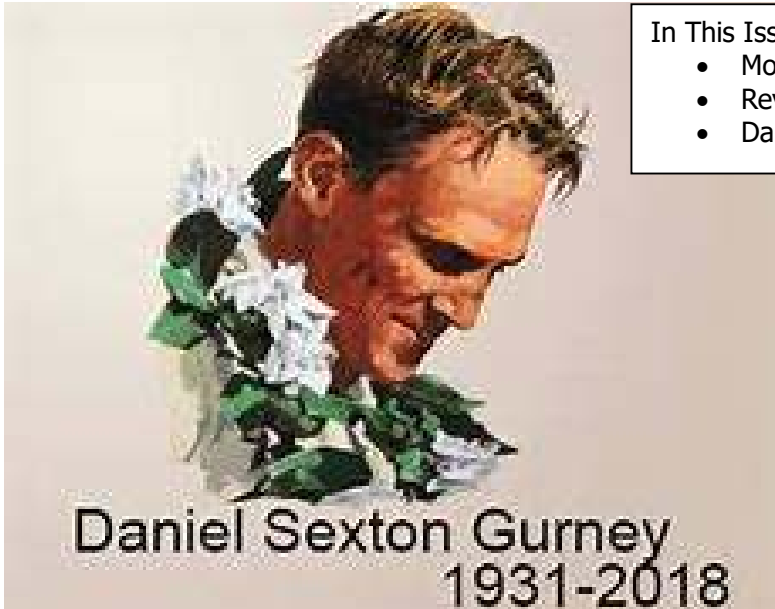




GTR

Newsletter

February 2018



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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. 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)



MAILBAG

by Chuck Herrmann

Real World



Dan Gurney 1931-2018

One of America's greatest ever race drivers, Dan Gurney, passed away from pneumonia on January 14, at age 86. In addition to his great driving success he was also successful as a car builder and team owner. His All American Racing Team won races and championships in many series AAR results included 50 Indy Car wins, 21 in GTP, six in GTO, four in GTU and two in Formula 1 during its 34-year run as a race team. And, now run by his sons it continues today, as an automotive and government engineering contract engineering firm.

After moving to California as a teenager he began racing and quickly showed his talent. He made it to Formula 1 by 1960 driving for the works Ferrari team. He eventually also drove for BRM, Brabham, his own Eagles and McLaren until he retired from driving in 1970.

He drove all categories of cars. A winner in Trans-Am, Can-Am, NASCAR, Formula 1 and IndyCar, Gurney was the first to win in sports cars, Formula 1, NASCAR and Indy cars. Mario Andretti and Juan Pablo Montoya are the only drivers who matched the feat.

He remains the only American driver to win a GP (Belgium 1967) in his own design and with an American engine. His desire to run his own team and build his own cars is best demonstrated by the fact that after helping develop the cars and team he left the Brabham team after the 1965 season to start AAR. Brabham drivers (Jack

Brabham and Denny Hulme) won World Championships in 1966 and 1967, Gurney was acknowledged as being quicker than either so....

He was known as a master of his "home" track at Riverside, California. He won many races there, most famously five NACAR Motor Trend 500 events in the 1960's.

See the photo article in this issue covering highlights of his career.

Industry News

Hobbico Files for Bankruptcy

Hobbico, the parent of Revell, has filed for bankruptcy. Revell is just one of several businesses owned by Hobbico, they are also a large distributor and are heavily involved in the radio control business. Revell has since stated that they plan to continue as usual, hopefully this will not negatively impact their future.

Nuremberg Toy Fair 2018



spielwarenmesse®

Nürnberg 31. Jan – 4. Feb 2018

The Nuremberg Toy Fair is taking place this month. This is a huge trade show that includes the hobby industry.



Tamiya will be announcing a new tool kit of the 2017 Ferrari F1 model kit in 1/20. We will be watching for other new products.

Events

Unique Events Shows is the new owner of the Annual Milwaukee Miniature Motors Show (Waukesha). The spring show is set for the customary April 15 date. Hopefully this and the December show continue as the great events they have been.

Local events this month include the Wheaton swap on February 25.

See the events calendar for details for all the events that I know of. We will be adding 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 is a proud member of the IPMS organization. GTR is a local chapter, in Region 5, of IPMS/USA. The chapter renewal season will be starting soon. 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



GTR Update

The next regular GTR meeting will be on Saturday, March 3 at, 7:00 pm at the Algonquin Township Building

It is IPMS USA chapter renewal season, we need at least five current IPMS/USA members to continue as a chapter so please let Steve know your IPMS number and expiration date so he can renew GTR for 2018.

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

January GTR Meeting

The January GTR meeting was held on 1/6/2018. We will try to have some photos of models on display next issue.

**Happy Valentines
Day**



Glue & Plastic

Ice T 2010 Build: Building a Functional Ice T



Description: Tom Daniels Ice T Show Rod
Manufacturer: Monogram
Kit #: 85-4266 **Scale:** 1/24

by Chuck Herrmann

Background: Tom Daniels is an iconic custom car designer and artist who was responsible for designing many wild and popular custom show rod model kits for Monogram, beginning in the 70's. According to his website, at www.tomdaniel.com, he has done more than 85 model kits, including the Red Baron, Tijuana Taxi, Paddy Wagon and Beer Wagon. Instead of releasing a model kit of a real car, these were designed to be model kits so many of them are lacking some details that would make them drivable. Over the years these have sold millions of kits, the Red Baron was one of the largest sellers ever. He remains active, selling his art on line. Revell has reissued his kits many times over the years.

Kit: I remember this kit from my earliest modeling days. When it was reissued again in 2010, I traded what I won at a Lake Michigan Model Car Club Open House meeting for this kit.

After starting the build it was put aside for a while, then I decided I would build an updated, drivable version like several other custom rods I have done. Issues arose, it was restarted several times then packed up for my big out of state move. Upon unpacking and setting up my new hobby room, this one came up. A recent build article in *Scale Auto* (OCT 2017 issue) and an upcoming local model show was my inspiration to finally finish it.

Original version: Here are photos of a build of an earlier issue. It is not my build, I found one for \$3 at a swap meet. I cannot be sure what year this particular example is, it may be old but it was also reissued in the mid 90s. It was mostly unpainted, with the yellow plastic for the body and some flat black trim added. I just cleaned it up and put the loose parts back on.



The builder had substituted a pair of big treaded Pro Street style rear tires for the kit slicks. So I used the new kit's slicks here. Also the ice blocks and tongs in the back were missing so I added these from the new kit. I added some clear blue to the ice.



So now I have a completed original version to compare to my updated version, which I call Ice T 2010.

Build: The two major areas I decided that needed to be upgraded to make this a practical and drivable vehicle were the engine and interior. Most of the rest I thought could be left pretty much alone. But with no radiator it wouldn't get far. And that crazy custom steering wheel and shifter were a bit impractical looking, too. So with a few parts from my well stocked spare parts box and some more modern finishes and techniques here is my attempt to update this classic kit.

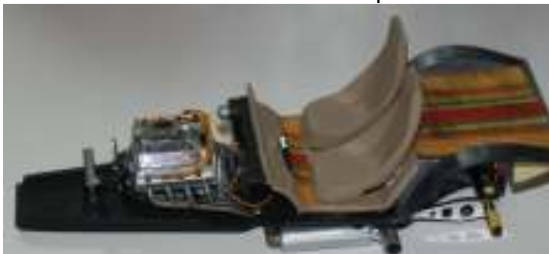
Engine: I used the kit engine, a big block V8. Instead of the big blower/scoop set up, I added an intake manifold, carburetor, fan and air cleaner from the spares box, figuring this was a more drivable option. I added ignition wiring, also a firewall and a battery since there was none in the kit and with the hoodless body this is visible. Also, it needed a radiator so I added one from the spares box along with the connecting plumbing and some mesh screen.



The kit exhaust is neat but the solid pipes don't look very good. I cut off the tips, added some aluminum tubing and did the tips with the Molotow chrome pen.



Interior: The interior all builds up off the floor of the chassis. I found some more comfortable looking bucket seats in the spares box. The seats and floor were sprayed with Testors Fabric Tan, a textured paint. I sanded off the wood planks in the trunk area, painted it metallic. But then I found a napkin that I thought would make a nice carpet, so I white glued it in back and by the foot area. I added a set of chrome footpedals.



The kit dash is a lightly engraved section at the front edge of the floor area. I sanded it smooth.



I found a chrome instrument panel which I glued onto sheet stock to mount under the body. The gauge details were painted on. I found a steering wheel to fit, the wheel was painted flat brown then clear orange to look like varnished wood. (The bottom spoke with the sloppy paint has now been fixed!) A shifter was added once everything was in place.

Chassis/Suspension: For the most part the chassis, suspension and drivetrain were used straight from the kit. Also I used the kit wheels, left the chrome, and the front tires. I did swap out the kit supplied slicks for some wide, pro-street style treaded rear tires. These came from the built up kit mentioned earlier but look like they came from a Revell Pro Street kit.



Body: For the body I decided to do some smoothing out and dechroming. I sanded some of the sharper edges smooth. The chrome grille was stripped, glued onto the body and blended in. I glued the rear tailgate in the raised position and filled it in to look like it was a one piece body. I did not like the pop up headlights featured on the kit, they never really worked and did not fit very well. So I glued all the pieces in place then

filled the big gaps and puttied it all up. This sanding was a main reason this build took so long as I had a hard time getting it nice and smooth. I also made the opening for the engine larger to accept the fan and radiator I added.

The sidepod style gas tanks are a unique feature of this car, but they are chrome. There are some fit issues as well as significant attachment points that would need to be chromed over that simply do look acceptable. Plus I thought making them body color would make it look more contemporary. So I dechromed the pieces, glued them together and smoothed out the edges. I debated what to do with the gas caps but by the time I did this I had my Molotow chrome pen, so I used it here and was really pleased with the results. The way they are shaped around the curvature of the wheels looks pretty cool.



I found some round 32 Ford style headlights in the parts box which were mounted inside the front wheels using some metal wire. Tailights are from the kit. I added the license plate holder and used a New Mexico turquoise plate downloaded from the internet. Mirrors are also from the parts box, they are from some kind of sports car.

For the paint, I wanted something other than yellow. Inspired by my new home state landscape I chose Testors Modern Military Tan flat enamel. Then I used Testors Lacquer Ultra Clear Glosscoat and a light polishing. Paints was sprayed from rattle cans.



Summary: I am satisfied with the way this ended up. It now looks like an operational, drivable vehicle. and it has a bit more contemporary feel. It is sort of like a dune buggy style. It is still a bit way out for everyday use. But it is much more practical than lots of other crazy show. rods, like the Bathtub T or others.



The kit is very much an example of late 60's-early 70's show rods that were hugely popular among builders during the heydays of modeling's Golden Years. Thanks to Revell Monogram for keeping these kits available.

Comparison: Original vs. 2010



These photos show the differences I incorporated and the old, out of the box built up model.



Revell's Jimmy John's NASCAR Ford Fusion



Description: Jimmy John's Ford Fusion

Manufacturer: Revell

Kit #: 85-4218 **Scale:** 1/24

Reviewed by Elliott Doering

Each February, NASCAR begins a new season of racing with the "Grand Daddy" of them all – the "Daytona 500".

With that in mind, I thought I'd review one of the all new NASCAR kits from Revell. Prior to the release of these new, full-detail kits, we had to deal with Revell's snap kits of NASCAR racers, meant only as a curbside model, without any engine, and lacking frame detail.

That's all changed, as these new NASCAR kits are once again packed with detail, allowing for addition of after-market parts to super enhance your model. It should here be noted that Revell has released the Ford Fusion as well as the Chevy SS, and except for engine and some chassis details, plus the two different bodies, the kits are basically the same.

Kevin Harvick is one of NASCAR's dominant stars. Unlike most NASCAR drivers who come from the deep South, Harvick grew up in Bakersfield, California, and began racing go-karts at a very young age. By 1995, Kevin had won 46 NASCAR Premier Series events, and in 2014, Harvick had joined forces with the potent Stewart-Haas team, which resulted in his two NASCAR Xfinity Series championships. In 2017, the team switched to the Ford Fusion body/engine, which will be continued into the

2018 season. Let's now examine the Harvick Jimmy John's Fusion kit.

The plastic in this kit is high quality, rendering virtually flash-free parts. There are some mold seam lines to be addressed, as is common in most car kits, as well as ejector pin marks, but most will not be seen when the model is completed. There are no chrome parts, in keeping with a strictly race type of car. Metalizer paints can easily be used to render various metal shades on parts for added realism. There are 31 assembly blocks to complete this model, including the last page's decal placement guide.

The instruction booklet's the usual fold-out type we all know, and the front page bears a short history on Harvick and his wins, as well as the Stewart-Haas team, as I've noted.

All the paints needed for this kit are readily available Testor's or Model Master, as well as Metalizer paints, which you can get at hobby shops like Model Empire, or Hobby Town USA. Each assembly block deals with no more than 5 parts, making for an easy assembly thru out the model.

Assembly block 1 deals with gluing up the Ford motor block halves, to with the cylinder heads are attached. There is enough room on the heads to allow for drilling plug holes, for the addition of a pre-wired distributor. The oil pan can also be drilled for oil lines. The front cover plate is attached to the front of the motor block.



NASCAR motors are now running fuel injection, and the kit gives you the current set up with a nice throttle body and injector lines. The valve covers have slight fins on them, so dry-brushing will make the fins pop. This is dealt with in block 2.

Moving on to block 3, the alternator is mated to the serpentine pulley assembly, and one of the one-piece headers is glued to one side of the block. It's nice to see these

one-piece headers, after having to deal with multi-piece headers in the past. Be sure to remove any casting seams on the headers.

Turning to the other side of the motor, in block 4, the other header is glued in place, as well as the starter, oil pump, which has partial detail of oil lines, and the pulley drive belt for the oil pump.

In block 5, we address the front suspension plate. This part gets two tiny coil springs, and they must be installed straight, level and square in order for the springs to mate against the front of the chassis plate. The spindles are already attached to the front suspension plate, which is very nice, so that you don't have to deal with those tiny, fiddly spindles found in some kits, and this allows for the front wheel/tire assembly to sit firmly on your work table. Once the springs are firm and dry, the front suspension piece is then attached to the front of the frame. The rear springs must be attached in much the same fashion as you dealt with for the front springs, so that the trailing arm rear suspension will glue up straight, level etc. So, take you time with the front and rear springs. The oil tank is glued to the bottom of the frame, along with the track bar shocks. This completes block 5.

In block 6, the pumpkin is glued to the rear differential. Be sure to remove any seams on this part. When dry, the rear end is mated to the trailing arm rear suspension, and should be left to dry completely. Once dry, the assembly gets glued to the rear springs, being careful to seat the trailing arms level onto the rear springs.

In block 7, the drive shaft is inserted into the rear end, and the protective cover is glued over the drive shaft. Then, the rear links are added to the rear suspension. Block 8 sees us adding the front control arms, and brakes to the front suspension.

The completed engine gets installed in block 9, being sure to mate the drive shaft into the rear of the transmission. Then, in block 10, the exhaust dumps are added to the headers. When attaching the headers to the motor, check to see that they are aligned to mate well with the exhaust dumps.

Moving to block 11, the firewall gets the oil tank, master brake cylinders, and pedals, plus a brace. When this is all dry, the piece is attached behind the motor, and attached to the frame forward area. Then, the shifter, fire bottle, and seat are added. It's odd that

while Revell includes a fairly good decal sheet for all the markings of the car, they failed to include any lap belts or shoulder harness. However, I'd much prefer looking for aftermarket decal sets for this #4 Jimmy John's car thru Southern Motorsports Hobbies. The kit decals will suffice, but a far better set can be obtained thru this source. Also, any Slix decal sheet should provide belt decals as well. The dash does not include gauge decals too. They too can be found on Slix decal sheets at Model Empire. Revell needs to get in step by adding these belt and gauge decals.

Block 12 sees us add the steering box. It mates to a hole on the firewall, and the location of the other end's rather vague on the instructions, but close examination should provide you with the correct attachment point. In block 13, the rear fuel cell is added to the end of the frame, as well as the fuel line.

Block 14 has you assemble the kicker bar to the rear bulkhead. There's a special note on how this assembly must look when completed, so pay attention to any notes thru out assembly. The completed assembly is then added to the rear of the frame, along with the refueling nozzle.

Block 15 starts assembly of the roll cage. Again, there is a clarifying note in block 15 regarding omitting details. Be sure to take note.

One side of the roll cage is mated to the edge of the frame pan. Here, be sure to check for any warping, which is common on these roll cage side pieces. You may have to clamp the piece in place. In block 16, the rear Z bar is attached to points on the side piece you installed in block 15. Be sure to get the Z bar located correctly.

Block 17 deals with the central stiffener bar, and a note is shown again on how this piece lines up. Then, the air intake hose is inserted along the edge of the roll cage to extend out the window. Check your instructions closely on how to place this part.

Block 18 deals with the driver's side roll cage piece. Revell has nicely included the new "safety tub" area of the roll cage, and again, check for warping before adding this part.

A full driver figure's included in this kit, so if you elect to use the figure, pay attention to

block 19. Take your time in painting and decaling this figure.

In block 20, the completed figure is added to the seat. When assembling the figure, the arms and hands must be positioned to place the hands onto the steering wheel. Also on block 20, another roll bar piece is added. Pay close attention to how the piece is routed onto the cage attachment points.

After detail painting the electronics boxes on the dash, the tachometer is decaled, and then attached to the top of the steering wheel, which then gets placed on the dash. The completed dash and steering wheel assembly is then placed on the top of the firewall area of the front of the frame.

In block 22, the rear view mirror is added to the top portion of the roll bars, and a motor bay bar/brace is added as well.

Block 23 concerns the adding of the front shocks, and gluing up the radiator. Once dry, the radiator, and its hoses are added to the motor, and placed on the radiator mount point at the front of the frame.

If you choose to add the air cleaner, you glue it to the top of the engine, and throttle body, in step 24. I'd leave it off to allow for viewing of the injector lines and throttle body.

Step 25 is about making up the wheels and tires. Be sure to lightly sand the tires to give them a "scuffed in" look. Once done, the 4 wheel/tire assemblies are added to the front and rear axles, being sure to check that all four tires touch your work surface.

Step 26, shows you how to properly mask off the areas of the body for the two-tone black and white paint scheme on this model. Be sure to take notice of the note explaining this.

Revell nicely includes the black trim around the window pieces making for addition of the windows easy, but be sure to use glue made for clear parts. The rear window is added in block 27, as well as the spoiler to the trunk area, and rear window edge spoiler plate.

Block 28 has you install the side windows, and in block 29, the decals are added to the underside of the hood. Then the windshield is glued to its place on the front of the body, and the completed body is joined with the completed chassis. I think the rear of the frame gets installed into the body first, then the front of the body slips onto the front of the frame.

Blocks 30 and 31 are your decal placement guides. The black and white motif, along with some very colorful Jimmy John's logos will make for a very striking car.



It should be well noted that this kit is rated at Skill Level 5. It's not for beginning car modelers, or children under the age of 18, because of the complexity of the roll cage construction. In honesty, this kit may take months to complete. Go slowly, with a LOT of patience, and allowance for parts to completely dry before proceeding on. Still, if you're an adult modeler, and up to the challenges presented in this kit, it will render a very authentic copy of the state of the art cars used in NASCAR today. Grab one, tune into the "Daytona 500" this February on TV, or Motor Racing Network's radio coverage of the "Great American Race", and have fun. I rate the kit a 9.5. The only bad part of the kit is the avoidance of belt and guage decals and tire decals, and decals that are not up to Cartograph standard.

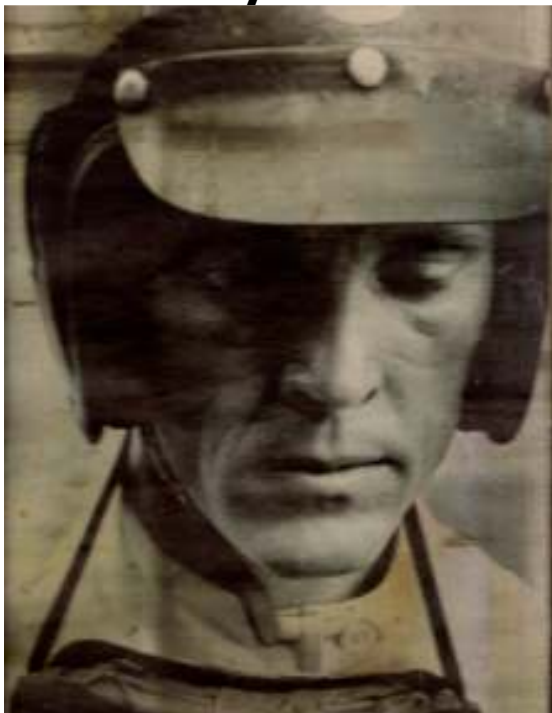
Southern Motorsports Hobbies has pre-stamped yellow Goodyear tires available. With addition of readily available after-market parts for these NASCAR models, I have seen mind-blowing, amazingly detailed models built from these basic kits. ED



The real thing in action, helmet details below.



Dan Gurney 1931-2018



Grand Prix - Formula 1



1967 Formula 1 Eagle



Monaco 1966 - Ferrari



1970 - Final F1 year, McLaren



1962 - Porsche



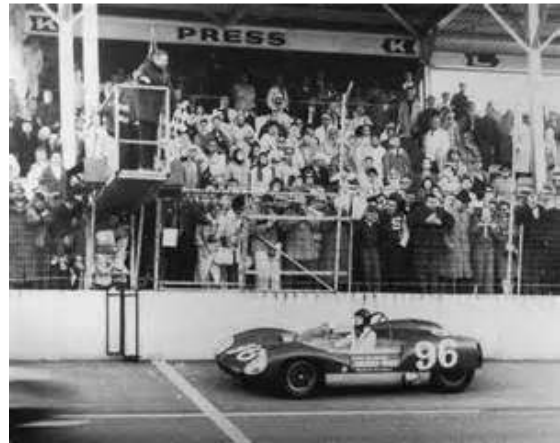
Brabham 1964



Sports Cars



1967 LeMans 24 Hour Winner with AJ Foyt in the Ford Mark IV.



Daytona 1962, Dan won the first Daytona sports car race in a Lotus.



1967 Trans Am Cougar



IMSA AAR Toyota GTO



1968 Shelby Mustang



Toyota GTP, which had a streak of 17 straight wins from 1992-93 in IMSA GTP



1970 AAR Trans Am Plymouth Barracuda



Can Am



Gurney heavily modified his Can Am race cars. This is his version of the Lola T70. It was the only Ford powered Can Am race winner (Bridgehampton 1966).



His best known Can Am was the McLeagle, a modified McLaren Mk 6. This car stills runs on the vintage racing circuit.



1970, subbing for the late Bruce McLaren, he won the first two races of the season.

NASCAR



Daytona 1963



One of his five winners at Riverside, four in Wood Brothers Fords. He won his first four, 1963-1966.



1970 Riverside NASCAR

Indy 500



He made eight starts in the Indianapolis 500, finishing second in 1968 and '69. He scored seven wins in Champ Car races from 1967-70. After his driving career ended the Eagles chassis he designed dominated Indy racing for several years in the 1970s, used by his own team and

many customer teams. Eagle chassis won the 500 in 1968, 1973 and 1975.



1963 - Real Thing and AMT 1/25 kit



Rookie 1962



Final Indy 500 - 1970



1968



1968 Riverside Winner



1975 Winner Bobby Unser, 1/25 AMT kit



Yes, he did. RIP, Dan, thanks for the memories.



GTR Event Calendar

2018

Jan 27 Rolex 24 at Daytona
IMSA Daytona International Speedway, FL

Feb 9-18 106th Chicago Auto Show
McCormick Place, Chicago IL
<http://www.chicagoautoshow.com/>

February 18 Daytona 500 NASCAR
Daytona International Speedway, FL NASCAR

Feb 25 Illinois Plastic Kit & Toy Show
DuPage County Fairgrounds, Wheaton IL,
(630) 969-1847 or Email: pthpowerinc@aol.com

March 3, 2018 Mad City Modelers 23rd annual
Model Show, Theme: "The Sixties", \$10.00 for
first 5 entries, \$1.00 each additional, Spectators
\$2.00, Madison Labor Temple, Registration 9-
Noon, Awards at 4:00 PM

March 11 Cedarville Model Car Swap & Contest
Jane Adams Community Center, Cedarville IL
815-238-0634

March 17 12 Hours of Sebring
Sebring, FLA IMSA

March 18 Countryside Collectors Classic Show
Park Place Of Countryside Countryside, IL
www.uniqueeventsshows.com

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 27 Indy 500
Indianapolis Motor Speedway

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

Aug 4 GTR Summer NNL
Themes: Crazy 8 & Asian Invasion

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

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

