

## MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

*Volume 10, No. 3, November 1997*

by: "GTO"

(The *Maryland Automotive Modelers Association* is a chapter of the *IPMS* in addition to the *AMS*)

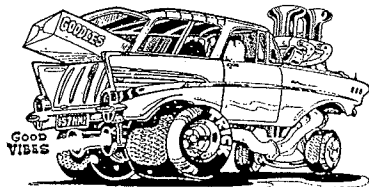
Well gang, the October meeting was another whirlwind affair. We have the *room dates for 1998* already settled. I will publish them in next month's newsletter. *Lyle 'Da Prez' Willits* was contacted by a *full size car club* about doing a *model car show/display* on *Labor Day weekend ('98!)*, which we discussed, and we decided to do a *display*, since that would be easier, and less labor-intensive, at least to start off, if this turns into a yearly thing. More details when available.

Hopefully, you all remembered to bring your *'Toys for Tots' donation* this month, as if we waited until December, the meeting is just too close to the deadline to take a chance on not getting 'em in.

With any luck, we will have a *seminar* this month (*on decaling, I'm told*), if everything comes off as planned-we'll see! We should also have a *slide presentation* on a *car museum* in Ohio visited by *IPMS member Tom Kolk* while in attendance at the *IPMS Nationals* this past year. I can't wait to see what he's got!

The raffle raised *\$84.50 (as well as \$28.00 from the box)*. The club would like to thank the raffle donors listed below: *Tim Powers, Mike Hemp, Ron Bradley, Max Wolfthal, Ron Hamilton, Brad, Joel Chevery, Barry Horner, Replicas and Miniatures Co. Of MD, and Dirk "Detail Master" Johnson*. Special thanks also go out to those listed below:

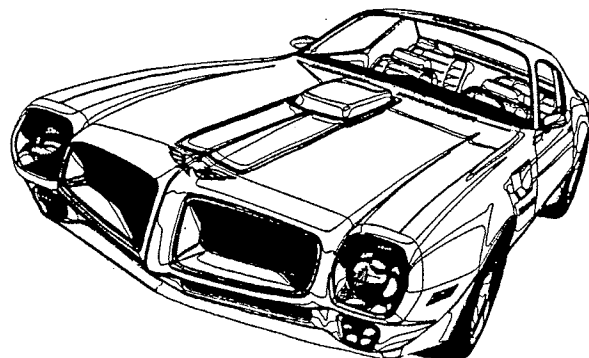
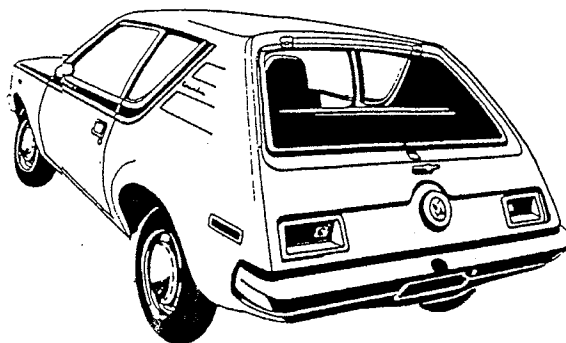
Kevin Brey,  
Hobby Works  
354 Domer Ave.  
Laurel, MD 20707



Tom Walsh,  
The ERTL Company  
Highways 136 & 20  
Dyersville, IA 52040-0500

Mike Perkins,  
RPM Craft House Corp. (Lindberg)  
328 N. Westwood  
Toledo, OH 43607

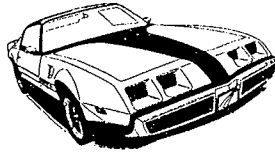
Ed Sexton/Bill Lastovich,  
Revell-Monogram Models, Inc.  
8601 Waukegan Road  
Morton Grove, IL 60053-2295



## '97 MEETING SCHEDULE

Well guys, word has just come down from the mountain regarding next years' schedule and meeting place. If you have been on another planet or something, we are moving to the **Greenbelt Community center** multipurpose room for the dates listed below due to what I call the 'Greed Factor' of the folks at Catonsville Community College. Typically, the meetings start at noon, and last until 3 or 4 P.M. (and maybe even later, depending on what is going on!).

January 18th  
February 15th  
March 15th  
**April 26th**  
May 17th  
June 21st



July 19th  
August 16th  
**September 13th**  
October 18th  
November 15th  
December 20th

**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).

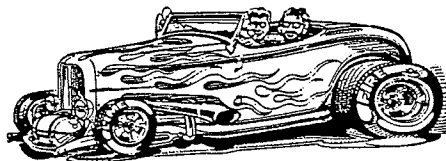
**From the Washington Beltway (RT 495):** Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (Greenbelt Road). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing 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.

## SNEAKIN' A PEEK!

This column appears as frequently (or infrequently!) as new releases from the manufacturers. The idea behind it is to give a "thumbnail review" of the releases as they hit the shelves with a more detailed review to follow at a later date (hopefully!). We'll see how it goes! (Ed. Note: The kits are listed in no particular order)

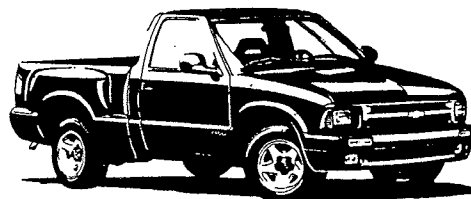
- '67 Impala Street Machine (AMT/ERTL #8208): Molded in Lt. Gray....Modified reissue of stock '67 Impala....**great lookin' high tech fat block with billet valve covers and fuel injection!**....tires are Goodyear GS-C's with **great lookin' billet wheels!**....large hood scoop also included....decals include red and green hood and upper fender stripes, and '67 IMP' KY, 'LITEMUP' TN plates (as usual, seemingly a tad too small!)
- '67 Olds 442 W30 (Lindberg #72171): Molded in White....very nice, 23-piece rendition of an Olds big block, complete with the correct chrome air cleaner and ram air ductwork....multi-piece chassis!....platform-style interior w/3-piece console....Chrome 5-spoke wheels (Super Stock 1's, I believe) with AMT style tires with depression for redline....clear head and clear red tail lights....separate chrome trim, windshield wipers, hood molding, outside door handles, and rear view mirror....decals include gauges, 442 emblems, and '442 67' WV, and 'OLDS 67' Maine plates.
- '32 Ford Highboy (Revell-Monogram #85-7625): Molded in white....carbureted Ford Motorsports V-8....Halibrand wheels w/knockoffs....small Dunlops paired with large Goodyear GT Radials....electric fan....upper and lower radiator hoses....chrome headlight buckets w/clear lenses....decals include



- gauges, builder's choice of three different color schemes-checkerboard, flames, or scallops!
- **'87 Buick Grand National** (*Revell-Monogram #85-2497*): Molded in black....tub-style interior w/drop-in door panels....Goodyear GT radials mount chrome GN wheels.....all lenses (head, parking) on clear tree, along with front, rear, and quarter windows, tail lights molded in clear red....decals include wheel centers, emblems, 'DSU260', 'LS5540' IL plates, 'BUICK' plate....nice, bright chrome.
  - **Western Auto's Parts America Firebird funny car** (*Revell-Monogram #85-7635*): Molded in white....reissue of excellent 'McDonalds' funny car with proper Western Auto markings.
  - **Sunoco Camaro** (*Revell-Monogram #85-7635*): Molded in white....11-piece small block Chevy V-8 with a nice header/exhaust system attached....VERY colorful 'Sunoco' markings....rear spoiler molded in white rather than smoke clear as on box lid.
  - **Western Auto's Parts America top fueler** (*Revell-Monogram #85-7651*): Molded in white....blower blanket and top hat retaining straps conspicuously absent....(6) tires-Pro Stock Frontrunners & Goodyear slicks with a set of smaller, bicycle-style tires thrown in....Seems to have all proper sponsors in decal form.
  - **'50 Ford Custom pickup** (*Revell-Monogram #85-2494*): Molded in white....Ardun heads for flathead....three-carb intake....single-bar flipper hubcaps on chrome tree....(5) wide whitewall tires....wood risers for bed sides....decals include custom panels, "Wild Bill's Speed Shop", 'Mr. Horsepower', 'moon-equipped', and 'WILD B' IL plate.
  - **Snake/Mongoose combo** (*Revell-Monogram #85-6858*): Molded in white....original tires, including 2-piece M+H Racemaster wrinkle-wall slicks....chrome is smooth and bright....glass unmarred (but also unprotected!), and clear, not blue-tinted as in original issue....rubber blower belt....markings redone, and look very good!
  - **'65 Impala lowrider** (*Revell-Monogram #85-2515*): Molded in white....gold-toned lowrider wheels w/knockoffs, and chain steering wheel....Dunlop tires....very colorful decalized panels in pink and blue, along with 2 lowrider murals, 'LOWRIDER' CA plate, and emblems (*engine ID, Super Sport, crossed flags*).
  - **'59 Impala lowrider** (*Revell-Monogram #85-2516*): Molded in white....silver lowrider rims, w/knockoffs, chain steering wheel....same small Dunlops as in '65 Imp kit above....colorful, stylized panels, female hood mural, 'LOWRIDR' CA plate.

## 1997 CHEVROLET XTREME

(AMT/ERTL #8350; 1/25th scale; 95 pieces;  
modified reissue)



The second edition of Chevrolet's S10 pickup has been the subject of several models from the gang at AMT/ERTL. From the SS/LS, to the Sportside, these models have been pretty nice, with their well-detailed features, such as the engine, chassis, and interior. These models also represented the product very well, and with patience, and attention to detail, went together well. These models included optional parts such as wheels, and ground effects packages, but there was one thing that stood out to me about these models, their stance. While correct for a replica stock version, it was too high with no lowering option. And while I was able to do it, it was not an easy job.

The model is not a good representative of today's styling trends. I am proud to say that this version addresses these concerns with a proper 'attitude', enhanced with low profile wheels and tires. Let's take a look in the box.

When you examine the box art, you will find a photo of one of Chevrolet's concept vehicles, the Xtreme. This is Chevrolet's iteration of the Sport truck. What they did was to take a base version of the truck, add ground effects, lower the front and rear suspensions, and install low profile tires on some wide aluminum wheels, and dress up the interior with a reupholstered bench seat with color accents on the dash and steering wheel. A very nice, yet not too expensive package.

When you open the box, you'll notice that the instructions look a little different. These models are marketed around the world, therefore, the instructions are in English, French (*Hey, Matt!*), Spanish, and German. There are also symbols which inform the builder the best method of accomplishing the assembly,

as well as what color and type of paint to use to get acceptable results. This seems like a pretty good idea to me.

**Engine:** A nineteen-piece assembly of the 1995-96 4.3-liter Vortec V-6. While this engine was a popular option in the S10 pickup, and builds into a pretty well-detailed engine, it is not the correct powertrain for this particular application. The kit should have included the 2.2-liter 4-cylinder engine and 5-speed manual transmission. While I personally preferred the V-6/automatic combination for a model I would build, a lot of builders will be disappointed that the advertised drivetrain was not included in the kit.

**Chassis:** The eight-piece front suspension, while not posable, includes disc brakes for the front, as well as new, lowered spindles. A definite improvement. The exhaust system mounts easily, and the rear suspension includes lowering blocks. Curiously, the kit does not include a set of rear brake drums. A spare tire and fuel tank round out this assembly.

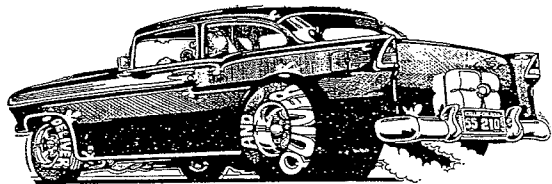
**Wheels/Tires:** Each wheel/tire unit is made up of four pieces—a chromed outer rim, a wheel center which will be painted to match the body, a mounting pin, and the back half of the wheel, which should be painted flat black. The tires are AMT's Goodyear GS-C's. This is a pretty good-looking combination, in which the concept works pretty well.

**Body:** The cab assembly consists of a well-engraved and proportioned cab, radiator, firewall, mirrors, and glass. The ground effects mount easily to the body and look good. The bumper and grille do not have any positive attachment points, meaning that they must be carefully aligned and attached. If you notice the box art model, the grille includes composite headlamps, but the kit does not. The correct front end is included in the S-10 Blazer model.

The bed goes together pretty easily, and includes the ground effects panels and rear roll pan which are unique to this vehicle. The tail gate and tail lamps are the same as in the other versions of this kit. To complete this assembly, you must hook the bed to the cab using AMT's mounting system (*TIP: Paint these hooks flat black so that they are not visible*). Install the hard tonneau cover (*another new part*), glue up the chassis, install the underhood accessories and hood, apply the decals, and enjoy!

**Interior:** The eleven-piece interior includes a dashboard with a separate gauge panel and lens, a steering wheel and column, side panels, and, new to this version, a floorshift, bench seat, and cupholder. The instructions tell you to trim the shift lever from the steering column, which is accurate for the box art model, but, not for what we are building. The shift lever should be left alone and the floor shift should NOT be added to be accurate.

Despite the inaccuracies between the actual vehicle and the model kit, you can still produce a handsome model. This kit should be a pretty good seller for AMT/ERTL.



*By: Ron Hamilton*

## RESIN REVIEW

### *1/25th scale Chevrolet 235 CID 'Blue Flame' 6-cylinder engine*

*[available from All American Models, 22 South 16th Street Lafayette, Indiana 47905, (317)423-4565 or (317)474-2984 (home)]*

The 11-piece white resin kit represents the 55-'62 version of this venerable 'Stovebolt'. Included is a one-piece engine block casting with oil pan and manual transmission molded on. Also, a one-piece carburetor and air cleaner assembly, valve/rocker cover, starter, generator, fan, pulley and belt assembly, intake and exhaust manifolds, distributor, and oil breather are included. There is no oil filter (*which may be correct for some versions of this engine*), and no assembly instructions.

The kit appears to be based partly on the AMT 1950 Chevrolet pickup engine (*primarily, the block*), with modifications.

Overall, this is a nice casting with a few minor pinholes evident. The parts do not require an unreasonable amount of clean-up. I particularly liked the texture cast into the engine block and the spark plug detail.

Although pricey, it's worth it for those among us looking for an alternative to the run of the mill small block/big block choices. Recommended.

*Review sample provided by Matt Guilfoyle*

## 1957/1997 CHEVROLET CORVETTES

(AMT/ERTL #8325; 1/25th scale; Lt. Gray, chrome, clear, vinyl tires; '57-113 pieces; '97-87 pieces)

If you are a Corvette fanatic, it seems to me that this two-car set is a must-have. I reviewed the 1957 kit a few months ago, and it is still one of my favorite models. I snuck a peek at the 1997 kit, and while the kit is not perfect, it is buildable, but will take a lot of work.

**Step 1:** Read the instructions. The new breed of AMT/ERTL kits go together a little differently than we are accustomed. Before you whip out the glue, test-fit the parts. If they don't fit, it might be possible to 'massage' the plastic or trim it to fit. I suggest that if you intend to build a replica stock car, latch onto a dealer brochure or one of the many periodicals which covered this all-new car in detail. You will find the photos and information invaluable when it comes to paint-detailing this kit properly with model paint.

**Engine:** A seventeen-piece depiction of the new LS1 V-8, which goes together easily. Despite the fact that the instructions tell you to paint the engine assembly satin black, I believe that the block, heads, oil pan, and front engine cover should be painted with a non-buffing metalizer aluminum paint, since these items are aluminum on the real car. The intake plenum, ignition covers, and other parts should be painted per the kit's instructions.

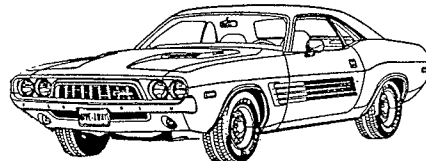
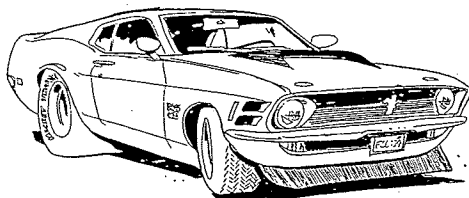
**Chassis:** The fifteen-piece chassis assembly goes together as easily as the engine. Check your research information, and you should find that the chassis itself is semi-gloss black with flat black floorboards and aluminum suspension components. The front and rear suspensions, while simplified, are still very well engraved, and can be brought alive through the use of metalizer and a flat black wash.

**Wheels/Tires:** The wheels and tires are true to the real car with the exception of the chrome finish, which is inaccurate for a factory stock car. They should be stripped and painted with silver paint if you are building a true showroom stock vehicle, but personally, I like the chrome finish.

**Body:** Depending on your painting technique, I suggest painting the body assembly as a unit, with the exception of the mirrors, to get good paint coverage. The roof panel is connected to the windshield as one piece, and here lies the troublesome part of this kit. First of all, it is very fragile, and is prone to crack where the sprue attaches at the left side of the roof. The mirror attachment point is in a bad place as well, as it makes it impossible to build the car with the glass roof. This unit must be masked, primed, and painted to match the body color. In addition, the base of the windshield is a little too thick, meaning it will not properly slot into the body, as well as not allowing the hood to properly close fully. Either part will have to be ground down slightly to allow for a proper fit for the hood. The edges of the front and rear windows must also be painted inside the line with black paint. In addition, the radiator core is missing. Included is a fan mount with two electric fans and the air intake, but the radiator detail is lacking.

**Interior:** Disregard the painting instructions for the interior. With the exception of the black interior, the seats, carpet, and lower doors are the interior color, while everything else is black. Again, everything goes together quite easily, and the level of detail is pretty good.

Proportion-wise, the gang at AMT/ERTL have done an excellent job with the body. It is advisable to use **THIN** coats of paint, so as not to obscure the Corvette logos. **Warning**-this kit is not easily assembled, but with care, a decent replica will be the end result. The '57 Corvette is quite easy to build, and when completed, looks good to boot!



By: Ron Hamilton

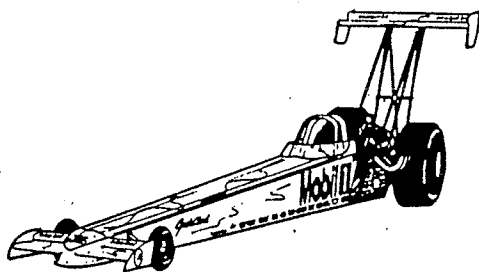
### BITS & PIECES

- **More Bad news!!** I hate to be the one to break the news to you guys, but I must sadly report the *untimely passing* of one of our hobbies' most well known characters-*John Slivoski*. I had a chance to talk to John at our last NNL, and the man was great fun to talk to, and I'm sure he has *probably forgotten more about models than a lot of us will ever know!* Our club wishes to convey its

condolences to his family and friends. *John-you will be missed!* I guess he's in a place where all modelers paint jobs are perfect, and the hobby shops are always stocked with the latest and greatest kits!

- **Still more bad news!** While not quite in the same league as John's untimely passing, it is also my sad duty to inform you that we are about to *lose another hobby shop*-the *Squadron Shop* is scheduled to be closed by early December. All merchandise is marked with sale prices, and even the fixtures will be sold as well. So, stop by, pick up a few bargains, and let proprietor *Roy Dwyer* know how much you have appreciated his support of our hobby!
- **'E' Ticket ride revisited!!** An update on last month's *land-speed record attempt* by the *Thrust SSC team*. This menacing, 10-ton car, with *two Rolls-Royce jet engines*, made two runs across *Black Rock desert*, with an average speed of *763.04!* That *broke the sound barrier* by up to *15 mph*, also smashing *Andy Green's* record of *714 mph* set on Sept. 25th! The average of these two runs equated to *Mach 1.02*. His first run was a *blistering 759.33 mph*, while his return trip was an *even quicker 766.61 (!)* To put the sheer power of this twin-engined beast in perspective, it has the power of *1,000 Ford Escorts, or 141 Formula 1 cars!! More Power! Argh! Argh!*

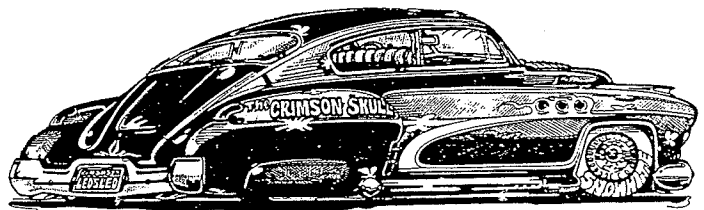
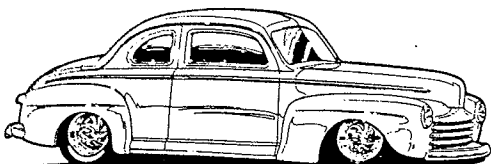
- And, talk about about a *ride* where *18-Foot long down a 143-yard* strapped in, stage, Christmas tree *shift the automatic 2nd (using air thing!)* as you



yer 'E' ticket ride! How you *strap into a 300 hp. Dragster for 3 passes drag strip?* You get and leave when the flashes green! You also *transmission from 1st to pressure, as in the real accelerate from 0 to 70*

- The 'rails' are on rails, so there is no danger of a wheelstand or crossing into another lane. Well gang, it's called *SpeedZone*, and the good news is that it only costs around \$15 for 3 runs. The bad news is that the only SpeedZone locations to date are in Atlanta, GA, Dallas, TX, and Los Angeles, CA. *Darn!*
- **New Roundy-rounders!** *Racescale* has some more new decals comin' out for you NASCAR fans. They include the *#27 Tonka/Action T-Bird* driven by *Kenny Irwin*, the *#22 Red Dog Ford truck* of *Kenny Wallace*, the *#22 Miller Ford truck* of *Rusty Wallace*, the *#17 Parts America 'Bud' Chevy* of *Darrell Waltrip*, and the *#6 Folger's T-Bird* of *Mark Martin*. Not to be outdone, *Slixx* has announced the *#20 Zippo Chevy* of *Jimmy Spencer*, the *#44 Federated AP Ford truck* of *Ernie Ivan*, and the *#90 Chameleon T-Bird* driven by *Dick Brooks*. A new decal company is also making a splash-*Sunset graphics*, by announcing the *#21 Citgo 'Historic' T-Bird*, the *#17 Parts America 'Tide' Chevy*, the *#94 Mac Tonight T-Bird* of *Bill Elliott*, and the *#5 Kellogg's Honey Crunch Chevy* of *Terry Labonte*. *Whew! Thanks to the BSR website for the info!*
  - **Whatta Deal!!** Just came across something that several of you guys may be interested in-a company called *Pursuit Plastics* which specializes in *Police car decals* of many *smaller localities*. How local? How about *Baltimore City, Baltimore County, Montgomery County, and Prince George's County?!* I've seen 'em, and they are incredibly nice! You can get 'em from *Dennis Deal Automotive Collectibles*, (410)939-0965, or keep an eye out for them at several local shows between now and the end of the year. Review sample procured by way of Norman Veber. *Thanks, Norm!*
  - **Diecast mail!** The *Danbury Mint* is set to release a *1/24th scale 1931 Model A* in *U.S. Mail Truck livery*. It will include such things as a miniature tool kit underneath the driver's seat, functional rear doors and tailgate, the windshield tilts out, the louvered hood lifts to reveal a detailed 4-cylinder, the front wheels steer, the driver's side window swings open, the access door inside the truck slides, and eight U.S. mail bags and a fire extinguisher are included. In all, it will set you back \$129. You can contact 'em at The Danbury Mint, 47 Richards Avenue, Norwalk, CT 06857.
  - **More diecast news.** Seems as though the gang at *Matchbox* is at it again, with their release of their "*Oldies but Goodies*" collection. They are in 1/43rd scale, and the set includes: a *1947 Chrysler Town & Country*, *1948 Desoto*, *1953 Cadillac Eldorado*, *1955 Chevy Bel Air*, *1956 Ford Fairlane*, *1958 Buck Special*, *1958 Nash Metropolitan*, and a *1959 Chevy Impala convertible*. They should be delivered one every four weeks, and cost \$19.95 each. You can reach 'em at 1-0800-858-0102 from 9 A.M. to 5 P.M. daily.

- **Revell-Monogram pickup scoop!** They won't be on sale until *Spring of '98*, but if you are interested in the *new Chevy pickup*, just pick up a *'98 Revell-Monogram catalog*, and peek inside! Or, you can go to their website at <http://www.revell-monogram.com>. Thanks to the Washington Times for pointing this one out!
- **Busted at the Biker bar?!** The cops in Pittsburg pulled *Francis Glancy* over for *drunk driving.....on his bicycle!!* According to state law, if you're busted for drunk driving, your driver's license is automatically suspended. But, Francis *didn't have a driver's license*, which is why he was on the bike in the first place. No matter, though. *The judge told Francis to go get a license so that it could be suspended! Government-don't you just love it?!* Thanks to a local radio station for this gem!
- **Driven to Privacy!** Did you know that for the paltry sum of *\$10*, anyone can go to DMV and access your *personal records?!* Well, the government gave us back a little privacy when the *U.S. Congress* passed the *Federal Driver Privacy Protection Act*. Under this law, state motor vehicle agencies are required to offer drivers the opportunity to close their records to public and commercial use. You can do this by way of your next renewal notice. Can't wait? The MVA has set up a toll-free, automated, *"Request for Privacy of Records" hotline* at (888)682-3772. Just enter your driver's license number, date of birth, social security number, and select the privacy protection option you want: 1) close records to public and commercial use, 2) close records to public use, but leave it open to commercial use, 3) close records to commercial use, but leave open for public use, and 4) leave records open to public and commercial use. Thanks to Tim Powers for this important info!
- **Internet Ponies!** Anyone checked out the *Shelby website* online? It can be found at <http://www.carrollshelby.com>. And how about *MAMA's Boy Rex Turner's Mustang?* Try it at <http://www.wrljet.com/ncrmc/photos/turner.jpg>. Congrats, Rex!
- **Buckin' Bronco!** Then, there's the story about the *1988 Bronco* which beat its' own *1996 world record for car-audio sound* at the October 26th *Decibel Drag Racing Finals at the International Auto Sound Challenge Association (honest guys, I ain't making this stuff up!)*. Inside the cab, the 12,000 pound silver vehicle hit *169.4 decibels (according to a computer-based measuring system)!!* That's *eight times louder* to the human ear than *standing 100 feet beneath a jetliner at full throttle*. Every 10-decibel increase actually doubles the loudness to the human ear. In contrast, the *Rolling Stones*, who played Friday at *Tempe's Sun Devil stadium*, reached possibly *120 decibels*. This custom-built Bronco carries *32 amplifiers* that pump *42,550 watts* through *64 10-inch woofers*. *Its windshield and windows are 1-inch thick glass, its' doors 2-by-2 steel. Pneumatic locks ensure that that the doors don't fly open during demonstrations-a feat which could severely damage eardrums, or worse.* The sonic storm is triggered by remote control from outside the vehicle (*it's illegal to sit in the vehicle during decibel racing, for obvious reasons!*). In competition, participants have *30-seconds* to *'crank up the volume'*-the Bronco's owner, *Alma Gates*, managed to do it in *5!* And also set off *several car alarms in the parking lot in the process!* Thanks to the Washington Times for this LOUD tidbit!!
- **Room to zoom!** Found the perfect place for the club to purchase and hold meetings, and club picnics, etc. It is an 8-room country home, with office/guest quarters, mini-executive golf course, *housing for 50 plus vehicles*, climate control, trophy room, lounge, and service area. All of this is located on *12.4 acres* in 'prestigious' Colt's Neck, NJ. The price? A cool *1.5 million dollars!!* *Hey, Matt, write him a check, OK?!*
- **More meetings!** *Mark Wheeler's club, "Our Model is Christ"* has set their '97 meeting dates. They are as follows: February 2<sup>nd</sup>, March 9<sup>th</sup>, April 13<sup>th</sup>, May 4<sup>th</sup>, June 8<sup>th</sup>, July 13<sup>th</sup>, August 10<sup>th</sup>, September 13<sup>th</sup>, October 11<sup>th</sup>, November 8<sup>th</sup>, and December 14<sup>th</sup>. Special activities will occur at the February and December meetings. They are held at *The First Christian Church at 320 Oak Manor Drive Glen Burnie, MD 21061* from 2 PM to 5 PM in the *Fellowship Hall*. For info, call (410)761-3863 or (410)551-4230.



## COMING EVENTS

- *Dec. 6th & 7th- 8th Annual Street Cars of Desire Car Show & Automotive Flea Market* at the MD State Fairgrounds, in the Cow Palace.
- *March 7th, 1998 (!)- The Birmingham Classic NNL Model Car Show and Swap Meet* sponsored by the *Magic City Modelers* and *IPMS Birmingham*. Themes are *any vehicle that is lowered (we're talkin' on da ground!), and weathered vehicles (a.k.a. 'Down and Dirty!')*. For show info, contact Tommy May at (205)591-8038 or write Magic City Car Modelers at 5605 12<sup>th</sup> Avenue South Birmingham, AL 35222. For Vendor info, contact Dan Morgan at (205)739-1819 or write Magic City Car Modelers at P.O. Box 988 Cullman, AL 35056.
- *May 1st to 3rd, 1998- The North American Model Car Championship* at the Holiday Inn-Livonia West, 17123 N. Laurel Park Drive, Livonia, Michigan 48152, (313)464-1300, or (800)465-4329. For info, send *two first class stamps* to Contest Headquarters, 205 East Hibbard Road Owosso, Michigan 48867, or E-mail [siegman@shianet.org](mailto:siegman@shianet.org).

## CLASSIFIEDS

**WANTED-** *Decal placement sheet for Mooseworks '96 #3 Atlanta Olympics Goodwrench car* raced in Charlotte. Call Brian Morrison at (410)519-9657.

**WANTED-** Magazine articles or what have you on *Arnie 'The Farmer' Beswick's racing Pontiacs*. Will carefully copy and return! Contact Tim Sickle at (301)249-3830.

**FOR SALE-** Magazines-*HOT ROD*, November '88 thru October '95 (complete), and September '87, as well as *Car Craft* August '89, November '89, October '94, December '94; *Popular Hot Rodding* June '88- \$1.00 per issue. See Tim Powers at a club meeting, or call him at (410)255-3976.

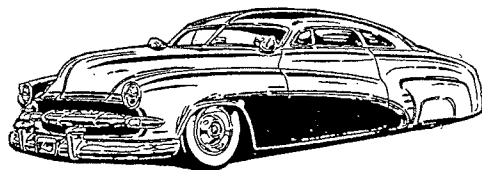
**FOR SALE-** *Thinning collection* (not quitting), list available. Contact Harold Bradford at (301)604-8591 or see him at a meeting!

**TRADE-GM or Ford engines for Mopar V-8's** (1/25th scale plastic, of course!). Call Ron Drechsler at (410)255-7369.

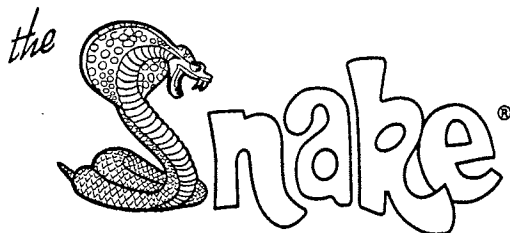
**WANTED-** Old redline Hot Wheels cars, buttons, accessories, tracksets, catalogs, Georgia Highway Patrol police car pictures, Monogram show gum cards. Contact Kenneth King, 2803 Dee Peppers Drive, Knoxville, TN 37931 or e-mail to [cking@usit.net](mailto:cking@usit.net).

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  
(410)768-3648



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