

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 13, No. 10, June 2000

by: "GTO"

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

Well gang, the *May meeting* had only about 26 members in attendance. *Boy, Ron Bradley's absence was sorely missed!* This was evident not only by the *low turnout*, but the fact that *I was swarmed* when I walked in with *two small boxes of models for sale* (consisting of no more than a dozen kits)! *Welcome back, Ron!!* The *big topic* at this month's meeting, of course, was a small discussion to *close out our annual NNL event*, in addition to attempting to *choose next year's themes* to begin the *arduous task of advertising same*, to increase attendance. After the smoke had cleared, the apparent winners for next year's themes were *Foreign Sports Cars*, and *Dioramas*. Now, we realize that to avoid the fiasco we had several years ago, when we attempted a *Truck* theme, dioramas will be limited in overall size, so we can ensure we will have table space for the remaining classes!! If everything works out, this month, the club may discuss a *"Build the same kit" type display*, which the club may put on at next year's show as well. The apparent hot property for this display right now seems to be the upcoming *PT Cruiser model from Revell*. Time will tell though, when the discussion stops at next month's meeting.

As far as our *annual NNL show*, *guess you guys would like to know who won what, eh? Well, here are the details: Custom-Terry Adams, '63 Avanti; Curbside - Dave Dickash, Continental convertible; Competition - Bill Richards, '41 Willys; Commercial - Zoltan Honeczy, Fire Truck; Miscellaneous - Terry Adams, '66 Dodge; Street Machine - Jay Ruiz, '66 Ford; Street Rod - Barry Dukes, '41 Plymouth; Gary Burkey award - Jim Richards, Phantom Vicky; '40 Ford theme award - Terry Adams, '40 Ford pickup; Woodies, Wagons, & Deliveries theme award - Eugene Harris, '48 Ford Woodie; and, finally, People's Choice Junior - Chad Shapiro, '32 Ford (no surprise!); and People's Choice Adult Bill Geary, 55 T-Bird (again, no surprise!). Congrats to all of you!*

The raffle raised \$41.00 (as well as \$27.00 from the box). The club would like to thank the raffle donors listed below: *Lyle Willits, Ron Hamilton, Brad, Mark Mason, Bill Spradlin, and Replicas and Miniatures Company of MD*. Special thanks also go to 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

On an unrelated note, check out the club calendar, and don't forget the *club picnic*, on September 23rd of this year!

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

SNEAKIN' A PEEK!

This column appears as frequently (*or infrequently!*) as new releases from the manufacturers. The idea behind it is to give a "thumbnail review" of the releases as they hit the shelves with a more detailed review to follow at a later date (*hopefully!*). We'll see how it goes! How about this, gang? To better identify possible kit reviews, at the end of the item on the kit, the words 'Available' or 'Not Available' will appear. Obviously, a club member may reserve any kit that is available with a simple call to the Editor. Conversely, a kit which is 'Not Available' was either already reserved by someone, or was something new inserted by yours truly, and paid for with my hard-earned moolah! (*Ed. Note: The kits are listed in no particular order*):

- **1971 Dodge Charger R/T** (*ERTL #30053*): Molded in Lt. Gray....25-piece 440 cu. In. Magnum V-8....two-piece exhaust system....platform-style interior, equipped w/a bench seat (?!), and an automatic on the column (interesting choice)....chrome front bumper and rear spoiler included.....underhood hoses in addition to upper/lower radiator hoses include heater hoses, and A/C Line/Dryer/compressor hoses....separate clear headlight lenses....black R/T stripes, '440 Magnum' air cleaner decal, and Charger scripts (*Not Available*).
- **1967 Dodge Charger 2 'n 1** (*Revell #7669*): Molded in white....18-piece Hemi V-8....platform-style interior, w/two-piece dashboard, separate console and 4-speed shifter, and four two-piece bucket seats....one-piece dual exhaust setup....radiator hoses and heater hoses....choice of Magnum 500 wheels, or Cragar S/S wheels....other options include a cool can, Super Stock-style hood scoop, racing shifter, headers, and air cleaner, and a set of slicks....separate exterior trim (*wipers, door handles, mirrors, and trunk medallion*)....decals include redline and whitewall decals, lettered tire sidewalls, '426 Hemi' and 'Charger' scripts, and three sets of plates - two vintage, and a CA 'RAW HEMI' plate (*along with some drag racing contingency decals*) (*Not Available*).

The Big T'

[*Monogram #85-4163; 1/8th scale; 120 pieces; molded in white, clear, chrome (79 pieces), vinyl tires, and black engine wiring*]

Ahhh....The **Big 'T.'** The *Mt. Olympus of car modeling* in the 60's returns! Making its debut with much fanfare in the Fall of 1962, this kit ushered in the era of large-scale automotive subjects, riding a publicity wave spearheaded by *nationally recognized show car designer Daryl Starbird*. The kit retailed for **\$10.98 in 1962**, and for a ten-year-old Hot Rod enthusiast living in a rural suburb of Chicago back then, there just were not enough lawns to mow within walking distance in my neighborhood to ever hope to accumulate enough yen to purchase one of these behemoths....So, I was condemned to continue cutting my modeling teeth on the more affordable 1/32nd scale Aurora and Pyro "Table-Top" series of hot rods and customs which retailed for around 50 cents, with an occasional splurge on a two-dollar AMT 3 in 1 kit (*Yes, Chad....a dollar could actually buy you a car kit back then....with enough left over to buy a bottle or two of cheap enamel paint. We would slap 'em together in an hour with tube glue, cover the glue spots and brush marks with as many cool decals as we could find, and then sit there and pretend we had a reasonably accurate representation of the best in hot rodding! This was the state of the art in*

1963 for countless numbers of baby boomers whose allowance money fueled the hobby in its formative years. But, I digress....)

My first impression of this classic re-release is that, yes, *it is big*. The 29" x 16" x 5" packaging speaks of its titanic proportions, and the box art retains the flavor of its 60's advertising approach, with a photograph of a grinning kid marveling over the scale of the finished product. Upon opening the box, one finds an assortment of nicely bagged components, and my immediate response is that I would need a *bigger sprue cutter!* The *two engine halves measure out longer than a lot of my rodding subjects at 1/25th scale*, and the chrome-plated Halibrand quick-change looks, well...*big!* After laying out the various parts trees, it becomes apparent what's missing from the original issue, and how Monogram has chosen to deviate from the inaugural edition. A little background research helps clarify....

The neat thing about the original Big "T" is that *then-President of Monogram Jack M. Besser* sought to please the 'Upscale' modelers of the day by retaining the options that helped make smaller-scale car modeling so wildly popular.... "*Give 'em Choices!*" The July '96 issue of '*Mobilia*' magazine printed a reproduction of the full-page magazine ad trumpeting the arrival of this ground-breaking kit in October of 1962, listing all the possibilities....and it is here where the 1999 edition suffers by comparison. *203 parts* in the *original* as opposed to *120* in this one. *97 plated* parts, vs. *79*. No painting was required in the original, because the body was molded in red with a white top and interior, and it all came with a 24-page instruction booklet with 108 pictures to sort it all out, instead of the 8-page pamphlet furnished here. Just so you know what we are missing, check out the original's advertised accessories: *choice of interiors, with center console, scale TV set, telephone, Corvette or Skull shifter, bucket seats, instead of molded-in bench seating, choice of '24 T or '32 Deuce chopped radiator shell, with custom grille, and 1/8th scale tools, as well as trophy/show accessories such as rope stanchions*. I was not fortunate enough to see one of these kits close up back then, so I couldn't tell you if the finished product delivered on all of the advertised promises, but photos of the store displays of that time sure looked impressive! Sales must have been phenomenal, because Monogram soon followed with a series of 1/8th scale releases (*More on that later*).

This 1999 version follows a somewhat narrower path. It is still a quintessential Roadster pickup, with its shortened and Z'ed chassis, sporting the classic 283 cu. In. small block Chevy mill...with some updates here and there to give it a more contemporary flavor. The most readily apparent update is the loss of the triple Stromberg carburetor setup, in favor of the single four-barrel, with triangular wire mesh air cleaner. The *engine* is a 31-piece assembly (*not including the black vinyl tubing for both spark plug wiring and radiator hoses*). Unfortunately, the oil pan is not a separate piece, so some work is required to eliminate the seam at this and other locations...but, the powerplant has a nicely rendered chrome intake manifold with '*Edelbrock*' script as well as finned, plated 'Moon' style valve covers (*in lieu of the original Chevrolet script items*). The chromed wire mesh-textured air cleaner will benefit from a black wash treatment to bring out the surface detail. The water pump, with its separate fan and crank pulley look convincing enough, but the plain rubber band included for the fan belt will need some work and, Hey...where's the fan blade? I didn't see it in the parts bags **OR** on the instruction sheet!

A notable feature that *may not have been included in the original edition* is the *two-piece pre-drilled distributor, complete with wiring instructions* (a cutting guide for the various lengths of plug wire required is shown in the instructions). The 1962 version had a *Scintilla Vertex magneto*. *Larger diameter tubing* is included for *fuel lines* and *coolant hoses* (*it sure beats the 60's method for 1/25th scale, which was basically copping some of mom's sewing thread!*)

The *drivetrain* retains the classic *chrome-plated Halibrand quick-change rear end*, but the tubular shocks have been replaced with *big, beefy coil springs*, which are also plated (*Some careful detail painting here will render a more realistic appearance, as shown on the box art side panels*). The front suspension consists of a leaf spring connected to a tube axle and functional spindles, all chrome. A *neat trick back in the 60's*, and still featured is the *steering controlled by a worm gear in the steering column*. Hairpin-style radius rods are provided front and rear, both plated. *Rolling stock* is another obvious update...the *old whitewall 'Firestone' tires and 'Racemaster' drag slicks on body-colored steelies with chromed baby moons* have been replaced with *big, treaded BF Goodrich Radial T/A 50's in the back, and skinny Michelin ZX radials up front*. The massive rear tires ride on *chromed, five-spoke mags*, with *chromed '40 Ford-style backing plates*. The "skinnies" mount on *chrome cycle-style wire wheels with chrome disc brakes*. Judicious use of the *black vinyl tubing* should allow enough for the *brake lines*, as pictured in the instructions.

The *one-piece bucket body* molded in white has a *simplified drop-in interior* with a molded-in bench seat, and pleated paneling....gone are the interior options from '62. I like the *Model A-style steering wheel* now offered, instead of the generic-looking wheel previously furnished. But, the *stubby ball shifter now included* isn't as cool as the *60's skull shifter* (strangely, the box art shows this item as an '8 ball', but I could find no '8 ball' anywhere in the box). The flat instrument panel with circular cutouts for the gauge faces would've benefited from the inclusion of clear plastic faces, but an enterprising modeler could make them from, clear sheet plastic. The instructions suggest "*Cementing the gauge face decal with paper backing*" to the backside of the panel (*not exactly cutting-edge modeling, especially at this scale*). Two firewall-mounted foot pedals are provided, along with a chromed gas pedal, which attach separately to the floorboard.

A four-piece chromed windshield frame encloses a one-piece clear windshield (*which will benefit from a little Novus plastic polish to clean up some minor scuffmarks...we used toothpaste to do this back in '62, Chad*). Clear lenses are furnished for the body-colored headlight buckets, which include chromed reflector dishes. The chromed cowl lamps also receive clear lenses, with a realistic concentric-grille pattern molded into the lenses. The single chromed tail lamp features a white plastic insert which receives a coat of clear red, but a more convincing piece would have been molded in either clear, or

chrome, or, better yet...*transparent red!* Capping off the entire assembly is a shortened Model 'A' pickup bed with a separate gas tank insert, tailgate, and pleated bed cover...all molded in white. The *two-piece ragtop* is also so molded, and is of a more rakish style than the original issue (*it is so angular and exaggerated in appearance that it seems almost cartoonish, but some "Fad T's" in the 70's and 80's actually had tops like this. I prefer the 50's look....call me Old Fashioned*).

Lastly, the *decals* provided are somewhat limited...mostly white pinstriping to correspond to body panels. A few abbreviated red-orange flames are included as an alternative to the stripes. The familiar "*Mooneyes*" and "*Clay Smith*" *cigar-chompin' woodpeckers* are also available, as well as a *nifty red, white, and blue NSRA windshield sticker*. A single yellow on black California tag "HCL-743" is provided for the chromed license plate, with the aforementioned *black gauges on a white background* to be cut out and affixed to the instrument panel rounding out the sheet. Altogether, a sufficient selection to decorate this rod, but nothing to crow about.

I cannot attest to the actual fit of all the parts in this kit, as I couldn't bear to cut up and handle a loaner, but if it's anything like its 60's ancestor, I'm sure it will build up to be an *impressive montage of styrene*...if not exactly state of the art. This kit is simplified enough by design and execution that just about anyone who can follow the largely pictorial instructions can come away with a nice looking street rod, and it would make a great father-son project (*or even mother-daughter-we aren't sexist!*). But I came away thinking that the advances we've seen recently in 1/25th scale haven't quite caught up to 1/8 scale. The engine block could've benefited from the kind of texturing detail I've seen in recent AMT and Revell releases. My brother pointed out that the chromed exhaust pipes do not have hollowed-out tips. They terminate in flat, unrealistic ends that the original "Big T" resolved by utilizing chrome knockoff-style caps...which could be routed underneath to mufflers, or at least terminated in a collector of some kind. And I can only wonder what happened to all the options available in the 60's...If the original tooling for the 1/8th scale series of kits still exists...and this kit does reasonably well...could we be in store for still further updates? 1/8th scale custom car parts packs? I hope so. *As we aging baby boomers gradually lose our eyesight and manual dexterity, these large-scale kits may well be our only salvation!*

My thanks to Revell-Monogram for the sample kit, and Tim Sickle, and Matt Guilfoyle for the opportunity to review this Classic Plastic!

For those readers who want to know more about the Revell-Monogram series of "*Big*" car kits, my brother *Jim, the Internet Explorer*, compiled this list based on feature articles in old rodding magazines. The success of the initial "*Big T*" kit spawned these successors...

The Big Rod: Molded in bright yellow, this kit had a big chrome oval gas tank instead of the pickup bed, a six-carb setup instead of just three, and headers which dumped into sharp-looking chrome collectors with angled tips.

The Big Tub: Molded in orange, this version of the "T" had phaeton-style body with cycle-style fenders. Like the "Rod" it had a six-carb intake manifold with finned "Moon" valve covers, but retained the kerosene lamps (*the "Rod" had spotlights*).

The Big Drag: Molded in blue, this stripped-down race version with turtle deck had the 283 Chevy mill with zoomie headers topped with a chromed GMC blower, Hilborn injectors and bug catcher scoop, single seat with chrome roll bar, Moon tank, and gas pedal.

The Big Deuce: Offered in two versions...as a full-fendered ragtop molded in red, or a fenderless highboy roadster molded in yellow. Both had a Pontiac engine with six carbs. With a 20 1/2" length, 284 piece count (*185 plated*), operating doors, trunk lid, folding windshield, working steering, head and tail lights, all retailing for \$14.98 in 1963...this was the apex of 1/8th scale car modeling in the 60's. With the inflationary spiral since the 60's, a kit like this would more likely than not cost \$200 or more!

By: Steve Strauss

Top 10 Worst Cars of the Millennium!

A few issues ago, we talked about the top picks for the *cars of the Century*. Well, this month we shall digress in the *other direction*, and expand the time frame to the *Millennium*. So, sit back and enjoy the list of the *Top 10 Worst Cars of the Millennium* as compiled by *the Car Guys* (*Click & Clack*), along with a few choice comments about each car. So, here in ascending order, here they are (*no peeking at number one!*):

10. **Volkswagen Bus**

"The bus had no heat, blew over in the wind, and used the driver's legs as its first line of defense in an accident. The flower stickers were the only things that held the car together."

"From a purely mechanical point of view, it deserved every vote it got." (Click and Clack's comments)

9. **Renault Dauphine**

At the time, it cost about half the price of a Volkswagen....which was half the price of everything else. How could Renault do this? Simple. It had half as many parts."

"A prime example of unmitigated junk if ever there was one." (Click and Clack's comments)

8. **Cadillac Cimarron**

"This was the car that did more to soil the Cadillac name than anything its ever done, with the possible exception of the V8-6-4 engine." (Click and Clack's comments)

7. **Dodge Aspen/Plymouth Volare**
"The biggest problem with this car was the carburetion They had to tune this thing so finely to comply with emission requirements that if it was cloudy out, or the temperature dropped below 65 degrees, the thing would stall constantly."(No owner comments?!)
6. **Renault LeCar**
"I'm convinced that the body metal for this car was supplied by Reynolds aluminum foil."
5. **Chevy Chevette**
"An engine surrounded by four pieces of drywall!"
4. **AMC Gremlin**
The car had all the quality and safety of a cheap garden tractor."
3. **Ford Pinto**
*Bumper sticker seen on a Pinto - "Hit me and we blow up together"
 "Dad had a baby poop orange Pinto the year that car thieves hit our street. Although a dozen cars were stolen in one night, ours was there the next morning, on a strangely empty block."*
2. **Chevy Vega**
*"As near as I could tell, the car was built from compressed rust."
 "When the rear end went on my Vega, the Chevy dealer accused me of racing it. Racing who?! My grandfather in his wheelchair?!"
 "My Chevy Vega actually broke in half going over railroad tracks. The whole rear end came around slightly to the front, sort of like a dog wagging its tail."
 And, drum roll...to no one's real surprise, the Number. 1 Worst car of the Millennium is...*
1. **Yugo (Won by a margin of twice as many votes as the first runner-up Chevy Vega!)**
*"I once test drove a Yugo, during which the radio fell out, the gear shift knob came off in my hand, and I saw daylight through the strip around the windshield."
 "Any time we made a right-hand turn, we all had to lean to the right hand side to prevent the driver's side rear tire from scraping against the wheelwell."
 "At least it had a rear window defroster, so your hands would stay warm while you pushed it!"*

1963 Chevy Nova 4 door Station Wagon

[F&F Resin Casting - \$49.95]

I recently received this resin kit from Ed and Mary Fluck in the mail. Once I opened the package and examined the model, I had to check again to see who had sent it. If I placed this model on a table and asked anyone to identify the resin company, the answer would be **MODELHAUS**. This casting is that good. The Flucks are to be congratulated on the excellent quality of their current offerings.

This kit is based upon an original kit and represents a *6-cylinder car*. The casting is very crisp and will require virtually no cleanup. The suggested donor kit is the **AMT "Rat-Packer"**.

The kit consist of the following parts: **Body, hood, front bumper and grille assembly, rear bumper, interior tub, rear seat, dash, steering wheel, chassis (with period engine blank), and wheel covers**. The **bumpers** and **wheel covers** are **chromed**.

I highly recommend this kit to any station wagon fan.

Review by Matt Guilfoyle

"Wheels of Fire" 1957 Chevy Bel Air

[Revell #1912; 1/25th scale, new tool; 32 pieces; black, red, chrome, clear, vinyl tires]

Will wonders ever cease? **Me building a Snap kit?!** Well, everyone needs a diversion! It has been *over 30 years since* I built one, and believe me, **I enjoyed this kit immensely**.

When you open the box, you'll notice that once past the plastic bags (*Thank you!*), you will find 32 pieces that will assemble into a pretty nice looking replica of a '57 Chevy Bel Air 2-door hardtop.

The **body** is a one-piece affair with hood molded in. The black plastic is so smooth and shiny that a paint job is almost unnecessary for a black car! Now, there are a few mold lines to be removed along the edges of the hood, front fenders, and trunk lid. Looking at the overall proportions of the body, I am happy that Revell decided to tool the body of this kit from their 1/12th scale of the car, rather than their 1/25th scale glue kit, which, in my opinion, is not very well proportioned. Other highlights of the body are the molded in 'Fuel Injection' emblems on the fenders, Bel Air scripts and Vees on the hood and trunk, all of which are very well defined and easily highlighted. The only problems I have with the body of this car are the

mold release lines across the hood, front fenders, and trunk lid, and that the hood ornaments should have been separate, chromed pieces, as they were very hard to cover with chrome foil.

Following along in the instructions, you will notice that this kit is *S I M P L E* to build. The seven-piece *interior assembly* consists of a two-piece front seat back, a pair of well-engraved door panels, a steering wheel and dashboard which attaches to an interior tub with the front seat bottom, rear seat, floorboard, and accelerator pedal molded to it. *Peel and stick appliques* are provided to simulate the *black upholstery panels* on the seats. I personally trimmed the interior using flat black paint to simulate the dash gauges, the cloth inserts in the seats and door panels, and added a bit of foil to the moldings and window cranks on the door panels, and aluminum trim on the dashboard, and a bit of silver paint for the steering wheel. This really made the semi-gloss red interior stand out, making it look much less toy-like.

The glass, bumpers, interior tub, and chassis attach to the one-piece body without glue, using tabs and screws for attachment, aligning them perfectly in position.

The *wheels and tires* are also quite realistic. A black nylon tire with a hard, white plastic whitewall insert, and a chrome wheel cover. They attach to the simplified chassis by way of the trusty metal axle. *Ride height can be set at stock height or lowered*, simply by selecting the appropriate hole. Of course, I lowered mine just because it looks much better that way!

Separate, *clear lenses* are included which mount into the chromed headlamp bezels. Stickers for the various emblems on the car add the final touch, including a bonus of flames! Needless to say, these stickers were not utilized, as I used chrome foil with appropriate paint highlights for the emblems, in addition to foiling the remainder of the chrome trim, and a dab or two of stoplight red for the taillamps.

All in all, I liked this kit. It went together very easily, and, with the addition of the chrome foil and paint detail, a very handsome model of a '57 Chevy was the final result. Thanks to Revell for the review sample.

By: Ron Hamilton

BITS & PIECES

- **Diecast Mopars!** The nice folks at *Danbury Mint* have a new one to tantalize you Mopar fans- a *1958 Plymouth Fury!* The muscular *350 cubic inch, 305 horsepower Golden Commando V-8* is accurately reproduced (*as is the unique anodized gold side trim*), *including plug wiring*. The *wheels steer by way of the steering wheel, front and rear suspensions operate, the doors, hood, and trunk open, the front seatbacks fold for rear seat access, the rubber spare tire is removable, and the gas filler door opens*. This one is available for the paltry sum of *\$112*, payable in four monthly installments of only *\$28* (*plus a total of \$7.80 for shipping and handling*). You can reach 'em at 47 Richards Avenue, Norwalk, CT 06857.
- **"Boys will be boys!"** You remember how as kids, we just couldn't resist the lure of *fresh concrete*? Well, this guy needs to grow up! Recently, in Des Moines, Iowa, a road crew had just finished *repaving about a mile of highway*, when a pickup truck came out of nowhere. *The driver went right down the middle of the fresh concrete, splattering wet concrete all over the workers, and drove off before the stunned crew could stop him!* The damage estimate is about a cool *\$100,000*, and he has not been caught yet. But, *cops say he won't be too hard to spot, with cement splattered along the sides of the truck, not to mention the engine compartment as well!*
- **"Outlaw Bikers!"** Not motorcyclists, *bicyclists!* Recently in *Boulder, Colorado*, county sheriffs, in what they call *"Operation Pedal Pack"* nabbed about *60 bicyclists* out for a ride and issued them *\$45 tickets for running a stop sign!* For weeks, deputies handed out pamphlets at bike shops in town making it common knowledge that bicyclists would not get away with slipping through stop signs or red lights, or otherwise breaking laws that apply equally to cars and bikers. Deputies followed the bikers, videotaping their lawlessness. In the next town, flanked by six sheriff's cars, the cyclists were funneled into an elementary school parking lot. The *cyclists* were actually *given a break, being charged only with running the stop sign, even though they committed several other infractions, such as impeding traffic*. Kudos to *The Washington Times* for blowing the lid off this one!
- **Kudos! MAMA's Boy "Mad Max" Wolfthal** recently had one of his cars (*a Buick, wasn't it Max?*) appear in the *Spring 2000 issue* of *Lowrider Bicycle magazine* as part of the *Long Island Hobby Expo '99* coverage. *Waytogo, "Mad"!*
- **"Don't forget to floss!"** Pity the tractor trailer driver whose rig overturned recently outside Petersburg, VA and spilled its load of *45,000 pounds of toothpaste* along the shoulder of a local exit on the northbound lanes of Interstate 85, before it exits onto Interstate 95! It took workers several hours to clean up the thousands of Crest toothpaste tubes from the highway. *Well, at least now the roadway smells minty fresh and nice!*
- **Red Light Bandit!** Seems as though a Florida couple was recently caught selling a *remote control device* that was supposed to *change red lights to green!* Called the *"Go Box"*, the devices were *exclusively advertised on the Internet*, and sold for anywhere *from \$69 to \$150*. Some customers who sent in money orders for the devices were sent schematic drawings and instructions to construct what turned out to be a *flashing strobe light!* Some others got nothing at all (*which group was luckier?!*). The pair was charged with mail and wire fraud. *Guess with the advent of the Internet, the old adage, "There's a sucker born every minute" takes on new dimensions, eh?!*

- **"Leave the meter running!"** Police recently in London, England got a report of a *taxicab running, unattended*, in front of a building. Suspecting a *possible terrorist attack*, the *bomb squad* carefully checked it out, finding nothing out of the ordinary except the *meter being left running*. The driver showed up a few minutes later, and the cops politely explained that they had no reason to ticket him, but *asked where he was*. Apparently, he had been visiting the *local massage parlor-while the meter ran up a \$295.00 tab!! Talk about your attitude adjustment!!*
- **"Take two Tums, and call me in the morning!"** A judge wants to know more about *heartburn* so he can rule on an unusual defense being used by a *co-owner of the Colorado Rockies baseball team* in a *drunken-driving case*. *Charlie Montfort*, charged with *driving under the influence* last summer, contends he had *heartburn that brought up alcohol from his stomach, thus skewing the results of a breath test*. The judge demanded that both sides provide published articles supporting or rebutting the defense claim.
- **NASCAR comes to Chitown and KC!** *NASCAR* is coming to a track near you (*as long as you live in Joliet, IL and Kansas City, MO*) just in time for their *big TV deal in 2001*. The *Chicagoland Speedway* (30 mi. from Chicago) will see *Busch Grand National cars on July 14, 2001*, and *Winston Cup cars the next day (15th)*, while the *Kansas City track* (10 mi. from downtown) will get a *Busch Grand National* race on *Sept. 29th*, and a *Winston Cup race the next day (30th)*. Both tracks will be *1 1/2-mile tracks* seating about *75,000 people* each. This will make for the most races run in a single season in the modern era (1972 and up).
- **Diecast goodies!** Remember a few issues back when I told you about the *1/25th scale 1972 Chevy Cheyenne pickup in Redskins colors*? Well, with the *Rabid Ravens fans* in this area, it was just a matter of time before the gang at *Danbury Mint* came up with a version for Ravens fans! Done up in the Ravens colors, and featuring the logo, a *Weber kettle grill, director's chair, helmet and jersey, duffel bag, bag of nuts, and a beer keg*, this one goes for *\$145*, payable in five monthly installments of only *\$29 (plus a total of \$7.50 for shipping and handling)*. Or, if that one doesn't float your boat, how about a *1952 Ford 8N Tractor*?! This one is *1/16th scale*, and its features include: *Steering wheel which operates the front wheels, operator's seat which lifts up like the original, opening battery compartment to reveal the gas cap and toolbox, removable PTO cover, and movable "Ferguson System" three-point hitch, and reversible rear wheels (with wrench supplied) to adjust the track width*. This one goes for *\$119*, payable in four easy installments of only *\$29.75 (plus \$8 for shipping and handling)*.
- **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

- **June 15th to 18th- Bowtie/Late Great/Yesteryears Chevy Eastern National Convention** hosted by *Baltimore's Best Classic Chevy club* at the Marriott Hunt Valley Inn in Baltimore, MD. Open to all 1955-1972 Chevy cars/trucks. For more info, call April Grammont at (410) 876-8898; AprilG57@Juno.com.
- **June 17th & 18th- Southern Maryland Collector's Car Show and Swap Meet** at the Charles County fairgrounds in LaPlata, MD. Events will include a *flea market, raffle, door prizes, remote-control car races, and a model car contest!* Call (301) 932-1054, or E-mail warnes@olg.com for details!
- **June 18th- Fourth Annual Horseless Carriage Car Show** in Warrenton, VA. Open to *antique and classic vehicles*, as well as *classic motor bikes, foreign cars, and replicas*. Awards for *Best of Show, Oldest Vehicle, Farthest Traveled, and Best Costumed*. For info, contact Polly Gable at (540) 347-7708, or on-line at pfwfmnst@erols.com.
- **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*).
- **July 30th- Sixth Annual Pontiacs at the Grove**, drag Racing, car show, and flea market at Maple Grove Raceway in Mohnton, PA. For info, call (610) 856-7200, or check out their website at www.maplegroveraceway.com.
- **Aug. 12th- 25th Annual Cadillac, Buick, Olds, and Pontiac show** (*also to include LaSalle, Marquette, Oakland, Reo, and Viking*) from 9 a.m. to 4 p.m. at Montgomery College, Rockville campus. 50/50 drawing, flea market, food available.

- ❑ *Aug. 26th- 3rd Annual Taneytown Fire Department Car show* from 8 a.m. to 4 p.m. at the Carnival grounds (*Rain or shine!*). Open to all antiques, rods, customs, special interest, and trucks.
- ❑ *Sept. 10th- 15th Annual Fall Old Nostalgia Drags, Show & Shine* at 75-80 dragway, in Monrovia, MD (*No rain date*) hosted by the *Heart of Maryland Classic Chevy Club*.
- ❑ *Sept. 10th- 12th Annual Out of the Past Revue Antique Auto Show* at Spring Hill Recreation Center in McLean, VA, featuring *Washington Times' Autoweekend cars*.
- ❑ *Sept. 15th to 17th- East Coast Nationals* hosted by *The Goodguys* in Rhinebeck, New York. If you are in possession of *model cars, pedal cars, or other 'Cool Nostalgia Stuff'*, then the Goodguys want you to bring it out! For info, contact Rick Hanmore at (914) 564-3757.
- ❑ *Sept. 16th- Wyoming Valley Model Car Championship* presented by the *Luzerne Merchant's Association* at the Merchants Fall Festival. For further info, please send an LSASE to Model Contest, Suite 301, 161 Main Street, Luzerne, PA 18709.
- ❑ *Sept. 23rd- Annual MAMA Picnic* at the Patapsco Valley State Park, in beautiful Elkridge, MD! Look for us at the *Avalon area, Shelter #104*, and bring your appetite!
- ❑ *Oct. 7th- Volunteer Classic VII* presented by the *Knoxville Scale Modelers* and the *Ridge Runners Car club* at the Sevier County Fairgrounds in Sevierville, Tenn. from 9 a.m. to 4 p.m. (*Rain or Shine!*). 20 trophies to be awarded! Door prizes, vendor swap meet. For info, contact Bruce Cloninger at (865) 693-3496, or Bill Crowder at (865) 983-3336.
- ❑ *Oct. 14th- Inaugural 2000 Great American Car Show and Picnic* sponsored by *Start Your Engines* from noon until 7 p.m. Fireworks, food, raffles, games, entertainment, hydraulic competition, Top 50 plaques. For ticket info (*Pre-registration only!*), call (410) 335-5545.
- ❑ *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. 11th- 2000 NNL Southern Nationals* hosted by the Atlanta Car Model Enthusiasts (*ACME*) at the Smyrna Community Center in Smyrna, Georgia. Themes are *Box Stock*, and *Car of the Century!* For Vendor info, contact Paul Wehner at 2459 Jacks View Ct. Snellville, GA 30078, (770) 985-5953.
- ❑ *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.

WANTED - Front and rear 1966 Barracuda glass. Call Joe Bush at (410) 592-7926.

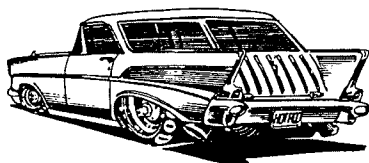
WANTED - Hood for Monogram 1969 GTO Judge. Call Tim Powers at (410) 255-2976, or E-mail to tepower@toad.net.

FOR SALE - 1968 Pontiac 455 HO bored .060 over, with an extra set of heads for \$600. E-mail Dan Chicorelli at danchic@netzero.com.

FOR SALE - Assorted kits, ranging from *Street Rods*, to *Exotics*, to *Pickup trucks*. Thinning collection, not quitting. See me at a meeting for a list. **Tim Sickle** (*Or, E-mail me at gtoGuy@mindspring.com*).

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. Sickle
15905 Ark Court
Bowie, Maryland 20716
(301) 249-3830
gtoGuy@mindspring.com



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