



# The Plastic Whittler



## Our Next Meeting:

Our next meeting will be on **Monday, September 16th, 6:00 pm “ish,” (some folks may drag in a little later)** at the Downtown location of the Chattanooga Public Library. [1001 Broad Street Chattanooga, TN 37402 ] We’ll go to dinner afterwards as per our practice!

At our next meeting we’ll continue and hopefully finalize our discussion on the format for ModelCon 2020. We need to come to a conclusion and start spreading the word and promoting the show. Everyone wants the show to be successful but for this year perhaps something a little less labor intensive.

## 2019 IPMS/USA National Convention – It’s Over!

Well folks we did it! Mike Moore has the following posted on the convention website and they are worth repeating here:

In all seriousness, it is all over. Thanks to everyone who attended, competed, vended, spoke, and displayed models! We wouldn’t and couldn’t have done it without all of you!

I know that following these shindigs there are always a few standard questions.

One is how big was it? In our case, 961

| UPCOMING EVENTS                    | DATE                    |
|------------------------------------|-------------------------|
| <b>Next Meeting</b>                | <b>9/16/2019</b>        |
| <b>DC-3 at Cleveland, TN</b>       | <b>9/20-22/2019</b>     |
| <b>Thunder over Georgia</b>        | <b>9/28&amp;29/2019</b> |
| <b>Piedmont Scale Modelers</b>     | <b>9/14/2019</b>        |
| <b>Southern Nationals Car Show</b> | <b>11/02/2019</b>       |

The Monthly Newsletter of:  
 IPMS/AMPS/Chattanooga Scale Modelers Association  
 Lynn Petty - Chapter Contact  
 hlpetty1@gmail.com

<http://www.chattanoogascalemodelers.com>  
 Ben Gibby —Webmaster

<http://www.ipmsnationals.com/>  
 2019 Nats Website:

registrations (as near as I can tell, 3rd biggest ever). 450 vendor tables (most ever) and roughly 5000 models on display (again, most ever). While breaking records wasn’t the goal going into this, it was kinda fun.

It was also rewarding being able to give back to so many folks who’ve given so much to us, and me in particular. Thanks to all who came for trusting us to do our jobs, I hope we didn’t let you down.

Bob Colbert called and pointed me towards this Webpage done by the Engar Brothers.

<https://www.dembrudders.com/2019-ipmsusa-nationals-report.html>

Very nice write up there and the promise of a different write up in the Journal Issue.

See also page 3 for a couple of things from the Nats.

**Fred Horky sends an article about Chris’s Cadillac model** - See page 4 .

**Teddy Ladd** - Teddy Ladd sent a nice note about the Nats.— See page 2

**LST –325 made a visit to Chattanooga.** LST stands for Landing Ship Tank but the swabbies said it stood for Large Stationary TARGET! - See Page 13

Photos from our last meeting See page 15.

Emanuel's Roving Lens See page 14.

**Show Flyers and the like in the rest of this Issue.**



### **Nice E-mail from Teddy Ladd:**

It was just today that I opened the decals included in my convention bag. What a great surprise! Had no idea what you guys had come up with. Fantastic idea! I have a number of projects on the bench right now—one is a kit I bought at the convention—but I am looking at perhaps the F-104A or the B-24D in 1/72. That would give me two model builds directly associated with the convention.

In addition, I wanted you to know that all the hard work that went into bringing the IPMS to Chattanooga this year was a really special event for me. I could never travel to one. The convention was more or less a bucket list item for me as a modeler. Having my models at the show was....very important to me Lynn.

My health has been steadily declining the last few years. I could get better? Not sure. My GF has been instructed to donate any unbuilt kits and all of my scale modeling tools, materials to you and the club when I pass away.

Best wishes to you and the gang.

Ted Ladd

You may share this email if you wish.

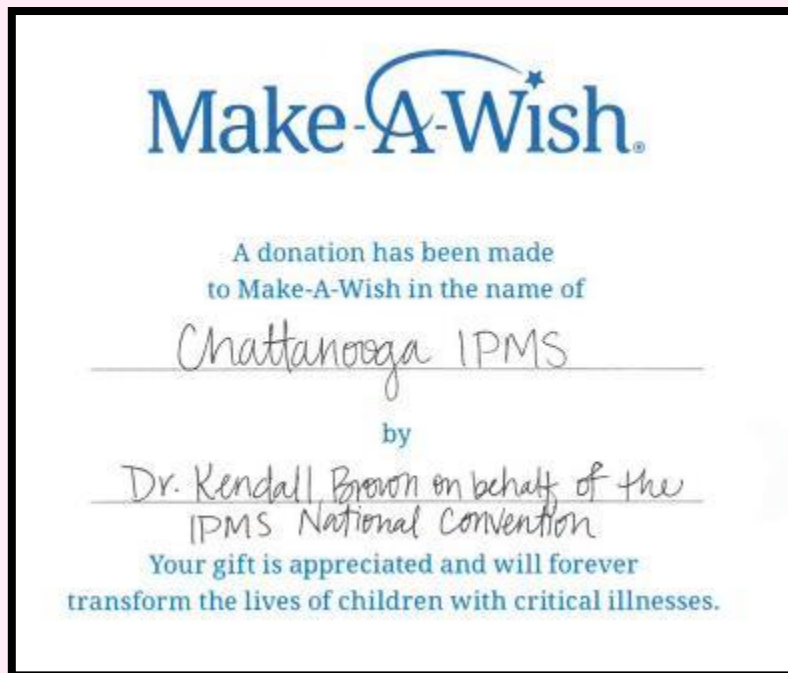
Ted

# Things you may have missed during the National Convention



Emanuel snapped this photo of the Veterans group from Murfreesboro when they attend the 2019 IPMS/USA National Convention. These guys are always welcomed!

And also.....



Dr. Kendall Brown, past Board Chair and current Board member of Make-A-Wish North Texas sponsored the Make-A-Wish Merlin Award. This special award was to celebrate the modeler's ability to magically transform an otherwise ordinary kit into something extraordinary. The winner will had \$1000 check presented to the local Make-A-Wish chapter in both the winner's and the IPMS host chapter's name.

## A Nostalgia Trip about a Model...

...and a really **B\*I\*G** Cadillac convertible of yesteryear.

In Lynn Petty's last issue of this newsletter (pre-convention, June), I found myself fascinated by the model pictured below. It was a miniature of the classic 1959 Cadillac Biarritz convertible, seen in the "Show 'n Tell" section. No information, including builder names, was included on any of the models; but by email Lynn put me in touch with Chattanooga member Chris Lowrance, builder of the big Caddy.



The model had stirred old memories from mid-1958, when the gearhead public was either applauding the sheer audacity of excess that Cadillac had announced with their 1959 lineup, or were shaking their head in disgust. Personally, I had little interest in any Cadillac: when it appeared I was in the Air Force and in a training pipeline at Lowry AFB in Denver which the next year saw me deployed to Germany. There was little reason for me to have interest in Cadillacs .....especially the top-of-the-line El Dorado and Biarritz ....because they were WAY out of my price range as a lowly lieutenant! (More on prices later.)

But when encountered, they were still wonders to marvel about!

What Chris had modeled is the one car in long line of Cadillacs that probably best fits the American penchant for



automotive "conspicuous consumption". (The term is defined as the "...*spending of money on and the acquiring of luxury goods and services to publicly display economic power—of the income or of the accumulated wealth of the buyer*".)

Can you name anything that shouts "conspicuous consumption" louder than the huge fins on the Cadillac seen to the left? They're at the rear end of an arrest-me-red, 1959 Caddy Biarritz convertible that was some two hundred and twenty-five inches long ...nearly nineteen FEET! And it weighed over two and a half TONS!

One of today's expressive terms that might be used is to rename the big Caddy as the "King of Bling"! (Bling definition: "... denoting expensive, ostentatious clothing or jewelry, or the style or materialistic attitudes associated with them: a 'bling lifestyle of diamond rings and flashy cars' ")

Those big Caddy near-twins ....the Eldorado (“hard top”) and Biarritz (convertible).....were truly awesome vehicles! So awesome, in fact, that it’s often mentioned that the full effect had to be experienced in person, or “in-the-chrome”, so to speak. Really, you had to BE there THEN to get the full flavor. Photographs just can’t capture their physical presence!



But first, let’s back up a bit: eleven years, in fact. The ORIGINAL Cadillac tail fins were, by comparison, rather petite!



While modest compared to what came later, they did make a big splash when first appearing on the 1948 model Caddy, above. (Like most car brands, the ‘48 was the first true postwar Cadillac: ‘46 and ‘47 models had nearly all been warmed-over prewar designs.) This writer, fourteen years old when the ‘48 appeared, well remembers the stir the “Cadillac tail fins” created.

*(Side Comment: It should be remembered that 1948 was not long after a World War had ended, when NO new cars at all had been available for “the duration” of that war. EVERY new car announcement was still exciting! In fact, for some a Saturday night’s entertainment might still be staring at the cars inside of a closed-for-the-evening car dealership, with noses pressed against the glass. Or even, when that newfangled thingie called “TV” could not yet be afforded, standing on the sidewalk outside the furniture or appliance store, watching Uncle Miltie through the store window. Younger readers may not believe that, but (again) you had to be there, then, to get the full effect.)*

About the origin of those fins: long-time General Motors Vice President for Design”, Harley Earl, is often credited with having found the inspiration for fins on cars, in the twin tails of Lockheed’s P-38. (Earl is also credited with the Chevrolet Corvette, among other achievements.)

However, that’s not QUITE how tail fins happened. As with many innovations; the “guy at the top” is credited with the successful idea that had bubbled up from somebody lower in the food chain! To quote from the internet: *“General Motors design chief Harley Earl is often credited for the automobile tailfin, introducing small fins on the 1948 Cadillac, but according to many sources the actual inventor/designer of the tailfin for the 1948 Cadillac was Franklin Quick Hershey, who when the 1948 Cadillac was being designed was chief of the GM Special Car Design Studio. It was Hershey who, after seeing an early production model of a P-38 at*



*then-Selfridge Field near Detroit, thought the twin rudders of the airplane would make a sleek design addition to the rear of future modern automobiles.”*

See [https://en.wikipedia.org/wiki/Car\\_tailfin](https://en.wikipedia.org/wiki/Car_tailfin)

However, the moguls of General Motors weren't the only corporate "suits" that seemed to have decided that if small tail fins could inspire car sales, then BIGGER fins would inspire MORE sales! GM started but was not entirely responsible for the excesses of the "tail fin revolution". MOPAR (Chrysler, Desoto, Dodge, and Plymouth) is generally credited (or blamed) for stoking the *Tail Fin Wars* of the late 1950's to the boiling point. Their big fin push being had begun with their 1957 models.

***Now, another of my only-marginally-related side comments:***

*Your scribe even owned one of those Mopars! A monstrous fin of that 1957 Plymouth is seen here (with "my buddy George", at right) at the aforementioned Lowry AFB. We were at Lowry for the Air Force's TM-76A Mace missile technical school.*

*As often happens, this old picture inspired a "surf": this one to learn what happened to now-closed Lowry AFB's huge, 1930's era, multi-story brick barracks, seen behind George and Bob. The current "screen shot" aerial satellite view of the building, below, is from Google Maps.*

*It shows that the big barracks not only survived, but identified it today as something called "Grand Lowry Loft Apartments"! (Click here .... <https://www.grandlowrylofts.com/>)*

*From Lowry, "my buddy George" and I were transferred to Orlando AFB, Florida for Mace launch crew training. In the picture below I'm seen with the Plymouth next to the smaller of OAFB's two lakes. It was the summer of 1959, just be-*

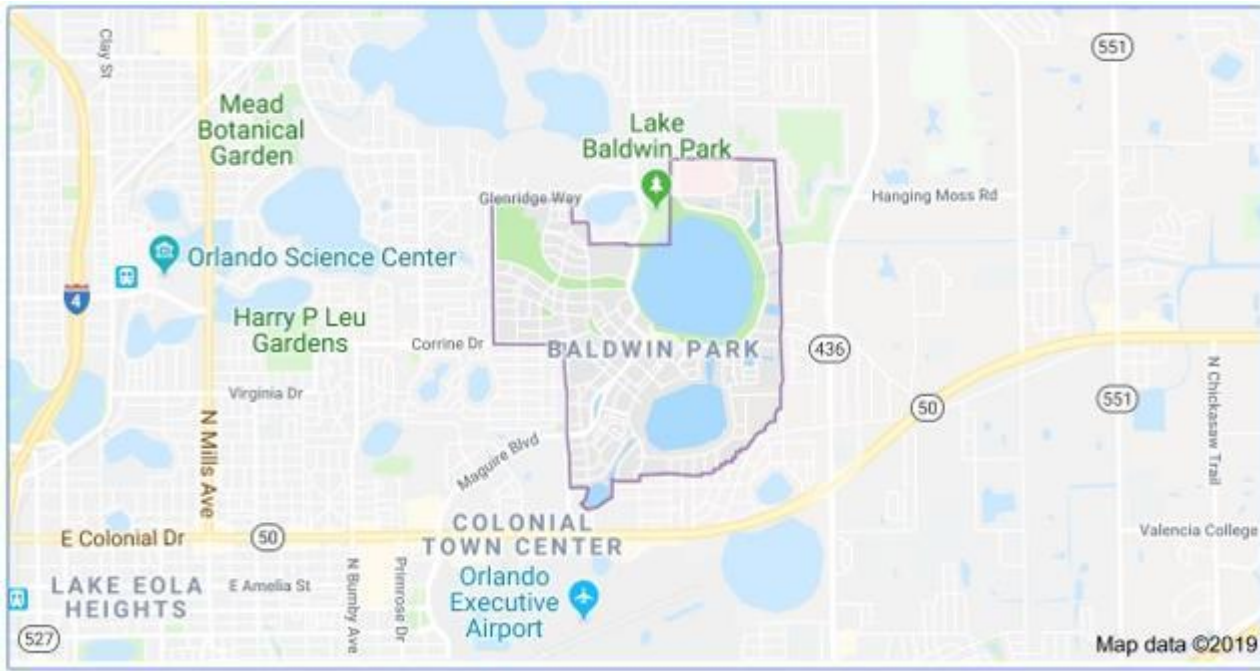


*fore we deployed to Germany with the first Mace missile squadron.*



*The Orlando AFB property has since been gobbled up by developers, and today is a million-dollar-house Yuppyville called Baldwin Park, taking the name of the larger of the two base lakes. Life was good ...for example, the Officers Club Beach on Lake Baldwin, below. (The NCO and EM clubs also had their own beaches.)*

*Older maps will identify the Baldwin Park area seen below in turn as, most recently, the "Orlando Naval Training Center" on which the Navy spent megabucks to turn it into a major*



training center. That was after Orlando AFB was turned over the Navy, and before a few years later suffering the Base Closure axe. Before Orlando AFB it had been Orlando Army Air Field in WWII. The base (and its nearby airfield, now Orlando Executive Airport\*) had originally both been outside the sleepy Florida town of Orlando.

**TRANSLATION: another good G.I. deal gone!** But we must add that in its kindness, our benevolent Congress has allowed the Air Force to retain both Minot AFB, North Dakota and Thule AFB, Greenland.....

With that thought, I now depart Nostalgia-ville, to return to the real thread of this article: old cars with big fins.....

The most famous of all individual finned car is probably the 1958 Plymouth Fury named “Christine”, seen below. The car starred as the truly “possessed”, inanimate killer car come-to-life of a 1983 horror movie, made from a macabre Stephen King story of the same name.



That movie is now considered a cult classic! ([https://en.wikipedia.org/wiki/Christine \(1983 film\)](https://en.wikipedia.org/wiki/Christine_(1983_film)))

## About the 1959 Cadillac Biarritz Convertible...

....and it's companion "hardtop coupe", the El Dorado

At the risk of repeating myself, the big Cadillac convertible was basically a personal "status statement". Its \$7,401 price would buy THREE very nicely equipped, Fords, Chevy, or Plymouths, or at least four plain-vanilla cars!

Production saw 1,800 of the big 1959 "Biarritz" convertibles built, while 2,100 of the very similar Eldorado "hardtops" rolled out the door. Like

many of the place names that Detroit lifts from the old world to apply to its definitely AMERICAN cars (examples like "Le Mans", "Monza", "Monaco", and many others come to mind); the Biarritz name comes from the "ritzy", Basque-flavored, French Atlantic-coast resort city of that name, only fifteen miles from the Spanish border. <https://www.britannica.com/place/Biarritz>

The "Eldorado" name has American roots ...or at least, Latin American roots. It is a contraction of two Spanish words, El Dorado, which were first applied centuries ago to an always-legendary Native American city of solid gold which had tantalized the conquistadores, but which they never did find.







The Big Caddy series actually began six years earlier, when in 1953 GM expanded their Series 62 line into the first El Dorado as a plush, limited-edition “convertible coupe”. Its \$7,750 price would be equivalent to \$74,472 today. As might be guessed, only 532 were sold. That rose to 2,150 in 1954, and 3,950 in 1955, when with a more reasonable price of \$6,286. That was the first year GM made money on their “golden city”.

*(To put all these Caddy prices in perspective, FIVE FULL YEARS after the 1959 Biarritz had appeared, I was agonizing long and hard before buying the car that I HAD lusted for since it appeared in 1953. That car was my first ‘vette, a new 1964 Sting Ray convertible. The discounted price of \$4,050 sounded like the national debt! I dithered over that decision, and still might have not bought it if my bride hadn’t finally said, “Either buy the damn Corvette NOW, or shut up about Corvettes FOREVER!”)*

## For those who want to learn more ....

....about the full size (1:1 scale) Eldorado and Biarritz, and other post WWII Cadillacs, check these links:

<https://www.100megsfree4.com/cadillac/cad1950/cad59s.htm>

<https://www.hagerty.com/articles-videos/articles/2019/01/16/59-cadillac-eldorado-was-world-class>

[https://en.wikipedia.org/wiki/Cadillac\\_Eldorado](https://en.wikipedia.org/wiki/Cadillac_Eldorado)

<https://auto.howstuffworks.com/1957-cadillac-eldorado-biarritz-convertible.htm>

<https://www.topspeed.com/cars/cadillac/1959-cadillac-eldorado-biarritz-convertible-ar184578.html>

[https://www.carfolio.com/specifications/models/car/?car=51535#a\\_dimensions](https://www.carfolio.com/specifications/models/car/?car=51535#a_dimensions)

**About Chris' model:** It's seen below at the meeting "show 'n tell".....  
....and again, being posed on a wooden-fence "highway" at home!



**In e-correspondence Chris indicated that his build was fairly straightforward, writing that the "....1:25 scale 1959 Cadillac Convertible is painted in Testors Model Master Panther Pink. It has a lot of bare metal foil. Some came with the kit and some is aftermarket.**

*The pink dice on the rearview mirror is from Ken's Kustom Kar Supply. Other than what is mentioned above, the model is built box-stock.*

*I used reference pictures from an actual 1959 Pink Cadillac that I had the pleasure of working on and painting it all over. "*

# About model kits of the Big Caddys:







The Monogram/Revell Cadillac Biarritz kit has been a popular moneymaker for the company, and so has appeared in several different boxings over the past almost thirty-years.



The condensed chart below is from Scalemates, and lists only our subject Monogram/Revell kit of the 1959 Cadillac convertible: year, box art and other details of the kits are included.

Monogram wasn't the only model company to recognize the continuing popular interest that modeling gearheads had with Cadillac's biggest Pimpmobile: there have been several other kits issued of the big Caddy . The expanded Scalemates timeline in the next link has all known big Caddy kits. <https://www.scalemates.com/products/product.php?id=123158&p=timeline>

## Product timeline

| Brand    | 1992  | 1995   |  | 2005  | 2010   | 2015  |
|----------|---|--|--|---|--|---|
| Monogram | <br>New tool | <br>New parts | <br>New box | <br>New box | <br>New parts |   |
| Revell   |   |  |  |   |  | <br>New decals |

Included are many other kits of "Big Caddys" issued before (and after) the Revellogram, and of earlier and later model year vintage. They're from companies like Premier, Revell (before the Revellogram merger), Jo-Han, and others .....even Hasegawa!

For those who would like a model of the big Caddy, but don't want to be bothered with glue and paint; there is also an impressive array of DIECAST models available. At least one of the die cast models is the Catwoman comic book special, seen here!



Like the Revell-o-Gram kit that Chris built, most of the others also seem to be of the '59. That's probably because, well, the big '59 Caddys were so outlandish!

Fred Horky  
IPMS/USA 6390

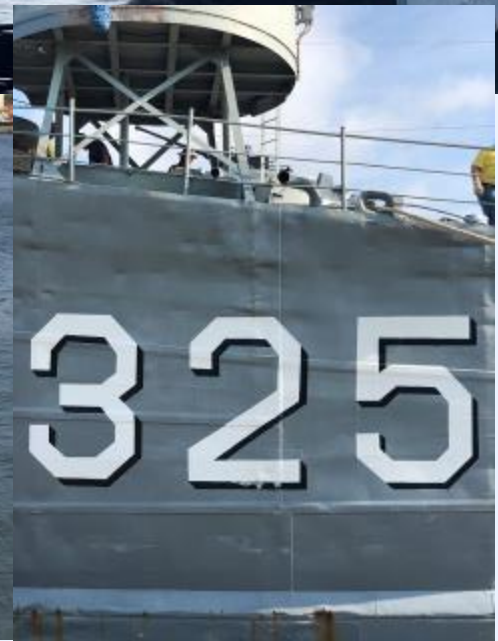


P.S. Please forgive one last trip to Nostalgia-ville!

During our Mace launch crew training, I took this 1959 picture on an abandoned, WWII-era taxi strip in what had been a remote part of the former Orlando AAF, by then was again Orlando's airport.

Years later, nearby McCoy AFB, a SAC B-52 base, was also closed, and IT became the present Orlando International Airport.





LST - 325—The sole surviving operating LST in the world made a visit to Chattanooga Aug 21st thru 25th. Too bad it wasn't a couple of weeks earlier! A tru

# Emanuel's Roving Lens



# August Club Attendance

1. Dave Blackwell
2. Qorozco Cuahutemoc (aka Q) – 1/48 Tamiya F4U Corsair W.I.P.; 1/35 Dragon M4A2 Red Army W.I.P.
3. Mark Egge
4. George Fugett
5. Ben Gibby
6. Gary Haars
7. Emily Mattheiss
8. Jeff Mattheiss
9. Dave McCrory – 1/35 Vietnam Helicopter Crash Rescue Dio W.I.P.
10. Trent Miller
11. Eugene Miller – 1st Time Visitor
12. Mike Moore
13. Lynn Petty
14. Mike Reese
15. Emanuel Roland – Photos
16. Dave Scott
17. Stan Stewart – 1/48 Monogram F4U-4 (in box); Original Art Work Drawing for the Monogram F4U-4; Official Monogram Navy Markings Vol. 4 (book)
18. Ed Sunder

**Photos from  
Our Last  
Meeting**





**Photos from  
Our Last  
Meeting**



**Photos from  
Our Last  
Meeting**



# Photos from Our Last Meeting



# Photos from Our Last Meeting



## Photos from Our Last Meeting



Stan has gotten into collecting aviation art. He brought in this original of the box art for the old Monogram Corsair.



# International Plastic Modelers' Society/USA Membership Application / Renewal Form

New  Renewal  IPMS #:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Chapter Affiliation, if any: \_\_\_\_\_

**Junior** (17 years or younger) \$17.00 \_\_\_\_\_ Date of Birth: \_\_\_\_\_

**Adult** One year \$30.00 \_\_\_\_\_

Two years \$58.00 \_\_\_\_\_

Three years \$86.00 \_\_\_\_\_

**Canada & Mexico** \$35.00 \_\_\_\_\_

**Foreign** Surface \$38.00 \_\_\_\_\_

**Family** (1 set of Journals) \_\_\_\_\_ ← Adult fee + \$5.00 # of cards? \_\_\_\_\_

Your Signature: \_\_\_\_\_

If recommended by an IPMS member, please provide his/her:

Name: \_\_\_\_\_ IPMS #: \_\_\_\_\_

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Cash  Amount: \_\_\_\_\_

Check  Check #: \_\_\_\_\_ Amount: \_\_\_\_\_

Billing Address, if different than above -

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All payments must be made in U.S. funds. AMPS accepts payments by check and money order, as well as PayPal. To join using PayPal, just visit the AMPS website and select the 'Join AMPS' link.

If paying by check or money order, send your membership dues and completed form to the mailing address above.

**www.amps-armor.org**

## Why Join AMPS?

- AMPS is all about armor modeling. If you build tanks, figures or dioramas, AMPS is for you.
- AMPS members get six issues per year of the club journal, Boresight. Boresight is written by and for tank modelers. Every issue is jammed with research material and modeling articles written by your peers with you in mind.
- The AMPS International and regional shows are the best armor modeling shows around! The AMPS judging system gives you detailed feedback to help you improve your modeling.
- AMPS chapters give you an opportunity to hang out with your fellow modelers, to learn more and have fun. If there is no chapter in your area- start one!
- AMPS members have access to member-only discounts at many hobby vendors. Your membership will pay for itself.
- AMPS members get a voice in the society. You can participate as much as you want.
- AMPS is all-volunteer. Guys just like you make AMPS happen. Be a good modeling citizen--join AMPS.



TAKE A FLIGHT BACK IN TIME  
ON THE HISTORIC

**DC-3**

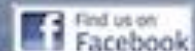
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CLEVELAND TENNESSEE REGIONAL JETPORT

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# THUNDER OVER GEORGIA



**Featuring:**



**The U.S. Air Force Thunderbirds**  
**F-22 Demonstration Team**  
**U.S. Army Black Daggers**

**Gates open at 9 a.m.**

**Opening ceremonies start at 10 a.m.**

**Admission and parking are free in designated areas.**

**Times and performances are subject to change.**

[www.robins.af.mil/airshow](http://www.robins.af.mil/airshow)

Air Show



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**2019 IPMS/USA  
NATIONAL CONVENTION REGISTRATION FORM**

August 7-10, 2019 Chattanooga, TN

IPMS/USA Number

Expiration Date mm/yyyy

Family Membership

I am a Certified IPMS/USA National Judge

First Name M.I. Last Name Suffix

Address City

State Zip Code Country E-Mail Address

**CONVENTION EVENTS**

| QTY | EVENT                               | DEADLINES                       | FEE     | EXTENDED |
|-----|-------------------------------------|---------------------------------|---------|----------|
|     | Adult Registration (18 and Over)    | On or Before June 15, 2019      | \$55.00 | \$       |
|     | Adult Registration (18 and Over)    | June 16 <sup>th</sup> and After | \$75.00 | \$       |
|     | Junior Registration (17 and Under)  | On or Before June 15, 2019      | \$20.00 | \$       |
|     | Junior Registration (17 and Under)  | June 16 <sup>th</sup> and After | \$25.00 | \$       |
|     | Proxy (For Model Entry in Absentia) | On or Before June 15, 2019      | \$25.00 | \$       |
|     | Proxy (For Model Entry in Absentia) | June 16th and After             | \$45.00 | \$       |

|  |             |        |    |
|--|-------------|--------|----|
| <b>Pre Awards Reception</b>                                | Dessert Bar | \$5.00 | \$ |
| <b>Fee for Reception &amp; Awards Presentation.</b>        | Dessert Bar | \$5.00 | \$ |
| Awards Presentation may be viewed Separately at no charge. | Dessert Bar | \$5.00 | \$ |
|  | Dessert Bar | \$5.00 | \$ |

**CONVENTION TOURS & WORKSHOP**

| QTY | TOUR/Workshop              | Date & Times             | FEE     | EXTENDED |
|-----|----------------------------|--------------------------|---------|----------|
|     | U.S. Space & Rocket Center | 8/8/2019 8:30 am to 6 pm | \$50.00 | \$       |
|     | Songbirds Museum and BBQ   | 8/8/2019 7 pm to 10 pm   | \$40.00 | \$       |
|     | Grex Airbrush Workshop     | See Convention Web Page  | \$75.00 | \$       |
|     |                            |                          | Total   | \$       |

**IPMS/USA Family Membership Attendees**

| First Name           | M.I.                 | Last Name            | Family                   |
|----------------------|----------------------|----------------------|--------------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="checkbox"/> |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="checkbox"/> |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="checkbox"/> |

**NOTE:**  
Family listing applies to Convention Entry Passes. It includes only one registration for contest model entries.

Please make check payable to:  
**IPMS/USA 2019 National Convention**  
Mail this form & check to:  
**2019 IPMS/USA NATIONAL CONVENTION**  
Attn: Registrar  
404 Lark Lane  
Red Bank, TN 37415  
Or Register Online at:  
[www.ipmsusa.org](http://www.ipmsusa.org)

**CONVENTION T-SHIRTS ALL SIZES...\$18.00**

| QTY     | S | M | L | XL | XXL | XXXL | XXXXL | EXT. |
|---------|---|---|---|----|-----|------|-------|------|
| \$18.00 |   |   |   |    |     |      |       | \$   |



|                        |    |
|------------------------|----|
| EVENTS TOTAL           | \$ |
| TOURS & T-Shirts Total | \$ |
| <b>GRAND TOTAL:</b>    | \$ |



# PIEDMONT SCALE MODELERS



IPMS Model Club

**Present Region 12 Model Show & Contest**

**September 14, 2019**

**Simpsonville Parks & Recreation**

**310 West Curtis Street**

**Simpsonville, SC 29681**

Visit our show website for complete details  
and information.

<https://psmregion122019.wixsite.com/mysite>

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"The Resurrection of a Model Club!"**

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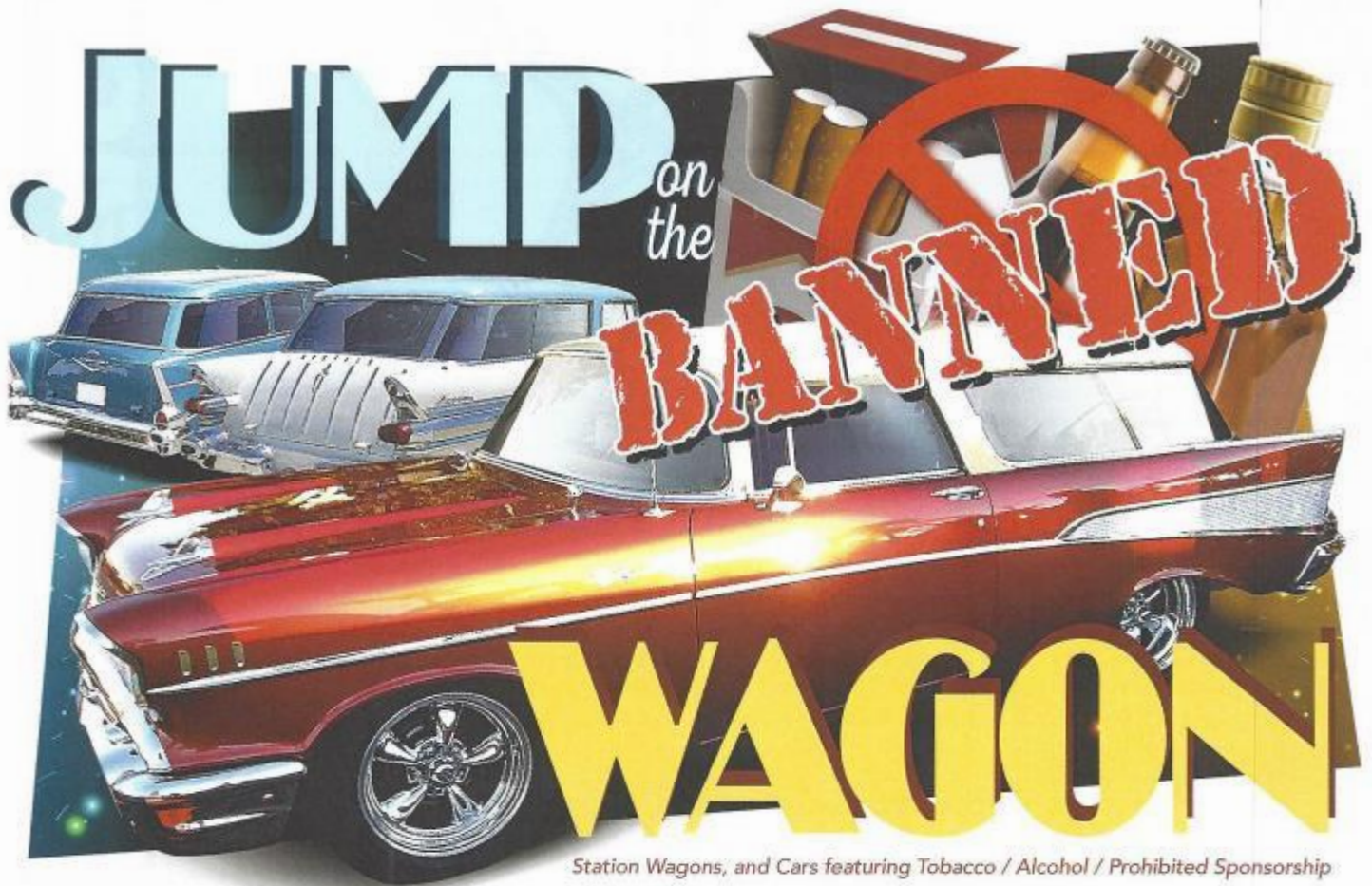
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# SOUTHERN NATIONALS

NOVEMBER 2, 2019 • 10:00AM - 4:00PM • SMYRNA COMMUNITY CENTER • SMYRNA GEORGIA



*Station Wagons, and Cars featuring Tobacco / Alcohol / Prohibited Sponsorship*

## MODEL CAR SHOW & SWAP MEET

The ACME Southern Nationals is a non-judged event organized to promote fellowship among model builders. However, awards will be presented for Best in Show, Top Ten, etc. Model car categories include: replica stock, custom, tuners, street rods, foreign/exotic, various competition classes and others.

The host hotel is right off I-75 and Windy Hill Road. Comfort Suites at 2221 Corporate Plaza Parkway S, Smyrna, GA 30080. Direct front desk phone (770) 541-1499 / Fax (678) 802-0549. For special room rate, mention the Group Code "ACME". A hospitality suite will be open to show attendees both Friday and Saturday evenings.

A "Make It-Take It" event is scheduled for children 12 and under to learn modeling skills. A FREE kit is provided (one per child per paid admission).

We will offer an "Early Bird" admission pass which will include entry to the contest.

Entry Fee to enter models into the show TBD | General admission TBD | Children under 12 free with paid adult | 6' vendor tables are available - price TBD

**ACME**  
ATLANTA CAR MODEL ENTHUSIASTS

VENDOR INFO:

ACME | P.O. BOX 4288 • ALPHARETTA, GA 30023-4288

VENDORINFO@ACME-IPMS.COM

Revised 10.18 | flyer info subject to change

[www.acme-ipms.com](http://www.acme-ipms.com)