

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 13, No. 11, July 2000

by: "GTO"

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

Well gang, the *June meeting* had an increased turnout over the May meeting of about **46** members in attendance. Not much of any consequence was covered at the June meeting, except for the *possible sale of Revell and Revell of Germany to an investment group* (which has since been called off, with no reason given). There was more discussion on the *'Build the Same Kit' display*, which looks right now to be a go for our *April, 2001 meeting*, with another possible appearance the *following month at our NNL show*. As far as the kit of choice, I am a bit unclear on that one. Originally, we chose the *Revell ProModeler '40 Ford convertible*, by a few votes over the *upcoming PT Cruiser*. However, after hearing from club Prez Lyle on the *problem he experienced building it*, I don't know. And then, there is a *certain contingent lobbying for the Revell '64 Impala Lowrider*. It will most likely be an issue at this month's meeting. And, speaking of the *NNL show*, the restrictions on *diorama space* were discussed, namely, *approx. 300 sq. in.* So, if you are intent upon doing a diorama display, make sure it does not exceed this area, or it will not be allowed.

The raffle raised **71.00** (as well as **\$33.00** from the box). The club would like to thank the raffle donors listed below: *Lyle Willits, Ron Hamilton, Brad, Ed Brown, Mike Hemp, Harry Charon, Phil Jones, Ron Bradley, Irv Arter, 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

"Predicta"

[Monogram Classics #85-0095; 1/24th scale; 89 pieces total, including 35 white, 36 chrome-plated, 10 red, 4 clear, and 4 black vinyl tires]

I love bubbletops! Don't ask me why....they certainly can't be functional unless you have world class air conditioning. Can you imagine cruising the boulevard on a sunny day in one of these 60's customs with a plexi-glass dome overhead? *Now, that's cooking with style!!* According to the text written by *custom car historian Mark Gustavson* on the new 'Old' instruction sheet, the "*Predicta*" was the first *privately constructed car to feature a bubble top*. As the story goes, the styling wizard of Wichita, Kansas....*Darryl Starbird*....acquired a wrecked '56 *Thunderbird* in late '59-early '60 and totally gutted the car, reshaping it to portray his vision of a car of the future. Laboring for an *estimated 2000 man-hours*, Darryl reformed the front fenders and grille opening, inserting rows of '59 Caddy bullet tail lights coated white in the front and mounting '59 Buick fenders on the back. He dropped in a '57 *Chrysler 354 cu. In. Hemi* with *Hilborn fuel injection*. Under the rear-hinged bubble was a center console instrument panel, flanked by diamond-tufted white Naugahyde recliners. Either occupant could control the car with the center-mounted *unistick "tiller" steering*. Starbird finished off the project with a deep candy "*Satellite Blue*" lacquer.

In March of 1960, the "Predicta" was shown at the *Monterey Kar Kapades* and moved onto the *Oakland car show*, as well as winning the *Motor Trend "Custom of the Year" award* (Ed. Note: *The precursor of the Car of the Year Award?!).* In 1963, while Starbird was a custom *consultant to Monogram Models*, the company approached Darryl about producing a scale model of the car. According to Gustavson's text, the "*Predicta*" was the *last of six Starbird cars purchased by Monogram, and the only one not built specifically for the company*. Immediately after buying the car in 1964, and while basic kit engineering was underway, Starbird mildly restyled the car....fitting a new top and front and rear grilles, radiusing the wheelwells, and changing the *color* to a rich *candy cherry*. Of particular note in the car's biography is the fact that after years of campaigning the car to boost model sales, the "*Predicta*" was given away by *Monogram in 1970* as a *prize* to the *winner of the Model Car Science model building contest*. With the passing of the custom car craze of the 60's into the musclecar phenomenon of the 70's, the once futuristic dream car suffered through a series of successive owners until it was *rescued by the designer himself from a used car lot in California in 1977!* Starbird *restored* it to its *1960-style* including the *original candy blue color*. It made its second debut at the 1989 Lead Sled Spectacular, and is on display in *Starbird's Rod and Custom Hall of Fame* in Afton, California.

Over a million "Predicta" kits were sold in the 60's using three distinct box art designs. This latest reissue under *Monogram's "Classic" line* utilizes the *second-issue* box art, which has a definite 60's magazine illustration style (*I prefer this artwork over the recent 1990 release, with its yellow/white/gray colors*). Gustavson points out that the current packaging is based on a photo of the car taken at the 1964 New York International Auto show. It works for me.

Inside, you find the *body* molded in a *fire engine red* with *white interior* and *chassis parts*. A better choice would have been the maroon or metallic blue plastic of the previous issues, especially if one wants to do a quick out-of-the-box build up. The red and white parts are nicely bagged in separate packages, but the *clear* and *chrome parts trees* are *packaged loosely*....perfect for the inevitable scuffing and scratching. I guess it's just impossible for model car manufacturers to bag and protect everything....it makes too much sense!

There's not much to say about the assembly and fit of the parts in this kit because there are no new surprises, and it is basically the same configuration of the earlier issues and Monogram's similar kits such as the '57 Corvette roadster and '56 T-Bird, sharing the same generic tires with whitewall inserts, etc. By today's standards, the detailing for the 16-piece engine and 13-piece interior may seem simplified and toy-like, but the sum total is greater than the parts. I've always felt that this kit assembled easily into a really nice custom....something *George and Jane Jetson might feel right at home in*. Through the years, I've seen elements of this kit grafted onto many diverse subjects....from 50's pickups to 90's Mustangs. Perhaps that's why the putty thrower/styling king Mark Gustavson has such an affinity for it! In addition to the instruction notes, Mark's

text also appears on the *collector card* included in the kit. Last but not least, Monogram has included a *small decal sheet* (which was not included in the 1990 release). It consists of four "Predicta" name scripts. The two larger ones superimposed over nuclear-electron-elliptical orbit logos (*Cool, man!*) as well as a pair of 60's speed equipment decals (*Clay Smith cams "Mr. Horsepower", and Champion Spark Plugs*). The two *National Hot Rod Association decals* are also very nicely rendered....they will find themselves on the windshield of my other nostalgic rodding projects....they just don't look right plastered onto a bubble top!

Thanks again the Revell-Monogram and Tim Sickle for the sample kit.

By: Steve Strauss

"Predicta" Addendum

The newly upgraded website for the *Model Car Museum* has a *lengthy historical text with photos* of the evolution of Darryl Starbird's famous bubble top. It's far more informative than anything else I've seen to date....Detailing the inception as well as all the assorted versions down through the years. It's a well-written piece of custom car history....and, no matter what some may think of the musings of *Mark Gustavson*, it is highly informative and entertaining! Noteworthy is Mark's comment that he could hardly get his 'robust' 6'-5" form into the car....**"but, it was worth the experience!"** (*Neat photo of 'little' Darryl standing next to 'bully' Mark*).

Also on the site is a review of historical models restored or requiring restoration, a program known as *"Cloning the Past"*, in which qualified modelers are asked to recreate notable models from 60's-era *"Auto World"project cars* (*Norm Veber gets kudos for supplying vintage instructions for "Smitty" Smith's '39 Ford Pickup, circa 1961-1962*), as well as calls for *60's-era items* for the *museum's collection*. All in all, I found it to be a nice stroll down *Memory Lane*, and anyone interested in our modeling past should definitely give it a look-see. You can find them at:

www.themodlecarmuseum.org

The Great Geo/Festiva Grudge Race

I borrowed my wife's *Geo Metro* last night. ***One liter of raw power. Three cylinders of asphalt-ripping terror, on thirteen-inch rims.*** It's stock all right. Nothing done to it, but it pushes the barely 2000 pounds of Metro around with ***AUTHORITY***. I'm always catching *mopeds* and *18-wheelers* by surprise.

I was returning from Baskin-Robbins with my ***manly triple-latte cappuccino blast*** (*"No cinnamon ma'am, I'll take it black!"*) when I stopped at a street light. As the Metro's engine idled throatily beneath me, I sipped my bold beverage and wiped the froth from my stiff upper lip. I was minding my own business, but then I heard a roar from the lane next to me.

I glanced over, letting my eyes take in my competition. A *Ford Festiva* - late model, could be trouble. ***Low profile tires, curb feelers, and schoolbus yellow paint. Yup, a hot rod fer sure.***

The howl of his motor snapped me back to reality, and I made eye contact with the driver, and let him know I was not afraid, accepting his challenge. As I tugged on my ***driving gloves*** and slipped on my ***sunglasses*** (*gotta look cool to be fast, and I am so damn cool, hence....*), the cool night air was split with ***seven cylinders of screamin' power....***

Then the light changed. I almost had him out of the hole, my three pounding cylinders forcing me at least a millimeter into my seat, as smoke poured from my right front tire, my 'unlimited' slip differential was letting me down! Out of the corner of my eye, I got a glimpse of a schoolbus yellow fender inching forward, and I could hear the roar of his four cylinders. He shot by me, his right front wheel shuddering against the pavement, and flashed a toothy grin as his .7 extra liters of motor propelled him forward. I kept my foot gamely in the throttle though, waiting for the ***CHECK ENGINE*** light to blink on in the one-gauge (*no tachometer here*) panel. I caught a glimpse of chrome below his bumper, and at that point realized the ugly truth....he was running a ***custom exhaust!*** Most likely a 2 into 1 dual exhaust....maybe even cutouts! Damn his hot rod soul! The old lady passing us on the crosswalk cast a dirty look in our boy-racer direction.

Yet, still I persisted, with my three pumping pistons singing their highly pitched song, fully wound out. Though only a few seconds had passed, we were nearing the crosswalk at the opposite side of the intersection, and I heard the note of his engine change as he made the shift to ***second gear***, and saw the ***grin in his rear view mirror fade as he missed the shift!!*** I rocketed by, shifting, and yet nursing the clutch gently to keep from bogging, keeping my motor in its ***limited power band*** pulling me ahead, but now trailing a cloud of clutch smoke. Not ready to give up so easily, he kept his foot in it, and I heard one wheel almost chirp as he ***finally found second***, and dropped the clutch. We careened over the crosswalk, now traveling at least ***15 mph***. A *bicyclist* passed us, but as focused on the race as we were, neither of us batted an eye.

He slowly pulled abreast of me, and neck and neck we made the shift to third, the scream of the motors deafening all pedestrians within a five-foot circle. He nosed ahead as we passed ***thirty mph***, taunting me as we shifted to fourth. I was looking at the ***business end of those dual six-inch chrome tips, snarling back at me***, my cappuccino all but forgotten. He lifted briefly to take the next corner, and I saw my opportunity, and seized on it. Counting on the innate ability of my trusty

steed, I pulled wide into the number two lane and kept my foot planted squarely on the carpet. Slowly, I inched around him, feeling my Metro roll slowly as we came abreast of each other in the middle of this sweeper. I felt the Geo hit its suspension stops, when the right rear wheel slowly left the ground. No matter though, because my drive wheels up front were pulling me through, and around the Festiva!

The Ford driver beat his steering wheel in a fit of rage, as my wife's car slid past him on the outside, its *PI65/54R13's screaming in protest*, as we quickly approached the next stop light. I tugged on my driving gloves, ready for *round two*, when the Wimp in the Ford meekly flipped on his turn signal, and made a right turn! *Chevy (Suzuki) reigns!*

I drove off, and returned to sipping my manly drink, awash in the sheer masculinity and virility of the moment, eagerly in search of other unwitting targets....Perhaps a *Yugo*, or maybe even a *Volkswagen Van*?!

(Author unknown - Reprinted off the Internet)

1964 Chevy Impala SS 2-door Hardtop kit comparo

[Revell #2574; 1/25th scale; 153 pieces, plus decals; new tool]

[AMT #6564; 1/25th scale; 107 pieces, plus decals; modified reissue]

When Revell made the announcement that the company was going to include a *1964 Chevy Impala SS 2-door hardtop* I their lineup, I said to myself, "*Why?*" At the present time, this car has been marketed as a 1/25th-scale kit by *AMT/ERTL*, pretty much unchanged since it was released as an annual release in 1963. *Lindberg* sells a model kit of this car as a '*hopper*', in that it has a promo style body, with blacked out windows, no interior to speak of, wire wheels and low profile tires, and a chassis designed to make the car jump several inches into the air by way f a remote control.

Believe it or not, these kits have sold very well for their respective manufacturers, with the AMT/ERTL version being the all-time best-selling kit, bar none. Perhaps the reason for this is that the "*Lowrider*" *school* of car customization is very popular worldwide for the 1:1 enthusiast, as well as the model car builder and collector, and one of the most popular cars in this category is the '64 Chevy Impala. The product planners at Revel made the decision to add this it to their lineup in the year 2000. Originally, I felt as though this company could have better utilized its resources by kitting one of many other cars that modelers have pleaded for some time. After seeing this kit in plastic, I can honestly say that the decision to release this model was one of their better ideas! The kit is superior to the AMT/ERTL kit in just about every category that the serious modeler would want. Properly assembled, painted, and detailed, this kit could very easily become a winner in any contest. Let's examine both kits.

	AMT/ERTL	Revell
Engine	409 Cubic Inch/340 Horsepower V-8	327 Cubic Inch/300 Horsepower V-8
Transmission	4-speed manual	Powerglide automatic

The engine assemblies in both kits are good in that they both faithfully depict the subject matter, but the Revell powertrain gets the nod for a few reasons. First of all, the Revell version is more crisply engraved, partially due to the fact that this is a brand new tool. Also, it features *separate parts* for the *water pump*, *fuel pump*, *starter*, *oil filter*, and *automatic transmission pan*, which allows for easier detailing of this assembly with paint and/or aftermarket pieces. The AMT/ERTL powertrain, while not as well defined as the Revell piece, will also yield a good representation of the subject matter, with the exception that many of the external pieces are molded to the block, and a *hole exists* in the *lower engine area through which the front axle passes*. However, the *AMT/ERTL kit* gives the builder the option of adding some *vintage speed equipment* to the engine such as *finned valve covers*, a *blower drive* with *scoop*, and *tube headers*. The Revell kit's engine options are restricted to a high rise intake manifold, carburetor, and an open element air cleaner.

	AMT/ERTL	Revell
Chassis	A one-piece platform style, with floorboards and all detail molded in. Wheels mount by way of metal axles, and wheelbacks.	A separate frame, separate floorboard, separate front and rear suspensions, and separate exhaust.

There is no contest here. The AMT/ERTL chassis is not even 60's technology. Everything is molded in, and must be carefully detail painted to achieve any semblance of realism. The Revell chassis, with its separate parts, begs the builder to add detail painting and aftermarket detail parts to enhance it. Included in the kit are three different sets of suspension parts to give the car various 'attitudes.' In order to select the ride height on the AMT/ERTL chassis, the modeler must only select the appropriate hole in which to insert the metal axle. Advantage - Revell.

	AMT/ERTL	Revell
Wheels and Tires	Stock: Stock wheelcovers and Firestone blackwall skinnies Alternative: Cragar (?) mags and L60-15 Goodyear Polyglas GT tires	Stock: Stock wheelcovers and Goodyear Power Cushion whitewall tires Alternative: Wire wheels with spinners and low profile radial tires

Depending on the look you want in your model, it seems that *Revell's stock tires* are *better detailed* than AMT/ERTL's units, while the *alternative tires* from *AMT/ERTL* *look better* than those from Revell. The *stock wheelcovers are equal*, while the alternative wheels from Revell are clearly superior to AMT/ERTL's, due to the crispness of the engraving. The AMT/ERTL *Cragar (?) wheel* lacks definition, in that the center cap detail is absent.

	AMT/ERTL	Revell
Interior	Tub-style, with molded in rear seat, floor console, pedals, and door panels. Separate front bucket seats, dashboard, and steering wheel/column	Platform-style, with separate rear seat, floor console, and door panels, front bucket seats, dashboard (w/hanging pedals), steering wheel/column.

With *separate parts* to allow the modeler to *better detail* the *interior*, Revell again has the edge. The Revell *dashboard* features a *chrome insert*, which better represents the real car's engine-turned insert. There is also a *clear lens*, and *decals* for the *instruments*. A *chain link steering wheel* is also provided in the Revell kit. The AMT/ERTL kit features a pair of multi-piece 60's style bucket seats as its interior option. By the way, did you notice that the AMT kit has the *floor console* and *brake pedal* for a car equipped with an *automatic transmission*, while the transmission attached to the engine is a *4-speed*?

Only the Revell kit has an *opening trunk*, complete with inner floor detail. Also included are *batteries*, *hydraulic pumps*, and a *power amp* for the "*Lowrider*" version. Curiously, the *spare tire and wheel, and jack assembly* for the *Replica Stock version* is '*Missing in Action*.' Oh well, there's always the parts box.

	AMT/ERTL	Revell
Engine Compartment	Separate firewall, radiator, and battery. Everything else molded in.	Separate firewall, radiator, and battery, as well as core support, fan shroud, and other misc. parts.

Separate components for the underhood area give the Revell kit the edge in clarity and overall detail. Items such as the *lower radiator hose*, clear *windshield washer jar*, *steering box* and *shaft*, *power brake booster*, *master cylinder*, and even a set of "*Lowrider*" *airhorns* are included in the kit from Revell, but absent from the kit from AMT/ERTL.

While the main body on both kits looks good, again, Revell's is better detailed. The glass are separate pieces for the windshield, rear window, and tail lamps on the Revell kit, while the AMT/ERTL unit are attached by runners. While both kits feature the front grille and bumper units molded as one piece, the Revell kit features separate clear head and parking light lenses, as well as separate hood trim. The AMT/ERTL kit is all molded as a piece. The Revell kit has all exterior trim as separate pieces (door handles and windshield wipers), while these items are molded into the AMT/ERTL body. The decals included in the kit are a subjective matter, left to the taste of the builder. Did you also notice that the engine emblems on the front fenders of the *AMT/ERTL* kit depict a car equipped with a *327 V-8 engine*, while the kit comes equipped with the *409 V-8*? The Revell kit's emblems are correct.

In summing up this review, it is quite obvious that I have a preference for the kit from Revell, for the simple reason that it features far and away the better detail, with 36 years of advances in the engineering of model kit technology in one kit. The Revell kit is simply a better kit for the demanding modeler. I can honestly tell you that the kit from *AMT/ERTL* is an *enjoyable, easy to build kit* that will produce a good representation of the 1964 Impala SS 2-door hardtop. I have *built five* of them over my 30+ years of model car building. By the way, as I write this review, I am building *two* of the *Revell kits*. One is a *hardtop*, and the other has been *modified* into a *convertible*, with *boot* and *floor console* from *Replicas & Miniatures Company of Maryland*, and the *photoetch set* from *The Model Car Garage*, with a bit of modification, fits this car too. And, finally, *No! I am not going to sell my original AMT annual 1964 Chevrolet Impala SS convertible equipped with working headlights.*

By: Ron Hamilton

BITS & PIECES

- ❑ No Ph.D. here!! A grand jury in *Kentucky* has indicted a California, Kentucky man who dug a hole in a field and *buried his Peterbilt truck, and then collected \$66,000 in insurance proceeds*. 39-year-old Richard Lawson was also indicted on one count of theft. Apparently, Mr. Lawson, with the help of a second man, buried the truck sometime in early 1998. Police believe the men used a backhoe to dig the hole. Apparently, they didn't dig a *big enough hole*, so they used a *blowtorch to cut off the back end and the top!* The pair were ratted out by a woman who contacted police and told them where they could find the truck. Oh-the reference to '*Ph.D.*' in the beginning? Pile it higher and Deeper, of Course! *No rocket scientists here! Thanks to the Washington Times.*
- ❑ Rumor Mill!! Word reaches me from the Kentucky Automotive modelers that '*somebody*' (*it just about has to be RM by the process of elimination*) is coming out with two *new tools-a '41 Willys gasser, and a '51 Ford Woody*. Their reply to RM? "*We already have two '40 Willys gassers, how about at least the option to make it stock?! And, obviously, we want the Woody to be a stocker too!*" *Amen, guys!*
- ❑ Speedpass=Speedticket?! Commuters around the country have flocked to the *EZ Pass*, the system that allows them to *zip through tollbooths without stopping*; the tolls are then automatically deducted from their accounts. The computers tracking this info have the ability to record when and where you use your pass. And, therein is the crux of the problem. For example, traffic is moving fast, and you zip through the first tollbooth. You get to your exit, and clear that booth ass well. The computer records the time you cleared the second booth, and averages your speed between the two. Let's just say that the computer figures your speed to be *77 mph* in a *65 mph* zone. *Bammo! A ticket is mailed out to you!* Although its not happening yet, they are sending out *\$75 red-light runner photo tickets. Think about it!*
- ❑ "Where's the Fire?!" Police recently charged a Pennsylvania man with *stealing a firetruck in Ocean City*. A paramedic crew, returning from a call around 6 a.m. discovered the truck missing. Within minutes, emergency dispatchers received several calls reporting a city firetruck being driven erratically on westbound Route 50. About ten minutes later, *Salisbury police* and *Maryland State police troopers* spotted the truck on Route 50 in Salisbury, about 30 miles west of Ocean City. They pursued it at *speeds approaching 90 mph*. The driver *drove off the road to avoid road spikes* deployed by troopers, and eventually hit a guard rail near Vienna, about 15 miles northwest of Salisbury. The pumper was extensively damaged. 35-year-old James Daniels was charged with *burglary, motor vehicle theft, reckless endangerment, fleeing and eluding, speeding, and negligent driving*. Watch for this one on an upcoming *"Fox Greatest Police Chases!"*
- ❑ Mustang to gallop out of new 'stable.' Production of the *Ford Mustang* is scheduled to *move from its lifelong home in Dearborn, Michigan* to a factory half-owned by Japan-based Mazda, in nearby *Flat Rock, Michigan*. It looks as though the *Cougar* will *cease production in 2003*, due to declining sales. This frees up space for the *Mustang* move to *Flat Rock*. The plant is *Dearborn* is scheduled to be revamped to produce an *all-new Ford Ranger*, and a *vehicle described as a miniature Explorer SportTrac*. The *Dearborn plant is Ford's oldest assembly plant*, and therefore, antiquated. It also comes out that *Ford* is planning to keep *certain things in place* on the *next-Gen Mustang* which will draw from the *Lincoln LS* and *Jaguar S-Type*. Specifically, *V-8, and rear wheel drive!* Sad at this point in time that across town, *GM* has no plans for the *Mustang's remaining competitors, Camaro* and *Firebird*, beyond 2002.
- ❑ And, speakin' of Mustangs! How many of you guys have seen or heard about the latest *competition-only Mustang Cobra R*? You know, the one with the *5.4-liter V-8 pushing 385 hp., 18 X 9.5 wheels and tires, 13-inch Brembo brakes, a Tremec six-speed with a B&M Ripper shifter, and a Borla exhaust system?* It is reported to be able to run *0-60 in under five seconds, low 13-high 12 second quarter miles, and has an estimated top end of 175 mph?!* They will build only about *300* of them, at almost *\$56,000* a pop?! In describing the car, they say that if it doesn't make the car go faster, then it isn't there (*like the rear seat, for example!*)! My only problem with it is the *goofy Daytona-style rear spoiler!* It worked back in 1970 on the *NASCAR-inspired Dodge Daytona*, it just seems totally inappropriate on such a technological masterpiece.
- ❑ Automotive 'black boxes.' You all know about the *black boxes* recovered from aircraft after they crash to determine the cause of the crash? Well, one is currently being developed for *cars!* Imagine-a small Honda rear-ends a Ford Explorer, and traffic backs up, while passers-by start dialing 911 to report the accident. In *less than five minutes, SCC Communications Corp.* has told the *nearby hospital how fast each car was moving, make of the cars, where they crashed, who was in the car, and if they were wearing seat belts!* Dubbed the *Automatic Crash Notification System*, a company by the name of *Veridian* in nearby Alexandria, Virginia built it. A GPS device in the box tells SCC's network to relay the 911 call to the closest emergency dispatcher. SCC estimates this technology could be available to consumers for anywhere *between \$2 and \$9 a month*. Heck, they even predict that these units may be available at your local *Radio Shack* one day!
- ❑ 'Around the world in Eighty Days!' A *rally*, which began May 1st in London features 42 teams attempting to drive 19,245 miles across four continents before the race, *ends back in London on July 18th*. All *102 cars* are *antiques*,

25 percent of them predating World War II. The race was organized by the *British Classic Rally Association*, and is the *first Around the World race since 1908*. A typical day begins at 6 a.m., with the pre-World War II cars leaving first. Cars typically average only about 250 miles a day, often on potholed and/or unpaved roads, with some cars averaging only 25 mph uphill. The *oldest car, a 1912 Locomobile*, never left London due to engine problems.

- **New Hobby Shop! Nostalgic Plastic** is pleased to announce the *opening of Nostalgic Plastic Automotive*, an *all-new CAR shop* three doors down from their current location. If you have an interest in cars, they want to hear from you! They are predicting a *Grand Opening* possibly by our *August meeting* on the *19th*. I believe their intention is to carry some of the *newer kits* on the market, but to *focus more on aftermarket items and older kits*. You can reach *Chris Mikesh at 2425 Linden Lane, Silver Spring, MD 20910 (301) 565-0562, or on-line at Nostalgicplastic.com*. Their hours will more than likely remain unchanged at Monday - Friday from 5 p.m. to 9 p.m., Saturday from 10 a.m. to 6 p.m., and Sunday from 12 p.m. to 5 p.m. So, if you are in the area, stop in, check him out, and tell him *MAMA sent ya!*
- **Garage of the Future!** For the guy who has everything, the next big thing would have to be a *turntable*, in order to pull the vehicle into the garage, rather than backing it in, and then having it turned around to be driven straight out. This is a definite safety feature, as backing in off of a busy street could be very dangerous. It could also work for the *enthusiast* who has *several cars*, and *doesn't want to move them to get one out*. The cost for one of these turntables could range from *\$25,000 to \$40,000*, depending upon the size and the flooring surface. A *remote control* operates the turntable from inside the car. The *ultimate garage* in the country is not surprisingly, built by *Microsoft chairman Bill Gates*, near Seattle. His *50-car (!) concrete garage* is *underground*, on the *compound of his \$53 million-plus house*, covering about *66,000 square feet (!)* overlooking Lake Washington with views of Seattle. Daylight comes from light tubes that go up through the ground. When not in use, it becomes a basketball court.
- **VW Theme Park?!? Europe's biggest carmaker, Volkswagen**, is betting on fierce brand loyalty with their latest venture-a *62-acre car theme park complex* to be known as *Auotostadt (translation: Auto City)*, a cross between *Disney World* and the *Smithsonian Institution*. Expecting to attract a million car-crazed Germans a year, the *Ritz-Carlton hotel chain* is locating their second German hotel nearby (Berlin is their first). *Roller coasters* and *Ferris wheels* are replaced with *wind tunnel demos, crash test simulations, a 360-degree cinema*, and even a *go-cart track*. The *highlight* will be the *pavilions*, which will *showcase the cars of Volkswagen and its subsidiaries, including Spain's Seat, Czech Republic's Skoda, Lamborghini, and Rolls Royce*. The ability to order and pick up a new VW is even possible, something Mercedes-Benz has done for some time. *Fahrvegnugen!*
- **Bear in the Air!** *Virginia police*, tired of being beaten by motorists with radar detectors, are taking to the air! The *'Bear in the Air' program* is set to begin *July 1st*, using the innocuous white painted lines that have recently popped up on area roadways. This system puts a *state trooper* in the *plane* with a *VASCAR* unit to clock speeders darting in and out of traffic. He will then radio a *trooper on the ground*, identifying the car, and its speed. The ground trooper then pulls the offender over and tickets them. Virginia dept. of Transportation workers will have laid down 101 sets of timing marks by the time the project is completed in September. The three-foot marks are a quarter-mile apart. Be careful out there!
- **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

- **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, cal (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!
- *Sept. 24th- The Super September Showdown Model Contest and Vendor Show* from 9 a.m. to 3 p.m. at the Gilbertsville Fire Hall, in Gilbertsville, PA sponsored by *The Model King* and *Fantastic Plastics* in conjunction with the *Central Pennsylvania Model Car Club*. Old and new kits, parts, decals, built-ups, diecasts, etc. Contest entries and registrations accepted from 9 a.m. to 1 p.m., awards at 3 p.m. For info, call Dave Burket at (732) 240-3987, or Len Feinberg at (610) 923-7534 [or fax to (610) 252-3051], **OR**, E-mail FnPlastics@aol.com.
- *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

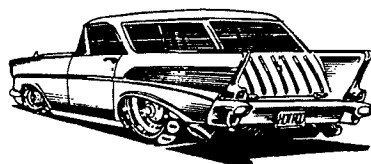
WANTED - CM Sept. 1990 back issue (Vol. 1, No. 3). Call Roman Podolak at (410)882-6942, or E-mail podolakfamily@aol.com, or see me at a meeting.

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



Norman F. Veber
317 Roosevelt Ave., S.W.
Glen Burnie, Maryland 21061
(410) 768-3648