles/etc. I have also been reading a ton of design books, something I should have done back in 1995 when I started in all of this publishing stuff. Back then, I would see layouts I liked, in "real" magazines, and adapt them to Plastic Fanatic, and then later in Model Cars.

Industry News

Tamiya LeMans Winning Toyota TS050 Kit out soon



Tamiya will be issuing a kit of the 2018 LeMans 24 Hour Winning Toyota TS050 soon. Details are to be released at the February Nuremberg Toy Show. Kit number 24349.

Since victory in prestigious events for Japanese vehicles seems to mean a model kit, will we be seeing a Toyota desert truck after last month's Dakar rally victory?



Round 2

Among the latest bunch of Round 2 releases is



the old MPC Super Trailer. Featuring a clear body it can be used as a display case. Or painted it it can be a team or shop trailer.

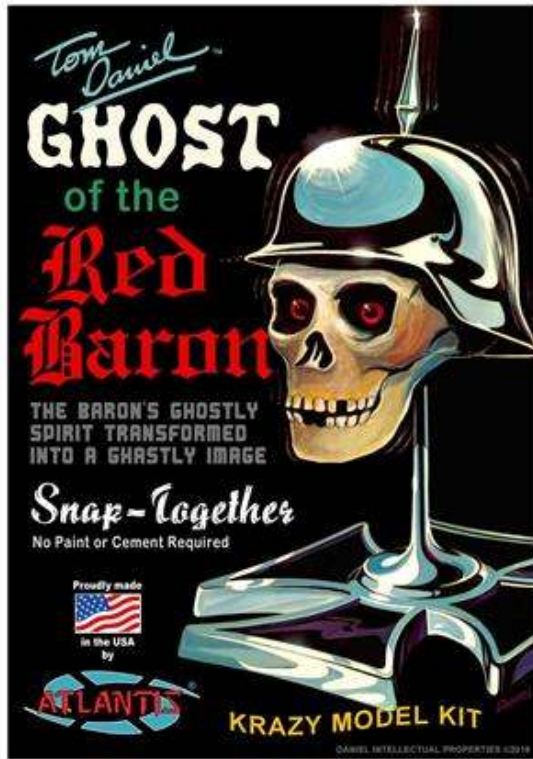
Chrome Tech USA Shut Down

Chrome Tech USA, the scale modeling chrome plating service based in Madison WI, has shut down after thirty years. The owner has retired.

Atlantis Ghost of Red Baron Kit

One of the first kits from Atlantis Models using the old Revell/Monogram kit tooling that

they acquired in last year's Revell bankruptcy proceedings will be the Tom Daniels designed Ghost of the Red Baron, in 1/5 scale.



This kit is to be released in the first quarter of 2019. This kit will be complete with Sticker sheet, chromed helmet and base, tinted lenses for the glasses and rubber band. All other parts will be molded in bone white.

www.atlantis-models.com

Events

The Illinois Plastic Kit & Toy Show (DuPage County Fairgrounds in Wheaton, IL) will be this month, Sunday Feb. 24.

The Winter Blues Model Car Show will be held February 23 in Blue Island, IL



Unique Events, who promotes many local shows, has now updated their dates on their website:

www.uniqueeventsshows.com

See the events calendar for details for all the events that I know of. We will be adding 2019 events as details are firmed up and released. If any readers wish their shows or any other events of interest to GTR listed send the information along to GTR.

GTR Summer NNL Themes

The themes for our 2019 GTR Summer NNL have been selected. The main theme is the 50th Anniversary of the Chevy Camaro, any version. The subtheme is Woodies and Wagons.

So pick your subject kits and get building!



IPMS News

GTR is a proud member of the IPMS organization. GTR is a local chapter, in Region 5, of IPMS/USA. We need five current IPMS/USA members to remain a chapter. We have successfully completed the 2019 chapter renewal process. If you are a current IPMS/USA member let Steve or Doug know your member number and expiration date, remember to renew your 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.

The 2019 Region 5 Convention will be back in Madison, WI on March 2.

IPMS Calendar

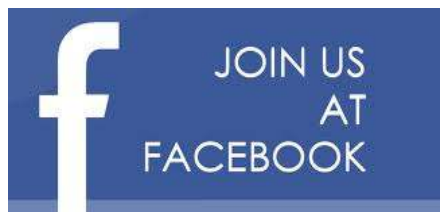
March 2, 2019 IPMS/USA Region 5 Regional Convention
Crowne Plaza, Madison, WI
<http://madcitymodelers.org>

August 7-10 2019 IPMS/USA Nationals
Chattanooga Conv Center, Chattanooga, TN
<http://www.ipmsusanationals.com>

July 29-Aug 1, 2020 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 can be accessed from the site.



GTR Update

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

Future regular monthly meetings will meet at the Algonquin Township Building. Any member who wants to bring up other ideas or suggestions for future meetings or activities, do so either at the meeting or contact us.

January GTR Meeting

Notes and Photos by Doug Fisher

The January GTR regular meeting was held on 1/5/2019 at the Algonquin Township building.



Dave Green brought in several new additions to his collection this month. AMT 1965 Riviera – Frankie Avalon edition. Great whitewalls with tampon printed single on one side and triple whitewalls on the other side. Custom roof will need major surgery by the builder to replicate the box art. Revell Boss 302 - has half a case to be able to model one in every available color. Tampon printed Firestone tires that are really great. It is the same body as the Mach 1, but several changes to get to the Boss 302. Salvino Donnie Allison 1979 NASCAR. Great decals printed by Powerslide and it now has correct coil springs rather than previous versions with leaf springs. Revell's new 1968 Chevelle SS396 is a great kit. Well done redline tires with two sets of wheels Rally and magnum. Good decals with red, black and white racing stripes and under-hood decals. AMT '94 Lightning, the first release of kit since 1994.



George Pritzen brought in his '55 Chevy pickup with a skeleton crew.



It took George 15 years to finish a 95 Mitsubishi Eclipse funny car. A Charger funny car frame was shortened to accommodate the body. A custom paint job was done using a paint brush that has to be seen up close to be believed.



Doug Fisher had a Tamiya Subaru STI WRC car as an out of the box. He was disappointed with the decals as they did not adhere to the contours of the body and were very translucent.



Doug also brought in a Tamiya Porsche 911GT1. The engine bay was extensively tricked out with Scale Motor Sports detail set and scratch-built parts. Tamiya decals blew apart in water, so some old Ricombi decals came to the rescue.



Doug also had a Hasegawa Toyota Corolla WRC from the Dakar Rally. It is a great kit for its age. True multimedia kit with photoetch, rubber and cast metal parts. He took inspiration from George to weather the model to replicate some photos of the car after a stage.



Ed Sexton showed his modeling magic with the Accurate Miniatures Corvette GS. Used a Model Car Garage detail set and used several shades of black to get contrast in the frame. Decanted a spray can to paint the car from an air brush in the correct Nassau Blue.

In Absentia:

While he could not attend, **Chuck Herrmann** would have brought in his AMT Surf Woody Roadster (see build article) and a Studio 27 resin/multimedia kit of the 1995 Honda NSX LeMan Test Day car. It was like a big 1/43 Starter kit.



Watch for a build article in an upcoming newsletter.

High Desert Modeler



by Chuck Herrmann Albuquerque, New Mexico
Wheels Museum, Albuquerque NM



The Wheels Museum in Albuquerque, NM is a museum featuring all things transportation related in New Mexico.



In downtown Albuquerque the former Santa Fe Railyards, a huge facility that used to house all sorts of railroad repair shops, is being repurposed into event, retail and cultural facilities. The Wheels Museum is housed in former locomotive repair shops, built around the turn of the prior century. The setting is bit rustic but that adds to the interest as part of the history of the city and region.



There is a lot of emphasis on railroad history in the exhibits, including several model railroad setups. But there are lots of other interesting things, both historical and many noting the impact of Route 66 on local history. There are several real vehicles and several cases of model cars.



Route 66 "From Chicago to LA" – running right through Albuquerque!

Building an AMT Surf Woody Roadster



Description: George Barris Surf Woody
Mfr: AMT **Kit:** 1105 **Scale:** 1/25
by Chuck Herrmann

Subject: This kit is a reissue of the George Barris Surf Woody custom. The real car was built and shown in 1965, cashing in on the surfing culture craze of the era. It rides on a custom built tube frame. The engine is a Ford Cobra small block featuring dual Paxton superchargers. The unusual rear dually wheels were to provide traction though sandy beaches. There was no steering wheel, direction and speed were controlled via a control stick. Also many of the usual 60's over the top custom features were included. When the Albuquerque Model Car Club picked Customs as the featured class in the annual SuperNationals model contest I decided to go ahead and pull this one from the stash and build it.



Kit: This kit has been released multiple times over the years. This recent (2015) reissue goes back to the original box art, and features the original instructions, cardboard display stand and

small kit box as well as original Barris decals and a special booklet with photos of the real car. All the packaging is high quality. It is molded in white with lots of chrome parts. I have red there was also an orange plastic version released. The usual Round 2 feature of two set of clear are in here, one set in blue. There are three building options: the actual show rod, a hearse version and an open roadster.

Build: Upon looking at the parts, I could immediately see that this kit is one of those 60's era designs with lots of fiddly details and lots of mold lines and sink marks. Especially on the chrome, which is used for most of the suspensions and drive train. Usually I strip and paint the parts when I see this, but since this is a show car I decided to go ahead and use the chrome as much as possible. This was also to be a full blown test of using the Molotow chrome pens to a greater extent than I have in the past. Test fitting showed lots of issues with fit and some very indefinite mounting locations. So I decided to eliminate a lot of problems with the poor fit and do the roadster version with a few modifications. That also looked like the most practical version if one wanted to actually use this car as real onroad transportation.



Engine: This is a smallblock Ford V8 with lots of chrome accessories. I really liked the twin superchargers (see the box art), so much so that I decided to save them for another project. There is also the option to use dual air cleaners with the superchargers. I found a manifold and dual carbs with a tall air cleaner in the parts box that I thought would look better, adding height and interest to the engine. The valve covers are chrome ANSEN units. The oil pan is chrome featuring Cobra engraved lettering. But it is two pieces, split down the middle. I glued it together and tried covering the gap with the chrome pens, but it is not a great result. I should have stripped it and rechromed it after filing and sanding, or replaced the whole thing with one from my spares box. I also made a prewired distributor with aluminum tubing. This had to be mounted in front of the carbs to clear the small opening in the body. The engine was painted red, the chrome stuff touched up with the pens, and the ignition wires added. The fan belt needed to be replaced, again due to the tight clearances so I modified a spares box piece. The kit exhausts are two pieces for each side which have long pipes to exit out the back. I was unable to get these to fit. Interestingly the picture booklet of the real car

included in the kit show a totally different set up, with short pipes dumping right out the sides. But other similar pieces from my spares would not clear the tightly fitting body. So I found some longer pipes with mufflers and some small manifolds that fit, and added some aluminum tubing out the rear. I painted the manifolds and pipes Testors Jet Exhaust and used the chrome pens for the muffler and was satisfied with the results.



Chassis: This is a tube type frame. It is pretty thin and very finicky to assemble and square up. I assembled it the first time, then test fitted it to the bottom of the interior pan and it was too narrow to mate up to the mounting holes on the bottom of the interior bucket. So I broke it apart, added some larger diameter plastic tubing over the thin kit frame rails and widened it to fit. I painted the frame rails black.

As noted all the suspension bits are chrome plated. But there are tons of mold lines to clean up since this is an open wheel design and everything will be exposed. Also the plating is pretty ragged, lots of rough edges and it flakes off pretty easily. Without the chrome pens I would not have attempted to go ahead, but for the most part the touch ups looks pretty good. There were lots of it issues, especially the front shocks which I had to cut down to fit. The steering is supposed to e functioning, good luck with that. I glued it all straight. The front spindles have no openings or pegs to hold the front wheels. You just need to dab on some glue and press them to the flat surface! The rear axle has lots of plating which needs to be sanded off to get the wheels to fit. And once I had it attached to the body it was way off center, I had to cut it shorter over a quarter inch and then reglue everything back together. For some reason there is a metal axle included in the box, but it is not called out in the instructions. Maybe in an alternate release this was used? The rear end is a two piece assembly, like the oil pan I should have totally stripped it and replated after filling and sanding. The chrome pens covered some but not the entire joint. Eventually everything was fitted together and the engine mounted.

Wheels/Tires: There are six tires in the box, two narrow front tires and four slicks. They all feature tpad printed thin white double sidewalls. There is the option to use the rear dualies as on the actual show car, supposedly for traction in the sand. Or

you can use single rear slicks. I went with the dualies. The wheels are chromed units which look nice. I left off the knockoffs, they look good without them (and I need them for another project).



Interior: The interior is a pan that sits on top of the completed chassis. There are two seat options, one is wooden slats and the other a more conventional bucket seat. These are extremely narrow, so much that I was unable to find anything even close in my large bag of extra seats. So I used the kit buckets, cut down to the top of the rear body cover to clear the surfboard (more on that later). The seats were painted Vallejo Red Leather Acrylic. The interior was painted Krylon Satin Boots Brown. Then I used brown flocking on the floor. I wanted to use a steering wheel instead of the control stick provided, so I scratchbuilt a mounting point from sheet stock. The fit is very narrow, the kit steering wheel is way too big and looked bad. So I found a smaller diameter wheel in my spares that barely fit. I made s steering column from sprues, painted the wheel brown with clear orange to look like wood and attached it, There was no room for foot pedals or dashboard. So I found a gauge cluster and mounted it on top of the transmission tunnel.

Body: The actual car featured some funky tall panels and roof, which would take a lot of effort to get to fit. Likewise the hearse version. So I decided to do the open roadster version, as the rear cover fit well. And like I said this looked the most practical as a real vehicle. Two versions of cycle type fenders are included, but I went with the open wheel look. I sanded off the side wood trim for a smoother look. The front headlights are supposed to be an operating rotating assembly featuring fluorescent tubes which are included as clear pieces. This would take a lot of effort to get to operate and obtain proper looking clearance, so I glued it all shut. Same thing with the hood, since it is a short piece and the engine is exposed anyway. The body does mate up to the finished chassis well.

For the body paint I used Testors Fiery Orange Lacquer, followed by Testors Wet Look Clear Lacquer, both from rattle cans. Some white pinstripe decals from my extras pile were added for a bit of contrast in on the front hood and rear deck. As I said I planned to use a surf board. The one included in the kit is an unusual squared

off shape. Apparently in some old release it was motorized? But those parts are not in this version. So I found a short board in my stash. I scratch built a raised mount to fit behind the passenger seat. The seat tops were higher than the rear body cover so I cut them to fit. I painted the board gloss white for contrast, and I found some decal stripes in my pile that were a close match for the body color. I fabricated a strap to hold it on (ever notice most models do not have this, how would the board not fall off the vehicle in motion?). There is a chrome louver piece that is supposed to go underneath the rear of the interior. Since this is not visible I adapted it to fit across the bottom of the rear end. The taillights are red clear in chrome housings, these fit after a bit of sanding. The windscreen is a clear piece. Most of the clear pieces from the kit were not used.



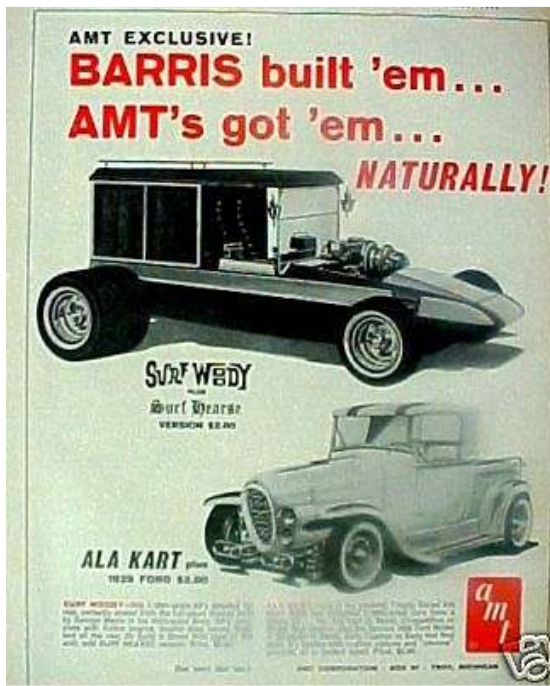
Decals: The sheet includes panels for the interior of the cabin, also the exterior for the hearse version. I ended up using none of these.

Extras: There are the now expected extra features Round 2 puts in these reissues. In this case there is a small fold up kit box, a cardboard display base and a 16 page 5.5 x 8.5 inch photo booklet with detailed vintage photos of the original Barris Surf Woody design. I especially like the photo of the real car in front of AMT headquarters in Michigan, with lots of snow on the ground and everyone bundled up in winter coats, Not the usual beach rod environment!

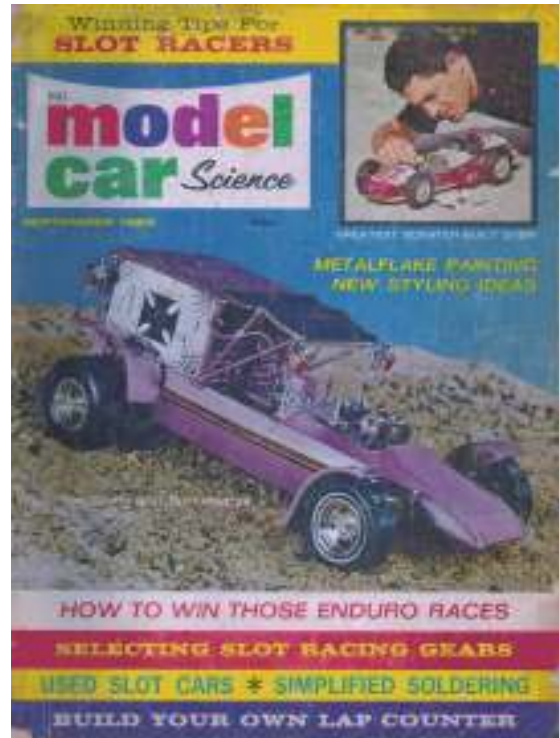


Summary: This is a pretty neat subject, but the old tooling is showing its age. It is not an easy build, as I said there are a lot of parts that between the small size, the thick chrome plating and excessive mold lines often do not mate together well. Without the use of chrome pens to touch up the chrome I would not have attempted to use the chrome for the suspension. But the end result came out okay, so eventually I was satisfied with the results. I do like the roadster version. But this is definitely not a kit for inexperienced builders. I would imagine that if someone tried to build this as their first kit they would become very discouraged!

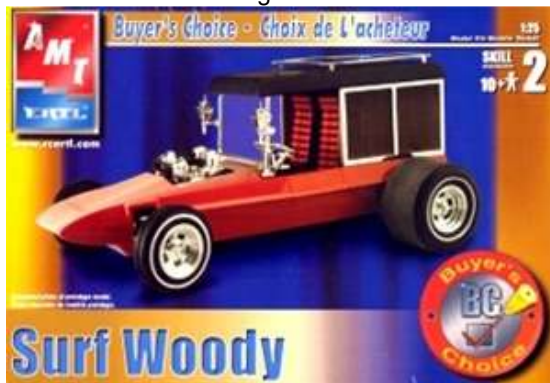




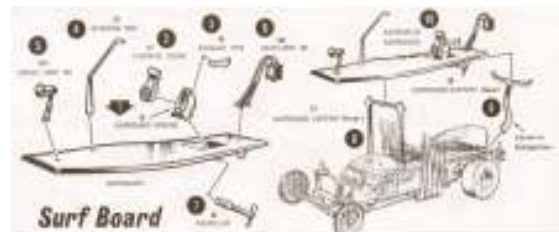
Promo sheet for the original kit.



The hearse version was featured on *Model Car Science* magazine's cover for September 1965.



Prior reissues.



The first 100-year anniversary of the Muensters' John George Barris had produced the original surfboard assembly with the surf truck.



This is the style of surfboard included in this kit, minus the motor! Looks like it was meant for one of the Muensters kits.



The real thing in its element and at a car show.

Hasegawa's New Nissan R91CP Kit



Description: Calsonic Nissan R91CP

Mfr: Hasegawa **Kit:** 21131 HC-31

Skill Level: 5 **Scale:** 1/24

by Elliott Doering

In the mid-1980s, "Group C" prototype cars were the mainstay of the World Endurance Racing Championships. In Japan this racing genre came to overshadow the Super Silhouette competition that had once been dominant in that country.

Nissan's rule in Group C racing car history began in 1983, when the company decided to offer technical assistance to promising racing team. With long years of technical knowhow under its belt, the company began developing these "C" cars.

Nissan's first "C" cars were built around the domestically produced Lemans LM03C chassis with modified versions of three standard production vehicles –the Skyline, Silvia, and the Fairlady, entering competition after receiving this modification. Later, a switch was made to the UK-produced March Engineering chassis, and a Silvia with this modification went on to win the 1985 Japan World Endurance Championship.

In 1986, this car made its debut at LeMans. By 1989, Nissan participated in the WEC after another chassis change, this time to a Lola design, posting a third place finish that was the best yet for a Nissan "C" car.

From 1990, the vehicle in its entirety – including the chassis– was a total Nissan design. While Porsche overwhelmingly dominated Lemans competition of the era, Japanese machines began to make themselves noticed, and a Japanese design – the YHP Nissan R90CP, won its first championship in 1990.

Appearing in 1991, the R91CP incorporated a newly-designed carbon monocoque body. The heart of the car was its twin-turbo, V-8, DOHC

VRH35Z engine, which boasted a maximum power output of over 800HP.

With its vehicle weight of under one ton, this resulted in an astounding power loading of approximately 1kg/ps, making it a monster machine.

The R91CP participated in the 1991 All-Japan Sports Prototype Endurance Championship. The driver team of Kazuyoshi Hoshino/Toshio Suzuki posted three wins in seven races, a strong, stable performance that eventually led to their garnering Championship honors.

This Hasegawa kit is an all-new tool, in keeping with their Historic Car Series. While they have not reached American hobby outlets yet, I was easily able to acquire one from Japan thru E-bay. I would imagine the kit should reach the USA by February.

The kit comes in the rectangular box, commonly used for Hasegawa's military kits. Inside, you'll find three white trees of parts in a separate bag, along with the body pieces, and rubber tires. The white trees are virtually flash free, and a conscious effort was made to hide ejector pin marks as much as possible. Mold seam lines are minimal.

Next, you get a bagged tree of crystal clear window pieces, and parts for the lights, which are very tiny. Extreme care will need to be taken in removing these parts from the tree, and handling them, to prevent loss of these parts. Painting the many lights will also prove problematic, because of their tiny size. I'd not attempt to use a tweezers, as that usually only results in parts pinging themselves across the room. We don't need that!

For years, while Hasegawa did their own decals, it was always a problem trying to find a decal setting and softening solution that would work with Hasegawa decals. Those days appear to be over, as most hi-end kits these days are employing Cartograph to do their decals, and this kit is no exception. A hi-quality Cartograph sheet is included to depict all the markings of the Calsonic car shown in the box art, and a separate decal placement guide sheet is included. Masks are also included, labeled "A" "B" and "C", for masking the window areas.

It will prove challenging to mask the body sections to replicate the famed red, white and blue livery of the Calsonic car. It can be done, but will require good masking skills.

The instruction booklet is the typical fold-out type. The front page gives a brief history of the Nissan Class "C" cars, and the development of the R91CP.

There are 20 assembly blocks needed to construct this model. Each assembly station deals with no more than three to four parts, making for quick and relatively easy assembly.

It's highly suggested that all parts be painted before assembly, although some detail painting

will be required as one progresses into each assembly block.

I rate this kit at Skill Level 5. It's a complex kit, not for beginners, and in each assembly block, Hasegawa gives you the correct assembly order of parts. Start with assembly number 1 at each station, and stick to that exact order of assembly, to make building the kit as trouble free as possible.



In assembly block 1, the rear wishbone is inserted into the one-piece frame pan. Be very careful in inserting the wishbone thru the openings in the frame pan, as a note is given that this part is fragile and may break if care is not taken.

Then, the front radiator, is glued into its place at the front of the frame pan, being sure to get the piece to seat flat, so that there'll be no problems getting the front body section over it. The rear bulkhead is then glued to the cockpit tub. This piece must be glued straight up and down, so that it'll conform to the inner curve of the roof of the central body section. Laying the frame pan upside down, the front wishbone is also added. This piece must be aligned well, in order for your front suspension pieces to tie in with the wishbone, and so that your front wheel/tire assembly will result in the tires touching flat on your work table. Go slowly and carefully thru-out the entire assembly of this kit, letting pieces dry well before proceeding on. Two holes are to be drilled into the back diffuser areas of the frame pan.

In Block 2, the front and rear wheel/tire assemblies are mated, and be sure to insert the polycaps. Decals are given for the markings on the wheels, but Hasegawa forgot or ignored giving you any tire manufacturer decals. The aerodynamic wheel covers are given in this kit too.

In block 3, the top of the transmission is glued to the 2 sides of the transaxle. Again, be sure to get the top part seated flat against the side pieces. Rear suspension alignment is dependent upon these pieces being accurately assembled. While this is basically a curbside race car kit, the rearmost areas of the transaxle can be seen, so be sure to detail these pieces accordingly. The 2 vertical rear wing supports are also added to the transaxle, and they should

be aligned straight to further support the rear wing.

In block 4, the transaxle assembly you did in block 3 is placed into the frame pan. Again, this assembly must seat well down into the frame pan, to make the additional rear suspension parts mate up with the transaxle. The ability of the rear wheel/tire assembly to sit flat on the worktable is dependent upon these parts being aligned perfectly. Then, the two intercoolers are decaled, and inserted into the rear areas behind the cockpit bulkhead. Two small parts are also added to the top of the diffusers.

In block 5, the seat gets the included belt decals, and along with the shifter lever, is placed into the cockpit tub.

There are some critical assemblies in block 6, which comprises the front suspension. Be SURE to follow the given assembly order here. First, check to INSURE that the upper and lower control arms are centered over each other, to insure the addition of front suspension parts in this assembly block will line up correctly. The suspension support braces are added first, then the brake supports. The brake supports can be either unglued to arrive at poseable front wheels, or glued – your choice. The brake support pieces must locate between the upper and lower control arms, so that they are aligned straight up and down. When dry, the brake discs are added to the brake supports, along with the brake calipers. Then, the tie-rod connects the entire assembly, arriving at poseable wheels, if so desired. Be sure to note the direction of the tie rod.

In assembly block 7, more rear suspension parts are added, being sure to note the direction in which these parts get added. Then in block 8, the driveshafts for the rear wheels are placed into the rear wheel carriers. When dry, they are then inserted thru the openings in the rear of the frame pan, and these parts MUST seat with the rear upper and lower control arms, so that the rear tires will sit flat. It's noted that you may have to carefully spread things to get these parts inserted, so go slowly, with care!

In block 9, the rear brake discs are added, along with the brake calipers.

Block 10, involves the main body shell. The refueling pieces are added, along with various body bits, NACA duct inserts etc.

Block 11 involves the dash, instrument panel, and steering wheel. Decals are given for the gauges etc.

Next, the frames around the windshield and side windows are to be masked with the provided masks, and painted black. This constitutes block 12. When dry, they are placed into the body shell from the OUTSIDE.

In block 13, the completed main body shell is carefully spread over the chassis assembly.

Block 14, involves the addition of the rear turbos. Care must be taken here to get the turbo pieces aligned straight up and down, as well as level, and so that the completed part's exhaust ends pass thru the body's side openings.

In block 15, we deal with the rear body cowling. Ducts are assembled and placed at the rear of the cowling, along with inner vent pieces, and the mounts for the tail lights. Here is where you will deal with those tiny, clear tail light pieces, so take extreme care!

In block 16, the lower front duct pieces are added to the nose area piece, along with other parts.

Block 17 involves construction of the head lamp buckets, lenses, headlight covers, and the lower lip piece for the nose area. The rear wing is also built up in block 18.

In block 19, the four wheel/tire assemblies are added to the axles, and the front and rear cowlings are added to the main body shell. With all the detail readily available, I'd suggest leaving these pieces off for display.

Block 20 completes the model, and the windshield wiper, mirrors with their faces, and front side fins are added, along with the rear wing being added to the rear supports.



All that is left to do is to refer to the included decal placement guide to add the colorful markings to the car.

The "Class C" racing series was an important part of the history of World Endurance Racing. The series saw the development of many fantastic innovations in racing from many different manufacturers. Nissan played an important part in this series, and this superb kit creates one of their most formative entries. While a Skill Level 5 kit in my opinion, and certainly not for the beginner, the kit looks to assemble much like a Tamiya kit, giving the modeler little trouble if care is taken to follow Hasegawa's assembly order at each assembly block. With the exception of some very tiny parts, the rest of the kit looks to assemble into a very striking model. I know of at least one alternative decal set for this model, and I'm sure within the next few months others will appear shortly, as well as detail photo-etch kits for this model. If you're a fan of "Class C" racing,

this kit's a must! Grab one, and have many happy hours of modeling. ED



The Real Thing

Some alternative liveries.



Daytona 24 Hour Winner 1992





GTR 2019 Event Calendar

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

Feb 17 Daytona 500 NASCAR
Daytona Intl Speedway, Daytona FL

Feb 23 Winter Blues Model Car Show
Blue Island Beer Company, Blue Island, IL

Feb 24 Illinois Plastic Kit & Toy Show
DuPage County Fairgrounds, Wheaton IL, :
(630) 969-1847 or Email: pthpowerinc@aol.com

Mar 2 IPMS/USA Region 5 Regional Convention
Crowne Plaza, Madison, WI
<http://madcitymodelers.org>

March 3 Scale Auto Hobby & Toy Show
Serb Hall, Milwaukee WI
www.uniqueeventsshows.com

Mar 10 Cedarville Model Car Swap Meet & Contest
Jane Addams Comm Center, Cedarville IL
Scott Baldoff 815-238-0634 also Facebook

March 16 12 Hours of Sebring IMSA
March 16 World Endurance 1500 KM WEC
Sebring Int Raceway, Sebring FL

March 17 Countryside Collectors Classic Show
Park Place of Countryside, Countryside IL
www.uniqueeventsshows.com

April 13 AMG Milwaukee NNL #27
The Excellence Center, Waukesha WI.
Theme: Drag Racing
Sub Theme: Land Speed Cars
Tom at tnowak@wi.rr.com
Scott at scottiek1@charter.net

Apr 14 Milwaukee Miniature Motors Show
Waukesha County Expo Cntr, Waukesha WI
www.uniqueeventsshows.com

May 17-18 39th Hoosier Model Car Contest and
Swap by Hoosier Model Car Association
Johnson County Fairgrounds, Franklin IN
John White 765-571-1104
dakotajohn@embarqmail.com

May 19 NNL North
Bloomington, MN

May 25-27 GSL 27 International Scale Vehicle
Championship
Salt Lake City, UT
<http://www.gslchampionship.org/>

June 22 NIMCON 8
Hosted by IPMS/Lakes Region Scale Modelers
Crystal Lake, IL

Aug 4 GTR Summer NNL
Algonquin Township Building, Crystal Lake IL
Contact Doug Fisher kkfisher1@comcast.net

August 7-10 2019 IPMS/USA Nationals
Chattanooga Conv Center, Chattanooga, TN
<http://www.ipmsusanationals.com>

Oct 20 Countryside Collectors Classic Show
Park Place of Countryside, Countryside IL
www.uniqueeventsshows.com

Oct 26 Winnebago Area Model Classic Theme:
50 Years of the Silver Screen
Auto Challenge Class: GT 2 GTO
WAMClassic@gmail.com,
www.WAMClassic.wix.com/wamc,
www.facebook.com/WAMClassic

Nov 3 Scale Auto Hobby & Toy Show
Serb Hall, Milwaukee WI
www.uniqueeventsshows.com

Dec 1 Tinley Park Annual Holiday Show
Tinley Park HS, Tinley Park, IL
www.uniqueeventsshows.com

