



MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 13, No. 2, October 1999

by: "GTO"

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

Well gang, the September meeting had a so-so turnout, with only around 32 people in attendance. The big draw of course this month, was the *club auction*. Thanks to the *loooooong list of contributors*, the club was able to raise *over \$1,200 dollars* (the exact figure, down to the penny escapes me-surprised Matt?). Thanks must go out to not only those people who supported the club by their donations, but also those who bid on and took home these items! *Your patronage IS appreciated!!*

'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*):

- **1958 Edsel Pacer** (AMT #30032): Molded in AMT Light Gray....beautiful multi-piece Edsel V-8....tires include separate whitewalls, and mount hubcaps w/separate spinners....platform-style interior....pedals are suspended from the dash, which also has a separate gauge cluster....separate frame, with 8-piece front and 8-piece rear suspensions, two-piece exhaust system, w/'Ford' engraving on the muffler (!)...all exterior trim is separate....properly rear-hinged hood....great instructions include specifications, proper painting instructions, and label all parts....Three sets of license plates- 'EDELSEL' NJ, 'FE 1958' MI, and '6451' IA (still somewhat undersize) (*Not Available-see last month's newsletter for a full review*).

[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

Panel Opening-Bill Geary ✓

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

32 FORD PHANTOM VICKIE

[AMT/ERTL #30089, 104 parts,; light gray, chrome, clear, clear red, vinyl tires, and water-slide decals]

For the past four or five years, street rod modelers have been in their glory with new, modern offerings in 25th scale and also in die-cast. This new kit from AMT provides the **most modern, high-tech street rod model parts to date**. It builds into a replica of a phantom Vickie-bodied smoothie from **Zipper Motors** and the individual parts are a gold mine for 90's style street rods.

ENGINE: This highly detailed state-of-the-art engine is a **Mustang Cobra 4.6L DOHC V-8**. (*Before reading that info on the box, I had to ask a couple of club members what it was. I thought it was some kind of Yamagotchagoochie engine...it's a Ford - how would I know?)* It assembles from 28 pieces. Each head is built from 4 pieces!! The entire assembly is very highly detailed and the engraving is superb, right down to the intricate dual ignition system and ignition wires molded in plastic.

Except for the headers, there are no chromed parts for the engine, as it is to be painted in various shades of metal-like finishes. Be assured, this engine will find a home in MANY other models just by swapping a different set of headers, if need be.

CHASSIS: Including suspension parts, the chassis consists of 30 pieces. The frame represents a modern aftermarket 32 Ford street rod frame with separate tubular crossmembers trapping the dual exhausts and includes a brake master cylinder. The 10-piece rear suspension is a coil/shock mounted Mustang unit.

The front independent suspension actually represents a Heidt's street rod assembly, never before found in a model kit (**THANK YOU AMT!!!**). Upper and lower a-arms and coils springs are chromed, and with very little work, posable steering is possible. The front **Halibrand spindle-mount wheels** and the rear **ET III's** are just fantastic and they carry **Goodyear GS-D's, 17 inch and 20 inch** respectively.

BODY: The components consists of the phantom Vickie phaeton body, removable roof, chromed duval-style windshield frame, slightly chopped grille shell with chromed grille insert and a hood panel. The hood panel is curious, in my opinion, in that it has a molded hinge down the middle, which is out of place on a high-tech smoothie. Guess this is why the modeling gods gave us sandpaper! The removable roof has a fine vinyl texture engraved on it and should probably NOT be

painted body color as shown on the box art. Two simple round taillights assemble from chromed bezels and clear red lenses. (My kit had 4 lenses....go figure).

INTERIOR: Built from 17 pieces, this assembly represents a modern street rod "office" utilizing simple pleated designs in the seats and door panels. A battery and fuel cell mount below and behind the rear seat which will never be seen again in the assembled model (I would save these pieces for other projects). A printed gauge panel is found on the decal sheet and is sandwiched between the 2 dash panel pieces. An after market steering wheel and column, floor shifter and pedal assembly completes the package. Curiously, **THERE IS NO GAS PEDAL !!!** --- just brake and clutch.

DECALS: Nice set of multi-colored flames for each side and 3 license plates that are **ACTUALLY 25th scale, for a change!**

Some cars, whether in magazines, at car shows or in model kit form, just grab ya by the....well....they just grab ya! This car just doesn't do it for me, but that's JUST MY PERSONAL OPINION and is partially due to the toy-like box art car. But rest assured, this is an excellent, well-executed kit. If, like me, you don't find the body appealing, the Revell/Monogram 32 Ford bodies drop right onto this assembled chassis. I'm sure the individual parts and assemblies from this kit will be used on other street rod models for many years. If you are into street rods, buy A FEW of these kits. **GREAT JOB, AMT !!!**

Da Prez

Lost in The 50's Car Show and Model Contest

Thanks goes out here to not only the **MAMA's BoyZ** who showed up and helped to organize this display for this show in Glen Burnie, but the guys from the **Lost in the 50's Car Club** as well. You know who you are!

The day started earlier for some of us than others (right, Lyle?), with several MAMA members showing up with models, some to be put into the **'Display Only' class**, while others were entered for a chance to win one of the very nicely done **Lucite trophies**.

When registration was cut off at noon, there were about 50 models on the table. Sadly, no Junior entrants showed up, although there were several Juniors hanging around the table all day long. Maybe next year, guys?

At any rate, when the smoke had cleared that afternoon, the winners stacked up as follows:

First Place: Bill Richards, "Dukes of Hazzard" diorama
Second Place: Ryc Martin, 1940 Merc Custom
Third Place: Ed Brown, 1932 Ford

Our own **Ron Bradley** was on hand all day, peddling his wares. No word on how well he did.

The preceding entrants may very well be referred to as the **'winners'**, but remember the **real winners** here were **the Handicapped Boy Scout Troop** which benefited from the money raised! Look forward to seeing more of you there next year!

By; Tim Sickle

Volkswagen convertible

[Revell; white, clear, vinyl tires]

I am a **Volkswagen nut**. I must have had to defend my first car enough from others at my high school enough to truly make myself believe that this was one of the best cars ever built. While others were driving to school in the middle of Pennsylvania winters in the comfort of their mother's Oldsmobiles, I was scraping the ice from the **inside** of the windshield of my Beetle. My car went from a full fendered car to a Baja bug due to deterioration (*rust*) of various body parts beyond repair. Boy, I miss that car.

Before I even start this review, I must state that I have already been jaded by the representation of the **1966 Volkswagen Beetle** recently produced by **Tamiya**. Before the release of the Tamiya kit, there wasn't much competition for the Revell Beetles.

The year of the Revell kits has always puzzled me, so I attempted to try to determine the actual model year of the kit. This kit must represent a **1968 Beetle**, as the front seats have integral headrests, and it still has a swing axle rear, although the Texas license plate decals included in the kit display **1965**.

The **Body / Fenders / Hood / Doors / Valance / Running boards** are all molded as one piece. Volkswagen used fender welting, which is a gasket with piping exposed between the fenders and body. The kit has represented none of this. The rear has flashing on the fenders that would do a Stegosaurus proud! Additionally, the fenders appear a bit bobbed. A plus is that the fenders don't have the molded on flares typical of Revell's latest VW offerings. This allows you to build a stock looking kit, instead of a car that looks like it has the cheap aftermarket fiberglass fenders installed. Separate strips of chrome molding have been provided for the running boards. The engine cover is a two piece unit with a separate license plate shroud, again sans welting. There is a missing raised seam that should be directly in front of the doors. The trunk lid has

nicey shaped indentations and the chrome strip and the small grill area looks good too. The emblem near the windshield looks to be molded a bit tall and the area in the center should be open to the painted surface below. The bottom of the trunk lid is squared off, but it will be hidden behind the bumper when complete. Where is the squirter nozzle? This missing little hood ornament was a great source of amusement in the high school parking lot, when oriented 180 degrees from it's original position, it was used to squirt unsuspecting passers-by until you lost all air pressure in your spare tire, which was used for propellant.

The chrome molding fades into the body sides, meaning both front and rear and will be difficult to bare-metal and give a good representation. Sink marks are prominent on top of the front fender-mounted turn signals. The headlight trim rings are nicely done. The taillight housings are chrome plated and are a bit large. They should also be stripped and painted body color. The separate outside mirror has the correct shape, but it also has a huge ejector pin mark on the housing side. Where is the interior rearview mirror?

The *convertible top* has excellent texture, and looks to be accurately shaped. It does not have any interior detail molded in. The lack of interior detail fails to represent one of Volkswagen's earliest achievements. Volkswagen won awards at the Paris auto show for being one of the first convertibles for the masses with a headliner. All that's left in the kit is a couple of ejector pin marks. The top-down boot is well done. The top down driving of the convertible was interesting; in that the entire folded top rested outside of the body and was covered by a large boot. The boot looks like it could have been the inspiration behind whale tail spoilers.

On to the *interior*. The padded dash looks to be a bit too deep at the top edge. There is a good representation of the metal doorframes; vinyl upholstered door panels, map pockets, & armrests. The door panels have small ejector pin marks on them, and the door latch is missing. Although the front window cranks are shown, no rear window cranks are. This is the convertible; the back windows do roll down. Each of the front seats is a 3-piece unit that represents the seats fairly well when viewed from above. 7/32" needs to be trimmed from the bottom of the front seats and replaced with an accurate representation of the front seat frame detail. The back seat is a 2-piece unit, which is represented nicely. The foot well has a nice representation of the felt that was used for carpeting on the actual car. The "bottom swing" clutch, brake and gas pedals are nicely done. The shifter knob, shaft, and boot are nice pieces. The hand brake and heat control levers are nicely represented.

Next we'll take a look at the *engine compartment*. This engine has the single port Manifold, single Solex Carburetor setup, no options provided in this kit. The pre-heater risers are separate pieces along with the heater hoses. The cooling fins on cylinders are not represented, I guess they thought it would all be hidden by the fan shrouding. An oil bath air filter is represented. The fan housing looks good. A separate coil attaches directly to it. The belt and pulleys lack detail. The separate valve covers are missing wire clamp detail. There is a rough representation of the oil screen housing on the bottom of the engine. VW didn't use the paper element oil filter that we are accustomed to seeing on domestic engines. The heater boxes are not well defined, but are there. The muffler and separate chrome resonator tips complete the exhaust system.

The *Transaxle* represents a swing axle. It displays no side panel detail and the starter is molded in.

The *chassis* is missing Jack receptacles under the running boards. The front axle represents a kingpin front axle. This is best described as a caricature of the actual front suspension. Most of the components are there, but are not well defined. The center hump which houses the fuel line, shift linkage and various control lines appears too square. The swing plates are missing the end cap detail. No detail is provided for the fuel tank although when assembled it would be barely visible. Finally the backing plates for all wheels are typical and lack detail.

Michelin XZX tires are provided. These are much wider and have a lower profile than the stock rubber. The wide 5-bolt pattern steel wheels lack the representation of the depth of the 1:1 wheels. Thank goodness that the nicely represented hubcaps cover most of the weak detail on the wheels.

The *windshield* has a weak representation of wipers molded to the glass. The headlight lenses lack any refraction details. The taillight lenses are clear pieces and are acceptable representations when painted. All of the glass suffers from the need to be so thick; a clear sheet of lexan cut to size would better represent much of this.

The *decals* included in the kit include 2 sets of license plates, one set of Texas "DHJ 738" and one set of Illinois "BUGGY". A single gauge decal is also provided. The decals provided are nicely registered and will look good on the completed kit.

Missing from this kit are the normal Revell bug offerings of racing bucket seats, roll bar, and skid plates, none which are appropriate for this iteration.

The optional all chrome driving lights still remain in the kit

By: Walt Rook

BITS & PIECES

- "Horseless Carriage registration!" A recent story in The Washington Times details an *unpleasant Y2K surprise* for the Maine state government. Seems as though, despite millions of dollars spent to ensure that state computers are ready for the year 2000, more than a *few owners* of *year 2000 model cars and trucks* received titles identifying

them as *'Horseless Carriages'*!! Thankfully, not our tax dollars at work, but don't be too surprised if it happens here as well, if recent dealings with our own MVA are any indication!

- **"Stamp of Approval!"** Virginia brothers David and Chris Williams recently had the distinction of having their *Rangoon Red 1964 ½ Mustang convertible* immortalized by artist Keith Birdsong on a *new 33 cent stamp* issued by the *Postal Service commemorating the decade of the 1960's*. Thanks to *The Washington Times*.
- **"Hot Rod Lincoln LS"**! Rumor has it that the praise being heaped on the new *2000 Lincoln sedan* is well deserved. All *five engineers responsible* for fine tuning the cars chassis and aerodynamic design recently *honed their skills on the Ford Racing Team!!* An exploratory team was formed in January 1996. *The thought was that after being assigned to the team, when engineers returned to production work, they could handle ANYTHING!*
- **Mint Wars!** This time, it's *Franklin Mint*. They have finally seen the error of their ways (*Just kiddin', George!*), and seen fit to release a *1969 Pontiac GTO Judge* in their *new 1/43rd scale lineup!* This baby features *opening doors, hood, and trunk, and folding bucket seats*, it positively screams out for attention with its *Carousel Red paint job!* This one should set you back the obscenely low price of *only \$29.95 (not including shipping and handling)*, and from what I hear, you better get 'em quick, as they may be going up in price. You can contact Franklin Mint at Franklin Mint Precision Models, Franklin Center, PA 19091-0001, or call 'em at 1-800-THE-MINT. Also, remember the 30-day money-back guarantee.
- **"Gone (again!) in Sixty Seconds"**! Guess many of you have seen the recent issue of *Car & Driver magazine*, with the details on the *remake of H.B. "Toby" Halicki's cut classic, "Gone in Sixty Seconds"?* Seems as though *Nicolas Cage* has been tapped to star in the \$80 million dollar plus saga of Eleanor (*a 1973 Ford Mustang, and arguably, the real star!!*). The remake, according to the story, will closely follow the original story line, and other cars to be featured will include a *Hemi Mopar* and a *Ferrari 550 Maranello*, in addition to the hairy chase scene involving the Mustang. No word on release dates.
- **"Demo Man" Cars?!** Remember the futuristic cop car, which filled with foam, saving *"Demo Man" star Stallone's* butt? Well, engineers at *Mercedes-Benz* have been at work on a *'Passive Safety' System*. It locates *radar sensors in the front bumper*, and a *camera in the back of the rear view mirror (facing forward through the windshield)*. These devices determine the speed/size of an object that the car is about to hit. The car *automatically tightens seat belts and inflates air bags ahead of the actual collision-as much as 16 ½' to 33' before the crash!* And, so, the logic goes, *if the car can predict the accident, why not just prevent it altogether?!* Future innovations could also help apply the brakes to reduce stopping distance, or even bring the car to an emergency stop! *As Keanu Reeves would say, "Whoa-Excellent!"*
- **More Mint!** This time, *Danbury Mint* is releasing a *1964 Aston Martin DB5*. This one features *opening doors, hood, and trunk, as well as gas doors, operable front and rear suspensions, folding driver's seat, wire wheels, with a removable spare wheel, and an operable antenna*. And If this one don't float yer boat, how about a stock 1949 Mercury Club Coupe?! It features opening doors, hood, and trunk, removable real rubber spare tire, and steerable front wheels through the steering wheel! The tab for either of these is only *\$112*, payable in four monthly installments of \$28 (*plus \$1.95 S + H per installment*). You can reserve yours by contacting them at Danbury Mint 47 Richards Avenue Norwalk, CT 06857. And remember their money-back guarantee!
- **Roller Jam, European style!!** In Amsterdam, a major highway was recently declared car-free for a day. *Four thousand people on inline skates* came out to celebrate this fact. That is, until they skated into a tunnel. Seems as though near the front of the pack, a skater fell, and several others tripped over him!! The rest of the crowd couldn't see because of the darkness in the tunnel! In all, *several hundred skaters got caught in the pile-up! A local car club gleefully pointed out that there had never been a car accident in the tunnel, and maybe it would be safer to keep the highway free of in-line skaters!!*
- **R/C Lowrider wheels! Pro-Line**, a prominent maker of R/C racing tires, is working on slick tires with *"Weld" wheels*. The wheels have an electroplated outer ring with gold centers. The tires will be molded in a soft compound that will have the accurate scale sidewall flex under the weight of the model. They are also working on front wheels and tires for funny cars. They are to be released under the *SO-REAL product name. Thanks to Walt Rook for this item!*
- **More club meetings.** Mark Wheeler, know as the founder of the *"Our Model is Christ" model car club* has found a new home. The club will make its successful return on *September 19th at Fork Christian Church, 6908 Sunshine Avenue, Fork, Maryland 21051, (410) 592-2292*. The remaining 1999 meeting dates are as follows: *October 10th, November 14th, and December 15th*. The meetings will be from 1:30 to 4:30 p.m. on Sundays. For more info, call Mark at (410) 551-4230.

COMING EVENTS

- *Oct. 17th-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.

- ❑ Oct. 17th- **Fall Antique and Classic Car Show** sponsored by the *Cadillac-LaSalle Club of the Potomac Region* from 10 a.m. to 4 p.m. at Capitol Cadillac in Greenbelt. Judging will be in 10 categories, which will also include **Best PreWar**, **Best PostWar**, and **Best of Show**. For info, call Bill Brown at (301) 424-0059, or Ben Berman at (703) 437-6820.
- ❑ Oct. 17th- **4th Hunt Country Classic** sponsored by the *MG Car Club of Washington* at Svea Farm, in Middleburg, VA from 9 a.m. to 3:30 p.m. Spectator parking/admission is \$2 per car. Food, fresh cider, and other non-alcoholic beverages available. For info, call Ronda DeVore at (703) 256-7160, or check out <http://members.aol.com/mgccwccc> on-line.
- ❑ Oct. 30th-**Bay Country Region VCCA "All Chevrolet Show"** from 10 a.m. to 3 p.m. at Bob Bell Chevrolet in Bel Air, MD. For info, call (Jerry Prodoehl at (410) 544-7873.
- ❑ Nov. 6th- **Start Your Engines Auto Showcase 99 Car Show Series Auto Showcase #6 car show** at the Toys "R" Us on Pulaski Highway.
- ❑ 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 (LIARSRS 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.
- ❑ Dec. 12th- **Semi-Annual Toy Show** at the Fallston Volunteer Fire Department in Fallston, MD from 9 a.m. to 2 p.m. For info, call June or Joe Livingston at (410) 877-7644, or Hobie Howell at (410) 877-3568.
- ❑ Jan. 20th, 2000 (!)- **Super Sunday Collectors Toy Show** at the Shrewsbury Fire Hall in Shrewsbury, MD from 9 a.m. to 1:30 p.m. For info, call Joe Golabiewski at (410) 592-5854, or Carl Daehnke at (717) 764-5411.
- ❑ March 4th, 2000 (!)-**The Birmingham Classic NNL Model car show and swap meet** at the Oporto Armory in Birmingham, AL from 8 a.m. to 5 p.m. Theme awards this year are **"Birds and Bees"** (*Anything with a bird or insect name in it!*). For **Vendor info**, contact Dan Morgan at P.O. Box 988 Cullman, AL 35056, or call [(256) 739-1819]. For **Show info**, contact Tommy May at MCCM 5605 12th Ave. South Birmingham, AL [(205) 591-8038] (SASE for flyer), or E-mail TMayMCCM@mindspring.com.
- ❑ April 9th, 2000 (!)- **WCCA Millennium Spring Toy Show** at the York Fairgrounds in York, PA from 9 a.m. to 2:30 p.m. For info, contact club office at (717) 653-7327.
- ❑ 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 'I' 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; 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. Check out their website at <http://www.CARSMoDelCarGallery.com!>

CLASSIFIEDS

FOR SALE- *Five Scale Auto Enthusiast binders (red with gold print)*. Very good condition, \$5 each, or all five for \$20. Also **SAE #41-61 (Jan/Feb 1986- June 1989)**, \$10 each. Call Tim Powers at (410) 255-3976.

WANTED- SAE magazine binders; old custom parts; old model boxes, empties, any condition-even just tops. Call Mark Mason at (540) 371-8931, or see me at the meetings.

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