



GTR

Newsletter

APRIL 2017

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 - Continental Motor Sports

Hello GTR and friends:

Here we are at the end of March and time for another newsletter. This month's newsletter includes a bunch of photos from two contests and two recent swap meets. I will also cover some to the show and tell models present at our March meeting. But first we will cover Scott Baldauf 's Cedarville swap meet/contest held on March 12 and the 38th annual Ferrari Art and Model Expo at Continental Motor Sports in Hinsdale Illinois held this last weekend on the 26th of March.

I would like to take a minute to relate a personal story that took place recently that is specifically related to our hobby of building, displaying and showing our finished models competitively. Over the years, I have known and become good friends with many modelers and model enthusiasts here in the Midwest. As many know, my most favorite part of the build is pondering what color I'm going to paint the model car. Will it be a factory correct shade of a stock color, will it be radical different shade or color from stock... candies, pearls or somewhere in between. I reflect that my good friends in the military modelling community adhere to strict color codes of silver, olive drabs (OD) tans, grays and BLACK! (how many shades of black can there be?) that's a bit boring for this kid. I am far too creative for that and for me the sky is the limit.

But I digress... I had painted an early 2000 Corvette roadster body Bob's Paints "Sunset Orange" I believe. I loved the paint job and it really made the roadster pop. Eventually I grew tired of it (sitting in the box) and other projects became more important and it languished on the shelf. I would pull it from time to time consider starting it but never "pulled the trigger" so to speak. Instead it wound up on my swap table and then sold to my good friend Frank (my brother from another mother) Luque, whom many of you know and love. Frank wound up finishing the model and entered the model into the Southern Lakes Auto Modelers club and won the "Alexander Brothers 2016 Best Paint award". I did not know this of course until Frank presented the award trophy to me because I created and executed the winning paint job. I am delighted that I contributed a part of the success of Franks win...and this is a tip of my hat to Frank for his honesty, friendship and being an all-around decent individual.

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. **And 2017 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 without a lot of legal mumbo jumbo and names of our first-born children.

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

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Please send all correspondence, newsletters, IPMS information, articles, reviews, comments, praise, and criticism to: stevejahnke@comcast.net unless indicated, all articles written by the editor. All errors, misspellings and inaccuracies, while the editor's responsibility, are unintentional. Feel free to copy for any other nonprofit use.

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GTR MAILBAG

by Chuck Herrmann

Real Life

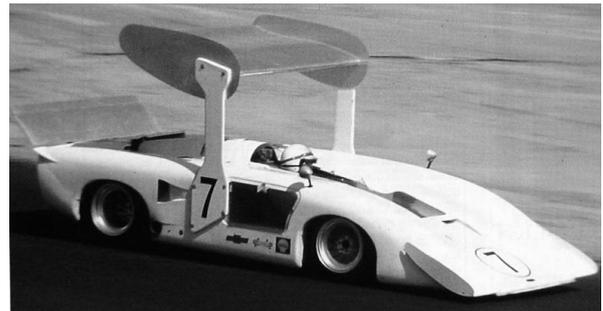
John Surtees RIP



We have lost another legendary motor racing hero. British driver John Surtees passed away early this month at age 83. He was a four time Motorcycle World Champion (1956, 1958-60) and was Formula 1 World Champion in 1964. He remains the only person to have won World Championships on both two and four wheels. He also raced sports cars, and was the first ever Can Am Series Champion in 1966. Later he started his own team and race car constructor, Surtees Racing Organization that competed as a constructor in Formula One, Formula 2 and Formula 5000 from 1970 to 1978. He was an owner driver until he retired from competition in 1972. His team operated through 1978.



Surtees won his F1 title driving a Ferrari. In 1965-66 he drove for the Honda team. His last F1 win was the 1966 Italian GP in a Honda. He raced sports cars for Ferrari, including the LeMans 24 Hours. For his Can Am title he raced a Lola T70. Later in the Can Am he drove for Jim Hall's Chaparral team.



McLaren F1 Car returns to Retro Orange Paint Scheme



The new 2017 McLaren F1 car is called the MCL32, and it sees a return of the signature

McLaren color orange to the livery. This brings us back to the glory days of McLaren, orange being the colors of their 1960's F1 team, and the dominant CanAm Series Team from 1966 to 1972.



EVENTS

The Milwaukee NNL will be April 8 in Waukesha. And the Milwaukee Miniature Motors Swap meet will be the next day, April 9, at the Waukesha County Expo Center.

Rumors are the traditional December Waukesha swap will be moving to October, we will watch for details.

While not specifically a model car event, The World Model Expo is a big deal. This is held in different cities triennially, in 2014 it was in Stresa, Italy. The last time it was in the US was Boston, 2005. This show featured world class scale model figures and dioramas from the best hobbyists in the world so it would be a worthwhile experience to attend.



See the events calendar for details for all of the events that I know of. If any readers wish their shows or any other events of interest to GTR listed send the information along to GTR.



IPMS News

GTR is a local chapter, in Region 5, of IPMS/USA. We need five current IPMS/USA members to remain a chapter. We always

encourage those who have lapsed to renew their IPMS/USA membership, or if you have never been a member enroll now! Details can be found at their web site, www.ipmsusa.org. GTR is a proud member of the IPMS organization.

Region 5 News: Longtime Region 5 Coordinator Kelly Quirk has stepped down. The new coordinator will be Jim Coatney, from the Mad City Modelers in Madison WI. Thanks to Kelly for his work over the past several years.

The Region 5 Chapter of the Year and Website of the Year are both the IPMS/Plastic Surgeons from Iowa. Congratulations to them!

IPMS Calendar

May 20 2017 IPMS Region 5 Regional hosted by IPMS/LRSM
McHenry County College Crystal Lake IL

JUL 26-29 2017 IPMS/USA Nationals
Omaha, NE



GTR Update

The next regular GTR meeting will be on Saturday, April 1, 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.

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 as well as information and entry forms for the GTR Summer NNL.





Vintage Kit Build: Revell Porsche 928

Description: Porsche 928

Mfg: Revell **Kit:** 7205 **Scale:** 1/24
by Chuck Herrmann



Subject: The Porsche 928 is a luxury GT car produced from 1978 to 1995. It was the first Porsche V8 powered front engine car. Originally it was intended to replace the company's well-known and famed rear engine 911. But, like several other eventually unsuccessful replacement attempts, the 911 continues to built to this day while the 928 is a collectible. It was a powerful, well designed car but it's high price and expensive maintenance costs led to its ultimate demise, although a production run of over 15 years is hardly a failure. There were approximately 61,000 produced.



There have been many versions of this car in 1/24 plastic, by Tamiya, Fujimi, Airfix, Italeri, Nitto and Revell, maybe more. This Revell kit unfortunately is not one of the best. About two years ago I found a built up example on at the Wheaton swap meet, assembled but unpainted. So I bought it for \$3, including the box, instructions and decal sheet. It has been a side project on the bench ever since, I just recently pushed ahead and completed my rebuild.

The Kit: This would be an early version of the 928, the box and instruction sheet both reference 1979. It is almost a full detail kit, with engine and

interior and most chassis detail. My example (and others I have seen) came molded in silver plastic. I am not aware if this has been reissued since.

The Build: First thing with these glue bomb rebuilds is disassembly. If you are lucky it is an old build using old school tube glue which is the easiest to break apart. Most of this model came apart easy enough. The rear suspension arms broke but it was easy to work around it. The main issue was the clear windshield. It is one piece, mounting from underneath. The rear windshield louvers were glued on and this came off with difficulty and left massive glue marks where the clear plastic was melted. But if I used the louver in my build it would reattach over the glue marks and almost all of it would be hidden, so problem solved. This kit is labeled as a "Rally" version, with a separate large front spoiler and a large whale tail wing. The front looks goofy with the oversized spoiler but no matched bodywork in the rear of sides, nor any fender flares. So I decided to leave it off. The front turn signals and driving lights mount in the front bumper, the clear pieces had melted into the plastic so there was no way they were coming out. Instead, I decided to fill them in with filler, also sand down the "rubber" bumperettes to smooth out the whole front end design. This came out pretty good and cleans up the look of the front end.

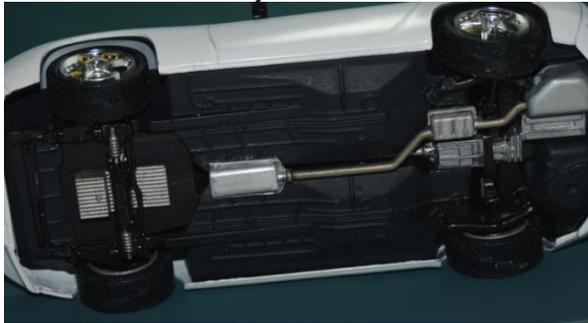


Also I decided to paint the front headlights. These are a pop up design with the clear lens on top, something I always thought I think it makes for a sleeker front end look.





The fit of the rear bumper is terrible. Normally I would have glued it and used putty but it has to go on after the main body is mounted or it will not fit.



The worst feature of this kit design is the suspension and the way the tires mount. Look at the box art to see what I mean. It looks like an off-road SUV! Also in the time this kit sat on the bench I had found an alternative use for the engine and wheels in a street rod project, so I left out the actually nicely detailed V8 engine. I filled in the gap with sheet stock, also lowered the front suspension.



The front wheels mount to the kit tires using a rather unique method. The tires are actually two pieces, vinyl front and bottom with the silver styrene inner wheel backs molded into the interior sidewalls! So if you don't use the kit wheels and tires it is difficult to mount any other style. I found some other wheels and tires, much lower profile which I think came from a Fujimi kit. Instead of the kit's suspension spindles I used plastic rod as axles running through the frame to mount the new wheels. It is really a curbside design so it did not have to be accurate anyway. I added some disc brakes that show through the spokes. I think the lowered stance looks much improved over the basic kit.



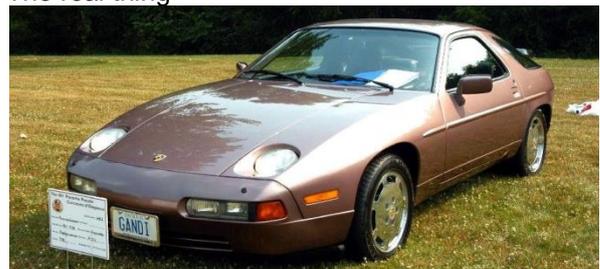
For the interior, I felt the kit bucket seats looked too small. So I swapped in some seats from a Revell Corvette C4 sapper that filled in the space better. I painted these Testors Model Master British Crimson to avoid the dark interior effect. Once the body was smoothed out it was primed with Krylon White Automotive aerosol. I couldn't decide on a color so in order to wrap this up I shot it with Testors Classic White Lacquer from a rattle can. I did not use any clear coat, for a daily driver look I think the color polished out looks ok. The rear window louvers were painted flat black. I also used black for the window trim and side mirror.



Summary: The design of this kit leaves a lot to be desired. Out of the box it looks too clunky and toy-like. Other options, like the Tamiya kit, will produce a better model. After the modifications I did I am happy enough with results for a curbside shelf model..



The real thing



Revell Germany BMW DTM 2012



Description: BMW M3 DTM 2012 1/24

Mfg: Revell Germany: **Kit:** 07178-0389

Reviewed by Ed Doering

BMW motor sports director Mario Theissen, came to the decision to bring the Munich-based BMW factory back into the German Touring Car Series, more commonly referred to as the DTM, as early as 2010. And after the 2009 series when they had withdrawn from Formula One. So, for the experts, the decision for the works BMW team to participate in DTM again was no real surprise.

BMW had already been engaged in the DTM from 1987-1992. Volker Strycek won the title for BMW with the 635Si in the premiere DTM season. The second title was taken by Eric van de Poele in 1987, in a dramatic final race at the Salzburgring, Austria circuit. The third and last DTM title was gained for Munich by Roberto Ravaglia in the 1989 season, with the older version of the BMW M3.

For the 2012 season, with all new, very aerodynamic design to the body, BMW then brought three teams (Racing Bart Mampaey, Reinhold Motorsport, and Schnitzer Motorsport), with two cars each on the starting grid, thus challenging Audi, with their new Audi A5 DTM, and Mercedes, with their AMG Mercedes "C" Coupe.

They might have expected it, but the result of the season came as no surprise. Bruno Spengler, from Team Schnitzer, was able to win the fourth DTM race of the season in an extremely dramatic final, and therefore was able to catch up with the Mercedes pilot Gary Paffett, who had been leading till then, just before the end of the race.

By the 2012 season, Canadian Bruno Spengler was already in his eighth DTM season. In seven of the previous DTM seasons, he had driven for Mercedes, and had been the series runner-up in 2006 and 2007. In 2012, the

Canadian finally secured the DTM championship, with 149 points, in the impressive new BMW M3. Out of 10 races, Spengler won four, and took second and third places one each, and having taken three pole positions. And these accomplishments were won in BMW's first return year to the DTM series.

I have been a big fan of the DTM series for a number of years, and in 2004, while in Europe for five months, I saw my first DTM race at the old, highly historic German Nurburgring, albeit on the "new" course. I did take a ride on the "old" circuit as well. I have also seen DTM races at Germany's Norisring street circuit, and at Zandvoort, Holland, and Valencia, Spain.

Before beginning my review, I should honestly point out that this kit is NOT a kit for a beginner. While the box states the kit is Skill Level 4, it may in fact, be even a bit more challenging. The box states a child of 12 could tackle this kit. I seriously doubt it, even with adult help. I'd say it's more aimed at perhaps 16 year olds, up to adults.

There are 59 assembly blocks to complete this kit, and while each assembly block has you deal with very few parts, the kit is so super-detailed that each stage will require a lot of close detail painting, decaling, and a lot of drying time between assembly blocks. I honestly think that it will take perhaps 1-3 months to complete this kit. It cannot be hurried. Each step is critical to the other steps in the instructions. The instructions note this clearly via clock symbols (indicating let things dry) at nearly every assembly block.

The kit comes in a 14 x 8 & 1/4 box, which opens at the ends. I really don't like Revell-Germany's packaging. My advice would be to take all the parts out of the Revell box, and place them into a large, aircraft kit type box, or a large Tamiya car kit box, with a lift-off top/cover. It'll make finding the parts a lot easier rather than having to dig the parts out of the ends of the Revell box, which could easily cause breakage of some parts. Be smart! Lay the parts out in one of the aforementioned boxes.



The instruction sheet is the 8x12 booklet type, which comes in most Revell-Germany car kits. The front page shows the completed model, as well as a brief history of BMW's history in the DTM series, as I've noted. Page 3 shows all the symbols you will need to pay close attention to thru-out construction. Page 4 depicts all the paints needed, marked with alphabetical letters. Some call for percentages of 2 paint colors to be mixed together. Rather than mess with that, look for Metalizer colors, or Al-Clad's metallic shades, which are pre-mixed to a shade close to what is called out. Model Empire carries most of the colors you'll need, to include Metalizers. Page 5 has a nice diagram of all the parts trees that make up this kit.

Also, thru my good pal – Wally Piatek, I was just informed that MOLOTOW has just released pens similar to Kohinor markers, but... IN CHROME. Yes, the pens do produce a kit-like chrome finish. Look for them on the Net. These are perfect for touching up chrome parts involved in model building. After cutting chrome parts off trees, and any clean-up, there's always that annoying bit of un-chromed plastic that has to be touched up. These pens work EXCELLENT in touching those unsightly areas up, and replicate a chrome finish, and you'd never know the parts were touched up. These pens can also be used on door handle, switch panels, and a world of other possibilities. They come in various millimeter points, but 1mm seems to do the trick well.

Al-Clad is getting hard to locate in our areas. With the demise of GNH & Panther (in Milwaukee), most of you are wondering where to acquire Al-Clad? I have just learned thru Al Jones, that HIAWATHA HOBBIES in our area, will be carrying Al-Clad "Chrome" only. For those looking for the other colors in the Al-Clad line, I've discovered two USA-based companies. One is MEGAHOBBY, the other is HOBBY MASTERS. I've been told Sprue Brothers carries it as well. The cool thing about Megahobby is you can get 4oz. bottles of black Al-Clad base coat, and 4oz. bottles of Al-Clad "Chrome" thru this source, so you don't have to keep buying the small bottles. I'll warn you! The 4oz. bottles are not cheap, but will last a long time if used sparingly.

I discovered a sort of preview that was shown in the hobby magazine Model Cars. This full-color preview shows the box, and all the trees making up this BMW DTM kit, laid out for your inspection. You can view it at: www.modelcarsmag.com/revell-bmw-m3-dtm-2012/

As you'll see in this review, this Revell-Germany kit is on equal par with any recent Tamiya car kit. The castings are flash-free, and exquisitely cast to perfection. The technology and engineering used is just brilliant!

Two of the parts trees are cast in a dark gray, while another is cast in light gray. There includes a tree of perfectly clear window parts, as well as headlight covers, and tail lights. All trees in the kit are sealed in bags. There is also a tree of very nicely chromed parts. However, from having seen the actual real car, the car does NOT have chrome wheels, or chromed exhaust system. The instructions say you should paint over the chromed wheels, which leads one to think WHY did they chrome them in the first place, other than to include them on the chrome tree. I don't know if paint can be shot over chrome, without the paint coming loose, or chipping off. I suggest you cut the wheels from the tree, and soak them in household bleach or Easy Off oven cleaner. This will strip the chrome, so you arrive at a bare plastic wheel, which then can be painted a lot easier. Same with the exhaust pipes.

The body itself is cast in black, with a separate frontal hood part. It is a perfect representation of the 2012 BMW M3, very finely cast, no flash etc. present. Finally, there is a bag of rubber like racing slicks. While on the subject of body and decals, the instructions note to paint the body parts black. But, the car is NOT shiny, gloss black. The real car was painted in a sort of flat, satin black. Probably the best choice for painting the body parts is to use Model Master's BLACK CHROME TRIM. This paint sprays out halfway between a true flat black, and a satin finish. With a flat-like finish, the body parts will need to be then over-sprayed with clear gloss, to allow for adhesion of the decals, and when they are dry, a satin finish can be applied to achieve the proper appearance of the real car's paint job.

The decal sheet is said to be printed in Italy, so I suspect they are Cartograph quality, and include all the markings for the car, to include tire decals. Having inspected the decal sheet, I find no seat belt decals, which for this type of high detail/skill level kit is unacceptable. But... don't fret, the seat HAS the proper seat belt and shoulder harness cast into the seat. There then are seat belt manufacturer logos to place on the belts. Why then didn't they just print some seat belt/shoulder harness decals to place onto the belts cast into the seat? The decal sheet is protected with a tissue paper cover.

So, let's get into the build of this kit. As usual for any car kit, assembly begins with putting together the BMW V-8 engine, in block 1. The two halves of the engine block with a portion of the gear box are glued together. One must take care to align the 2 halves well, so that in step 2 the frontal engine cover, and the part that goes on to form the V-bank of cylinder heads and intake manifold will mate well to the engine block. Once the basic motor is assembled, the valve covers, and injector horns are placed onto the V-section of the intake manifold, in step 3. Be sure

to get the injector horns on level and straight, so that further parts will mate well.

Blocks 4, 5 and 6 have you construct the 2 parts that involve the exhaust headers, left and right. They must be aligned to fit the exhaust ports on the cylinder heads, and so that later, the other parts of the exhaust system will mate up well. Block 7 involves parts making up the frontal radiator, and cooling ducts for the front brakes, and in block 8, the completed assembly is glued to the one-piece frame pan. Block 9 deals with the spindles, tie rod, and upper wishbone for the front wheels. The front wheels can be poseable, so... take heed of the special symbols in this block, so that you do NOT use glue to attach these parts, unless you don't want to pose the wheels, and in that instance, the parts can be glued.

Block 10 and 11 begins some of the lower body skirts. Two braces are attached to the left and right skirts in blocks 10 and 11. Notes state to apply decals to these parts, so let them dry well before any further handling of these parts. Once dry, the two panels are glued to the sides of the frame pan, in block 12. Be sure to glue them to the guide ridges cast into the frame pan, so that later, the upper body pieces will align with them.

Once block 12's parts are dry, we proceed to block 13, whereby your completed motor with the headers are glued to the holes in the motor mounts cast into the forward frame pan. When dry, you thus place the muffler/side pipes to guides on the body skirts, being sure to mate the headers to the muffler parts, and atop the side skirts. The instructions are very clear on how this all mates up, as depicted in block 14.

Block 15 deals with the drive shaft, and rear differential parts, and in block 16, the rear axles are set into the sides of the differential. It's critical to get the axles on level and straight, so that your rear wheel/tire assembly will place the tires flat on the ground. Once the parts from block 16 are well dry, the rear wishbone, and its support blocks are glued over the differential.

Block 18 has you place the rear wheel tubs onto the rear of the frame. The rear ends of the tub parts form a sort of rear bumper, on which the rear of the body part sits, so be careful to align the tubs square to the portions of the rear frame. The instructions are clear on how to align them.

Side tabs are glued on to ridges in the frontal frame pan in blocks 19 and 20. Block 21 deals with adding the nose section's lower spoiler, as well as the front wheel tubs and frontal portions of the lower body side skirts. Decals are added to the side skirts in this step. Block 22 deals with gluing up the ram air hoses that will feed to an airbox in step 23, and the completed assembly can either be glued to the injector horns, or left off to show motor details.

Tires, wheels and brakes are started in blocks 24-27. Be sure to double-check how the backing plates, brake and wheel are inserted into the tires. In this step, after the brake rotors are painted, decals for the brake logos are applied. The decal sheet has Michelin logos for the four tires, but... I'd not add them to the tires until the total car is completed, so as not to chip them off while dealing with other assembly stages. In block 27, two plates are added to the frontal edge of the radiator, and they are decaled.

Block 29 begins assembly of the interior tub. Electronics parts are added to various areas of the tub, and some get decals. Also, we now begin a lot of detail painting. Notes are made in this block on how to detail switch panels, light indicators etc. with their proper colors, so follow the side note in this block. Block 30 involves more electronics parts, as well as the forward bulkhead of the interior tub. More decals are again added.

Block 31 deals with a forward tub stiffener, and after the seat belts and shoulder harness are painted, and decals applied to the belts, the completed seat, when dry, is glued in position into the tub. Another brace is added in block 32. Note how this brace, which includes the steering column, passes under the brace we added in step 31, and rests on the forward tub's floor.

In block 33, the digital readout panel for the instruments is glued to the steering column, and parts for the steering wheel itself, after decals, are glued on. The digital panel, steering column, and steering wheel all get detail painting as well as decals. In block 34, the Hahn head restraint device is glued to the top of the seat. Then, air inlet ducts are glued to the upper shelf of the forward area of the interior tub. Blocks 35-37 build up the roll cage.

We finally start parts for the upper main body in blocks 38 and 39. First, it should be noted to paint the inside area of the main body. Once dry, the clear lower headlight panels are added to the nose of the body, from the inside. Be sure to use glue for clear parts, and take your time getting these clear parts in place. When done, let these parts dry well. In blocks 40-41, the left and right inner door panels are attached. There are ridge guides on the inner body to help align these 2 parts.

The body's rear wing stanchions are then glued to the inner portion of the rear of the body. Note well how these stanchions pass thru holes at the rear body. Again, there are ridges to help you place these parts correctly. This is accomplished in block 42. In block 43, the rear wing and its 2 side plates are built. Set the wing aside to dry, and do not add it until final assembly.

Block 44, shows how decals are now added to the underside of the rear wing. Again, when

dry, set aside. Meanwhile, after masking off and painting the window frames etc., the windshield, side windows, and rear glass are all added, again using glue for clear parts. Block 45 again deals with parts being added to the inner nose area of the body. Then, in block 46, ram air ducts are glued underneath the hood portion of the front of the body. Blocks 47-49 deal with construction of more ducts, and their addition to the underside of the hood.

Blocks 50-51 show how to attach the aerodynamic winglet spoilers to the nose of the body. In block 52, the grille, after detailing it, and the headlight covers are attached. Then in block 53, the entire completed interior tub is glued to the upper area of the frame pan.

Block 54 shows how to attach the entire upper main body over the complete rolling chassis. Insert the rear of the body first, then the front. You do NOT have to permanently glue the upper body to the lower skirt panels, it's meant to lift off to show all the cool interior parts etc. The same is true for the hood sections, in block 55.

Blocks 56-57, show how to apply the mirror faces to the side mirror mounts. Once dry, they are attached to the body, along with the windshield wiper, and roof antennas, and door handles, in block 58.

Your model is now completed. Only block 59 remains which is your guide for decal placements. Revell-Germany did us a favor by showing views of both sides of the car, as well as top, rear, and front views. There are not that many decals to apply. The Spengler car was very clean in its BMW markings, and with the satin/matte black paint job, this will be a very unusual, and eye-catching model.

Yes, as you can see, this is a very long, sophisticated kit, but taking your time, and doing various stages, with ample drying time between them, the kit will build up into a GREAT representation of a modern DTM racer. Also, as noted, there are currently three German makes competing in the DTM – Audi, BMW and Mercedes. Revell – Germany has produced all three makes as kits, with several liveries for each. Of course, there also are after-market decals for other liveries too.

If you're up for a lengthy challenge, testing your model skills, these kits will more than please you. It's hard not to rate them a perfect 10. If you're up to it, try one! Have Fun! ED

2017 Ferrari Expo Continental Auto Sports 3/28/17 By Steve Jahnke



Bond, James Bond DB5 Aston Martin





I don't know about you but I have never seen one of these Revell 59s retractables built. This kit was tooled in the very early 60's



GTR March 4, 2017 Meeting
 By Steve Jahnke



AMT 69 Fairlane - John Walczak



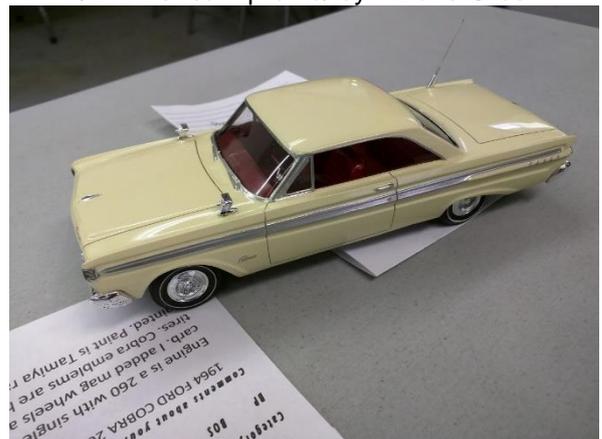
"six in a row" makes 'em go!



1990 Revell Mustang LS Dave Green



1/24 Airstream promo/toy – Dave Green



1964 Mercury Comet (Mobius) Dave Green



2017

GTR Summer NNL

10th Annual Contest & Swap Meet

Hosted by: IPMS/GTR

Theme: tbd

Subtheme: tbd

Attention Automotive Modelers; we have a summer show and swap meet for you! You are invited to our GTR Summer NNL contest and swap meet.

The Summer NNL will be held on Sunday August 6th 2017 from 9:00AM to 2:00PM at the Algonquin Township Building, 3702 US Highway 14, Crystal Lake, Illinois 60014

For the out-of-towners, there are tons of local accommodations from Days Inn to Holiday Inn. Admission to the show is a measly 5 bucks; you can enter as many models on the tables as you like (no additional charge) and we will serve a pizza lunch (again, no additional charge, soda extra; sorry had to draw a line somewhere) to all show entrants.

Did we mention that there is a swap meet too? There will be a free "trunk sale" swap meet in our spacious parking lot, vendors and show goers are encouraged to open their trunks and sell-sell-sell rain or shine. Vendor set-up starts at 8:30AM. Also we raffle off some nice prizes.

Our NNL style contest bestows "Best Of" awards as mandated by popular vote as determined by show attendees, official judging and nit-picking is strictly forbidden, praise and admiration from fellow modelers strongly encouraged.

Classes:

Competition Open Wheel	All scales	F1, Indy, Drag, etc
Competition Closed Wheel	All scales	NASCAR, LeMans/IMSA, Can-Am, Drag
Street	All scales	Street legal - Muscle Cars, Sports/Exotics, Tuners, beaters, factory stock
Custom	All scales	Modified custom vehicles
Commercial	All scales	Trucks, Taxis, Police, Ambulance and Emergency
Motorcycles/ Miscellaneous Curbside	All scales, all types	All types Hood closed, judged as displayed, includes slammers
Out of the Box	All scales, all types	No modifications to the kit except filler, paint, decals and foil
Theme: TBD	All scales, all types	TBD
SubTheme: Chris Ducey Memorial Award	All scales, all types	Best Ford Kit
Tim Leicht People's Choice Award	Any model in the contest	

Contact: gtrchab@yahoo.com
[GTR Auto Modelers Group page on Facebook](#)





2017 GTR Event Calendar

April 8 NNL 25 Hosted by AMG
Theme: 1,000 Models
Subtheme: 50 Years of Camaro
Excellence Center Waukesha WI
scottiek@charter.net

April 9 Milwaukee Miniature Motors Swap Meet
Waukesha Expo Center, Waukesha WI
www.milwaukeeeminimotors.com

April 27-30 GSLXXVI
Great Salt Lake Championship
Salt Lake City, UT
www.GSLChampionship.com

May 7 HMCA 36th Annual Miniature Vehicle
Collectors Swap Meet and
Model Car Contest,
Knights of Columbus, Indianapolis IN
Theme: Back Home Again in Indiana
Contact: Duane Tripp DCT213@aol.com

May 21 NNL North Contest & Swap
Knights of Columbus Hall, Bloomington MN
Bob Maderich 612-423-2985

May 20 IPMS Region 5 Regional
Hosted by IPMS/Lakes Region Scale Modelers
McHenry County College, Crystal Lake IL
Phil Pignataro 847-658-9920

May 28 Indianapolis 500
Indianapolis Motor speedway

June 9 22nd Annual Heartland Model Car
Nationals hosted by KC Slammers
Overland Park Conv Center, Overland Pk KS
www.kcslammers.com.

June 16-17 ChilliCon4
IPMS Region 10 Convention hosted by IPMS/
Albuquerque Scale Modelers
Marriott Pyramid Hotel Albuquerque, NM
www.abqscalemodelers.com

June 17-18 24 Hours of LeMans, Lemans, FR

July 7-9 World Model Expo
Chicago Hilton, Chicago IL
www.we2017chicago.com

JUL 26-29 2017 IPMS/USA Nationals
Omaha, NE
www.ipmsusa.org

July 25 Koehler GrandPrix IndyCar
Road America, Elkhart Lake WI

July 23 Brickyard 400 NASCAR

August 3-6 Weathertec SportsCar IMSA
Road America, Elkhart Lake WI

August 6 GTR Summer NNL 10
Theme: TBA
Subtheme: TBA
Algonquin Township Building, Crystal Lake IL

Sep 27 68th Illinois Plastic Kit and Toy Show
DuPage County Fairgrounds, Wheaton IL
Past Time Hobbies 630-969-1847

October 7 NNL Nationals #38 Sylvania OH
Sylvania Expo Center at Tam-O-Shanter,
Contact Glenn Marek at opsglenn@aol.

October 14 Glue Crew 2017
Wausau, WI
Contact Joseph Drew at jdrew09@charter.net

Oct 14 Grand SLAM NNL #2 and Swap
Johnstown Community Center Johnstown, WI
Info: 414-257-3325 kayseea@msn.com

Oct 15 Countryside Collectors Classic Toy Show
Park Place of Countryside, Countryside, IL
Jim Welytok (262) 246-7171 unievents@aol.com
www.uniqueeventsshows.com

Oct 22 US Grand Prix
Circuit of the Americas, Austin TX USA

Nov 5 Scale Auto, Hobby & Toy Swap Meet,
Serb Hall, Milwaukee WI
Jim Welytok (262) 246-7171 unievents@aol.com
www.uniqueeventsshows.com

Nov 11 WAMC17 Winnebago Area Model
Classic 2017 Model Show, Contest and Swap
Hilton Garden Inn Oshkosh, WI
www.wamclassic.wix.com/wamc
Email: WAMClassic@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



How is this for eye candy?

