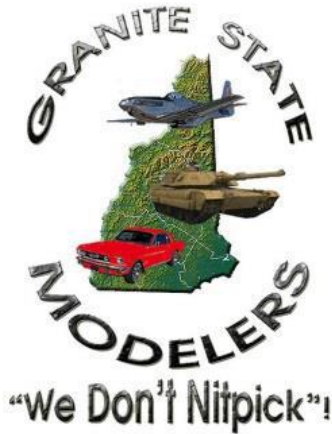




'The Instruction Sheet'

IPMS / Granite State Modelers Club Monthly Newsletter

Website: GraniteStateModelersClub.ORG

Email: GraniteStateModelers@Gmail.com

Visit us on Facebook: Granite State Modelers Club /
IPMS



Club Meeting Reminders: July 21 2025, August 18 2025, September 15, 2025

Weekly Zoom Build Sessions: Sunday, Monday and Wednesdays 6-9pm;

Saturday 1-4pm

Zoom Meeting Link – [GSMC Zoom Meeting](#)

From My Bench

Hello Fellow Members

Well, it's been really hot and I hope your AC has been working well. Even riding the motorcycle isn't fun in the heat.

So, let's start off with the most important item. We need to come up with a menu for the club picnic, so Bob will know what to prepare and smoke for us. Put your thinking caps on, and we'll discuss it at the meeting. We'll also do another headcount to see if we're about the same as our first count was. We'd also like an anti-rain dance done by anyone to assure a good day. We've been blessed so far, and had good days in the past.

Another issue is the SHOW!!! The show is only three months away!! That time will go by fast. Per usual, we need to get the trophy packs sold. We're the cheapest, so selling them should be easier than others at a higher price. Some have been purchased, but they all need to go. Can't pay the bill, no show.

We also need some more articles for our award winning newsletter. Same old request, but it's our newsletter and we didn't win "Best Of" for not having a quality production.

On a positive note, our Zoom sessions have still been one of the best ideas the club has had for interaction. Other clubs meet and have build days, but are limited in progress, because they're not near all their building products. On Zoom WE are!!! The ideas exchanged are also a huge bonus to help others.

Next month the IPMS Nationals are upon us. A few in the club are going and the after report will be fun to hear. If anyone just goes to take in the event, it is huge!! It's worth the one time experience.

So in closing, work on those Yankee swap builds, and remember, there's a certificate at stake for the winner again.

Build fast and careful.

Pres

IPMS/GSMC meets for our general membership meeting on the third Monday night (4th Monday in January and February) of each month from 7 PM to 9 PM at the Nashua Public Library, 2 Court Street Nashua, NH. Visitors are welcome; Show and Tell and a kit raffle are held at each meeting.

June 2025 Meeting Notes By Pete Davis

- Our June meeting had 20 attendees, all in person, no Zoom attendees.
- Secretary Rod Currier was not in attendance due to illness.
- Zoom Admin Bob Ferri reported the Zoom sessions are doing well, with extra sessions when someone is available to open the link.
- Content Editor Pete Davis advised the newsletter is in need of submissions, and where to send them.

Club Officers:

President: Mac Johnston

(603)359-0595

macatflandersandpatch@hotmail.com

Vice President: Jason Robidoux

(603)674-4973

Jason.Robidoux30@gmail.com

Secretary: Rodney Currier

(603)726-3876

nickmatt2@roadrunner.com

Treasurer: Rich Filteau

(603)514-1604

r.filteau@comcast.net

Newsletter Team:

Content Editor - Pete Davis

(603)759-2173

granduck@aol.com

Contributor - John Rauscher

(603)315-0751

JVR@gsinet.net

Contributor/Distribution - Rod Currier

Content Layout - Bob Ferri

Zoom Administrator

Bob Ferri

(603)547-7456

ferri@gsinet.net

Social Media Coordinator

VP Jason Robidoux

- Show Coordinator John Rauscher stated that show prep is proceeding well, but we may need a couple people to help the PTO with breakfast item sales until they shut down at 11.
- Treasurer Rich Filteau posted \$315.00 in deposits and \$852.28 paid out to purchase the raffle cage, a trophy pack for Nationals, and our deposit on tables for the show in October. He will send me the detail sheet via email.
- Content Editor Pete Davis discussed purchasing a printed table throw to replace the old signs, which are pretty much worn out. The cost is \$850.00. Pete offered to donate the throw to the club, but it was decided the club would split the cost 50/50 with him. He will work with Rich Filteau to develop the artwork for the throw front. The expenditure was approved.
- President Mac Johnston read off Rod's report. Trophy packs are still \$25.00 each. Rod will set up the Plaistow Senior Center demonstration and will work it with Frank Moore. He also stated the trophy packs have been purchased to avoid pricing increases due to potential tariff concerns.
- Vice President Jason Robidoux reported the website is done, but does need to be tweaked slightly. His contact updated the site for free, but will need to be paid monthly for updates. Fees were approved by the membership. The site will be updated twice a month.
- President Mac Johnston brought up the annual picnic at Bob Ferri's house in Weare. The date was set for August 3rd, with a rain date of August 24th. We will work on the menu when we get closer to the picnic date.
- President Mac Johnston also discussed the IPMS Region One Zoom meeting he attended. The interest was in what activities clubs do

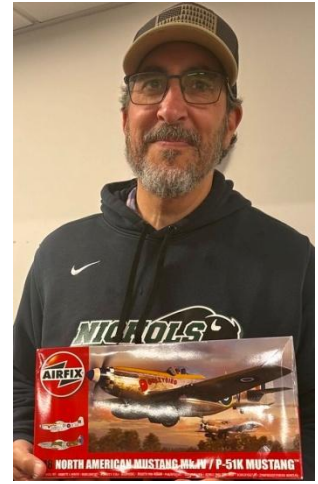
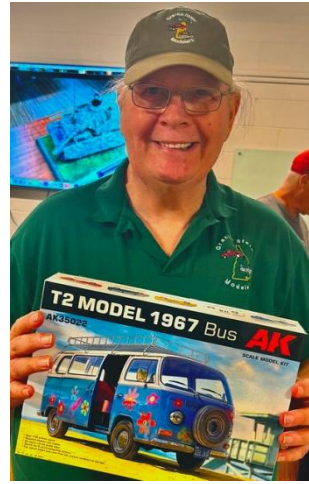
for internal events. Our club does the annual Yankee Swap. Others do twice a year internal contests with themes like shelf queens, paper models, etc. Club shows are mostly local events with some open judging in select categories. Visibility was discussed, with some clubs doing YouTube presentations. He also talked about show table costs. Some vendors owning stores don't like to buy in, as they feel show participation cuts into their store revenues.

- Treasurer Rich Filteau reported he has purchased a trophy pack for us for the Nationals. It will be category 216, 1/48th scale tracked vehicles.

- Member John Cook told us of his recent participation in a Make-it Labs event, where he promoted the club and handed out show fliers.
- Treasurer Rich Filteau asked how we were set for business cards; we are currently good.
- Member Paul Lessard told us about his attending the NE Prototype Modelers meet in Springfield Massachusetts. They had 200 attendees and had a large layout room, with clinics and vendors available.
- Member Jerry Waters emailed Bob Ferri during the meeting to mention that the Toadstool Bookstore in Peterborough NH has a lot of models on display. It was noted that this had been reported before.

May Meeting Raffle Winners!

Our meeting raffle winners were Tom Shanahan, Rich Filteau, Pete Davis, and Andy Wade!
Congratulations!



Rod's Ramblings By Rod Currier

Sorry I missed the June meeting. I was feeling so lousy that I went to bed early. That gives those who haven't paid their dues another month before they get taken off the mailing list!

Trophy packs for GraniteCon are still \$25.00. "Best Of" awards are \$35.00 each. As Mac stated, the sooner we get them sold, the easier it is to get ready for our contest. If each member could sell one or two, that would certainly take the heat off from that project. I personally sponsor the "Dan Belcher – Best Aircraft Award" and the "Jack Sutcliffe Award for the Best 1/48th Scale Prop Aircraft". Both of these deceased members were great friends of mine and that is how I choose to honor their memories. Please have checks made out to "Granite State Modelers Club." We can also deal with cash! If someone needs specific categories, the sooner you bring in payment, the easier it is to get the categories you desire.

I know it is early, but we should pencil in our volunteers for the GraniteCon duties this month. I have already purchased the table covering and put down a deposit on the awards so we got our cost locked in.

I posted pictures of the Camaro (yes, a car!) I built for my grandson that I was going to bring to the meeting last month. I can't guarantee it will still be in one piece for this month's meeting! So far he is taking pretty good

care of it. Luckily the front wheels are not on an axle, so it doesn't roll down the hallway very well! And if it is in one piece, I will actually have two models to show this month.

I am coordinating with Frank Moore, and the Plaistow Seniors, to get an acceptable date to give them a little talk on model building. Hopefully we get it done this month!

If you are a member of IPMS/USA, please take a moment to vote for officers for the coming year. You can either sign into the IPMS/USA website or send in the voter card that came in the March/April issue of the IPMS/USA Journal.

See you on the 21st.

Rod

Pete's Ponderings By Pete Davis

Many years ago, so far back that I don't remember when or where I read it, I learned that model building is a folk art form. It is considered so, as it is a creative endeavor, wherein untrained artists generate an artistic representation, using self developed skills and observations, to render a particular subject of interest to them. Result extends directly from the level of the artist's innate skill set and knowledge. If you are unsure as to how that works, look up Grandma Moses, a woman who taught herself how to paint at 78 years old back in the 1800's, and you will see a prime example of a folk artist and her work.

We all have our own ideas of how we approach building and representing the model kits we use as our personal medium of expression. Most of us are self taught, and have worked out ways to express our own stylistic interpretations. Many of us follow one of two schools of thought when it comes to what we are trying to achieve.

The idea that a model should be an exact representation visually of a subject, going for hyper-reality, is one such approach. This entails accurate detailing, with high levels of craftsmanship. It looks at minimizing weathering in favor of a 'factory floor' appearance. There is no dirt or grime, just a clear image of our subject at a specific point in time. Car guys do this a lot, but it is also evident in aircraft and armor and other builds as well. It is an easy approach, seeking only to show the subject. You do physical detail, but you don't highlight.

The second school calls for much more interpretive expressions. In this regard, airplane builders will pre and post shade seams on fuselages and wings. They will then use glazes to build up the surface colors to maintain the shading subtly. They will also add scratches, dings, and scrapes... anything to highlight features according to their personal preference. Armor guys will chip, scratch, pre and post shade, weathering with powders... also seeking a more artistic and visually interesting result. Adding figures in to show scale adds another dimension, offering challenging forms and shapes as you work to show the play of light and shade across their surface.

Both fall under the heading of folk art, in that they seek to offer a personal view of their chosen subject. They are done by self trained artists, not professionals. We are lucky in that we don't have to learn how to visually shape our models, as the physical forms already exist three dimensionally. Many folk artists, particularly painters, have to learn to interpret how a form turns on a two dimensional surface (think of rendering a rubber ball on paper). While, to a certain extent, that can impact what we do, it is less of an issue for us.

Our art form is less demanding in that regard, but it is still challenging, whichever of the two schools you follow. You should think of yourself as an artist, at any rate. You are, after all, producing a singular three dimensional artistic sculptural piece, based on your own skills and understanding.

It's That Time Of Year!

Dues must be received by July 1, 2025 or your membership will be dropped from the member register and will no longer receive our club newsletter. Only one newsletter will be sent per household, membership form is on the last page of this newsletter.

Part Of The Journey By Jason Robidoux

If you read my last posting for the newsletter, you'll recall my struggle with a couple kits I have built recently. One of those kits is the AMT 1970 Chevelle. I managed to get some very difficult molding issues in the body sorted out. Next up was primer and paint. I decided to give Createx paint and primer a test. Following their exact instructions I laid down their Wicked Blue Pearl. The end result was almost flawless.

Next up, I chose to use a 2k clear recommendation to me by fellow club member Jim Rondos. I followed his recommendations to the letter. When I was done, what I saw in front of me was beautiful. Sanding and polish came next. I sat back and looked at the body. I went over every nook and cranny trying to find a flaw. This car came out looking like a shiny blue diamond. This was by far my best paint job to date. I couldn't believe I was the one that painted it.

I chose to go box stock with this kit, and I did take the time to lower the ride height a bit to get the stance the way I wanted it. I moved onto the glass and I took out my trusty BSI foam safe glue. It is one of those bottles with a brush in the handle. I unscrewed the lid, took out the brush and reached across the body to apply glue to the glass.

This is when tragedy struck. What I failed to see was the strings of glue reaching from the bottle to the brush as I was lifting it out. I managed to cover the body in glue and I was devastated. I wanted to make the body fly like a paper airplane. My next reaction was to wipe it off. Something made me take a deep breath and think....."nope, don't touch it" I said to myself. Let it dry, don't make it worse by smudging it.

I let it sit overnight, and the next day I had convinced myself my only course of action was to strip it and repaint. Just before it was about to hit the brake fluid bath, I stopped myself. I figured I already screwed up so I would use this as a teachable moment for myself and give some sand paper a try. Wouldn't you know, I got it out!

Convinced I would burn through the clear I went to the next highest grit, then higher, higher and higher. I took out my polish compounds. I said to myself "no way I don't burn through it now NO WAY". Well I saved it! My old buddy Murphy's law tried to step in and take it from me. Snatched from the mouth of hell and back on to my desk was my polished blue diamond. Dramatic, I know but with my level of defeat, this is what it felt like.

What I learned.... keep pushing, try new things, and test your abilities, lemons into lemonade right? Most of all, it's okay to make mistakes. One of my favorite goalie coaches once told me "Jay, we either win or learn something, there is no losing". I learned a lot over these last few kits. She may not win any show metals but what matters most to me is "I *am improving*"!

Coming Events of Interest

August 6, 2025 – IPMS/USA Nationals Hampton Roads, VA

September 28, 2025 – PatCon 2025 Hudson MA

October 3, 2025 – ArmorCon Southbury, CT

October 19, 2025 – GraniteCon 32; IPMS/Granite State Modelers; Weare Middle School; Weare, NH

October 25, 2025 – Hudson Valley Scale Model Show 2025; Hudson Valley Scale Modelers; Elks Club Hall; Poughkeepsie, NY

November 2, 2025 – BayCon 2025 Franklin, MA

Tiger 131, North Africa Tiger Tank Build By John Rauscher



Tiger 131 is without doubt the most famous and most celebrated captured tank of World War II. It is the first intact Tiger tank to be captured and the only fully restored and running Tiger tank extant today. The myths surrounding Tiger 131 is more complicated than one can imagine.

By 1943, the Germans under Field Marshall Erwin Rommel saw the writing on the wall in North Africa. The Americans had landed, the British were receiving Lend Lease Sherman's, and they finally got their Churchill heavy infantry tank working fairly consistently. Still, many Churchill's became fodder for the Afrika Korps Tigers deployed in Tunisia. The Second Battle of El Alamein really began the push that shoved the Germans out. It initiated the German retreat that opened the gates for Operation Torch, the Allied invasion of Morocco and Algeria late in 1942. From this point forward, the Germans fought a retreating delaying action that continued to manage to knock out a substantial number of allied tanks.

Peter Gudgin, a Churchill Tank crewman, saw combat in North Africa. He believed his tank disabled Tiger 131. In fact, the Tiger he struck was at a different location, but his reputation in later years resulted in no one questioning the validity of his claim. Extensive research later by Dr. Newsome and others, has disproven this assumption, and credited the kill to the British Regiment of the Sherwood Foresters using an anti-tank gun in a different location. This build then, is the summation of 19 reference books, half a dozen articles and photos from the Bovington Tank Museum archives brought together to recreate Tiger 131 in 1/35 scale as it was captured on April 24, 1943.

The Tiger tanks of s.Pz. Abt. 504, and 131 specifically, had modifications and differences to other tigers in North Africa. The Driver's periscope apertures were filled and welded shut. The exhaust shields were not perforated with cooling slots, nor were they off round or angled as many are depicted. As an offensive weapon, the Tiger was pure German over engineering. Maintenance was complicated by technical and mechanical inconsistencies as well as a need for frequent service and tuning up. When it ran, it ran well with a dedicated caring crew. The German propensity for over-development, and the exhaustive variety of platforms, contrasted with the Allied mass production of simpler far more numerous weapons, led to their demise. Still, the 88mm gun fielded on this chassis was powerful enough to best most Allied armor until the British 17 Pounder was flipped upside down and installed in Sherman turrets, and the US began to field 76mm High Velocity and 90mm guns.

This representation of Tiger 131 is as it appeared in those first photographs taken at Hill 174 at Guerriat el Atach before the British Army towed it to a depot to repair and refit it for trials and shipping back to the U.K. There are discrepancies in the photos provided here, as some were taken on April 24, and some after parts were replaced. Notations on those photos help clarify these points.

I have based all my updates, corrections and modifications upon 19 various reference books on the Tiger tanks, and Tiger 131 specifically. I was unable to locate, and therefore believe, that there are NO extant color photographs of Tigers from WWII, either interior or exterior. Therefore, any restoration photos in color can only be approximations based upon paint chips analysis or approximation based upon thorough examination of tonal qualities of those b/w photos.

In presenting Tiger 131, I admit to using some artistic license in my finishing:

- I presented the radio as complete – reports indicate it was smashed and unusable from the disabling shot ricochet into the hull seam between driver and radio operator. I used specific references on German Communications Equipment.
- I have included a tow cable on the port top of the hull. Early photos show none, and subsequent ones show two British soldiers man handling one presumed to have been in the turret stowage bin. There is also one photo in references consulted that show a tow cable on the ground behind Tiger 131 upon capture.
- Cleaning Rods have been included on the starboard side hull top. None are in evidence in the wartime photographs.

The features above are for aesthetic reasons.

My rationale for these adaptations was purely artistic and detail based. I had nice cables, brass rods and radio references which I wanted to include.

Rather than try to write a step by step narrative, I thought it best, and easiest to understand, if I listed modifications and presented photos. So here goes!

I have included a list of alterations, adaptations, and accurizations to the details to Tiger 131 to accurize it beyond my artistic license, to represent the actual vehicle located at the site at which it was disabled, before being scoured for souvenirs, or bastardized at a refit depot for evaluation.

3D Details:

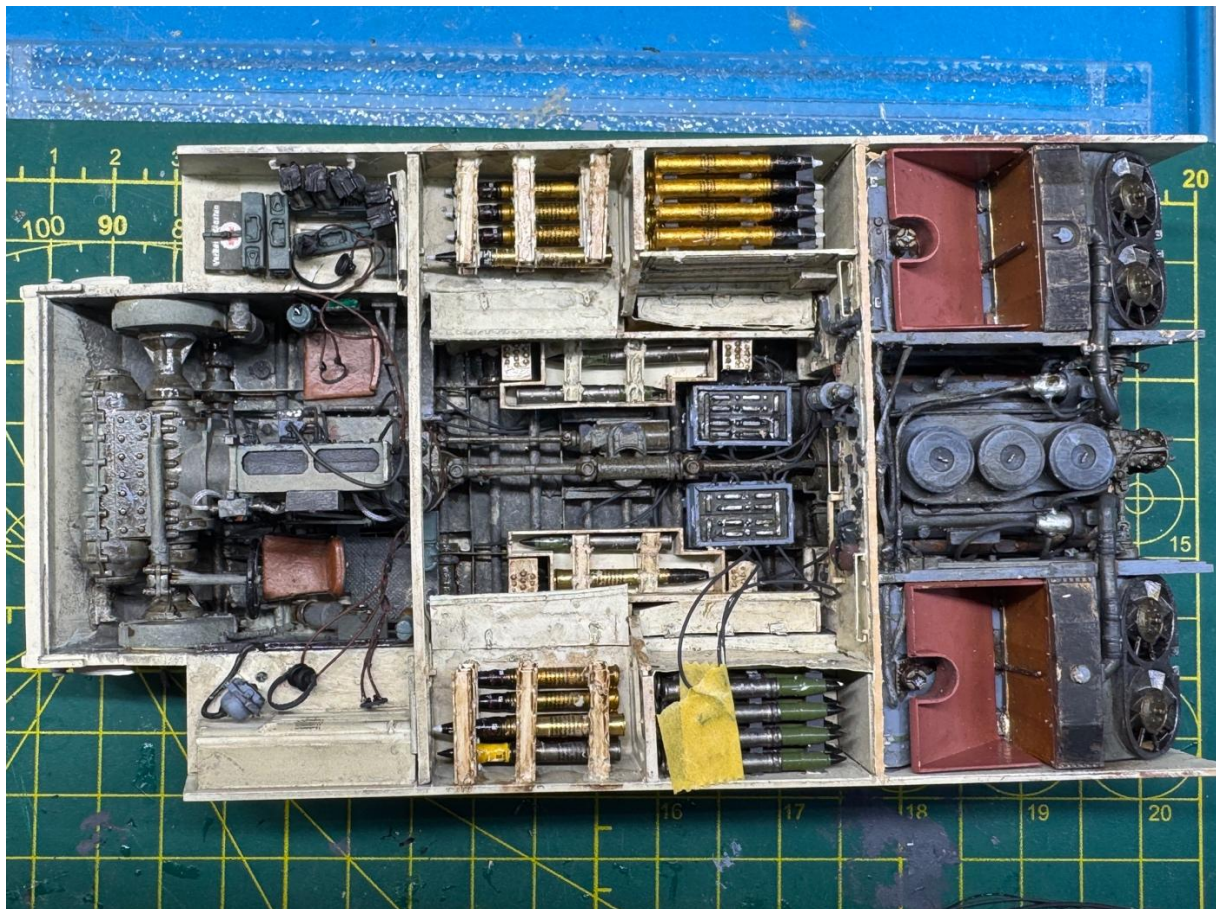
- TRex track
- TRex commanders cupola
- Elephant exhaust and air cleaners (Feifel System)
- Correct TRex sprockets and front wheel axles
- TRex tool clamps, fire extinguishers and headphones
- Passion Models fire extinguishers and headsets/throat microphones.

Aber, Eduard, Voyager, Brass Sheet and RFM Photo Etch and Resin Details:

- Hatch hinges
- Jack block station
- Jack brackets (rear)
- Tool box brackets (rear)

- Exhaust shields (scratch built)
- Front Fenders (scratch built)
- Rear fenders (Eduard)
- Turret stowage bin (Voyager)
- DML brass and aluminum barrel, Voyager mantlet
- Scratch built and various make smoke candle launchers and ignition system.
- RFM front hull hatch mechanisms.
- Voyager deck screens, hatch stays.
- RFM shield mounts, Voyager side sand shields, Master Club bolts
- Scratch built engine crank
- Eduard rear toolbox mounting bracket
- Scratch made track cable, 3D and scratch built brackets
- Pistol port removed and escape hatch added to turret on loaders side rear.
- Driver and Radio Operator hatches completely rebuilt with PE and hinges.
- Loaders hatch damaged per initial photo.

A full interior beyond what RFM provide and corrections, were made based upon Tiger 131 restoration photos and wartime photos of Tiger I interiors:

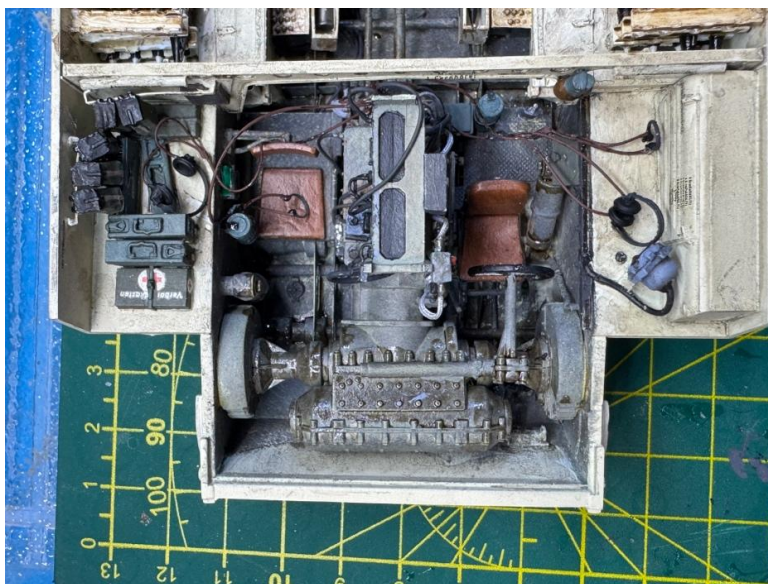
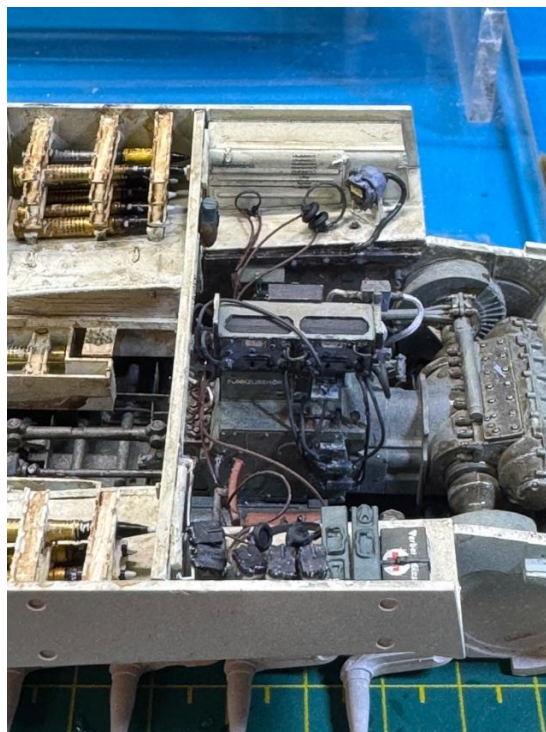


Drivers Compartment:

- All stowage added (oil can, gas mask, breathing tube, canteen, headphones and throat mic and cables, dashboard controls, gauges, oil filler tubes, wiring and stencils were added)

Radio Compartment:

- Ammo, first aid, spare parts, toolboxes, canteen, gas mask and ammo bags added. All racks, stencils to bulkheads. Hull MG removed per photo.
- Radio completed based upon references with all power lines, communication lines, etc added.



Fighting Compartment:

- AFV brass ammo used with stencil decals on each round.
- Ammo locker doors and hinges scratch built
- Batteries wired and wires run throughout hull to compartments.
- Scratch built ammo bag racks.
- Rear wall accurized. Cut out to engine compartment, all hoses and wiring from fighting compartment to engine compartment run through.
- All shut offs, chokes and knobs added from scratch
- Fire extinguisher scratch built and decaled
- Ammo bags, canteens added.
- Scratch built ammo racks on sponsons
- Correct mix of AP and HE ammo used and colored accordingly.
- Complete interior stenciling per wartime b/w photos.



Part 2 Tiger 131 build to appear in the August issue.

Show and Tell

Many higher resolution images can be found on the web site!



Rod built this model for his grandson. At first his grandson wanted it painted yellow, but then decided he wanted it black, like the real one his dad used to own. Not altogether a bad build from an airplane guy!



Pete Davis built a Hasegawa 1/35th scale Hitachi ZW100 bucket loader for a change of pace. He built out of the box, and chose to explore only use minimal paint. Fit was good, but the instructions were occasionally challenging. He left the hydraulic rams unpainted, to allow the bucket assembly to work, without scraping metallic paint off them. It was a fun build.





Boston and Maine hoppers from the 1950's, done in HO scale were Paul Lessard's offering for this meeting. The first is from Model Die Casting (Roundhouse). This PS-2 (Pullman Standard) version had the large logo. He added new brake wheel and uncoupling levers, otherwise building it out of box.

Paul's second hopper was a Bowser 1/87th scale kit based around cars built by American Car and Foundry. It has open slope sheets, which provided a smaller load capacity. He built this out of box, adding uncoupling levers and weathering.



Mark Natola had his 1/72nd scale Monogram B-36 on view. This is a work in progress that has currently been ongoing for ten years. He has mixed feelings about the moldings, as they are dated and have many faults. This is the largest molding of this plane, until recently.





Mac Johnston finished off the night with his Vargas 1/35th scale Italian Obice 254/40 gun. He had to scratch-build the four wheels, as he damaged the originals during the build. He is using LifeColor paints. This is an older issue molding, which required a lot of sanding. He used MicroMark rivets on the carriage, and reused the rivets from the damaged wheels. This gun had no recoil built in, relying on ramps behind the gun to hold it during firing. The barrel is hollow and the breech can be open. This is still a work in progress.



John walker brought his Border Models 1/35th scale Panzer 4 ausf. G L/43. He had one issue adjusting the fit on the bogies, dealing with individual link tracks. His tow cable was embossed solder. He painted with Tamiya paints, going 50/50 with Buff and dark Yellow, and using standard greens. He weathered with pastel powders and graphite pencil. He reworked and modified a Tamiya figure. Other than that, this was an out of box build. The tank represents one used by the 1st SS Leibstandarte Adolf Hitler group in Kharkov, March 1943.





John Edge came with his Revell 1/25th scale Darth Vader edition 1985 Olds 442. He painted with Testers Extreme Lacquer, Blazing Black. He then coated with a 2K gloss clear.



Frank Moore took an Atlantis 1/48th scale Japanese Chi-Ha tank and added scratch-built styrene tracks. He defined the camouflage with silly putty. He created two Naval landing troops out of four figures to go with it. The kit had good decals.



Frank Moore showed us his Monogram 1/35th scale M34 2 1/2 ton truck. He detailed by 'hardening' the vehicle, adding armor plate and anti-grenade screen. The kit was missing parts, and he had to scrounge two additional wheels to complete it.



The Instruction Sheet Needs You!

Members, we are constantly in need of newsletter content to keep our IPMS NE Region award winning newsletter going strong! We strive to put together an informative newsletter, with some content that will enhance your modeling experience, inspire you, inform you and make your modeling experience more enjoyable.

This is your newsletter and we need your contributions, large or small! Be it a kit or product review, build review, site visit or historical content, or even just a picture of your work or something you have seen of interest.

We are also looking for tips, tricks and hacks you use in your modeling that others may benefit from. These can be just a few lines of text and an image or two.

You can just provide the basic text and some images and we can create the layout and polish the content for you. Don't be shy, there is a writer in each of us, sometimes it takes a little effort for it to come out.

For those who choose to contribute, you can forgo any formatting, as that is done upon insertion into the newsletter layout. We would appreciate writers using Times New Roman for a font, and there is no need to add indents or line spacing, bolds or any other font enhancements. Plain text is just fine.

Anyone in the club can submit to either Pete Davis or Bob Ferri for inclusion. They must be received 2 weeks prior to our monthly Monday meeting date to appear in that issue.

Thank you from the editorial team for ***The Instruction Sheet*** for your continued support.

For I.P.M.S. membership, go to
MYIPMSUSA.org Membership page
for details and membership forms



Hobby Shop Directory

These are the hobby shops that support us and our efforts year after year. Most give our club members discounts. They support our club contests, and stock the supplies and new kits we crave. Please support them!



Boomers Books & Empire Models & Molly Stark Bindery - 273 N Stark Hwy
Weare, NH 03281 (603-529-5644) - BoomersBooks.net

NORTH EAST TRAINS

Specializing Lionel • American Flyer • Atlas
in . . . MTH • Williams • Weaver • K-Line

Bought • Sold • Repaired
N • HO • S • O • G Gauges



www.netrains.com
18 Main Street
Peabody, MA 01960

Don Stubbs
(978) 532-1615
fax (978) 532-2282

Why Grow Up?

HOBBY
Emporium

MODEL KITS, TRAINS & ROCKETS, PUZZLES, AND PAINTS
& SUPPLIES

978.649.5055

440 Middlesex Rd Tyngsboro, MA 01879



Double Play Hobby
Consignments
479 Elm Street (101A)
Milford, NH 03055
M-F 12-6 Sat 10-5 Sun 12-4

Bill Greenwood 603-582-4224
doubleplayhobby@yahoo.com
<http://doubleplayhobbyconsignments.com>

Show And Tell Description Form

We have generated a form for meeting Show and Tell descriptions. This will give us the details needed to post in the newsletter along with images of your models. Ideally, you can print the page and cut out the form to use. We will also get it posted to the web site for download. Copies will be available at the meetings to fill out.

 Description:	Builder: _____ Subject: _____ Kit Mfg: _____ Scale: _____

GSMC Dues Payment Form

Member Names: _____

Mailing Address: _____

E-Mail Address: _____

Telephone # : _____

IPMS/USA Member? ☐ Yes ☐ No If Yes - IPMS Number: _____ Expiration Date: _____

Dues Are \$20 Per Year For a Single Member And \$25 Per Year For A Family
Make Checks Payable to: **Granite State Modelers Club**

Please Return This Form With Your Dues Payment To:

Rodney Currier
8 Strawberry Lane
Thornton, NH 03285