GTR Newsletter July 2021

In This Issue:

- **Hobby and Club News**
- **AMT's T-88 Lola Indy Car**
- **1953 Meteor Fiberglass Kit Car**
- **Aoshima Honda "Dream 50"Custom Motorcycle**
- **1966 and 1953 Ford F-100 ½ Ton Pickup Trucks**

President's Message:

Well the 2021 Indy 500 is history and I think we got a very good race this year. However, it could be better, too much follow the leader and save fuel. They should get as much fuel as they want, it's not an economy run. But then the two races in Detroit were very good. I'm really in Indy Car mode as I'm building both a 1/43 March and a 1/25 AMT Lola. Both with alternate decals I got from Indycals. He really has expanded the number of different cars you can do in both scales. I just finished the Hanna Andretti 1987 Lola using Indycals and you'll find pictures of it elsewhere in this newsletter.

When I take a break from the model building, I get back to my reading. Right now I'm on a string of Shelby Cobra books. It started with the new Dave Friedman book on Ken Miles. I really got hooked on being interested in Ken Miles after watching the *Ford vs Ferrari* movie. There really hasn't been much written about Ken so I was glad to see this new book come out. In it Friedman sets the record straight about Leo Beebe as portrayed in the movie. At the time I asked my ex-Ford employee friends if the movie was true to form. They all said they didn't think so and thought Beebe was a decent guy. Well Dave Friedman makes a point of it in the book to say the movie was all BS and Beebe was a great guy and fully supported Ken Miles. He should know having been right there though all of it. Next I picked up Friedman's *Shelby American Up Close and Behind the Scenes*. It's mostly a photo album but loaded with some good copy. Lastly I'm reading *Shelby's Racing Cobra* by John Christy and Dave Friedman written back in 1982. It's colorfully written with very interesting facts worked in. I recommend all three books.

We're only about a month away from the GTR Summer NNL on August 1. As we've said before it will be only the swap meet part this year due to the restrictions. I know things are getting freed up, but we were not sure on that at the time we needed to make final plans. I'm really looking forward to it. There just haven't been any swap meets to go to around here. They have all been pushed out to the fall. Next summer should be back to normal we hope. So our event is one of the first for the summer. Let's hope the attendance reflects this.

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

2021 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:	Ed Sexton	eagle48.1967@yahoo.com
Secretary/Treasurer:	Doug Fisher	kkfisher1@comcast.net

The GTR Newsletter is written and edited by 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 kkfisher1@comcast.net and I will add it to this newsletter as a blurb or link. Show dates are subject to changes/cancelation as dates shown. 2020 club dues are due $15 measly bucks, send check or give cash to me with your contact information. Thanks! Please make check out to "Doug Fisher" as we could not get a "club" named bank account)

News

GTR Update

July Meeting

The July meeting will be Saturday July 3, 7:00 pm 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.

No June Meeting

There was no June meeting.

2021 Summer NNL

Our Summer NNL event this year will be a swap meet only, no contest. See the flyer on the last page. The date will be Sunday August 1, our next regular meeting will be after that on August 7.

MAILBAG

by Chuck Herrmann

Salvino JR

The next new kit from Salvino JR will be the 1976 Petty Dodge Charger.

R-RPDC1976D Richard Petty 1976 Dodge Charger

Model Car Garage

MCG has announced two brand new designed detail sets for the Salvinos JR Model kits. These detail sets are for the MCG-2312 "71-72" Dodge Charger race car and for the MCG-2313 "73-78" Dodge Charger race car.

AMT/Round 2

AMT will be releasing a reissue of their old 1970 Ford Galaxie, this time as a taxi cab with several options on a new decal sheet.

Also there will be some of the old school suitcases seen in some of their 1960s kits.

From MPC, a pro stock Vega. This is in preproduction, no date yet.

Belkits

Belkits is marking their 10th Anniversary with this 2019 Hyundai I20.

BEL014 Hyundai I20 Tour de Corse Winner 2019 No.11 " T.Neuville / N.Gilsoul "

Atlantis Models

Atlantis is resurrecting an old Monogram mold to release a kit of the 1/24 Hot Shot midget racer.

Media

In person model shows are starting up again, so Kalmbach has announced that there will be a *FineScale Modeler Contest Cars 2021* special edition later this year.

Virtual GTR Show & Tell

With meetings being still lightly attended we will use this space to show models shown on our Facebook page or emailed to me for a virtual show and tell. One advantage is that we can show stuff from our out of town members.

From Facebook we have:

Ron Spannraft AZ

"Tamiya Honda RC213V 14, built to represent the bike that Marc Marquez rode to the 2014 World Championship."

Ed Sexton IL

"Here is the latest thing I have built. It's the AMT Lola T88 kit with Indycal decals (for Mario Andretti's 1987 car) and Indycals 3D printed road course wings."

Gerry Paquette WA

”While waiting to redo the decals for the GeeTO and start the clearcoat on the WRC Escort, I got back to doing some details on the 69 Pace Car.

I added the Smog (AIR system) and power steering pumps to the engine. Revell only provides the alternator, and a 396 CI 375 HP engine would have required these as well. Since solid lifter engines such as this 396 and Z/28 couldn't have air conditioning, I didn't add any. Still crafting the plumbing for the AIR. That orange wire you see in the photo eventually will be the dipstick.

On the dashboard, Revell didn’t provide air vents for the defroster or the radio speaker. Since this is a convertible and will be displayed with open top, it was kind of glaring. I had some PE for speaker grilles that I selected one to use. I also used two defroster vents from the MCG 53-55 Corvette PE set as well. They're slightly more curved than the real ones, but given the black of the dask, will not be that noticeable.

I also started detailing the center console. The interior level in this car should have wood grain on the dash and console. Revell, again, did not provide. I used the MCG PE set console plate and then used some old Microscale wood decals to get the effect. The same decal will be used on the dash face.

Earl Spiegelberg IL

”Just completed my latest Glue bomb (Cherry). I had picked up a couple of baggies full of broken/misc. bike parts at a toy show a couple of years ago and was able to cobble together enough parts to build a 1/8 scale model of my very first 1:1 chopper that I built back in the early 70's. It was a 1962 Triumph Bonneville.”

“Hope some of you like it. Keep in mind...it was the very first chopper I had ever built so please be merciful in your assessment. I custom blended what I call Candy Bing Cherry and shot it over Diamond Dust. All the chrome is Alclad.”

Bill Barker Leavenworth, KS

"I finished my 1/43rd Lola T70"

From email and other sources:

Dave Roeder St Louis MO

Mercedes 300 SLR Targa Florio 1955

Rich Hansell Albuquerque NM

1/18 Scale Drive thru Covid Test and Shots

Chuck Herrmann Albuquerque, NM

Next one on the bench, restarting after 13 years!

Keep building more model cars!

Kit Build: AMT's T-88 Lola Indy Car

By Ed Sexton

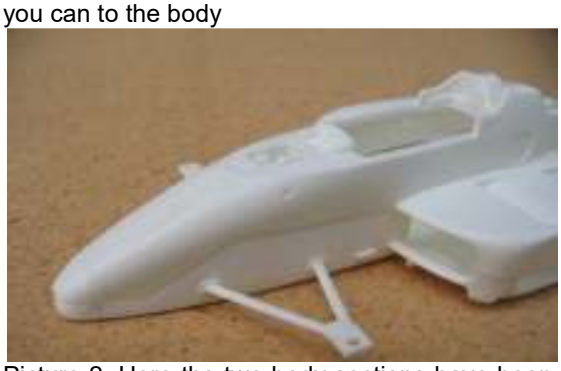
As I said in my President's Message, I would provide some comments and pictures on building this kit and others in the series. I really only have one negative comment and it is correctable. It's the way the two main pieces (top and bottom) are assembled. If you follow the instructions, you can't avoid ending up with a big ugly seam on each side of the body. The only way I saw to avoid this was to assemble these two pieces before painting them. But this brings complications that are outside of the normal building procedure. However, it is the only way to clean up this big ugly seam before you paint the model.

The first step is to carefully remove the right and left top A-arms from the upper body section. You want to remove as little plastic as possible. I use the back side an Exacto blade and run it right along the body. It really doesn't take much to separate the arms from the top section. Sand down the edge on the arm where it separated from the body. Then sand the same spot on the body.

Next, I glue the top and bottom sections together. Once you do this you are left with a few problems because you are out of the normal building procedure. These first include the twopieces that go up into the forward part of the side pods. These need to be painted separately and installed later. Also, the radiator pieces in each side pod are glued in after the top and bottom are glued together. Finally, you will need to slide the cockpit in from behind (see picture). The top part of it needs to be trimmed a little to get it in, but not a big problem.

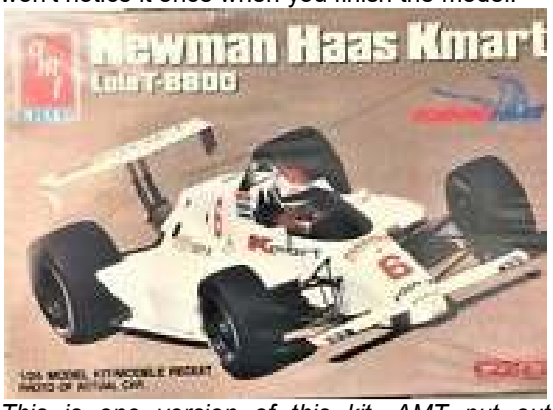
The last real issue you deal with are the top A-arms you removed earlier. I use 2-part clear 5 minute epoxy to attach them to the side of the body. It dries with a strong bond; you can wipe off any excess before it dries and it does not affect any of the existing paintwork. Everything else in the building of these kits follows the instructions.

Picture 1: This shows the upper A-arms cut off and how you want to make the cut as close as you can to the body



Picture 2: Here the two body sections have been glued together and you can see how bad the seam is. But this way you can start working to make it disappear before you paint the body.

Picture 3: You will need to trim the top part of the cockpit so you can slide it in from the back. You won't notice it once when you finish the model.



This is one version of this kit, AMT put out several different kits.

1953 Meteor Fiberglass Kit Car

By Dave Roeder St. Louis, MO

I was reading an action adventure book and there was reference to a Meteor sports car competing in a road race. I had never heard of this make and went on the Internet to find out who made it. I found it was a fiberglass kit car from the early 1950's. Additional research revealed that the original body was meant to fit on an Austin Healey 100-4 chassis. I was able to find the specifications for an Austin Healy and the wheelbase was identical to the AC Ace (Ford Cobra). Apparently this was a British common wheelbase for two seat sports cars of that era. I did not want to build an entire body from scratch, so I began by cutting up a 1/24th scale 1966 427 Cobra I had as surplus in my stash. The chassis is made from a 1949 Ford front suspension/frame and the rear frame was scratch built.

The roll bar is scratch built from .080"diameter styrene rod. The seats were sectioned to narrow them so they fit the body. Early racing sports car specials did not have seat belts or even windshields.

I had to round out the bottom of the grill opening and remove and fill the lower radiator opening from the 427 Cobra body. I filled and then cut out the new rectangular hood opening. The hood scoop is from the 1/25th scale AMT cobra kit. The headlight blanking plates are .010" Aluminum sheet. I made the decals. Paint is Tamiya rattle can Racing White.

The Dash was made from sheet lead and the gauges are a decal I made for the project.

The 1953 Desoto 276 Fire Dome engine is from an old AMT kit.

Chassis assembly – The chassis was mostly scratch built using sheet and strip styrene.

Body test fit on chassis – the body is a much modified 1/24th scale Monogram 427 Cobra. The flares on the 427 body were removed and new front and rear wheel openings were created. The wheel openings were blanked out and then recut to fit the smaller 1/25th scale tires. I used KISS brand fake fingernail resin to fill the sides of the body.

Body comparison: AMT 1/25th Cobra on Left and modified 1/24th scale 427 Cobra body (Meteor 1/25th scale) on right. Note the wheel base is the same but the body is wider, shorter and has a shorter passenger compartment. Hood and trunk openings are rectangles.

The same basic one piece body was manufactured and sold as a Byers, Comet and Sorrell. Engines were up to the builder and early cars had everything from flathead Fords to early OHV Cadillacs and Olds. The wide engine bay allowed these engines to fit. They were also fitted with the Chevy small block after 1955.

1966 and 1953 Ford F-100 ½ ton Pickup Trucks

Dave Roeder St. Louis, MO

1966 Ford F-100 Flareside and 1953 Ford F-100 ½ ton

Almost stock 1953 Ford pickup and 1966 Ford Flareside with 430 cubic inch Lincoln motor

I recently built two Ford Pickup trucks that would be used to haul trailers with race cars.

The first was an AMT 1/25th scale Ford F-100 ½ ton with a flathead V-8. The second was a Moebius 1/25th scale 1966 Ford F-100 Flareside with a 6 cylinder engine.

As usual, I cannot just build things out of box so both these trucks received some modifications that were not visible until the hood was opened. Starting with the 1953: This version of the AMT F-100 came in a box with the AMT Ford Cobra and a dual axle trailer. On the pickup I just added a dual carb setup to the flathead. I wired it and painted it yellow because I once read that Flatheads from that era built in Canada were yellow. I added a floor shift. It has a trailer hitch that I made and the hitch ball is turned from aluminum. The decals are for the fictional Redfield Oil Well Supply Company. The paint is a Testors rattle can light Yellow.

I built the trailer up and modified it extensively to add details such as fenders, license plate, lights, a trailer jack and a set of ramps. The first thing I had to do was to narrow the track on the tandem axles. It was way too wide and looked goofy without fenders. I simply started thinning everything down until I had the track in correct proportion to the width of the trailer chassis. I made the fenders and ramps from some dead soft copper sheet that I had in stock. I scratch built the hitch socket, trailer jack and the tail light/license bracket. A set of four chrome reversed wheels with moon hub caps and a coat of Gold paint was all it needed to hit the road.

The 1966 Ford Flareside:

I later found the Moebius 1/25th scale 1966 Ford Flareside at the local hobby shop and decided to build it up as a tow vehicle for the Ford Cobra that came in the kit with the 1953 Ford F-100. I reasoned that a 1953 Ford pickup would not be towing a 1964 Ford Cobra race car.

As always I had an idea that I could swap out the anemic six cylinder for something in a FOMOCO family V-8. I found a 1957 Lincoln motor from the old AMT T Ford kits. I had Hot Rodded it up with dual four barrel carbs and a modern oil filter attached to a three speed transmission. I decided it would be just right for this application. Those aluminum finned valve covers were unique and added some interest to the under hood view. I also decided that it was to be bored and stroked out to a 430 C.I. displacement. The installation turned out to be more difficult than I imagined. This engine was longer than the six cylinder and required a lot of firewall modification to get it in there. I even had to remove the heater box and cut the firewall in several places. Once I got it in there, I needed to get the body /tire and wheel combination correct. Fortunately the Internet provided images of this truck in the lowest trim level. That trim level was what most farmers and ranchers wanted. It consisted of no chrome trim on the sides, painted grill and painted front and rear bumpers.

Downgrading the truck to a lower trim level required painting the wheels off white with small flat aluminum painted hubcaps. Removing the side trim was the easiest part because it only involved sanding it off. I painted the rest of the parts that were chrome. I chose a Ford metallic purple for the body color because I figured that after creating this Hot Rod Pickup it should have a slick paint job.

I shortened the kit supplied long rear step bumper to fit the narrower pickup bed then added a scratch built trailer hitch with an aluminum hitch ball I made on my lathe.

Now I needed a trailer for the Ford Cobra, so I scratch built one to fit. This one is a single axle with a bed and a set of ramps that I made up from parts out of a 1/35th scale Russian rocket launcher truck kit. These strips were perforated and looked like the old WWII steel road bed used by the army. I just had to put two of them together to get the width for 1/25th scale. The rest was easy; just a selection of styrene strips, shapes and the usual scratch built parts like the trailer hitch socket and the trailer jack.

These four models took up a good deal of my model building time and I had plenty of that during the shutdown.

1966 Ford F0-100 Flareside body test fit and final installation of Lincoln motor. The extra length of the Lincoln motor was mostly caused by the huge water pump in the front.

1953 Ford F-100 chassis sub assembly

1953 Ford F-100 engine with dual carbs and chrome air cleaners

1953 Ford F-100 and trailer with Meteor Sports car. The trailer came with the 1953 Ford Pickup kit and I modified it by adding the scratch built hitch socket, trailer jack, tail lights, license plate, fenders and ramps.

1966 Ford Flareside with trailer and 1964 Ford Cobra race car. The trailer was scratch built from styrene strip, shapes and the ramps and bed are made from parts of a 1/35th scale Russian Rocket launcher truck.

1955 Trailer Scratch built

1956 Trailer modified kit model

1964 Ford Cobra #76 B/P

1953 Meteor fiberglass sports car with Desoto 276 cubic inch V-8

Aoshima Honda "Dream 50"
Custom Motorcycle

Subject: Honda "Dream 50" Custom
Mfg: Aoshima **Scale:** 1/12
Kit#: 4905083045077
By Ed Doering Milwaukee, WI

Having just attended motorcycle races at Joliet, Illinois, and Elkhorn and Elkhart Lake, Wisconsin, and with the motorcycle riding season in full swing, I have decided to do a review of a motorcycle model kit this month, instead of my usual reviews of car kits.

Aoshima has recently delved into the realm of producing some excellent 1/12 bike kits, and this Honda "Dream 50" is quite a NICE kit. The "Custom" aspects of the kit refer to spare parts you can use to individualize your building of this superb kit. You get a separate tree containing the gas tank, rear solo seat and fenders cast in a dark gray plastic. Otherwise, the kit features these same parts cast in a really NICE satin-finish aluminum. The frame comes cast in bright red, so there's really no need to paint it, unless you don't care for the red color.

Since its introduction at the Tokyo Motor Show in 1995, Honda's "Dream 50"'s attractive style and hi-performance features, have gained public attention, and made its debut in 1997. The "Dream 50" is a customized version, equipped with parts developed by HRC – Honda Racing Corporation, along with a hi-performance 50cc, air-cooled 4- stroke engine, plus a variety of parts created with a theme of employing tuning that enhances the overall performance to the maximum.

This kit includes thin vinyl lines for the plug wires, brake lines, plus clutch and throttle cables, as well as an HRC “CR” type carburetor, exhaust megaphone, and drive chain, with sprockets, plus disc type brakes, and low Clubman type handle bars, and a racing type solo seat. Additionally, race type forks and rear shocks are included.

There are a total of seven sprues that comprise the parts needed to build this 1/12 kit. Many of the parts are cast in a hi-lustre aluminum satin finish, as well as true chromed parts. The rest of the trees are cast in red and dark grey plastic. There is no flash present, and casting marks, mold seams, and ejector pin marks are minimal. Real rubber tires are included, as well as a tree of clear parts for the headlight, tail light and turn signals. There is also a small decal sheet for the Honda logos etc.

You have the option I think to build the bike according to the instructions, or the builder can deviate from that via using the spare “custom” parts, to leave off certain features, and arrive at a café racer type of bike, by eliminating the turn signals, rear fender, mirrors, and non-essential parts. As noted, the front fender, and gas tank are cast in satin aluminum. The “problem” with that is that the fender is 2-piece, and an ugly seam results when attaching the two halves. That’s why a separate “custom” fender’s included, which will allow you to fill and sand out the seam. If you do not like the satin aluminum gas tank, a separate set of dark grey gas tank parts is included, which can then be painted any color the builder chooses.

Engine parts and drive line parts are also cast in satin aluminum. While they are superb, a more realistic or “race” appearance can be achieved via de-chroming some of these parts in ordinary household bleach, and painting them with Metalizers.

There are 15 assembly blocks you need to follow to construct this model. Each block only involves a few parts to make assembly quick and easy.

We begin assembly in Block One, wherein the front wheel, tire, and disc brake are put together. A note is made to be certain to use only the parts for the front and rear wheels, and not get them mixed up. Special care must be taken when pushing the wheel into the rubber tire, so as not to bend or break the tiny spokes of the wheel. Also, scraping off the chrome from the disc brake and wheel is a MUST in order to achieve a solid glue joint.

Block Two involves assembly of the rear wheel, tire and brake, and is accomplished much as you did for the front wheel, tire and brake assembly. They are then both set aside until later assembly.

In Block Three, the front forks, triple clamps, wheel hub, brake fittings, and brake lines are built up. Here also, one has to decide whether to use the satin aluminum front fender, or the dark grey ones. Special note is made to make SURE you have the tiny brake fitting glued on well, so that when you add the 4.7cm thin vinyl brake line to the fitting, the fitting does not break off. Perhaps super-glue may be a good choice here, as well as being the glue to use to attach the vinyl brake lines etc. thru-out the build. Also,

a screw is used to insert thru the wheel center, acting as the front axle. Unfortunately, a tiny screw driver is not included in the kit, but a jewelers or tiny eye glass screw driver will suffice, or the tiny screw driver included in Tamiya bike kits. Care must also be taken to align the wheel assembly level and evenly spaced within the front forks.

In Block Four, the rear wheel/tire is added to the rear drive chain and sprocket, and the two halves of the rear swing arm are assembled, capturing the drive chain between the twohalves. Again, a tiny screw is used as the axle. Care again must be taken to insure the wheel/tire sits level and evenly spaced within the swingarm. More realism can be achieved via de-chroming the drive chain and sprocket with bleach, and mixing brass and aluminum Metalizers together to achieve the Titanium Gold color used on racing drive chains.

Block Five is all about assembling the 50cc, 4-stroke engine. Here, it's VITAL to scrape the satin aluminum and chrome from related parts, to insure a good glue bond. The halves of the crankcase are assembled, and vinyl lines are attached as shown in the instructions. The cylinders should be de-chromed and painted in dull aluminum mixed with a bit of grey. A wash can then be applied to the fins on the cylinder. The carburetor and velocity stack can also be de-chromed, and receive a similar treatment. The heads are then attached to the top of the cylinder. Block Six involves addition of more motor-related parts.

In Block Seven, the completed motor is set into the 2 frame halves, and a choice must be made to either use the rear fender, or eliminate it for a more race or café racer appearance. Care MUST be taken to center the motor within the frame level and evenly spaced, so that the rear swing arm, wheel/tire assembly can be properly aligned. Notes are also made regarding adding more vinyl lines.

Block Eight involves adding the rear swing arm, shocks, kick stand, and primary cover. Care must be taken here to properly attach the drive chain to the motor. A diagram is included to show how these parts MUST align.

Block Nine involves the addition of the front fork/wheel/tire assembly to the yoke and steering head of the frame. The gauges are then added. I would NOT add the triple clamp and handlebars at this point. Leave them until final assembly to avoid possibly breaking them off during handling in other assembly blocks.

In Block Ten, the head light is attached, and again one must decide whether or not to add the turn signals, or leave them off for a more "race" appearance.

Blocks Eleven and Twelve involve vinyl line placement, as well as adding the shift linkage.

Unfortunately, in Block Thirteen, we see that the exhaust megaphone pipe is cast in two pieces. Filling and sanding will be required here to achieve a one-piece appearance, and one must chose then to de-chrome the pipe and paint it flat black.

Block Fourteen involves adding the rear tail light and license plate holder, or leaving them off for a race look. Also, here one must chose either to use the satin aluminum gas tank parts, or the dark grey set which can be painted to the builder's choice of a color, along with the side panel covers, and solo seat.

Finally, we come to Block Fifteen where the solo seat and completed gas tank of choice are added, and the support stand to hold the completed bike upright is assembled. This completes the model.

This is a bit of a complex model, which I'd rate at Skill Level 3, because of the use of small, intricate parts, screws etc. Yet, it's quite buildable, and the choices to build the bike stock, café racer, or sort of a race look, all add to the joy of building this Honda "Dream 50". Good luck with it, and as always – Happy Modeling! ED

Keep building more models!

GTR Event Calendar

With the easing of restrictions caused by the Corona virus crisis, many events are being resurrected for later this year. But all dates are of course tentative based on how the situation progresses.

Please check directly with the event hosts to verify each event. I will update as I am informed of changes, also I will share the notices on the GTR Facebook page.

August 1 Summer NNL
GTR and Lake Michigan Model Car Club Present
The Summer NNL – for 2021 Swap Meet Only

~~June 12~~ ***now Sep 18*** 2021 IPMS Region 5 Convention –hosted by IPMS/Lakes Region Scale Modelers
McHenry County College, Crystal Lake, IL.

Sep 26 Illinois Plastic Kit & Toy Show
DuPage County Fairgrounds, Wheaton IL
Info contact: (630) 969-1847
Email: pthpowerinc@aol.com

October 2 1st Great Lakes Challenge

October 9 Grand Slam NNL 5 **Cancelled**

Oct 17 Countryside Collectors Classic Toy Show
Park Place of Countryside, Countryside IL
Phone: Jim Welytok 262-366-1314
e-mail: Unievents1@aol.com
Web site address: http://uniqueeventsshows.com

October 30 Winnebago Area Modelers Classic
Hosted by Winnebago Auto Modelers
Hilton Garden Inn Oshkosh WI
Theme: Bootleggers, Gangsters and Moonshiners, Auto Challenge Class: 50 Years of Muscle Revell kits: 70 Firebird, 70 Mustang, 70 Plymouth, Military Challenge Class: Gulf War 8/2/90-2/28/91. Adults $10.00, Juniors FREE, Spectators $5.00 10:00 – 4:00 Info: WAMClassic@gmail.com, www.WAMClassic.wix.com/wamc, www.facebook.com/WAMClassic/

Nov 7 Scale Auto Hobby and Toy Show
American Serb Hall, Milwaukee WI
e-mail: Unievents1@aol.com
Web site address: http://uniqueeventsshows.com

Nov 14 Motor City NNL 16
Hosted by Detroit Area Auto Modelers
McComb Comm College Expo Center Warren MI
586-344-9496

Dec 5 Tinley Park Holiday Toy Show
Tinley Park HS, Tinley Park IL
e-mail: Unievents1@aol.com
Web site address: http://uniqueeventsshows.com

Dec 12 Milwaukee Miniature Motors Show
Waukesha Expo Center, Waukesha WI
http://uniqueeventsshows.com

If any readers wish their shows or any other events of interest to GTR listed send the information along to GTR.

The dates for the final GSSL event have been set. It will be May 4-7, 2023.

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 including back issues can be accessed from the site.

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. So if you are a current IPMS/USA member let Doug know your member number and expiration date, and remember to renew your IPMS/USA membership by October each year to make the renewal process smooth. We 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

The 2022 IPMS Region 5 Convention will be held at the Alliant Energy Center on March 5th, 2022, hosted by IPMS Mad City Modelers in Madison Wisconsin.

IPMS Calendar

~~June 12~~ ***now Sep 18*** 2021 IPMS Region 5 Convention –hosted by IPMS/Lakes Region Scale Modelers
McHenry County College, Crystal Lake, IL.

Aug 18-21 2021 IPMS USA Nationals: Las Vegas, NV
See the webpage at ***www.natslv2021.com*** and also their Facebook page ***2021 IPMS Nationals Las Vegas "Very Best of the West"***

March 2, 2022 IPMS Region 5 Convention
Alliant Energy Center, Madison WI

2022 IPMS/USA Nationals Omaha, NE

2023 IPMS/USA Nationals San Marcos, TX

GTR AND LAKE MICHIGAN MODEL CAR CLUB

PRESENT

THE SUMMER NNL

2021 SWAP MEET ONLY

Sunday, August 1, 2021 Open 9:00 am to 1:00 pm

2022 Model Car Contest & Swap Meet
Sunday, August 7, 2022

Outdoor/ Indoor Swap Meet Features for 2021

- Door Prizes
- No Pre-registration required
- Free Admission
- No outside vendor fees, sell from your trunk
- Inside vendor tables (limited amount) for only $10.00

Location:
Algonquin Township Administration Building
3702 US HWY 14Crystal Lake, IL 60014

Contact: Ed Sexton email: eagle48.1967@yahoo.com
P.O. Box 2102, Northbrook, IL 60065
Visit GTR on Facebook GTR is an IPMS Chapter