



# **GTR Newsletter January 2013**

## **Remembering Our Friend Tim Leicht**



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- **Revell 62 Corvette Review**

## **GTR Auto Modelers**

**Based in the Chicago, IL Northwest Suburbs  
2002/2003 IPMS/USA Region 5 Chapter of the Year  
2007 and 2008 IPMS/USA Region 5 Newsletter of the Year  
2013 Meetings: Every 1st Saturday @ 7:00 p.m.**

Location alternates between member's homes and the Fountains of Crystal Lake

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**Check out the GTR Auto Modelers website at: [www.gtrautomodelers.freeservers.com](http://www.gtrautomodelers.freeservers.com)**

# GTR Mailbag

by Chuck Herrmann

## So Long, Tim



**GTR Summer NNL. Aug 2012**

We are all attempting to cope with the loss of our great friend, Tim Leicht. Tim passed on Tuesday, December 11 of liver failure at age 60. Too young.

Tim was not only one of the founding members of GTR but also he was an original founding member of CARS in Miniature. I first met Tim at the second ever CARS meeting in October 1991. The meetings were actually held in the front office of Tim's business, Leicht Auto, in Wauconda, IL. That was a great site; where else could you attend a model club meeting while standing next to everything from a Lamborghini Countach to a Mercedes Gull Wing!

Tim was a first rate mechanic who operated his own shop for about 30 years, specializing in European and German cars, also lots of sports cars. He was also a big race fan. In the 1980's he drove Formula Fords at local events in Illinois and Wisconsin. Also he served as a pit crewman at several Daytona 24 Hour races. He served as instructor and test driver for several manufacturer programs, and helped run local club events such as BMW club days at local tracks like Road America.



**Blackhawk Farms 1983, cover photo 1984**

Recently Tim was able to fulfill his dream of driving a race car with his son Evan. They built up a 1985 Corvette to run in Midwest Council events



Less than two weeks before he went into the hospital, Tim co drove with Evan to a win at Blackhawk Farms in their Corvette.



**Celebrating Winning with Evan at Blackhawk!**



**NIMO 2002**

Model cars were another passion for Tim. He was a good builder, and he had a large collection, especially the import and German cars he loved. He always seemed to have the latest cool kit and brought them in to our meetings. Over the years he contributed lots of articles to the GTR and CARS newsletters and served as president several times, including the last two years. In the early 2000's Tim also operated Gearhead Hobbies, a hobby store in the Volo Antique Auto complex in Volo, IL. At one point Gearhead produced several sheets of aftermarket decals.

We will all miss Tim as he was a good friend over the years. He was a dedicated family man; our thoughts are with his wife of 37 years, Elaine, and his sons Colin and Evan.

## REAL WORLD

We are starting to see announcements for the 2013 racing season. Here are a few.

### Aston Martin is coming to ALMS and Grand Am in 2013



Aston Martin Racing is forming a partnership with the Racer's Group (TRG) to bring a factory-supported, program to North America starting in 2013. The move encompasses the Grand-Am Rolex Sports Car Series, the American Le Mans Series, the Grand-Am Continental Tire Sports Car Challenge, the Pirelli World Challenge as well as plans to launch a single-make support series featuring Aston Martin Vantage GT4 race cars.

The Aston Martin Vantage GTE will be raced at the March 16 running of the Mobil 1 Twelve Hours of Sebring. In the Grand-Am Rolex Series and Pirelli World Challenge, the Vantage GT3 is in its final homologation stages and will be ready to race for new customers after the Rolex 24 At Daytona.

### MAZDA Diesel in Grand AM GT 2013



In 2013 The Rolex 24 is going to see something it has never seen before: a diesel-powered race car. Mazda North American Operations announced at the Los Angeles Auto Show that the racing version of the 2014 Mazda6 will make its motorsports debut at the Rolex 24 endurance race on January 26-27 in Daytona Beach, Fla.

The Mazda6 race car will be powered by a Mazda Skyactiv-D clean diesel engine and is being developed for the new Grand-Am GX class. This will be the first time a diesel-powered vehicle of any type has ever raced at the Rolex 24. Mazda will be seeking its 24th class win in the

American endurance classic, having most recently won in 2008 and 2010.

### BMW to Race Z4 in ALMS 2013

BMW Motorsport officials have announced that BMW Team RLL is turning to the BMW Z4 for the 2013 ALMS season.

The BMW Z4 was a successful car in Europe during the 2012 season. It won four races in the FIA GT1 World Championship as well as the Italian GT championship. Details on BMW's ALMS driver lineup are forthcoming.



### NEW NASCAR Chevy for 2013



Chevrolet has unveiled its newest offering for the NASCAR Sprint Cup Series. The manufacturer has elected to drop the Impala as its Sprint Cup car, and instead will use the new Chevrolet SS that will closely resemble the showroom model.



Chevrolet has 702 victories in the NASCAR Sprint Cup Series, more than any other manufacturer. Fonty Flock earned the manufacturer's first win on March 26, 1955, at Columbia, S.C. Five-time series champion Jimmie Johnson achieved Chevrolet's 700th victory earlier this month at Texas Motor Speedway.

## INDUSTRY NEWS

Revell has firmed up the release dates on some of their new releases. Of interest to GTR modelers:

December: Ferrari 599 in US packaging

January: Mickey Thompson's Challenger I

February: Ferrari Daytona (Miami Vice) and the Stacey David Rat Roaster

Round 2 has also announced a number of new releases. Of interest to GTR modelers:

Polar Lights NASCAR kits, including the 1969

Petty Torino, and Allison 1971 Mercury

King Cobra Ford 289 AC Cobra

Buick Opel GT

2008 Corvette Indy Pace Car

**Revell Germany**, in their e-newsletter, said about 2012:

*There have also been mixed feelings at Revell.*

*Whilst our core business, the plastic model building segment, performs stable compared to prior thanks to your loyalty, our RC brands fell short of our expectations due to extreme delivery problems.*

*But also in future, we want to do more than only provide you with a variety of new items.*

*For this reason, we will further get involved in the work with the youngsters by supporting on a national basis the German 'model building day' ('Tag des Modellbaus') as well as by further forcing our 'model building in schools' activity ('Modellbau macht Schule'). We will also go ahead with our co-operation with the German plastic model building association, the DPMV. And I am already now keen to see your hopefully numerous contributions to our big model building contest, the Scale Award 2013.*

So it looks like they will increase their promotional efforts in the future.

## Delta Wing LeMans

Profil 24 has announced a resin/multi-media kit of the Nissan Delta Wing as raced at Lemans 2012. It will be pricey, over \$232 USD.



## EVENTS

We await confirmation of the 2013 Rockford Classic Plastic Event, usually held late January.

The Ferrari Expo has been confirmed for March 23.

The Cedarville show has been confirmed for March 10.

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



## GTR Update

The next regular meeting will be Saturday, January 5 at the Algonquin Township Building. Until we firm up any alternate plans or events, the regular monthly meetings will meet at the Township.

The 2013 GTR Club Calendar features a photo of a member's model each month. You will need to order your copy; cost to members is \$10. Let me or Steve Jahnke know if you want one, we will bring it to the next meeting. Thanks to Steve for taking the photos, putting the calendar together and handling the orders.

Any member who wants to bring up other ideas or suggestions for future meetings or activities, do so either at the meeting or contact me.

## 2013 6<sup>th</sup> Annual GTR Summer NNL

Following another successful GTR Summer NNL this year, IPMS has approved our event for next year, on Sunday August 4. It is listed on the IPMS/USA Website Event Calendar. The 2013 flyer is now ready and has been emailed to our newsletter distribution list, and we will start bringing it to shows and events. The Theme will be 60 Years of the Corvette, with trophies for Best Street and Best Racing Corvette models.

## 2013 GTR Club Project

To promote the NNL and to motivate members to build, the GTR club project this year will be Corvettes. Finish a Corvette model between now and the NNL in August, and bring it to a meeting, the NNL or send a photo to me and your 2013 dues will be refunded! There are lots

of options as the Corvette is probably the most modeled subject there is. We saw three projects last meeting. So grab a kit and start building!

Past issues of the GTR newsletters are available on line.

Go to [www.carsandracingstuff.com](http://www.carsandracingstuff.com), then click on Newsletters, find GTR and our newsletters are achieved back to 2004. Thanks to Bill Crittenden for storing our newsletters on his site.

## December GTR Meeting

The regular December 2012 GTR meeting was held at the Algonquin Township Office on December 1. For the business portion of the meeting we did the treasury report and the mailbag, also we discussed the recent Toledo show and our plans for a GTR Facebook page. Steve had a sample of the 2013 GTR club calendar and we began taking orders. Then we enjoyed our Christmas Pizza Party, with pizza from the Rosatti's in Cary as well as some cookies and goodies people brought in. Joel Peters raffled off a Toledo NNL T-shirt that he had donated, thanks Joel!



The pizza boxes emptied fast!



Then it was on to Show & Tell. Here is some of the stuff on the tables:

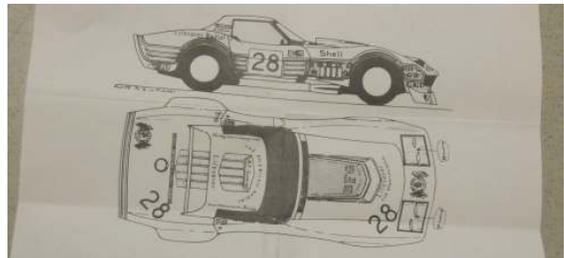
**Steve Jahnke:** A Polar Lights 65 Dodge Coronet



And a Revell Germany Ferrari 599



**Larry Fulhorst:** His project for our NNL, a white metal 1/43 by of the Greenwood Corvette from LeMans 1972 – Larry has had this kit for 30 years!



**Chuck Herrmann:** Two primer projects: a 26 Ford, the Revell John Butera Hot Rod glue bomb project, and a



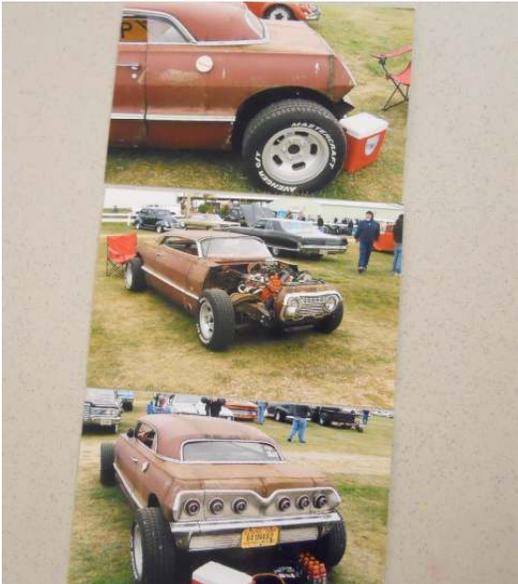
Revell 2004 Corvette Snap Tie being converted into a surf/beach rod.



**Dave Green:** a 1963 Chevy project, being built as a Rat Rod Dave saw at the Iron Invasion show in Woodstock last October.



Good thing he had pictures to prove this unusual car exists or we might have thought it was a bit weird!



**Dave Edgecomb:** a Studio 27 Ferrari 430 and a Fujimi 430, his project to do a Rizzi Competition IMSA car.



**Gerry Paquette:** the new Aoshima Lamborghini Aventador kit with aftermarket parts,



Also, the Revell Germany Ferrari 599 GT and SA Aptaera kits, along with neat detail sets.



**John Walczak:** some 30's vintage electric trains by Hogge from Germany, just in time for Christmas.



**Rick Hanna:** Rick brought his project 70 Chevelle, using the Monte Carlo chassis for better detail.



# IPMS USA

International Plastic Modelers Society

## IPMS News

GTR is a local chapter of IPMS/USA, in Region 5. Local chapters need five active national IPMS/USA members to remain an IPMS chapter. We have successfully renewed as a chapter in IPMS Region 5 for 2013. We had enough National IPMS members this time, but we can use some more. So we urge 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](http://www.ipmsusa.org), or see me for membership forms.

## 2012 IPMS National Convention Coverage

In the current issue of the *IPMS USA Journal*, the winners of the 2012 Nationals last August in Orlando, FL, are featured. GTR was proud to sponsor Category 523: Competition, Closed Wheel 1:31 to 1:20. Turnout for racers must have been good because it was split into two, with Oval Track models getting their own awards.



### 524A. Competition, Closed Wheel, 1:31 to 1:20

Sponsored by IPMS/GTR Auto Modelers

- 1st • Mercedes – Timothy Kirby, Anchorage, Alaska
- 2nd • Shelby Cobra – Larry Litoborski, Garland, Texas
- 3rd • Ferrari 375 – Earl Petrikin, Clearwater, Florida

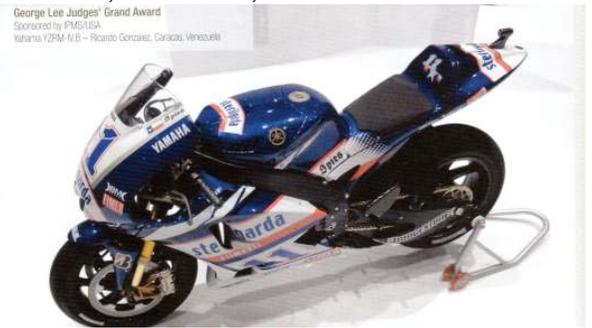


### 524B. Competition, Closed Wheel, 1:31 to 1:20 – Oval Track

Sponsored by IPMS/GTR Auto Modelers

- 1st • No. 48 Lowe's Chevrolet – Wayne Stevens, Jr., Daytona Beach, Florida
- 2nd • No. 8 Chevrolet – Delaun Fifield, Palm Bay, Florida
- 3rd • 1936 Ford Jalopy Racer – Frank Pupello, Gainesville, Florida

And the Top winner, the Judge's Grand Award, went to an automotive subject this year, a 1/12 Yamaha YZRM-IVB, built by Ricardo Gonzalez, of Caracas, Venezuela..



The 2013 IPMS/USA National Convention website is now up – see it at:

[www.ipmsusa2013.com/](http://www.ipmsusa2013.com/)

## 2013 IPMS Region 5 Convention

The 2013 Region 5 IPMS/USA Regional Contest and Convention will be held March 9 in Madison, WI. The last show in Madison, in 2009, saw a strong showing of Automotive models in the contest, over 300 as I recall, so it should be a good show to attend.

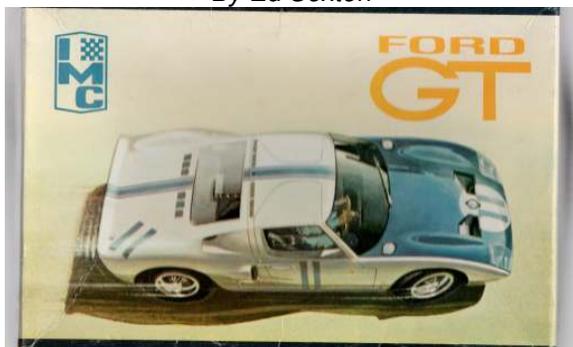
# Vintage Kit Build: IMC Ford GT

**Description:** Ford GT

**Manufacturer:** IMC

**Kit#:** 104      **Scale:** 1/25

*By Ed Sexton*



I think most of us "Car Guys" developed our allegiances to one or more car companies at an early age. I know I sure did and I've always been a Ford Guy. I'm not sure why but it could have been because my Dad tended to go in that direction. He wasn't really into cars all that much, but he knew what he liked. So when I started building models, I naturally built Ford models. Since I first saw it, the Ford GT has been one of my favorite cars and I really liked the IMC kit. So after building it many times back in the 60s, I've always wanted to go back and try it again.

The IMC Ford GT kit has been reissued many times and by different companies. It basically represents a very early version of the car, but not any one specific car. From the first time it appeared in public, the full size Ford GT was changing on a regular basis to improve performance. So it is not surprising the kit does not represent one specific version. The important race Ford really wanted to win was the 24 Hours of LeMans and thus gains world recognition. The IMC kit comes close to the LeMans race version but not exactly. I decided to model the slightly earlier Nurburgring race version because I thought the kit came a little closer to that version.

Since the original kits are not that expensive, I started with one I've had for a few years. My plan was to build it mostly box stock with just a few extras. The most important change to me was to improve the wheels. As everyone knows this is one area that really sets off a model or even a full size car for that matter. Since the early Ford GTs had wire wheels, a set of photo etched wires would really make it look good. The wheels

consist of Herb Deeks photo etched centers and machined rims cut to match the kit plastic parts. I felt the tires in the kit were correct, so I needed these rims to be the same size as the kit rims to make sure they would fit.

Many of the IMC kits were big on opening features and the Ford GT was no exception. Normally these features can be hard to pull off and still have a "buildable" kit. In the case of the IMC Ford GT, I think they did a fairly good job and the kit goes together without too many problems. It just demonstrates how important good engineering and test shot reviews are in the development of a model kit. In my own experience at Revell, I never wanted to see the Engineering Dept. rush a project and end up with a problem.

There were a few details in the interior that I wanted to do differently than what was called out in the instructions. If you look at the full size car, the shift lever comes up through an opening in the side panel. So I cut open the side panel to have the shift lever come up through rather than just gluing it on top. Also, the fuel tank access panel should be flush with the top of the side pod. This requires shaving down the shoulder of the piece so it can come up flush.



One of the most distinctive features of the Ford GT were the seats. They had brass grommets from top to bottom to provide ventilation. The problem was how to paint them and replicate the brass grommets. The best idea was to use a tooth pick. After first drilling all the holes, you dip the tooth pick in the gold paint and stick it in the hole. It would grab just enough paint to lip the hole and give it the right look.

While I didn't want to get into wiring the entire car, I did feel that the spark plug wires were important and should be added. In this case I did use an aftermarket pre-wired distributor instead of drilling out the kit distributor. The kit distributor

was just too small and I've drilled myself too many times.

In the front there was a spot where I felt the kit really lacked proper development. When you glue the fuel filler caps on, half of the cap sits out there with nothing below it. There really needed to be a support structure into the gas tank. I used a piece of sprue cut in half lengthwise. Then I shaved it down at an angle to replicate a pipe going into the tank I thought this was the best way to make it look more realistic



The hardest part of assembling this model has to be the exhaust system. It was a complicated system on the full size car and it did not make the transition to the model very well. I had to make some replacement pipes out of styrene rod because I could just not get all the kit pieces to fit properly.

Finally to make the Nurburgring version, I used Fred Cady Decals in place of the kits decals. These had the right numbers for the car I wanted to do. Besides I wasn't too sure how well the old kit decals would have worked.



Finally I have always felt this IMC series of kits had one of the best looking boxes ever done for a model car line. Over the years I've worked with a number of artists on box art paintings. When doing a series of kits with the same look, I found it very difficult to get the right consistency across an entire line. The first one was usually outstanding, but it was hard to match it on subsequent kits. So I have to hand it to IMC for this series as they all look great.

## New Kit Review: Revell 62 Corvette

**Description:** 1962 Chevrolet Corvette

**Manufacturer:** Revell

**Kit#:** 85-4277

**Scale:** 1/25

*By Rick Wilson*

Reprinted from Dec 2012 *MAMA Sez*, newsletter of the Maryland Automotive Modelers Assoc.

(Editor Note: With Corvettes the theme of the 2013 GTR Summer NNL, look for more articles to hype interest and for subjects for the GTR club project!)



In 1962 Corvette production jumped by almost 4,000 cars over the previous year, despite fewer engine options. As all of us loyal Vette fans know, '62 was the first year of the 327 cubic inch engine. Only four power levels were available and gone was the two 4-barrel version. The painted head-light bezels were the first change, but bigger than that was the change to the cove areas. The chrome trim was gone, and the contrasting paint was no longer available either. And there was only one louver left. It was the last year for a trunk or a power folding soft top (*for many years*) and the first year for the aluminum cased automatic transmission. It was the first year that all cars got the aluminum cross-flow radiator and the familiar cylindrical expansion tank. The grille was available in black, gold anodized or gold anodized painted black. According to the box, this kit is an 'all new tooling' though I think Revell was just too lazy to change some of their artwork. Comparing the new kit parts (*148 total*) to the '58 of several years ago shows that a great deal of parts have been shared. This is one of the few times I have previous build-ups to compare to. Specifically the '62 Vette resin trans kit mastered by fellow club member Larry Booth and cast by Harold Bradford.

**Engine:** The engine is very familiar if you've built the '58 or '59 fuelie engines before, though the injection box in the kit is incorrect with its' smooth top that should be finned. The engine is a 25 piece assembly with one change. This was the first year for the separate expansion tank which mounts on the left side above the exhaust manifold. The oil filter, starter, oil pan, water pump, and many more pieces are all separate. There are three decals for extra detail; the ones for the generator really stand out on the finished model.

**Chassis:** Nothing changes with the chassis except for an optional lowered front suspension piece for the custom version. Oddly, the front sway bar that was in the '58-9 kits is missing. The only mistake I see in this kit is the radiator cap, part # 38 that should not be used because the radiator is a cross flow type and the aforementioned expansion tank. All the suspension has been modified to use the steel pins to attach the tire/wheel assemblies. As I said in previous reviews, these will need to be glued in order to stay in place.

**Tires/wheels:** The stock wheels are a carryover from the previous kits as are the separate knock offs, but the wheels have been modified to fit new hollow (*no name*) tires. They have an extra rim outside the wheel cover that would have to be removed if you decide to use different tires. The custom wheels seen on the box art are 20 inches in diameter and have silver decals for their recesses and brake rotors with decals for the cross-drilled patterns, but no calipers. Also included, of course, are a set of big and little 'rubber band' tires. There are 'crossed flag' decals for the stock wheel centers.

**Interior:** The interior is dead on correct for a '62 Vette. The pleats in the seats and on the doors are perfect in number and size. I like the steering wheel that is chrome plated requiring the builder to only paint the rim. The inner fenders are part of the interior floor, but Revell has added two extensions to trap the hood hinges that were never there before and there are two additional pieces that extend the inner fenders down that are new. In previous issues these parts were cast to the interior floor. It may be because of a difference between the '58 and the '62. There are eleven decals mostly for the dash, the steering wheel and console. And there is a second set for the custom version that have white gauge backgrounds.

**Body:** The body is spot on perfect. They nailed the shape of the '62 Vette perfectly. My only complaint is that there is a mold seam across the

nose such that when removed, it will also wipe out the "Corvette" lettering and round badge, but the good news is both are included on the decal sheet. Unlike the '58, the trunk does not open and there is no trunk floor provided. The headlight bezels are not chrome plated which is correct for the '62 and there are chrome reflectors provided along with clear lenses.

There is a single chromed louver for the cove and a chromed multi ribbed rocker molding. The grille has the correct bar across it that should remain chrome regardless whether you choose to paint the grille black or gold. The rest of the body trim is carried over from the earlier kit as well as a trunk emblem. Of possible special interest are two small chrome trim pieces that could only go on a detachable hardtop, but there is no top in this kit. If Revell does as they usually do, I would expect a second version in several months with a hardtop similar to what they did with the '72 Olds kits.

**Decals:** Besides those already mentioned there are two pairs of seat belts which may or may not be appreciated as well as several scale booklet covers. There are three pairs of license plates and a set of narrow white walls, which were available for the first time on this car. There are red, white, and black pin stripe scrollwork for either side of the Vette emblems and two pairs of tribal flames that fit within the coves. Quite frankly, I find them ghastly; flames would look good but not the way they are done here.

**IPMS USA**

**International Plastic Modelers Society**

2013 Region 5 March 9, Madison, WI

2013 IPMS/USA Nationals:

August 14-17 Loveland, CO

2014 50<sup>th</sup> Anniversary IPMS/USA

Nationals at Hampton Roads, VA.



## 2013 GTR Event Calendar

January 5-20 DAKAR Rally  
Lima, Peru, thru Argentina to Santiago, Chile

Jan 20 Scale Auto Hobby & Toy Show  
American Serb Hall Milwaukee, WI  
[www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

January 26-27 Rolex 24 Hours Grand Am Series  
Daytona Intl Speedway, FL

February 24 61st IL Plastic Kit & Toy Show  
DuPage County Fairgrounds, Wheaton IL  
(630) 969-1847 Email: [pthpowerinc@aol.com](mailto:pthpowerinc@aol.com).

February 24 Daytona 500 NASCAR  
Daytona Intl Speedway, FL

March 9 IPMS/USA Region 5 Convention  
IPMS/Mad City Modelers (Madison)  
Doubledays Cottage Grove, WI  
<http://madcitymodelers.webs.com>

March 10 Cedarville Swap and Contest  
Cedarville, IL

March 16 Twelve Hours of Sebring ALMS  
Sebring, FL

March 23 Ferrari Expo  
Continental Auto Sport Ferrari Lamborghini  
420 East Ogden Avenue, Hinsdale, IL 60521  
Tom Tanner/Scale Designs  
email: [alfaromeo2465@yahoo](mailto:alfaromeo2465@yahoo)

March 24 Countryside Collectors Classic Show  
Park Place Of Countryside,  
Countryside, IL [www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

May 24 1/43 Show Countryside, IL

Apr 13 Milwaukee NNL21 hosted by AMG  
Theme: "Legal in all 50 States", Alcohol, tobacco  
& firearms sponsored model vehicles  
Family Centers of Excellence, Waukesha, WI  
Sub-theme: 60 Years of the Corvette  
Info email: Scott Koch [scottiekl@charter.net](mailto:scottiekl@charter.net) or  
Mike Dowd [mdowd@wi.rr.com](mailto:mdowd@wi.rr.com)

Apr 14 Milwaukee Miniature Motors Spring Show,  
Waukesha County Expo Center,  
1000 Northview Rd. Waukesha, Wisconsin.  
<http://www.milwaukeeeminaturemotors.com>

April 14 Scale Auto Hobby & Toy Show  
American Serb Hall Milwaukee, WI  
[www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

May 2-3 23<sup>rd</sup> Annual International Scale Vehicle  
Championship and Convention  
Sheraton Salt Lake City Hotel, UT  
[www.gslchampionship.org](http://www.gslchampionship.org)

May13 HMCA Contest and Swap Meet  
Knights of Columbus, Indianapolis, IN  
Contest: Duane Tripp (317) 421-1453  
or [DCT2136@aol.com](mailto:DCT2136@aol.com)  
Swap Meet: Dave Williams (317) 322-1852  
or [indyhmca@hotmail.com](mailto:indyhmca@hotmail.com)

May 19 13<sup>th</sup> NNL North Show & Swap  
Knights of Columbus Hall, Bloomington MN  
Bob Maderich 612-423-2985  
[www.RPModelClub.com](http://www.RPModelClub.com)

May 26 Indy 500  
Indianapolis, IN

June 22-23 LeMans 24 Hours  
LeMans, France

July 13 NIMCON 2  
Hot: IPMSLakes Region Scal Modelers  
McHenry County College, Crystal Lake IL  
Phil Pignataro 847-658-9920

August 4 6<sup>th</sup> Annual GTR SUMMER NNL  
Theme: 60 Years of Corvettes  
Algonquin Township building  
Crystal Lake, IL  
[gtrchab@yahoo.com](mailto:gtrchab@yahoo.com)

August 14-17 IPMS/USA National Convention  
Loveland, CO  
[www.ipmsusa2013.com](http://www.ipmsusa2013.com)

October 20 Countryside Collectors Classic Show  
Park Place Of Countryside,  
Countryside, IL  
[www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

November 3 Scale Auto Hobby & Toy Show  
American Serb Hall Milwaukee, WI  
[www.uniqueeventsshows.com](http://www.uniqueeventsshows.com)

? – awaiting confirmation of date/details

# **Happy New Year GTR Auto Modelers**



## **IPMS/GTR Auto Modelers**

Chuck Herrmann  
338 Alicia Drive  
Cary, IL 60013

**Next GTR Meeting: January 5 , 2013**

[www.gtrautomodelers.freesevers.com](http://www.gtrautomodelers.freesevers.com)