

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 4, No.11 July 1992

by: Timothy Sickle

About 46(!) people were in attendance at the June meeting which had as its highlight a clinic on adhesives (otherwise known as "How not to get stuck!") by our own Larry Boothe. Thanks, Larry! Look for more clinics in the near future as we can schedule them. Something to bear in mind--we can do requests so let us know if there is something you want to see and we'll try to accommodate you!

The raffle raised what I believe to be a club record \$126.50!! The club would especially like to take this occasion to thank anybody who contributes to the raffle and everybody who buys tickets (including a certain Editor's son who kicked in \$10.00 to last month's raffle, unbeknownst to me!!). These monthly raffles support our club and aid us in keeping in touch with other clubs across the U.S. of A., as well as allowing us to operate sans dues (Ed. Note: Without dues!), so as long as we can continue to operate in this fashion, we won't have to worry about who did or didn't pay their dues. 'Nuff said? Anyway, this month's raffle donors are as follows: Matt Guilfoyle, Gary Sutherland, Randy Paschke, Pat "#1 Jeff Gordon Fan" Maphis, Mike Adams, Art Henriques, Chris Whalley, Charlie Saglinbene (a.k.a. Pro Tech), Nick Sickle, Lyle Willits, Rex Turner, Irv Arter, Brad, and Replicas and Miniatures Co. of Md. Special thanks also go to those as shown below:

Tim & Dawn Powers,
Scale Resin Detailers
808 224th Street
Pasadena, Md. 21122

John Mauchamer,
Wheels Hobby Shop
45 Waverly Dr, Unit O
Frederick, Md. 21701

Gary Becker,
The ERTL Company
P.O. Box 500
Dyersville, Ia. 52040-0500

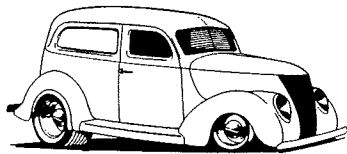
Dan Johns,
RPM Craft House Corp.
328 N. Westwood
Toledo, Oh. 43607

Ed Sexton,
Monogram/Revell
363 North Third Avenue
Des Plaines, Ill. 61101

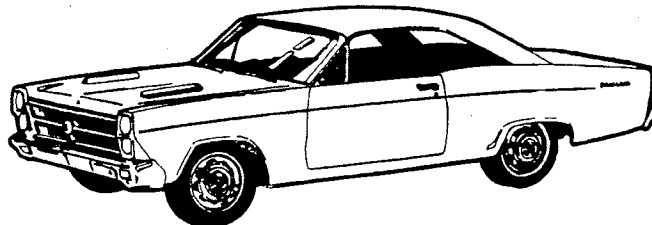


It also bears mentioning at this time that Dirk Johnson (a.k.a. Detail Master, P.O. Box 1465, Sterling, Va. 22170) will be a very active supporter of not only our club, but many other clubs across the country as well. It's up to us to actively patronize Detail Master in appreciation of his continued support [Ed. Note: With the detail items he has currently available (or on the way!), I don't believe this will be a problem!]

is as follows (pay attention, 'cause there will be a test on it at the end of this newsletter!): August 15 (In the Barn), September 19 from 12-5, October 17 from 12:30-5:30, November 21 from 12-5, and December 19 from 12-5. All meetings other than August will be in Room K100. Got it? Be there, Aloha!



1966 Ford Fairlane



(AMT #6926; 1/25 scale; 2 versions; 111 pieces; gray, chrome, clear, clear red, vinyl tires)

The most eagerly awaited kit of 1992 is here, and its even more exciting in person than it was in our dreams. AMT outdid themselves in terms detail and accuracy. This kit, along with several other recent AMT releases show that AMT has the potential to go head to head with the Japanese kits for US market share ((I just wish they would start now; by the time they realize that need to compete, it may be too late to start).

AMT is using a new concept in molding the engine to eliminate mold lines. They have molded the engine block in one piece. This allows the oil pan and front cover to be molded individually and to be far more detailed. The cylinder heads are well done, with spark plug detail already present. The valve covers exhibit well-defined "Power by Ford" markings. The exceptional level of detailing is carried throughout every part of the 23 piece, 390 cube 'FE' engine. There are no 'blob' parts. One thing that leaves me wondering, though-why, if this engine only has a single 4 bbl intake, are there two Holley carbs in the kit? Is there a Pro Street version looming in the not-so-distant future?

What AMT has done with the **transmission** in this car has made me very happy. First, they gave us the choice-manual or automatic. Then they made each tranny the best they could. The "slushbox" is a C6 that looks better than anything I've seen that was supposed to be a C6. My only suggestion would be to make the pan a separate piece. The 4-speed trans is the one that made my heart pump a little harder (Ed. Note: Kinda like those "Hooter's" gals, eh, Larry?). Not only is it a toploader, it's a damn good toploader. It's a three piece assembly with a left side, a right side, and separate linkage. That's right, I said **separate linkage**. AMT has given us detail freaks something we'll want to enter in Box Stock classes at contests.

The seven piece **front suspension** is over-simplified for my taste, but AMT made up for that by making it poseable. The front suspension assembles along with the underhood structures (inner fenders, firewall, and radiator support). The spindles look like they can be installed upside down to put the car's nose "in da weeds". You might have to use skinnier tires to do this since lowering the front end places the tires 'way up inside the fender.

All of the **chassis components** (exhaust, rear suspension, driveshaft) are separate items. None of these is particularly noteworthy. They aren't badly done, it's just obvious that AMT put far less time, effort, and funding into this region (remember AMT: the Orient is coming this way and they take as much pride in a rear suspension as they do an engine). While the 9" rear axle

looks like it was designed by a Roger Rabbit cartoonist, the engine bay details were handled much better. Upper and lower radiator hoses, a believable master cylinder, 2 horns, and a washer fluid reservoir bag are included and go a long way in completing the underhood appearance.

The interior builds up on the chassis. Carpeting texture is molded onto the floor panel. An accurate floor console, with a molded on GT emblem houses either a manual transmission shifter or a "slush-box" shifter. Yep, correct shifters and pedal configurations are included so you can match them to the tranny you intend to use. Excellent! The seats, front and rear, are big. So big, that they remind me of seats in Monogram's Talladega. Boy, are they big! I'm somewhat disappointed with the door panels. They are separate panels and the upholstery pattern and arm rests are well done, but the window cranks and emblems are too weak to be acceptable. The dash face is well done, but the top lacks heater vent and speaker grille detail. The steering wheel looks real good--just don't install it upside-down as the instruction sheet would have you do.

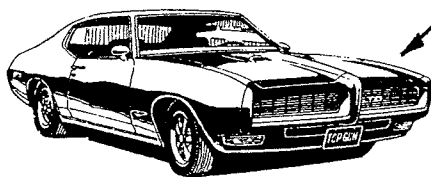
Firestone F70-15 Wide Oval Super Sport tires mount on Ford's styled steel wheels. These new tires are an overdue and welcome change. Party on. The wheels could be accurate replicas of the actual Ford wheels--and monkeys may fly from my hind parts. In all seriousness, the wheels are the weakest point of the kit. The concept is right but the execution is lacking. Better replicas may be found in the resin aftermarket. As critical as wheels are to the appearance of an automobile, you'd think AMT would've wanted to produce a better wheel.

The crisply molded body features molded-on windshield wipers, pronounced "Fairlane" scripts on the quarter panels, and pronounced door handles and locks. The "Ford" script on the trunk is quite weak and will readily vanish under some paint. The "Ford" script on the hood is somewhat better. Separate body accoutrements (Ed. Note: Accoutre what?!?) include hood vents, hood trim, GT and GTA emblems, rear trim panel, and tail light bezels--all done in AMT's typically well done chrome. The GT emblem for the grille is done as a separate piece. To cool.

The decal sheet has 3 sets of GT stripes in red, white, and black facilitating a wide array of painting options. Air cleaner and fan caution decals are included to round out the underhood detail. There are 4 sets of license plates--Illinois, "1966", "Fairlane", and most interesting--"Super Ford Magazine". There is also a General Tire/Special Events Performance Series participant poster.

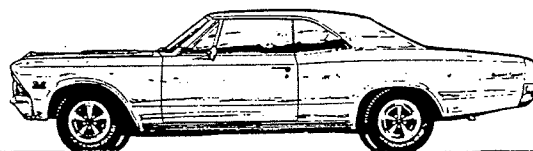
As I have noted before, AMT's new instruction sheets are the best among the U.S. kit makers. They give useful information about the vehicle, they print a thank you to the owner of the vehicle that was measured and photographed during kit design, they include building tips, paint detailing suggestions, and (in most cases) color and trim codes for the subject. AMT also lets their commitment to quality and customer satisfaction show in the form of listing their toll-free assistance phone number on both the instructions and the box.

Overall, this is a well done kit that was worth the wait and is well worth the retail price. I would recommend it to anyone.



QUICK,
LARRY! 1968
OR 1969?!!?

by: Tim Powers



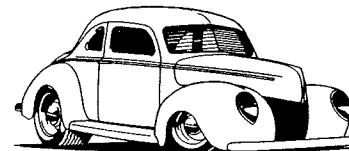
Maple Grove Goodguy's Model Car Show Results

Tom Spencer	'90 T-Bird	Most Creative
Frank Evans	'40 Ford S/D	Commercial
John Delloso Sr	'53 Chevy	Best Interior
John Delloso Sr	'70 Chevelle	Best Paint
John Fague Sr	'40 Ford	Coollest Custom Open
Jim Parks	Altered	Wild Card
Pat Maphis	'70 Mustang	Slammer
David Rosenzweig	'69 Camaro	Factory Stock
Tim Lantz	'69 Superbee	Street Machine
Bud Lefevre	'32 Ford w/trailer	Street Rod Closed
Karl Scheffer	Ford Courier P/U	Most Detailed
John Kester	'49 Ford	Coollest Custom Closed
Lee Perzanowski	Otter Pops F/C	Competition
Craig Turner	T-Bucket	Street Rod Open
Craig Turner	Firebird	Pro Street

Despite the rain and the fact that this was a "first time" event, we had 19 entrants with 75 models. These entrants came from the Central Pa. Model Car Club, Keystone Miniatures, and the Maryland Automotive Modelers' Association just to name a few. A pleasant surprise was the entry of Bud LeFevre, an Ohio resident, sent along with a friend. Congratulations to all the winners.

We would like to thank AMT/ERTL for their generous support and the entire Goodguys Goodtimes Association for encouraging modelers both young and old to enjoy our hobby!

by: Pat Maphis



Scania 142H Heavy Cargo Truck 6 x 2 axle set up

(Italeri #762, \$52.00 retail)

The Scania R 142H 6 x 2 cab over engine (COE) was designed for hauling heavy cargo over long distances. The V-8 Turbo Diesel is Europe's strongest and most reliable, creating high speeds with low fuel consumption. The R-type cab has rounded edges and a slanted windshield which was developed in a wind tunnel and also meets Europe's stringent safety standards. This truck is used in more than 60 countries from Lapland to Australia.

Technical Data: Wheelbase- 4.20 meters/ Chassis Weight- 7715 kg./ Payload Weight- 19100 kg./ Displacement- 14200 cu. cm./ Output- 388 hp./ Max Speed- 112 km/h

About the kit:

This kit is true to Italeri's high standards, with 329 parts molded in clear, white, black, maroon, grey and tan. The parts are broken down something like this: engine (49), chassis (96), cargo box (14), cab (17), and interior (21). The rest are doodads (Ed. Note: I love that technical talk!) such as mirrors, lights, handrails, etc.

The kit had nearly perfect fit in all respects with very little prep required, and virtually no flash, no pits, sink holes or deformities. The only problem I encountered was that the styled steel wheels were supposed to be punched with holes and all were defective, some holes not being visible at all. I had to rob wheels out of another kit, and write to Testor's who is Italeri's American distributor.

The tires on all Italeri's kits are two part plastic halves, however they line up well and with a little sanding they

take on the appearance of real rubber. The kit came with a spare tire, rim and mount which is rare for most kits, even Italeri trucks.

Engine detail is as good as you can expect from any kit, with lots of detail. One problem is that Italeri never has any paint guides with their kits, so any guess is a good one unless you drive one and know what colors to use. I try to have the colors contrast with the engines and frames and use flat spray on the frames and no more than mild gloss on the engines. This truck kit, as many Italeri trucks, came with **no** chrome parts, which is ok since most fleet trucks are pretty spartan in appearance.

The **interior** has high back seats with a double sleeper in bunk form. The floorboard has very nice molded lines to simulate rubber floor mats throughout, separate door panels, numerous handgrabs, a separate headliner, side and rear panels and sunvisors.

The **cargo van box** was a separate addition to this kit, with the frame extension pieces included. The European cargo boxes differ from American ones in that they have low corrugated sides of steel, with a wooden or metal frame that is covered with canvas. I assume that this is to cut down on gross highway weight. Italeri did an exceptional job with this attention to minute detail such as having the canvas wrinkle at the edges and showing slight wood frame ripples under the canvas. The bottoms and edges are tied down with rope, cleats and grommets all molded into the sides.

Decals were nearly perfect and went on smoothly for a change. Italeri has a bad habit of trying to overdo the decals, requiring the builder to attempt to get the two dimensional decals to cover three dimensional surfaces, which never works for me, even with setting solution. However, this kit required only straight stripes on the side, no fancy turns!

Finishing touches...the truck was painted in a light Metallic Blue to coordinate with the blue stripes that came with the kit (Box art showed a white base on the cab...too many white trucks already). The chassis was painted flat Navy Blue with a Seafoam Green engine, Black fenders and bright Aluminum wheels. The interior was twotone flat Blue with Dark Grey floorboards. Cargo box was flat Navy and medium Grey on the drop sides, flat bright Yellow on the canvas with dark Blue lettering. This kit was a joy to build, as with all Italeri trucks.

by: Chris Breeze



AMT '69 Chevelle SS396 Revisited: Variations

Last month we looked at what comes in the reissued AMT '69 Chevelle box and some things you could do to turn the mess into an accurate stock '69 SS396. The funny thing about this kit is that it's no more difficult to kitbash into a couple of interesting variations and conversions than it is to correctly build it as what it's supposed to be!

First up would be the rare and little-known **COPO 9562** factory 427 Chevelle. (No one even knows how many of these were built; it is known that 358 L72 engines coded for this application were constructed, and that 99 completed cars went to Yenko for further conversion.) After converting the body to a true '69 as described last month (side trim and marker light mods), sand off all the SS 396 emblems. You probably won't be able to remove the grille SS, but you can cover it with a small, blue "bowtie" emblem as found on base (non-SS) Chevilles. Use the

factory Super Sport wheels, paint the intake manifold flat aluminum for the L72 engine, and dig up a 14" open-element air cleaner from the parts box (the Revell Yenko Camaro's is one of the best). That's it!

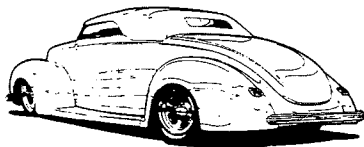
For a **Yenko Super Chevelle**, proceed as above for a COPO 9562 and add the Yenko Chevelle decals available from Fred Cady. There's one more change to make: the wheels. The Yenko Chevells were all equipped with either Chevy Rallye wheels or the Torq-Thrust-R-like Atlas mags. Why? Because Yenko's Chevells, just like his Camaros, were equipped with COPO 9737, a "Sports Car conversion" package that required 15x7-inch wheels (the factory Super Sports were 14x6). (As far as I know, that little bit of information is a MAMA newsletter exclusive!) It is not known if the Yenko Chevells were color-limited, as were the SYC Camaros; I have so far seen them in white, yellow, and Dusk Blue. If you can make the grille "bowtie" for the COPO conversion, you can also make a plain (non-SS) Malibu. DO NOT remove the lower body chrome strip for this one, but DO remove the power bulges from the hood-this might be trickier than it looks. (Fill the bulges underneath with epoxy before you start sanding.) Replace the kit 396 with a small-block Chev engine, as all big-block cars were SS-trimmed (except the above-described COPO 9562s). The engine in the stock version of AMT's '68 Z28, is about as close as you're likely to find to a Malibu's base 307 or 350. Use the kit's Rallye wheels, a correct Malibu option, and all the SS396 emblems will have to go. (I have a set of original '69 Impala wheel covers, which should also be correct; if anyone is interested, we'll see about letting one of the club's resident resin wranglers dupe them out). After painting the body a factory color, mask off the lower body and paint it flat silver or flat aluminum below the chrome strip (Model Master Non-Buffering Aluminum, airbrushed and coated with MM's Sealer, should be perfect.)

More subtle would be an **SS396 300 coupe conversion**. Rare and little-known, the SS396 package was available ('69 only) on the low-line Chevelle 300 post coupe. This was Chevy's "Roadrunner Fighter", a no-frills econo-racer. Externally it will look just the same as the Malibu-based SS except for its coupe window frames and vent windows. Due to the Chevelle's curved side windows, this is another job that will be tougher than it may look at first. Do remove the lower body trim for this one, of course. A scrounged bench seat I made one from the back seat of a second '69 Chevelle kit) will add to the low-buck look.

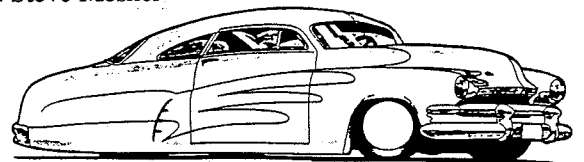
Finally, you can build a '68 **SS396** using the resin conversion kit available from Modelhaus (SASE to 3321 Ferris Drive, Decatur, IL 62521). Leave the lower body trim in place for this one, and paint matte black below it. Our own "Mr. Chevrolet", Lyle Willits, recently did one of these and might have more helpful tips.

This should keep you busy for a while. Let the Chevellation begin!

--©1992 Steve Mesner



BITS & PIECES



* **Thanx!** Before we go any further, we should all thank **Norm and Mary Veber** for the use of their house for the club picnic! Also, thanks to each and every one of you who in some way contributed to the success of the picnic. I hope everyone had a good time (that sure seemed to be the

- case!).
- * **Crooze nuts! Fay's has moved!** They are now located halfway between I-97/3 and Route 170. Word is that their parking lot is bigger to hold more cars and they still welcome the Cruisers with open arms. Oh, by the way, the name is now **Fay's Dorsey Diner** so chck it out!
 - * **Thanks, again!** The **Vipers** in last month's raffle were donated to the club by **Mike Adams** (from his recent visit to AMT).
 - * **MAMA's Boyz!** With regard to the **Oakland Roadster Show Diorama** at the **Model Car Builder's Museum** in Salt Lake, word comes to yours truly that MAMA is listed on the sponsor list (Due in large part to one, Mike Adams!). Thanks to everyone involved for the mention.
 - * **T-Shirts!** Shirts were discussed at last month's meeting. The membership would have their choice as to the placement of our logo (back, front, both!?) and color as well. So, if you want a shirt, sign up at an upcoming meeting and make your choice.
 - * **Garage Scenes.** I got the chance to see Garage Scenes new white metal **B & M** air cleaner as well as pictures of their new small block and big block valve covers and they look pretty good. Guess I'll have to get my order in for one!
 - * **What do ya want?! Well, Lindberg** wants to know! Whether you want '50's cars, antiques, musclecars, 4 x 4's, whatever. **Dan Johns** is V.P. of Marketing and **Bill Giacci** is Product Manager (Ed. Note: Hope I got it right, guys!). Just drop either of these fine people a note with your wants (see page 1 for their address!) or give 'em a call on their toll-free line (1-800-537-0295). They would like to talk to you.
 - * **MAMA Productions?** Last month we discussed how-to clinics being started up again and if it can be arranged, we will videotake these sessions. That way, we could loan them out to anyone interested if they were unable to make a meeting where a particular how-to session was done. Wonder if we could coax our resident "Little Wheels" director, **Harry Charon** out of semi-retirement?!
 - * **Congrats!** MAMA's boyz have done it again! Now appearing in the latest issue of **Plastic Fanatic** are Dave Roehrle's **Dry Lakes** racer, Kelvin Brown's **Pro Street 300** (complete with the "Fanatic" in the glove box & case of Pepsi in the trunk!!), as well as Larry Boothe's **Wild T-Boid**. The latest issue of **Scale Auto Enthusiast** features Dave's 6-cylinder dragster as well as his '36 **Ford Stake Truck**; Kelvin's 300 and Larry's T-Boid also made the cut as well. Both articles were covering **GSLMCC 13**. Also featured in both articles was **COMA member Randy Derr's Awesum Penske Camaro**. Congrats to everybody!
 - * **Congrats, again!** Results are in from the recently-completed **Northeast Challenge**. Kelvin Brown took 2nd place in Street Machine with his 300, Lyle Willits took 3rd in Replica Stock with his '69 **RS** (Lyle, is that the RS grille that I traded you?-Ed) as well as 1st in Custom with his '50 **Phantom**; Jim Bray took 1st in Competition-Drag with his beautiful little '62 **Falcon**; and finally, Levin Cates took 1st Street Rod with his '33 **Ford**. Larry Boothe's name is conspicuously absent from the winner's list for the simple reason that he was a judge in the contest. Again, congrats to you all!
 - * **Hair loss!** Guess no one noticed the severe case of hair loss that yours truly experienced just prior to last

month's meeting (not even you, Matt!). Decided to lose the facial hair before the dawg days of summer hit (think I timed it just right!). Never fear though, just like a good Arnold Schwarzenegger movie, "I'll be back!"

Diecast metal Farm Implements For Sale

a. ARPRA	#STA43	Agrale 4300 Farm Tractor	1/25	\$ 17.99
b. NZG	#NZG108	CAT 941 Track Loader	1/24	\$ 69.49
c. NZG	#NZG225	CAT M Series B Forklift	1/25	\$ 22.99
d. NZG	#NZG182	CAT V-80-E Forklift	1/25	\$ 35.99
e. NZG	#NZG309	CAT V-50-D Forklift	1/25	\$ 27.99
f. NZG	#NZG236	Gehl Skid Steer Loader	1/25	\$ 19.99
g. NZG	#NZG276	New Holland 555 Loader	1/25	\$ 21.99
h. NZG	#NZG294	New Holland 555 Forklift	1/25	\$ 25.99
i. NZG	#NZG341	Atlas COPCO Air Compressor	1/25	\$ 18.99
j. NZG	#NZG296	Steinbock-Boss Forklift	1/25	\$ 23.99
k. NZG	#NZG2961	Boss-Stapler NH16 Forklift	1/25	\$ 23.49
l. NZG	#NZG316	BT Forklift Truck	1/25	\$ 23.99
m. SHINSEI	#STS624	Komatsu Crawler	1/24	\$ 19.99
n. SHINSEI	#STW1	Komatsu FD40 Forklift	1/25	\$ 9.99
o. CONRAD	#CON2997	Jungheinrich Forklift	1/25	\$ 19.99
p. CONRAD	#CON2873	1931 CAT Model 60	1/25	\$ 89.95
q. REPLEX	#STR105	Tecknocar Elan Forklift	1/25	\$ 33.99
r. REPLEX	#STR107	Fenwick-Zoom Forklift	1/25	\$ 33.99
s. JOAL	#STP215	CAT Series V Forklift	1/25	\$ 12.99
t. DIAPET	#STK58	Komatsu WA30 Wheel Loader	1/25	\$ 9.99
u. DIAPET	#STT110	Toyota 2S Forklift	1/23	\$ 14.99
v. DIAPET	#STT78	Yanmar Farm Tractor/Tiller	1/25	\$ 16.99

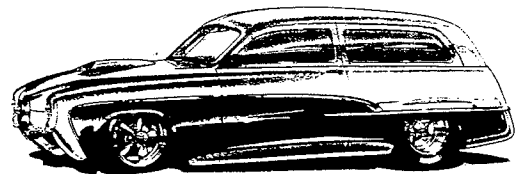
Notes on above.....

- a. Light to medium duty farm tractor (also applies to v.)
- b. Crawler loader with enclosed cab.
- c. Standard warehouse-size Forklift with cage (Also applies to d, e, n, and s.)
- f. Looks like small Bobcat loader for tight places/nurseries (Also applies to g, and h, h has forks instead of loader).
- i. Commercial duty compressor on trailer.
- j. Lighter-duty warehouse forklift (Also applies to k, n, q, r, and u)
- l. Small warehouse forklift for tight places, standing operator.
- n. Light-duty construction excavator, tracked with blade.
- o. Hand-operated pallet lift, light-duty warehouse type.
- p. Antique-type crawler tractor, no cab, no attachments.
- t. Light-duty pivotal front end loader for tight places.

These items may be purchased from.....

Surplus Tractor Parts Corporation
 3215 WWest Main Avenue
 P.O. Box 2125
 Fargo, ND 58107

1-800-279-0587 or 1-800-437-4330



(Ed. Note: Thanks to Chris Breeze for this information, and Chris, to answer your question: No, we don't take the pets in two by two when it rains here on Ark Court, but thanks for askin'!)

COMING EVENTS

- * July 24-26: **Summer Carlisle** at Carlisle Fairgrounds in Carlisle, Pa.
- * Aug. 5-9: **Edsel Owner's Rally** in Colorado Springs, CO. (Ed. Note: Hey, Harry!)
- * Aug. 21-23: **Chryslers at Carlisle** at Carlisle Fairgrounds in Carlisle, Pa.
- * Aug. 26: **Mountain Motor Nats** at MIR (Wednesday night!). Only one rule-there ain't no rules!
- * Aug 28-30: **'Vettes at Carlisle** at Carlisle Fairgrounds in Carlisle, Pa.
- * Aug. 29, 30: **1992 NMCA Flowmaster Muffler Muscle Car Challenge** car show 'n shine, drag racing, nostalgia Super Stock class, swap meet, car corral, model car show, manufacturer's midway at Maple Grove Dragway in Reading, Pa.
- * Sept. 17-20: **Sunoco Keystone Nationals** at Maple Grove Dragway in Reading, Pa.
- * Sept. 18-20: **Fallfest '92** at Prince William Fairgrounds in Manassas, Va.
- * Sept. 20: **6th Annual Staten Island Model Car Contest and Swap Meet** sponsored by Brownie's Hobby Shop and S.I.R.A.A.C.A. at College of Staten Island. 14 categories, trophies to third place. For info, call (718)727-2194 or write to Brwnie's Hobby Shop, P.O. Box 224, Staten Island, NY 10302.
- * Oct. 1-4: **Fall Carlisle** at Carlisle Fairgrounds in Carlisle, Pa.
- * Oct. 3: **Royalfest '92 Model kit Contest and swap meet.** Contest theme: **Musclecars of the '60's & '70's.** Event to be held at the Front Royal Youth Center on Commerce Ave., Front Royal, Va. Doors open at 10 A.M., registration from 10 A.M. to 1 P.M., judging to begin at 1 P.M., awards presented at 4 P.M. Admission-\$3.00 per contestant, \$10.00 per vendor table (limit 2), General admission \$1.00. For further info, call Mark's Models and Toys at (703)635-TOYS (8697).



CLASSIFIEDS

WANTED- Old Woodies. Call Eric Novak at (410)391-4627.

FOR SALE- Remote Control truck "Clodbuster". Equipped with dual motors, 4 wheel drive, 4 wheel steering, includes radio, several battery packs, battery charger, and extra set of race motors. \$475.00 or best offer. Call Charlie Scheerer at (410)661-5040.

WANTED- Racing seat and roll cage for AMT '69 Ford Talladega. Call Gary Sutherland at (703)361-8058.

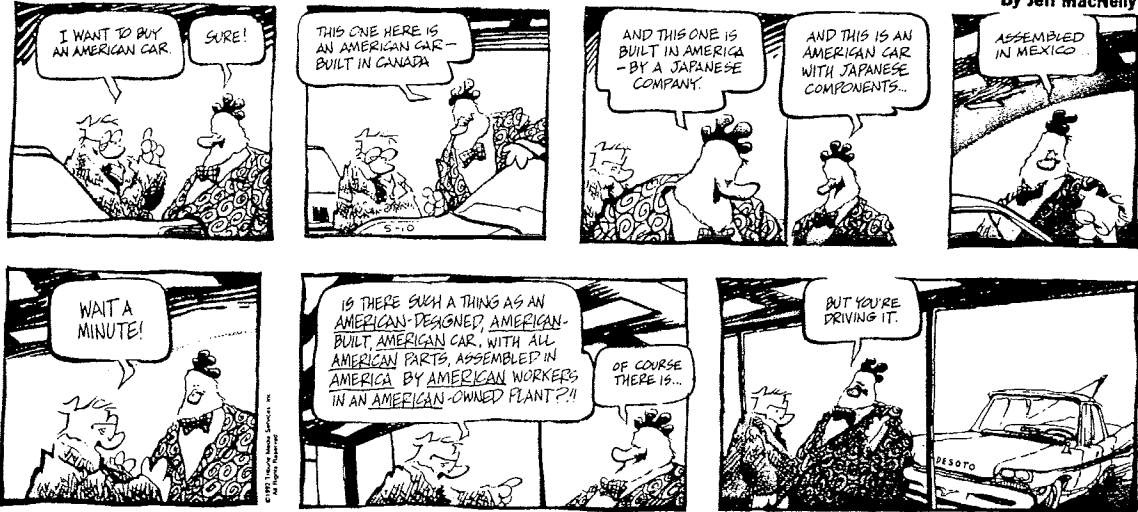
FOR SALE- Musclecar and Musclicard cards (both singles and sets). Display cards with your built-up musclecar models. \$15.00 per set or \$.25 each, 6 for \$1.00. Call Tim Sickel at (301)249-3830 or see me at a meeting.

FOR SALE- Fujimi 1/16 scale Ferrari 288 GTO, Ferrari Testarossa-\$35.00 each. Tamiya 1/12 scale Ferrari 641 F1-\$125.00, plus shipping. Contact Marshall Buck at Creative

Miniature Associates, 105 Columbus Place, Stamford, CT 06907, (203)322-9750.

WANTED-Stock wheels from 3 in 1 kits. If you build Custom or Drag and have those old stock wheels and tires laying around, and don't plan to use 'em, I need some very badly. Thanks. Contact Chris Breeze at (304)267-3140 or see me at a meeting.

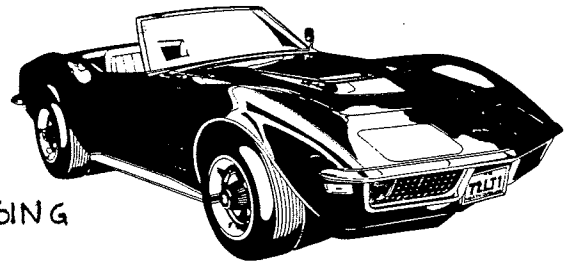
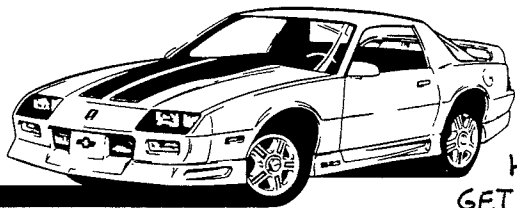
SHOE



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

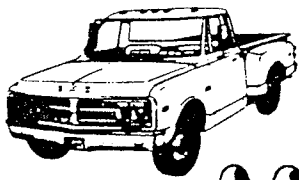
Norman F. Veber
317 Roosevelt Ave., S.W.
Glen Burnie, Maryland 21061
(301)768-3648



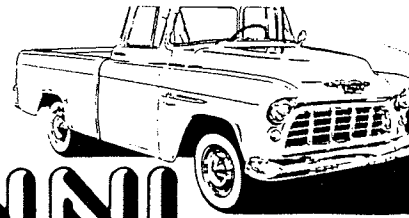
(ED. NOTE:
HOPE I DON'T
GET IN TROUBLE USING
THIS!)

WALNUT COVE/MARK CULLUM





2nd Annual



Mid-Atlantic NNL

AMS Region II Convention and Swap Meet
hosted by the
Maryland Automotive Modelers' Association
(a.k.a. Mama's Boys!)

Date: April 4, 1992

Time: 8 A.M. to 4 P.M.

Location: Orchard Beach V.F.D.

7549 Solley Road
Pasadena, Md. 21122

Registration: 8 A. M. to 12 Noon

Awards: 4 P. M.

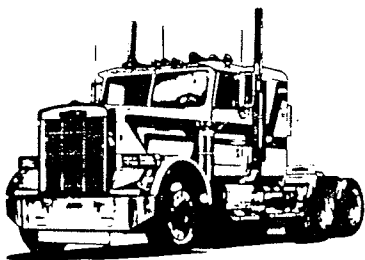
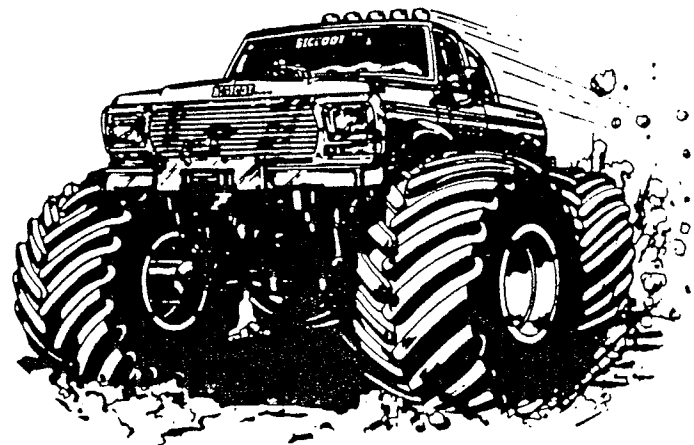
Entry/Admission: Juniors- Free Registration

Adults- \$3.00 (Any number of models)

Spectators- \$2.00 (Age 10 & up)

Vendors- \$15.00 per 8' table

(March 31, 1992 registration deadline)



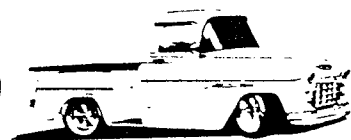
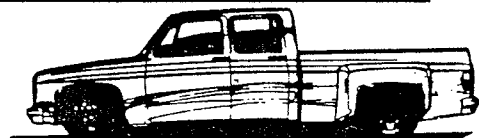
Special Theme: Trucks (Minis to Macks!)

4 Awards will be presented:

(1) each "Modelers' Choice" for Junior and Adult classes,
and (1) each in the Theme category for Junior and Adult
classes. Junior entrants will be 16 and under while 17 and up
will be in the Adult class.

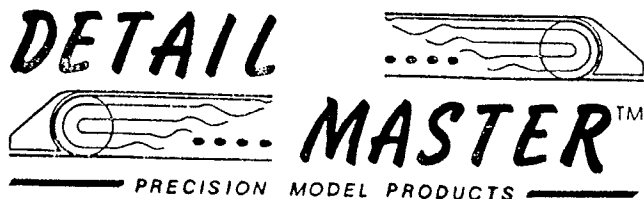
(See reverse for directions and map)

(Not affiliated with any other show!)



Club Sponsors and Supporters

(Editor's note: If your business card doesn't appear here it doesn't mean that we have forgotten you, it merely means that we do not have a business card on file! If this is the case, please contact me at the address at the end of this newsletter and we will remedy the situation for future newsletters. Thanks!)



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(301)249-3830

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Thurs/Fri - 10 - 8:00
Sat - 10 - 6:30

REVELL/MONOGRAM

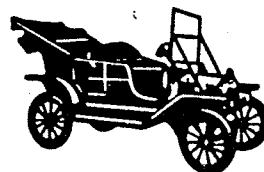
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John Mauchamer
(301) 698-9545