

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

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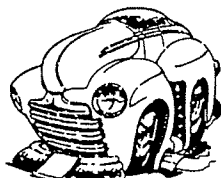
by: "GTO"

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

Well gang, the January meeting had about 45 people in attendance. It was a very laid-back meeting, with *another 'First' for MAMA's BoyZ*-an *'Audio Kit Review'* of the new *Galaxy Chevy Sedan Delivery*, delivered by our *own Norman Veber*. Norm detailed a few tips and tricks in the assembly of the kit which should make assembling one easier for those following. Thanks, Norm!

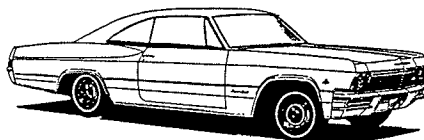
The raffle raised \$80.00 (as well as \$31.00 from the box). The club would like to thank the following raffle donors: *Ron Bradley, Lyle Willits, Brad, Mike Hemp, Tim Powers, Rick Fox, Dan Noll, Rex Turner, Ron Hamilton, Chris Whalley, and Replicas & Miniatures Co. Of MD.* Special thanks also go out 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

Craft House Corporation (Lindberg)
328 N. Westwood Ave.
Toledo, OH 43607-3343



'99 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 16th
February 20th
March 20th
April 17th
May 15th
June 19th



July 17th
August 21st
September 18th
October 23rd
November 20th
December 18th

Note: This is the Fourth Saturday!

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, a club member may reserve any kit that is available 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*):

- **'70 Corvette ZR-1 Snapfast Plus** (AMT/ERTL #30073): Molded in Red....unassembled promo....nice Chevy Rally wheels, mounting nice, wide tires w/o sidewall detail....clear red tail lights....waterslide decals include both white and black LT-1 hood stripes, (2) graphics for the sides, and three sets of plates-'CAN FLY', '200 YRS' Washington DC, and 'Corvette Fever'....six paints (*silver, red, blue, flat gray, flat and gloss black*), and a paintbrush. (*Available*)
- **Viper and Diablo Rally Pack Snapfast Plus** (AMT/ERTL #30075): Molded in Red (Viper), and Yellow (Diablo)....1/32nd scale....waterslide decals include 'Viper RT/10' and Michigan plates, along with windshield 'Viper' decals, while the Lambo only includes two red squiggle graphics....six paints (*silver, red, blue, flat gray, flat and gloss black*), and a paintbrush. (*Available*)
- **'69 Dodge Charger Daytona ProModeler** (Revell-Monogram #5946): Molded in white....same comprehensive book-style instructions as in other Promodeler kits....choice of 440 or Hemi powertrains, with an engine stand included to display unused powertrain....platform-style interior, w/multi-piece floor console (*w/4-speed shifter*), dash w/wood three-spoke steering wheel, 4-piece bucket seats....Magnum 500 rims, mounting redline tires (only one of mine was out of round)....multi-piece front and rear suspensions....all exterior trim (*windshield wipers, door handles, etc.*) are separate....photoetch tree includes 'Charger', 'HEMI', badges, brass screen for air opening, hood pins, dash gauge panel, switch plate, and fan....Hemi engine includes NASCAR-style air cleaner, and headers....two-spoke steering wheel, oil cooler, 3-piece roll cage, and properly braced 2-piece bucket seat, along with stock side panels (*incorrect*)....proper exhaust dumps....chrome reverse wheels mount onto Goodyear racing tires....decals consist of black, white, red, and yellow rear deck striping, several underhood markings, all exterior emblems, dash gauges, 3 sets of plates-'69TOPGUN' NC, 'WIKDWING' CA, and 'ZXT 940' CA (vintage), in addition to several 6 numerals of various sizes, black/white 'Dodge', Daytona', and CID displacement markings, and vintage contingency decals. (*Not Available*)
- **'62 Buick Electra 225** (AMT/ERTL Pro Shop #6116): Molded in Lt. Gray....8-piece nailhead V-8....tub-style interior w/bucket seats molded in....opening hood, separate, chrome Buick ports....stock and custom hubcaps, mounting skinny Firestone blackwalls....assorted custom parts, including continental kit....Black/Magenta graphics, CA 'HARDTOP', AZ 'SIM 816' plates, tach gauge face. (*Not Available*)
- **Porsche 935 Plus Pack** (AMT/ERTL #30072): Molded in Yellow....simplified chassis pan w/steerable wheels....low profile tires which resemble 'O' rings (in two different sizes) mounting unplated BBS rims w/optional cooling vents....six paints (*silver, red, blue, fl. Gray, flat/gloss black*), paint brush, and non-toxic cement....Martini racing decals included, despite not being shown. (*Available*)
- **'Virginia Giant' Ford Monster truck Snapfast Plus** (AMT/ERTL #30039; 1/32nd scale): Molded in magenta....four nice, rubber tires, two-piece rims, and metal axles....cab and bed molded together, w/separate front and rear bumpers, lights/light bar, and visor....very nice waterslide markings, including head, tail, and roof lenses. (*Available*)
- **'Carolina Crusher' Chevy monster truck Snapfast Plus** (AMT/ERTL #30040; 1/32nd scale): Molded in red and yellow, w/some pre-painting (yellow portion at rear of body)....see 'Virginia Giant' above for remainder. (*Available*)
- **'Cheerios' Taurus Snapfast** (AMT/ERTL #30022): Molded in yellow, w/major markings already present....black plastic glass unit retained by four plastic snaps....open slots on Bassett rims....rubber tires....chassis retained by four plastic snaps....contingency markings, tire markings, Assoc. sponsors incl. on separate waterslide sheet. (*Available*)
- **'Valvoline' Taurus** (AMT/ERTL #30023): Molded in Dark Blue w/major markings already present....see 'Cheerios' Taurus for remainder. (*Not Available*)
- **'McDonalds' Taurus** (AMT/ERTL #30024): Molded in Red, w/most major markings already present....see 'Cheerios' Taurus for remainder. (*Available*)

ED. Note: I don't know about you, but I am definitely not a fan of the new Revell-Monogram boxes. I don't know if it is merely the rush to check out the contents of a new kit or what, but I have suffered several small, agonizing paper cuts.

[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 him or herself), 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 him or her 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 a review of it within a reasonable time, that you will not receive another!]

Seminar Listing

Bare Metal Foil-Ron Hamilton ✓

Gold Foil application-Matt Guilfoyle ✓

Fear of Photoetch-Lyle Willits (?) ✓

Interior Detailing

Door Hinges

Engine Detailing-Norman Veber

Paint Polishing

Airbrush Technique

Restoration of a Built-up model

Decal Application

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

Building a resin kit/conversion

Tire Detailing

1960 Chevy Impala Hardtop

[Rev/Mon # 85-2532, 145 pieces, white, clear, clear red, vinyl tires with white wall inserts]

Having owned and restored a Roman Red '60 Impala 2-door Sport Coupe (Chevy didn't call them "hardtops") in the mid-eighties, I have wanted to duplicate my car in scale plastic for 15 years. (NO Chad, I didn't own it new....I was only 11 in 1960) There have been resin samples available for quite some time, but these were repops of old SMP promos and far from today's standards of accuracy and detail. Since the introduction of the '59 Impala kit from Monogram in August of 1993, I have been hoping that the kit would be reissued as a '60 and it's finally here. The lowrider version was issued before this stock-only kit and there are many '59 Impala parts and lowrider hardware still on the plastic sprues. To save paper, trees, the economy and our editors increasingly aging fingers (Ed. Note: Thanks, Lyle!), I will detail what is NEW in this kit as I am sure most are familiar with the '59 Impala hardtop and convertible kits.

CHASSIS: 21 piece reissued chassis components with excellent detail throughout.

ENGINE/UNDERHOOD AREA: Excellent 348 c.i. engine is assembled from 25 pieces providing the builder with the tri-carb option only. Each part is beautifully detailed and accurate. Separate items include radiator, fan shroud, battery, washer fluid tank, master cylinder, wiper motor, etc.

INTERIOR: Built up from the floor pan with separate door/side panels, seats, arm rests, chromed window cranks, 3-piece dash. These items are all reissued from the '59 with, of course, the new '60 patterns engraved. The elaborate white-checked seat patterns are provided as decals in either red or blue.

BODY: The '60 body with separate hood and trunk lid is of course all new and the engraving and proportions are excellent. Chromed "rocket" side trim mounts into indentations in the body. Very careful masking or brush painting will be required on these trim pieces. It may be easier to just attach these pieces to the body before painting and then metal foil them in normal fashion-the choice is yours. Very accurate grille and rear fascia trim panels are provided along with clear headlights and clear red taillights. Separate hood hinges, trunk lid hinges, door handles, wipers, mirrors, chromed trunk lid trim, chromed hood edge trim, aerals and front and rear bumpers complete the body assembly. The ribbed center sections of the front and rear bumpers were aluminum, so those areas need to be painted with flat clear for accuracy. Separate chromed vent window frames and the trim piece for the fake roof scoop are nicely done. Fender skirts are not provided, as they were in the '59 kit!

WHEELS & TIRES: Normally, this would not be a separate category for a kit review, but unfortunately, this is an area of great disappointment in this kit. Monogram-Revell took what I think is a huge shortcut and left only the reissued '59 wheel covers in this kit. Although similar, there is a marked difference between '59 and '60 Impala wheel covers. Would a '57 Chevy look right with '56 wheel covers???? NO! The tires provided are the no-name tires with white plastic inserts found in many of the "fifties" car kits from Monogram-Revell. The correct factory-supplied tires for a '60 Impala were B.F. Goodrich Silvertown tires, which are found in the "59 Cadillac kits. For you detail freaks, the white wall width was 2 1/4 inches. I am currently trying to modify one of these incorrect wheel covers to duplicate the correct '60 item. If successful, these will be resin cast by Replicas & Miniatures Company of Maryland. The separate, optional chromed spinners are correctly carried over from the '59 Impala kit, as these items were available for both years.

DECALS: The decal sheet is one of the finest I've ever seen in a kit. Virtually all emblems and scripts for the entire car are there. The aforementioned beautiful interior patterns are provided in two colors. Dash gauge faces, jacking

instruction and caution labels for the trunk lid, 3 sets of license plates, "*OK Used Car*" tags, all underhood labels and eight small black stripes for the front fender chromed "hash marks" are all there.

In summary, this is an excellent kit and fills a long vacant opening in the Impala lineup of 1/25-scale replicas. I suppose I have been spoiled by the near perfection of Rev/Mon kits for the past five years and I am very disappointed in the incorrect wheel covers, but this one glitch should not stop anyone from getting one or more of these superb kits. There is a solution to every problem (*Oh geeeeeeez.....I hit the big 5-OH and became philosophical.....don't ya just hate that !?!*)

Lyle 'officially a grey beard modeller now' Willits

'60 Chevy Custom Fleetside

[AMT/ERTL # 6310; 1/25th scale; 100+ pieces; gray, chrome, clear, transparent red, vinyl tires]

Score another winner for *AMT/ERTL*! Their 1960 Chevy Custom Fleetside kit is very well done. The parts of this kit interlock so well that they nearly snap together. Just about every part has some sort of pin to give it positive location and a solid feel.

The 1960 Chevy pickup ushered in the modern era of pickup trucks for Chevrolet. This all-new design was lower and sleeker than the big, burly trucks of the late 50's. Not only was the body all new, the chassis was a radical departure in truck chassis design. It featured torsion bar front suspension and a trailing arm rear suspension with coil springs rather than leaf springs. There was but one feature carried over from the older truck design, the wrap-around windshield concept.

We finally have a nicely detailed early 60's 235 cubic inch displacement Chevy straight six engine! *AMT/ERTL* modeled this engine in 18 separate parts. Even though the block and transmission are molded in traditional halves resulting in the nefarious seam on the bottom of the tranny, the seam nearly disappears when using liquid glue. That which remains is easily cleaned up with some filing and sanding. The molded-in cylinder head features spark plug detail and all the accessories (*e.g., starter, coil, and distributor*) are separate items. The instructions call for you to paint this beautiful Chevy straight six light blue. This is not correct, as you well know. It should be a light gray-blue. But it should not be Chevy engine orange (*as shown on the incorrect box art model*), because Chevy didn't start painting their straight 6's orange until a few years later.

The *23-piece chassis* realistically depicts the innovative structure and suspension under a '60 Chevy pickup. The nine pieces that make up the coil spring rear suspension include a panhard bar. Raising or lowering the back end of this truck will be easily accomplished by changing the height of the rear coil springs. The nine piece front suspension is not poseable, but it is easily made to be. The uprights have round pins at the top and bottom; all you have to do is modify the tie rods. Changing the ride height of the front end will be quite a different story. Flipping the uprights upside-down won't do a thing. It looks as if you'll have to reposition the A-arms and shorten the shocks if you want to lower this front end. Raising it appears only slightly easier. One nice detail on the chassis is the inclusion of a steering box. Not only is the steering box present, but also molding in the engine compartment gives the illusion of it being continued through the fender well and up to the firewall.

Wheels and tires are nothing new or exciting. The tires are *AMT/ERTL*'s old Firestone Supremes. The wheel backs give only the mild impression of a drum brake backing plate. The wheel covers need some detail painting and washing to tone down the excessive brightness of their all-chrome faces.

The *cab* of the truck features a separate roof panel, much like Revell-Monogram did with their 1964 and 1965 versions of the Chevy pickup. Of course, *AMT/ERTL* did them one better by adding pins to positively locate the roof. Unfortunately, the fit of the roof panel to the body will require some tweaking with a file to perfect. The cab features the small rear window. Should you decide to cut it out to the large rear window size, you'll have to modify some interior parts (*see the interior section below*). Under the hood, the radiator support is a two-piece affair to which the radiator and separate horn attach. The separate firewall slips in from below and displays strong detail. The parts of the body that form the grille surround should appear to be separate parts. *AMT/ERTL* cleverly achieved this look by making them separate parts.

The *hood* is formed from upper and lower portions. Once cemented together with liquid cement, the seam, which is smartly located on a natural bodyline, is easily sanded away. What isn't so easily done away with is the excess width of the hood. It is a bit too wide. The best remedy is to take a cut of about .030" (*roughly two razor-saw blades*) out of the center of the hood. That way you don't have to worry about the separate turn signal "eyebrows" fitting in their pockets. You just have to adjust the mounting hole for the bow tie emblem in the center.

The *six-foot bed* features *open stake pockets*! How long have we been asking for this? Kit manufacturers do listen to us. Both top and bottom of the bed floor display wood grain details, though I seem to recall that after sometime around the late 40's, Chevy covered the wood in the bed floor with sheet metal. Perhaps *AMT/ERTL* patterned this kit on an "over restored" truck. Maybe my fallible memory has misled me once again. The taillight panels are separate parts that have the tailgate latches and chains molded to them. To fit them properly, you'll have to attach them to the body before painting so that you can file and sand them to conform to the fenders. This means you'll have to remove the latches from the panels, otherwise they'll impede placement of the tailgate. These pieces would have been better molded separately.

While accurately detailed, the *platform-type interior* suffers from one malady – the driver’s seat is afflicted with gigantism. This seat is big. Ever seen that kids show called, the “Big, Comfy Couch?” Okay, it isn’t quite that big, but it is too big for this model’s interior. It appears nearly five scale inches too tall. And it’s so wide that the door panels rest directly against it. Unfortunately, the back wall of the platform mimics the seat’s towering height, but that’s easily corrected with a razor saw. Really, there are only two circumstances under which the seat needs to be corrected: one is when you want to achieve the ultimate in accuracy, and the other is when you choose to open the rear window of the cab from the small size to the large size. This seat will stick nearly halfway up in the enlarged window. Aside from the gargantuan seat, the interior is very well done. The dash alone builds up from five parts: basic panel, steering column, steering wheel, and two “eyebrows” that cover the gauge area and the glove box area. Headliner details are prominently molded to the underside of the roof.

Glasswork includes a wrap-around windshield with integral wing windows and sunvisors, a small rear window, four headlights, and two red-tinted taillights. The clear parts really should have been bagged to prevent the kind of scratching our review sample displayed. The taillight lenses feature delicate Chevrolet bow ties molded into the flute pattern.

The modest, but well-registered, **decal sheet** features three sets of vintage license plates from Illinois (**FLEET**), Colorado (**AM 0816**), and Nebraska (**30-4878**). They all appear to be undersize. Curiously, they aren’t all the same size. The **instructions** are a thorough, step-by-step guide to painting and assembling the kit. Unfortunately, the parts aren’t named. That’s a disservice to modelers who aren’t well versed in automotive lingo. Many of us learned the names of at least a few car parts in our early years from reading model kit instructions. Also lacking was any descriptive text about 1960 Chevy pickups. AMT/ERTL did; however, include some good tips on assembling and painting a model kit. They also score high marks for including a complete list of exterior colors, in factory names, and instructions for optional two-tone schemes.

Overall, this is a very nice kit. It goes together well. It’s well detailed. And it’s bound to supply straight sixes for many other projects. By kit bashing AMT/ERTL’S 1960 Chevy pickup with a Revell-Monogram 1964 Chevy pickup, a 1963 version shouldn’t be too hard to create for you more adventurous builders.

By: Tim Powers

1948 Ford Convertible

[Revell-Monogram ProModeler #5952; two versions-stock or custom; 145 pieces; white, chrome, clear, clear red, set each of blackwall and whitewall tires]

The **instructions** in this kit are excellent, with several photos of the engine, heater, dashboard, wheels, and interior. Also included are helpful hints on painting and applying decals.

Engine: In the January 1999 newsletter, **Mike Hemp** did a review of the **1948 Woody**, which shares the same engine as this kit. However, the engine for the custom version includes chrome cylinder heads, exhaust manifolds, air cleaner, fuel pump, and an alternator in place of the generator on the stock version. A nice three-barrel carburetor is included.

Chassis: This model has a box-type chassis with separate X-member. Included are front and rear transverse leaf springs with radius rods, tie rod, front and rear shocks, stabilizer bars, and brake backing plates. 1948 was the last year for the old “Buggy Spring” suspension. In 1949, Fords featured parallel leaf springs in the rear, with coil springs up front.

Interior: Consists of a two-piece platform-style interior, with separate side panels for both stock and custom versions. The engraving and 3d dimensional detail is very good. The two-piece dashboard is also very nicely engraved. Decals and clear plastic bezels provide a nice touch. The builder also has his choice of steering wheels-stock or custom. The stock steering wheel has a separate chrome horn ring. The steering column also features a chrome gearshift. The underdash heater is molded as a separate piece, also including the hoses. The interior floorpan has molded -in floormats, and accelerator pedal, with separate clutch and brake pedals.

Body: The one-piece body with separate hood is well done, however, there are several mold seams that will require attention on both the front and rear fenders as well as the hood. Both stock and custom convertible tops are included, as well as a boot for that top down look. The stock top was molded to show the weave of the canvas, but it is so obscure that it will disappear with the first coat of primer. The inside of the windshield posts have engraved marks to indicate where to cut to provide for the custom top. Hinges for the hood are also present. Chrome parts include: The grille, bumpers, hood ornament, door handles, trunk trim, license holder, and hubcaps. Chrome foil will be needed to complete the body side molding. Only the grille and chrome bumpers are used on the custom version, while the hood and trunk are shaved. Body side molding and door handles are also removed.

Wheels/Tires: The stock version has steel wheels, but unfortunately, without chrome trim rings. Tires are 6.00-16 wide whitewalls. The custom version includes chrome wheels with two 250-75-15 blackwall tires for the front, and two 270-90-15 blackwalls for the rear.

Comments: This is an excellent kit with the most comprehensive instructions I’ve ever seen. Although there are two versions included, I would have preferred a **third option-a 1950’s custom**. This option would require lowering the rear,

shaving the hood and trunk lid, frenching the headlights, the addition of dual spotlights, flipper hubcaps, and fender skirts. Maybe the gang at Revell-Monogram will give us this version next year as a modified reissue? Time will tell!

(Ed. Note: Now then Phil, wasn't that relatively painless? And he didn't do too badly for his first time, did he gang?)

By: Phil Jones

Snapfast Slammer "Street Heat" Concorde

[AMT/ERTL #30003; 1/25th scale; 16 pieces; purple, silver, black, vinyl tires]

The new Chrysler Concorde and its siblings, the Chrysler 300 letter cars, are arguably some of the nicer looking sedan being produced today. And, for whatever the reason, AMT/ERTL decided to add the Concorde to its new line of Snapfast Slammers. One of six vehicles, this line-up features true snap together construction, yielding a true 'slammer'-that is a car with no engine, or interior. While it is true that these kits are intended for younger modelers, The Concorde is strikingly accurate in its basic body lines, making me wonder why AMT/ERTL didn't bring this kit up to full glue kit model status!

Body: The body is nicely proportioned as mentioned earlier. The headlights are lacking in detail, being merely silver painted lenses. The taillights are nicely done, as they should be in red. The most prominent features on the body are the aftermarket wing, an addition I liken to a shopping cart handle, for the way it rises so high off the rear deck, and the factory-applied brushed graphics along the sides of the car. The only thing missing are the outside rear view mirrors, which appear on the box art car. The front and rear bumpers are separate units, with black accents added to the front grille area, and two small scoops on either side of the grille.

Engine: There ain't one-it's a slammer, remember?

Chassis: The chassis appears to be a promo-style chassis.

Wheels & Tires: Thew heels and tires are most likely the best part of this kit! The tires are very low profile, and mount a beautiful set of large 5-spoke rims, which are painted silver. The other really neat thing about the wheels is the sprue attachment point-it is on the pouter surface of the rim, where the tire mounts! This means that you need not be worried about how carefully you need to be to remove the wheel from the sprue. Hopefully, this practice will carry over into all other AMT kits!

Interior: See Engine.

The parts do not seem to be afflicted with an inordinate amount of flash, and the kit goes together quite easily (with the possible exception of the rear spoiler, which may be a bit tough for the target market modelers to install without a bit of help). Overall, a neat kit, and a pleasant diversion. Now, how long before we see those wheels on a *Street Rod* or *Lowrider*?!

By: Tom Sickle

BITS & PIECES

- **Farewell to Wheels!** No, it's not a new movie; Dave asked me to relay to the membership his gratitude for all your patronage over the years. Unfortunately, he will be closing his doors, most likely, by March of this year. Info on his "Going out of Business sale" will be forthcoming.
- **ERTL Sold!!** Thanks to *MAMA member Al Starr*, I received an article from the *Chicago Tribune*, which detailed the *sale of ERTL to Racing Champions!!* Apparently, Racing Champs signed a letter of intent to acquire ERTL from U.S. Industries. This move would double the size of Racing Champs, who had sales of more than \$150 million last year, while ERTL had revenues of \$175 million. The acquisition will also include ERTL's hobby model kit business, including the 'market leader' AMT brand (*their emphasis*). Racing Champs has only been around for about a decade, while ERTL has been at it since 1945. We'll have to wait and see what affect (*if any*) this move has on AMT.
- **Merger Mania!** At the same time Racing Champs was scarfing up AMT/ERTL, *Ford* was busy buying up *Volvo*! They reportedly paid **\$6.45 Billion dollars**, beating out *Fiat*, to add another European brand to their lineup (Jag was their first!). Ford gets the rights to the Volvo brand for passenger cars, minivans, SUV's, and light trucks, while Volvo maintains their line of commercial vehicles, construction equipment, and aerospace equipment. Fiat, on the other hand, wanted the entire company. **Rumor now is that GM is looking hard at BMW!!**
- **Tamagotcha!!** I guess by now, most of you have heard about those cute little *Tamagotchis*. They are the little *electronic 'pets' on a keychain* that you have to keep alive by '*feeding*' them when they squawk at you? Well, it seems as though in an effort to press the correct buttons to save her little Tamagotchi's life, a **27-year-old French woman lost control of her car on a highway near Marseilles, hitting a tree, and sadly, killing herself**. No word on whether or not she was able to save her beloved Tamagotchi. Not surprisingly, she is a Darwin Award nominee for her feat.
- **GM 86's the 88!** After 50 years, GM retired America's longest continuous car brand. A shiny, black Olds 88 went on display at the Ransom E. Olds Transportation museum. GM introduced the Futuramic 88 convertible in 1949 with the slogan, "Make a date with a Rocket 88!". A red Rocket 88 paced the 1949 Indianapolis 500. Ten million 88's were built

before the final one rolled off the line January 6th. It was a 50th Anniversary Edition with gold trim. The plant's employees all signed the underside of the hood. Tom Jarvis, Brand Manager of GM's 88, Cutlass, and Future product team, says there are no plans to replace the 88 nameplate in the lineup. Thanks to The Washington Times for this item.

- **'Rat Pack' cars on the block!** A recent Barrett-Jackson Auction in Scottsdale, Arizona listed several cars from 'The Rat Pack'-Frank Sinatra, Dean Martin, and Sammy Davis Jr. Frank's '56 Thunderbird convertible, a '64 Rolls Royce Silver Cloud III Mulliner Drophead Coupe (one of only 23 left-hand drive models), belonging to Sammy, and a '62 Italian Ghia L6.4 (w/custom roof and headlight trim work by George Barris!) belonging to Dean. Also on the block were Beatle John Lennon's Rolls Royce Phantom V Mulliner Park Ward limo. Word is that Frank's T-Bird fetched \$152,000!! No word on the others. Another car which was sold was a nicely restored fuel injected '57 Chevy Bel Air for the paltry sum of \$85,000!!! (*A friend of yer Editor's brother went!*)
- **"Rights?...Bikers don't got no rights!"** A panel of lawmakers in Maine recently decided that bikers do not deserve special protection under the umbrella of the Maine Human Rights Act! Cycle enthusiasts claim their tough, tattooed, and leather-clad appearance often leads to discrimination when they look for a place to dine or spend the night.
- **Dakota 4-door.** Yup, the Dodge Boys are making the Dakota available with 4 full doors in the year 2000. The two rear doors will be full-sized, front-hinged doors, complete with roll-up windows, and conventional mounted interior/exterior door handles. Overall length remains unchanged from the extended cab, meaning you will get a cargo box measuring a whopping 5'3".
- **Online Madness!** Check out our own Dirk Johnson's *online Model Car Buyer's Guide*. It provides alphabetized listings, as well as by company of many of the firms that do business in this rather large hobby of ours. Dirk's site is at <http://www.modelcarhub.com>. Check him out, and tell him I sent you!
- **Modeling Webzine site.** Our own Chuck Connor has found a modeling website that he wanted to let you all know about, in case you were unaware. It is called Internet Modeler, and can be found at <http://www.avsim.com/mnike/awn/>. Chuck cautions that it has a definite military slant, but he is also quick to add that the latest issue lists nine articles in the "Cars" section, and ten articles in the "Aviation" section. That's a pretty good balance! An *example* of the car articles would be the *new McLarens*, the *R-M '48 Woody*, and the *Galaxy '48 Chebby*. None other than Art Anderson wrote three of the car articles! *Give it a look-see, and see what ya think!*
- **New Year's meetings!** Mark Wheeler's "Our Model is Christ" model car club has set their '99 meeting dates: February 21st (6th Anniversary), March 14th, April 11th, May 2nd, June 13th, July 11th, August 8th, September 19th, October 10th, November 14th, and December 5th (Christmas Party/Gift Exchange) at the Christian Church of Christ at New Cut, 8132 New Cut Road Severn, MD 21144. Meetings typically run from 2:30 p.m. to 5:30 p.m. (Note new time). For info, call (410) 551-4230 or (410) 969-0384. "Bring a Model, Bring a Friend!"

COMING EVENTS

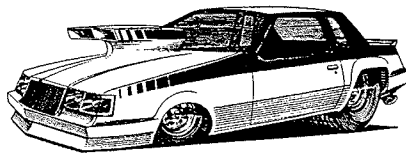
- **Mar. 6th- Birmingham Classic '99 NNL Model Car Show and Swap Meet** hosted by *The Magic City Car Modelers* and the *IPMS Birmingham* from 8 a.m. to 5 p.m. at the Oporto Armory, Birmingham, AL. *Themes are Surf and Turf*. In addition to *Best in Show*, *Best Surf (Woodies, wagons, etc.)*, *Best Turf (Off-Road vehicles)*, *Best Junior*, *Most Popular*, there will be *awards made to the Top Fifteen vehicles* chosen by modelers at the show! For show info, contact Tommy May at (205) 591-8038, or write Magic City Car Modelers at 5605 12th Avenue South Birmingham, AL 35222. For Vendor info, contact Dan Morgan at (256) 739-1819 or write Magic City Car Modelers at P.O. Box 988 Cullman, AL 35056.
- **Mar. 7th-Thirty-Seventh Collector's Diecast Toy Show** hosted by the *Chesapeake Miniature Vehicle Collector's Club* from 9 a.m. to 1:30 p.m. at the Shrewsbury Fire Hall in Shrewsbury, PA. For info, call Joe Golabiewski at (410) 592-5854 or Carl Daehnke at (717) 764-5411.
- **Mar. 14th- 1999 Annual Spring Toy Show** from 9 a.m. to 2:30 p.m. at the York Fairgrounds (Memorial Hall) in York, PA. Admission is \$3.00 (kids under 12 free). For info, contact the Club Office at (717) 653-7327.
- **Mar. 14th- Washington Antique & Collectible Toy Show** from 9 a.m. to 2 p.m. at the Elks Lodge, 8421 Arlington Blvd., Fairfax, VA. Admission is \$4.00. For info, contact Ferdinand Zegel at P.O. Box 589 Fort Belvoir, VA 22060 (703) 524-2061 (evenings), or Richard Wilkinson at (301) 907-3441 (days).
- **March 26th & 27th- 1999 IPMS Region 4 Scale Model Exposition and Contest** sponsored by IPMS Three Rivers/Pittsburgh IPMS Shenango Valley Area Scale Modelers at the Sheraton Inn Pittsburgh North, 910 Sheraton Drive, Mars, PA 16046, (724) 776-6900. Vendors, seminars, and food available. **Theme is "History in Your Hand"**. For info, contact Tim Swisher (*IPMS Three Rivers*) at (412) 367-8690/tswis88665@aol.com; Tim Reeher (*IPMS SVASM*) at (724) 962-2876/timrace@infone.net; or Chuck King (*vendor info*) at (724) 443-5767/cmking@nauticom.net.
- **March 27th- The Tri-State Scale Model Car Club** presents the **13th Annual NNL East** from 9 a.m. to 5 p.m. at the Parsippany P.A.L. building on Baldwin Road in Parsippany, NJ. This year's theme is ***Rods & Customs***, and ***50 years of the '49 Merc***. For show info, contact Ken Walkley at (201) 641-0344, or E-mail TSSMCC KJW@aol.com, or Tom Geiger at (732) 264-9305, E-mail ModlCitizn@aol.com.

- *April 3rd- Model Classic 99* hosted by the Northern VA IPMS gang at Fairfax High School, 1500 Old Lee Hwy, Fairfax, VA. Entry fee of \$8.00 (*any # of models*), or a walk-in entry fee of \$5.00, Juniors (*age 17 and below*) are free. For further info, contact Frann Tunstall at (703) 569-9164, or Tom Henderson at (703) 680-9354.
- *April 4th-1999 Annual Spring Meet* sponsored by the Capital Miniature Auto Collector's Club from 9 a.m. to 2 p.m. at the Dunn Loring Fire House Community Hall, 2148 Gallows Road Dunn Loring, VA. For info, SASE to James William Brostrom, Show Manager 6632 Cardinal Lane Annandale, VA 22003.
- *April 16th & 17th-IPMS Region 6 Convention '99* at the Radisson Inn, 2150 Veterans Boulevard, Kenner, Louisiana sponsored by Flying Tigers, Inc., Scale Model Builders IPMS New Orleans. This year's theme is '*Vive La France (Hey, Matt!)*'. That would include *armor, aircraft, figures, ships, autos, and more*. For further info, contact IPMS Flying Tigers Scale modelers, Inc. 710 Carondelet Street New Orleans, LA 70130. Phone Lee Coll (*evenings*) (504) 751-9181 or Jerry Chatelkain (*days*) (888) 340-2121; e-mail leecoll@eatel.net.
- *May 16th- Diecast & Collectible Vehicle Toy Show* from 9 a.m. to 2 p.m. at the new Morris Meadows Historic Preservation Museum, 1523 Freeland Road, Freeland, MD. Admission is \$2.00 (*kids under 5 free w/adult or guardian*). For info, contact Joe Golabiewski at 12317 Harford Road, Kingsville, MD 21087 (410) 592-5854 (after 6 p.m., please!).
- *June 5th- Late Great Chevy Car show* at Win Kelly Chevy, on rts. 108 & 32 in Clarksville, MD. For info, call Matt Brashears at (410) 785-8578.
- *June 13th- Washington Antique & Collectible Toy Show* from 9 a.m. to 2 p.m. at the Elks Lodge, 8421 Arlington Blvd., Fairfax, VA. Admission is \$4.00. For info, contact Ferdinand Zegel at P.O. Box 589 Fort Belvoir, VA 22060 (703) 524-2061 (evenings), or Richard Wilkinson at (301) 907-3441 (days).
- *June 26th & 27th- 12th Annual Mid-Atlantic Chevelle Show and Swap Meet/ACES Northeast Regional* sponsored by the *MD Chevelle Club*, at Northeast Community Park in Northeast, MD.
- *Sept. 12th- Washington Antique & Collectible Toy Show* from 9 a.m. to 2 p.m. at the Elks Lodge, 8421 Arlington Blvd., Fairfax, VA. Admission is \$4.00. For info, contact Ferdinand Zegel at P.O. Box 589 Fort Belvoir, VA 22060 (703) 524-2061 (evenings), or Richard Wilkinson at (301) 907-3441 (days).
- *Oct. 17th-Thirty-Eighth Collector's Diecast Toy Show* hosted by the *Chesapeake Miniature Vehicle Collector's Club* from 9 a.m. to 1:30 p.m. at the Shrewsbury Fire Hall in Shrewsbury, PA. For info, call Joe Golabiewski at (410) 592-5854 or Carl Daehnke at (717) 764-5411.
- *Nov. 7th- Annual Fall Meet* sponsored by the *Capitol Miniature Auto Collectors Club* from 9 a.m. to 2 p.m. at the Dunn Loring Fire House Community Hall, 2148 Gallows Road, Dunn Loring, VA For info, contact James William Brostrom, 6632 Cardinal Lane, Annandale, VA 22003.
- *Nov. 21st- Washington Antique & Collectible Toy Show* from 9 a.m. to 2 p.m. at the Elks Lodge, 8421 Arlington Blvd., Fairfax, VA. Admission is \$4.00. For info, contact Ferdinand Zegel at P.O. Box 589 Fort Belvoir, VA 22060 (703) 524-2061 (evenings), or Richard Wilkinson at (301) 907-3441 (days).
- *Dec. 4th & 5th-10th 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

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

Zippy (aka "Mad Matt")

"ISETTA, THEREFORE I AM"

By Bill Griffith

