



GTR

Newsletter

March 2019

Twenty Years 1999-2019

Models from the 2019
Route 66 SuperNationals
Model Car Contest

In This Issue:

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- **Albuquerque SuperNationals**



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
2019 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

Secretary/Treasurer: Doug Fisher

kkfisher1@comcast.net

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)



MAILBAG

by Chuck Herrmann

Media

Netflix Movie *Gentleman Drivers*

Netflix has released a documentary on gentleman drivers in sports car racing. It follows drivers in WEC, Mike Guasch, Ed Brown, Roberto Gonzalez and Paul Della Lana during the 2015-2016 seasons. This documentary follows four tycoons who moonlight as motorsport competitors and examines what fuels them to succeed, both at work and on the track.

John Travolta Race Movie



There is a new John Travolta movie, titled *Trading Paint*, which revolves around a down and out dirt track racing legend (Travolta), who is drawn back into the winners circle after his son, an aspiring driver, joins a competitor's racing team and incites an intense and dangerous competition between father and son. Shania Twain also stars. I have not seen it so I cannot say how good it is. Scheduled release date is February 22.

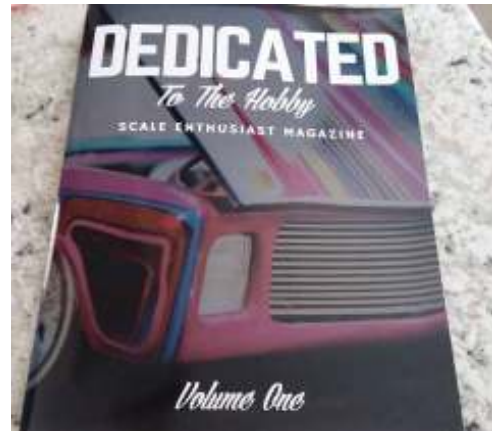
Torque Show on MotorTrend

Former race drivers Justin Bell and Tommy Kendall have launched *The Torque Show*, a new trackside daily streaming broadcast that will air at every IMSA WeatherTech SportsCar Championship round this year.

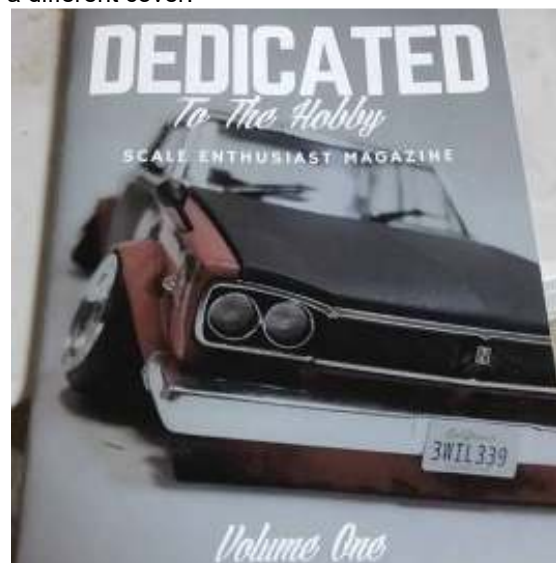
After being left off the network coverage when the series switched from FOX Sports TV to NBC Sports, the two developed their own program that will be shown on MotorTrend's Facebook page. The episodes, filmed from a set in the paddock, will also be available on the MotorTrend YouTube page.

I saw the first one from Daytona. it was pretty good, usual pre-game type updates and interviews.

New Modeling Magazine *Dedicated Scale Enthusiast*



As noted last month, there is a new car modeling magazine. The first issue of *Dedicated Scale Enthusiast* shipped out late January. It sold out, so a second printing was made available, which is the one I ordered. The second printing featured a different cover.



It is a fifty page magazine, in color with lots of photos. The focus feels more Left Coast, California style: lots of low riders, customs and Euro/tuners. But even if this is not the area of interest for most GTR readers, there are lots of ideas and techniques you can use. There are a lot of talented builders featured. Also there are how to articles. The one on painting a low rider style patterned roof is pretty amazing. Also of interest are the ads for many aftermarket companies that were new to me.

The magazine is scheduled to be issued quarterly. Looks like for now it is only available via their web page:

dedicatedmagazine.com.

They also have a very active Facebook group, with group builds (right now it is the recently reissued AMT 60 Chevy pickup) and lots of model photos.

Industry News

MRC is Acquired by VSA, INC

Allen Dayton, owner of VSA, Inc. and Roy C. Gelber, owner of Model Rectifier Corporation (MRC), have announced VSA's acquisition of MRC.

A hobby leader for 70 years, MRC will operate as a division of VSA. MRC's headquarters will remain in NJ and the core management team will continue in place, including Akiko Kimura, as president and Donald Boyce as executive vice president.

MRC will continue to serve the hobby industry with its category-leading hobby lineup. This includes MRC-Prodigy DCC systems, sound decoders and accessories, as well as DC and AC train controls.

Among the company's front-running plastic model brands are Academy Model Kits, Italeri Plastic Models, Easy Model's factory-assembled, hand painted, armor, ships, planes, tanks and figures, JTT's Scenery Products The company also sells Garden Craft series, a collection of miniature home décor products.

www.modelrectifier.com

VSA appears to be a company that is based on electronics, video and broadcast equipment. VSA is HQ in Lincoln, NE. They have a Chicago arfea office in Buffalo Grove.

I am thinking they were primarily interested if the MRC-Prodigy DCC systems. Here's hoping they either continue the modeling brands, or spin them off if not committed to them.

Spielwarenmesse 2019

The annual toy industry show in Nuremberg, Germany, Spielwarenmesse, took place in February. The plastic hobby industry takes part, and made some announcements at the event. Here are some updates that came across Facebook or other internet sources



Revell. – The new Revell, including the former US brand, had extensive exhibits at the show, no surprise since they now based in Germany. But it looks like they are aggressively marketing their products, which is good to see after the drama with the Hobbico bankruptcy last year.



On the automotive side a lot of new kit stuff we have not seen, except for a new tool 1/24 Land Rover Series III.



Round 2 – US Round 2 had stuff on display, again most were known but there was internet buzz about the reissue of the AMT Subaru Brat



Beemax/Aoshima – Beemax seemed to be caused the biggest stir with at least 17 race car kits listed to be released over the next two years. Besides the Porsche 911 GTS LeMans 2018 cars here are some other planned releases. I am not sure if these are all new tooling or if some are reissues, but it is good to see these subjects coming out.
 Chevy Cruze WTCC (these are reissues)
 BMW E46 M3 GTR
 BMW E90 WTCC 2006
 Peugeot 306 WRC



Porsche 911 70's Rally Car
 Porsche 935 K3 – new versions for LeMans 1979
 Audi A4 BTCC 1994
 Audi M8 GTE



BMW E46 DTCC
 McLaren MP4/C2 F1 1986 1/20
 Nissan 280Z (Newman, old Airfix tool?)



BMW 320 Group 5
 Audi R8 LMS



BMW M1 Grp 5
 BMW M8 GTR
 Porsche 911 GT3R



Tamiya's big news was the Toyota LeMans 2018 Winner in 1/24, which we noted last month.

ICM 1910 Renault Taxi

ICM will add to their vintage style kit series with several 1/24 Renault Type AG 1910 Taxis. These are their 1/35 kits upscaled to 1/24.



Italeri

Of interest in the Italeri 2019 kit release notice is an all new tool for a 1/12 scale Alfa Romeo 8C Grand Prix racer from the 1930s.



And in 1/24 they will reissue the Mercedes G-Class SUV and the Lancia LC2 Group C/LeMans style racer. Although the Lancia cover art is

different than their previous reissue most internet comments feel it will be the old Protar reissue again, the early variant as opposed to the later one shown on the box art.



Salvino Jr Kit Correction

If you bought the Salvino Buddy Baker Olds, you can contact Salvino and request the correct rear suspension for that car. Check their website under "contact us".

Real World

First Electric Porsche

The first all electric Porsche, the 2020 Taycan, is planned to be available from dealers by the end of 2019. Meant to compete with Tesla, the price will be \$86K-\$104K.



VW/Porsche is developing a network of charging stations, for this and future electric vehicles. It will be a Quick Charging system, much faster than current systems. Taycan owners will get three years of free charges at VW/Porsche charging stations with their new car purchase.

Corvette C7.R at Sebring WEC

Corvette Racing will run one car at the WEC event being held the same weekend as the IMSA Sebring 12 Hours. The color scheme was not announced, but the car will run #64. In the WEC race at Shanghai, China, the only other event in

the series the Vette competed in, it was painted in silver and black. Surely whatever the car ends up looking like will be covered by one of the aftermarket decal makers to mate with the Revell kit.

Events

Local events this month include the IPMS/USA Region 5 event in Madison WI on March 2, the Cedarburg contest and swap on March 10 and the great Ferrari Expo at Continental Autosport in Downers Grove on the 16th.

See the events calendar for details for all the events that I know of. We will be adding 2019 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 have successfully completed the 2019 chapter renewal process. If you are a current IPMS/USA member let Steve or Doug know your member number and expiration date, remember to renew your 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.

The 2019 Region 5 Convention will be back in Madison, WI on March 2.

IPMS Calendar

March 2, 2019 IPMS/USA Region 5 Regional Convention
 Crowne Plaza, Madison, WI
<http://madcitymodelers.org>

August 7-10 2019 IPMS/USA Nationals
 Chattanooga Conv Center, Chattanooga, TN
<http://www.ipmsusanationals.com>

July 29-Aug 1, 2020 IPMS/USA Nationals
 San Marcos, T

GTR News

GTR Update

The next regular GTR meeting will be on Saturday, March 2, 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.

February GTR Meeting

Notes and Photos by Doug Fisher

The February GTR regular meeting was held on 2/3/2019 at the Algonquin Township building.

Here are photos from Show & Tell:



Earl Spielberg brought in two outstanding bikes that are 80% scratch-built. He uses the engine and tires from the kit and makes the frame from plastic rod and the pipes from bent aluminum tubing. The craftsmanship in these bikes must be appreciated in person.

Earl gives his bikes names, this one is called Snow Blind. It was based on the Monogram Grim Reaper kit.



Another gem from Earl Spielberg starting out as an MPC Thunder Chopper. This one is named Flo.



Doug Fisher brought in a Corvette GS diecast



George Pritzer had built a Foose Corvette in stock trim for the kit.



Steve Jahnke was feeling in a blue mood with two blue Corvettes [one was a Mako Shark in

road racing trim}, a Nissan GTR [Club sponsored car!!] in Calsonic livery and a Toyota Supra.



Dave “the model shop” Green has the latest offerings for this month. Plus a finished Boss 302 and Bill Moyer’s 427 Comet drag car using FMP decals.

Kits are:

’55 AMT Chevy BelAir Sedan reissue – great box art and a ton of street parts plus two sets of wheels.

’60 Chevrolet truck with go cart

’77 MPC Ford delivery van with pad printed Firestone tires and a huge decal sheet

’32 Ford delivery van with Coca Cola decals

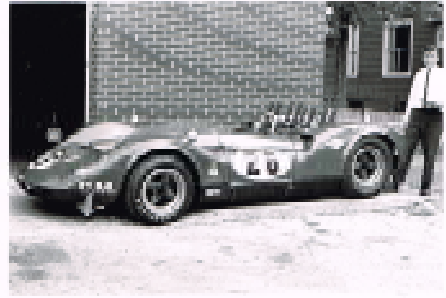
AMT Garage Scene “Tip Top Shop” and “Weekend Wrenching” good kits with a lot of unusual diorama material



Mark Minter finished the Nemo car from “A League of Extraordinary Gentleman” movie. Car was sourced off the internet from a foreign source and was manufactured by Wave. He found the body had a lot of static electricity making painting difficult. Found a static removal device “Zero Stat” used for albums [for those of us old enough to remember them] was able to remove excess static electricity to allow painting.

Ed Sexton brought in two versions of the McLaren Elva Mk 1A pre Can-AM race car. Interesting discussion about the evolution of the kits for this car starting with a Monogram slot car dating from the 60’s. Ed is modeling the Dan

Gurney version of the car and has found over 10 major modifications that need to be made to the resin kit he is working on from Mini Exotics. Ed found several photos from the Monogram archives that show details being taken from a Elva in the Chicago area. See below:



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.



At the meeting Earl and Mark talked about an anti static gun they used in their builds, This was later posted to the GTR Facebook page. Also there are more photos of his nice motorcycle builds posted there.



High Desert Modeler



by Chuck Herrmann Albuquerque, New Mexico
**SuperNationals Custom Car Show
and Model Contest**

The annual mid winter Rt66 SuperNationals Custom Car show is the largest hot rod show in New Mexico. It is held in three buildings and the surrounding access streets at the New Mexico State Fairgrounds (Expo NewMexico). It was held Jan 25-27.



Every year there is a celebrity guest, this time it was the cast of the MotorTrend TV show *Bitchin Rides*. Star of the show Dave Kendig owns Kendig-It Customs in Salt Lake City, he came down with a semi trailer of swag and parts for sale along with three custom cars.



There is a model contest held at the show that is organized by the Albuquerque Model Car Club. This year there were 109 entries. Custom were the featured class and Dave Kendig and his side kick Kev Dogg agreed to judge the class.



The winner was this 1965 Chevy Pickup.

There were some nice models on display. Winner of Best in Show as well as the Factory Stock class was this 1953 Hudson by Jason Schofield.



People's Choice as well as Best Paint was this Foose Ford pickup by Mitch Hodgkins.



Here are some of the completion class models.



Building a 1959 Daytona 500 NASCAR Thunderbird



Description: 1958 Ford
Thunderbird Convertible
Mfr: Monogram **Kit #:** 85-4280
Scale: 1/24

by Elliott Doering

For this month's review, I thought I'd do something a little different. Having just watched the 2019 "Daytona 500", in which they showed archival photos of the very first "Daytona 500", in which it was originally thought that #73 – Johnny Beauchamp, driving a 1959 Ford T-bird, had won the event.

While as far as I know only AMT ever released the 1959 Ford T-bird, Monogram has 1958 T-bird, and the differences are so slight, that I thought about doing an article on how simply a modeler can build one of these racing 1959 T-birds.



While the Monogram kit gives you a choice of building the model "factory stock" or a special "customized" version, we'll be building a lot of the kit via the stock version, with special racing equipment available from aftermarket sources.

1958 marked the debut of the second generation of the Ford Thunderbird. The original two seater had been replaced with a larger, more luxurious version, and like the original, it was a smash hit. The car was not only beautiful in its stock form; it was a showstopper when a few custom touches were applied.

In the world of NASCAR stock car racing in 1959, teams were all gearing up for the inaugural "Daytona 500", at the newly built banked superspeedway.

The famous team of John Holman and Ralph Moody, forever known to the racing world as Holman-Moody, prepared and entered six T-birds. To fill the field, Bill France, NASCAR's president, allowed sports cars, such as the T-bird, to enter, which could be powered by the huge Lincoln 430 cubic inch motor.

As Moody remembers... "the cars were a handful to drive. Everyone had a fit. They didn't want to run against it. They said we were crazy as hell, and that we were going to blow everyone else away. Handling was terrible, with the huge, low-revving Lincoln engine mounted way up front".

But the car produced one of the most dramatic finishes in the history of NASCAR as the unknown Johnny Beauchamp and his #73 T-bird ran second to Lee Petty's #42 1959 Oldsmobile, in a photo-finish that wasn't decided for nearly three full days.



Holman-Moody's car preparation was getting the attention of Ford brass, because despite the AMA ban, a T-bird nearly won the "Daytona 500". Ford did some investigating to discover just who built and prepared these T-bird race cars, and found it was Holman-Moody. Holman purchased a bunch of scrap T-bird parts from Ford's Atlanta assembly plant, and nearly won the biggest stock car race of the year.

Ford officials were amazed, and the performance certainly put Holman-Moody in good stead when the AMA ban came to an end. And when Ford returned to the sport in 1962, Holman-Moody, which had operated for five years without a legal document, finally incorporated.

For those seeking more info on the famous Holman-Moody race team, I highly suggest getting the book – *HOLMAN-MOODY: THE LEGENDARY RACE TEAM* by Tom Cotter and Al Pearce. Copies can be found used at low prices via amazon.com.

So, let's get into building one of these racing T-birds.

There are 13 assembly blocks to build this kit. A paint guide is given on the front page of the usual fold-out instruction booklet. All the paint colors are easily available at hobby outlets, and don't forget to use Metalizers too.

Most of the racing T-birds came in basic white, directly from Holman-Moody, so some gloss "Classic White" should be used here. The kit consists of flash-free parts, mostly molded in white, with a chrome parts tree, red tail lights tree, and rubber tires. I found a few mold seams or ejector pin marks thru-out this kit. A decal

sheet's included, bearing decals for the stock and custom versions.

As noted, we'll be mostly dealing with the "stock" assembly version of the kit, and assembly block 1 deals with building the engine.

The engine passes well as a 430 Lincoln. The two block halves are assembled, and the cylinder heads are added. There is room on the heads for drilling out plug holes for wiring this motor. The oil pan's molded to the block halves, creating an unsightly seam, which will need to be sanded out, or filled with a bit of putty, or "Mr. Surfacer".

To replicate the race motor, use the standard 4-barrel intake manifold, and stock valve covers. The two exhaust manifolds should be painted with Metalizer Burnt Iron, and the oil filter, coil, pulley assembly and fan, and fuel pump are all added. A distributor is given in the kit, but a much better choice is to acquire a pre-wired ignition/distributor, and drill out the plug holes on the heads for wiring. One could also hunt up a 4-barrel intake manifold, and acquire a resin 4-barrel carb, or use the 4-barrel carb from a Polar Lights Torino Talledega or Mercury Cyclone kit.

When the motor is completed, it is inserted into the frame pan, and an engine support piece helps hold it in position in the forward area of the frame pan. Look carefully on the frame pan for the two engine mounts.

The kit's wheels and tires will not pass for a racing wheel and tire. So, I suggest getting NASCAR wheels and tires made by Plastic Performance Products. Choose the 1960s era tires, and Holman-Moody wheels from either SOUTHERN MOTORSPORTS HOBBIES or MIKE'S DECALS, both on-line aftermarket parts sites.

Also... for the roll cage, I have found the cage from AMT's 1949 Ford kit, or a PPP cage from the dealers mentioned above, will work quite well.

Your front wheel/tire choice is then mounted to the kit's front axle piece, and when dry, the two front springs are added to the sockets in the front axle piece. The springs must be glued straight and level, and left to dry well before proceeding on. When dry, the assembly gets the two "A" arms added to it, and then the whole front suspension gets glued to the front of the frame pan. The front of the frame pan has hole sockets in which the springs seat. This completes all of assembly block 1.

In block 2, your rear wheel/tires are made up, and joined to the rear axle. Allow plenty of drying time. A simple rear end stiffener can be made from strip plastic, and joined to the top of the rear differential. Then, the right and left trailing arms receive their rear springs. Be sure to note how they go into the trailing arms – follow the diagram drawing here. The two rear shocks are also added. One can also hunt up another pair of rear

shocks to add, as NASCAR racers of the late 1950s ran dual shocks on all 4 wheels.

The rear sway bar is also added to the rear end. For your exhaust dumps, you can very easily just cut off the rearmost portion of the kit's exhaust at the area where there is a horizontal brace, just before the exhausts dip down to tie into the mufflers. This will replicate a straight-thru exhaust dump system. It's then attached to the two exhaust manifolds, and anchored to the frame.

In block 3, the battery gets added to its place within the inner fender well. Leave out the heater, as these were removed for racing. The radiator gets mounted to the molded in front radiator wall.

In block 4, we deal with head lights and tail lights. One can sand off the light pattern on the included clear head lights, or if you have a punch set, you can punch out small circles, to use as head light covers. Or, one can use the head light covers given in the 1964 Petty Plymouth racer kit, by either Lindberg/ModelKing, or AMT.

For the tail lights, one can use the chromed left and right backings in the kit, and either use the red tail lights, or leave them off. Some racers actually had the red tail lights on the car – it's your choice here. The stock rear bumper also gets added here.

In block 5, we start interior assembly. The left and right vent frames and windows are made up, and then attached to the right and left doors. When dry, the left and right door panels get added. When both door assemblies are dry, they get inserted into the slots within the sides of the body. There are two curved hinges which insert into the body, and then a hinge plate is glued over the hinges to hold your door assemblies in place.

You only need to make one seat. Glue the seat back to the seat, and add the seat belt. You will need to hunt up a shoulder harness, and I suggest using the one from the AMT 1956 Ford kit, or AMT's 1964 Mercury Marauder. Then again... some racers only used the lap belt, so it's your choice. When your seat is assembled, glue it to the interior floor piece.

The custom console is NOT used. You can use the column shifter, included on the kit's steering column. A rear panel is then placed behind the seat, but it'll need a top cover added to cover the rear seat area. One can easily be made from sheet plastic.

Again, we omit any of the custom assembly blocks, and at this point, the body is placed over the completed rolling chassis in block 8.

Block 9 leads us to building up the dash. The instrument panel gets added, plus the chrome panel, the pedals are also added here, and the steering column receives the steering wheel. Again, there already is a column shifter on the steering column. Be sure to remove the horn ring

from the steering wheel. When your dash is completed, it gets placed in the curved front area of the interior/body.

In block10, we work with the front grille. Do NOT add the grille guards or the parking lights.

Block 11 deals with the windshield frame, and clear windshield. Glue for clear plastic parts should well be used here. Do NOT add the sun visors. When your windshield assembly is complete, it gets added to the area of the dash. There are two pins on the windshield that fit into holes in the dash area. Also, the overflow tank gets mounted to the engine here. At this point, your roll cage can also be glued to the interior floor.

The T-Bird was raced in both the convertible or hardtop forms. For the hardtop, do NOT add the Landau trim to the top, just add the rear window, again using clear plastic glue. Also, do NOT add any antenna, side mirrors, or hood/fender ornaments, as these were all removed on race cars. This completes block 12, and you model's now complete except for decals.

I know Fred Cady produced decals for the white car #6 of "Cotton" Owens – the Friendly Ford Dealers car. He also did the decals for the #73 Johnny Beauchamp car. There may also exist decals for other T-bird race cars, via searching the NET.

As you can see, with only very minor modifications, one can easily transform this kit into a late 1950s NASCAR racer. The kit's rated at Skill Level 2. Nothing in this kit presents any real problems in assembly. In each assembly block, you deal with no more than three parts, making assembly rapid and easy.

If you're a fan of vintage NASCAR race cars, pick up one of the Monogram 1958T-birds, and try building it into a NASCAR racer.

As always... have many happy building hours.
ED

GTR
THE SUMMER NNL
Model Car Contest & Swap Meet
August 4, 2019
2019 Theme: 50th Anniv. of the 1969 Camaro, stock, race or drag.
Sub theme: Woodies and Wagons

Features:
13 class winners and trophies for each
Outdoor vendor area, set from your trunk. \$10 fee includes pizza lunch and contest entry. NO pre-registration required.
Door Prizes
Admission Fees: \$10 for entrants and \$5 for visitors, both include pizza lunch
Open 9:00 am to 1:30 pm trophy presentation

Location:
Algonquin Township Administration Building
3702 US HWY 14, Crystal Lake, IL 60014
Located half way between Cary and Crystal Lake.

Hotel:
Holiday Inn, 800 South PE. 31
Crystal Lake, IL 60014
815 477 7000

Visit GTR on Facebook
GTR is an IAMS chapter

Contact:
Doug Fisher
email: dkfisher1@comcast.net



Winner for a few days.....



GTR 2019 Event Calendar

Mar 2 IPMS/USA Region 5 Regional Convention
Crowne Plaza, Madison, WI
<http://madcitymodelers.org>

March 3 Scale Auto Hobby & Toy Show
Serb Hall, Milwaukee WI
www.uniqueeventsshows.com

Mar 10 Cedarville Model Car Swap Meet & Contest
Jane Addams Comm Center, Cedarville IL
Scott Baldoff 815-238-0634 also Facebook

Mar 16 41st Ferrari Annual Art & Literature Expo
w/Model Car Contest
Continental Auto Sports, Hinsdale, IL
Contact Hugh at YouAreAWinner@earthlink.net

March 16 12 Hours of Sebring IMSA
March 16 World Endurance 1500 KM WEC
Sebring Int Raceway, Sebring FL

March 17 Australian Grand Prix
Melbourne, Australia

March 17 Countryside Collectors Classic Show
Park Place of Countryside, Countryside IL
www.uniqueeventsshows.com

April 13 AMG Milwaukee NNL #27
The Excellence Center, Waukesha WI.
Theme: Drag Racing
Sub Theme: Land Speed Cars
Tom at tnowak@wi.rr.com
Scott at scottiek1@charter.net

Apr 14 Milwaukee Miniature Motors Show
Waukesha County Expo Cntr, Waukesha WI
www.uniqueeventsshows.com

May 17-18 39th Hoosier Model Car Contest and
Swap by Hoosier Model Car Association
Johnson County Fairgrounds, Franklin IN
John White 765-571-1104
dakotajohn@embarqmail.com

May 19 NNL North
Knights of Columbus Hall, Bloomington, MN
www.NNLNORTH.com

May 27th Indianapolis 500
Indianapolis Motor speedway, IN

May 25-27 GSL 27 International Scale Vehicle
Championship
Salt Lake City, UT
<http://www.gslchampionship.org/>

June 22 NIMCON 8
Hosted by IPMS/Lakes Region Scale Modelers
McHenry County College, Crystal Lake, IL
www.lakesregionmodelers.com

June 8-9 Heartland Model Car Nationals
Overland Park Conv Cntr, Overland Park KS
www.kcslammers.com

June 15-16 LeMans 24 Hours
LeMans, France

Aug 4 GTR Summer NNL
Algonquin Township Building, Crystal Lake IL
Contact Doug Fisher kkfisher1@comcast.net

August 7-10 2019 IPMS/USA Nationals
Chattanooga Conv Center, Chattanooga, TN
<http://www.ipmsusanationals.com>

Sep 28 Nordic-Con 2019
Veterans Memorial Community Center
Inver Grove Heights, MN
robertmaderich69@hotmail.com

Oct 20 Countryside Collectors Classic Show
Park Place of Countryside, Countryside IL
www.uniqueeventsshows.com

Oct 26 Winnebago Area Model Classic Theme:
50 Years of the Silver Screen
Auto Challenge Class: GT 2 GTO
WAMClassic@gmail.com,
www.WAMClassic.wix.com/wamc,
www.facebook.com/WAMClassic

Nov 3 Scale Auto Hobby & Toy Show
Serb Hall, Milwaukee WI
www.uniqueeventsshows.com

Dec 1 Tinley Park Annual Holiday Show
Tinley Park HS, Tinley Park, IL
www.uniqueeventsshows.com