

## MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 14, No. 4, December, 2000

by: "GTO"

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

Well gang, the *November meeting* had about 55 members in attendance. Nothing of any great consequence was brought to light. The assembled masses witnessed a *paint polishing demonstration* from *cracker jack builder Ron Hamilton*. *Thanks, Ron!* And while on the subject, Ron is "*Throwin' down a Challenge*" to the club and anyone else who will listen. He is instigating a "*Big Car Challenge*". Ron is a lover of all 'land yachts' - *Impalas, Caprices, Bonneville's, Eighty Eights and Ninety Eights, and on and on*. His challenge has been posted on the *Hobby Heaven message board* and is quite simple. Merely build a 'Big Car' (*wide-open interpretation with regard to stock, racing, etc. The key factor is to start out with a big car!*). Then, simply bring your completed masterpiece to our *NNL* next *May*, where we will attempt to make display space available. There was some discussion of some sort of award for the lucky winner. No word on how the winner would be determined, though. We'll let you know when more info becomes available. In the meantime, what're you waitin' for? *Get started!*

We also managed to take up our usual collection for the annual "*Toys for Tots*" drive which *Norman and Mary Veber* again volunteered to deliver in the club's name. *Thanks Norm and Mary!*

The raffle raised \$78.00 (*as well as \$51.50 from the box*). The club would like to thank the raffle donors listed below: *Brad, Mike Hemp, Ron Bradley, Ron H, Walt Rook, Tom McFiren Jr., Bob Ege, Jim McGuinness, Dave Johns, Barry Horner, Kar Krazy (!?) 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 One (2001) 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 again 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!*). *Please note that in ALL cases, the meeting is on the Third Saturday of the month, thus making it easier to remember!*

January 20th  
February 17th  
March 17th  
April 21st  
May 19th  
June 16th



July 21st  
August 18th  
September 15th  
October 20th  
November 17th  
December 15th

**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- Ron Hamilton ✓

Airbrush Technique

Restoration of a Built-up model

Decal Application

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

Building a resin kit/conversion

Tire Detailing

### **1980 Ford Bronco 2'N 1**

[REVELL 1/24 scale. Re-release. Kit No. 85-7682]

This kit is molded in white, with separate chrome and clear sprues. The white sprues are sealed in a plastic bag, with the chrome and clear parts loose in the box. I would suggest it is more important to protect the *chrome* and *clear parts* from abrasion than the white plastic parts. Also included are four well molded Goodyear "Tracker A-T" tires.

This kit appears to be a straight re-issue of the '80 Bronco. The kit features virtually no flash and the molding is very crisp.

The chrome tree offers two sets of wheels, one are the "wagon wheel" style and the other are five slot mags. Also included in chrome are: side mirrors, a brush bar with driving lights, and lights for the roll bar (*Note: the roof can not be attached when using the roll bar*).

The clear tree includes the taillights and turn signal lenses, as well as lenses for the "off-road" lights to be mounted on the roll bar. Special attention must be used with these two sets of lenses as they appear to be the same, but are not.

A decal sheet is provided with the early '80's style graphics used on the box art model. In addition, there are FORD and 2000 Colorado license plates. Also, *Fred's Landscaping* and *Alpine Ski Lodge* decals are included.

As for the two in one building options, it appears Revell means slight variations without any major options. Essentially, it's a stock Bronco kit. Minor accessories, such as a gas can, add-on fender flares, a roof rack (*with or without skis*) and winch are included.

The engine is a good looking stock Ford small-block with no performance parts supplied.

The chassis is a basic truck ladder frame. Four-wheel drive is the only building option. Unfortunately, as was the practice at the time this kit was first introduced, the exhaust is molded as part of the frame. Special attention will have to be given the underside of the one-piece tub interior. The 1981 copyright information, as well as the indentations where the console and seats are, are visible through the frame. A thin sheet of styrene should take care of this.

The tub style interior has separate front bucket seats as well as a rear bench seat (*all with separate backs*). There are six large ejector pin marks on the interior floor.

The one-piece (*with separate hood*) body is cleanly molded. The only issue here is the mold line running along the front fender. It will be difficult to clean this up as it runs along the side indicator light. My example showed more overhang from the mold on one side.

All in all, a welcome re-issue for us small truck fans.

I'd like to thank REVELL for the review sample.

*By Matt Guilfoyle*

### **'39 Chevy Sedan Delivery Lowrider**

[REVELL 1/24 scale; Modified re-release, Kit No. 85-2592]

This is a modified re-release of Revell's venerable '39 Chevy Sedan Delivery in the "*Lowriders*" series. Although no modifications have been made to the body, the kit *cannot* be built as replica stock.

This kit is molded in white, with separate chrome, and clear sprues. The white sprues are sealed in a plastic bag, with the chrome and clear parts loose in the box. I would suggest it is more important to protect the *chrome* and *clear parts* from abrasion than the white plastic parts. Also included are four well molded *Dunlop P series "SP Sport D8 low profile tires*.

This kit appears to be a *straight re-issue* of the '39 Sedan Delivery, with the *addition* of *some lowrider* parts, as well as *gold plated rims* (*with knock-offs*) and "*chain*" *steering wheel*.

The kit is cleanly molded, but as this kit has some age to it, there are pronounced mold lines.

In addition to the gold plated tree, the chrome tree offers an *identical set of rims*. Thankfully, the bumpers and grille are provided in chrome. I am grateful that Revell saw fit to offer both a stock hood ornament as well as the “monster” bird shown on the box art model.

The clear tree includes lenses for both the headlights and driving lights. An optional clear sunroof is provided.

A surprisingly tasteful *decal sheet* is supplied in the kit. California “*OLDIE*” *tags* are included, along with curly pinstriping in blue, and wheel center cap decals.

The *engine* is the dual four-barrel carb 427 cu. in. big block.

The *chassis* is the same dated solid front axle piece seen in previous issues. The dual exhaust system is molded as part of the frame. The fender and floorpan offers decent underside detail.

The *interior* consists of seats and shifter attached to the floor with rear fender well covers in diamond button tuck. There are no door panels, even though the rear door is hinged.

The *one-piece (with separate hood) body* is cleanly molded. The hood opens as one piece. An optional visor is supplied.

Once again, I am thankful Revell managed to keep the modifications to this kit to a minimum.

I'd like to thank *REVELL* for the review sample.

By Matt Guilfoyle

### *The Monkeemobile*

[AMT/ERTL #30259; 1/25th scale; 80 pieces; molded in gray, chrome, clear, transparent red, vinyl tires; 1 version ]

In 1966 *CBS television* introduced to its audience something cool, hip, young, and modern that would excite the world and become a classic. Oh yeah, and there was a *band* on the show too.

When the *Monkees*, a TV show about a band, was created its producers wanted the band to have a *distinctive car* in which to tool around town. They wanted it to reflect as much as possible of the automotive scene of the day. That was quite an order. Muscle cars were gaining popularity, hot rodding was rampant, and people were into both new cars and old cars.

The producers turned to *noted car customizer Dean Jeffries* to create their band's signature automobile. At that time, Jeffries was also creating designs for *MPC* and he mentioned the TV show project to *MPC's head, George Toteff*. Toteff told his friend *Jim Wangers* about it. Wangers worked at that time for *Pontiac's advertising agency* and immediately saw the marketing potential of placing a Pontiac-based custom car in front of millions of viewers each week. Wangers quickly secured and provided *two 1966 GTO convertibles* with base-engines and automatic transmissions for Jeffries to make into identical Monkeemobiles (*one to be used for filming the series, the other for touring the show car circuit.*) Toteff's reward for initiating this deal was exclusive rights to produce and market a model kit of the Monkeemobile – a car no one had seen yet.

In providing the raw material for the Monkeemobile, Pontiac stipulated that the finished car should prominently bear either the Pontiac script or the GTO insignia. They didn't want it to be too flamboyant, but they didn't have much control over the creative process. Their concern was that the car not be an embarrassment to the Pontiac nameplate. *When the car debuted, Pontiac was not happy.*

What Jeffries created was fairly recognizable as a GTO from the front, but that was about it. The car retained stock GTO grilles and fender emblems. Its fenders were stretched, but the basic lines were untouched. An exceedingly tall, split windshield and an immense touring car type of soft-top added a vintage ambiance. Jeffries cut deeply into the rear deck to shift the back seat into what was once the trunk. Another pair of front bucket seats became a middle row. Aside from the addition of pleated side panels and seat covers, the rest of the interior maintained a stock appearance.

Initially, Jeffries installed a *stout, 6-71 blown engine*, solidly mounted the rear axle, and added weights to the rear to make the car perform wheelstands on command. With more horsepower than the suspension could handle, the car was challenging to drive. Said singer/guitarist *Mike Nesmith* of the car, “*It was a very difficult car to drive, though, and not well suited to filming.*” After the show's producers expressed their safety concerns to Jeffries, the *stock base-engine* was put back in place and a *non-functional blower* placed above it to preserve the car's performance appearance.

Incredibly, both cars were completely modified in only one month. Jeffries stated that he and his crew worked around the clock for four weeks to meet their deadline.

Sometime after the series ended, the *number one car* accompanied the band to *Australia* on a tour. Though no one seems to know how, the *car was left behind*. It passed through a series of owners and *eventually wound up in Puerto Rico*. There it served several years as a *hotel courtesy car* and later turned up at a *government foreclosure auction* in 1992. The *car's current owner* placed the winning bid of *\$5000* at that auction.

The car was found to be in relatively good shape. Its frame had suffered some modifications; the solid mounted rear axle had been detached and hung on leaf springs. Remember that the GTO frame originally sported a coil spring rear suspension and you can just imagine the cutting and welding that must've been done to hang a pair of leaf springs. Today the car is in the *New York area* and it has been repainted in its *original color*. The *door decals* have been *replicated*, though in *yellow*, and a new top has been fabricated. It last appeared on TV in an *ABC Monkees TV special* around the time of their *reunion*.

The *number two car* found its way into *George Barris'* hands. Not *one to leave a good thing alone*, Barris has added *gaudy contrasting yellow highlights, slotted aluminum wheels* and *Kenwood sponsor decals* to the car. He has continued to

exhibit the car on the show circuit and has *leased it out for at least one rock video shoot* in the mid-80's. The car was last seen on display at the *Star Cars Museum* in *Gatlinburg, TN*.

Sadly, neither car is *100% original* in appearance, but car *number one* is closer to the original look than is car number two. It is also reported to be in much better condition. The interiors of both have been redone in a light tan color. The *interiors* and *tops* of both were originally done in *white*. Also, the *Monkees logo decals* for the doors on the Barris-owned number two car have alternated between at least two designs: *one completely unlike the original* and *one correctly shaped*. Both are *incorrectly yellow* to match the highlighting he applied. The *original decals* were done in *gold* with *black outlines*. The side of the number one car's *blower* are *correctly painted gold* while the Barris car's *blower sides* are *painted yellow* to match its trim and decals.

#### **Body:**

MPC captured the lines of the prototype well and AMT/ERTL has left them intact. Not only is the *body bagged separately* in this issue, it has a *protective cardboard cover around the windshield frame*. *Good job AMT/ERTL!* The finished model could greatly benefit from the use of *photoetched grilles* and *fender scripts* supplied in the *Model Car Garage (MCG) 1966 GTO detail set*.

Despite the *incorrect coloring* of the *top* on the box art model, the instruction sheet *correctly* directs you to paint the top *white*.

#### **Interior:**

The interior accurately depicts the pleated coverings of the four factory bucket seats, rear seat, and side panels. The stock 1966 GTO dashboard features plated gauge faces that pop in from behind, a set of aftermarket supplementary gauges, and a plated tachometer that mounts on top. As with the body, The interior could truly benefit from the addition of *photoetched details* from an *MCG 1966 GTO detail set*.

One can use the metal *steering wheel spokes*, *pedal faces*, *rear view mirror assembly*, *console cover*, and *window cranks* to really liven up this 34 year-old tooling.

Despite the *incorrect coloring* of the *interior* on the box art model, the instruction sheet *correctly* directs you to paint the seats and side panels *white*. The carpet should be black.

#### **Engine:**

Twelve pieces form the basis of a *389 Pontiac engine*, from the intake manifold and valve covers on down. The top part of the engine assembly installs separately from above after the engine is mounted in the chassis and the chassis is positioned in the body. The top portion is a ten-piece chrome plated blower/scoop/radiator assembly that mounts on top of the hood. This assembly represents the *non-functional 6-71 GMC blower* that stands above the prototype's hood line.

#### **Chassis:**

The chassis is a simple plate-style chassis that does little more than support the body. Surprisingly, the *solid mounting* of the *rear axle* is *correctly portrayed*. Wheels are attached via metal axles. The front axle passes through a deep notch in the oil pan and the rear axle passes through the rear axle housing.

#### **Wheels/Tires:**

Oddly, the box art kit shows a nice set of *redline tires* on the car and they look good. But the car had *Goodyear tires* with *raised white letters*. The kit includes a nicely done set of *Cragar wheels* and a nondescript set of *Goodyear tires*.

#### **Decals:**

There are but *two decals* in this kit, *Monkees logos* for each door and both are printed in the *wrong color*. They are *yellow* as on the *Barris modified number two car*. They should be *gold*. Fortunately, our resident decal-maker, *Jerry Flynn*, is offering the decals in gold. In *two kinds* of *gold* to be exact. *Metallic gold*, for those wanting the *utmost* in *accuracy* and *gold foil* for those wanting to be close enough to accurate, but with an *enhanced appearance*.

#### **Instructions:**

The instruction sheet is well laid out and easy to follow. Basic painting guidance is found throughout. As other manufacturers are doing these days, *ERTL* includes their *customer service hotline* on the front page of the instructions, but be warned *it is not a toll-free call*.

#### **Close:**

Seeing this kit reissued in *1989* through the *Blueprinter special program* was great, but seeing the value of those limited production kits quickly soar, many opted not to assemble them. Now with this kit in regular production we may see a few built Monkeemobiles. Can you envision going for *full detail* by adding the *chassis assembly from one of Revell's 1996 GTO kits* and the *previously mentioned photoetched details*?

By: *Tim Powers*

## ***Custom Silverado and Waverider Boat***

[REVELL 1/24 scale; Modified re-release; Kit No. 85-7666]

This is a modified re-release of Revell's Chevy Silverado Pickup with custom ground effects by Thom Taylor, along with a Waverider (*tandem jetski*) and trailer. The truck *cannot* be built replica stock.

This kit is molded in white, with separate chrome, clear, and clear red sprues. Once again, the white sprues are sealed in a plastic bag, with the chrome and clear parts loose in the box. The *tires* are nicely done *Goodyear P265/35ZR20 directionals*. The boat trailer tires are molded in white plastic with (*thank you, Revell*) the wheels molded separately.

The *modifications* to the Silverado appear to be the *ground effects, grille and low profile tires*.

The clear tree includes expected lenses and windows. A *nice touch* is the *windshield washer fluid reservoir* provided in *clear plastic*.

The chrome sprue has *sweet five spoke 20-inch rims* and *four wheel disc brake rotors*.

The *decal sheet* includes the graphics shown on the box art model, for both the pickup and boat. Labeled (*truck and trailer*) "*JETTIN*" California 2000 license plates along with a *nice instrument panel* and engine compartment decals.

The *engine* is the stock Chevrolet V-8. The chassis is the same as in the previous release, except the radical lowering of the ride height. The interior appears to be essentially the same also.

The *one-piece (with separate hood) body* is a cleanly molded representation of the extended cab Silverado. The hood, with open scoop and ground effects are understated and well done.

The *boat and trailer* are molded in white as well. The Waverider is essentially a top and bottom hull assembly with nice exterior detail. There is no engine detail. Other than the issue of the trailer tires being molded in white plastic, the tandem trailer is well done.

A well executed custom pickup.

I'd like to thank *REVELL* for the review sample.

By Matt Guilfoyle

## ***BJTS & PIECES***

- ❑ **Late Kudos.** It has come to my attention that last month when I was crowing about the appearance of several *MAMA's BoyZ* in the *Scale Auto Contest Annual*, not being *Omnipotent (all powerful)*, or *Omniscient* (all knowing), I inadvertently *missed MAMA's Boy Bill Richards' appearance* with one of his well-done dioramas, this time being the "*Jumpin' General Lee*". My apologies, Bill! I do the best I can with what I've got! *And on that note, if someone has an item for or complaints about something which did or did not appear in the newsletter, contact me directly, otherwise, I may never know about what is going on! I am only a phone call (or E-mail) away!*
- ❑ **While on the subject!** (*Of Bill Richards, that is!*), it is my sad duty to report the *passing of Bill's mom* on December 8th. Our thoughts and prayers go out to the families.
- ❑ **Back from the Ashes?! Accuast Company** proprietor *Okey Spaulding* has managed to purchase the remaining *Johan molds* and hopes to have kits in production by *mid-2001!* To this end, it is rumored that Okey will sponsor a special "*Johan Gold*" *award* at many Midwest contests for the best model based on a Johan kit. He is also looking for *Box Art models* in order to complete Johan's return to the market. According to the latest *Kentucky Auto Modelers newsletter (December, 2000)*, he is in search of the following: A *promo version of the Chrysler Turbine car (in the correct bronze w/black roof and interior)*; a *1959 Dodge* in correct dark and medium colors (*w/gold and chrome foiling*); a *1959 Dodge* converted to a Coronet and done in *Missouri State Police light blue/white*; a *1956 Olds* in correct Alcan White and bronze w/foil trim; a *mildly customized 1956 Olds* in a light color (*such as cream or pearl white*) with scallops (*preferably in red or lime green*), skirts, lakes pipes, connie, spots, and a lowered stance; a *1970 Olds 442 W30* in correct factory colors; a *1970 Olds Cutlass Rallye 350* in the correct yellow; a *1969 AMX in Matador Red* with beige interior and white Go package stripes; a *1962 Studebaker* in correct *Chicago or Louisville police graphics*; a *1956 Desoto* in *Detroit police graphics*; and a *1956 Plymouth (converted to a Savoy)* in any police agency graphics that can be documented. Accuast/Johan will supply the required models (*when available*) to the winning bidder, and built models become property of Accuast/Johan. Send bid packages (*to include photo samples, expected fee, and est. time of completion*) to *Accuast/Johan P.O. Box 120404 Covington, KY 41012-0404*. Deadline for submission is January 16th, 2001. Future box art model building is possible beyond this initial project. Send required information.
- ❑ **Croozermania! Daimler-Chrysler** recently warned dealers that it *cannot build enough PT Cruisers to meet customer demand*. The current plant in *Toluca, Mexico* will build about *120,000 Cruisers*, with about 20,000 of those earmarked for overseas delivery. In August of this year, D-C execs said they already had *100,000 orders* for this little hot rod. In addition to ramping up production in the Mexico plant, and attempting to add another plant in Austria, D-C has ordered hundreds of US execs to sell leased Cruisers to dealers as 'Program cars', and then barred them from leasing new Cruisers.
- ❑ **Saturn VUE.** No, it's not some new astronomical term for peering at the ringed planet, it's the name of the *new Saturn SUV* due out in 2002 from 'The General.'
- ❑ **Prizm soon to be MIA!** According to a recent article in the *Washington Times*, General Motors will soon *discontinue production of the Chevy Prizm* compact built at it's joint venture factory with Toyota, *NUMMI (New*

United Motor Manufacturing Inc.) after 2002 to begin building a *new model Toyota Corolla* and a *new small Pontiac 'lifestyle' vehicle (Piranha?)* in both left and right-hand drive models.

- **Diecast Mopar Muscle! Danbury Mint** will be releasing a *1969 Dodge Charger R/T!* It is painted a *pale yellow*, and features the *black R/T stripe* around the rear end, *redline tires* mounting *Magnum 500 wheels*, and in addition to the *opening doors, folding seats, opening trunk (w/removable spare tire), operable steering (via steering wheel) gas filler door and rotating headlight covers*, the *hood* is also *hinged* to showcase the *mighty 426 cu. in. Hemi V-8 (with full wiring, natch!)*. The claim is that although they spent over a *quarter of a million dollars* tooling this one up (*that's 250 big ones - \$250,000*), it can be yours for the very reasonable price of only *\$112*, payable in four monthly installments of *\$28 (plus a total of \$7.80 for shipping and handling)*. They can be reached at 47 Richards Avenue Norwalk, CT 06857, 1-800-854-7108 (9 a.m. to 5 p.m. Eastern time).
- **ACME NNL!** Heard from the gang that *Wile E. Coyote* uses in his constant pursuit of the *Roadrunner*, *ACME (Atlanta Car Model Enthusiasts)*. They had a very successful *2000 Southern Nationals* with *over 400 models* on display, not to mention seminars from members of the *'COMA' gang (Chesapeake and Ohio Modeling Alliance, for the uninitiated!)*, *Randy Derr* and *Bill Coulter!* And *2001's themes* sound interesting as well. The first one is *'My First Love'* - build a model of your *First Love (No! The first car you ever owned! Or, maybe the second, if the first one was a real beater?!)*, and the second and more interesting of the two would be *'Wheel Deal'* - build a model of your favorite *Hot Wheels car (in 1/24th or 1/25th scale, natch!)*. *Lemme think - what about GTOs?*
- **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***

- *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.
- *Mar. 3rd, 2001- Birmingham Classic 2001 Model Car Show and Swap Meet* at the Oporto Madrid Armory in Birmingham, AL. This year's theme is *"Then and Now"*- meaning two models, one built as it would be 'Now', the second built as it would be 'Then' ('Now' and 'Then' defined in whatever way you want them to be!). This year's special guest will be *Jairus Watson!* For show info, write to Tommy May c/o Magic City Car Modelers 5605 12th Avenue South Birmingham, AL 35222, (205) 591-8038, [tmaymccm@aol.com](mailto:tmaymccm@aol.com). For vendor info, write to Dan Morgan c/o Magic City Car Modelers P.O. Box 988 Cullman, AL 35056, (256) 739-1819.

## ***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.

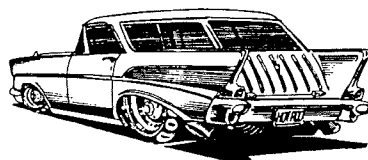
**FOR SALE - 1968 Pontiac 455 HO** bored .060 over, with an extra set of heads for \$600. E-mail Dan Chicorelli at [danchic@netzero.com](mailto:danchic@netzero.com).

**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](mailto: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](mailto: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:

Timothy C. Sickle  
15905 Ark Court  
Bowie, Maryland 20716  
(301) 249-3830  
[gtoguy@mindspring.com](mailto:gtoguy@mindspring.com)



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