



GTR Newsletter

June 2011

The Newsletter of IPMS Grand Touring and Racing Auto Modelers

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- Revell Germany Mercedes SLS Kit Review



Club Project Ferrari California Kits on display at the May meeting.

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
2011 Meetings: Every 1st Saturday @ 7:00 p.m.

**June Meeting at the Algonquin Township Building
On Rt 14, about one mile east of Rt 31 in Crystal Lake, IL**

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.freemembers.com

GTR Mailbag



by Chuck Herrmann

Real World

AJ Foyt to drive Indy Pace Car

A.J. Foyt will be back in the lead car at this year's Indianapolis 500. The four-time race winner accepted the invitation to replace Donald Trump as the celebrity pace-car driver, ending a brewing controversy for the May 29 race. Trump was initially chosen as the pace-car driver, but withdrew after criticism that he was too divisive, for questioning whether President Obama was born outside the United States and whether Obama was qualified to attend two Ivy League schools.. The switch allows race organizers to switch the focus from Trump's potential presidential aspirations back to the centennial celebration of the first Indy 500.

Indy 500 Stamps



Ray Harroun, winner of the first Indianapolis 500, begins racing his Marmon "Wasp" through the nation's mail stream this month in the form of 50 million First-Class Mail Forever stamps to celebrate 100 years of racing at the iconic brickyard. The Indianapolis 500 Forever Stamp is always equal in value to the current First-Class Mail one-ounce rate.

Media

SENNA - the movie

U.S.-based Formula One fans, rejoice: The documentary film *Senna*, which tells the story of the late three-time world champion, Ayrton Senna, will be released in the United States on Aug. 12. Directed by Asif Kapadia, *Senna* made its North American premiere at the 2011 Sundance Film Festival in Park City, Utah, in January. Culled from nearly 5,000 hours of footage--some never seen before--the film received strong critical praise from those

throughout the world fortunate to see it already. It won the coveted Audience Award at Sundance this year.



Kapadia said at a recent New York City screening that he had been told originally that U.S. audiences would have no interest in *Senna*, but extremely positive reactions from audiences in New York and Austin, Texas--where F1 expects to race in 2012--proved otherwise and prompted a change to the release plan.

The announcement came just three days prior to the 17th anniversary of Senna's death on May 1, 1994, during the San Marino Grand Prix at the Imola circuit in Italy. The 34-year-old Brazilian was leading a young Michael Schumacher's Benetton-Ford when his Williams-Renault veered suddenly off the track as he swept through the flat-out left-hand corner named Tamburello. The [car](#) suffered a heavy impact, but the driver's mortal wound--and only substantial injury--came from a broken piece of suspension that pierced his helmet visor.

In addition to his championships in 1988, 1990 and 1991- all earned while driving for McLaren-Senna's final F1 résumé boasts 41 wins and 65 pole positions. His pole-position tally was the sport's all-time record until Schumacher broke it, eerily, in qualifying at Imola in 2006.



Hobby Industry

Revell Germany Audi, Mercedes 300SLR.
From Revell Germany we receive news of the release of the Audi R8 Spyder, kit#07094. This is based on the earlier release of the coupe version.



Another reissue due out soon is the Mercedes-Benz 300 SLR, kit #07171, I assume as a companion price to the new SLS kit. This kit has been seen several times previously over the years.



Shizuoka Hobby Show

There were not a lot of new automotive releases announced at the 50th Shizuoka Hobby Show May 12-15. Among the more interesting:
Aoshima: Subaru GRB Impreza WRX STI 5door 2010



Also the 1/12 Honda NSR 250 1988 racing motorcycle kit



Tamiya; will reissue the Porsche 961 race car from LeMans 1986, the same easy build kit seen previously.



Also see the Hobby Link Japan website for news and videos. www.hlj.com

Random Thoughts

Firestone is out and then back in as supplier for the IndyCar Series as car owners pushed Randy Bernard to make at least a temporary deal. New cars next season had owners wanting some stability in setups and tires were their preference..

Keith Waltz mentioned in his 16 March 2011 NSSN column that racing might have skipped a generation. He mentioned an interview with Dennis Huth who was a track promoter and NASCAR executive for many years. Huth mentioned that motor sports expanded so quickly and that brought along with it a cost increase. The cost of attending a race meant the kids had to stay home with mom so dad could afford to go. The kids never had the opportunity to develop an interest in the sport. Couple that with the advent of computers and gaming to take their minds in a different direction. I often thought that this influenced kid's interest from being a mechanic to building computers.

Morgan Lucas set a record with his rail turning in an E.T. of 3.835 Seconds and a T.S. of 316.38MPH!! WOW!

NSSN columnist, Keith Waltz, pointed out a number of "journalists" said Dale Jr. was involved in a "practice crash" at Daytona. Waltz commented that no driver ever practices crashing but they occasionally crash during practice. He also mentioned, on the Hulman's horse farm in Terre Haute there is an oil well pumping 400 barrels of crude a day. Scientists believe the reserve is rather large and there is a plan to add more wells. [The Hulman family also owns the Clabber Girl™ baking powder business and the Indianapolis Motor Speedway]

At the Chili Bowl Sammy Swindell mentioned, while they update his mount on occasion the car

is actually ten years old. The Esslinger engine is also ten years old and it "may need to be freshened some day". With this equipment they continue to run ahead of the pack.

Sir Jackie Stewart entered and then was released from the hospital for chest pains. He is 71 and my favorite color man for racing broadcasts. My overall favorite is still Jim McKay.

Dan Gurney turned 80! I remember when he was nominated for President by *Car and Driver* magazine and was too young for the position. I still have the bumper sticker to show my support.

Lt. Governor Phil Scott[R] of Vermont is a four time late-model champ.

With temperatures ten to fifteen degrees below average for months and a recent snowfall in early April, it has been reported the latest snowfall in Chicagoland (probably caused by global warming) was May 26, **1889**. You know, back when all those automobiles and industry was choking the environment.

After I mentioned Al Gore's turnaround about the benefits of ethanol (corn produced in the U.S. of A.) as a fuel additive to reduce emissions and the recent reports of increased emissions with biofuel, the government seems to be ignoring this and saying we need to increase our use of these products.

I needed to purchase a hat to match a new jacket I bought. I thought I would go to an up scale store as a treat. I found a nice wool cap and noticed the Swedish flag inside along with a tag giving the company name and address there. I thought I found a treasure. After wearing it a few times and using the earflaps I saw under the tag another tag. "Made in China". Even those small countries are having things manufactured elsewhere.

Word is Jimmie Johnson; five-time NASCAR cup champion has a hanker'n to drive an Indy car. He mentioned Rick Hendrick might have other ideas about this.

Is the price of gasoline really increasing or is it the value of the greenback (which oil is priced in) devaluing?

VW has announced that it will be building an assembly plant near Chattanooga, TN. BMW is advertising that it builds every one of its X3's in Alabama. This makes me take notice that BMW has more faith in the American worker than American corporations. They must believe the workers are capable of producing high quality vehicles right here.

Have you ever sat at a traffic light and noticed the people in front of you are just staring straight

GTR Auto Modelers

ahead? When the light turns green the driver doesn't pull away but turns to the passenger to talk? I guess they have the need to tell the passenger the light changed and discuss how it happened. *I mean...WHAT?*

But these are just my random thoughts.

Events

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 meeting will be Saturday, June 4 at the, **Algonquin Township Building, 3702 US Highway 14, Crystal Lake, Illinois 60014**. In July, since it falls on the 4th of July holiday weekend, we do not plan to have a regular meeting. In August, GTR's Doug Fisher has offered to host the meeting at his home, in Elmhurst. Then in September we will meet at the Township.

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.

NNL News

We are moving ahead with the preparations for our 4th Annual GTR Summer NNL, July 31. Trophies sponsorship packages, costing \$35, are available, and we are accepting donations for the raffle as well. Anyone interested please contact us, also help us pass along word of the event.

Past issues of the GTR newsletters are now available on line.

Go to www.carsandracingstuff.com, then click on Newsletters, find GTR and our newsletters are achieved back to 2004, more will be added. Thanks to Bill Crittenden for storing our newsletters on his site.

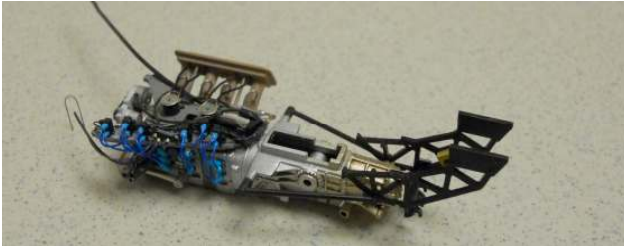
May GTR Meeting

Our regular meeting was May 7, at the Algonquin Township Building. First we did some business, the Treasury and Mailbag, talked about the Ferrari California club project. Then it was on to Show and Tell. Among the stuff on the table this month (hoped I remembered them all, I seem to have misplaced my notes!):

Doug Fisher: a resin Ferrari 512 from Fisher in the Penske Sunoco colors,



and the engine with detail from his in process build of the Tamiya kit of the LeMans winning Mazda 767.



Finally a built Tamiya Nissan Skyline of the Japan GT series car, along with the Tamiya kit of the newer Nissan 370Z in the same markings.



Les Whitfield: Les bought in his mail to open which included the Fujimi Ferrari GTO and a nice looking photo etch wire wheel set from Hobbylink Japan,



also a Motor City Resins AMC AMX body, which looked to be a very clean resin casting.



Ed Sexton: a buildup of the recently reissued 1/18 McLaren M8A from 1968 Can Am Series, also



two 1/43 F1 cars, the 1984 Toleman TG184 which was Ayrton Senna's first F1 ride, and



a Lotus 59 F3 car from around 1968.



Dave Edgecomb: a 1/35 kit of a British armored car based on a Rolls Royce,



And a Revell of Germany Mercedes DTM kit.



George Pritzen: a completed Revell Ferrari California open top, mostly box stock with a metallic red paint finish.



Chuck Herrmann: a completed Revell Ferrari California open top, done in a drifter theme. Paint is Testors Sublime Green, seats, roll bar and rear wing were adapted from an AMT *Fast n' Furious* Toyota kit.



Steve Jahnke: Revell Germany closed top Ferrari California, done in a Corvette red finish. See the review in our April GTR newsletter.

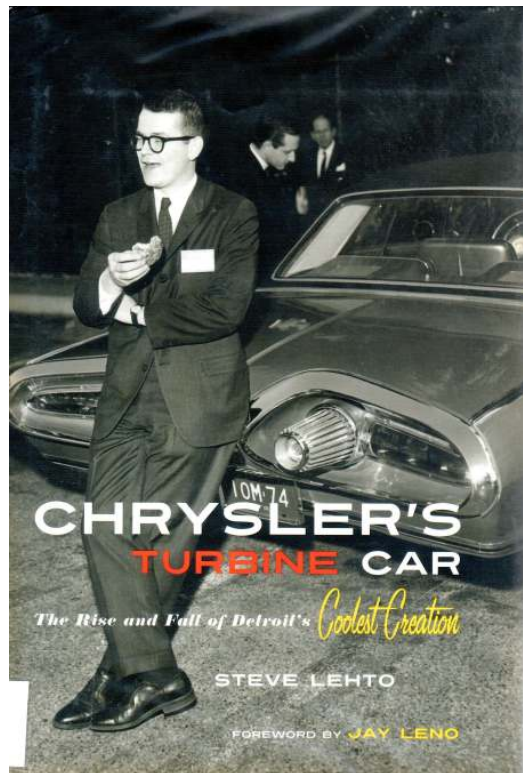


Revell Ferrari California Project Kit builds: We ended up with three on the table at the meeting. I know several more are still in the works, we will have a space to display these at the GTR Summer NNL July 31 so finish 'em up and bring 'em in then if you weren't able to in May!

IPMS News

GTR is a local chapter of IPMS/USA, in Region 5. We urge those who have lapsed to renew their IPMS/USA membership, or if you have never been a member enroll now! We need five active national IPMS/USA members to renew. Often we have had issues getting the required amount of IPMS members, and this year we had the minimum, so help out GTR as well as the IPMS and join or renew now! Details can be found at their web site, www.ipmsusa.org, or see me for membership forms.

Book Review: Chrysler's Turbine Cars



Chrysler's Turbine Car: The Rise and Fall of Detroit's Coolest Creation

By Steve Lehto Foreword by Jay Leno
Chicago Review Press 2010

Reviewed by Chuck Herrmann

This book describes the history of the efforts of Chrysler Corporation to develop a turbine engine as an alternative powerplant for its production gas combustion engine vehicles.

Chrysler had established a turbine engine research division in the 1930's. In the mid 1940's a production car turbine team was assembled, and by 1954 the first turbine powered passenger

car was operational, a modified 1954 Plymouth Belvedere. Eventually there seven generations of working turbine automotive engines developed up until the program was canceled in 1979.

The most famous project was the Chrysler Turbine Car, which was introduced in 1964. It was a media sensation, with a huge display at the New York world's fair and with a high powered publicity campaign that saw 50 cars loaned out the "average" American drivers and families as a road test/promotion. Afterwards the public eagerly awaited the launch of the production version but it never materialized.

Much of the book provides details about this 1964 car, along with the experiences of the consumer test drivers and Chrysler's massive promotional activities. Here are some of the more interesting facts on this car:

- 55 cars were built, 50 for the consumer road tests and five that were used for testing and development.
- The car frame and chassis was designed and built in Italy by the famous Ghia coachworks, the turbine engines were installed after the cars were shipped to Detroit. The cars were often referred to as the Ghia Turbines at Chrysler.
- All the cars were custom built, so parts were not interchangeable, body parts like hoods could only be fit onto one car!
- 54 of the cars were painted in "Turbine Bronze" except one that was white, a factory test vehicle.
- The Ghias cost between \$50-55,000, while the average retail for a US auto was \$2-3000.
- The tachs on the Ghias read over 60,000 RPM.

In addition to the Ghias, turbine engines made appearances in other Chrysler products, including a Plymouth Fury and a Dodge Dart that made a cross country run in 1962. There was also a 67 Coronet, a 1972 Satellite and a 1973 Dodge Aspen.

This book was an enjoyable read, providing lots of details on the Chrysler turbine engine program as a whole in addition to the well known Ghia Turbine cars. I am not an expert on the subject so I cannot so I cannot comment on the historical accuracy. It does try to explain why the turbines never went into mass production. A common view is that the oil companies or other industrial interests conspired to kill the project to keep the status quo. More likely it was a combination of market/business factors, such as the cost of developing an all new infrastructure to

support the new technology as well as the high cost of building an all new plant specifically for the turbine production. There were several new metal alloys developed by Chrysler to adapt the turbines from their designed use in aircraft to automotive everyday driving which would have been prohibitively expensive in production quantities. Some of these developments were later used in aircraft and other technologies. And Chrysler was often in a poor financial position; by 1980 they were over \$1 billion in debt and needed a government bailout so they were unable to take any risks on a whole new technology. So the turbine project eventually faded away.

One comment from the book I did find odd was on the one page describing turbine race cars. While acknowledging the 1967 STP Turbine that almost won the Indy 500, in 1968 the author states that while nine turbines were on the entry list, "none made a dent in the race". Joe Leonard and Graham Hill put their STP wedge turbines on the front row of the grid, and Leonard was leading with about 10 laps to go when he was sidelined by a mechanical failure. Also he does not mention the Howmet Turbine sports car racers, which competed at Daytona and LeMans 24 Hour races in 1968. He does note that the Howmet Company was involved in supporting Chrysler in developing on parts and process used the building the Ghia turbine cars.

Turbine Car Kits

The Chrysler Turbine Car is represented in 1/24 scale by several kit versions from Jo-Han as well as a promo version. The kits have been reissued periodically and are not too difficult to find.





As for racing turbines, the most famous was the 1967 STP Turbine, which was done in 1/20 by MPC and in a big scale 1/12 version by Bandai, both are hard to find. There was a 1/24 resin version, by Jorgensen Resin Cars, that is also pretty rare, I started one for the 2000 GTR Project Resin that I finally finished last year.



MPC did a 1/25 version of the 1968 STP Lotus wedge turbine, it was last reissued about 8 years ago in a plain white version.



The Howmet Turbine sports car racer was issued by MPC back in 1970, an open top version was released in the 70's then reissued about 10 years ago.

Kit Review: Mercedes Benz SLS

Subject: Mercedes Benz SLS

Manufacturer: Revell Germany

Kit#: 80-7100 **Scale:** 1/24

by: Rich Wilson

Reprinted from MAMA Sez, newsletter of the Maryland Auto Modelers Association.



When I first saw these cars in an F1 race last year, I knew I had to have a model of one. And I was fairly certain Revell/Germany wouldn't let me down. By the end of the season, they announced a kit was on the way. I've been foaming at the mouth ever since to get my hands on one. I had hoped Revell/USA would box it up at a more reasonable price. But it was announced recently that wouldn't happen, because MB/ USA wants separate licensing. So if you want one you better get it while you can—it's that good. The pricing on the real car starts at \$183,000 and that's less than the McLaren-Mercedes SLR it replaces. F1 doesn't use pace cars like we do at Indy—they have 'safety cars.' They have to be fast and excellent handlers because they have to lead the cars during full coarse yellow flag cautions. The safety car has to be capable of 70+ mph in the corners because the racecars need ample air speed to stay cool. And despite what those 'stooges' on 'Top Gear' would like to believe, there's a great deal of Corvette influence in this SLS. While the idea of a rear mounted transmission isn't new, the torque tube looks very much like the C-5 and C- 6 Corvette. It gives the SLS a 46%- 54% front to rear weight bias. Performance- wise, it will go from 0- 60 in 3.6 sec. and 60-0 in 112 ft. with normal steel brake rotors. It will run the quarter mile in 11.6 sec. at 124.3 mph.

Engine: The *all aluminum DOHC V-8* has an 11.3: 1 compression ratio and is rated at 563 horsepower. While only eight pieces, the kit engine is reasonably well detailed. The front cover has the belt detail along with the alternator, power steering pump and air conditioning compressor all cast together. The tubular exhaust headers add four more pieces to the mix. The large engine cover makes up the last piece and it gets four decals for extra detail.



Chassis: Its more belly pan than chassis, but it has the lower a-arms for all four wheels cast to it. The engineers specifically designed the chassis so it wouldn't suffer from the huge doorsill of the 300SL. The real one is all aluminum, body included with only a little steel in the roof pillars for roll over protection. Four identical upper a-arms trap spindles to the lower A-arms with separate coil over shocks as well. The rear gets a rather large three-piece trans-axle with half shafts cast to it. The real car has a seven-speed twin clutch paddle shifted automatic transmission; the only tranny available. There is a knob to select either of four different shifting modes.

The one-piece disc brakes are different sizes just like on the real car; 15.4" & 14.2" front and rear respectively. They are trapped between the wheel halves with bright chrome outers. Judging by pictures, the bright finish isn't far wrong. There is a tank that installs in front of the engine that appears to be the dry sump oil tank, employed so that the engine can mount lower in the chassis. The torque tube houses a carbon fiber shaft that weighs only nine pounds and transmits 479 lb.-ft of torque. The kit piece is made of two pieces. The front suspension is steerable though the tie rod is generic in shape and there is no steering rack or shaft. Four generic wheelhouses finish off the chassis.

Interior: The two-piece seats have the seat belt receivers cast to them. With the opening gull wing doors, adding seat belt detail seems to be a must. There are three pedals to be installed that are cast to look like aluminum. The dash has five decals for details like gauges. Among them is a choice of two for the computer screen (*ipod/mp3*), one has map detail. There are multiple pieces for
GTR Auto Modelers

the console. The real car has carbon fiber pieces that are optional (*\$4500*). The doors have separate pieces for their upholstery with separate armrests.

Body: Dogleg type hinges glue to the door tops and are close in shape to the real thing. A bracket traps the hinge to the roof and a headliner covers it. It covers all the way down the roof pillars.

The real car has explosive charges to blow off the door in case of a roll over crash. The front and rear nosepieces are individual pieces with chrome buckets for the lights. All the lights are clear plastic and there are seven decals for the front and two for the rear to give the grilles a blacked out appearance. The vents in the body side and engine hood are chrome pieces and they get black out decals as well. Personally, I think black detailer would be better. Another neat piece is the clear inserts for turn signal indicators on the back of the side mirrors. The completed dash mounts to the body as in other Revell/Germany kits. Minimal mold seams follow the tops of the fenders and shouldn't be a problem. The windows are packed separately. They are nice and thin and mount to the outside of the body. The edges are marked for the black edges common today but there are not stencils.

Decals: Besides the aforementioned ones, there are no less than 10 pairs of license plates to choose from; maybe a little excessive. The emblems and scripts are all supplied as decals. For good pictures you can look in the July 2010 issue of *Road & Track* or Nov 2009 issue of *Car & Driver*.



(Ed. Note: Mercedes has announced that there will be a roadster version of the SLS – it looks pretty hot! I am sure we will see this in kit form shortly...)



2011 GTR Summer NNL

4th Annual Contest & Swap Meet
Hosted by: IPMS/GTR

Theme: **Made in
Japan**

Sub-Theme: **50 Years
of the Winternationals
Drag Racing**



Attention Automotive Modelers; we have a summer show and swap meet for you! You are invited to our GTR Summer NNL contest and swap meet.

The Summer NNL will be held on Sunday July 31st 2011 from 9:30AM to 2:00PM at the Algonquin Township Building, 3702 US Highway 14, Crystal Lake, Illinois 60014

For the out-of-towners, there are tons of local accommodations from Days Inn to Holiday Inn. Admission to the show is a measly 5 bucks; you can enter as many models on the tables as you like (no additional charge) and we will serve a pizza lunch (again, no additional charge, soda extra; sorry had to draw a line somewhere) to all show entrants.

Did we mention that there is a swap meet too? There will be a free "trunk sale" swap meet in our spacious parking lot, vendors and show goers are encouraged to open their trunks and sell-sell-sell rain or shine. Vendor set-up starts at 8:30AM. Also we raffle off some nice prizes.

Our NNL style contest bestows "Best Of" awards as mandated by popular vote as determined by show attendees, official judging and nit-picking is strictly forbidden, praise and admiration from fellow modelers strongly encouraged.

GTR Auto Modelers

Classes:

Competition Open Wheel	All scales	F1, Indy, Drag, etc
Competition Closed Wheel	All scales	NASCAR, LeMans/IMSA, Can-Am, Drag
Street	All scales	Street legal - Muscle Cars, Sports/Exotics, Tuners, beaters, factory stock
Custom	All scales	Modified custom vehicles
Commercial	All scales	Trucks, Taxis, Police, Ambulance and Emergency
Motorcycles	All scales	All types
Curbside	All scales, all types	Hood closed, judged as displayed, includes slammers
Out of the Box	All scales, all types	No modifications to the kit except filler, paint, decals and foil
Theme: Japan	All scales, all types	Any automotive subject that is produced in Japan. Examples: Honda, Toyota, Nissan, Subaru, Mazda Includes: Production cars, Racing cars, Motorcycles, Trucks
Sub Theme:		
50 Years of the Winternationals	All scales, all types	Any drag racing cars that were eligible to compete at the Winternationals
People's Choice	Any model in the contest.	

Contact: gtrchab@yahoo.com
www.gtrautomodelers.freesevers.com



2011 GTR Event Calendar

May 29 Indy 500

June 4-5 Heartland Model Car Nationals
Hosted by KC Slammers
Overland Park (KS) Convention Center, KS
Bill Barker 608-438-1842

June 5 13th NNL North Show & Swap
Knights of Columbus Hall, Bloomington MN
Bob Maderich 612-423-2985
www.RPMMModelClub.com

June 11-12 24 Heures du Mans
LeMans, France

June 18-19 Milwaukee 225
IndyCar Series
Milwaukee Mile at WI State Fair Park
West Allis. WI

July 10 3rd Annual Attack of the Plastic
American Legion Hall, Delevan WI
262-728-5003

July 14-17 Redman Vintage Weekend
Road America, Elkhart Lake WI

July 31 4th Annual GTR Summer NNL
Contest and Trunk Sale Swap Meet
Algonquin Township Office, Crystal Lake IL
Theme: Made in Japan
Subtheme: 50 Years of the Winter Nationals
Contact : gtrchab@yahoo.com

July 31 NASCAR Brickyard 400
Indianapolis Motor Speedway

Aug 4-7 IPMS/USA National Convention
Omaha, NE <http://www.ipmsusa2011.org/>

August 18-20 American LeMans Series
Road America, Elkhart Lake WI

Sep 25 58th Illinois Plastic Kit & Toy Show
DuPage County Fairgrounds Wheaton, IL.
For info call Past Time Hobbies @ 630-969-1847

October 8 Toledo Swap Meet and NNL

Oct 16 Countryside Collectors Classic Toy Show
With 1/43rd Collectors Club
Park Place of Countryside Countryside, IL
www.uniqueeventsshows.com

October 20-23 iHobby Expo
Public Days 10 am – 5 pm Saturday and Sunday
Stephens Convention Center, Rosemont IL
www.ihobbyexpo.com

Nov 6 Scale Auto Hobby and Toy Swap Meet
Serb Hall, Milwaukee WI
www.uniqueeventsshows.com

Nov 12 29th Annual IPMS Butch O'Hare Model
Contest and Swap Meet
Lakeview Jr HS Downers Grove IL

December 4 Tinley Park Toy Show
Tinley Park HS, Tinley Park IL
www.uniqueeventsshows.com

December 11 Milwaukee Miniature Motors Winter
Show – Swap and Contest
Waukesha County Expo Center, Waukesha WI
www.milwaukeeeminaturemotors.com

IPMS USA
International Plastic Modelers Society

2011 Nationals: Aug 4-7 Omaha, NE
The website for the 2011 Nationals is now up
and running:

<http://www.ipmsusa2011.org/>

No 2011 Region 5 Convention since the
National is in Region 5

2012 Nationals: Orlando, FL



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IPMS/GTR Auto Modelers

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Next GTR Meeting: June 4, 2011

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