

## MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

*Volume 12, No. 8, April 1999*

by: "GTO"

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

Well gang, the March meeting had almost 50 people in attendance! The **highlight** of the meeting had to be the fact the rather animated discussion of themes for our NNL event in the last year of the millennium (*next year*). Possible themes included: *Lost in the 60's, '32 Fords, Ugly stuff, '40 Fords, Woody wagons/sedan deliveries, Lowriders, Pre-70 NASCAR, Volkswagens, Sports cars, Concept cars, and Mopars*. After the voting smoke cleared, it looked as though the two top vote getters were the *'40 Ford theme*, and *Woodie wagons and sedan deliveries*. So, if you aren't finishing up something for this years' event, then you have plenty of time to get something going for next year!! We unfortunately had to cancel part 2 of Bill Geary's *panel hinging seminar*.

The raffle raised \$97.00 (as well as \$31.25 from the box). The club would like to thank the following raffle donors: *Ron Bradley, Brad, Mike Hemp, Shinobu Fuchimoto (Rex Turner's Japanese friend), Joe "The Hat" Atwell, Chad "Which" Shapiro, Lyle, and Replicas & Miniatures Co. Of MD*. Special thanks also go out to those listed below:

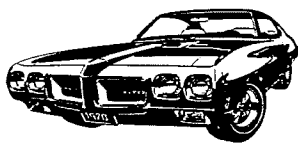
Tom Walsh,  
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## '99 MEETING SCHEDULE

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 23<sup>rd</sup>*  
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*):

- **'66 Olds 442 convertible** (*AMT #6275*): Molded in Lt. Gray....Seems to be taken directly from AMT's earlier issue of the '66 442 W30, with some exceptions....convertible is a single 4-barrel car, includes both convertible boot, and uptop, and convertible includes wire wheel hubcaps, rather than W30's Magnum 500-style wheels....optional billet wheels still included....even utilizes the same decal sheet, consisting of the same three (*undersize!*) plates- **'W30 442' MN, '66 OLDS' IN, and 'AA 1231' CO.** (*Available*)
- **Lamborghini Diablo Roadster** (*Revell-Monogram #1908*): Molded in Blue and Tan....self-adhesive markings, including side marker lights, Lamborghini logos, 'DIABLO' CA tag, and stylized Diablo panels for side of car....nice, step-by-step instructions with all parts labeled....chrome 5-hole Lambo wheels. (*Available*)
- **'70 Buick GSX 2 in 1** (*Revell-Monogram #2583*): Molded in white....reissue of GSX kit, including GSX decals, along with some really nice graphics for the street machine version....choice of single 4-barrel or tunnel ram induction systems....tub-style interior....simplified front suspension, 6-piece rear suspension, 2-piece exhaust system....clear head/parking light lenses, clear red tail lights....stock Magnum 500-style wheels, and optional street machine wheels. (*Available*)
- **“Mad Mudder” Chevy Truck** (*Revell-Monogram #2584*): Molded in white....reissue (?) of Chevy Blazer, with ‘pulling’ pieces-raised suspension (front & rear), larger tires, weights, and a tunnel-rammed small block V-8, with headers exiting through the hood...light bar included for bed....nice “Mad Mudder” graphics, along with some panel stripes for side of truck. (*Available*)
- **'69 Camaro Z28 Deluxe kit** (*Revell-Monogram #6677*): Molded in yellow....reissue of earlier Z28, this time with paint (aluminum, satin black, and desert tan), paint brush, and glue....twin-turbocharged small block V-8....tub-style interior....black/orange/magenta stripes. (*Available*)
- **'55 Ford Harley-Davidson Panel Deluxe kit** (*Revell-Monogram #6678*): Molded in black....reissue of panel truck, again with paint (silver, red, blue), paint brush, and glue....tri-power Cobra V-8....simplified suspensions (front & rear)....Harley-Davidson markings, including ‘H.O.G’ plate. (*Available*)
- **#99 “Exide Batteries” Taurus** (*Revell-Monogram #1314*): Pre-painted...easy to follow, step-by-step instructions....each kit contains an entry blank for the “Pro Finish Lead the Field” NASCAR design contest, to win a trip to Charlotte Motor Speedway to attend the UAW-GM Quality Care 500, along with an information sheet on Motorsports artist Sam Bass....majority of major sponsors already on body, builder must add vinyl adhesive-backed markings for associates and contingency awards....1-piece body (no engine)....1-piece window bucket. (*Not Available*)
- **#9 “Zombie Island” Taurus** (*Revell-Monogram #1315*): See #99 “Exide Batteries” car. (*Available*)
- **#26 “Cheerios” Taurus** (*Revell-Monogram #1316*): See #99 “Exide Batteries” car. (*Available*)
- **#5 “Kellogg’s” Monte Carlo** (*Revell-Monogram #1317*): See #99 “Exide Batteries” car. (*Available*)

*[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

### 1969 Dodge Charger Daytona

(Revell-Monogram ProModeler #5946; 1/25th scale; modified reissue; 179+ pieces + photoetch + decals; \$20.75

MSRP)

When the gang at Revell-Monogram made the announcement that the *1969 Dodge Charger Daytona* would be kitted in their “ProModeler” series, I was quite happy. In that announcement, it was stated that there would be *two building versions, showroom stock, and NASCAR racer*. Well, they were *half-right*. We did get a showroom stock version of the car, and it looks pretty good. We did *NOT* get a NASCAR version of the car, but as Revell-Monogram calls it, the ‘*optional*’ version of the car. More on that later in the review.

For those of you unfamiliar with this car, here is a capsule history. American automobile manufacturers used racing in much of their research and development. The *racing sanctioning bodies*, such as *NASCAR* (oval/road course racing), *Trans Am* (road course racing), and *NHRA/AHRA/IHRA* (drag racing), were very important to these manufacturers. The manufacturers were as competitive on the racetrack as on the showroom floor. This competition led to the development of some of the most powerful and outrageous street-driven cars ever available to the general public.

Back in those days, racing was (*and still is to this day*) a very popular pastime with the general public. The manufacturers noticed that while there were a group of people who had a preference for a particular brand of car, the majority of people seemed to gravitate around, and actually buy the factory versions of cars that won races. “*Race on Sunday, Sell on Monday*” was the marketing strategy employed by the manufacturers, and they developed all sorts of models including factory and/or dealer installed options to ensure their popularity in showrooms across the country.

The racing organizations’ sanctioning bodies needed to exercise a level of control over these manufacturers. Bragging rights for the manufacturer often hinged on their racing activities (*read: victories!*), consequently, the R & D departments came up with some of the most brutal vehicle combinations ever available. The reason for this is simple-A manufacturer could come up with just about anything with a powerful motor, and a good set of tires to go down and/or around a race track at a high rate of speed, which in turn, gave them credence as a manufacturer of high performance vehicles. This escalated to a point where manufacturers were designing cars and equipment with the sole purpose of winning races, at the expense of their driveability on the street.

The sanctioning bodies wanted the racing cars to be readily available to eager customers, as well as keeping the playing field as level as possible, so they mandated that a certain number of these beasts be made available to the public, in detuned form, of course. This led to the development of several body configurations, and factory installed optional equipment, an example of which would be the *1969 Dodge Charger Daytona*.

The Daytona was a wild looking, impractical vehicle, which embodied the principles, mentioned in this capsule history. When Dodge redesigned its Charger for the 1968 model year, it was very well received by the motoring public.

As originally conceived, the Charger was available in *two versions*, the coupe, for the majority of their customers, and the R/T for the person wanting a high performance car. As conceived, the Charger R/T was the right size car for NASCAR racing, and several teams built them for racing, with poor results against the *Ford Torino* and *Mercury Cyclone*. It seemed that as good as the Charger looked, it was an aerodynamic failure, its most glaring fault being its recessed front grille, and tunneled rear window.

The Dodge engineers realized the error of their ways, and came up with two fixes. A flush-mounted front grille and a fastback rear window. These items were the cornerstone of the *1969 Dodge Charger 500 model*, which was essentially a Charger R/T with these two items added. Dodge built the requisite number of cars for public consumption, legalizing the car for NASCAR competition.

Well, a funny thing happened on the way to the track. Dodge’s archrival Ford was not resting on its laurels. They had a few aces up their sleeves in the form of the *Torino Talladega*, and the *Cyclone Spoiler*. Ford had taken their already slippery fastback body, and lengthened and tapered the front end to give the car much better stability at speeds approaching 200 mph on Superspeedway tracks. Well, the Dodge teams were getting whipped badly by these cars on the track, because the Charger 500’s aerodynamic fixes were not enough to catch the Fords. So, the Dodge engineers came up with their ultimate aerodynamic weapon, the *1969 Dodge Charger Daytona*. To a Charger 500, engineers added approximately a foot

to the front of the car in the form of a pointed, tapered nosecone, complete with popup, hidden headlights, similar to those on a McLaren race car, in an attempt to help it slice through the air better.

While the car's aerodynamics improved immensely, it was a handful to drive on a racetrack at speed. The rear end of the car needed more downforce to 'plant' it better onto the track. Again, McLaren provided the fix-the rear wing. The results were nothing short of phenomenal. The car now was the killer that the engineers had envisioned early on. There was one small problem. In the original design for the rear wing, the trunk lid could only be opened about one foot, as it could not clear the wing. While not a problem on the racecar, it was a disaster on the street version.

While the Charger 500's rear window caused a horrendous blind spot, and the trunk lid was barely usable for loading and unloading large objects, at least you could get the spare tire out of the trunk! As originally designed, the height and mounting of the Daytona's rear wing would not even allow the driver to see what's behind him, or to remove the spare from the trunk. In order to keep the wing, it was decided to raise it to clear the trunk opening. Turns out that it worked wonderfully, both on and off track. The rest is history, as the Dodge Charger Daytona, and its Plymouth counterpart, the Superbird, were among the winningest cars ever unleashed on a racetrack by an American manufacturer. It turned out that Dodge ended up producing the minimum amount of cars available for the street to legalize it for NASCAR, even though they had trouble selling them at the time, the cars still built showroom traffic, with people driving other Plymouth and Dodge vehicles out in their place.

When I opened this kit, I found that the gang at Revell-Monogram have, in fact, been listening to us. *The glass, chrome, photoetched parts, and other trees were in separate plastic baggies to minimize any possible damage in handling. Thank you!* I opened the instruction book and found a *painting guide*, which listed the names of various *Testors Model Master paint colors* needed to produce the 'box art' and general painting for the car, as well as the factory interior and exterior color codes. *Photographs* of the various assemblies are also included to aid in detail painting, as well as *modeling tips* to aid the builder in producing a first class replica. There are also *instructions on working with photoetch items*. This is normal in the ProModeler series. *Thank you, Thank you, Thank you!*

The *440 magnum V-8* and *4-speed transmission* are the same excellent examples that we found in the *Charger R/T* kit that this model is based on, as well as the *chassis with posable steering, separate exhaust system, and detailed rear axle, as well as the detailed interior with its separate, well-engraved parts*. The big difference is that we get an *all-new body* which, in my opinion, seems to be very accurate and well proportioned. This manufacturer has obviously learned with its last version of a Charger, and made sure there was no repeat performance. Now, I have heard from some people that the rear window is a little "large." It is all perception. No model is perfect, but give credit where it is due, they did an excellent job. Compare it with the *last available Charger Daytona model from a rival manufacturer*. Not even close.

Now, all is not right in Paradise. There is a second building version of this model. What is it? It has some interesting parts, such as a *21-piece 426 Hemi V-8, with a racing-style air cleaner, and tube exhaust headers. Its interior is a combination of racing parts (steering wheel, dash and gauges, bucket seat, roll bar, and oil cooler)*. The *chassis* has a *pair of exhaust dumps*. The *wheels* are *chromed NASCAR style wheels, with racing 'slick' tires*. There is a *panel to blank out the taillights*, just like a NASCAR stocker. It is not, however, a NASCAR stocker, nor is it a drag racer. Rather, it is a *hodgepodge of parts* from the other kits' drag racing version. This assortment of parts is the basis to build a good replica of any NASCAR stocker of the period, but you would need to fabricate your own parts, or get the proper parts from the aftermarket, which I am quite sure are either readily available, or on the way.

The question remains, *is this a good kit?* To that, I answer a *resounding Yes!* Revell-Monogram has done an excellent job. The price is higher than what we normally pay for a kit, but the value is there. If you are into cars of this era, this kit is a must-have!

-by: Ron Hamilton

## **"Valvoline" Taurus Snapfast**

*[AMT/ERTL #30023; 1/25<sup>th</sup> scale; 23 pieces; pre-painted body, black, rubber tires]*

There is no doubt that Mark Martin is a championship contender week in and week out in the "Valvoline" Taurus. He was second in both the championship chase and number of overall wins last year to Gordon. But, I think Mark is ready to change his luck this year. AMT has added his colorful car to their Snapfast lineup this year.

Body: A very nicely done replica of the Taurus, it is pre-painted in the proper blue and white combination, including the proper splash graphic at the color separation. The major markings are also present. There is a waterslide decal sheet included as well.

**Chassis:** A one-piece black molded plate with most details properly represented. It attaches to the body by way of four pins (*one in each corner*).

**Engine:** None-this is a curbside.

**Interior:** None-Again, this is a curbside.

**Wheels/Tires:** Very nice rubber tires, with smooth sidewalls, to which tire lettering decals are added. These mount onto a set of painted rims with open slots. Hint: After removing tire seams, and installing the rims, trim the Goodyear

markings closely, and install them. After they have set up, cover with dullcoat. I almost damaged mine attempting to get the tires mounted onto the rims- they were a bit stubborn.

**Glass:** Molded in black plastic, it includes the front and rear windows, as well as both side windows. The requisite rails and window net are molded to it. It mounts by way of five caps snapping onto five bosses, thereby trapping the glass. Again, a bit more force is required.

**Decals:** As mentioned earlier, the waterslide decal sheet includes the Associate sponsors, contingency decals, tire lettering, and head and parking light decals.

Overall, this is a really nice kit, and builds up into a very presentable shelf model. If younger modelers are NASCAR fans, these kits will be very attractive to them. Some of the snap-together fittings, however, may require a bit more force to properly seat them. So, you dads out there should be ready to assist if approached. "Gentlemen, start your racers!"

*By: Tim Sickle*

## **BASIC RULES FOR DRIVING IN THE WASHINGTON AREA:**

- ❑ A right lane construction closure is just a game to see how many people can cut in line by passing you on the right as you sit in the left lane waiting for the same jerks to squeeze their way back in before hitting the orange construction barrels.
- ❑ Turn signals are clues as to your next move. A real Washington area driver never uses them.
- ❑ Under no circumstances should you leave a safe distance between you and the car in front of you or the space will be filled in by somebody else putting you in an even more dangerous situation.
- ❑ The faster you drive through a red light, the smaller the chance you have of getting hit.
- ❑ Braking is to be done as hard and late as possible to insure that your ABS kicks in giving a nice relaxing foot massage as the brake pedal pulsates. For those of you without ABS, it's a chance to stretch your legs.
- ❑ Construction signs tell you about road closures immediately after you pass the last exit before the traffic begins to back up.
- ❑ The new electronic traffic warning system signs are not there to provide useful information. They are there to make Washington area look high-tech and to distract you from seeing the Washington area police car parked in the median.
- ❑ Never pass on the left when you can pass on the right. It's a good way to scare people entering the highway.
- ❑ Just because you're in the left lane and have no room to speed up or move over doesn't mean that a Washington area driver flashing his high beams behind you doesn't think he can go faster in your spot.
- ❑ Always slow down and rubberneck when you see an accident or someone changing a tire.
- ❑ Throwing litter on the roads adds variety to the landscape, keeps the existing litter from getting lonely, and gives Adopt-a-highway crews something to clean up.
- ❑ Learn to swerve abruptly. Washington area is the home of high speed slalom driving thanks to DOT, which places potholes in key locations to test drivers' reflexes and keep them on their toes.
- ❑ It is traditional in Washington area to honk your horn at cars that don't move the instant the light changes.
- ❑ Seeking eye contact with another driver revokes your right of way.
- ❑ Heavy snow, ice, fog, and rain are no reason to change any of the
- ❑ previous listed rules. These weather conditions are Gods way ensuring a natural selection process for body shops, junk yards, and new vehicle sales.
- ❑ Remember that the goal of every Washington area driver is to get there first, by whatever means necessary.
- ❑ Real Washington area women drivers can put on pantyhose and apply eye makeup at seventy-five miles per hour in bumper-to-bumper traffic.
- ❑ Real Washington area men drivers can remove pantyhose and a bra at seventy-five miles per hour in bumper-to-bumper traffic.

## **BITS & PIECES**

- "A Day at the Races!" No, we're not talkin' about the old *Marx Brothers film*. Seems that *Cadillac will be returning to Lemans in the year 2000*, in an attempt to re-establish itself as a first-rank luxury car competitor outside North America. The car will be constructed by the well-known team of Riley & Scott, which will be packin' *4.0 highly modified liters of Caddy power! You go, Caddy!*
- "Cadillac Escalade, where are you?!" By now, all of you have heard of *GM's latest Sport Ute, the Cadillac Escalade*, which is nothing more than a *rebadged Chevy*, with a bit more wood and leather trim (*at a higher price, of course!*). It also features *GM's Onstar navigation system*. Well, recently at a dealership in Michigan, it was near closing time, when

three young men walked into the showroom, and asked for a test drive. The salesman felt there was something not right about the three men, especially when a credit pre-check showed the men couldn't qualify to purchase a Cadillac, despite the fact that one of the men claimed he was prepared to write a **\$7,000 check for a deposit**. At any rate, the salesman allowed them to test drive the Escalade, telling them to make it a short drive around the block. Upon receiving the keys, two of the men jumped into the big Caddy, while the third got into another car, and screeched away. About thirty minutes later, the salesman's worst fears were realized. He jumped into his own car and began searching for them, to no avail. He then realized why he gave them the Escalade-Onstar. He returned to the dealership, and began the preparations. The Onstar system on this particular vehicle had not been configured yet, making it a bit more difficult. After a few hours they were, in fact successful in finding the stolen Escalade in a gas station in Detroit! The four men trapped inside the vehicle were having a beer and pot party! Unfortunately, it was not the men who originally stole the vehicle. The salesman had to wait an extra day to retrieve the Caddy, and even had to fork over **\$150 in storage fees**. Small price to pay to retrieve a **\$46,525 vehicle!!** The thieves had also managed to put **58 miles on the clock** for their 'joyride'.

- **Car Pullers!** The *New York Auto Show*, looking for something with drawing power, has scheduled a car-pulling competition between two strongmen. *Magnus Ver Magnusson* (four-time World's Strongest man), and *Chief Iron Bear Collins* (World's Strongest Native American) will be **pulling 7 to 10 cars each** in a 'race' down the Jacob K. Javits Convention Center's inner roadway, a distance of approximately **50 yards**. This means each man will pull an **estimated 35,000 pounds (!)** for the title of "*New York Auto Show's Strongest Man*"! Sadly, this competition will be over by the time you read this. I'll report on the winner, if possible!
- **Unconfirmed rumors!** I have gotten word that *Competition Resins* (sold through *Slixx decals*) has come out with a **resin kit of Don Prudhomme's wedge dragster, complete with Slixx decals! Polar Lights** is planning to issue two 1969 Dodge "Mini-Charger" funny car kits (new tooling!). These are rumored to be none other than *Mr. Norm's "Supercharger"*, and *Roland Leong's second "Hawaiian."* Next up are rumored to be two 1969 Barracuda funny cars-the *Don Schumacher "Stardust" funny car*, and *Big John Mazmanian's funny car*. Next up are rumored to be two NASCAR Legend stock car kits (no word on who)! Release date is reported to be the fourth quarter of 1999. Thanks to the *San Diego model car club* for the scoop!
- **Kool Mouse pads!** *Classic Images* (P.O. Box 8005 Rolling Meadows, IL 60008) is marketing **mousepads** with an **automotive theme**. At this time, there are seven of them. They feature a '69 Hurst Olds, a '64 Mustang convertible, a 70's Trans Am Firebird, a '63-'65 Buick Riviera, a '59 or '60 Buick convertible, and two GTOs (NOW you know why I put this in here!)-a '66 GTO, and a '70 Judge. They are \$13.00 each, plus \$3.00 shipping and handling. Please allow 4-6 weeks for delivery.
- **"What's the problem, Officer?"** Sitting alongside the highway, a State Patrol Officer notices a car pattering along at **22 mph**. He thinks to himself, that this is as dangerous as a speeder. So, he turns on his lights and pulls the car over. The car is inhabited by 5 old ladies, two in front, three in back. The driver seemed confused, telling the officer she was doing the **posted speed limit, 22 mph**. Trying to contain a chuckle, the officer explains that '22' is the **route number**, not the **speed limit!** Embarrassed, the women grinned and thanked him. Before letting them go, he asked if everyone in the car was alright. The other women seemed shaken, and had not uttered a peep the whole time. She informed him that they would be OK in just a minute, that they had just gotten off of **Route 119!** This tidbit comes to us by way of *MAMA member Phil Jones*, from a local paper in which it appeared. *Thanks, Phil!*
- **New Stuff!** A recent visit to *NNL East* highlighted some of the following new items: From *The Last Detail-* '64-'66 GTO markings, '94-'98 Mustang GT/Cobra/Cobra R markings, '71 Duster/Demon 340 markings, '70 Torino Cobra (includes Twister Special stuff, too!) markings; from *The Modelhaus-* a '60 Dodge Phoenix 2-door hardtop, convert, or sedan, a '60 Dodge Polara 2-door hardtop, a '63 Corvair convertible, and a '75 Impala 4-door sedan; From *Model Car World-* a '62 Catalina 2-door sedan body, w/choice of Royal or Mickey Thompson markings, a '62 Tempest 2-door 4-cylinder (excl. glass and tires), complete 421 SD A/FX drag car w/choice of Royal or Mickey Thompson markings, a '51/'52 Olds 88 2-door w/choice of NASCAR markings (#87 Buck Baker, or #14 Fonty Flock); and last but not least, our **buddy Bob Asselta** (of *Scale Repros Plus*) was back with a flourish at this large east coast gathering! Check out **his website** at <http://member.aol.com/scalerepro>! Another of our 'buds', **Bob Korunow, a.k.a. Model Car Garage**, had a **new line of drag racing photoetch details on display at 'East'** (although I didn't get to check 'em out, I heard all about 'em!), along with announcements that he will be releasing a **photoetch set** for the *AMT Mako Shark*, and late model Mustang GTs, among others! Not to mention his recent release of photoetch sets for the *Lindberg/AMT Chevelle SS396s*, '66 442, '66 Chevy Nova, and '60 Impala! **Most of these can also be seen at Bob's website-www.modelcargarage.com.**
- **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!
- **Merger Mania!** It was again reported in *The Washington Times* this week that **French car maker Renault** had bought a 37 percent stake in Nissan! The next step will be for Renault to speed up its cost-cutting program, and they can then

focus on improving sales of their cars and trucks. Mr. Schweitzer of Renault is quoted as saying, "You may find a product in the United States that looks like a Renault, but they would be called Nissans."

## COMING EVENTS

- *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.
- *April 22nd thru the 25th-Spring Carlisle* at the fairgrounds.
- *April 23rd- 17th GSL International Model Car Championship* in Salt Lake City, UT. Seminars, swap meet, auction, movies and awards will be featured.
- *Sunday, April 25th- Second Annual Britain on the Green* at Woodlawn Plantation near Mount Vernon, hosted by the *Capital Triumph Register*. Open to all British cars (*need not be restored or concours, but must be parked under their own power!*). For info, contact Cathy Sopher at (703) 486-2747 (online at [CathyLog@aol.com](mailto:CathyLog@aol.com)), or Mary Schoen at (703) 698-1691 (online at [Mary.Schoen@fms.sprint.com](mailto:Mary.Schoen@fms.sprint.com)).
- *May 1st & 2nd- Seventh Annual Mid-Atlantic Swap Meet & Car Show (rain or shine)* at the Cumberland County Fairgrounds in Carmel, NJ. Swap meet, car corral, and car show. For info, write *Mid-Atlantic Car Productions, Inc. P.O. Box 2481 South Vineland, NJ 08362-2481*.
- *May 2nd- 12th Annual Churchville Lions Club car show and flea market* at the Big M in Churchville, MD.
- *May 8th- 8th Annual Mid-Atlantic NNL* from 9 a.m. to 3 p.m. at the Ruhl Armory in Towson, MD. *Themes* are '*Decade cars*' (*cars ending in '9'*), and '*Media cars*' (*cars in movies, TV, & songs*).
- *Saturday, May 15th- CountryFest and Car Show* hosted by *theTri-County Cruisers Rod and Custom car club* at the Charles county fairgrounds in LaPlata, MD from 9 a.m. to 3 p.m. Car show categories include *Top Twenty, Best of Show, Best Paint, Best Interior, Best Engine, and Best Unfinished*; Country bands and singers, craft show, and tractor pull also on tap.
- *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!).
- *May 16th- Bay Country Region VCCA "A Day by the Bay XVI Downs Park Spring Dust-off"* from noon to 3 p.m. at Downs Park in Pasadena, MD.
- *May 19th-U.S. Pro Stock Open* at Maryland International Raceway in Budd's Creek, MD.
- *May 28th to 30th- Spring Bash* at the Big M in Churchville, MD.
- *May 30th- 13th Annual Supreme Chevy/All-GM Car Show* from 9 a.m. to 6 p.m. at 75-80 Dragaway in Monrovia, MD.
- *June 4th to 6th- Carlisle All-Ford Nationals* at the fairgrounds in Carlisle, PA.
- *June 4th to 6th- NSRA Street Rod Nationals East* at the fairgrounds in York, PA.
- *June 5th- Late Great Chevy Car show* from 9 a.m. to 4 p.m. at Win Kelly Chevy, on rts. 108 & 32 in Clarksville, MD. For info, call Matt Brashears at (410) 785-8578.
- *June 6th-5th Annual Performance Years Pontiac Nationals* at Maple Grove Raceway in Reading, PA.
- *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 18th to 20th-15th Annual Ford Motorsport Nationals* at Maple Grove Raceway in Reading, PA.
- *June 25th- Carlisle All-Truck Nationals* at the fairgrounds in Carlisle, PA.
- *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.
- *June 27th- 3rd Annual Freestate Chevy show and flea market* at the Big M in Churchville, MD.
- *July 10th & 11th-Supercar Showdown '99 Nostalgia Nationals* at Maple Grove Raceway in Reading, PA.
- *July 21st-Mountain Motor Nationals* at Maryland International Raceway in Budd's Creek, MD.
- *July 23rd to 25th-Super Chevy Show XVII* at Maple Grove Raceway in Reading, PA.
- *July 30th, Aug. 1st- Summer Carlisle* at the fairgrounds.
- *Aug. 14th & 15th-HOT ROD Magazine Power Festival* at Maple Grove Raceway in Reading, PA.
- *Aug. 21st-Jet Car Nationals* at Maryland International Raceway in Budd's Creek, MD.
- *Aug. 27th to 29th- Corvettes at Carlisle* at the fairgrounds.

- *Aug. 27th to 29th-Lowrider and Import Indoor Supershow* at the New Jersey Convention and Expo center at Raritan Center, Edison, NJ. 300 of the Best Customs in the Northeast! **Hydraulic competition, over 60 classes.** For **info**, contact **Showin' Off, Inc. P.O. Box 213 Pompton Plains, NJ 07444 [(973) 636-1258, or E-mail NJSHOW@AOL.COM.**
- *Sept. 11th- Run Amuk in '99 Model show* from 9 a.m. to 4 p.m. at the Baron's Room, in Knoxville, TN. For info, contact Kenneth King at 2803 Dee Peppers Road Knoxville, TN 37931 E-mail [cmking@jcx.net](mailto:cmking@jcx.net).
- *Sept. 12th- Lost in the 50's car club and the Maryland Automotive Modelers Association 9th Annual Benefit Car Show for Special Boy Scout Troop #216* (physically and mentally handicapped) at Glen Burnie High School, Rt. 648, Glen Burnie, MD from 9 a.m. to 4 p.m. Dash plaques, door prizes, Chinese auction, swap meet, crafts, collectibles, and model car show! The paltry sum of \$3.00 allows the entry of any number of models, so come on down-your money will definitely go for a good cause!
- *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).
- *Sept. 30th to Oct. 3rd- Fall Carlisle* at the fairgrounds.
- *Oct. 1st thru 3rd-8th Annual President's Cup Nationals* at Maryland International Raceway in Budd's Creek, MD.
- *Oct. 6th-Fall Hershey AACA meet*
- *Oct. 9th- NNL Nationals* in Maumee, OH. For info, SASE to Rick Forester 4736 Porter Road North Olmstead, OH 44070.
- *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.
- *Saturday, Nov. 13th- 7th Annual Hobby Expo 1999* sponsored by the *Suffolk Scale Model Club, and the Long Island Auto Replica Society (LIASRS club!)*, at the Holiday Inn on Veterans Memorial Highway (near Islip MacArthur Airport) in Ronkonkoma, NY from 10 a.m. to 4:30 p.m. Model show, and 3,200 sq. ft. vendor room. Rooms available at a discounted rate for show attendees. Call 585-9500, and ask for Sue Brotowski. Check out the LIARS website for further info at <http://hometown.aol.com/LIARSCC/auto/index.htm>.
- *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.
- *April 29th, 2000(!)- The First Annual Scenic City Classic NNL Model Car Show/Expo* sponsored by the Chattanooga Auto Replicas in Scale at the Camp Jordan Arena in scenic Chattanooga, TN **Themes** are "**Anything with a '1' in it**", and "**Fun in the Sun.**" For **vendor info**, contact **Lee Baker** at 927 Belvoir Hills Cir. East Ridge, TN 37412 [(423) 629-0121], or E-mail [augie@vol.com](mailto:augie@vol.com); for **sponsorship** and **other show info**, contact **David Rose** at 3856 S. Quail Lane Chattanooga, TN 37415 [(423) 870-9619], or E-mail [cars@vol.com](mailto:cars@vol.com). Check out their website at <http://www.CARSMoDelCarGallery.com!>

## CLASSIFIEDS

**WANTED-** Two *Jaguar XKSS kits (Revell of Germany)*. Contact Harold Bradford at (301) 604-8591.

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

### SHOE

