



GTR

Newsletter

July 2018

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Hello GTR and Friends:

By Steve Jahnke

Welcome all model car enthusiasts to the **July 2018** edition of the **IPMS GTR model car club** newsletter. As a contributor to the same, I would first like to say that we would love to hear from our members and friends as to what you would like to read and learn about in future newsletter issues as to article themes, how-to's, reviews, etc, etc; you name it. We can't promise to write a comprehensive article on Checker cabs, however we are truly a wide-ranging group of model car enthusiasts, builders and collectors that encompass a wide range of interests from diecasts/promos to kits. If you would like to suggest an article/how-to/model review etc, (or writing an article yourself) it is as easy as writing to Chuck, Doug or myself with what you have in mind. We DO NOT have an agenda other than to appreciate building/collecting model cars of **ALL** years and genres and we will try and pick a subject that others in our hobby would find interesting and informative. You don't even have to be a writer, just give us a clear suggestion or two to any one of us that put this rag together. Please drop a message/request or article to me at stevejahnke@comcast.net, or Chuck at gtchab@yahoo.com or Doug at kfisher1@comcast.net. We would really love to hear from you; what would you like to see addressed in our automotive themed newsletter? Both Chuck and Doug both like super detailing race cars and exotics, I prefer box stock and exotic builds; all three of us do all of our own paint and super detailing (wiring/BMF/aftermarket parts/decals) etc.

Whew! here we are smack dab in the middle of Summer; today Sunday July 8, 2018 here in northern Illinois, which means heat, humidity and finding a cool space to do our "Thang!" that is building, collecting and appreciating model cars. Right now, I don't have anything "on the bench" so to speak, but I thought it might be interesting to look at my stash and see what turns me on for my next modeling adventure(s). My stash can be broken down into two main categories, (1) unsealed and unstarted kits that I like to look at from time to time for (1) inspiration and (2) another group of kits that I liked so much that I couldn't help myself but to start by painting the body components. To me, I think that is due to at least one of the reasons I bought the kit in the first place; first to try a new paint and or color. Often, I will pick up a can or bottle of paint and look through the stash for inspiration. Planning the paint colors and following through with painting is what I love doing most hands down. So, today after taking a quick inventory of my previously painted Ferrari kit bodies, the following is an eclectic look at all said kits that I have preprinted but not really started to a great extent. This is not a comprehensive look at all my Ferrari kits, only those that the bodies have been pre-painted up to this moment.

Being one of the contributors to this monthly newsletter, it has become a very Kool and meaningful way for me to express my love and passion for this hobby **and** being able to share that passion with you. This list as it presently stands that include only those work-in-process (WIP) prancing horses that have been pre-painted, and in some other ways started. This list does count a few other untouched Ferrari kits on the shelves at this moment which would be on a list of its own:

	Model	Kit Mfr	Color	Brand
Ferrari	Dino 246	Fujimi	Bright Yellow	Testors
Ferrari	Superamerica	Revell	Dk Metallic Gray (1)	Testors
Ferrari	612 Scaglietti	Revell	Oxblood Red	Custom
Ferrari	575M Super America	Revell	Dk Metallic Gray (2)	custom
Ferrari	250 GTO	Revell	Testors rattle can Red	retail
Ferrari	F50 Barchetta Roadster	Revell	Greenish Gold**	custom
Ferrari	308 GTB	Revell	Medium Metallic Blue	custom

**** more to the gold side but w/a greenish tint and may be repainted in the future because not enough body prep was done to my liking at this point, and probably the reason why it hasn't been touched.**

Continued on page 4



MAILBAG

by Chuck Herrmann

Industry News



As I write this there is still no additional word on the future of Revell USA nor on the future distribution of Revell Germany product in the US. Revell Germany has sent out their email update on new releases so they are moving forward, again US distribution remains to be seen.

We wonder what this will mean to US availability of models at large stores like Hobby Lobby, WalMart and Michaels. If there is a delay in filling the empty space on store shelves, they will need to find something else. So even if Revell USA resurfaces, will they be able to regain that shelf space in the always competitive retail market?

AMT New Release

Among the latest releases from AMT is a reissue of their Construction Bulldozer in 1/25.



One unexpected feature is that there is a large chrome plated sprue. This includes the floor of the cockpit. Not a likely feature in real life unless you are doing a customized version? Is that even a thing?

Real World

Porsche Retro Looks at LeMans



The factory Porsche 911 GT team at this year's LeMans raced with two iconic Porsche retro paint schemes from the past to celebrate Porsche's 70th anniversary.



One car sported the Rothmans livery (minus the tobacco verbiage) from the Porsche 956 which won LeMans in 1983.



The Pink Pig 962 from the 1971 race is also replicated.



The retro colors were a success. The #92 Pink Pig replica won the LeMans GTP Pro class and the team car finished second for a Porsche 1-2 sweep.



New Electric Porsche



Porsche will be offering an all electric car. The Porsche Taycan should be available sometime in 2019. The move from diesel to electric power is increasing among many manufacturers around the world, not so much among the US companies.

Commemorative Porsche Speedster



And in a final bit of Porsche news, as another acknowledgement of their 70th anniversary year, they have done a retro version of the current 911 back to the iconic Porsche Speedster.

Electric VW Sets Pikes Peak Hillclimb Record



Volkswagen's electric I.D. R has smashed the Pikes Peak International Hillclimb record – with Romain Dumas becoming the first driver to make the 12.42-mile course in under eight minutes. The 40-year-old set a time of 7m57.148s. Prior to Sunday, Sebastian Loeb's 2013 record in a 3.2-litre twin-turbo Peugeot 208 had stood at 8m13.878s.

The German manufacturer had been chasing an electric vehicle record of 8m57.118s, but early qualifying times indicated the potential for an outright record. In the end the only difficulty came with the weather, with cloud moving in and across the mountain and the threat of rain. Ultimately the rain held off, but the run was hindered by cloud. Still Dumas was able to set a new overall record time.

Still more proof of the international interest in the new generation of electric vehicles.



Media

Two Upcoming Racing Movies

Matt Damon is to portray Carroll Shelby, and Christian Bale play Ken Miles, in a movie about the 1960s story of Ford v Ferrari in sportscar racing. It is to be written and directed by James Mangold.

Meanwhile, the biopic of Enzo Ferrari, directed by Michael Mann, is due to start filming later this summer, with Hugh Jackman in the starring role of Enzo Ferrari.

LeMans TV Coverage

This year's LeMans 24 Hours of LeMans coverage was disappointing to me as it moved to Velocity TV cable network, which is not in my cable package. I was able to keep up with the live standings via the official ACO website, and Ford offered a live feed of the race from the onboard cameras from the Ford GTs which also featured the live race commentary. But it doesn't seem I missed much as there seemed to be few unexpected results this year.



Correction

In the last issue I neglected to attribute the review of the Italiani DUKW Amphibious Truck to Elliott Doering. Sorry about that Elliott!

Events

See the events calendar for details for all the events that I know of. We will be adding events as details are firmed up and released. If any readers wish their shows or any other events of interest to GTR listed send the information along to GTR.



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. 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.

IPMS Calendar

Aug 1-4 2018 IPMS/USA Nationals
Phoenix, AZ

August 8-10 2019 IPMS/USA Nationals
Chattanooga, TN

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 from the site.



President's Message

(continued from page 1)

That triggers another thought in my mind. I will be photographing my completed Ferrari model collection for a future mini-featurette that will include built models and diecasts (*yes; that will include 1/24, 1/25 (only) scale diecasts as well Bubba!*) or two. As readers you are welcome to submit digital images (image **must** be clear, well focused and lit for this publication) of your favorite Ferrari's in your collection. As builders and artists, you must be the person that did most if not all the work on the submitted car, this caveat is that If you own the cool model BUT was completed at least 75% or more by someone else (name included). You must submit very clear digital images of the car under your name (owner) and the other contributor(s) name as well.... Fair is fair, we give credit where credit is due. *Caveat: we reserve the right to publish reader submitted model images/articles in this newsletter, thank you very much. If we do not*

choose to not include your submission we will let you know what that reason is.

That's it my friends...I'm outta here...keep a model or two on the bench and be happy!! ...party on Garth!

GTR Update

The next regular GTR meeting will be on Saturday, July 7, at 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.

June GTR Meeting

The June GTR meeting was held on 6/2/2018 at the Algonquin Township building.

Here are photos of some of the stuff at Show & Tell. (I do not have man but these were als on the club Facebook page,,,)



Steve Jahnke brought in several Revell C7 Corvette snap kits in varios paint finishes.



Earl Spielberg recently completed this heavily modified 1/12 Revell chopper motor cycle kit. He calls it *Gold Digger*.

High Desert Modeler



by Chuck Herrmann Albuquerque, New Mexico

Hello from Albuquerque. One thing I miss out here is that there are fewer events, both for modeling and real cars than there were back in Chicago and suburbs. One annual event here is the annual Mopar Fest, held in June at a park in Rio Rancho, NM (just north of Albuquerque). This year it was held July 16, and of course it was raining and cold (ok, mid 70's but it had been the 90's all week). It has only rained about three days all year, but there were still quite a few cars that turned out. Maybe because most of those were late model Challengers and Chargers that obviously can handle the weather.



General Lee replica



1964 Cuda



36 Dodge, pretty unusual.



SuperBird





1st Place People's Choice



2nd Place

As part of the event, the Albuquerque Model Car Club puts on a model display in the vendor area (in the dry poolside clubhouse).



The red and silver Coronet was 3rd Place.

There is a display of Mopar themed models and a People's Choice Model Contest.



Models on Display.



Ron Fellows Corvette C6.R IMSA Tribute Racer



Description: Corvette C6.R IMSA

Manufacturer: Revell

Kit #: 85-2026 **Scale:** 1/25

by Chuck Herrmann



For a recent theme of Oh, Canada, for my local IPMS club monthly contest, I decided to finally use some aftermarket decals I have around for several years and a Revell C.R IMSA Corvette kit. Ron Fellows, a Canadian driver, was involved in the Corvette IMSA/LeMans program from the beginning in 1998. He was one of the test and development drivers, then raced for the team until 2007. Along with the team he was very successful, with victories in all the major endurance races at Daytona, Sebring and LeMans. He won many races in IMSA along with the GT class championship in 2003. He also raced at LeMans nine times, all for Corvette, with wins in 2001 and 2002 and four second place finishes.

For the 2007 season he began to wind down his career, he ran a limited number of events for the Corvette team. He was the third driver for the three long-distance races, and competed at the IMSA race at Mosport, his home race. He sat out the other races, providing technical input and experienced advice to the team from behind the wall. He was also very popular with Corvette fans for his promotional work and trackside appearances.

After 2007 Fellows ran sporadic races, mostly NASCAR road course events. He also heads the group that purchased the Mosport road race circuit, now known as Canadian Tire Motorsports Park, and remains active in managing the track.

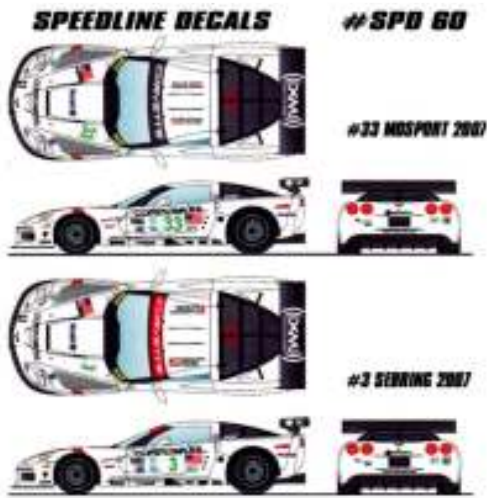
To honor his contributions to the Corvette Racing program's success, Chevy produced a special Ron Fellows edition of the C6 street Corvette in white with a red stripe above the fender. This same color combination was also used twice in the 2007 IMSA racing season, at the Sebring 12 Hours in March and at the Mosport event in Canada in August. Around that time Speedline released an aftermarket decal sheet to be used along with the Revell C6.R kit. For the Oh Canada theme contest I decided to replicate the Fellows edition racer. Life got in the way and I was unable to finish it for the theme contest, but I forged ahead and finished it shortly after.

The Kit: Revell has released several versions of the C6.R racing Vette, the one I had in my pile is the initial release featuring the car as raced in 2005. Over its life the car slowly developed but the exterior did not change significantly by the 2007 season. So I decided to build it pretty much as is for this build. I did use different wheels as noted below.



Decals: Speedline released this decal sheet with the decals that were different from the usual race team. Some of the decals from the kit sheet were also used.





The real team cars.

The Build: I decided to build the car as raced at Sebring in 2007. This was the number 3. Fellows co drove with Jan Magnussen and Johnny O'Connell, who were the regular drivers the rest of the year. They finished the race 8th overall and second in the GT1 class behind the teammates in the more traditional yellow version of the car.



Like the entire series of these Corvette IMSA/LeMans racers by Revell, this kit is somewhat simplified, sort of a curbside plus version. Everything builds up off a flat pan chassis. On the real cars nothing is really visible from underneath as the smooth bottom chassis is designed to maximize aerodynamic air flow. I sprayed the chassis Testors Semi Gloss Black from the rattle can. The suspension is also simplified. There are two one piece molded assemblies, for the front and rear, that include the suspension mounts and molded in disc brakes. I painted the brakes Testors Jet Exhaust

and the brake pads flat red. Despite the minimal parts count what is visible after completion looks fine.



Wheels/Tires: To make the Fellows version I need to update the wheels. The kit comes with the wheels for the 2005 version, by 2007 they had updated to the same wheels currently in use. Thanks to advice from several internet sites I decided to go with the wheels and tires from the latest Revell C7.R kit I built earlier this year, since I was able to get a kit from Hobby Lobby cheaper than sourcing aftermarket wheels. And Revell uses the same kit design, utilizing metal axles, on the newer kit so they fit right in.



The wheels were spray painted with Testors Metalizer Lacquer Aluminum Plate (#1451), which never really dried. I had to be careful to clean off the paint that smudged off on the rubber tires as I pushed them over the rims.



I used the Michelin decals from the kit decal sheet.

Engine: The engine is only four pieces that mount to a molded in section on the chassis pan. Once the Intake plenum is mounted most detail is covered up, but again this is pretty much as it is on the real car. I painted the block aluminum with a wash and dry brushing to pick out highlights. The plenum was painted aluminum then covered with four carbon fiber decals from the kit decal sheet. This did not go on easily but after using Micro Sol and letting dry, then trimming the edges it looks good in the finished model.



Interior: This is where Revell put most of the detail for this kit. There is an upper panel the interim pieces fix which ends up glued to the flat chassis bottom. There is a full roll cage, dashboard and instrumentation.



I built this up pretty much per the instructions with exception of the paint. Per the instructions (and pretty much per any reference photos I saw) almost everything inside the car was a shade of black. Having recently went that way with my build of the C7.R, once done and the body is attached almost nothing is visible through the small window openings. The dreaded black hole effect. So I decided to first paint the upper frame and the rear bulkhead the same Testors Gloss Classic White Lacquer 28131 as I used on the body. Then I painted most of the details flat and semi gloss black and various metallics per the directions.



As shown here this left enough contrast to allow the details to be seen once everything was built up. There are kit decals for the dash and instruments. The seat features molded in seatbelts which I did in red, again to stand out. I did the window nets in a flat blue gray. The upper frame also extends out to the engine compartment, where again leaving the white allows the engine detail to be more visible when everything goes together

Body: The kit features a basic one piece body with a removable hood (something the first version, the C5.R, strangely did not). The hood is

a two piece assembly, the large duct behind the firewall/radiator is separate. To ensure it fit, after the engine was glued in place and the body test fitted I used liquid glue to allow me to snuggle it in and the piece to move a bit until the proper clearance was achieved.

As noted the body was painted Testors Gloss Classic White Lacquer 28131 straight from the rattle can. I polished out the paint without using any clear coat as I feel this represents a car that has gone through a bit of street or track wear. I highlighted the panel lines with thinned black paint. The black window frames on the body and under the rear window were brush painted with semi gloss black.



One odd feature of the kit was the rear brake light, it comes molded in one piece in clear red, even though most of it is the housing not the lens. I guess you are supposed to mask off the clear red area? I glued the piece onto the body and painted it so it matched the body shade. Then I painted the small lens silver followed with Tamiya Clear Red.



The clear window pieces attach from the outside. I used a black Sharpie pen for the edge trim. Fit was fine. I also used the Sharpie to edge the headlight and driving light covers which made them stand out. The molded in grill was hand painted flat black.



The large rear wing and its two mounts were painted semi gloss black.

The actual headlight lenses in the kit are simply round chrome bits which I thought were not the best looking. But looking at reference photos I remembered that during this era in sportscar racing the GT classes were using yellow colored lenses to differentiate them from the faster prototypes than ran with them in the multiclass events. So I painted the chrome with Tamiya clear yellow.



Final Assembly: As I have found in many recent Revell kits, the final attachment of body to chssi is rather vague. I put significant amounts of superglue to the approximate points they met up and held it together for about fifteen minutes. A bit squeezed out that I had to clean up but it is still holding.



Decals: These Speedline decals went on perfectly! Even though this sheet is probably about ten years old they adhered great. I barely had to use any Solvaset, except the fluorescent red front window shade which required a little plus extra white glue to hold.

Summary: I was happy with the results. There were no major issues with the build. And while basically a white car it really stands out in contrast to the other Team Corvette race cars when displayed together. It is a nice tribute to a fine driver who contributed a great deal to the Corvette Teams success.

The Real Thing



Ron Fellows Special Edition Corvette street car



Sebring 2007



Sebring 2007



Sebring 2007



Mosport 2007



Mosport 2007

NIMCON 7 2018

NIMCON 7, hosted by fellow local IPMS chapter IPMS/Lakes Region Scale Modelers took place Saturday, June 16 at McHenry County College, in Crystal Lake, IL. The numbers were very close to those from last year's event which was a Regional Contest IPMS Region5). 86 modelers registered for the contest with 314 models entered. They awarded 232 Gold/Silver/Bronze trophies: 96B, 88S, 48G.

Below are some photos of automotive entries on the display tables.





Tamiya's Peugeot 206 Rally Racer



Description: Peugeot 206 WRC (2003)
Manufacturer: Tamiya
Kit: 24267 **Scale:** 1/24
by Elliott Doering

The Peugeot 206 WRC has enjoyed great success in the World Rally Championships since its first full year of competition in 2000, taking the Manufacturer's title three years in a row. The most compact machine in WRC, the Peugeot 206 was fitted with a 4WD, two liter turbo engine with longitudinally installed transmission.

With a short wheelbase and overhang, heavy parts are placed in the center of the car for optimum balance and maneuvering. Fitted with electronically controlled active differentials located in the front, center and rear of the car, it is able to overcome instability caused by high speeds or rough terrain.

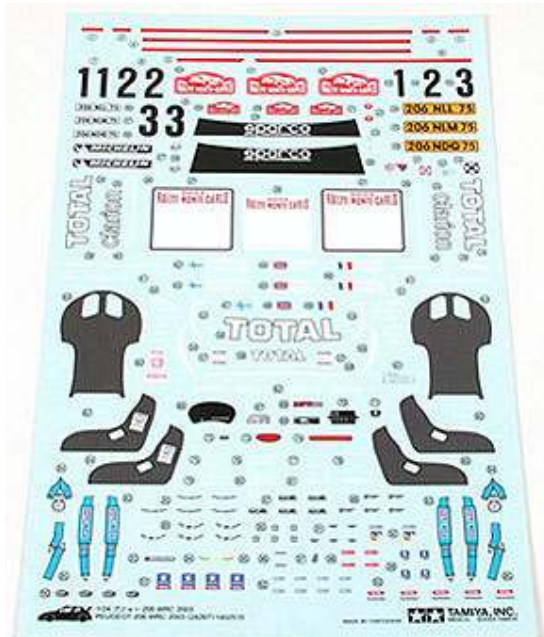
Striving for a fourth Manufacturer's title, the Peugeot team incorporated an active anti-roll bar, which utilizes electronically controlled hydraulics to limit the roll of the car during cornering. Drivers are – M. Gronholm, the 2001 champion the 2003 season champ, and the 2000 & 2002 World Champion – R. Burns, asphalt specialist – G. Panizzi, and gravel specialist – H. Rovannerpa.

In the opening race of the 2003 season in Monte Carlo, the car featured new livery based on the red of the main sponsor – Marlboro. M. Gronholm took victories in rounds 2, 4, and 5, while R. Burns obtained 2nd place in rounds 3 and 4, with the Peugeot 206 WRC taking the points lead in both the driver's and manufacturers Championship by mid-season of 2003.



The Tamiya Peugeot 206 WRC (Version 2003) comes in the familiar tray like box, with colorful box art depicting the 2003 version of the

machine. Unfortunately, due to Europe's tobacco banning, the kit does not include the Marlboro markings, replaced instead by sub-sponsor Total, and Clarion. Still, the car remains simple in its red and white colors.



There are one large, flash-free white tree, one medium sized, and one small white tree, while another large, black tree of parts makes up the kit, along with a bag of tires, clear parts, chrome tree, and decals. A nice touch is a set of masks for the windows.

The instruction booklet is a fold out, large type, displaying 15 assembly blocks, plus the back page decal placement guide. The decals offer you 3 choices of drivers, for cars # 1, 2 or 3.

There is quite a bit of detail painting of parts to be done before assembly. All the paints needed are listed in a paint guide.

Starting with the frame, block 1 has you install the exhaust pipe, with some small sensors onto the frame pan. There is partial representation of the lower half of an engine molded onto the frame pan, which should be masked and picked out. The front and rear differentials are then added in block 2.

Block 3 deals with construction of the front wishbone suspension, along with the front shocks and brake discs.

Moving to block 4, the wishbone suspension and shocks/brakes built in block 3, are then added, to the front of the frame pan. The kit allows for pose-able front wheels, via a snap-on tie rod. Likewise, in block 5, the rear wishbone suspension is constructed, along with the rear shocks, and brake discs.

As before, the rear suspension you constructed in block 5 is then attached to the rear of the frame pan, in block 6. A special note is given showing how the rear shocks and brake discs must seat with the wishbone arms.

You will need to make a decision in block 7 as to whether or not you want to glue on the protective underguards for the frame. There's too much good detail to be seen, to warrant covering it all up, so I'd display these parts next to the completed car.

Turning the frame over to the topside, block 8 concerns initial building of the interior. The front radiator is added, along with pedals, fire bottles, shifter, and rearmost section of the roll cage.

In block 9, the 2 seats are added. Decals for the seat and shoulder harness are included for both seats, along with Hahn device headrest parts – a nice touch! The rear fuel cell, and tops for the shock towers are also added. Then, the wheels get inserted into their tires, which have a nice tread pattern.

In block 10, the multi-piece steering wheel, and steering column are added to the dash. Then, the rear spare tire's added to the frame, and the side roll bars are added to the sides of the frame. The roll cage features nice gussets.

In block 11, the side door panels get added, and the top section of the roll cage is added.

In block 12, we start working with the body. A note is given on how to cut the included mesh screen for the grille openings. Using the included masks, the one-piece window glass is masked off and the window frames painted. Front airdam lips are also added to the nose of the car, along with headlamp nacelles, and the lower airdam lip.

After applying the Michelin tire decals to the tires, the wheel/tire assemblies are placed onto the car, in block 13.

In block 14, instructions show you how to mate the body to the completed rolling chassis. The front of the chassis inserts first.

In block 15, the rear, multi-piece wing is constructed, and badges, mirrors, antennas, and roof scoops, plus tail lights, are all added.

This completes construction of the model. All that's left is to refer to the decal placement guide, to decal the car in the driver/number of your choice.

Nothing is overly complicated in this kit that I'd rate at Skill Level 3. Assembly blocks deal with only a few parts, making for ease of assembly.

As noted, the Marlboro decals are absent from this kit. However... hunting on the Net, I found a company called – RALLYE MINIATURE SARL SERVENT, which carries a decal sheet # 627, for the Peugeot 206 WRC of the 2003 season driven by Panizzi, at the Catalogne race, including the Marlboro logos, and decals for the white trim on the car. Also, numbers 1, 2, and 3 are included for the car of your choice. The decals appear to be hi-quality, and include photos to aid in decal placement, making for a very eye-pleasing model.

WRC is gaining in popularity worldwide. With it's simple red and white livery, and the high level of detail expected in any Tamiya kit, plus their precise fit of parts, this kit will make a welcome addition to any collection. Try one, and have fun!
ED



Above are web photos of a built model.

The Real Thing





**11th Annual
IPMS/GTR NNL
Contest & Swap
Meet
August 5, 2018**

Theme: Crazy 8's - [any car associated with the number "8"]

Subtheme: Asian Invasion - [any Asian themed car]

The Summer NNL will be held on Sunday August 5th 2018 from 9:00AM to 2:00PM at the Algonquin Township Building, 3702 US Highway 14, Crystal Lake, Illinois 60014

Admission to the show is a measly 10 bucks; you can enter unlimited models 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.

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 Juniors	All scales	All types
	All scales	[Under 16 years] all models
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: Crazy 8's	All scales	
SubTheme: Asian invasion	All Scales	
Chris Ducey Memorial Award	All scales, Ford	Best Ford
Tim Leicht People's Choice Award	Best model in contest	

Contact: SteveJahnke@comcast.net
[GTR Auto Modelers Group page on Facebook](#)



2018 GTR Event Calendar

Aug 1-4 2018 IPMS/USA Nationals
Phoenix, AZ
www.ipmsusa.com

Aug 5 2018 GTR Summer NNL
Themes: Crazy 8 & Asian Invasion
Algonquin Township Building, Crystal Lake IL
Steve Jahnke stevejahnke@comcast.net

Sep 30 Illinois Plastic Kit & Toy Show
DuPage County Fairgrounds, Wheaton IL,
Info contact: (630) 969-1847 or Email:
pthpowerinc@aol.com

Oct 6 Toledo Collectors' Toy & Model Fair;
Sylvania Exhibit Center (Toledo), OH
John Carlisle, (716) 434-0733
email: oltoylant@aol.com
website: www.oldtoylandshows.com

Oct 13 GRAND SLAM NNL#3
Hosted by SLAM (Southern Lakes Auto
Modelers) from 9am - 4pm
Contact Alex Drake 262.661.4434 or
mastermodeler1950@gmail.com
Vendors, contact Rick Allen
@262.745.5500 or rickierods53@charter.net

Oct 19-21 44th MMSI Chicago Figure Show
Chicago Marriott Schaumburg, IL
Pat Vess E-Mail - pat@livezey.net
Visit their website: <http://www.mmsichicago.com>

Oct 21 Countryside Collectors Classic Show
Park Place Of Countryside Countryside, IL
www.uniqueeventsshows.com

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

November 3 2018 Winnebago Area Model
Classic (WAMC), Theme: 1968 "The Times They
Are a Changin"
Info: WAMClassic@gmail.com,
www.WAMClassic.wix.com

November 4 Scale Auto Hobby & Toy Show
American Serb Hall, Milwaukee WI
www.uniqueeventsshows.com

Nov 10 IPMS Butch O'Hare
Holiday Inn Itasca, Itasca, IL
Website www.butchoharemodelers.com
Information contact: Hector Colon
hdcolon@yahoo.com

Dec 2 Tinley Park Holiday Toy Show
Tinley Park HS, Tinley Park IL
www.uniqueeventsshows.com



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
2018 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:	Steve Jahnke	847-516-8515	stevejahnke@comcast.net
Vice President:	John Walczak		
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The GTR Newsletter is written and edited by Steve Jahnke, 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 stevejahnke@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. 2018 club dues are due \$15 measly bucks, send check or give cash to me with your contact information. Thanks! Please make check out to "Steve Jahnke" as we could not get a "club" named bank account)