

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 14, No. 5, January, 2001

by: "GTO"

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

Well gang, the *December meeting* had about 60 members in attendance. The main focus of this meeting was *stuffing our faces (!)* with all of that great food which was present!! Thanks goes out to not only club members who managed to remember to bring something, but to club members' "*Significant Others*" pressed into service to provide something! It was all delicious! We also managed to compile a nice collection of *goodies*, which were donated to the *Toys for Tots program*, for those less fortunate than us. And, as in years past, *thanks to Norman and Mary Veber* for playing *Santa and Ms. Claus and delivering it for us!*

The raffle raised *\$104.00 (as well as \$63.00 from the box)*. The club would like to thank the raffle donors listed below: *Brad, Mike Hemp, Ron Bradley, Ron H, Bruce and Duncan Black, Bob Ege, Jim McGuinness, yours truly, 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

The Raider's Coach

[AMT/ERTL #30261; 1/25th scale; 142 pieces; molded in gray, chrome, vinyl tires; 1 version]

In 1968, Mid-western based rock band, *Paul Revere and the Raiders* landed their own TV Show. Known for their outrageous (for the times) colonial costumes and stage antics, they wanted something even grander and wilder to expand their image for their TV audience. Given the popularity of the *Monkeemobile* just two years earlier, they couldn't go wrong with a special car of their own.

The band called on famed *Hollywood car crafter George Barris* to create a wild, outrageous, unique vehicle that would be readily identifiable as the band's car. Band members *Paul Revere* and *Mark Lindsay* knew well his work as they had already had him modify some of their personal cars (a *Rolls-Royce*, an *Excalibur*, and a *Ferrari*.) Barris delivered in spades, proposing a vehicle representative of the colonial era to match the band's costumes. The band went wild over the idea.

What Barris created for the band is a modern day version of a horse drawn coach - an 18th century styled coach body pulled about by a powerful twin-engine tractor unit. The coach and tractor are connected by an articulated pivot to operate much as an eighteen wheeler does. Because of the band's association with the *Pontiac Motor Division* of *General Motors* in advertising their *GTOs*, two 428 cubic inch GTO engines provide the power.

The tractor's black frame is a backbone from which its two engines hang. Each engine feeds its own Turbohydromatic 400 automatic transmission. A drive chain ties together the outputs of the two transmissions and, in turn, drives the tractor's reversed rear axle. A pair of radius rods and a single centrally located quarter-elliptical leaf spring/shock absorber assembly locate and suspend the tubular front axle. A carousel red 1968 GTO grille surround and part of a matching hood dress up the nose of the tractor. Vox speaker cabinets adorn its sides. Both engines are decked out with plated and polished Pontiac, Moon, and custom-made accessories. Rolling stock comprises Firestone Super Sport tires mounted on Cragar S/S wheels. Barris commonly applied wood appliques to the spokes of mag wheels in those days. In this case they lend a sense of the wooden spokes of 18th century stagecoach wheels.

The black with yellow trim coach body is constructed of wood over a steel frame. The lower side panels are decorated with black wicker. Barris installed three Vox amplifiers throughout, a complete drum set inside, and a Continental keyboard on the back. Because the steering and controls for the tractor are on the coach, Barris adapted hydraulic aircraft control systems to connect them to the tractor. All of the seat cushions are topped in yellow with black sides. Rolling stock for the coach is a pair of Firestone heavy truck tires mounted on eighteen inch Cragar S/S mag wheels adorned with wood appliques. These wheels hang off a straight tube axle.

Along with appearing on the television show, the Raider's Coach accompanied the band on tour showing up at personal appearances and conveying them in parades.

This kit is the one and only reissue of the top-selling kit that MPC created and released in 1970. Unfortunately, AMT/ERTL did not include the *five figures* that came in the original kit.

Engines:

The original kit is long fabled as having been rushed to market as soon as the prototype was completed. Nowhere is that rush more evident than the engines. Rather than the *two 428 Pontiac engines* you'd expect to find in this kit, MPC provided a pair of *big block Chevrolet mills* and tried to disguise them with *Pontiac accoutrements*. The two main giveaways that blow this cover-up are *cylinder heads* featuring *four individual exhaust ports* and *starters* located on the *right side* of each block. The *two center exhaust* ports of *Pontiac heads* are *siamesed* and *Pontiac starters* are mounted on the *left side* of the block.

Many of the engine accessories fail to capture the appearance of the prototype parts. The carburetors, distributors, fanbelt/pulley assemblies, and alternators could all stand to be replaced with more accurate/realistic pieces from your parts box or from your favorite resin caster.

The Pontiac valve covers and Ford coolant expansion tanks are well-represented, though not completely detailed. Two sets of tall T-handled valve cover screws are just the ticket to bring the valve covers to life. The expansion tanks should be plated and a pair of photoetched radiator caps will really wake them up. The kit's plated oil pans should be stripped and painted the same shade of red as the engines. Atop each engine sit good representations of the custom-fabricated air cleaners Barris used for the Raiders Coach. He designed them to yield the appearance of mechanical fuel injection without the trouble or expense. Each air cleaner comprises a base and eight injector stacks.

The kit's outer exhaust manifold/pipe pieces are shaped appropriately, but do not include plated tips as the prototype has. The inner pipes incorrectly sweep straight back and also lack chrome tips. They should sweep across first, beneath the front of each engine and to the outside where they should run alongside the outer pipes.

Tractor:

Details of the hydraulic steering system are modest. The tubular front axle has a ram molded to it. Other front suspension components include a leaf spring/shock combo part, a tie rod, and two plated radius rods that the instructions mislabel as traction bars. The rear axle is solidly mounted to the tractor frame and connects to a rear cover that has details of the drive chain molded in it. Twin drive shafts connect the rear cover to the engines. Two plated radiators perch atop the transmissions and feature a plated pair of electric cooling fans (*unusual devices in the late 60's*) with prototypically correct bullet-shaped motor cases. The previously mentioned expansion tanks mount on the radiators, but do not feature coolant hose connections to the radiators. The kit provides fictional brackets for mounting a pair of Vox speaker cabinets on either side of the tractor. These brackets extend in the front from the water pumps and in the rear from the twin radiators. The prototype uses brackets that extend from the front and rear of each outer cylinder head.

Wheels for the tractor are a nicely rendered set of Cragar S/S wheels with separate, smooth, center caps (*they should feature the Cragar S/S emblem.*) The wheels mount on spindles and the caps lock them on so that they may rotate. AMT/ERTL included big and little Goodyear Rally GT tires. The prototype rode on Firestone Super Sport bias ply tires. The Rally GTs are too rounded at the sidewall to tread transition to adequately represent bias ply tires. A better choice is the *resin Firestone Indy Big and Little racing tire set #T-12* available from *Replicas and Miniatures Company of Maryland*. While not Super Sports, these tires do have the proper squared sidewall to tread transition shape, and sidewall detailing. And, they fit the wheels just right.

While the GTO grille surround has correctly patterned inserts molded in place, the kit also includes a set of plated grille inserts that pop right in. The hood section has hood pin details molded in place. A set of photoetched hood pins will make polishing the hood easier and enhance the appearance of the finished model. The antique styled lanterns that serve as headlights come chrome plated, but should be given a brass finish.

Coach:

The basic coach assembly comprises 11 parts including 3 seats, two separate amplifiers (*one of which is mislabeled as a synthesizer*), an organ, the floor pan, sides, and roof. The organ has the look of a VOX Continental organ, the amplifiers correctly capture the look of the prototypes, and the seat patterns are correct. The instructions provide misguidance when it comes to painting the seats, directing you to paint the entire seat cushion yellow. Only the tops of the cushions should be yellow; the sides should be flat black. They also misdirect you to paint the battery box gloss black; it should be red. Barris installed wicker in the three lower panels on each side of the coach body. Neither MPC nor AMT/ERTL replicated that texturing.

The coach's rear suspension comprises five parts: a straight tube axle, two hubs and two quarter elliptical leaf spring pairs. Its front suspension includes a pivot assembly and two quarter elliptical leaf springs. Here also, the instructions misguide you in painting your model. All of the coach's leaf springs should be painted gloss yellow, not black as directed. At the driver's area we find reasonable representations of the steering wheel/column, shifter, hand brake, and accelerator pedal. There are even good representations of the gauges, but they are mislabeled in the instructions as a light bar and spotlights.

Barris installed four sound-activated lights on the coach body; one at the top of each side door opening, one at the front and a wider one at the rear. All four are present in the kit and shaped appropriately, but the front and rear units are mislabeled as cross bars. Below the rear sound-activated light hangs a well-rendered speaker cabinet. Mounted to the cabinet is a plated lantern that functions as the coach's taillight. It, like the headlight lanterns, should be given a brass finish. The rear lantern should also be mounted high on the cabinet, not in the low position shown in the directions. Four plated lanterns are provided for the sides of the coach, these should also be brass finished before installation.

Plastic two-piece Firestone heavy truck tires support the back end of the coach. These tires mount on nicely done representations of the eighteen-inch Cragar S/S wheels Barris had custom made for this vehicle. As with the tractor's wheels, these fit on spindles and have separate center caps to lock them on and facilitate rolling.

Decals:

The decal sheet in this kit is identical to that provided in the original issue, except that the MPC logos have been deleted. Not one decal is correct for this vehicle. They were wrong then and they are wrong now. For the coach, only the scrollwork decals that go above the windows and door opening are shaped correctly. But they are blue. They are supposed to be black. Fortunately, you can contact *Jerry Flynn* about a remedy for this problem. The rest of the decals supplied for the coach are fictitious, including the *"Raider Coach"* lettering that the instructions claim are on it. The pinstriping decals for the tractor hood and grille surround are not only incorrectly drawn, they are printed in white, rather than the correct black.

Instructions:

Did anyone on the instruction writing team ever look at a picture of the subject? The painting instructions indicate that they did not. They don't seem to have consulted any reference sources at all. Calling light fixtures *"cross bars"*, an amplifier a *"synthesizer"*, and gauge clusters *"light bars"* show a serious lack of effort. These people didn't even try. *"Traction bars"* on the front suspension? Come on. This instruction sheet rates *"two thumbs down."*

The artwork depicting the parts is good. It appears to have been taken almost directly from the original instruction sheet. The new arrows showing where to place the parts are accurate.

Closing:

Yeah, it has some problems and it has cost me a bunch in the value of the original kit I bought a few years ago, but I'm glad this kit is back. The subject is one of my favorite cars. So now I have one that I can afford to build. It's a shame that they left out the *five band member figures* this time around, many builders were looking forward to getting ahold of them. All we need now is for some *enterprising resin caster* to reproduce the figures and *create* the *drum kit* and *guitars* that *never were provided*.

References:

In Print:

Barris TV & Movies Cars, George Barris & David Fetherston, Motorbooks International, 1996, Pages 13, 122 - 124.
Hot Rod Show World 1971 Annual, Promotions, Inc., Page 32

On the Web:

http://www.showrods.com/kustom_cars_1/raiders_coach_sticker.html

http://www.showrods.com/showrod_pages/raiders_coach.html

<http://www.dreamwater.com/music/2genrockfans/MRC.html>

http://www.slotcar.com/articals/wheelie_car_basics/wheelie_car_basics.htm

<http://msmoo.simplenet.com/prr/frame2.htm>

By: Tim Powers

Arciero-Wells Pioneer Reynard, driven by Scott Pruett

[Revell kit #2338; White, Clear, Chrome, two sets of rubber tires]

Lacking any engine, I thought at first glance that this would be a simplified kit; one step up from a snap kit. But that is somewhat wrong. These new generation CART-Indy car kits are quite accurate and well cast. I'd still prefer an engine, but this kit is so well done as to still be enjoyable to build and display.

Construction begins with the driver figure and seat, various small body parts (*car body that is*); all which install to the inside of the upper body. The infamous pop-off valve is a two-piece affair and there is separate fuel port and blank so that they can be placed on the correct side depending on which version you choose to build. The transaxle and rear suspension are installed to the lower body, then the two halves glue together. There is a seam that starts behind the nose cone and goes just to the air intakes to the radiators. It was comparatively easy to fill and eliminate this seam. There are *two nosepieces* and *two rear wings* each for either road course or speedway versions. There is incredible detail throughout. The front road course wing has *rivet detail* as well as *adjustment slots*. Both noses are cast in one piece similar to their 1:1 counterparts. The rear wings are cast as one piece as well. The brakes have their cooling scoops as well as cooling slots. The dash depicts the electronic digital type and the steering wheel has paddles and there are suspension levers in the cockpit. The mirrors are cast with the windscreen and have chrome faces to put on them.

The *wheels* are two pieces each and are brightly chromed which seems to be correct at least for this car. There are of course two sets of tires, slicks and rain tires. The rain tires are so nice I want to use them, but to date I'm not aware of a race in which they were used.

The *decals* are the best we've ever gotten from Revell-Monogram. I decided to paint the car in two tones so that the white decals would lay over white paint. This may not have been necessary, but with dark red paint I didn't want to take any chances. I hate to do two-tone paint jobs because they are difficult and nerve wracking to do, but the effort was worthwhile. Painting the rest of the model was simple enough; silver and flat black is all that is needed. All the decals fit their respective spots extremely well and the good news is that decal softener works well on them without damage. I used Polly S decal solution, but be advised; don't touch the decals in any way once the softener starts to work. Don't fret if you see wrinkles in the decals as the solution works, they will disappear when dry. The front road course wings have such a complicated detail that I had to use the solution twice and dab and swab and push on the decal to make it take to the contours. The decal survived and looks great.

There is a large metal axle for the rear, which is, actually correct as the real cars use solid axles with no universal joints in them. The front wheels attach with plastic axle pins, which complete the front wheels. It would be difficult to pose the front wheels to the left or right because of the way the parts are cast, but this does not spoil the model at all. I'd recommend this model highly to anybody interested in open wheel racecars.

By: Rich Wilson

Polar Lights Talladegas

When I first heard that *Polar Lights* was going to produce these kits I was elated, still am. Finally, a company is trying to do what I was trying to do piecemeal - that is - make a correct 60's/70's NASCAR kit that has all the right parts. I could find the wheels (*Norm*) tires (*Norm and old kits*) roll cages, (*begged and borrowed*) decals (*Cady and Slix*) and bashed interiors. I have several books with pictures of the 60's cars, several VCR tapes of old races, and my faded memory of watching some of these races in the 60's in person. So I have a fair knowledge base when it comes to these cars and what they should look like.

With this in mind - I bought four (2 Talladegas, 2 Cyclones) of these kits, and rushed home immediately tearing into the Talladega. What a pleasant surprise, two engines (*one transmission*) in the same kit and both very well done big blocks!!!. I won't go into detail on the engines except to say that they are one of the bright spots in the kits, and anything that needs to be corrected can be done so easily. I quickly went to the bottom of the box and looked at the decals - yep, the same ones that I had already bought from *Slix* for \$7.00. **Bright spot number two**. Then I pulled the body out of its own protective box (*nice touch*) - **disappointment number 1**. Someone who really didn't care about his/her workmanship must have made the mold for this kit. The scribe lines around the doors is poor, the rear deck extension was put on as an afterthought, the hood has a huge gap between itself and the body, the top of the car (*near the windshield*) has a small indentation (*not from the injection process*), the front of the car should tilt down (*this is a major problem and requires heating and bending the entire front of the car*), and, finally, the front fender wells are poorly rounded.

There was excess plastic flash around the inside of the windows, and the body has to be sanded in several areas to get the lumps out of the plastic. Just for grins, I got an *AMT Torino Talladega* and a *Monogram Talladega* from my collection and put them all side by side. The Polar Lights is a few percentages short of a 1/25th rating, it is probably a 1/27th scale. Measure the wheelbase and it's most likely in the 110 inch range and that is about a foot short. This was just the body. Then I opened the plastic bag containing the rest of the parts and found more mistakes. The next obstacle is the front chassis (*part # 38*). It was either cast wrong or taken out of the mold before it was cool, in any event it is bent (*rhymes*), this is **disappointment # 2**. Then I saw the bottom of the exhaust pipes (*part #'s 69 & 70*) they were only half done. The next thing that caught my eye was the dashboard assembly (*OK, skill level 3*). The same person who worked on the body did the dash.

After I worked on the problems with the kit and found some ways to correct the manufacturing defects, I called the company. Here is their answer: "**Yes we know there is a problem with the chassis top hoop, but that can be fixed by putting it in hot water and bending it back. We are not going to take the parts back**". I asked about the body. "**Didn't know there is/was a problem with the body**". Then I went to their website and got a completely different story. They said that I could mail the parts back to them and they would replace them. I really don't think the company knows what is going on. These kits were obviously wrong from the time they left the factory. The mistakes can be fixed. See me at an upcoming meeting or contact me at home for further details, and fixes.

By: Dan Chicorelli

BITS & PIECES

- ❑ **Say it ain't so!** A recent post on the *Hobby Heaven message board* has the beleaguered *ERTL/Racing Champs not producing* several kits announced for release this year. They include: the *pre-painted versions of the '39 Chevy Wagonrod, '60 Ford Starliner, '62 Impala convertible, '62 T-Bird Sports roadster, '66 442 hardtop, '69 Hurst/Olds, '70 Monte Carlo lowrider, '70 1/2 Baldwin-Motion Camaro, '71 Duster 340, and the '71 Charger R/T!* If this isn't bad enough, the *final two 'victims'* are the *'49 Olds 88 Coupe*, and the *'50 Studebaker!!* And I also hear that the *Corvette Nomad* from *Polar Lights* is also a dead issue! Oh well, easy come, easy go!
- ❑ **Rocket crash-lands!** Just in case you hadn't heard, GM has pulled the plug on the *Oldsmobile division* which traces its humble beginnings to the *Curved Dash Olds* developed by *Ransom E. Olds* in 1897, of which four were sold. Innovations by the division include the *speedometer (1901)*, the *Hydramatic transmission (1940)*, the *V-8 engine (1949)*, and the first *domestic front-wheel-drive automobile*, the *Toronado*. *Olds, you will be missed!*
- ❑ **Candy cars - plain or peanut?!** Looks like the gang at the *M & M Mars candy company* are giving away **100 cars** (*some classic, some clunkers, apparently!*) in a promotion inside *plain and peanut M & Ms*. Cars listed inside the package include five *2000 Porsche Boxsters*, five *1957 Ford Thunderbirds*, five *1960 Cadillac Series 62 convertible*, five *1968 Corvette convertibles*, five *2001 Volkswagen Beetles*, 38 *1972 Dodge Darts* (?!), and 37 *1964 Plymouth Valiants* (?!). I can't believe that they were able to fond that many *Darts* and *Valiants still in one piece!*
- ❑ **VW Minibus to return?!** *Volkswagen AG* said earlier this week that it might build an *updated version* of the *Microbus* van it sold in the 1950s and 1960s, in an attempt to boost sales with *retro-styled vehicles*. The "design study" concept was shown at the *North American International Auto Show* in Detroit.
- ❑ **SMART people!** *Daimler Chrysler*, the world's *number 5 automaker*, reported sales of its two-seat *SMART city car* rose 26 percent in 2000, exceeding 100,000 for the first time. D-C said sales of the car in 11 European countries rose to 101,000 from 80,000 a year ago. The company hopes to increase next year's sales by 10 percent. The car currently accounts for 21 percent of the microcar market, up from 13 percent.
- ❑ **Shoot the Moon!** A Prince William county man who decided to show his distaste for *sobriety checkpoints* by *mooning two sheriff's deputies* has been arrested and charged with *indecent exposure*. The 43-year old man was arrested recently just before midnight outside a Holiday Inn off US 17. Deputies were talking to a woman outside the hotel when they heard a loud tapping on a picture window. A deputy turned to see a man pull down his pants and press his backside against the glass, moving his buttocks back and forth. He then extended an arm and saluted with his middle finger. He told deputies he had heard that police were stopping people for sobriety tests, and he was *"intoxicated, and feeling cocky"*. Sadly, he was misinformed, as there were no sobriety checkpoints that night!

- ❑ **Out of Gas, and out of luck!** A police officer that stopped to help a *stranded motorist* ended up *arresting the man* when he discovered the *car was stolen!* The 23-year old man flagged down the Spotsylvania County sheriff's deputy recently along Interstate 95, and gave the officer a phony name while riding with him to get gasoline. When the man's name didn't turn up on file, another deputy checked the disabled 1998 Ford Taurus, and found that *both* the car and plates were stolen. If this isn't bad enough, a search of the car turned up syringes and packets that may have contained drugs. The man is being held at the Rappahannock Regional jail, and is charged with possession of a stolen vehicle. *Both of you two, out of the gene pool!!*

COMING EVENTS

- ❑ *Jan. 28th- Super Sunday Collectors Toy Show* from 9 a.m. to 1:30 p.m. at the Shrewsbury Fire Hall in Shrewsbury, PA. For info, call Joe Golabiewski at (410) 592-5854, or Carl Daehnke at (717) 764-5411.
- ❑ *Mar. 3rd - 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. For vendor info, write to Dan Morgan c/o Magic City Car Modelers P.O. Box 988 Cullman, AL 35056, (256) 739-1819.
- ❑ *Mar. 4th - Chesapeake Miniature Vehicle Collector's Club Forty-First Collector's Die Cast Toy Show* from 9 a.m. to 1:30 p.m. at the Shrewsbury Fire Hall in Shrewsbury, PA. For info, call Joe Golabiewski at (410) 592-5854, or Carl Daehnke at (717) 764-5411.
- ❑ *April 1st - Capitol Miniature Collector's Club 62nd Annual Show* from 9 a.m. to 1 p.m. at the Dunn Loring Volunteer Fire House Community Hall on Gallows Road in Dunn Loring, VA. For info, send an SASE to James William Brostrom, Show Manager, 6632 Cardinal Lane Annandale, VA 22003.
- ❑ *April 1st - Winross Collectors Club of America Spring Toy Show* from 9 a.m. to 2:30 p.m. at the York Fairgrounds (in Memorial Hall) in York, PA. For info, contact the club office at (717) 653-7327.
- ❑ *April 19th to 22nd- Spring Carlisle*, at the fairgrounds in Carlisle, PA.
- ❑ *May 4th to 6th- Custom Compact Power Jam* at the fairgrounds in Carlisle, PA.
- ❑ *May 12th- 10th Annual Mid-Atlantic NNL model car show & swap meet* from 9 a.m. to 3 p.m. at the Ruhl Armory in Towson, MD. This year's themes are *Foreign Sports Cars* and *Dioramas (300 sq. in. max)*. For vendor info, call Norman Veber at (410) 768-3648; for show info, contact Lyle Willits by phone (*after 6 p.m.*) at (410) 796-2768, or E-mail at MAMAprez@aol.com.
- ❑ *May 18th to 20th- Carlisle Import/Kit/Replicar Nationals* at the fairgrounds in Carlisle, PA.
- ❑ *June 1st to 3rd- Carlisle All-Ford Nationals* at the fairgrounds in Carlisle, PA.
- ❑ *June 15th to 17th- Carlisle All-Truck Nationals* at the fairgrounds in Carlisle, PA.
- ❑ *June 29th to July 1st- Carlisle All-GM Nationals* at the fairgrounds in Carlisle, PA.
- ❑ *July 13th to 15th- Carlisle All-Chrysler Nationals* at the fairgrounds in Carlisle, PA.
- ❑ *July 27th to 29th- Summer Carlisle* at the fairgrounds in Carlisle, PA.
- ❑ *Aug. 24th to 26th- Corvettes at Carlisle* at the fairgrounds in Carlisle, PA.
- ❑ *Oct. 4th to 7th- Fall Carlisle* at the fairgrounds in Carlisle, PA.

CLASSIFIEDS

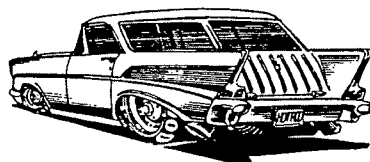
WANTED - Photos and/or magazine references on *Scott Pruett's 1994 Championship-winning Oakwood Homes Trans Am Camaro racer*. Contact Dave Johns at (410) 437-1893, or catch him at an upcoming meeting.

FOR SALE – 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:

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