

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 11, No. 11, July 1998

by: "GTO"

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

Well gang, the June meeting had about 40 people in attendance. Also in attendance was special guest Fred Holberg (*hope I got the name right, Fred!*). For those of you unfamiliar, Fred is the proprietor of Fotocut, a photoetch business, as well as doing the majority of Norm Veber's photoetch. Hope Fred enjoyed himself, otherwise, he may cut Norman off! Otherwise, it was a pretty low-key meeting, which is not unusual for Summer.

Guess you may all have noticed the *different look* of the *newsletter* this month. Well gang, the answer is simple-*I'm on vacation!* Working out of the house, some of the usual newsletter goodies I employ are at work, and I couldn't drag myself in to get 'em, so deal with it, and it will be back to normal shortly! By the way, hope everyone is hard at work on their *Flathead Projects* for the *September meeting!* If you are not building a Replica/Box stock kit, then our own *Norman Veber* has so many *Flathead items* in his voluminous product line-up, that you should have no excuses, so get busy!

The raffle raised **\$89.00** (*as well as \$33.00 from the box*). The club would like to thank the following raffle donors: *Mike Hemp, Ron Bradley, Max Wolfthal, Ron Palmer, Lyle Willits, Ron Hamilton, Tim Powers, Dan Melvin (of Melvin Motors), and Replicas & Miniatures Co. Of MD.* Special thanks also go out to those listed below:

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

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

'98 MEETING SCHEDULE

Well guys, here it is, just as I promised ya! Ain't it great when things work out like they are supposed to? Thanks to Matt Guilfoyle for his hard work in ensuring that we have a place to meet every month next year! Yup, we are back at the *Greenbelt Community center* multipurpose room for the dates listed below. As usual, the meetings start at noon, and last until 3 or 4 P.M. (*and maybe even later, depending on what is going on!*).

January 17th
February 21st
March 21st
April 18th
May 16th
June 20th



July 18th
August 15th
September 19th
October 17th
November 21st
December 19th

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! How about this, gang? To better identify possible kit reviews, at the end of the item on the kit, the words 'Available' or 'Not Available' will appear. Obviously, any kit which is available may be reserved by a club member with a simple call to the Editor. Conversely, a kit which is 'Not Available' was either already reserved by someone, or was something new inserted by yours truly, and paid for with my hard-earned moolah! (*Ed. Note: The kits are listed in no particular order*):

- **Viper RT/10 (AMT #6177):** Molded in Lt. Gray....reissue of earlier Viper kits....'SLITHER' MI, and 'Viper RT/10' plates, read and white Viper window bands. (*Available*)
- **'98 Corvette Indy Pace Car (Revell-Monogram #2558):** Molded in white....reissue of convertible, with pace car graphics....chrome wheels, which should obviously be stripped....beautiful pace car graphics, which also include several underhood markings, floor mats, a gauge face decal (barely legible), and two plates- 'INDY RL' IN, 'FOLOW ME' CA, and a 'Genuine Chevrolet' plate. (*Available*)
- **'69 Dodge Charger R/T Pro Modeler (Revell-Monogram #5937):** Molded in white....(2) versions-stock, and drag racer....(2) engines-stock 440 Magnum, and racing 426 Hemi....tampon-printed redline tires....numerous black and white detail photos included in the instructions....black, white, and red R/T stripes included, along with a rebel flag for the roof (after the removal of the molded-in vinyl top!), a few numbers for the doors, and (2) license plates-'440 CID' IL, and '46' IL plate, a few underhood markings, and a '440 Magnum' decal for the air cleaner.

[Note to all concerned: *It has been brought to my attention of late that there is a potential problem with regard to the review articles published in this newsletter. Let me give you a little background on this subject. The model manufacturers (AMT/ERTL, Revell-Monogram, and Lindberg) all attempt to send our club current releases in exchange for our critiques on what we liked and didn't like about them. That means that we need to get written reviews published in the newsletter in a reasonable time frame to accomplish this. If you will recall, I have stood up at recent club meetings to enlist the aid of the members in attendance to get kit reviews. At present, Ron Hamilton has done more than his fair share of reviews. In the past, Lyle Willits also did his share of reviews, as well as yer Fearless Editor. If anyone wishes to see reviews written by someone else (or take a crack at it themselves), they need to contact me, in order to determine which kits are available for review. I don't have the time to chase anyone down and browbeat them for a review. Rest assured though, if you take a review sample, I will be your worst nightmare if I don't get a review within a reasonable time (right, Leonard?). You may also rest assured that if you take a kit for a review, and do not return it within a reasonable time, that you will not receive another!]*

AEROVETTE

[Revell-Monogram #85-7638; 1/25 scale; 64 pieces; white, chrome, clear, transparent red, (4) Goodyear Eagle GSC directional vinyl tires]

For 1970, Chevrolet created the futuristic **XP-882 concept car** to study the feasibility of producing a mid-engined Corvette. The silver-painted XP-882 featured a 400 cid small block Chevy engine coupled to a chain-driven hydramatic transmission. This concept car, while looking nothing like any existing Corvette, carried enough of the Corvette's styling cues to allude to its intended use. Chevrolet produced two of these cars. One was used extensively by Chevrolet for research and promotional uses. The other was almost identically re-bodied in 1972 by the Reynolds Metals Company in aluminum and dubbed the "**Reynolds Aluminum Car.**" Its official name at **Chevrolet** was **XP-895**. This car stole all the media attention as its combination of balanced, light weight (3000 pounds) and a 454 cid powerplant promised exhilarating performances.

By 1973, when all the automotive world was talking about the Wankel rotary engine, Chevy had evolved its mid-engine XP-882 platform into a new car, the *XP-987GT*, otherwise known as the "*Two-Rotor Car*". Carrying GM's then-imminent rotary engine, this bright red, Pininfarina-bodied car looked nothing like its predecessor. In fact, it carried styling cues that would later emerge in the Chevy Monza.

In 1973, the remaining XP-882 chassis became the "*Four Rotor Car*." Chevrolet replaced the XP-882's small block V-8 with a pair of rotary engines coupled together to form one large, 420 hp, 4-rotor Wankel-type engine. With such a significant change under the skin, Zora Arkus-Duntov felt the car should have a new skin, lest anyone miss the change.

Bill Mitchell and his styling crew designed and developed a symmetrical design which fully refined the already well-done XP-882's body. With its debut in October, 1973 in Frankfurt, Germany, this newly re-bodied, rotary engine-powered car was considered by many to be the coming replacement for the Corvette Stingray.

Shortly after the Frankfurt show, the first "energy crisis" hit and painfully drove home the point that the Wankel-rotary engine design, was not necessarily a fuel-efficient design. The Four Rotor Car spent the next three years under a sheet in GM's Special Vehicles warehouse.

In 1976, Bill Mitchell had the Four Rotor Car uncovered and fitted with a fresh 350 cid small block engine of the Corvette variety. He gave it a new name too, "*Aerovette*." At this point he lobbied upper management to make this car the next Corvette. He devised a production plan with cost-saving measures that would have made this *mid-engined Corvette*, with its complex gull-wing doors, only slightly more expensive to produce than the current front-engined Corvette.

Production plans were moving along, with full-scale clay models, minor design enhancements, and tooling orders being readied in 1977, when the program came to a crashing halt. Most of the mid-engined Corvette's boosters with Chevrolet had retired. The new managers and accountants disliked the mid-engine platform for reasons including production complexity and sales. They reasoned that because other companies sale of mid-engined sports cars had been relatively low, sales of the Corvette would drop if change to such a platform. To avoid risk, the program was killed.

Revell-Monogram did quite a nice job of replicating the Aerovette in scale. Especially when you consider the relatively low parts count for such a car. They've pretty accurately captured the proportions of the car. The interior looks accurate through the windows, and the engine would make a nice display or diorama piece on its own.

When assembling the *transaxle*, there are no positive locating devices, so you'll have to exhibit a bit of patience and finesse. Despite its 2-piece part count, the transaxle effectively represents the chain-driven hydramatic and its 90 degree driveshaft feed through the engine's oil pan.

The *engine* assembles nicely into a very good likeness of the Aerovette's 350. One area where modelers will have to do some part correcting is the carburetor. While nicely rendered, it's upside down. R-M put the key that locks the carb to the intake manifold on what should have been the top of the carb, not the bottom. Conversely, they placed the hole which receives the air cleaner's mounting pin on the baseplate of the carb, not the top. Is this important? Sorta. Left uncorrected, the air cleaner not only doesn't fit well, it contacts the rear window when you slip the finished chassis into the body and prevents the chassis from fitting fully and firmly in place. But only a little. It imparts a most minor rake, which the car should not display. Most importantly, it looks like poor modeling when you see the mis-oriented carb through the large rear window designed to frame and highlight the engine. So I recommend you drill through the carb and mount it correctly.

At first glance, I thought the *valve covers* had been short-shot victims. Later, I found that the gasket flanges are purposely notched to provide clearance around the intake manifold. That being the case, they are keyed to fit one side only. When installing the distributor, position it so that the molded-on coil points to the rear of the engine as it does on the prototype. The directions guide you to install it 45 degrees off.

Most finicky are the *exhaust manifolds*. Despite having alignment nubs, they do not locate positively to the cylinder heads. This is important as they are molded to the exhaust pipes. You have to glue them to the engine long before the engine goes into the chassis and even longer before the other end of the exhaust pipes are glued into the common muffler. So you really have no guidance as to how and where the exhaust pipe ends should be aligned. I guessed at where to position them. They came out uneven, but after jamming the muffler in place, they were pushed into proper position.

Overly simplified front and rear suspensions do little to enhance realism, but they keep the body off the table. The Aerovette's front suspension comes in two parts: a base plate with the lower A-arms and connected upper A-arms with spring stubs. Its rear suspension comprises a lower A-arm section, a differential with axles section, and two coil-over shocks. When assembling the rear suspension, your task will

be much easier if you glue the rear axle (*part # 33*) to the lower A-arm section (*part #32*) **BEFORE** gluing either part to the engine/transaxle assembly.

The *wheels and tires* really look good. They just aren't right. The Aerovette rides on *Goodyear Steelgard radials* in my reference photos, rather than *Goodyear Eagle GSC's*. Considering the expense involved in producing tire molds, it isn't surprising that R-M didn't include the Steelgards. The wheels correctly capture the different offsets of the front and rear wheels, but the 10 openings in the wheels appear a touch wide, rendering the material between them a touch too thin.

Curiously, R-M neglected to represent any of the *control pedals* in the otherwise well-done *eight-piece interior*. There are no *accelerator or brake pedals*. Aside from that and the omission of a minor detail on the separate door panels, the interior is quite well replicated. The barren dash is a bit mis-shapen from the steering wheel pod across the passenger side, but the steering wheel, and turn-signal stalk are spot-on. The seats are pleated properly and feature realistic leather wrinkles. Some of the knobs on the console appear a bit "heavy", but they appear to be positioned right.

As mentioned before, the *body* is quite well-proportioned with the only trouble spot being right in the middle, along the rear edge of the doors, where the body seems a touch tall. Not a big deal. The doors display keyholes which I found in only some of my references. I'm not positive, but I think they were added about the time that the car lost its four-rotor engine and became the Aerovette, but they may have been added later. At first, the doors appeared a bit stubby to me, but after evaluating them against a nearly 1/25 scale, dead-on side view photo of the prototype, I found that their stubby appearance mirrors the prototype.

Another curious omission from the Aerovette is the *windshield wipers*. When the Aerovette was the Four-Rotor Car, it had no outside rearview mirrors. When it became the Aerovette, a set of sporty mirrors was custom fitted to the angled side window glass. R-M has captured the spirit of the mirrors in one-piece units that are nearly correctly angled. Detail fanatics will want to add a little material and do some filing to adjust the mirror angle. The windshield is quite a fiddly-bit to install. There is no positive positioning, so watch that it doesn't move around on you while gluing it in place.

With the glaring exception of the nose and tail pieces, the body's panel lines are all in their proper places and accounted for. It appears that production and assembly considerations are at the root of the problems with the nose and tail pieces. They are to be attached after the chassis is in place, leaving seams which do not appear on the prototype.

Two methods of dealing with this come to mind: one is to follow the directions, fully assemble the kit, then do your body work and painting with lots of careful masking ala the aircraft modelers approach. The other is to attach the nose and tail pieces before starting to build the kit, doing your body work and painting when you normally would, then cutting down the chassis so it will fit in the completed body.

R-M includes *decals* for the wheel centers, body emblems, and scripts. Printed in black, white, and red, the decals in the review sample and in another sample both displayed mis-registration of the red ink.

On the whole, this simple kit represents the Aerovette nicely. It will be a good bit of work for detail freaks, especially in the suspension. But if you'd just like a nice model of the Aerovette for your shelf, this kit will do the job admirably.

To learn more about the Aerovette and its predecessors, check out the following books:

Cars that Never Were, by the Auto Editors of Consumer Guide. Pages 66-69.

Corvette: A Piece of the Action, by the Editors of Automobile Quarterly with William L. Mitchell and Allan Girdler. Pages 18-19, 24-27.

Corvette: The Classic Marque, by John Lamm. Pages 78, 83-84.

Dream Cars, by Jean-Rodolphe Piccard. Page 143.

At this point, I would like to join the chorus of modelers who for years have been asking that the domestic model kit makers please *bag all chrome-plated and clear parts separately*. I can't see that cost is a valid concern as kit prices continue to rise anyway, and bagging the parts that need protection the most is an expense that we are readily willing to pay.

By: Tim Powers

"PRO SHOP" 1957 CHEVY BEL AIR

[AMT/ERTL #8455; modified reissue; 1/25th scale; 161 pieces, plus 28 photoetched pieces, decals, and chrome foil]

A classic kit of a classic car. Like it or not, one of the cars that said 'Classic' was the *1957 Chevy*. In our modeling world, the 1957 Chevy has been the subject of many a project, in many variations, from the major model manufacturers, as well as the resin and aftermarket industry. Now, the majority of the 1957 Chevy model cars manufactured have been the AMT version, in continuous production from 1963 through 1996. While it was fairly simple, it was well-proportioned, easy to build, and custom and racing parts included in the kit made for many different variations. In my opinion, this was the best model kit of the 1957 Chevy, until AMT/ERTL decided to retool the kit for an early 1998 release.

The "*Pro Shop*" version is actually the second issue of the revamped kit. This kit is marketed towards the enthusiast modeler, in that *photoetched parts* are included, as well as *soft vinyl "rubber" parts*, and *chrome foil*, and most importantly, a body molded in white.

Now, if you have read any of my reviews, they have always stated the same thing-no model is perfect. AMT/ERTL has a winner here and there is no doubt in my mind that this is one of the best, if not the best, model on the market. Even though it is one of the most expensive domestically-produced kits on the market with an *\$18.00 list price*, there is quite a bit of value inside this box, when you take into account the photoetch parts, chrome foil, engine spark plug wires, and the soft hoses and bumper bullets. The kit is very well detailed, with *over 160 pieces* to enable the build-up of a replica stock version (no custom or racing parts are included). With such a high parts count, you know the detail is phenomenal, but there are still a few things missing, like *steerable wheels*, *opening doors*, etc. My pet peeves with this one are as follows:

- Mold lines on the sides of the bumpers
- Ill-fitting wheel covers

Minor points to be sure, as I will correct these minor flaws when I assemble the kit my way.

- The kit's high points are:
- Crisply engraved parts
- Hidden mold lines on the body
- White styrene
- Accurate painting instructions for the sub-assemblies
- Color combination chart
- Soft parts-(hoses and bumper bullets)
- Chrome foil
- Spark plug wiring
- Photoetch parts
- Excellent parts fit

I predict that this kit and its variants will be very good sellers for AMT/ERTL and you know the aftermarket will have a field day with this kit! My convertible and Nomad will be forthcoming. Yes, I like this kit, and if you have the skill, I challenge you to build one, right, Lyle?

By: Ron Hamilton

P.S. The gauntlet has been thrown!

"Big Dodge"

*(Sung to the tune of
"Big John")*

Every morning at the strip you could see
it arrive,
It turned one thirty-four in
ten-o-five;
Kinda stirred up the pits when its mill
was twitchin',
Everyone around knew this rod was
bitchin'....Big Dodge
Nobody seemed to know where Dodge
called home,
In the east or the west it was never alone;
Within the pits you could see its tent,
And it only dragged places where

everyone went....Big Dodge
Some say it came from an eastern town,
Where a wild, woolly Mustang shut it down;
And the crashin' fall of a giant
wheelstand,
Sent a drag strip official to the Promised
Land....Big Dodge
Then came the day when the Big
Boys rolled,
Chevys broke and Plymouths ran clod;
Mopars were winnin' while Fords took
Gas,
Everyone thought they'd won their
last....'cept Dodge
Through the smoke and fumes of this
man-made hell,
Stormed a giant of a car that we all
knew well;

Mopars thought they would take it
with ease,
But little did they know they would
eat the cheese....Big Dodge
The Ford and the Dodge were comin'
on strong,
But all of a sudden something went
wrong;
The Dodge lost control and started
to spin,

Then it was a cinch for the Ford to
win....poor Dodge
We found its mangled parts scattered
far and near,
And we couldn't help but shed a tear;
We hung this sign on its wiped out mill:
ONE DODGE STOCKER-
SLIGHTLY USED-FOR SALE
-Bob Rutledge

(Thanks to our own Richard Wilson for this little ditty!)

BITS & PIECES

- **Diecast Kool!** The '98 Hot Wheels line-up is here, and there are some really neat cars for those of us into this aspect of car collecting-a '32 *Ford 3-window fenderless coupe w/flames*, a '40 *Ford drag-style pickup*, '63 *T-Bird convertible*, '65 *Impala lowrider*, '70 *Roadrunner*, a *customized Chevy 3500 dually*, *'Dairy Delivery'* (customized milk truck), a *Dodge Caravan*, a *Dodge Sidewinder*, an *Escort Rally*, a *hot little Go Kart*, *"Hot Seat"* (don't ask!), an *IROC Firebird*, a *Jaguar D-Type*, a *Jaguar XK8*, *"Lakester (a bellytanker!)"*, *Mercedes SLK*, *Mustang Cobra racer*, '70 *Mustang Mach I*, a '70 *Barracuda convert (w/shaker hood scoop!)*, a *Panoz GTR-1*, *Pikes Peak Celica*, *Slideout (Sprint car which may or may not have been cancelled)*, *Solar Eagle III*, *Super Comp dragster*, *Sweet 16 II*, *Tail Dragger ('39 Lincoln-style rod!)*, *Tow Jam (customized tow truck)*, *At-a-Tude (customized Stude)*, *Bad Mudder (Off-Road Ford truck)*, *Callaway C-7*, *Cat-A-Pult (appears to be a Cheetah)*, *Chaparral 2*, *Chrysler Thunderbolt*, *Dodge Concept car (Copperhead!)*, *Double vision*, *Express Lane (hot rodded shopping cart!)*, *Fathom This (?!)*, *Ford GT-90*, *Super Modified*, *Whatta Drag*, '63 *Corvette*, '67 *Camaro*, *Mercedes C-class*, and a *427 Cobra (the last 4 in their Race Team, Series 4)*. Got some really kool stuff comin', so watch for 'em!
- **Get well wishes!** Hope everyone had a chance to sign the card at last month's meeting for *Bill Richards*, who was scheduled for *surgery on his neck*. Also on the mend is our own *Harry Charon*, the vict, er recipient of a *recent knee operation*. Hope you guys are on the mend, and back to whacking plastic by now!
- **Mounted Police?!** Seems as though the *Baltimore PD* are now sporting sporty *Ford Mustangs*, according to a recent article in *The Baltimore Sun* newspaper. Apparently, the Mustangs are traffic enforcement vehicles, as opposed to chase vehicles. Consequently, they have smaller engines, and lack heavy duty suspensions like their *larger Crown Vic brothers*. The day they went into service, they stopped several *speeders* and *red light-runners* in downtown Baltimore. Apparently, the gent who received the *\$120 ticket for blowing the red light* had a novel excuse-he blamed the Mustang Traffic Enforcement vehicle, as he was so busy checking it out, he claims that is why he blew the light!
- **Radar on the Autobahn?!** Say it isn't so! A recent item in the *Washington Times* reports that members of the Environmental Greens party, a prospective coalition partner of Chancellor candidate Gerhard Schroeder, that they would seek a *60 mph speed limit* on the *Autobahn*, where, as everyone knows, there is no speed limit, and cruising at *125 mph or more* is considered a *German birthright*. Time will tell as to whether or not the Autobahn will become '*politically correct*.'
- **Miniature T-Bird Sports roadster.** The gang at *Danbury Mint* seem to be serious at taking it to the guys from *Franklin Mint!* Danbury Mint has just announced a *1962 Ford Thunderbird Sports Roadster* which will feature *opening hood, doors, and trunk, as well as a tonneau cover, removable convertible top, and last but not least, the "Swingaway" steering wheel!* Danbury will also release a *1969 Pontiac GTO Judge (Hey!!)* in *Carousel Red*. The *price* for the *T-Bird* is only *\$109*, while the *Judge* price is not known, although the *Judge* will start shipping in July. Contact *Danbury Mint at 47 Richards Avenue Norwalk, CT 06857*.
- **Mourn the passing of an old friend!** Guess by now, you've all heard about the *death* of *Car Modeler* magazine. It will not really die, just become a *yearly "How-to" type of publication*. Meanwhile, the frequency of *Scale Auto Enthusiast* will be increased to 8 times per year. It remains to be seen how this will work out!

- **Getting the Anniversary 'Bird!** Rumor has it (*according to the August '98 issue of Motor Trend*) that the **1999 Firebird** will be available in a special **30th Anniversary white paint job with twin blue stripes with "Screamin' Chickens" within them.** If you'll remember, the first Trans Am had this twin-stripe arrangement.
- **"We're somebody!"** The *new contest annual*, due to be published this fall by the gang at *Kalmbach*, will include *coverage* of our **Mid-Atlantic NNL show** (or so I am told)! It's nice to be back, eh? *Watch for it!*
- **More meeting dates!** Here are the **1998 dates** for **Mark Wheeler's club**, "**Our Model is Christ**": January 11th, February 8th, March 8th, April 5th, May 3rd, June 14th, July 12th, August 9th, September 13th, October 11th, November 8th, and December 13th. The meetings are held at the First Christian Church on 320 Oak Manor Drive in Glen Burnie, MD from 2-5 P.M. in the Fellowship hall. For info, call (410)761-3863 or (410)551-4230. Bring a friend!

COMING EVENTS

- **July 15th to 19th- The National Desoto club** (*Hey, Matt!!*) is celebrating 70 years of Desoto with a **Convention** in the Valley Forge area of Pennsylvania. Check the Internet at www.desoto.org for further info.
- **July 19th-Fort Smallwood Park Rod Run Picnic** sponsored by *Vintage Tin of MD.*
- **July 24th to 26th- Summer Carlisle** at the Fairgrounds in Carlisle, PA. Win an **'82 Z28 Camaro!**
- **Aug. 2nd- The Chrysler Product Owners Club** will hold its **7th Annual car show** in Manassas at Manassas Chrysler-Plymouth, 8100 Centerville Road (Route 28). Spectators welcome, and no registration fee is required. For info, contact Jerry Kaiz at (301)460-5719 or Ted Walton at (703)323-1941.
- **Aug. 8th-23rd Annual Buick show** from 9 A.M. to 4 P.M. on the Rockville campus of Montgomery College. The show will feature Buicks from 1903 to 1973 registered in 11 classes. For info, call (410)747-0661, or (301)464-0517.
- **Aug. 9th-The Mid-Atlantic Camaro club** will hold its' **9th Annual show** at **Koons Chevrolet** in Tyson's Corner. At least 16 classes will be featured, including stock, modified, street, and Pro Street. For info, call Dave or Elaine at (703)385-8763 or R.C. Woolfenden at (703)237-8209.
- **Aug. 9th-Seventh Annual St. Mary's County Crime Solvers Classic Car Show** from 8:30 A.M. to 3 P.M. at the Hollywood VFD in Hollywood, MD. Vehicle registration-\$10, Spectators-\$2, kids 6-12-\$1 (kids under 6 free). For info, call DFC Keith Fretwell at (301)863-6400, or David Raulerson at (301)884-8910.
- **Aug. 15th-23rd Annual Tobacco Trail Antique and Classic Car Show** from 7:30 A.M. (*Car Registration/Flea Market*) to 3 P.M. (*Trophy & Award presentation*) at Allen Pond in Bowie, MD. Open to all **Antique, Classic, and Custom/Modified vehicles.** Flea market, first thru third place awards, long distance awards, picnic tables/shade trees, paddle boat rentals, and food and beverage available. For info, call Jim Scheidel at (301)855-8136. (*Fire extinguishers required in all vehicles*)
- **Aug. 16th-Turbo Buick "Show-Off VIII" Car show** from 10 A.M. to 3 P.M. (Rain or shine) at Phoenix Pontiac/Buick on Routes 23 & 724 in Phoenixville, PA. All V-6, Turbo V-6, and V-8 Buicks, & '89 Turbo T/A's (Buick-powered) welcome!
- **Aug. 22nd-The Jet Car Nationals** at MIR.
- **Aug. 22nd-Volunteer State Classic V Southern Fried NNL Model Contest and Swap Meet** presented by the Knoxville Scale Auto Modelers at the Smoky Mountain Convention Center in Pigeon Forge, TN. This years' theme is **Wet 'N Wild!** For info, contact Bruce Cloninger at (423)693-3496, or Bill Crowder at (423)983-3336, or E-mail conceptone@worldnet.att.net.
- **Aug. 28th to 30th- Corvettes at Carlisle** at the Fairgrounds in Carlisle, PA. Win a **'78 Pace car!**
- **Sept. 11th, 12th, & 13th-Flowmaster Pro Street Invitational** at Virginia Motorsports Park in Dinwiddie, VA, using HOT ROD Magazine rules.
- **Sept. 12th-34th Annual Laurel Lions club Auto Show and Flea market** at Laurel Park, in Laurel, MD.
- **Sept. 25th to 27th-7th Annual President's Cup Nationals** at MIR..
- **Oct. 1st to 4th-Fall Carlisle** at the Fairgrounds in Carlisle, PA.
- **Oct. 10th-Third Annual NUCAR Pontiac Show** sponsored by the GTO Club of Delaware, Inc. At NUCAR Pontiac.
- **Oct. 17th-Beechwood Classic '98 Model Contest and Swap Meet** at Beechwood High School to benefit the Beechwood Athletic Boosters, 54 Beechwood Road, Fort Mitchell, Kentucky from 8:30 A.M. to 3:30

P.M. For info, send an SASE to Okey Spaulding, 935 Western Ave., Covington, Kentucky 410011, or call (606)581-3758 after 6 P.M., or E-mail Robbshelby@aol.com.

- Oct. 17th and 18th-**5th Annual Ford Fever Classic** at MIR presented by Washington Area Ford dealers.
- Nov. 7th- **1998 NNL Southern Nationals** from 10 A.M.-4 P.M. at the Smyrna Community Center in Smyrna, Georgia. Main themes are '*Animal House*' (any car named after a Firebird, Barracuda, Viper, Impala, etc.) and '*Big, Ugly cars*' (If it's huge, hideous, and sucks gas, it's in!). For info, contact Paul Wehner 2459 Jacks View CT Snellville, GA 30078 (770)985-5953.
- Dec. 5th & 6th-**9th Annual Street Cars of Desire Car show and Automotive flea market** at the MD state fairgrounds, Cow Palace in Timonium, MD. Call (410)876-3842 (until 9 P.M. .S.T.) for further info.

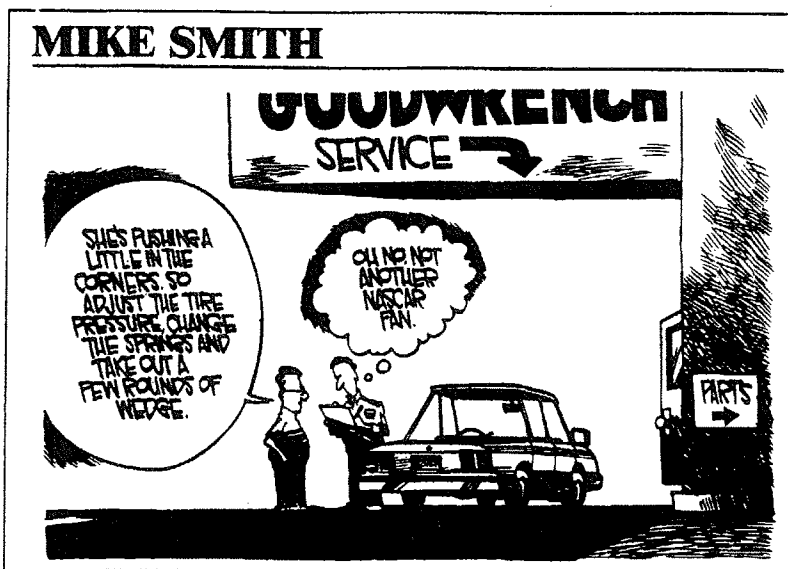
CLASSIFIEDS

WANTED- Saleen-style rear wing for *Mustang GT*. Contact Zoli Honecny at (301)805-1149.

WANTED- Removable hardtop from any XKE Jaguar convertible kit. Also, complete BMW Isetta kit wanted (any manufacturer). Contact Tom Gunshannon at 579 Washington Avenue Larksville, PA 18651 (717)288-8888.

WANTED- (7) *Johan showcases*. Will trade for new Revell-Monogram cases. Also need a set of *Revell-Monogram Chevy Rally wheels*. Call Dave Lewis at (410)484-5070.

WANTED- *Pontiac parts (a man after my own heart!)*: '70 GTO tail light lenses, (2) sets of Rally II wheels, (1) set of 8-lug aluminum wheels, '69 Grand Prix rear bumper, chassis, parking and tail lights, (3) Pontiac engines, nose piece for a '65 Pontiac, and a front bumper, grille, and rear bumper for a '67 Corvette. All parts 1/25th scale, please! Call Joe Bush at (410)592-7926.



My last visit to 'Mr. Goodwrench'!

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