



GTR Newsletter May 2021

President's Message:

This past month at the GTR meeting there were only three of us attending. Hopefully more of our members can attend this month. Also this month I got to attend my first model show since last August and it was the Roscoe Turner IPMS Show. It was at a new location in Lebanon, IN which I thought was much better than the old location, much brighter and more space in both the vendor room and the contest room. I was really glad to see almost everyone with their mask on which made it safer all around. They had over 900 entries in the model contest with some really good stuff. To me this show has always been one of the best every year.

We get the *Chicago Tribune* newspaper and I have been noticing the number of articles devoted to electric cars. I didn't realize how strongly the car companies are gearing up to change over to electric cars in the future. A number of companies will be all electric by the end of this decade. General Motors plans to offer 30 new EVs by 2025. The Mustang is schedule to become all electric by 2028, that's just six years from now. They had a story on the new truck factory, Rivian Motors, down in Normal, IL. This startup company already has a contract to build 100,000 trucks for Amazon. They have orders rolling in for both pickups and SUVs.

So my question is, are the car companies putting the cart before the horse? When will the country be ready for this many EVs. By the end of the decade if we have this many EVs on the road, won't we need charging stations as common as gas stations? They also need to be fast charging systems too, just like gas stations. After reading these articles I'm just so surprised the car companies are moving this fast. In years past I always heard that it takes five years to develop an all-new car. I don't know if that still holds true or not, but it must if they have this kind of timetable.

I don't know about you, but I'm not ready for an electric car. Having to remember to charge it every night, couldn't keep up with that. I do believe there is climate change going on and we need to do our part. Here is food for thought, how many jobs in the country are connected in one way or the other with the internal combustion engine? If you think about it, it is an amazing number.



Hasegawa Toyota 88c by Gary Dobson

In This Issue:

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- **Resin Citroen SM Kit Review**
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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 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)



GTR News

GTR Update

There will be a May meeting. The Algonquin Township Building is open again, so see you Saturday, May 1 at 7:00 PM

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.

April GTR Meeting

Our April meeting was held at the Algonquin Township meeting facility, Saturday April 3. Here are the models on display.



Doug had an old Monogram dirt track racer with wired motor and lots of braided wiring as well.



Doug also brought in a Tamiya Repsol bike painted in a retro "60's" paint scheme



Ed showed off his Shell Porsche 962 in 1/43 using a Spark kit and a Great Garages kit from Estes



Ed brought in an F1 diorama in 1/43 scale with a resin diorama kit.



Dave Green had a wicked cool '66 suburban with custom wheels and a Foosse cady motor. Pictures do not do it justice



The only new kit this month from Dave is the Revel VW Bus camper. Loads of parts and a rare Level 5 rating



Doug showed off an anime racing car. An Asurada GSX made by Aoshima. Really unique car and well-engineered



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

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"**

2022 IPMS/USA Nationals Omaha, NE

2023 IPMS/USA Nationals San Marcos, TX



MAILBAG

by Chuck Herrmann

Industry News

Dieselkits

Recently I have been interested in building fantasy style vehicles, like Mad Max/Road Warrior or Steampunk. While reading some club newsletters online I came across a relatively new company, since 2019, putting out this genre of kits, called Dieselkits. These are from Germany, and they are 3D printed. So no molds are needed, but they are not cheap.

Subjects include several vehicles and figures in 1/16, 1/24 and 1/35 scales.



These have a small parts count, 30 to 40 per kit for the vehicles. So they are curbsides.



Some include figures, and figures are also available separately. Prices on the web vary from 70 to 150 Euros. Figures are 15 to 20 Euros. The quality is hard to tell from the online photos, and the descriptions indicate that they are more for experienced modelers. These look pretty neat, I will be on the lookout for some. And the box art can be used for inspiration to kitbash similar designs.

Besides the subjects these kits are an indication of one future path for scale modeling. They are resin plastic. The models will be delivered with already removed support structures, another 3D printing characteristic. And the comments online note:

Please note, that a 3D printed model can show some kind of "steps" on the model. This is a

result of the thousands layers used during the printing process. The visible steps will be nearly disappear after you have primed the model with several fine layers by using a primer, if possible with microfiller! For the assembling and if you want to add parts to the model use superglue only. If you need to fill some gaps you can use any filler/putty from modeling brands!

Most thoughts on 3D printing's impact on the hobby usually concern printing out stuff at home. This shows how kits can be offered without developing expensive tooling, and may be a way to get subjects that would not be popular enough to justify the investment for injection mold tooling. But the cost is above what we are used to paying.



Transkit for the Tamiya Mustang GT4



2019 Supercars Ford Mustang Conversion kit for 1/24 Tamiya Mustang GT4 kits Classic Racing Resins \$65.00

This resin kit converts the 1/24 Tamiya Ford Mustang GT4 kit in an approximate replica of the 2019 Australian Supercars Ford Mustang. This kit comes with a reconfigured nose, hood, rear wing assembly and also has other detail parts unique to the Austrian Supercars series with a right-hand drive dash and seat mounting assembly.

Decals available separately from Indycals.

MENG Ford GT MkII in 1/24



After the recent 1/12 scale Ford GT, Meng has announced a new kit of the Ford GT MkII.



Release date TBD



Decals for the first three finishing cars.

Atlantis



"Test builds of the 57 Caddy, Green Elephant Funny Car and the Tom Daniel Unreal Roller!"

Salvino JR

Next release from Slavino is the Junior Johnson Racing Darrell Waltrip 1981 Monte Carlo one race only livery from Riverside California



Shipping in April

AMT



July release date 1964 Oldsmobile

Revell



Revell's display at the recent IPMS/Roscoe Turner event, with our own Ed Sexton.



I assume this one is a reissue of the Fujimi kit.





Media

As I was unpacking my vinyl LP collection recently I came across this LP album. It is a vinyl 33 1/3 record on vinyl. This is a spoken oral history of the Indy 500 race, narrated by legendary race and radio announcer Sid Collins. It covers the history of the race from 1911 through 1974. There is a brief description of most races, with some live recordings. Something interesting to get in the mood for the Indy 500 later this month.



Tamiya 1/12 Brabham

From www.Tamiyaus.com



Coming soon! The 12042 Martini Brabham BT44B is a re-release of our legendary 1/12 scale kit from 1975. This kit includes a highly-detailed V8 engine, moveable front and rear suspension systems and a sheet of photo-etched parts. It even allows the removal of the front fairing, cockpit fairing and induction box to show off the details underneath!

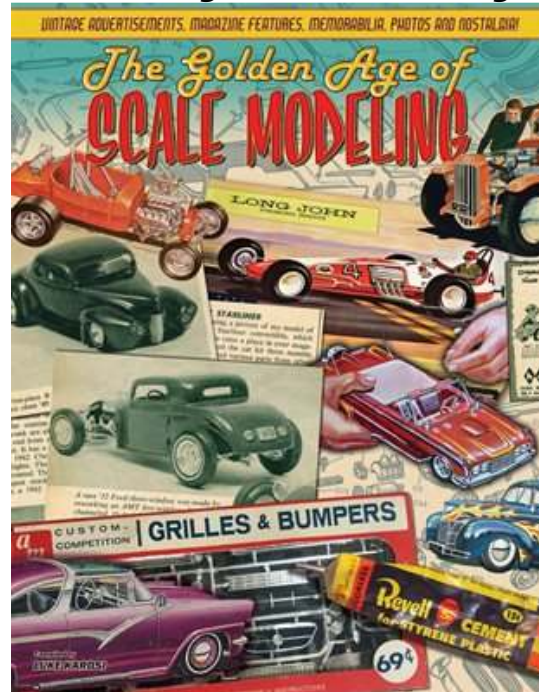
High-quality Cartograf decals are also included to depict Martini and Goodyear logos.

12042 Tamiya Martini Brabham BT44B Model Kit



Keep Safe, build more model cars!

The Golden Age of Scale Modeling



This book, released in December 2020, is a collection of vintage advertisements, magazine articles, memorabilia, photos and nostalgia. If you grew up in the '50s, '60s or '70s and built scale automobile models, then this soft cover book will be a blast from the past.

It is available at magcloud.com. \$15 plus shipping.

Virtual GTR Show & Tell

With meetings being cancelled or lightly attended we will use this space to show models at the meeting, show 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:
Roy Sorensen CA



"Here's one I built in the pages of *FineScale Modeler* magazine back in the April 2000 issue. I just recently picked up the reissued version so I can build a second one, just like this one. Willlll, I'm twenty years older, it might come out a little better this time!"



Gerry Paquette WA



"Update on the Tamiya 1999 Ford Focus WRC build. More work on the interior. Carbon fiber templates from Scale Motorsport (SMS) and the kit decals have been used. I also have used PE parts from SMS. The real car has two lines running from the unit between the seats. I added these by bending fine wire, sizing them, and gluing in place. For the dashboard, I applied the templates and the kit decals. Then I added labels from the Spot Model sheet.



"I was debating how to replicate the dash dymo labels on the real car and found this decal sheet as I was ordering replacement tire markings (the Tamiya ones did not stick). So, the dashboard represents 16 decals plus fine brush painting. Need to do a little touchup on that and then onward."

Ron Spannraft AZ



"Work on the Eddie Cheever 1998 Indy 500 winner conversion (1/18) continues. Although there are several inaccuracies with the conversion, it will fill a hole in my collection. All that remains is modifying the engine cover."



Gary Dobson IL



“Finished. Hasegawa Toyota 88C AAR IMSA”



Chuck Herrmann NM



This is a MotorMax diecast 1/24 VW Dual Cab Pickup. A curbside. Ride was lowered, some interior upgrades, added exhausts and taillights.



Body had the molded in turn signals and taillights removed, the toylike mirrors also removed and filled in. Painted in a rat rod/rust bucket style.



“AMT’s new 1963 Chevy II Nova Wagon. Paint is Krylon Shortcuts Cactus Green. Chrome is Molotow pens. Kit had no engine so I added a V8 from the parts box, with International valve covers, and added wires. No battery or radiator in the kit so I added some from the parts box. Interior has added seat and bed covers (magazine photos with white glue), also custom steering wheel and floor shifter added. Mag wheels and tires also from the parts box, larger than the kit versions.”



Earl Spiegelberg IL



"Hot off the workbench: I named this one "BONES" as I started with an IMEX 1200 Sportster kit. I chopped her down to the "bare bone"s and made a little bar hopper out of her' Added three degrees of rake, and turned it into a hardtail, Fashioned an oil tank and some fishtail pipes along with the tail-light and plate mount and a sprung solo seat. Finished off with 6 coats of Transparent Red over Inca Gold and topped off with four coats of clear."



Craig Meador WA



"My latest completion. The '67 Dodge that never was."

Ford Cobras

By Dave Roeder MO



Here are photos of my Ford Cobra collection. All of these have fender flares I made from eyebrows cut from .080" styrene sheet. They are filed and filled to blend in with the body as seen in photos of the real thing I found on the Internet. All of these ran in SCCA B/Production and were the cars to beat in that class during the mid 1960's.



Our own local driver (St. Louis) was Mack Yates and I duplicated his Cobra #7. The others are phantom liveries.

Ghost Rider Corvette



By Robert Bernahl IN

And DONE!!! I'm still debating if I am going to use the "Corvette" windshield banner and "Chevy bow tie" for the back window. But I finished the MPC GhostRider Corvette. This was a bit of a challenge for a 1984 (re released in 1988) model kit.



The pros: multi piece body kit (Eklar Daytona kit in real life) removable T-tops, front wheels that steer, GREAT detail in some areas (kit has separate sun visors and a CB radio). The cons: car has an insanely high ride height, kit is advertised as having "cross fire injection" yet the kit supplied engine is just a 4 barrel carburetor, POOR detail in other areas (the glass doesn't fit at all like the real car) had to extensively modify the kit to get it to fit "close enough."

What I did was lower the car so the arch of the wheel wells would perfectly align with the tires, however in order to do that the steerable wheels had to fixed into place. I wanted the body kit to be completely seamless (no lines showing whatsoever) so countless amounts of body filler and sanding and primer had to be done.



Here you can see this is a 1993-1997 LT-1 engine. With A/C & power steering.

I thought the kit supplied engine was lame so I kit bashed the engine and transmission from my parts stash (Chevy LT1 w/700R4 trans.) I added some more body cladding underneath car to make

it look more "complete" and made the exhaust exit out where the license plate would be. The whole car is murdered out with the exception of whatever chrome I left chrome. I originally painted it gloss black, but after a debate on Facebook I changed it to a shimmering black pearl and I'm glad I did.



I remember on these vintage "Custom 70's Era Corvettes" they also had the headlight buckets that eliminate the pop-up feature and as a kid I liked those so I fabricated my own on this kit. I'm happy with how it came out and it looks far better than the one I did when I was 10 years old.



Interior has been flocked, and chromed for the instrument clusters. Giant T handle for the transmission.



The gigantic tail pipes existing where a license plate should be.

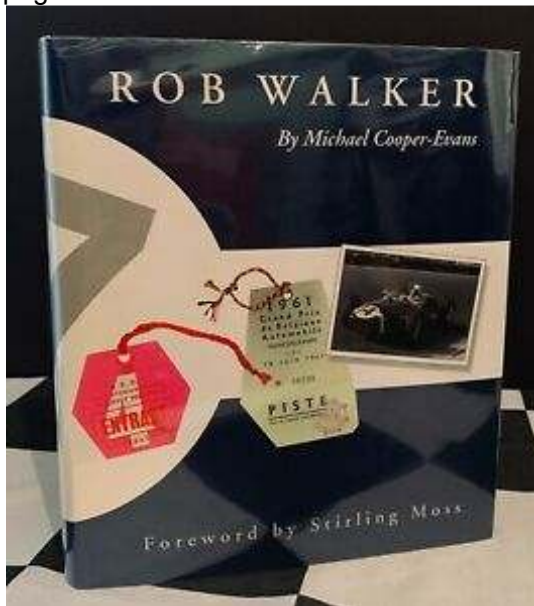


Book Reviews

By Ed Sexton

Rob Walker

by Michael Cooper-Evans HC 1993 268 pages



During the 1950s and into the 1960s, it used to be possible for a private individual to enter and compete in Formula One. This book recounts the story of the most successful of these private entries. He not only entered races, he won World Championship Grand Prix races an amazing nine times. His list of drivers was a whose who of the very best, Sterling Moss, Graham Hill, Jochen Rindt, Jack Brabham to name a few.

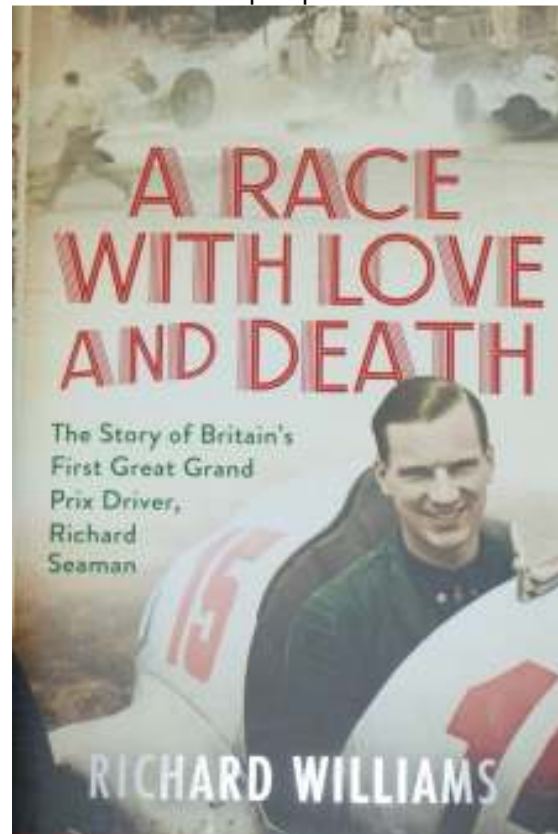
The book tells the life story of Robert Walker and his racing experiences. While not a first-person book, the author does a marvelous job of seamlessly integrating Rob's quotes into the narrative. The book flows from one story to the next incorporating Rob Walker's insights along the way. While he did have money of his own, he was successful at getting additional support. The British race car industry being what it was he was also able to purchase competitive cars to go up against the factory teams. But then in the late 1960s you had the influx of big corporate sponsors that changed everything.

In the beginning, Rob Walker started by driving race cars with some promising results. But when he got married, he made the promise he would never drive them again. This started his life as a car owner.

He was able to establish strong relationships with race car developers such as Cooper and Lotus. They appreciated being able to work with an independent who could hire great drivers and get great results. It worked for both of them.

If you can find a copy (it was published in 1993) grab it and enjoy. Rob Walker really was something. On his passport he listed his occupation as "gentleman".

The next three books cover the same era of European racing in the 1930's, but from three different perspectives.

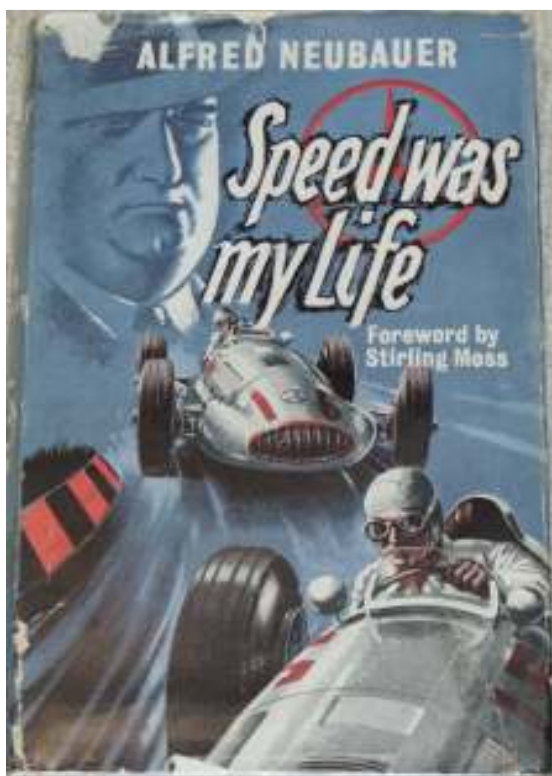


A Race with Love and Death

by Richard Seaman HC 2020 369 pages

First you have the famous English racing driver Dick Seaman, then his Mercedes team manager Alfred Neubauer and finally the journalist who reported on all the action, John Dugdale. I started my reading of these books with the one on the tragic life and death of Richard Seaman. While still in school he decided what he really wanted to be was a race car driver. Dick was born to a very wealthy English family who were not too pleased with his decision. But his mind was made up and that was what he was going to do. A great deal of the book centers on

Dick's relationship with his Mother. This involved how he gained her financial support. Then by completely reworking an eight-year-old car, Dick Seaman became a rising star in the popular Voiturette class (up to 1.5 liters). He did so by winning most of the races in 1937. His abilities did not go unnoticed and was given a test drive on the Mercedes team. He was made the forth driver of the 1938 Mercedes Team and was able to compete in a number of races. Then in 1939 came his greatest triumph by winning the prestigious German Grand Prix at the 17 mile long Nurburgring circuit. As an English driver on this German national team and with war on the horizon, his victory was very controversial. Tragically he would die soon after this at a race in Belgium.



Speed was My Life
by Alfred Neubauer HC 1960 203 pages

The second book, written by Seaman's famous team manager Alfred Neubauer, is a translated version of the original German text version. I'm told it is not the entire text and also somewhat watered down. Neubauer is credited with inventing the team manager position that has become so important in auto racing. You get some feel for this in the book and how acquired the position at Mercedes. But he really doesn't get into the experiences of working under

the Nazi regime. Then after making it through the war years, he just gives you the events as they happened. He doesn't provide any real insights into the ways and wherefores. It made the book kind of disappointing that way.



Great Motorsports of the Thirties by John Dugdale HC 1977 248 pages

In the third book we have the life and times of a racing journalist in the thirties. He was only 18 when he was given a writing position at the magazine *Autocar* to cover auto racing. The book goes into all the different types of racing in England and Europe during the late twenties and thirties. He was a real enthusiast and would attend races even when he was not "on assignment". Dugdale was also very good friends with Seaman and would socialize with him on many occasions. After reading the first 2 books this one was fun because it was written by someone on the outside looking in. As a young writer he shows his enthusiasm and his youth with his experiences traveling in both England and Europe. Very interesting insights into what it was like traveling and going to races in the thirties. I think I enjoyed this book most of all. Funny, I didn't even buy it, it was given to me by a friend.

Citroen SM Resin Kit Review



Subject: Citroen SM 1/24

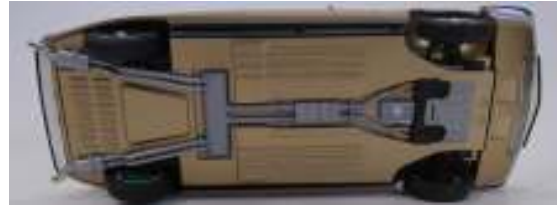
MFG: Ukrainian Scale Cars Production 1/24

Review by David Allin OK

It would appear that the Ukraine is becoming a center for production of model cars. This kit is from a new company called Ukrainian Scale Cars Production, and it is undoubtedly the best resin kit I have ever built. Of course, you get what you pay for. The kit cost my California customer \$200 (with taxes and shipping), but the quality of the kit makes that seem fairly reasonable. The kit is made from a very dense but pliable grey resin that in some respects resembles the grey plastic of old AMT kits. I only found two very tiny pinholes, and both were in locations that could not be seen on the completed model. In addition to the grey resin parts, there are clear resin lenses for the lights, vacu-formed windows, authentically molded Michelin XWX rubber tires, and a sheet of photo-etched parts. Altogether there are over eighty parts, carefully packed in separate bags. Like most resin kits, it is a curbside, but the details on the car are simply outstanding.

The kit comes with a color booklet of instructions in good English, with clear assembly drawings and call-outs for paint colors. All the parts are manufactured to extremely close tolerances and exactly replicate the real car in every detail, as confirmed by a friend who owns a real one. You have the same options in building the car as you would in buying a new one. You have your choice of steel wheels with hubcap and trim ring or five-spoke mag-style wheels. You can build it as a stick shift or an automatic, with power windows or roll-up, and with a radio-cassette or a radio-delete

panel. As you may know, the real SM has a hydro-pneumatic suspension that raises and lowers the car as desired, and the model suspension can be set at either medium or raised position. The PE sheet comes with a variety of European license plates, but the model cannot be built as the American version, which had uncovered headlights, a different tail panel, and side marker lights.



The wheels and bumpers are not chrome plated; I covered the wheels with Bare Metal Foil and painted the black and aluminum sections, while the bumpers were painted with Tamiya gloss black rattle-can paint and then Spaz-Stix chrome. The suspension was tricky to assemble, and the holes for the rear trailing arms had to be drilled out, but otherwise the chassis was a simple assembly. The wheels must be glued on, so they will not roll, and you won't be able to push it across the floor while saying "Vroom, vroom."



The interior is simply a masterpiece. The seats and door panels were air-brushed with Model Master Leather enamel, an almost exact match for the real cars. The PE parts exactly replicate the dash and console, and if you choose the automatic version, the PRNDL letters are legible on the shifter plate. Although it is virtually invisible on the completed model, there is even a separate lever by the driver's seat for raising and lowering the suspension. The heater vents on the console, the rear ash trays, and the speaker grilles are all separate PE parts. The legible instruments are printed on shiny paper and are covered by a resin piece for the black rims; over that goes a PE piece.



The most difficult part of the assembly was the windows. While they are fairly thick vacu-form with no bubbles, figuring where to cut them out is problematic. And they must be cut to exactly the right size for them to snap into the shallow grooves for the windshield and backlight. Plan to spend a lot of time trimming and testing until they are just the right size. I did not get the bottom edge of the windshield right, which led to problems fitting over the dashboard. And with all the body parts, do a lot of test-fitting. The parts fit together tightly to start with, and the addition of paint will interfere with the fit, so I suggest you make the parts fit a little looser before you paint.



I washed all the resin parts with Dawn, but I encountered no problems with leftover mold release. I used Tamiya primer, and rattle-can Duplicolor automotive paint for the body. The body drops down over the chassis/interior with pegs at the rear and a screw to hold it on at the front. There is a separate oil pan that covers the screw head. The outside mirrors come with a thin resin post that glues to shallow holes on the doors. Since I would be shipping the model, I replaced the resin pins with metal pins after drilling small holes in the mirrors and doors. For the large taillight panel, I first applied BMF to the outside, using the engravings on the lens, and then painted the inside with dark red, amber, and white, using the BMF as a guide.



Although it was sometimes difficult, the model goes together very nicely and looks outstanding. The manufacturer went to great lengths to get all the shapes and details right, producing the best model of a Citroën SM you will probably ever see. I found it very interesting, but I have two friends that own real SMs, and most people have never even heard of them. I just hope that the company introduces other models of this quality and chooses subjects a little less obscure, so that they can sell more kits. Maybe a Bugatti Chiron, or a Cobra Daytona coupe?

The Real Thing





GTR Event Calendar

With all the continuing disruption and uncertainty caused by the Corona virus crisis, all dates are of course tentative. With the latest virus results some 2021 shows are being cancelled or delayed.

Please check directly with the event hosts as events are being rescheduled or canceled daily. I will update as I am informed of changes, also I will share the notices on the GTR Facebook page.

April-May Virtual Desert Sale Classic, Phoenix AZ – now virtual – enter by May 31.
www.dscv17.com.



Mar 14 *Postponed new date TBD* 30th Annual Cedarville Model Car Contest and Swap Meet
Jane Adams Community Center, Cedarville, IL
Facebook page: Cedarville Toy Show and Model

May 15 IPMS/Mad City Modelers 25th Show
Alliant Energy Center. Madison WI
Jim Coatney 608-551678
jimcoatney@yahoo.com

May 21-23 HMCA 41st Annual Model Car Contest and Swap Meet
Hoosier Model Car Association
Johnson County Fairground Franklin, IN
Show Theme: "The Cars of 1941" Contact
Information: Swap Meet: Mike O'Leary, 317-851-8513, mike51oleary@gmail.com Contest: John White, 765-571-1474, jwdakotajohn@aol.com Car Contest

May 23 NNL North



June 12-13 Heartland Nationals Contest and Swap Meet. Hosted by the KC Slammers Model Car Club. www.kcslammers.com, Overland Park Conv. Center, Overland Park, KS. Contact Bill Barker, wlb19@yahoo.com, special theme: "American Graffiti."

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.

OUT OF THE BOX **NIMCON 9**
RG Regional

keep it simple & think inside the box

McHenry County College
8900 US Highway 14
Crystal Lake, Illinois

VENDOR AREA GIGANTIC RAFFLE
News, Forms, and Info
Follow us on Facebook

Saturday **9/18/20**
9:00 AM to 5:00 PM

WIN Gold Silver Bronze
Great Mystery BEST OF AWARDS

IPMS Lakes Region Scale Modelers

General admission is \$3; Children up to 12, Active Duty Military and First Responders FREE with valid ID. Contest Registration: \$12 for admission & 3 models; additional models are \$1 each.

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

1st Great Lakes Challenge
Model Contest

Presented by IPMS West Michigan and West Michigan Aviation Academy

When: Saturday, October 2, 2021
9:00 AM to 5:00 PM (EDT)

Where: West Michigan Aviation Academy
5363 44th St. S.W.
Grand Rapids, MI 49512

55 Contest Categories including Out of the Box & Basic Building,
5 Special Awards-Theme Award: Great Lakes Subject.

47 Vendor Tables selling model kits and modeling supplies.
Building and modeling info seminars.
Raffle Prizes all day long.
Model Kits & Tools for new and junior modelers.

This is new larger venue: The West Michigan Aviation Academy
located at the Gerald R. Ford International Airport

For information on the Contest, Vendor Tables, Sponsoring
Possibilities, and Volunteering Contact: IPMS West Michigan
Contest Chairperson – Gordon Enring
enring11@aol.com
or
Find us on Facebook at [facebook.com/WMI.LoveScaleModeling](https://www.facebook.com/WMI.LoveScaleModeling)

October 9 Grand Slam NNL 5

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>

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

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

Great Salt Lake Final Event has been Postponed One Year to 2023

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.

