



GTR

Newsletter

June 2018

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Hello GTR and Friends:

By Steve Jahnke

Welcome model car and vehicle enthusiasts, time for another monthly look at and comments upon those things nearest and dearest to the followers of *automotive themed models*. Spring and early Summer is upon us, grass is growing, flowers blooming lawn mowers droning etc. etc. (next month I will go into a triad about all of the “real car” magazines I subscribe to and slobber over. No, this is not an article for Better Homes and Gardens magazine, just putting you into a frame of mind.....what *mind* you ask?

As many of you know, when I buy a model car kit, I do a bit of research work on the “*interweb*” (as Richard Rawlins quaintly calls it) looking for factory correct, custom and one-off color combinations. It may not be “factory stock” for a make, model and year you are representing, however there are ALWAYS exceptions to the rules. As a teen working summers as a go-fer at our local Buick/Opel dealership, I saw two examples of cars like that come out of Flint in non-stock or a currently factory available color for the year. Obviously, those cars were known as “Zone Order Special” cars...and available as a special order if you knew someone high up the corporate food chain. That car was called a “Zone Special” order. I remember a new 1966 butter yellow Wildcat in our shop for a complete repaint.... factory reps were all over that car trying to figure out how it got out of the factory and shipped. Billy, our body shop and “leading” guru spent days prepping the car for repaint. That “Cat” looked absolutely great after its’ ‘repaint, that I can tell you. We also had a customer that parked his black Ferrari (don’t remember the model (maybe GTO) or year other than it was a mid-50’s vintage) in our garage daily so he could then ride the train into Chicago; he was one of the executives at Motorola if memory serves. I had the pleasure of moving it around the shop a few times during the summer months when we had change cars in the show room as his car was always safely parked by the front of the garage/showroom door. I can remember like it was yesterday, the smell of the leather, the feel of the upright wooden steering wheel, looking over the high dash at the long engine bay and the melodic rumble and sound of a “watch tick” perfect and hand built Italian engine...ahhhhh baby!

Sorry, I had a touch of melancholy there gang. So, you say, how does all of that apply to me? Several things; I say that we ‘model’ cars based on several criteria; first, makes and models that have touched us all in some way or the other...” Yah, that car is just like Uncle Joe’s 67 Goat, right man?” or that very cool and cosmopolitan Nash Healy roadster belonging to my brothers’ girlfriend and later wife. Her father was on the board of directors at Nash automobiles and Kelvinator appliances (frig and other appliance makers of the day). Talk about exotic!!! I hope you enjoyed this old and grizzled modeler’s view of the past. This is Snapper Steve signing off for now and hope that you have happy modeling days at the bench my friends, **“remember to keep the glue off of your fingers and model cars on the bench”**

SJJ



MAILBAG

by Chuck Herrmann

Industry News



As I write this there is still no word on the future of Revell USA nor on the future distribution of Revell Germany product in the US. Several scenarios have popped up as speculation, but we await the final plan. Someone buying back the US Revell business has been floated, that may be best for American modelers.

Real World



The Apple car may turn out to be a van. The New York Times reports that the tech giant has partnered with Volkswagen to build a self-driving employee shuttle that will operate between two of its corporate campuses. The move comes after years of fruitless negotiations with other automakers regarding various permutations of the autonomous car concept, several of which broke down over disagreements over who would control the data produced by the vehicles, according to sources who spoke to the Times. Under the deal with Volkswagen, the automaker will convert a fleet of its conventional T6 Transporter vans -- which are not currently sold in the U.S. -- to run on electricity and will equip them with Apple's self-driving technology. ... Apple received a permit in California last year to test self-driving cars on public roads and has been using Lexus SUVs to develop its technology. The company hasn't revealed much about its efforts in the field, but CEO Tim Cook told Bloomberg that it is "the mother of all A.I. projects...probably one of the most difficult A.I. projects."

Events

IPMS Region 5 Convention

On Saturday, May 19th, IPMS/MOSS hosted their 8th Annual Scale Plastic Model Show and Competition -- MOSS CON 2018 and the IPMS Region 5 Contest and Convention -- at the Branson Convention Center in the heart of historic downtown Branson, Missouri.

42 Modelers entered 195 models into the competition. There were 31 open categories in which 1st, 2nd, 3rd Place Awards and Honorable Mention certificates were available. In addition, awards were presented for the Judges' Best of Show model, the People's Choice model, the Richard Carroll Memorial Award, and our two special Theme awards.

11 Vendors were on site selling model kits, modeling supplies, and aftermarket items on 40 vendor tables!

We will be watching their webpage for info on the winners.

NIMCON 7

NIMCON 7, hosted by fellow local IPMS chapter IPMS/Lakes Region Scale Modelers will be Saturday, June 16, at McHenry County College, in Crystal Lake.

GTR NNL Correction

Correction - The NNL GTR is Sunday, August 5 not August 4 as appeared in the last several newsletters. See the flyer later in this issue.

See the events calendar for details for all the events that I know of. We will be adding 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 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.



Bench Racing column is on break

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.



GTR News

GTR Update

The next regular GTR meeting will be on Saturday, June 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.

May GTR Meeting

The May GTR meeting was held on 5/5/2018 at the Algonquin Township building.

Here are photos of some of the stuff at Show & Tell.



Ed Sexton with a BRE Datsun 510 and homemade custom decals for the same car showing a Paul Newman car [below]



Dave Edgecomb with a Ferrari SF70H, Porsche 914-6 resin kit [box art of racing version is based on a real race car of a friend of Ed Sexton], Ferrari 308 GTB [old Monogram kit] one of a series of exotic sports cars from the '70s and '80s.



Dave Green's 1969 Olds 442 W30 from Round 2



Dave Green's "64 T-Bolt drag car of Harold Stout and owned by Bob Gliden



Doug Fisher with a well-worn Tamiya Porsche 956 kit with a Sale Motorsports update kit and CD photos of real car for reference

High Desert Modeler



by Chuck Herrmann Albuquerque, New Mexico

This month, the High Desert Modeler was actually back in Illinois and Wisconsin, so we will take a look at a local Chicago area hobby shop.



America's Best Train, Toy & Hobby Shop
americasbesttrain.com
865 Maplewood Dr, Itasca, IL 60143

America's Best has been around for a while (over 20 years per their website). It used to be located a bit further west and south but moved to this Itasca location several years ago. I had been to the original shop several times but not to the new storefront. So since I was in town, I had some time while driving to visit a friend and I decided to stop in and see how it is surviving. This is something I used to do on all my travels but as modelers know there are fewer and fewer shops remaining in operation so now I really try to see the stores that are still around.

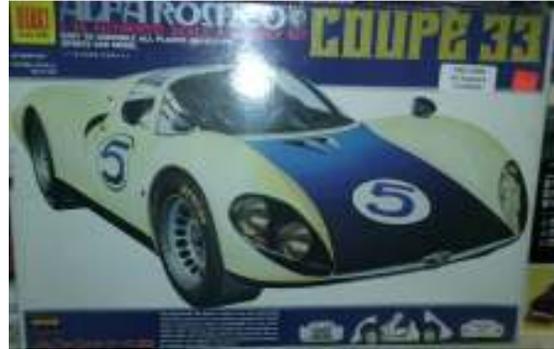
This store actually has more isles of toys and collectibles than models. That said, there are still a lot of models and supplies, as well as slot cars and trains. The aisles are somewhat haphazardly maintained, here is a photo of the model car aisle.



The other side of the aisle was military kits,

with some tanks and military stuff mixed in with the cars stuff.

Their selection featured some brand new releases and other recent kits in a variety of scales. It was mostly American manufacturers but also some Tamiya, Revell Germany and others. Most kits were 1/24-1/25. But there was a few unique kits, like this 1/16 Otaki Alfa Romeo which I have not seen before. But it was marked \$149, so I passed.



Besides the new sealed kits, there were a number of older kits, some open and or partially started. Several older kits like this were about \$20, not great deal but not bad if you are looking for something specific. I found this Fujimi Accessories parts pack, missing a few pieces but only \$2.99.



Besides models and toys, there was very nice selection of supplies, especially paints. There were the usual Testors and Tamiya selection, but they also have a large selection of Humbrol. I have been looking for their metallic steel, Metal Cote #27003 which I haven't found in stores for a while. They had it so I bought the last three tins.

So local Chicago modelers should keep this shop in mind.

Formula 1 at Monaco, 1955:

....the race up the hill toward Casino Square at Monaco

The Monte Carlo Grand Prix is the most prestigious auto race in the world. It is held on what is the Memorial Day weekend here in America. Fred Horky is a former IPMS National officer who until recently forwarded club newsletters to chapter contacts. He is a F1 fan, especially the Monaco GP which he actually attended in the early 60's while on military duty in Europe.

by Fred Horky IPMS# 6390



Joe Caputo, my friend, fellow IPMS'er and F-1 fan down in Ocala; frequently sends me interesting Formula 1 pictures. Usually he includes NO explanation, background data, or even a "subject": such was again the case this time. It's appropriate since as I write this less than a week has passed since the most recent Monaco race.

This morning's e-mailbag included the rather spectacular racing image attached, which sent me off on an internet surf to identify the players. It is obviously of a vintage Monaco Formula 1 race, and a painting by an unknown artist. (At least, I couldn't find an artist's signature: it may have earlier been cropped off the bottom.)

It turns out to be of the 1955 Monaco GP, and worthy of being used for "wallpaper" as I'm presently using it on my monitor. Through the wonders of the internet, I was able to identify all the major players shown.

We don't know how much license the artist took in capturing a specific moment (placement of cars, etc.) in what is almost certainly the first lap charge up the hill on Avenue de Ostende toward the casino. Definitely identified is eventual winner Frenchman Maurice Trintignant (44, Ferrari) leading Italian Eugenio Castellotti

(30, Lancia D50)besides its number that Lancia is easily identified by the unique "pannier" gas tanks suspended in space on either side, effectively serving as bodywork on an "open wheel" car to streamline the wheels. (They were also great in achieving an ideal fuel weight distribution, but the safety of having gasoline hanging out in space and exposed to even the slightest "shunt" doesn't bear too much thought.)

Late in the same race, former F1 champion Alberto Ascari in another Lancia (#26) took his famous plunge through the hay bales at the chicane and into the Monaco harbor. (And you might have wondered why in Monaco races today, all those expensive yachts lined with their sterns to the quay, are moored with such a respectful distance FROM the quay!)



Ascari survived, wet and with only a broken nose. The incident was famously recreated in the film "Grand Prix" with actor James Garner taking the plungenot really; a mannequin was in the movie carbut it was spectacular!



Sadly, Ascari died just four days later, testing a Ferrari sports car for a race at Monza, in Italy. There were uncanny similarities to the death of his own race car driver father Antonio, who had died in a race car thirty years earlier. To quote Wikipedia: "His unexplained fatal accident – at the same age as his father's, on the same day of the month and in eerily similar circumstances – remains one of Formula One racing's great tragic coincidences."

But back to the painting of the 1955 Monaco race! At left Frenchman Robert Manzon (8, Gordini) evidently with gearbox problems, has climbed the curb to stop, half on the sidewalk. At least, "gearbox" is listed as the reason for his eventual later retirement with thirteen laps.

Behind Castellotti, Argentinean driver Roberto Mieres (36, Maserati) swerves to avoid Manzon.

Obvious over the whole painting is the casual attitude of that era toward the safety of drivers, track marshals, and motorsport fans!

At right Englishman Stirling Moss in a works Mercedes W196 will eventually complete the raceNINETEEN LAPS down. He was the last of the twenty cars which started to be running at the end. (Moss at least completed the race: ELEVEN other cars retired. The Mercedes W196 was the dominant car of the era, with Fangio and Moss driving, it won nine of the twelve races entered, and championships of both the two years it competed.)

But it was the beginning of a bad year for Mercedes: all three of the usually-reliable works cars had mechanical problems at Monaco, as mentioned with only Moss completing the racelast. Much worse, a few weeks later the infamous, flaming "Le Mans disaster" saw Frenchman Pierre Levegh's lightweight (magnesium) works Mercedes 300 SLR disintegrate as it cut a swath through the crowd along the start/finish straight at an estimated 125 miles an hour. Eighty-three paying patrons (plus Levegh) were killed, with another one hundred eighty injured. It happened only ten years after Germany's defeat in the most brutal war in history, so anti-German and anti-Mercedes sentiment ran high, and shortly afterwards the Mercedes board of directors voted to drop out of ALL racing. They stayed out of racing for several decades, reentering first with sports cars in 1989, but not as a Formula 1 constructor until 2010. And of course, the three-pointed-star has been dominant during most of the period since.

And that's all that I was able to take from the picture that Joe sent! Many thanks to himagain.

The inevitable Horky Postscript:

Six years after the race described, in 1961, the writer attended his very first Formula 1 race, ever, at the most famous F1 venue, Monaco. (It might be the most famous race venue in the world of ANY type). I was there on leave with a fellow bachelor buddy from our Air Force station in Germany.

At the time about the only racing I'd even heard of was "Indy", so at Monaco drivers' names Stirling Moss and Graham Hill, meant absolutely nothing to me. I didn't even know that Phil Hill, Dan Gurney, and Richie Ginther were Americans driving Formula 1. (Imagine that: THREE American drivers in the same FORMULA 1 race!)

We had very good seats (certainly couldn't afford them now!) but since I didn't know the leaders of the era, I certainly couldn't recognize of the driver of this back marker as he flashed right past our noses, over and over. Much later I found out that it was the same Maurice Trintignant who had won in 1955, but finished

this race five laps down in his #42 Cooper-Maserati.



Trintignant's career had begun BEFORE WWII, and extended over many racing "marques" and owners. He first drove in 1938, and in 1939 won the Grand Prix des Frontieres in the war-shortened 1939 season. Postwar, he was really quite successful over FIFTEEN Formula 1 seasons (1950-1964) plus SIXTEEN seasons of endurance racing at the 24 Hours of Le Mans, with one overall win and several wins in class.

But perhaps the most remarkable fact about Trintignant is that he survived! He died an old man in bed at age 87, in 2005; after participating for decades in one of the then-most hazardous professions in the world. Many, MANY of his contemporaries didn't. After retirement he became a very successful vintner (wine maker) and mayor of his French town.

To finish the thought about Americans in F1: at that same 1961 Monaco race, Richie Ginther in a Ferrari placed 2nd to Stirling Moss after the latter's race, which is now described as one for the ages. Phil Hill placed third, also in a Ferrari; Dan Gurney was a very respectable fifth in the "baby-bootie" Porsche F1 of the period. (Yes, Porsche used to participate in Formula 1!)



2018 Monaco Winner Daniel Ricciardo and his Red Bull



Italeri DUKW

Amphibious Truck

Subject: DUKW Amphibious Truck
Manufacturer: Italeri Kit # 6392 Scale 1/35



June is the month in which the historic Normandy Invasion occurred – June 6, 1944. Perhaps the greatest combined military operation in history, and certainly a pivotal point of World War Two. With that in mind, I've decided to review something a little different this month. How about the Italeri 1/35 DUKW, an amphibious truck, used in Normandy during Operation Overlord.

Now, I'm not a reviewer of military kits, so I don't know if there are any inaccuracies in this kit. But, for years, I do know that modelers were begging companies to release a DUKW in 1/35 scale, so Italeri answered the call with what at first glance appears to be an outstanding kit.

The DUKW is a large, triple-shaft amphibian vehicle developed during WW2 for the American forces. The aim was to build a vehicle to supply ammunition, food and materials, stored in holds of transport ships, to invading troops occupying beach heads on enemy soil immediately after landing.

The DUKW offered good navigating qualities, and could move well off-road as well, which combined with its high load capacity, enabled it to perform its logistic role to the full. It was widely used by the USA's allies all the way through to the 1970s, including civil protection assignments.

This kit comes in a large, tray-like box, with colorful box art depicting how the finished model will look. The instruction sheet is large too, and folds out to show the 14 assembly blocks to go thru to build this model. There's also a decal placement guide showing how to paint and decal 3 different versions of the DUKW. One version is for the Normandy Invasion, 1944, while others include one for Germany, 1945, and a Marines version for Iwo Jima, 1945.

An inner parts map shows that there are 3 large sprues of Olive Drab colored parts, plus a small clear sprue for the glass pieces, along with a small decal sheet that appears to have been printed in Italy, so I assume they're good quality.

In step one, a small wall piece is glued to the underside of the top of the upper deck, and the

control sticks and seats are then added to the top side.

Step 2 deals with inserting the deck floor in the driver's area, the dash, steering column and steering wheel. Decals are provided for the gauges, and a note shows how the steering column angle should appear after assembly.

There are a lot of parts making up assembly block 3. A cover is inserted in front of the driver's area on the main deck. The windshield and its glass are built up and inserted, the panel separating the driver's area from the cargo hold is glued in, and the sides of the cargo hold area are all added. Then, the headlights are built up, and spare tire, tools, anchor, and side curtains are added.

In step 4, the side glass is added to the window frames, as well as the rear view mirrors, and forward hooks get added.

In step five, we deal with the protective front guard, and its braces, as well as more forward hooks. Again, a note shows how the protective guard is to be angled.

Step 6 involves adding the rear winch, spare gas cans, and more hooks. This completes the upper deck.

In step 7, the sides of the hull are mated to the bottom most hull piece. Care must be taken to align these parts accurately, to avoid seams as much as possible. Test fit first. Guides are molded into these pieces to aid in alignment.

In step 8, we glue up the tires, and then begin adding them to the springs, brakes, and differential for the forward wheel/tire assembly, along with a tie rod. It appears the wheels may be poseable.

In block 9, the completed front wheel/tire assembly, and drive shaft is added to its proper area on the front of the bottom of the hull, along with more hooks. Step 10 deals with the rudder, shaft, and prop, all added to the rear of the hull.

Step 11 involves building another differential with its links, springs, spring plates, and tie rod. Study the plans well to get these parts assembled correctly. Step 12 involves making up the other wheel/tires assembly for the rear of the craft, and installing the assemblies done previously.

In block 13, the upper deck assembly is mated to the lower hull. More hooks are again added.

Finally, in step 14, the front and rear hull guards are added, along with tail lights, and a few more hooks, to complete the model.

Assembly seems straight forward, nothing overly complicated, and I rate the skill level between 2, possibly 3. Some blocks deal with more parts than others.

If you're a military modeler, or interested in the Normandy Invasion, this kit should well be on your list of kits to build. Pick one up, and have fun with it.

Building the Airfix QuickBuild Bugatti Veyron



Description: Bugatti Veyron 16.4

Manufacturer: Airfix

Kit # J6008 Scale: 1/24(?)

by Walt Fink

Reprinted from THE REPORTER: THE OFFICIAL NEWSLETTER OF IPMS/LAKES REGION SCALE MODELERS



Bugatti is the top division of the Volkswagen corporation family, responsible for the super expensive high performance status symbols. Produced in very low numbers, the Bugatti Veyron is one of the new breeds of supercars. A mid-engine design with not **one** V-8, but what amounts to **TWO** V-8's placed side-by-side to form a W-16 engine. Quad-turbo-charged, 8.0-Liter with zero-to-sixty in two seconds capability, and a top speed of 220 mph or thereabouts. The cost of one of these babies is probably equivalent to the National Debt of some countries. But that's the real car.



The kit's aimed at the younger modeler who's been assembling Legos and makes a step up to scale models. The Airfix QuickBuild series is assembled with Lego fasteners and requires no glue. I opted to use glue, however, to weld everything together. Starting with the interior, I was a little put off by the Lego pins in the seat cushions. Hard for a driver to sit there for too long---so I used a Dremel tool to grind those down flush with the seat pan and then used Apoxie Sculpt to make my own seat bottom "cushions". The photo I took of this operation is fuzzy and out of focus but you get the idea.





The dashboard was another matter. The steering wheel was just a big solid circle instead of having spokes, so the Dremel got more use as I reamed out the wheel where it should've been open to begin with. The orange tape in the photo was just a guide for me so I didn't take off too much plastic. The center section of the Veyron's instrument panel was silver, so a quick mask and a spray with Testors Aluminum Metalizer gave me a reasonable facsimile of what I was looking to achieve. I also reasoned, "What's a Veyron without seat restraints?", so I added those and some photoetched buckles I had in the spares box. The rear-view mirrors were put in place and their back sides "chromed" with a Molotow 1mm pen after this photo was taken. These are pretty much liquid chrome applicators and the results really are a boon to auto modelers for touching up boobos on chrome parts---sprue nubs and the like.



As long as I was spraying the Metalizer on that instrument panel, I went ahead and gave a coat to the grille, wheels, and the engine. A little black wash and some brushed-on Testors "Steel" enamel enhanced the engine.





At the left, the big hole in the center of each wheel is testimony to the Lego nature of this kit. I didn't have anything in my spares box that remotely resembled the lug nuts and center hubs correctly, but I did locate four nice little chrome pieces which I suspect might have been headlight buckets. They were the right size but not the right configuration----but they're better than nothing. (Below).



Since this kit is aimed at the youth market, the "decals" are actually peel-off stickers. They look okay from a distance, but the printing is more of a screen- print and therefore the colors aren't very bright. The tail lights got a little over-brushing with Tamiya's clear red acrylic to enhance them, and as long as I was working with

that, I put Bare-Metal Foil into the marker lights on the rear clip and coated them with the clear red as well.

A little more AMS---I used some more Bare-Metal Foil to pop out the Veyron logos on the sides of the car. The final bit of foiling was into the headlight recesses in front before I put the headlight "stickers" in place. That made them look better. That Liquid Chrome Moltow pen I described also made the Veyron logo and the exhaust pipe...er...pop.

I'm not much of a gearhead, but I can appreciate the TLC that those folks lavish on their cars, and that led me to make a vanity plate for this one.

I put the finished model into a ready-made display case which I bought at HobbyTown USA and secured it to the base with wires around the axles. Cool thing is that the case comes with a piece of macadam-printed-on-cardstock to place on the base, simulating a road, and also a mountainscape to attach to the back face of it. I checked everything for fit and security---and it all passed muster.

THEN I discovered I couldn't get the clear cover off again to shoot more photos. No matter how I pulled, pushed, tugged, and cursed, the thing was on there to stay and I didn't want to take the chance of cracking it, so the images of the finished model are taken with that in place, complete with all the reflections of everything in the room.





**11th Annual
IPMS/GTR NNL
Contest & Swap
Meet
August 5, 2018**

Theme: Crazy 8's - [any car associated with the number "8"]

Subtheme: Asian Invasion - [any Asian themed car]

The Summer NNL will be held on Sunday August 5th 2018 from 9:00AM to 2:00PM at the Algonquin Township Building, 3702 US Highway 14, Crystal Lake, Illinois 60014

Admission to the show is a measly 10 bucks; you can enter unlimited models 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 Juniors	All scales	All types
	All scales	[Under 16 years] all models
Curbside	All scales, 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: Crazy 8's	All scales	
SubTheme: Asian invasion	All Scales	
Chris Ducey Memorial Award	All scales, Ford	Best Ford
Tim Leicht People's Choice Award	Best model in contest	

Contact: SteveJahnke@comcast.net
[GTR Auto Modelers Group page on Facebook](#)



2018 GTR Event Calendar

June 9-10 Heartland Model Car Nationals VVVII
hosted by KC Slammers
Overland Park Conv Center, Overland Park KS
kcslammers.com

June 16 NIMCON 7
NIMCON 7: Saturday, June 16, 2018
Hosted by IPMS/Lakes Region Scle Modelers
McHenry County College, Crystal Lake, IL 60012
see: www.lakesregionmodelers.com for more info

Aug 1-4 2018 IPMS/USA Nationals
Phoenix, AZ
www.ipmsusa.com

Aug 5 2018 GTR Summer NNL
Themes: Crazy 8 & Asian Invasion
Algonquin Township Building, Crystal Lake IL
Steve Jahnke stevejahnke@comcast.net

Oct 21 Countryside Collectors Classic Show
Park Place Of Countryside Countryside, IL
www.uniqueeventsshows.com

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

November 3 2018 Winnebago Area Model
Classic (WAMC), Theme: 1968 "The Times They
Are a Changin"
Info: WAMClassic@gmail.com,
www.WAMClassic.wix.com

November 4 Scale Auto Hobby & Toy Show
American Serb Hall, Milwaukee WI
www.uniqueeventsshows.com

Dec 2 Tinley Park Holiday Toy Show
Tinley Park HS, Tinley Park IL
www.uniqueeventsshows.com



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 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

Aug 1-4 2018 IPMS/USA Nationals
Phoenix, AZ

August 8-10 2019 IPMS/USA Nationals
Chattanooga, TN



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
2018 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