



GTR Newsletter

Hello GTR and friends:

By Steve Jahnke

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- Photo coverage of the Milwaukee NNL 25 Hosted by AMG Club
- Vintage Build: Gunze Sangyo Alfa Romeo 2000 GTAm
- AMT 64 Petty NASCAR

Last weekend I was able to spend some time across the “Cheddar Curtin” (Wisconsin) for a great model show hosted by our good friends at the **AMG club**, and a model swap meet at the Waukesha Expo Center at the Waukesha WI fair grounds. I jest but those great guys and gals at the AMG club are fabulous hosts, they really know how to put on a great show/contest. This year’s theme was “1,000 models” and the subtheme was Fifty Years of Camaro. Each year their show gets bigger and better; there were almost 1,000 models on the tables (the theme of the show) the actual number was in the high 900’s. I came late and brought a few models to display, the tables were jam packed and hardly ANY room left to put my models down....and that is a really GOOD thing.

At our last club meeting we chose the themes for our **2017 Summer GTR NNL** show to be held on Sunday August 6, 2017 at the Algonquin Township building. The themes are: **50 years of Camaro and Firebird** with the subtheme of the **Ford GT40**. See our flyer within this newsletter for the show particulars.

A new newsletter feature called “**Bench Talk**” will be starting soon. Its’ purpose/format will be forum for questions, tips and techniques from you the readers as well as our esteemed news letter staff. It will include quick in-box kit reviews, products, tools and the ever popular “how’d he do that” tips and tricks. We are determined to make this newsletter something you will keep around and become a long-time fixture in your powder room library. **And again, a big shout out to our friends at the AMG model car club for putting on one of the premier shows in our region.**

For now, let’s see some of those beautiful and inspiring models shown at the Milwaukee NNL 25!!

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

2017 Meetings: Every 1st Saturday @ 7:00 p.m.

Location alternates between member’s homes and the Algonquin Township Building

Your current GTR Officers are:

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The GTR Newsletter is written and edited by Chuck Herrmann and Steve Jahnke.

Please send all correspondence, newsletters, IPMS information, articles, reviews, comments, praise, and criticism to: stevejahnke@comcast.net unless indicated, all articles written by the editor. All errors, misspellings and inaccuracies, while the editor’s responsibility, are unintentional. Feel free to copy for any other nonprofit use.

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April GTR Meeting SHOW AND TELL



Rick Hannah – Villa Riviera [AMT]

- Scratch built front end/rear fenders
- Chassis is '70 Monte Carlo
- Pain getting it all to fit, but it works



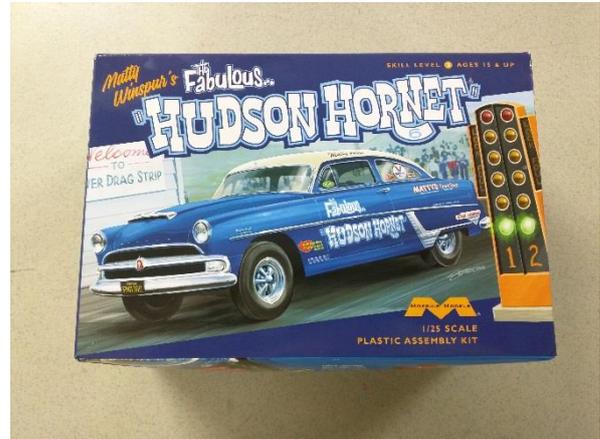
George Pritzen

Maesto -diecast La Ferrari



Dave Green

- **Fast and Furious '51 Chevy**
- **[Dom's car]**
- **Jada Toys doing entire series of cars**



Dave Green

- **Hudson Hornet drag car**
- **Well done drag decals**
- **Speed shop stickers**
- **Color directions**
- **Car owner is father of Mobius owner**



John Walczak

- **Missing Link '53 Stuebaker**
- **Plug wires / heater hoses installed**
- **Painted buccaneer red**
- **Photoetched scripts and emblems**
- **Used new chrome pen for highlights**

MAILBAG

by Chuck Herrmann

Real Life

Alonso to Race Indy 500

from. www.yahoo.com

May is Indy 500 month. And there is some major news for the race.

Honda McLaren Formula 1 driver Fernando Alonso, 35, announced he will be driving a sixth Andretti Autosport car in the Indianapolis 500 on May 28. So he will miss the Monaco GP. Andretti Autosport is powered by Honda as is Alonso's McLaren F1 car.



"I'm immensely excited that I'll be racing in this year's Indy 500 with McLaren, Honda and Andretti Autosport," Alonso, 35, said in a statement. "The Indy 500 is one of the most famous races on the global motorsport calendar, rivaled only by the Le Mans 24 Hours and the Monaco Grand Prix."

Alonso won back-to-back F1 titles in 2005 and 2006 while driving for Renault.

While the Coca-Cola 600 and Indy 500 double attempts of NASCAR stars Tony Stewart and Kurt Busch drew a (relative) ton of attention in the United States, Alonso's appearance in the Indy 500 is a much bigger deal throughout the world given Formula 1's international presence. The last time a Formula 1 champion raced in the Indianapolis was in 2014, when 1997 champion Jacques Villeneuve competed in the race. Villeneuve won the 1995 Indianapolis 500 and the 1995 CART title before he moved to Formula 1 in 1996. It was common for Grand Prix stars in the 1960's to compete successfully at Indy, such as Graham Hill, Jimmy Clark, Jack Brabham, Bruce McLaren and Jackie Stewart. Hill and Clark each won the race during the transition years from front to rear engine Indy cars, helped by the fact that F1 had already switched to the lighter, rear engine designs by that time.

Alonso has said in that he wants to win at Monaco, Indy and Le Mans. He's already won at Monaco and had previously hinted that he wanted to run the Indy 500. "I've won the Monaco Grand Prix twice, and it's one of my ambitions to win the Triple Crown which has been achieved by only one driver in the history of motorsport: Graham Hill. It's a tough challenge, but I'm up for it. I don't know when I'm going to race at Le Mans, but one

day I intend to. I'm only 35: I've got plenty of time for that.

There are also rumors that the McLaren organization is planning to return to competing in the Indy Car series, probably in the nostalgic orange paint scheme made famous in the 70's and '80s.



McLaren chassis won Indy three times. Johnny Rutherford won for the factory team in 1974 and 1976. Mark Donohue won in a Roger Penske team car in 1972. So there is a lot of tradition for McLaren in Indy racing.



Remembering the huge global impact made by the switch from Grand Prix to IndyCar by Nigel Mansell back in the 80's, Indy Car is probably hoping the Alonso and McLaren news provides a boost for the series.

Industry News

Revell Milwaukee NNL Display



At the Milwaukee NNL in April Revell USA had a display featuring several new releases. A 66 Suburban was on the table, as well as the new Foose 52 Caddy and 56 Ford pickup.



IPMS News

GTR is a local chapter, in Region 5, of IPMS/USA. We need five current IPMS/USA members to remain a chapter. We always encourage those who have lapsed to renew their IPMS/USA membership, or if you have never been a member enroll now! Details can be found at their web site, www.ipmsusa.org. GTR is a proud member of the IPMS organization.

This month the IPMS Region 5 Convention is right in GTR's backyard, Our fellow local club, IPMS/Lakes Region Scale Modelers, will host their annual NIMCON event, this year it is upgraded to Regional status. It should draw lots of additional entries, and there is usually a nice swap meet as well.

IPMS Calendar

May 20 2017 IPMS Region 5 Regional
hosted by IPMS/LRSM
McHenry County College Crystal Lake IL

JUL 26-29 2017 IPMS/USA Nationals
Omaha, NE



GTR Update

The next regular GTR meeting will be on Saturday, May 6, 7:00 pm at the Algonquin Township Building.

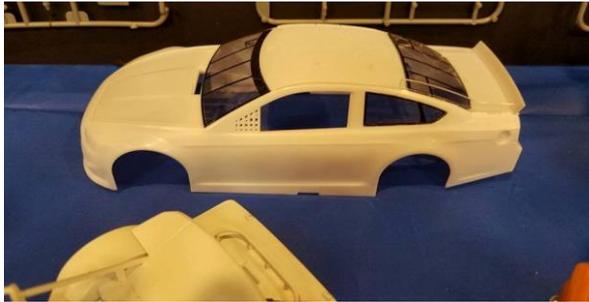
Future regular monthly meetings will meet at the Algonquin Township Building. Any member who wants to bring up other ideas or suggestions for future meetings or activities, do so either at the meeting or contact us.

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 as well as information and entry forms for the GTR Summer NNL.



And for NASCAR fans the new Ford Fusion kit is coming. There will be two versions, Kevin Harvick and Danica Patrick.



Photos by Mike Fuller

EVENTS

This month there will be the IPMS Region 5 Convention in Crystal Lake (see below).

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

Vintage Kit Build: Gunze Alfa Romeo

Description: Alfa Romeo 2000 GTAm
Mfg: Gunze Sangyo **Kit:** G-184 **Scale:** 1/24
by Chuck Herrmann



Subject: The Alfa Romeo Giulia 105/115 series was an Italian sedan produced from 1963-1977. Several versions were developed as sports and racing cars. The 2000 GTAm was produced in 1967 as a GT class race car aimed at the North American market. It competed very successfully in professional and club racing over several seasons, so lots of variations are possible.



I have had one of these kits in my stash for quite a while. But at a recent model club meeting there was one on the swap table for \$5, minus the tires. No problem, I have lots of extra tires so I bought the model. Since I have always liked this car, having already did the similar Tamiya model, and since it is somewhat simple I decided to build this one right away (despite the many other ongoing projects on the bench).

Gunze Sangyo kits are unique, some quite nice and detailed others not so much. Their U.S. availability is spotty, I believe they are still in business (in Japan). This is the simpler version of this subject, a curbside plastic kit. There was also a High Tech version which included photo etch pieces. This one is molded in white, with clear and chrome trees. It is a curbside design, pretty basic but the body looks correct.

The Build: Upon examining my purchase, the tires indeed were missing. Also it looked like someone at one time had two of these and built one, as there were two sets of sprues with different parts removed. Besides the tires, the decals were

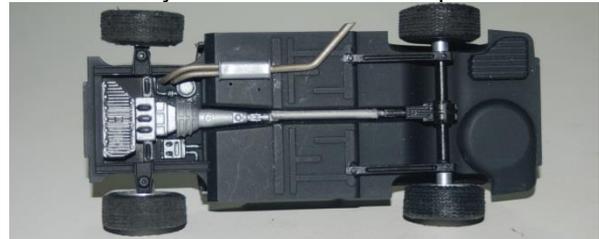
gone as well as the metal axle and rivets to mount the wheels. Again no problem, I have lots of spare axles and I have several old Ricambi decal sheets (for the Tamiya kit but they will work for logos).

Body: The body is one main piece, hood and trunk molded in as well as the bolted on wide fenders, complete with rivet detail. The molding is crisp with minimal sanding required. The front and rear fascia are separate pieces. They do not attach well so a lot of filler was required along with sanding.

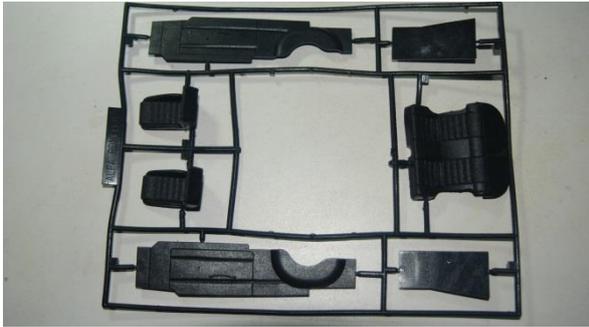


The glass is one piece that attaches from underneath. No bumpers were used on this race version so none are in the kit. The grille and front headlights are chrome pieces including the trademark Alfa grill. I did a black wash on the mesh grill areas. The wipers are chrome plated, a bit chunky looking. There are chrome hood pins, but there are no mounting holes in the body and even after sanding them thinner they look too "stuck on" and thick so I left them off. There are no side view mirrors in the kit, I eventually plan to find some in the spares box. For paint, I decided on a yellow instead of the traditional red, using Testors spray lacquer Daytona Yellow 28103 and their Ultra Gloss Clear Coat. For the window trim I applied Bare Metal Foil, photos I have seen showed most racers kept this chrome trim intact.

Engine: None, this is a curbside, just some detail molded into the chassis and a separate bottom of the transmission. There are separate exhausts which merge into the muffler then a race style side exhaust. I considered leaving off the muffler and adding some tubing to do a straight racing exhaust but eventually went with the kit set up.



Interior: Several of these series of Gunze kits strangely featured interior parts molded in a flexible vinyl material instead of polystyrene. I debated on what type of glue to use, an online build article said CA glue would work, so I used that and it worked okay.



Since I was doing a race car I did not use the kit seats. I found a race seat in my spares box for the front, which featured molded in seat belts. I scratch built a rear shelf and filler instead of using the rear seat.



No roll bar comes in the kit so I adapted one from the spares box. Most of the interior was sprayed with Wal Mart Flat Black, for the seat I used Testors French Blue for the padded section, and the roll bar I painted body color yellow to avoid the interior black hole effect.



Chassis: There is one basic chassis pan, the interior is glued onto the upper side. Suspension detail is rather simple. The rear end and suspension is molded as one piece. The tires mount on a metal axle. The front A arms are molded to the frame, there are shocks which use a metal rivet to mount the tires.



Wheels/Tires: As noted, my example came without tires. The kit wheels are chromed, way too bright so I stripped them and painted them Testors Metalizer Aluminum. I found a set of old AMT Rally GT tires, a bit too much tread but they had to be hollow to fit the kit wheels. So I sanded some tread off and opened the inner diameter to fit the wheels.



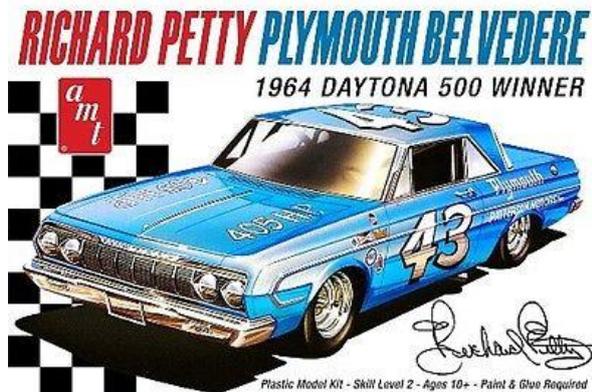
Decals: As mentioned none were in the box. I used a combination of Ricambi and extras from my stash, I used Gofer decals for the roundels and I came up with a phantom scheme, as noted these cars ran in lots of races and paint schemes over the years, and are still seen in vintage and club races.



Results: This kit looks rather simplified when you open the box, but it does build into a decent curbside model. The body looks correct, the ride height is acceptable, and there are just enough details to look good.



Richard Petty's 1964 Plymouth NASCAR



Description: 1964 Plymouth Belvedere

Mfg: AMT: **Kit:** AMT 989 1/24

Reviewed by Ed Doering

Most of us who build race car models are familiar with the name Richard Petty, the all-time greatest of NASCAR drivers, with multiple "Daytona 500" wins, and his being a multi-time winner of NASCAR's Grand National Championship, along with his 200 NASCAR wins – "The King"!

We might also know that thru-out Petty's career, he drove Mopar products, to include Plymouth and Dodge. The Pettys began their serious relationship with Chrysler Corp. in 1960, racing the famed "shark fin" 1960 Plymouth. Richard Petty finished 2nd to Joe Weatherly in the final 1963 NASCAR points championship.

Chrysler had developed the hemispherical combustion chamber motor, known as the "Hemi" in the 1950s, and the Carl Kiekhaefer, Hemi equipped 1955 and 1956 Chryslers ruled NASCAR racing, in the mid-1950s. So, in 1964, Chrysler developed a new version of their "Hemi" motor, armed with 426 cubic inches, and putting out 405 horsepower, on one 4-barrel carb. The Pettys got one of these motors, and the now aerodynamic 1964 Belvedere body, and let Maurice Petty work his "magic" on the 426 "Hemi".

With the potent 426 "Hemi", Richard Petty went on to win the 1964 "Daytona 500". In fact, "Hemi Power" swept the top 3 finishes in that historic 1964 "Daytona 500", as well as taking Richard Petty to the 1964 NASCAR Grand National Championship. It seemed like nothing could stop the brutal power of the 426 "Hemi".

In 1997, Lindberg decided to produce a model kit based on Petty's 1964 Belvedere, and the "Hemi" motor. That original Lindberg kit is kit number 72164.

That kit existed up to 2009, when Lindberg, in collaboration with Model King, re-issued the kit, only with Paul Goldsmith #25 decals. The Goldsmith kit was kit number 11264.

Recently, AMT acquired the molds for this original Lindberg kit, and the kit is now available

as AMT kit number AMT 989. Let's explore one of these great re-issued kits.

The kit comes in the usual square box. Upon lifting the cover off the box, we arrive with a typical instruction sheet, which folds out to reveal all the assembly blocks to complete this kit. There are 19 assembly blocks, to include the final block which is a guide for decal placement.

A small listing in block 19 includes the paints needed, and their codes thru-out the building process. All the paints are available thru Model Empire, but I'd pickup some Metalizer paints to complement the metal colors required.

We all know the Petty cars were painted in the famous "Petty Blue" livery. To replicate this color using spray paint, use Tamiya TS-23 Light Blue. For those wishing to use bottle paint and an airbrush, Model Master makes a French Blue, which is close to the Petty color.

The Petty car was nearly all "Petty Blue", to include just about everything on the car – body and frame, interior, roll cage, even the motor. That's a lot of blue. While building the car with all that blue, is correct, I have often noted that color contrasts make a model really stand out. I believe that no more than 3 colors should be used on race cars, excluding the metal shades. The eye processes color quickly, and the less the eye has to deal with, the better.

Thus, I'd paint the 426 motor with Hemi Orange", and maybe get some grey going on upon the frame, and possibly the interior.

If you can find the Goldsmith kit, that car's predominantly red, but again... get some other colors going when building that kit.

Next the original Lindberg Petty kit has less than desirable decals, and the Model King/Lindberg Goldsmith kit's decals are poor as well. Not up to Cartograph standard.

By simply going to either Mike's Decals, or Southern Motorsports Hobbies at their respective Internet sites, you can get far better Cartograph quality decals to replicate other NASCAR and USAC 1964 Plymouths, to include the 2nd place 1964 "Daytona 500" finisher behind Petty – Jimmy Pardue's car, and decals for the great driver from Racine, Wisconsin – Norm Nelson. I built the Norm Nelson car, and it is now on display in Racine, Wisconsin's Museum. The sheet of Pardue decals includes markings for both the #54 white Burton-Robinson car, as well as the red #54 Ray Nichels built car. Tragically, Pardue died in the red car, while testing tires for Goodyear, late in 1964.

As usual, assembly starts with building up the 426 "Hemi" motor, which I'd paint "Hemi Orange", with black valve covers. To achieve a sort of wrinkle finish on the black valve covers, use Metalizer Non-buffing Gunmetal, it works great for a wrinkle finish.

The two halves of the motor block and transmission are attached, as well as adding the

oil pan, heads, and valve covers, which can easily be drilled out for plug wiring, using a pre-wired ignition/distributor from Model Empire. "Hemi" plug wires were usually blue on the race "Hemi". In block 2, we add the intake manifold, carb, coil, alternator, fan, pulley assembly, and distributor. Use various Metalizers on these parts for a more eye-catching motor. A resin 4-barrel carb will add more detail too.

In step 3, the racing exhaust headers are glued up. One must take care to place these headers correctly onto the engine, so that later on your exhaust dumps will mate well to these headers.

In block 4, the torsion bars, K-member, transmission cross member, and spindles are attached, along with the front stabilizer bar. Be sure to get the spindles on straight up and down, and equally level, so that your tire/wheel assembly will place the tires flat on your work table. In block 5, the completed engine is placed into the one-piece frame, and the exhaust dumps are added. The ends of the dumps can be drilled out for a better appearance.

In block 6, the Dana rear axle, and leaf springs are glued up. Note that there is a left and right rear spring, and be sure to get the springs on correctly, so that the rear end assembly will fit correctly onto the rear of the frame, and so your rear wheel/tire assembly sits flat on your work table. In block 7, the gas tank cover, drive shaft, shocks, and completed rear end assembly gets glued to the frame.

In block 8, the radiator wall, radiator, and upper hose are attached. It is critical in block 9 that the two inner fender well pieces get attached at the correct angle to the firewall, so that once the body is placed over the frame, the inner fender wells, will mate well with the inside of the body, leaving no gaps. So, go slowly, checking you alignment while the glue is still soft, so you can properly align things. The battery, air cleaner, which you can either glue to the motor or leave it off to show motor detail, is placed onto the engine, and the brake master cylinder is fitted to the firewall.

Block 10 concerns adding the seat, shoulder harness and lap belts, seat bolster, shift lever, and fire bottle. I'd use a better fire bottle from one of the modern Monogram or AMT stock car kits. The one given in the kit's too small.

We construct the roll cage in block 11, and in block 12, the dash, with gauge panel, and steering wheel are built. Slix stock car decal sheets, available at Model Empire, have gauge decals on them, which will add more detail to the instrument panel.

In block 13, the two door panels, completed dash, roll cage and foot pedals get attached. Be sure to use the non-upholstered sides of the door panels, and detail paint the window cranks etc.

In block 14, we deal with the windshield, rear window, and side windows.

We now deal with adding parts to the body in block 15. The headlight covers are placed into the grille. The front bumper, upper grille bar, and door handles get attached. However, I'd leave the door handles to the very last step after decals are applied, to insure they don't pop off while decaling, or handling the body to place it onto the completed chassis. The completed interior bucket, is also glued to the frame in this block.

In block 16, the hood and hood hinges are added. You can elect to leave the hood on or off for showing motor bay details.

In block 17, the rear window hold down straps are added, along with the rear panel, tail light covers, and rear bumper. However, I'd glue the rear panel to the body before painting the body, to assure even paint coverage.

Block 18 concerns building and adding the 4 wheels and tires. That leaves block 19, to finish this model, and decal placement.

There is a bag with all the clear parts in it, as well as rubber-like tires, and 6 trees of finely cast white parts, flash free. The frame is a separate piece, as is the one piece body, which is flash free, and has minimal mold seams which clean up well.

This kit can easily be built by a child, with adult help. You do not have to go looking for aftermarket parts, everything you need to build a correct 1960s era NASCAR racer comes in this kit.

The Petty 1964 "Hemi" Plymouth launched Richard Petty to begin an amazing career. The kit is a historic piece of NASCAR racing history, and for those wishing to build an easy Petty car, this is the best, and easiest kit to build. I rate the kit a perfect 10, and AMT has now included Cartograph decals. Whether you choose to build the Petty, Goldsmith, or Pardue and Norm Nelson car, you'll come away with many happy hours building this kit. Fit is spot-on thru-out the kit – very easy to assemble. So, grab this kit by all means. Lindberg, and Model King started with a great kit, and now that AMT has acquired the molds, you get an even better kit. Highly recommended. ED



2017

GTR Summer NNL

10th Annual Contest & Swap Meet

Hosted by: IPMS/GTR

Theme: 50 Years of Camaro and Firebird

Subtheme: Ford GT40

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 August 6th 2017 from 9:00AM 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.

We also we raffle off some nice prizes too!

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.

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/ Miscellaneous Curbside | All scales | All types |
| | 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: 50 Years of Camaro/Firebird | All scales, all types | |
| SubTheme: Chris Ducey Memorial Award | Ford GT40 All scales, all types | Best Ford Kit |
| Tim Leicht People's Choice Award | Any model in the contest | |

Contact: gtrchab@yahoo.com
[GTR Auto Modelers Group page on Facebook](#)





2017 GTR Event Calendar

May 20 HMCA 37th Annual Miniature Vehicle Collectors Swap Meet and Model Car Contest, Johnson County Fairgrounds, Franklin IN
Contact: dakotajohn@embarqmail.com

May 21 NNL North Contest & Swap
Knights of Columbus Hall, Bloomington MN
Bob Maderich 612-423-2985

May 20 IPMS Region 5 Regional
Hosted by IPMS/Lakes Region Scale Modelers
McHenry County College, Crystal Lake IL
Phil Pignataro 847-658-9920

May 28 Indianapolis 500
Indianapolis Motor speedway



June 9 22nd Annual Heartland Model Car Nationals hosted by KC Slammers
Overland Park Conv Center, Overland Pk KS
www.kcslammers.com.

June 16-17 ChilliCon4
IPMS Region 10 Convention hosted by IPMS/
Albuquerque Scale Modelers
Marriott Pyramid Hotel Albuquerque, NM
www.abqscalemodelers.com

June 17-18 24 Hours of LeMans, Lemans, FR

July 7-9 World Model Expo
Chicago Hilton, Chicago IL
www.we2017chicago.com

JUL 26-29 2017 IPMS/USA Nationals
Omaha, NE
www.ipmsusa.org

July 25 Koehler GrandPrix IndyCar
Road America, Elkhart Lake WI

July 23 Brickyard 400 NASCAR
Indianapolis Motor speedway

August 3-6 Weathertec Sportscar IMSA
Road America, Elkhart Lake WI

August 6 GTR Summer NNL 10

**Theme: 50 Years of
Camaro and Firebird**

Subtheme: Ford GT40

Algonquin Township Building
Crystal Lake IL

Sep 27 68th Illinois Plastic Kit and Toy Show
DuPage County Fairgrounds, Wheaton IL
Past Time Hobbies 630-969-1847

October 7 NNL Nationals #38 Sylvania OH
Sylvania Expo Center at Tam-O-Shanter,
Contact Glenn Marek at opsglenn@aol.

October 14 Glue Crew 2017
Wausau, WI
Contact Joseph Drew at jdrew09@charter.net

Oct 14 Grand SLAM NNL #2 and Swap
Johnstown Community Center Johnstown, WI
Info: 414-257-3325 kayseea@msn.com

Oct 15 Countryside Collectors Classic Toy Show
Park Place of Countryside, Countryside, IL
Jim Welytok (262) 246-7171 unievents@aol.com
www.uniqueeventsshows.com

Oct 22 US Grand Prix
Circuit of the Americas, Austin TX USA

Nov 5 Scale Auto, Hobby & Toy Swap Meet,
Serb Hall, Milwaukee WI
Jim Welytok (262) 246-7171 unievents@aol.com
www.uniqueeventsshows.com

Nov 11 WAMC17 Winnebago Area Model Classic
2017 Model Show, Contest and Swap
Hilton Garden Inn Oshkosh, WI
www.wamclassic.wix.com/wamc
Email: WAMClassic@gmail.com

Dec 3 Tinley Park Toy Show
Tinley Park HS, Tinley Park IL
Jim Welytok (262) 246-7171 unievents@aol.com
www.uniqueeventsshows.com

