

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 13, No. 6, February 2000

by: "GTO"

(The *Maryland Automotive Modelers Association* is a chapter of the *IPMS*)

Well gang, the *January meeting* had our usual excellent turnout, especially considering that *elections* were to take place! And, to no one's surprise, the officers were *unanimously re-elected*. This means that either *a) You guys liked the job they have done over the past year*, or *2) No one else wanted the job!!* At any rate, you had your chance, and now you are stuck with us!

The raffle raised *\$57.00 (as well as \$47.00 from the box)*. The club would like to thank the raffle donors, unfortunately, I can't find my list! Special thanks can still go out *Replicas and Miniatures Company of MD* and those listed below:

Tom Walsh,
The ERTL Company
Highways 136 & 20
Dyersville, IA 52040-0500

Ed Sexton/Bill Lastovich,
Revell-Monogram, LLC
8601 Waukegan Road
Morton Grove, IL 60053-2295

Double Zero (Y2K) MEETING SCHEDULE

Well guys, here it is, just as I promised ya! Ain't it great when things work out like they are supposed to? Thanks to Matt Guilfoyle for his hard work in ensuring that we have a place to meet every month next year! Yup, we are back at the *Greenbelt Community center* multipurpose room for the dates listed below. As usual, the meetings start at noon, and last until 3 or 4 P.M. (*and maybe even later, depending on what is going on!*).

January 15th
February 19th
March 18th
April 15th
May 20th
June 17th



July 15th
August 19th
September 16th
October 21st
November 18th
December 16th

From the Baltimore Beltway (RT 695): Take Exit 7, Route 295 (*Baltimore-Washington Parkway*) south towards Washington approx. 18 miles to Route 193 (*Greenbelt Road*), and exit. When on the off-ramp, stay to the right and merge right onto Southway (see below).

From the Washington Beltway (RT 495): Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (*Greenbelt Road*). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (*at the light*) onto Southway (*see below*).

Once on Southway: Go straight to the second (*2nd*) STOP sign. Make a left onto Crescent road. Go to STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to right. The large, white building is the Greenbelt Community Center. Enter building using doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance.

Seminar Listing

Bare Metal Foil-Ron Hamilton ✓

Gold Foil application-Matt Guilfoyle ✓

Fear of Photoetch-Lyle Willits ✓

Interior Detailing

Panel Opening-Bill Geary ✓

Engine Detailing-Norman Veber

Paint Polishing

Airbrush Technique

Restoration of a Built-up model

Decal Application

Scratchbuilding small details (acetate windows, antennas, etc.)

Building a resin kit/conversion

Tire Detailing

1987 Monte Carlo SS Aeroback

[Revell #2576; 1/24th scale; Modified Reissue; 86 pieces, plus decals]

In the 80's, the various automobile manufacturers were in a heated battle on the *NASCAR Speedways*. In that time frame, GM and Ford fielded two-door coupes from their various divisions, such as *Buick's Regal* and *Lesabre*, *Pontiac's Grand Prix*, *Oldsmobile's Cutlass*, *Chevrolet's Impala* and *Monte Carlo*, *Ford's Thunderbird*, and *Mercury's Cougar*. During that time, most cars were '*aerodynamically challenged*' to say the least, with their upright, boxy roofs with opera side windows, 'formal' rear windows, and slab sides. At the time, they were quite stylish. The GM teams seemed to be winning the majority of the races, as their 'boxcars' exhibited a slight 'wedge' shape, while the Ford Motor Company cars were a bit smaller, and somewhat boxier. Well, a funny thing happened in 1983, when *Ford* made *radical changes* (read: *aerodynamic*) to its *Thunderbird*, and, to a certain extent, the Mercury Cougar. These changes made for a more than level playing field for the Ford teams, basically in the same way that the *Dodge Charger Daytona* and the *Plymouth Superbird* did for Chrysler in the late 60's and early 70's. The difference was that the Ford cars of the 80's were well received by the buying public, because their styling was restrained, as they did not resort the radical nosecones and wing spoilers, which were impractical to say the least on a street driven car. Ford actually won a lot on Sundays, and as a result, sold a lot on Mondays, thereby dramatically increasing their market share. Well, after a few months of being handed their heads on the track, GM made a few aerodynamic changes of its own, to make their teams more competitive, not only on the track, but in the showroom as well.

The first of their efforts was the *1983 Monte Carlo SS Coupe*. Chevrolet addressed two of the shortcomings of its Monte Carlo Coupe. First and foremost, the *front bumper* was integrated into an extended, rounded urethane front fascia. At the rear, a *short deck spoiler* was added to increase downforce. The street version of the car was originally available in white or blue (with dark blue and charcoal graphics) exterior colors, with a white vinyl interior featuring blue cloth inserts on the seats. On the outside, blackout trim, *Rally wheels* with *Goodyear Eagle GT performance radial tires*, a *Sport Suspension Package*, and the *305 'HO' V-8*, borrowed from its cousin, the Z28. These changes not only resulted in increased showroom traffic, but more winning on the track as well. For the next few years, Chevrolet refined the Monte Carlo SS, such as revising the striping and graphics pattern on the car, adding more colors (both interior and exterior), and adding a set of *aluminum wheels* to the option list. In 1986, Chevrolet decided to up the ante in the aero war with Ford. The *racers needed yet more downforce on the rear of the car*, so as to make it more stable at speeds approaching 200 mph. The stylists at GM came up with what they called an '*Aeroback*' rear window treatment for the car. In order for this feature to be legal for use by the speed-starved racers (not to mention the sanctioning body), it had to be available as a regular production option on a street driven car. Thus, the *Monte Carlo SS Aeroback* was born. In the greater scheme of things, the car was not a great seller, but Chevrolet sold enough of them to legalize their use in the eyes of NASCAR. This design was partially responsible for Chevrolet's success on the NASCAR speedways during those years in which the car was legal for competition, as well as increasing showroom floor traffic.

Monogram has had a model of the *1986 Monte Carlo SS Coupe* in its line for several years, and it represented the car very well. It was easy to assemble, and overall, a good kit in the product line. Now the kit has been modified to replicate the 1987 Chevrolet Monte Carlo SS Aeroback. The changes made to the kit are in the form of the *1987 body update* (rear taillights and bumper), the use of white plastic, the *Aeroback rear window*, and *new decals* available in all color combinations, making this kit better than the original iteration in most cases. The drawback with this kit is that the optional version parts, which were included in the notchback version, such as the Centerline aluminum wheels and the Tuned Port Injection system parts were not included in this version. Follow along with me as I review the various assemblies in this kit.

Engine: A twenty-two-piece depiction of Chevrolet's *B4V 5.0-liter V-8*, and *700R4 automatic transmission*. While this assembly builds into a decent replica, it suffers from the '*overchrome*' syndrome that many domestic manufacturers go through. This manufacturer has decided that this drab, old engine needed some chrome on its valve covers, carburetor, transmission pan, air pump, and alternator. On the real car, no such chrome existed, meaning for the Replica Stock builder that the chrome must be removed for accuracy's sake. To their credit, the manufacturer does give accurate painting

instructions. Another *'problem'*, which dates this kit somewhat, is the longitudinal seam running the length of the engine and transmission. It must obviously tend to for accuracy. Use of the proper finishes, aftermarket products, and careful assembly will yield a more than presentable replica.

Chassis: A well-engraved, simplified pan-style chassis is furnished. The radiator mounts in a pair of slots on the top side of the chassis. Underneath, a separate exhaust system, a front suspension assembly with non-posable wheels, a rear axle and driveshaft, separate rear coil springs and shocks, and a rear sway bar can be found. This is late 80's Monogram technology here folks. A well-engraved part with simple assembly, without a lot of extra detail in working features or unseen parts. The wheels and tires furnished are Chevrolet's aluminum wheel in chrome (*they should be detail painted with silver paint for a more accurate look*) and Monogram's old **Goodyear GT Radial tires**. A twist here is the inclusion of **white letter decals** with the accurate **Goodyear Eagle GT markings**, which are a welcome addition. If you can get around the **inaccurate tread pattern of the older tire**, proper use of these decals will make for a nice looking wheel and tire assembly. Sadly, there is no inner brake detail present for the snap on inner wheels.

Interior: The interior comprises fourteen pieces, which consist of a nicely engraved interior tub with a molded in console and pedals, rear seat and side panels, separate front door panels, a pair of bucket seats which are two pieces each, a dashboard with a separate instrument panel, complete with a gauge decal insert, a steering wheel and column with stalk detail, and a rear package shelf which mounts a CHMSL (*center high-mounted stop light*). I like the fact that this assembly goes together easily, and will build into an accurate replica with just a bit of flocking for carpeting, and detail painting. To enhance this interior, Revell should have included separate pedals, as well as placing the seam in the seat sides in a different place, rather than the exact center of the seat sides. An interesting note here is that **Revell** has included **the interior color options in this section of the instructions**, which is very useful for the Replica Stock builder. However, they missed a few details, such as the black panels with red trim on the dashboard and center console, and that the steering wheel did not have silver spokes.

Final Assembly: In looking at the body of the car, the overall shape seems accurate. Notice that the windshield mounts from inside the car, while the side and rear windows and taillights mount from the outside. The rear bumper installs, by way of small tabs, to the rear end of the body. The headlamp and turn signal assemblies mount in the front bumper, which is painted body color, with flat black accents on the grille and headlight surrounds, and coincidentally enough, also installs by way of small tabs, to the front of the car. Under the hood, the firewall, core support, and inner fenders should be painted a semi-gloss black, while the windshield washer jar and coolant recovery tank should be painted flat white. The master cylinder and air cleaner should be dechromed, then painted in their appropriate hues. The hood and mirrors round out this phase of the assembly. New to this kit are the **1987 style stripe and graphic decals in gold, red, and charcoal**, which coordinates to the desired exterior/interior color of the builder's choice. Several sets of vanity plates are also included.

Overall, I like the real car, as well as the model kit. It is a very welcome addition to the Revell product line. If you like the Monte Carlo SS anywhere near half as much as I do, this kit will provide you with the ability to build the following versions of the car, using this kit and the Monogram 1986 Monte Carlo SS Coupe:

Variations

Car	Basic Kit	Additions
1983-1984 Monte Carlo Coupe	1986 Monte Carlo Coupe	Split front bench seat & sport mirrors from a Monogram or MPC El Camino kit. The exterior stripes and graphics must be custom made if not yet available from the aftermarket
1985 Monte Carlo Coupe	1986 Monte Carlo Coupe	Split front bench seat and mirrors from a Monogram or MPC El Camino kit, and a set of Fred Cady Monte Carlo SS decals for exterior colors other than black
1986 Monte Carlo Aeroback	1987 Monte Carlo Aeroback	Rear bumper and tail lamps from the 1986 Monte Carlo Coupe, and a set of Fred Cady Monte Carlo SS decals for exterior colors other than black
1987-1988 Monte Carlo Coupe	1986 Monte Carlo Coupe	Rear bumper, tail lamps, and decals from the 1987 Monte Carlo Aeroback

Building tips not included in the instructions:

- ❑ Paint the side and rear window frames black **BEFORE** installing them in the car
- ❑ The rear of the rear view mirror (*side facing the windshield*) should be painted flat black
- ❑ For a more accurate look, place some adhesive chrome foil over the side marker and backup lights and under the taillights **BEFORE** detail painting them
- ❑ Install the bumpers onto the car, paint them, as a unit, and install your choice of decals onto the bodywork before final assembly

In my opinion, this kit is a "**Must have**" for either the *NASCAR* or *Monte Carlo SS enthusiast*. The quality is very good. Even though the kit is not engineered to today's standards, it will build into a very nice replica of the subject matter.

By: Ron Hamilton

P.S. Revell, Please bring out a model of the street version of the 2000 Monte Carlo SS?

'41 Chevy Pickup

[Revell #7668; 1/25th scale; molded in white]

Revell has just released their long awaited '41 Chevy Pickup in 1/25th scale. This kit certainly matches the quality of the highly regarded '48 Ford Woody in every respect. The only building option in this issue is stock. The kit is molded in white plastic and clear. The chrome tree is small, as can be expected. The plating quality is good, but unfortunately my example exhibited wear from contact with other kit parts. None of the sprues are individually bagged. A quick dig through the box reveals the following:

Engine: A *stock 216 cu. in. "Stove-Bolt" 6 cylinder* featuring 20 individual parts. The engine block, with attached 3 speed manual transmission, is finely molded. This is one of the nicest 6 cylinder Chevy engines offered. In a neat touch, Revell has molded the rocker arms on the cylinder head.

Chassis: The 21 piece chassis is well done, including lever-action shocks, separate steering box and battery box. The front wheels are notposable. Appreciated are the *painting instructions* for the *hubcaps*. Although shown on the box art, there are *no trim rings*.

Interior: The platform style interior is well executed, in the manner of the '48 Woody. The door and window crank handles are separate chromed pieces. The *instrument panel* is a *decal* (*two different ones are supplied*) to be covered by a clear plastic cover. Although I can't figure out why, Revell has included a crank (*for the engine, I presume*) to be located under the seat. The seat is provided with delicately molded texture.

Body: As with the rest of the kit, there is no flash evident (*as can be expected for a new tool*). The front and rear fenders, along with the cab floor and running boards, are molded as one piece. The cab is one piece, with a separate firewall. Although the 1:1 hood opens side to side, the kit part is one piece with attached hood sides. The bed is a five piece assembly. A separate windshield wiper (*singular*), side mirror, door handles and gas filler neck add to the level of exterior detail.

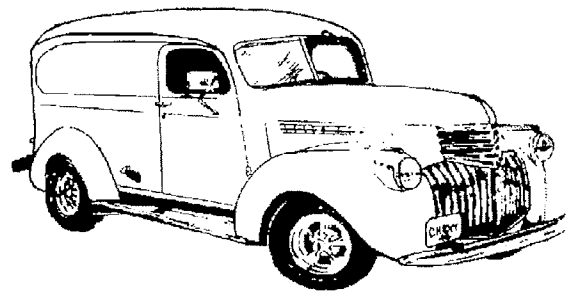
Tires: Included are five *Firestone "Airwheel" blackwall tires*. The sidewalls and tread are well done.

Decals: Three different commercial door decals are included, along with exterior emblems and the instrument panel decals mentioned above. There is a small decal for the air filter. Also, a nice identification plate decal (#16) which is shown in the decal assembly step. 1941 license plate decals provided are for Michigan (*two versions?*) and California.

Revell certainly has a winner on its hands with this release. *My minor wish list includes the addition of trim rings, engine hop-up parts, and additional paint option information in the instructions.*

I'd like to thank Revell for supplying the review sample.

By: Matt Guilfoyle



Chopped top '41 Chevy Pickup conversion

[Replicas and Miniatures Company of Maryland \$15.00, Part no. RH-9]

This three piece set mastered by **Rik Hoving** exhibits all the characteristic quality of the RCMC and Hoving partnership. The casting is flawless in white resin and the pieces are as well engineered as we have come to expect. There is no flash evident and cleanup is minimal.

The cab exhibits a **2.5 inch scale chop**. Rik has created a **beading around the windshield opening** and **filled the gas filler neck, door handle and mirror placement holes**. Also, the rear window opening has remained the same size, just moved lower toward the beltline.

The second piece is a **filled and smoothed hood, with attached hood sides (also smoothed and filled)**. In addition, the hood has been **peaked**.

The final piece is a **replacement interior windshield header panel**. This is part of the clear windshield molding in the kit.

I'm sure we'll be seeing this quick and easy conversion appearing on contest tables nationwide.

By: *Matt Guilfoyle*

Top 10 NASCAR Drivers' Pet Peeves

10. Winning a race, then getting passed on the way home by some Dork in a Hyundai.
9. You are eight laps down, and the only advice your pit crew has for you is 'Go Faster!'
8. The kids in the back keep asking, 'Are we at lap 236 yet?'
7. Right in the middle of the race, your Aerosmith tape gets chewed up.
6. You are doing 200mph, and Letterman still passes you.
5. After a fill-up, your pit crew doesn't give you a free NFL cup.
4. Guys who think they have a lot in common with you because they once did 70 on the Interstate.
3. I won the Winston Cup, but did they send me any free smokes? Hell no!
2. Telling your crew chief that you need to use the restroom, and he says, "You should have thought of that before you left the house, Mister."

And, the Number 1 NASCAR Drivers' Pet Peeve is....

1. Guys who only drive 160 mph in the left-hand lane! *Geez, I hate it when that happens!!*

BITS & PIECES

- ❑ **Diecast Pony!** Well, the gang at *Danbury Mint* are at it again, this time with a **1966 Mustang hardtop**. The **hood opens** to show off the **289 cu. In. V-8 engine**, and the **doors, and trunk open as well**. This one is available for only **\$112**, payable in four convenient monthly installments of \$28 (*Plus a total of \$7.80 shipping and handling*). You can reach 'em at 47 Richards Avenue, Norwalk, CT 06857, or call toll-free at 1-888-854-7108, Monday through Friday, 9 a.m. to 5 p.m. Eastern time.
- ❑ **"Hail to the Redskins!"** The gang at *Danbury Mint* are releasing a tribute to **the Redskins** in the form of a **1972 Chevy Cheyenne pickup!** It features **opening doors and hood**. It is painted in the **proper burgundy and gold colors**, and features a **barbecue grille, director's chair, Redskins helmet and jersey, duffel bag, bag of peanuts, coolers, and a beer bag!** Interested? It will be available for just **\$145**, payable in 5 convenient monthly installments of \$29 (*plus a total of \$7.50 for shipping and handling*). See the information above to contact them.
- ❑ **"Taking the Plunge?!"** Did you guys hear about the **couple** recently in Virginia **parked on a boat ramp off of White's Ferry Road?** When A Loudon county Sheriff approached in his patrol car and asked them to move along, they did-**about 40 feet into the Potomac river!!** The 20-year-old male and 35-year-old female **occupants of the car were 'scantily clad'** when rescuers were able to retrieve them from the icy water about 100 feet off shore, where the current carried them. Apparently, according to the unnamed gent, he was unaware he had parked so close to the boat ramp. **Doh!** Thanks to *The Washington Times!*
- ❑ **Rumor Mill!** Word reaches me about one of the model kit manufacturers, which is busily at work on producing a **Ford F-350 Super Duty pickup!!** It is rumored to be an **extended cab dually** as well! Another rumor is a possible **full detail 1/25th scale kit of the V-8 Interceptor** from the movie **'Mad Max'!** This one is rumored to be coming from **Comet Miniatures**. Check out their website at <http://home.btconnect.com/comet-miniatures>.

- **Theft-proof car batteries?!** Yup, none other than *Sears* has developed one. The battery comes with a device about the size of a *remote door keyfob*. Aim it at the car, and one chirp signals it is enabled, while two chirps means it is disabled. Once enabled, it has *100 billion rolling code combinations*, making it virtually impossible to intercept and copy it. The chip in the remote will *not transmit any power* unless it receives the *correct code*. Luckily, if you *lose this remote*, you can still start your car with an *emergency override only the owner knows*. The *battery* is also *smart enough to detect things like lights left on*, and *shuts itself off to save power!* If armed, the vehicle won't start, even with the ignition key. If someone gets smart and disconnects the battery cables and jump starts the car, it will quit running immediately upon removal of the cables. Similarly, push starting would get these results as well. And what does all this high-technology cost? About *170 bucks*, or about *\$90 more than Sears' current top of the line Diehard!* It has a *three-year full replacement* and *100-month limited warranty*, and is installed just like a normal battery. *What'll they think of next?!*
- **Renault to return to US (Hey, Matt!)?** Renault has seemingly turned things around to the point where they seriously expect to achieve a 14-day turnaround for delivery of cars to customers in most European markets by 2001! And, with its 36.8 percent share of Nissan (Hey, Matt!), they may be close to a return to the American market as well. Word is that the likely first candidate would be the Renault Avantime, a two-door minivan ready to hit the streets in Europe. If it does well, Renault Chairman Louis Schweitzer says it could make the leap across the pond as an Infiniti in 2001! They will also begin building vehicles in Mexico in the near future (where does NAFTA figure in to all this?!).
- **More Club meetings.** Mark Wheeler, founder of the "*Our Model is Christ*" *model car club*, has announced their *2000 meeting schedule: January 16th, February 20th, March 19th, April 9th, May 21st, June 11th, July 9th, August 13th, September 17th, October 22nd, November 12th, and December 3rd (Christmas gift exchange and Christmas party as well!)*. Mark's club meets at *Fork Christian Church, 6908 Sunshine Avenue, Fork, Maryland 21051, (410) 592-2292*. Meetings will be held from 1:30 to 4:30 p.m. on Sundays. For further info, call Mark at (410) 551-4230.

COMING EVENTS

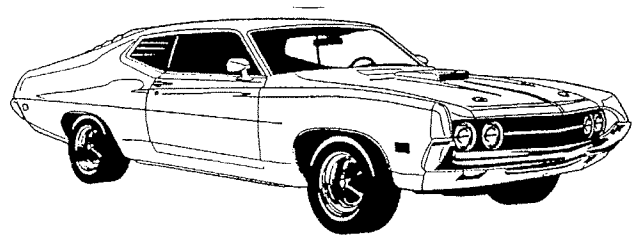
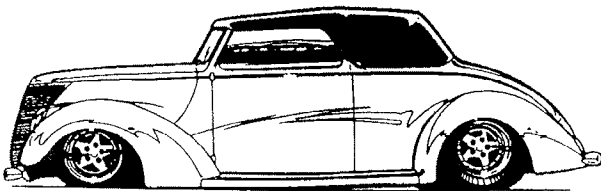
- *Feb. 27th- 48th Pennsylvania Model car, Diecast, & Kit Collector's meet* at the Gilbertsville Fire Hall in Gilbertsville, PA from 9 a.m. to 1 p.m. Admission is \$4.00, children 12 and under are free. For info, contact John Carlisle, Old Toyland Shows, P.O. Box 1007, Lockport, NY 14095-1007.
- *March 2nd thru 5th- Best of the Best model car contest* to be held in Portland, Oregon. *Judges* to date include *Jairus Watson, Mike Carroll, and Jim Keeler*, with two more to be added. For information, or to request an entry form, contact Bob Paeth, Promoter, National Model Car Contest, 7666 SE 21st Ave., Portland, OR 97202, (503) 238-6858, or E-mail him at whiskers16@juno.com.
- *March 4th-The Birmingham Classic NNL Model car show and swap meet* at the Oporto Armory in Birmingham, AL from 8 a.m. to 5 p.m. Theme awards this year are "*Birds and Bees*" (*Anything with a bird or insect name in it!*). For *Vendor info*, contact Dan Morgan at P.O. Box 988 Cullman, AL 35056, or call [(256) 739-1819]. For *Show info*, contact Tommy May at MCCM 5605 12th Ave. South Birmingham, AL [(205) 591-8038] (SASE for flyer), or E-mail TMayMCCM@mindspring.com.
- *April 7th- Street Survivors of Maryland* will be hosting their **Opening Show 2000** from 6 p.m. to 10 p.m. at the Burger King in Southgate Shopping Center on Mountain Road and Ritchie Highway. Trophies will be awarded for Best of Car, Show Truck, Club Participation, as well as the Top 20 cars, and Top 5 trucks. Dash plaques to the first 125 vehicles. For info, contact Bob & Joan at (410) 437-1683, or Roger & Linda (*after 6 p.m.*) at (410) 284-6990.
- *April 8th- Model Classic 2000* at Fairfax High School, 1500 Old Lee Highway, Fairfax, VA. Hosted by the Northern VA IPMS modelers. The theme is "*Milestones in History*". For info, contact Tom Henderson, 15491 Wheatfield Road, Woodbridge, VA 22193, or E-mail Thomash281@aol.com.
- *April 9th- WCCA Millennium Spring Toy Show* at the York Fairgrounds in York, PA from 9 a.m. to 2:30 p.m. For info, contact club office at (717) 653-7327.
- *April 9th-Coming Out 2000 Car Show* at Charlotte Hall, MD. All proceeds go to charity. No vans, mini-trucks, or trailered vehicles (*due to lack of space*). For info, call Bill Bushey at (301) 645-5744, Pat Goslee at (301) 843-3219, or Ed Miller at (301) 705-9763.
- *April 22nd- Delaware Model Car, Diecast, & Kit Collector's meet* at the NUR Shrine Temple on Rt. 13 and Rt. 40 split, just off I-95. For info, contact John Carlisle (*See listing for Gilbertsville show on Feb. 27th*).
- *April 29th- The First Annual Scenic City Classic NNL Model Car Show/Expo* sponsored by the Chattanooga Auto Replicas in Scale at the Camp Jordan Arena in scenic Chattanooga, TN *Themes* are "*Anything with a 'I' in it*", and "*Fun in the Sun.*" For *vendor info*, contact *Lee Baker* at 927 Belvoir Hills Cir. East Ridge, TN 37412 [(423) 629-0121], or E-mail augie@vol.com; for *sponsorship* and *other show info*, contact *David Rose* at 3856 S.

Quail Lane Chattanooga, TN 37415 [(423) 870-9619], or E-mail cars@vol.com. Check out their website at <http://www.CARSMoDelCarGallery.com!>

- *April 30th- Fifth Annual Car & Truck Show* sponsored by the *Cruisers Unlimited Car Club* and *Mars Supermarkets* from 10 a.m. to 3 p.m. at the Lynch Manor Shopping Center, 7800 block of Wise Avenue, in Dundalk, MD. Top 30 awards, Club participation, door prizes, raffle, dash plaques to first 125 registered, and DJ will be there. Proceeds to benefit the Disabled Students that attend Battle Monument School in Dundalk. For info, contact Bill Hewitt at (410) 388-9391, Mike Carbaugh at (410) 592-6296, or Mike Barborka at (410) 282-5296.
- *May 12th to 14th-Flowmaster Pro Street Invitational* at Norwalk Raceway Park in Norwalk, Ohio. For further info, check out the website: spittleproductions.com or E-mail Frank at s.spittle@worldnet.att.com.
- *May 18th to 21st- Cruisin' Ocean City 2000*. For info, call (410) 798-6304.
- *May 21st- 49th Pennsylvania Model car, Diecast, & Kit Collector's meet* at the Gilbertsville Fire Hall in Gilbertsville, PA from 9 a.m. to 1 p.m. Admission is \$4.00, children 12 and under are free. For info, contact John Carlisle (*See listing for Gilbertsville show on Feb. 27th*).
- *May 27th & 28th- 14th Annual Rod Run* sponsored by *the Custom Cruisers of Northern Virginia* at historic Ida Lee Park on Rt. 15 north of the city limits in Leesburg, VA. Streets closed 6 to 10 p.m. Saturday night, live band, car show at Ida Lee Park on Sunday from 9 a.m. to 3 p.m., with dash plaques, door prizes, Top 50 awards, Club participation. Open to Pre-1972 Street Rod, Street Machine, Custom, Antique, Muscle Car, and Classic vehicles only. For info, call Chuck Sommers at (703) 777-3632, or John Ennis at (703) 754-7453.
- *June 15th to 18th- Bowtie/Late Great/Yesteryears Chevy Eastern National Convention* in Baltimore, MD. Open to all 1955-1972 Chevy cars/trucks. For more info, call April Grammont at (410) 876-8898.
- *June 24th & 25th- 13th Annual Mid-Atlantic Chevelle Show & Swap Meet/ ACES Northeast Regional* in NorthEast Community Park in Northeast, MD.
- *July 15th & 16th-York US 30 Dragway Reunion* at York Fairgrounds in York, PA. *Race car art, vintage photos and T-shirts, diecasts, books, magazines, videos, toys, signs, models, well, you get the picture!* A one-day ticket is \$10, or you can get a 'York Club Package (*two-day pass, VIP parking, name badge, and program*) for \$25. Vendor space (*one or both days*) is 10X10, and costs \$50. Reply to *Frank Spittle*, P.O. Box 490, Cornelius, NC 28031; (704) 892-8008.
- *July 23rd- 50th Pennsylvania Model car, Diecast, & Kit Collector's meet* at the Gilbertsville Fire Hall in Gilbertsville, PA from 9 a.m. to 1 p.m. Admission is \$4.00, children 12 and under are free. For info, contact John Carlisle (*See listing for Gilbertsville show on Feb. 27th*).
- *Oct. 29th- 51st Pennsylvania Model car, Diecast, & Kit Collector's meet* at the Gilbertsville Fire Hall in Gilbertsville, PA from 9 a.m. to 1 p.m. Admission is \$4.00, children 12 and under are free. For info, contact John Carlisle (*See listing for Gilbertsville show on Feb. 27th*).
- *Nov. 25th- 2nd Delaware Model Car, Diecast, & Kit Collector's meet* at the NUR Shrine Temple on Rt. 13 and Rt. 40 split, just off I-95. For info, contact John Carlisle (*See listing for Gilbertsville show on Feb. 27th*).
- *Dec. 2nd & 3rd-11th Annual Street Cars of Desire Car Show* at the MD State Fairgrounds, in the Cow Palace at Timonium, MD.

CLASSIFIEDS

WANTED- SAE magazine binders; old custom parts; old model boxes, empties, any condition-even just tops. Call Mark Mason at (540) 371-8931, or see me at the meetings.



Anyone having an item for the newsletter, whether it is a Bit, a Piece or even a Classified, it can be included by contacting one of the individuals listed below:

Timothy C. Sickie
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