



GTR

Newsletter

APRIL 2018

Hello GTR and Friends:
By Steve Jahnke

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- 2018 Ferrari Expo
- Revell Foose Eldorado 48 Caddy Build
- Fujimi Bike-10 1/12 Kawasaki ZX-10R Review

This month's high lights included a wonderful day at the **2018 Ferrari Expo** held at **Continental Motorsports** in Hillside Illinois. This has been an annual car show and motorsports swap meet for several years and is always a treat for us exotic car lovers and the **GTR** gang. As has been our tradition for several years, our club purchases a swap table held in the dealerships' main gallery. All in all, it was a wonderful day at Continental Motors. Some of the perks provided by Continental included free bagels, smears and coffee in the morning and pizza by the slice for sale at lunch (*I made sure that I wore my best pair of jeans and a clean shirt to the event; I even spiffed up my sneakers*). All kidding aside, it is always a treat to see exotics and other sports cars in the parking lot as well as cars being worked on in the main repair area as well. **See more coverage on page 6**



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 changes/cancellation 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"



MAILBAG

by Chuck Herrmann



Media

IndyCar Moving to NBS Sports

The entire IndyCar TV package is moving to NBC in 2019. This includes the Indianapolis 500, ending the coverage of the Indy 500 on ABC that began in 1956. Eight IndyCar races will be broadcast on the network next season, up from five that ABC aired. The rest of the schedule will be on cable NBC Sports Network. IndyCar badly wanted all its races on one network and made that clear in negotiations with both ABC and NBC. The networks have been sharing the series for several years, with ABC owning the Indy 500 and the broadcast rights. NBC got the leftovers and was allowed to air IndyCar only on cable.

F1 TV on new Network



The season opening Australian Grand Prix was the first event broadcast on ESPN2. ESPN had F1 coverage quite a while ago but NBC Sports and the defunct Speed Channel did the broadcasts for the last 20 years. I stayed up to watch it but the coverage was very disappointing.

It turns out that ESPN is not actually covering the race but is buying the broadcasts of the British Sky Sports network. The half hour pre race show started out with 10 minutes of video of the empty track with no commentary, then they cut to some other programming until about five minutes remained. The announcers are both British, one was former driver Martin Brundle. Maybe it was the late hour combined with a bit of partying earlier in the evening and keeping the volume low to not keep the Mrs. awake, but I found them hard to understand, especially when they got excited. I miss David Hobbs already! Apparently the Sky Sports coverage back to the UK is commercial free. But ESPN is not, so they

would cut to commercials at odd times, sometimes with split screens sometimes not. And the announcers just kept going, there were no replays of thing missed during commercial. The important botched pit stops of the Haas team were missed, and the major lead change from Hamilton to Vettel was almost missed. Overall a very poor showing for one TV's biggest networks.

The internet has been full of disparaging comments, some even hinting all this was intentional. F1's new management is launching a paid streaming service later this year, is this bad coverage meant to drive dedicated fans to that? Let's hope ESPN gets their act together as the season moves on.

Industry News

Moebius Models Sold



Moebius Models has been sold to Larry Thompson and Tom Macomber. Larry and Tom are also the owners of Pegasus Hobbies in Montclair, CA. Moebius will continue to be a company separate from Pegasus. Founder and President Frank Winspur will continue to work at the company, as will Dave Metzner and Bob Plant.

Moebius Models was founded in 2006. They have issued a wide variety of plastic model kits including monster figures, super heroes from DC and Marvel comics, and science fiction space craft from Battlestar Galactica, Lost in Space, and 2001: A Space Odyssey. And for the car guys they have released some very well received models, including the Hudsons, the Ford Ranger pickup and the Mercury Comet.

New Model Company



Salvinos JR Modelers is a new company that will release a kit of the Buddy Baker 1980 Daytona 500 winning Oldsmobile. This is an injection molded fully detailed kit, it is scheduled to be released late March or early April. Other kits are planned, to fill in some gaps of stock cars that have never been produced as plastic model kits.

INTERMODELLBAU 2018

INTERMODELLBAU, an "Exhibition for model-making and model sport", will take place April 19-22 in Dortmund, Germany. Last year this event drew 80,00 visitors. INTERMODELLBAU will be hosting more than 550 exhibitors, diverse offers, breathtaking programs, exciting highlights, the latest trends and lots of action in ten exhibition halls.

Events

Local events this month include the Milwaukee NNL 26 on April 14.



NNL 26
THIS YEARS THEME:
70 YEARS OF NASCAR
WORLD CHAMPION
www.modelingpress.com

**SUB THEME :
SHOW RODS !**

HOSTED BY THE AUTO MODELERS GROUP
SATURDAY APRIL 14, 2018 9-9pm
THE EXCELLENCE CENTER WAUKESHA
N4 W22000 BLUEMOUND ROAD
WAUKESHA , WI 53186 (262) 521-0358
FOR MORE INFORMATION E-Mail us
tznwak@wi.rr.com scottiek1@charter.net

And the Waukesha swap meet the next day.

See the events calendar for details for all the events that I know of. We will be adding additional 2018 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 Update

The next regular GTR meeting will be on Saturday, April 7 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.



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

May 19 2018 IPMS Region 5 Convention
hosted by IPMS/Moss Branson, MO

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

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

March GTR Meeting

The March GTR meeting was held on 3/3/2018 at the Algonquin Township building.

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



Dave Edgecomb with a new Aventador fresh in the box.



Dave Green with his monthly treasure trove of new kits and a completed ICM 1914 Model T fire truck and a Rupp Snow sport drag snowmobile.



Doug Fisher with his in-process Honda NSR 500 race bike.



John Walczak with a rare Danbury Mint 1958 Packard Hawk.



Dave Edgecomb and a second Aventador.



George Pritzen with his 246 Dino from Testors and a great treatment of a Toyota rally car .

In Absentia:



Chuck Herrmann Ferrari F40

Of course I am a bit far to attend but if I was able to make it I would have shown this Testors/Italeri Ferrari F40. This was bought in a bag at a CARS club auction in 1996 for two bucks. I just finally finished it!



High Desert Modeler

by Chuck Herrmann



By now readers of this newsletter know I have resettled from the Chicago area into retirement in beautiful Albuquerque, New Mexico. The Duke City, in The Land of Enchantment. I will not remind readers back east and north that winters are better here. It has hit the low 70's several times by early March. Plenty of chances to spray paint in the garage.



And cruising season starts in February!



These were all seen on the streets in ABQ.



And last weekend I stumbled upon a Porsche club cruise as well as Ford Model T club cruise. Unfortunately I did not have my camera and the battery died in my cell phone so no pictures.

Last month I did an article on the Albuquerque Super Nationals model car club contest. I will keep you updated on other events of interest happening out west.



Super Nationals show cars.



In March and April the New Mexico Museum of Natural History hosted the traveling Leonardo Deviance exhibit. It was an interesting show. It turns out among his many inventions he had designed an early version of an automobile.



Ferrari Expo 2018

Photos by Steve Jahnke





Big block Chevy Corvette





We hope you like our “eye candy”
photo coverage of the
**2018 Ferrari Expo at
Continental Motorsports
Downers Grove, IL**



Revell's Chip Foose Eldorado 1948 Caddy Kit Build



Description: Chip Foose Custom 1948 Cadillac Eldorado

Manufacturer: Revell

Kit #:85-4435 **Scale:** 1/25

by Chuck Herrmann



A couple years ago Revell held an online contest to let modelers determine the subject for several all new tooling Chip Foose designed kits. the winners were the 56 Ford Foose shop truck and most recently the 1948 Cadillac Eldorado. I was interested in the lead sled style of the Caddy, so I had the local Hobby Town order one as soon as it was available.

These kits are all new, full detail kits. The design is somewhat simplified, including metal axles. But there is plenty to work with.



Subject: The real car was designed by Chip Foose earlier in his career, when he still worked for Boyd Coddington. Years later after he was on

his own the owner had him redo it. This started life as a 48 Caddy. Besides the obvious body mods, including lots of different chrome, the chassis features Corvette suspension and the engine is a fuel injected 502 Chevy. The interior is an all new modern, leather custom design.

Curiously, in looking the real car up on the Internet, it is called the Eldorod. But the Revell kit is titled as Eldorado?

My Build: My plan was to give this kit a bit of a retro street rod look. Also various internet references noted that the ride height as built straight from the box made it too high, so I planned to try to adjust that. Otherwise mostly it would be out of the box.

Kit: The kit is molded in white plastic, with chrome and clear pieces. The unique Foose design wheels are a special design. The roof is a separate piece, but there is no convertible boot. Packaging and instructions are in keeping with recent current Revell US kits. Below is the initial test fitting, there were no major issues.



Engine: The big block Chevy comes with a modern fuel injection set up, and is a clean, monochromatic look. As noted I wanted a bit of a retro feel, so I swapped the unplated valve covers with some old chrome units from my spares bin. I found a carburetor, manifold and chrome air cleaner and used these. Note that the clearance to close the hood is a bit tight, that is why the carb in the photo looks a bit short. The air cleaner hides that.



I added ignition wiring and the final result looks more street rod style. Tip: if your old spares bin parts have suffered some chrome trim rub off issues, the Molotow chrome pens work great to touch up and restore the chrome.



Suspension: Test fitting the suspension with the kit wheels and tires does result in a higher ride that that shown on the box art. The front end features a metal axle that fits through a slot between the engine and fan belt (at least it is not through the oil pan as was common in many vintage kits).

The upper A-arms are molded into the chassis. The bottom are part of an assembly with the lower suspension. To lower the ride height I cut off the section on the side where the axle passes through. Then I shortened it, bent the lower A-arms upward and glued it all back together. The result is seen below.



The lower height will not allow the use of the metal axles. So I used a nail cut to fit (you could use steel or brass rod) instead, which I think looks better.

Wheels/Tires: The unique Foose wheels come in a special configuration for this kit. The wheels are chrome, with the red stripe printed onto the rims. The whitewall is a separate plastic inserts. The vinyl tires are treaded low profile, the rears a little larger than the fronts. I thought these were cool looking so used them as is. I have read on the web that some builders paint the whitewall inserts black if they do not want whitewalls.



If you want to use these on another build, note that they are designed for push in metal axles so it would take some work to adapt them to other style mounting setups.

Chassis: Other than the lowered suspension, I built the rest of the underside box stock. The frame is separate from the flooring. The black rails in the photos shows how they are separate from the primer color floor.



Interior: The interior builds up into a separate pan, with a floor and side panels that attaches to the separate floor/chassis pan notes above. The style is a modern Foose design, with four bucket seats and a long center console. The rear seats are molded in, so you either have to mask them to spray of paint by brush. I sprayed the seats and door panels with Krylon Satin Boots, then brushed this color onto the rear seats. the finish of the brushed areas was more glossy than the sprayed seats, and flat coating smade it too flat. After a bit of dry brushing some black accents it was better but still not quite right.



I painted the dash and center console body color. The dash is a modern custom interpretation, the instruments are a decal which looks good. For the trim around the instrument panel I used the Molotow chrome pen. which was also used for the steering wheel spokes and the trim rings around the cup holders in the console. The steering wheel was painted flat brown then Tamiya Acrylic Clear Orange for a wood look.



Body: The body is one basic piece with a separate hood and roof. The chrome trim and Eldorod logo are molded in.

My plan was to build a more retro street style, so I filed and sanded off all the chrome trim on the sides, trunk and hood. The hood was especially difficult for some reason, it took several tries and coats of primer to get it smooth.

Lately I have been influenced by my desert surroundings, so I wanted the model to have the commonly seen desert sun fade to the paint. To prep the body I first sprayed on a red Duplicolor primer, followed by Tamiya Silver. Then I applied the color coat. A while ago I had picked up Duplicolor automotive paint, GM Santa Fe Tan that I sprayed from the rattle can. This went on fine, a little bit of orange peel that I sanded smooth. Then I sanded some more to remove some of the glossy finish and then more in places to expose the silver (for bare metal) for red primer (rust) to show through in some places. I was able to achieve a finish that looks like many of the well used street vehicles seen in these parts. For the roof, a separate piece, the kit comes as a convertible top but I wanted a hardtop so I sanded it smooth and sprayed on a cheap red primer from the rattle can. This polished out just enough. The chrome roof rail trim was applied using the Molotow chrome pen. I find this much easier than Bare-Metal Foil which always gave me fits.

The hood features separate hinges, but they only allow the hood to be partially open, and it needs a support to allow it to be displayed in the upright position.



I used the chrome bumpers and custom grille as they come in the kit. Also the kit headlights and taillights.



Decals: The kit includes a small decal sheet. There are Caddy emblems, a Foose license plate and the Eldorod logo for the side. Since I was not

replicating the real car I did not use them. Also for the engine there are Foose logos and pinstripes for the valve covers and air cleaners. Since I swapped out chromed items for these again I did not use them. The dashboard instruments are also a decal, which looks good.



Summary: This kit is a little different in feel from older Revell kits. To me the pieces feel a bit larger and some things seem a bit simplified. That said, it goes together well with no real fit problems. Flash and mold marks were minimal. Other than the too high stance straight from the box it is a nice model of a unique subject. The separate roof mounts firmly with pegs, but the holes are visible when left off and there is no convertible boot.

And I was happy with the results of my build, it pretty much turned out as I pictured it. So I can recommend this kit.



Fujimi's Kawasaki ZX-101R Kit



Description: EVA Kawasaki ZX-10R 2011
Manufacturer: Fujimi **Scale:** 1/12
Kit #: 141343

by Elliot Doering



With Spring rapidly approaching, the streets and highways will soon echo with the sounds of motorcycles. So, I thought I'd review a bike kit this month.

Fujimi recently has produced some excellent MOTOGP type road racing bikes, as well as the Kawasaki ZX-10R used in Japanese road racing, as well as the popular European World Superbike Series.

The kits are 1/12 scale, and build up into some very convincing replicas of state-of-the-art racing machinery. Kawasaki has always been at the forefront of developing some very sophisticated machines, having won the World Superbike series championship, and this kit is full of great crisp details. So let's take a look at this kit, which comes in the rectangular, tray type box.

Upon lifting the cover, you'll find that the instruction booklet doesn't really have a front page. Instead, a separate guide to the paint colors needed for this kit, as well as a decal placement guide serves as the first page.

The actual first page is called "piping", & shows how to use the plastic tubing included in the kit to do the clutch, and brake lines. One should note that it's not absolutely a must to wire this bike. It can easily be built without the wiring. A measurement guide is given to allow for cutting the tubing to proper lengths.

However... the instructions leave the wiring to the last step before decals. One might want to

wire the bike in the assembly stages dealing with the handlebars and brakes.

While on the subject of handlebars, I would encourage the modeler to build up the stand for the rear tire to support the bike in an upright stance. Trying to apply the handlebars with the bike lying on its side will be clumsy, and you might actually break the clutch or brake levers off the handlebars. It might be a good idea to even have a second set of hands hold the bike, while you set the bars in position.

A pair of tweezers is a must, as there are tiny pins the tubing inserts over. I would not use glue to hold the tubing on the pins. The glue can easily melt the pins. The tubing should therefore just be inserted onto the pins without gluing.

There are twelve assembly stages to complete this model. A complete parts layout comprises the second page of instructions, with assembly beginning on page 3, building up the motor.

The two sides of the motor block are joined, then the frontal and rear pieces. Be certain to get the alignment square and even, so other pieces will fit. Then, the cylinder head, oil pan, oil filter, oil line, and an engine side cover get added to complete a very realistically detailed "model with a model" of the potent ZX-10R motor.

In step two, we place the completed motor into the two halves of the frame, along with the cross members. Again, be sure to get the motor in correct position, and the frame aligned around the motor, so the swingarm and other parts mate well.

In step three, we deal with the back tire, wheel and rear brake. Be sure to sand and "scuff in" the rear tire to remove any tire seams.

Next, we construct the rear mono-shock, after detail painting the spring for it. It is then inserted into one half of the rear swingarm, and the rear brake caliper is added to the swingarm.

The rear chain has a cut out in it. This is to allow for the chain to pass thru the other half of the swingarm, before joining up with the half shaft

containing the monoshock, as well as the rear tire. A pin/axle passes thru the entire assembly to keep things well aligned. Go thru these steps slowly. It's critical that everything lines up, or the tire etc. will sit cocked in the swingarm and frame. Take your time, and use patience.

The complete rear swingarm assembly is then passed thru the back of the frame. Note must be taken of the side sketch showing exactly where the top of the monoshock attaches to the rear crossmember of the frame, so take time to study that sketch until you see and understand its location etc.

The front airbox plate is attached to the front of the frame, and with the rear swingarm/tire assembly in place, a pin is again passed thru the swingarm and frame to hold things in position.

Step four involves gluing up the two halves that make up the gas tank and seat tail. There's no way around the seam that will result from joining the halves, so a bit of filler will be required to blend the seam in. Once that's done, the seat pad gets added to the assembly, and the gas cap is added to the tank. Then, two hoses are added to the lower part of the motor, and an engine side piece is also added.

Step 5 is all about the 4-into-1 exhaust system. The ZX-10R motor is an in-line, four-cylinder power plant. Individual pipes are all assembled in order, according to another side sketch, and the muffler canister is secured to the pipes.

With the bike turned upside down, the exhaust system is set into the exhaust ports at the front of the motor. A carrier bracket for the muffler canister is attached, and put in position on the frame. We also build up the radiator, overflow tank, and cooling line.

In step 6, the completed radiator is attached to the front of the frame. There is a tab at the top of the radiator, which gets attached to a point on the forward portion of the frame, and the cooling line is joined to the motor. Then, two radiator support brackets are added to each side of the radiator.

In block seven, the front wheel, two brakes, and tire are built, and the two halves of the front fender are glued up. Again, filler will be necessary for the resulting seam. After detail painting, the fork legs get the brake calipers added to them, and the completed forks, fender, and wheel/tire/brake assembly are joined together. Again, there is a pin/axle that passes thru the assembly, and a cap is added to hold things in place. The lower triple clamp assembly and fork yoke are added as well.

In the second half of step 7, you must decide whether you want to add the tubing for the clutch, and brake lines, as we will be dealing with the handlebars now. The bars slip onto the tops of the fork legs, after the forks are passed thru the steering head on the frame.

In step 8, the digital instrument panel is built, as well as the steering dampener. They are then attached, along with a radiator catch bottle, to their positions on the forward frame.

In block nine, the front fairing and windscreen are joined. Some masking and painting will be required here. When complete, the windscreen and front fairing attach to the lower section of the front airbox, and then the rearset pegs are added.

Block 10 deals with the side fairing pieces. I'd leave them off to show off all that fabulous frame and motor detail.

Likewise, in block eleven, the belly pan pieces get added along with the footpegs. It's smart that Fujimi left these pieces to the final step, as

handling the model with them on the bike before this step, would surely damage them.

In the last step – 12, the bike's stand is constructed to hold the completed model in an upright position, and the transmission shifter lever is added. This completes the model.

The EVA team bike is painted in purple and traditional Kawasaki Lime Green. Decals are provided for the Green & Black areas of the bike. I do not know if the decals are Cartograph quality. They do look as though they'd work well.

Incidentally, this kit also comes in a gold and black, or red and black version for two different team liveries.

Six flash-free sprues make up the kit. One medium grey tree holds the frame halves and exhaust pipes. Two white trees hold body fairing parts, handlebars, fork parts etc.

Other grey trees hold the motor parts, swingarm and fork tubes, and the stand for the bike. The wheels, brakes, chain, and calipers are also molded in grey. Two real rubber tires are included.

I had mentioned that the ZX-10R was raced in the World Superbike Series across Europe, with a round also in the USA, at Laguna Seca, in California.

There is a company out of Stormville, New York – ONLY RACE CARS. They have a fine, hi-quality decal set produced by PIT WALL, to do the 2010 ZX-10R of Tom Sykes, a Kawasaki factory-backed Superbike Champion from England. The bike is all Kawasaki Green, with black accents. The decal sheet is # 120-001.

Whether you choose to wire the bike or not, the end result is a very eye-catching model, if you take your time, and proceed with patience, and time to let things dry well. Try something different, and have fun. Happy Building! ED





2018 GTR Event Calendar

Mar 25 Australian Grand Prix (Season Opener)
Melbourne, AU

April 14 2018 Auto Modelers Group NNL 26
Theme: 70 Years of NASCAR, Sub Theme:
Show Rods, 3:00 – 9:0 PM, The Excellence
Center, Waukesha. Info: tnowak@wi.rr.com
scottiek1@charter.net

Apr 15 Milwaukee Miniature Motors Spring Show
Waukesha County Expo Center, Waukesha, WI
Call 262-366-1314 www.uniqueeventsshows.com

May 18-19 HMCA 38th Swap Meet and Contest
Hosted by Hoosier Model Car Club
Contest Theme: *The Chevrolet Impala*
Johnson County Fairground, Franklin, IN
John White dakotajohn@embarqmail.com

May 19 2018 IPMS Region 5 Convention
hosted by IPMS/Moss Branson, MO

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

May 20 NNL North
Knights of Columbus Hall, Bloomington MN
Bob Maderich 612-423-2985

May 27 Indy 500
Indianapolis Motor Speedway

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
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 4 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



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