

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 14, No. 3, November, 2000

by: "GTO"

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

Well gang, the *October meeting* had about 51 members in attendance. Everybody was *Ooohing* and *Aaahing* over the *model manufacturers releases* for *calendar year 2001*. If all goes as planned, they should be included elsewhere in this newsletter. Several new members introduced themselves, and we adjourned to scrutinize the models on display, buy raffle tickets, and patronize several members who brought items for sale. To those of you who are new to the club, Welcome! We hope you enjoyed yourselves enough to come back.

The raffle raised \$84.00 (as well as \$41.00 from the box). The club would like to thank the raffle donors listed below: *Brad, Mike Hemp, Ron Bradley, Ron H, Bill Kilby, Ed Brown, Walt Rook, Jerry Frazier (Welcome back, stranger!), Harry Charon, , and Replicas and Miniatures Company of MD*. As always, 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

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

SNEAKYN' 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*):

1962 Thunderbird (AMT #30081): Molded in Lt. Gray...27-piece 390 cu. in. V-8 engine...Kelsey Hayes wire wheels w/knockoffs, and brake backing plate detail...platform-style interior, w/separate console, two-piece bucket seats...five-piece front, and eight-piece rear suspensions...four-piece exhaust system...separate plated windshield frame and vent windows...heater and A/C hoses...up convertible top, and three-piece tonneau cover...chrome grille, w/separate grille guard, and clear headlight lenses... (3) sets of plates...**'BIRD DR'**, **'BIRDMAN'** (NY), and a South Carolina plate (*Not Available*).

#17 Holman-Moody Torino Talladega (Polar Lights #6602): Molded in white...includes nearly two complete engines - a 427, and a 429! It features a one-piece block, three-piece trans (*w/shift linkage*)...racing chassis, w/eight-piece roll cage, eight-piece front, and 13-piece (!) rear suspension...four lightly treaded plain sidewall tires...Slxx decals (*Not Available*).

New Stuff!

Well gang, I don't know how close to correct this listing is, and don't even ask about release dates - I give you what I was able to find off of the Internet. Hopefully, we will be able to get further info in the next issue of Scale Auto Enthusiast!

AMT/Racing Champs

1950 Studebaker (<i>stock</i>)	1957 Chrysler 300 (<i>custom</i>)
1958 Plymouth Belvedere (<i>stock</i>)	1949 Olds (<i>custom</i>)
Ala Kart	1940 Willys Coupe/Pickup (" <i>Buyer's Choice</i> ")
1970 1/2 Z28 Camaro (<i>stock - modified reissue</i>)	1965 Chevelle wagon (" <i>Buyer's Choice</i> ")
1971 Charger R/T Street Machine	1929 Ford Woody wagon (" <i>Buyer's Choice</i> ")
1941 Ford Woody (<i>stock</i>)	I.H. Paystar 5000 Cement Mixer
1960 Ford Starliner (<i>custom</i>)	Tri-Axle Gravel Trailer
I.H. Paystar 5000 Dump Truck	

Revell-Monogram

1968 Firebird 400 2 'n 1 (<i>new tool</i>)	C5-R Goodwrench Corvette (<i>already announced</i>)
"Big John" Mazmanian 1941 Willys gasser	Integra Type R (<i>already announced</i>)
BMW Z8 (<i>new tool</i>)	Saleen Speedster (<i>already announced</i>)
'New' Mini-Cooper (<i>new tool</i>)	"Mr. Deadwrench" Jeep Wagoneer pickup
Corvette Z06	"Roarin' Rail" (<i>snapper</i>)
C5-R Lemans Corvette	"Rat Rod" 1929 Ford pickup 3 'n 1
#43 "Cheers" Intrepid R/T ProFinish NASCAR	"Killer Bee" Baja VW Bug
#1 "Mopar Parts Performance" truck	"Alley Rat" Kenworth-style pickup
#43 "Dodge Motorsports" truck	"Street Cleaner" Mustang (<i>snapper</i>)
VW Window Bus	Mustang convertible lowrider (<i>1988 vintage</i>)

"Badman II" 1955 Chevy (both plastic and metal body versions)

Polar Lights

1973/74 "STP" Charger

(New) VW Zinger

"Gas Rhonda" Mustang funny car

1969 Camaro Zinger

Corvette Nomad show car

Testors

(Kits are 1/24th scale unless otherwise noted)

Lincoln Mint Ford Crewzer

Tandem Car Trailer

Gold Series Navigator

Custom VW Beetle

Ferrari 550 Maranello (metal)

1932 Ford Coupe

PT Cruiser (metal)

1939 Chevy Coupe

1950 Nash 'Tub-O-Saurus' (Jimmy Flintstone)

1955 Nomad

Boattail Riviera 'Tailspin' (Jimmy Flintstone)

1959 Corvette

Chopped Dodge A-100 pickup 'Assaultinator'

1964 1/2 Mustang

(Jimmy Flintstone)

PT Cruiser Hot Metal Series

1969 Custom GTO Lincoln Mint Ultra Series

550 Maranello Silver Series Metal Body

1969 Dodge Daytona Lincoln Mint Ultra Series

Lincoln Navigator Gold Series

1965 Shelby GT-350 metal body kit (1/18th scale)

Crown Victoria Police Car Metal Body Platinum Plus Series

Corvette Mako Shark metal body kit (1/18th scale)

1966 GTO Metal Body Platinum Plus Series

Austin Mini-Cooper metal body kit (1/18th scale)

1969 Camaro SS Metal Body Platinum Plus Series

1970 Chevelle Street Rod Metal Body Platinum Plus Series

1/32nd Scale: T-Rex, Muscleman, Vancruiser, Destroyer, and Crusher Monster Trucks; Dodge Viper RT/10 & GTS Coupe; Plymouth Prowler & PT Cruiser; 1997 Camaro SS Anniversary Edition, BMW Z3 M Roadster, Shelby Cobra, 1966 ShelbyGT-350, 1970 Challenger, monster trucks.

1/38th scale: Plymouth PT Cruiser 3-pack set

1/43rd Scale: Freelander Range Rover, Porsche 911 Carrera RSR, Viper GTS Coupe, 1969 DodgeDaytona, Plymouth Prowler, Beetle convertible, 1949 Merc custom, AC Cobra Street Classic, 1957 Corvette Street Classic, 1932 Ford Coupe (3 styles), Mustang Mach III (2 colors)

Metal Body 1/43rd Scale Snap Kits: Porsche 911 Carrera (2 colors) and 928 S4, BMW M Roadster, Viper RT/10 (2 colors), New Beetle (2 colors), and a Corvette Coupe and Roadster (2 colors)

Lindberg

1910 Model T Ford

Ford Model T pickup 3 'n 1

1934 Ford Roadster pickup 2 'n 1

1967 Olds 442 lowrider (jams & hops)

1932 Ford pickup

1/10th scale Lowrider bike pics (4!) (not at show)

'26 Ford T Sedan Delivery

[Revell # 85-2982; 1/25th scale; 113 pieces; molded in white, chrome, clear, vinyl tires; 1 version]

Revell presents this kit as the latest developing trend in street rodding using the trickiest of technology. Only problem is, they're about 26 years off the mark. This kit is based on a 1926 Ford sedan street rod that Lil' John Buttera built during a six-month period in 1974. After winning the Al Slonaker Memorial Award at the 1975 Oakland Grand National Roadster Show, the car served as his wife's daily driver for about a year before being sold. The car has survived, intact, to this day. In fact, it is for sale by its current owners, Mike and Jo Sweeney for \$45,000. (That's a bargain compared to the cost of having a street rod of this caliber professionally built these days.) Revell first kitted the Buttera sedan in 1975 and has reissued it several times since. This kit is the latest modified incarnation.

Because Revell does not present this kit as Lil' John's car in this reissue and because they mislabeled it as something it is not, we'll look at it is – an example of the resto-rod movement that occurred from the early- through mid-70's. During the

resto-rod years it was vogueish to make your rod look like a restored classic on the outside, but with contemporary wheels and tires underneath. It wasn't always pretty, but that's the way it was. Fortunately, Lil' John's sedan was, and still is, stunning.

Those changes that one will have to make to build this kit as Lil' John's famous tall T will be noted throughout this review.

Chassis

The tubular frame Lil' John built for his car is atypical of street rod frames built in the resto-rod period, or any other period. It looks more like a funny car frame than a street rod frame. There's a good reason for that. Before building his sedan, Lil' John spent a good part of the 1960's and early 1970's building dragsters and funny cars for professional racers. When he needed a frame for his rod, he did what came naturally and constructed his own using the knowledge and experience he'd gained at the races. The upper tubes of the frame are made of square steel tubing and the lower tubes are made of round steel tubing. The kit frame adeptly conveys this appearance.

The bare frame alone builds up from 6 pieces. Out back, it supports a well-done 9-piece rendition of the modified Jaguar rear suspension in the Buttera sedan. The frame's front cross member serves as the mount for an 11-piece representation of the Buttera car's mostly scratch-built independent front suspension. The scratch-built suspension parts on Lil' John's car were among some of the first billet aluminum street rod parts that he made. In the early 1970's most street rod builders were still following the time-honored traditions of working with what was available and making that which wasn't.

The kit's left exhaust pipe crosses over to the right side of the car and both pipes end just in front of the right rear half-shaft. To more accurately represent the Buttera car, you'll need to route the exhaust pipes so that they exit above each half-shaft, just outboard of each rear disc brake.

Wheels and Tires

One of the most striking aspects of the Buttera sedan is the beautifully chromed set of Boranni wire wheels he chose for it. He chose the Italian-made wheels over any other brand because their offset located the tires fully beneath the fenders. They are true knock-off type wheels with a dense spoke count that gives them a sturdy appearance. Many other rod builders of the day weren't quite as concerned about such details and unfortunately the appearance of many rods suffered for it.

Sadly, there are no Boranni replicas in this kit. In their stead is a set of Halibrand Sprint style knock-offs in two different offsets for the front and rear. The wheels are nicely done, but each of the four knock-offs is marred by a sink mark right in the center. For tires, Revell included familiar old Goodyear GT Radials for the rear and unwelcome old Michelin TRX radials for the front. Really, these oddly sized Michelin tires have seen something on the order of fifteen years more use in model kits than they ever did in the full-size world. The only difference is that when they flopped in full size, people stopped using them. One of the Michelins in the review sample is so badly deformed it is unusable. Revell has molds for a very nice set of Dunlop sports car tires that would not only be more welcomed, their lower sidewall height would impart a more appealing stance and more accurate appearance (as far as replicating Lil' John's car goes.)

Engine

For motivation, the Buttera sedan has an Art-Chrisman prepped 289 Ford small block feeding a B&M built Ford C-4 automatic transmission. In keeping with the times, Lil' John installed a set of finned aluminum Shelby Cobra valve covers and a matching aluminum Shelby wide sump oil pan. The aluminum B&M transmission pan also features fins and black paint. Buttera milled a billet aluminum air cleaner cover and air conditioning compressor cover to match the valve covers and oil and transmission pans.

This kit faithfully represents the prototype's engine and transmission. The eighteen-piece engine must be partly assembled before the fenders are mated to the frame and completed after. The engine opening in the fender unit simply isn't large enough for the cylinder headers to pass through. Because the oil pan is split in half and molded as part of the engine block, the ribs it should have are distorted into steps, making the pan lower in the middle than at the edges.

If you plan to display this engine, you may want to consider finding a properly shaped set of valve covers or re-shaping the set that comes with this kit. Rather than being trapezoidal as they should (narrower across the top and wider across the bottom), the tops and bottoms are even, but offset. This gives them a parallelogram-like appearance. The transmission comprises five parts: two halves that represent the main body and fluid pan, a one-piece bell housing, separate dust shield, and starter. The transmission fluid pan, being molded as part of the transmission halves, suffers the same disfiguration as the oil pan – its fins are rendered as light steps.

In an earlier issue of this kit, Revell changed the painting instructions for the valve covers and air cleaner from the traditional Shelby color scheme of flat black with bare aluminum fins to painting the whole parts aluminum with the tops covered completely in turn signal amber. Those instructions persist with this kit. Go with the traditional scheme if you intend to replicate Lil' John's car.

Body

Despite a few problems, the kit body does an acceptable job of representing a 1926 Ford sedan body. The main issues are that the doors are mildly compressed front to rear, the cowl is excessively curved, and the fact that Ford didn't make a sedan delivery in 1926. Revell's presentation of this car as a sedan delivery makes it a phantom. In its original incarnation, it was accurately represented the Buttera car as a sedan. At some point in its reissue history, the side windows were turned into solid block-off plates and door detail (hinges, handle, panel lines) was added to the rear.

There is a decided lack of detail on the very front of the fender unit where the apron beneath the radiator should be represented. The door handles are molded to the body. The stock handles stuck way out and having them molded to the body simply doesn't do them justice. Unfortunately, there is no source of separate stock handles to use in place of the molded -on units. The headlight lenses are molded to the chrome plated bezels – not very realistic. Drilling them out and replacing them with clear plastic lenses will greatly improve the front end's appearance.

The windows are thickly molded and display excessive distortion. The windshield frame and wiper arms are molded as part of the windshield. You might be better off removing the "glass" portion from the frame and creating your own windshield. The rear window retains molded-on floral etchings from the original issue that represent etchings on the Buttera sedan's rear window.

Full size louvers are the main features of the hood sides. Each side has four quarter-turn fasteners molded in place - two along the top edge and two along the bottom edge. These are a legacy of the original issue of this kit. They represent the racecar-type fasteners that Lil' John used for the hood of his car. With his extensive racecar building experience, it was only natural that he would use them to hold his car's hood in place.

The top edge of the body is thin and relatively unsupported, so it looks wavy. Don't let that bother you. The roof panel has an alignment ridge that straightens the body perfectly.

To make the body better represent the Buttera sedan, do not use the block-off plates (parts 77 and 79) for the side windows – make your own windows. Remove the stock cowl vent (Buttera filled the vent on his car). Remove the two upper quarter-turn fasteners from the left hood side (part 91). (The one-piece hood top on Buttera's car was hinged to the top of the left hood side panel, so there were no quarter-turn fasteners there.) If you are skilled in major body modifications, you may want to re-contour the cowl. Sand away all signs of the rear door hinges, handle, and outlines. Strip the plating from the radiator (but not the cap) and paint it body color (metallic brown) with black fins. Paint the roof black rather than tan. And strip the headlight buckets and bezels so you can paint them body color, too.

Interior

The interior comprises fourteen parts and assembles platform style in the body. The dash is shaped properly, but the details such as the radio face, switches, and A/C vents are rendered as light engravings rather than well-defined features. The front seats do a good job of representing the sporty Volvo bucket seats that Buttera installed in his car. I can hear some of you scoffing at the idea of using foreign parts in an American street rod. Well, the reality is that street rods have never been restricted to using only American-made parts. Besides, rodders didn't have much ability to pick up the phone and order a set of Recaro or Tea's Design seats in those days, they used what was available.

The interior panels capture the patterns of those in the Buttera car. The door panels include good representations of the Cadillac arm rests Lil' John used. They even include the power window controls, two on the driver's door armrest and one on the passenger door's armrest. Unfortunately, the column mount shifter and steering wheel are rather cheesy. They're best replaced if you're trying to build the Buttera car, otherwise they're passable.

One part that isn't included in the interior is the back seat needed to build the Buttera car. It was deleted in an earlier issue, likely when the rear door detail and solid side window panels were added to convert the sedan into a phantom sedan delivery. This leaves a plain area and an open mounting slot on the rear section of the floor. To replicate Lil' John's car, discard the parking brake lever and fill its mounting hole. His car didn't have one in the middle of the floor.

Instructions

The instruction sheet is done well enough, but I have to wonder, whom does Revell-Monogram think they are kidding with the introductory text? It states that, "...most current street rods are running the trickiest of automotive technology underneath, and this '26 Ford T sedan Delivery is no exception." All the "technology" in this car is no less than 26 years old - hardly the "trickiest" these days.

Directions are concise, relying on arrows to show placement. Nearly every part is named, as should be done on every model kit instruction sheet. A handy paint guide is included on the first page to guide you in painting your model like the one shown on the box art.

Decals: (TBD)

The decal sheet includes side panel markings for Flanders, Clary, & Stark Universal Trucking Co., and for Lil' John's Hot Rod & Race Car Works. (Hmmm, I wonder if Mr. Buttera is aware of that second set.) Three license plates are provided on the decal sheet, one from Connecticut, one from Wisconsin, and a custom plate from California reading, "Tall T".

Summary

This is a decent kit that has held up well despite being reissued many times over the past 25 years. But good luck trying to find a set of Boranni wheels and the proper rear seat if you hope to model the Lil' John Buttera car.

For more information

Check out the following sources to learn more about Lil' John's exemplary street rod:

In Print:

Street Rodder magazine, April 2000, pages 36 – 42.

Hot Rod Milestones, by Dain Gingerelli, ©1999 MBI Publishing, pages 78 – 83

On the Internet:

<http://www.streetrodcountry.com/features/goodguys98/home.html>

<http://www.carsnet.com/rodcustm.htm>

Thanks to Revell-Monogram for the review sample.

By: Tim Powers

'Mad' Firebird funny car

[Revell ProFinish #1340; 1/24th scale; 41 pieces; black, gray, chrome, rubber tires]

"What, Me Worry?" - that famous line from MAD magazine has been paraphrased to read, "**What, Me Hurry?**" and spread across the hood of the sleek MAD Firebird funny car driven by...no, not Alfred E. Neuman, but veteran shoe Jerry Tolliver. Revell recently released this colorful car in their ProFinish lineup, meaning the body is mostly painted, but also including some additional vinyl stickers.

Engine

The engine is simplified, consisting of only eight pieces. It is interesting in that the oil pan is installed once the engine is placed into the chassis, thereby securing it in place. The fuel pump and its associated line are also added once the engine is installed in place. Also included are the blower retention straps, along with the restraint straps molded to the injector hat includes.

Chassis

This simplified unit consists of only five pieces in all. The basic chassis, upper roll cage, two-piece differential, lower front chassis, and the rear chassis brace correct single wheelie bar. Of course, we also must consider the chrome fuel tank.

Interior

The butterfly steering wheel, instrument cluster, hand brake, and parachute lever are all separate items.

Wheels & Tires

A very nice set of Goodyear tires, with tampo-printed yellow markings on the sidewalls, which mount onto a nice set of five-spoke funny car-style rims. These are attached to the body via an old standby - the metal axle!

Body

The body accurately replicates the 1998-1999 Trans Am, with its distinctive fog light/parking light arrangement. The rear wing is three pieces, and it snaps together and locks in place. The twin parachutes bring up the rear. The interior panel snaps into the body, and allows the car to tilt up, exposing the chassis. The glass is one piece, and is installed from inside the body. It has all rivet detail molded to it, as well as window frame detail.

Decals

This is actually a misnomer. The supplied markings are on a clear adhesive-backed vinyl sheet. They must be peeled off and placed on the model. They stick very well, so be very careful in their placement.

The kit went together very well, and replicates the subject very well. It even seems to me to have the right 'attitude'. These kits constantly amaze me. While I am still first and foremost a 'real kit' builder, these types of kits provide pleasant diversions for those times when you are either between projects, or just want something a bit different.

By: Tim Sickle

Mustang Cobra combo

[Revell; 1/24th scale; '96 Cobra convertible; '93 Cobra: & '69 Mustang Super CJ]

This kit is **66 2/3 percent Cobra** - The '69 Mustang is a Mach I equipped with the Super Cobra Jet **engine**. Let's cover these as individual kits. Let's take a brief look at them in descending chronological order.

1996 Mustang Cobra convertible (#2460)

Engine

A nice 23-piece rendition of the 32-valve DOHC 4.6-liter V-8 Mustang engine. The usual longitudinal seam is present and will require limited attention, due in part to a separate oil pan.

Chassis

Simplified suspensions, front and rear, comprise a nice 18-piece unit. Add to this the one-piece dual exhaust system, two-piece radiator, and upper/lower radiator hoses, and a pretty convincing assembly will result (*with the requisite detail painting, of course!*).

Wheels & Tires

Two-piece chrome five-spoke mag wheels mounting Goodyear tires. Chrome disc brakes are present, so tone 'em down a bit.

Body

The proper Cobra twin-scooped hood is included, as is the Cobra-specific rear spoiler. Separate outside rear view mirrors with chrome faces are also present. The proper Cobra twin-scooped hood is included, as is the Cobra-specific rear spoiler. Separate outside rear view mirrors with chrome faces are also present.

Interior

A tub-style affair, with drop-in door panels. The console is separate, and to it is added a shifter, and handbrake. A pedal assembly is hung from the dashboard, which is completed by a steering column/wheel unit. A pair of bucket seats, which are two pieces each, finishes off this subassembly. A tub-style affair, with drop-in door panels. The console is separate, and to it is added a shifter, and handbrake. A pedal assembly is hung from the dashboard, which is completed by a steering column/wheel unit. A pair of bucket seats, which are two pieces each, finishes off this subassembly.

Glass

The windshield is frosted on the rear for paint purposes. A clear rear window is provided for the up-top. Clear head, driving, and clear red taillights are provided.

Decals

Two sets of non-vanity license plates, white-faced Cobra dash gauges, and underhood markings are included.

1993 Mustang Cobra (#2530)

This one is a reissue of the earlier Revell offering. This is not a bad thing, though. It is good to see this one back on the shelves.

Engine

A nice 19-piece rendition of the 5.0-liter V-8, with the now-standard longitudinal seam to attend to. It includes a correct 'Cobra' decal for the fuel injection intake. Unfortunately, no separate oil/trans pans to help hide the seam here - you are on your own!

Chassis

Simplified one-piece lower front suspension, along with a 5-piece rear suspension, as well as a one-piece exhaust system comprise the majority of the chassis.

Wheels & Tires

Nice renditions of the Cobra's unique finned wheels, mounted on Goodyear rubber. Backing plates lack any sort of detail.

Body

To the main body (which includes a molded-in rear bumper) the builder will add the hood, front clip, and three-piece rear spoiler. Additionally, outside rear view mirrors, with separate chrome faces are also included.

Interior

A tub-style unit, with a two-piece dash, and two-piece (each) bucket seats. A steering wheel, shifter, and armrest complete this unit.

Glass

Front, side, and rear windows are all separate, and frosted on the rear for the black areas to be painted. Clear head, driving, and taillight lenses are also included.

Decals

Consist of a window sticker, dash gauge cluster, two sets of license plates, assorted underhood markings, and body scripts.

1969 Mustang Super CJ (#7121)

Engine

A very nice replica of the baddest Mustang engine short of the awesome Boss 429 - the 428 Super Cobra Jet! 22-piece V-8, again, with the longitudinal seam. Again, a separate oil pan hides it somewhat. It features chrome, finned valve covers, and breather cap.

Chassis

Sadly, it is somewhat more simplified than the Cobras in this set. Nevertheless, it will look fine with paint detail. It does, however, include a nice, three-piece radiator/fan shroud, and even a separate oil cooler! A one-piece exhaust finishes this unit off.

Wheels & Tires

Multi-hole chrome GT wheels are included.

Body

Nose and tail panels are separate items, as is the hood, front spoiler, and three-piece rear spoiler. Separate outside rear view mirrors are also included, with separate chrome faces. The stiffeners for the shock towers are also separate items, as are the side scoops behind the doors. A chrome GT gas cap tops off the rear taillight panel.

Interior

Platform-style. It mounts two two-piece bucket seats, dash, steering wheel, and 4-speed shifter.

Glass

Front and rear windows are connected by runners, dating this kit somewhat. Clear head and parking light lenses are also included.

Decals

Red Mach I striping, a few underhood decals, two 'JET' Illinois plates, and decals to replicate the '*Dick Brannan Ford*' Mustang driven by '*Dyno Don*' Nicholson.

Same old kit we had way back in 1990 in the Hot Rod set, but it's nice to have this one back! If you are into earlier 'Stangs, this one is a '*Must Have*'! I know, I know, I'm a GTO guy! I like Musclecars and Pony cars too, though.

By: *Tim Sickle*

Subject: Oil Changing Instructions for Men vs. Women

Oil Changing Instructions for Women:

- 1) Pull up to Jiffy Lube when the mileage reaches 3000 since the last oil change.
- 2) Drink a cup of coffee.
- 3) 15 minutes later, write a check and leave with a properly maintained vehicle.

Money spent: \$20.00 for oil change \$1.00 for coffee Total = \$21.00

Oil Change instructions for Men:

- 1) Go to O'Reillys auto parts and write a check for \$50.00 for oil, filter, kitty Litter, hand cleaner and a scented tree.
- 2) Discover that the used oil container is full. Instead of taking it back to O'Reilly to recycle, dump in hole in back yard.
- 3) Open a beer and drink it.
- 4) Jack car up. Spend 30 minutes looking for jack stands.
- 5) Find jack stands under kid's pedal car.
- 6) In frustration, open another beer and drink it.
- 7) Place drain pan under engine.
- 8) Look for 9/16 box end wrench.
- 9) Give up and use crescent wrench.
- 10) Unscrew drain plug.
- 11) Drop drain plug in pan of hot oil: get hot oil on you in process.
- 12) Clean up mess.
- 13) Have another beer while watching oil drain.
- 14) Look for oil filter wrench.
- 15) Give up; poke oil filter with screwdriver and twist off.
- 16) Beer.
- 17) Buddy shows up; finish case of beer with him. Finish oil change tomorrow.
- 18) Next day, drag pan full of old oil out from underneath car.
- 19) Throw kitty litter on oil spilled during step 18.
- 20) Beer. No, drank it all yesterday.
- 21) Walk to 7-11; buy beer.
- 22) Install new oil filter making sure to apply a thin coat of oil to gasket surface.
- 23) Dump first quart of fresh oil into engine.
- 24) Remember drain plug from step 11.
- 25) Hurry to find drain plug in drain pan.
- 26) Discover that the used oil is buried in a hole in the back yard, along with drain plug.
- 27) Drink beer.
- 28) Uncover hole and sift for drain plug.
- 29) Discover that first quart of fresh oil is now on the floor.
- 30) Drink beer.
- 31) Slip with wrench tightening drain plug and bang knuckles on frame.
- 32) Bang head on floor boards in reaction to step 31.
- 33) Begin cussing fit.
- 34) Throw wrench.
- 35) Cuss for additional 10 minutes because wrench hit Miss December (1992) in her overabundant chest.
- 35) Beer.
- 36) Clean up hands and forehead and bandage as required to stop blood flow.
- 37) Beer.
- 38) Beer.
- 39) Dump in five fresh quarts of oil.
- 40) Beer.
- 41) Lower car from jack stands.

- 42) Accidentally crush one of the jack stands.
- 43) Move car back to apply more kitty litter to fresh oil spilled during step 23.
- 44) Beer.
- 45) Test drive car.
- 46) Get pulled over: arrested for driving under the influence.
- 47) Car gets impounded.
- 48) Make bail: Get car from impound yard.

Money spent: \$50.00 parts, \$25.00 beer, \$75.00 replacement set of jack stands, \$1,000.00 Bail, \$200.00 Impound and towing fee Total = \$1350.00

BJTS & PJECES

- ❑ **Kudos!** The latest *Scale Auto Enthusiast Contest Annual* has hit the shelves, and includes *MAMA's BoyZ Chad Shapiro, Bill Geary, Ron Hamilton, Max Wolfthal, and Matt Guilfoyle. Congrats, guys, and thanks to MAMA's Boy Steve Strauss* for the scoop!
- ❑ **Drag Racing icon gone!** I am sad to report the passing of *drag racing announcer Steve Evans*. It was recently reported that Steve was found dead of natural causes in a hotel room in Las Vegas. He was 58. He will be missed!
- ❑ **Cat Fight!** Even though the *Kellogg's Tiger icon, Tony*, and the *Exxon tiger* have been around for more than 30 years (*Tony debuted in '52, while the Exxon tiger debuted in '64*), that won't stop *Kellogg's from filing a lawsuit* against giant Exxon Mobil Corp! Seems as though the folks at Kellogg's are worried that consumers may possibly be confused by the similarity between the two cartoon tigers, and *SOMEHOW* conclude that Tony the Tiger is somehow behind soda, coffee, and other items for sale at Exxon's TigerMart stores! I don't know about you, but I have lost my taste for Kellogg's products!
- ❑ **Uninvited wedding guests!** Several *uninvited guests* showed up at *Timothy Faith's wedding recently-police officers!* Hancock police arrested the groom recently just as he was about to exchange vows. The *reason?* For *leading police on a high-speed chase in July!* Mr. Faith, 29, 'cuffed and stuffed' in his tuxedo, was bailed out several hours later by members of the wedding party. After chipping in to pay his \$2,500 dollar bail, he returned to the church to marry his fiancée, Kathy McFadden. The Hancock police, along with state troopers had tried unsuccessfully to serve Mr. Faith with an arrest warrant several times before his wedding day. *"He determined the time he would be arrested by making himself unavailable: prior to the ceremony"*, said Hancock police Chief Donald Gossage. Mr. Faith faces a number of *charges*, including *fleeing and eluding, speeding, and reckless driving*.
- ❑ **Intimidator duo in C5-R Corvette!** Yup, you heard right. Dale Earnhardt and his son, Dale Jr. will be teaming up with Andy Pilgrim to drive the #3 C5-R Corvette (*what else?*) at the February 3-4, 2001 version of this race. Let's see if the 'Intimidator' uses his bumper very much here, eh?
- ❑ **Excursion's BIGGER Brother?!** That would be the new *Ford F-650 Super Crewzer!* Equipped with a *Caterpillar diesel engine producing 300 horsepower*, this behemoth has a *pickup bed cargo payload of 23,000 lb.* (11 1/2 tons!), or can pull a *trailer that weighs up to 30,000 pounds!!* All this for 'only' *\$89,950*, too! It is rumored that *fuel calculations* are in *gallons-per-mile*, rather than *miles-per-gallon!* Ford estimates only about *1,000 Super Crewzers* would be built, and that the bulk of sales would be in Texas and the rest of the Southwest, where such large vehicles are truly understood and appreciated. By the way, we are scheduled to get one of these from the gang at Testors next year!
- ❑ **10 Mil GTO?!** Bonham's & Brooks, the world's fourth-largest auction house, will be auctioning off a *1963 Ferrari and 860 ft. lbs. Of torque (!), this thing is a250 GTO* in December, hopes to realize as much as *10 million dollars* for it! The car, chassis/engine #4293 GT, has a storied history. It won the GT category at Lemans in '63, and finished second overall, being driven by Jean Bleton and Gerald Langlois van Ophem. After celebrating, the two refueled the car and drove to Paris to celebrate further, and then home to Brussels. The car also won the 500 Kilometers of Francorchamps race at Spa, being driven by Willy Mairesse. (*The real thing, eh, Brad?!*)
- ❑ **Alfa Romeo longevity!** *Alfa Romeo* recently celebrated *90 years in business!* Anyone know where the name 'Alfa' came from? According to the article in the Washington Times, '*Anonima Lombarda Fabbrica Automobili*', that's what! *Don't ask about 'Romeo', though!*
- ❑ **GMC high-line pickup!** Just what we need, right? Another high-dollar pickup? Well, GMC thinks so! Their 1/2-ton C3 will feature 3/4-ton brakes, all-wheel drive, 17" wheels and tires, anti-lock brakes, a 6-liter, 325 hp. V-8 (with a 6,800 lb. Load capacity), and Onstar. All this for 'only' *\$40,000!!* It is a well-known fact that the Big Three make about 70 percent of their profits on pickups and SUVs. So, is anyone really surprised?
- ❑ **Retired with Honors!** *Danbury Mint* will be retiring their *blue 1957 Chevy Bel Air* on December 31, 2000. So, if you were thinking about ordering one, now is the time! They can be reached at 47 Richards Avenue Norwalk, CT 06857, 1-800-854-7108 (9 a.m. to 5 p.m. Eastern time).

- **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

- 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.
- Nov. 26th- 19th Annual Greater York Toy, Train, & Doll Show in the Memorial Hall from 9a.m. to 3 p.m. at the York Expo Center in York, PA. Last year's show contained over 800 tables! Admission is \$4.00 per person. For info, contact Barry Skelly at (717) 845-2458 (daytime), or (717) 225-1481 (evenings), or Mike Skelly at (717) 755-7448 (evenings).
- Dec. 2nd & 3rd-11th Annual Street Cars of Desire Car Show at the MD State Fairgrounds, in the Cow Palace at Timonium, MD.
- Dec. 10th- 1st Annual DC Motorsports Expo at the Capital Expo Center (North building) in Chantilly, VA. Factory displays, Vendors, collectible show.
- Jan. 12th to 14th, 2001-42nd Annual -World of Wheels Autorama Show Car Series sponsored by GM Performance Parts at the Convention Center in Baltimore, MD. For info, or to register, call Jim Conner at (301) 871-7542.

CLASSIFIEDS

WANTED - Photos and/or magazine references on Scott Pruett's 1994 Championship-winning Oakwood Homes Trans Am Camaro racer. Contact Dave Johns at (410) 437-1893, or catch him at an upcoming meeting.

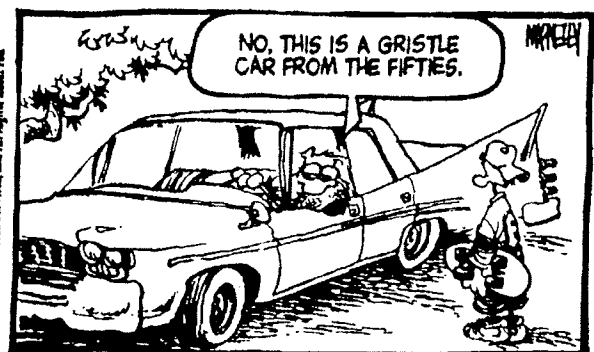
FOR SALE - 1968 Pontiac 455 HO bored .060 over, with an extra set of heads for \$600. E-mail Dan Chicorelli at danchic@netzero.com.

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).

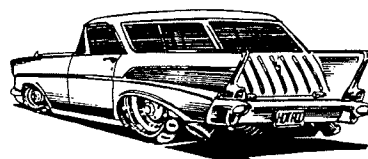
WANTED - Back issues of Motor Racing Replica News and/or Motor Racing Models. Contact me by E-mail at thereckners@erols.com, or see me at an upcoming meeting (J C Reckner)

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:

SHOE



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