

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 14, No. 8, May, 2001

by: "GTO"

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

Well gang, the *April* meeting had about 57 members in attendance, including the infamous *Member X* (not to be confused with *Racer X*!). I think the big topic of conversation was another NNL event – ours! Final; plans were being made, getting 'volunteers', etc. So, with any luck, you won't hear too much more about this event until we *pick themes for next year's show*, and begin the process all over again! Boy, no rest for the wicked!

The raffle raised \$78.00 (as well as \$38.00 from the box). The club would like to thank the raffle donors listed below: *Mike Hemp, Ron Bradley, Brad, Ron H, Bill Spradlin, Charlie Saglinbene, Tim Powers, Ron Roberts, Bob Ege, Jerry Frazier*, and *Replicas and Miniatures Company of MD*. As always, special thanks also go to those listed below:

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

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

Double Zero One (2001) 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 again 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!). *Please note that in ALL cases, the meeting is on the Third Saturday of the month, thus making it easier to remember!*

January 20th
February 17th
March 17th
April 21st
May 26th
June 16th



July 21st
August 18th
September 15th
October 20th
November 17th
December 15th

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.

Seminar Listing

Bare Metal Foil - Ron Hamilton ✓
Gold Foil application-Matt Guilfoyle ✓
Fear of Photoetch-Lyle Willits ✓
Interior Detailing

Airbrush Technique
Restoration of a Built-up model
Decal Application
Scratchbuilding small details (acetate windows, antennas, etc.)

Panel Opening-Bill Geary ✓
Engine Detailing-Norman Veber ✓
Paint Polishing- Ron Hamilton ✓

Building a resin kit/conversion
Tire Detailing
Photoetch Techniques – Tim Powers

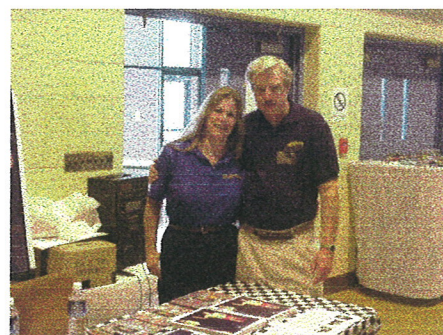
10th Annual Mid-Atlantic NNL: Model Car Show

Well gang, the 10th edition of our show came off with very little (if any!) problems. The total number of entries was up markedly over last year. In all, there were just over 400 models on display on the elevated tables in the display room that afternoon!

Our special guest, 'Jungle Pam' Hardy, was also present, and what an absolute pleasure to talk to (not too hard on the eyes, either!)! It was my belief that she would think all of us mad for our pursuit of our 'toys'. Wrong, as any outsider would be, she was genuinely impressed with our devotion to our hobby. Especially since she had little, if any exposure to our hobby before that afternoon. She graciously signed everything she was handed, and even mugged with the club Prez, Lyle Willits!

To no one's real surprise, MAMA's Boy Bill Geary continued his winning ways. We had some very nice pieces on the table, so he definitely got as run for his money! And just wait until his latest project (*you know, the '58 Impala with the roll-down windows?!*) makes its auspicious debut next year! Without further ado, the winners are listed below in alphabetical order:

Custom	John Kester
Competition	Tom Strehle
Curbside	Scott McKenzie
Miscellaneous	Bill Garner
Replica Stock	Jeff Sauber
Street Machine	Rodney Jefferson
Street Rod	Terry Adams
Truck/Light Commercial	Bill Hamburg
Big Car Challenge	Bill Richards
CPMCC Gary Burkey Award	Rodney Jefferson
Foreign Sports Cars	Bill Geary
Diorama	Diego Perri
People's Choice-Junior	Damien Brinegar
People's Choice-Adult	Bill Geary
Pam's Pick	Jim Steumpfle



Club Prez Lyle Willits hamming it up with Special Guest 'Jungle Pam' Hardy. Don't get fresh Lyle. Remember, you're happily married!

We owe a huge debt of gratitude not only to those who gave of themselves to work the show, but our sponsors as well. Ron Bradley (of Bradley's Model Car Collectibles), who selflessly pursued signing 'Jungle Pam' Hardy to her appearance at our show; Hobby works, who has been an active supporter of the club since day one; The CPMCC, and Midnite Modelers clubs for their turnouts; and our supporters – Ron Hamilton, and his 'Big Car Challenge', which was seemingly the most jam-packed table not including the competition class, Replicas & Miniatures Company of Maryland, Fred Cady Design, Revell models, Kalmbach publishing for running our event as often as they have, Bob Asselta of Scale Motorwerks, Slxxx decals, Harry Charon, Jerry Frazier, and Tony Meeker. I am sure that I have most likely forgotten someone, so, I'll apologize in advance.

Congrats to all the lucky winners, and watch for show coverage coming soon to a magazine near you!

Corvette C5-R Comparo: Corvette® 'C5-R™ Goodwrench™ ProFinish vs. Corvette® C5-R 2000 LeMans

[ProFinish #85-1648; 1/25th scale; 94 pieces; prefinished body, black, gray, tampon-printed tires, vinyl markings; Revell #85-2354; 1/25th scale; 94 pieces; white, clear, and vinyl tires]

Originally, this review started out to be a head-to-heads comparison of these two kits. Funny thing is, when the latter kit was released, one thing became perfectly clear – it was for all intents and purposes, the same kit!! So, a comparison is somewhat of a moot point. There are a few differences between the two, which I will attempt to point out, and then, you are on your own as to choosing which one works for you.

Body: Obviously, the ProFinish kit has the body nearly entirely prefinished in the proper black and silver livery (*while the Lemans racer is molded in white*), with Goodwrench Service Plus and GMAC splashed across the mold lines are minimal, but still there. The hood is molded shut on the car, as are the louvers. The rear wing and two support brackets are separate items, as are the outside rear view mirrors (*w/chrome faces*). Separate, clear headlight lenses are included, and headlight buckets, a lower grille, and a single windshield wiper round out the body.

Interior/Chassis: The roll cage is molded in left and right sides. Padding is molded to the roll cage. These items, along with a transmission tunnel, attach to the flat floor pan. When the cage sides are in place, two top bars connect them. A separate window net, dashboard, steering wheel, and pedal unit are also provided. Multi-piece front and rear suspensions complete this subassembly. And, yes, upper and lower radiator hoses **ARE** included!

Engine: The aluminum small block V-8 consists of only 16 pieces (*including the exhaust system*), while the transmission and rear end consist of another four. Between the painting instructions, and decals, even though simplified, it is a convincing replica. Pity no one will see it – **the hood is molded shut!**

Wheels & Tires: The rims are BBS-style units, which mount a very nice set of low profile Goodyear tires, with white lettering already applied (*Goodwrench kit only*).

Glass: Another high spot for the kit, the glass features all black areas prepainted black as needed (*Goodwrench kit only*). A passenger side window, clear headlight covers, and clear red tail light lenses are also included.

Instructions: The instructions in both kits are quite clear, and step by step, and include painting suggestions. They are also exactly the same, with the possible exception of the last sheet, which details decal placement.

Decals: The decals are very similar from car to car, but I notice that the carbon fiber decals on the C5-R LeMans car seem darker than those for the first-run Goodwrench car.

Upon final assembly, someone in the know tells me that ride height will be an issue. The front suspension will need to be tweaked a bit to avoid that 'nose in the air' look.

It should be noted that this car is correct as run in Goodwrench livery, but incorrect as the Lemans car. The Lemans racer had a different hood and front bumper, no scoop on the roof, and also featured several NACA ducts on the front and rear bumpers. **Harold Bradford** is in the final stages of '*accurizing*' this car, and will be offering a transkit, to allow a more realistic replica to be built. It will include a new body, separate hood, front bumper, windshield wiper, and radiator (*if I recall correctly*). All louvers and ducts in the body will also be molded **OPEN**. Early pricing puts this kit at around \$35. The kit will also be available through our own Norman Veber, proprietor of Replicas & Miniatures Company of Maryland. Also rumored to be available will be a set of decals from *Scale Designs* (*again, rumors put the cost at around \$20*). This sounds a bit steep, until you factor in the fact that I understand that this sheet will do both Goodwrench and Lemans cars), a set of aluminum wheels, and at least one photoetch set (*and maybe more!*). And sadly, with **Dale Earnhardt's** association with this car at this year's running of the 24-hour race, this kit could prove to be **VERY** popular for the gang at Revell this year.

By: Tim Sickle

Wile E. Coyote vs. Acme Co

In The United States District Court, Southwestern District, Tempe, Arizona Case No. B19293, Judge Joan Kujava, Presiding.

Wile E. Coyote, Plaintiff -v.- Acme Company, Defendant

Opening statement of Mr. Harold Schoff, attorney for Mr. Coyote:

My client, Mr. Wile E. Coyote, a resident of Arizona and contiguous states, does hearby bring suit for damages against the Acme Company, manufacturer and retail distributor of assorted merchandise, incorporated in Delaware and doing business in every state, district, and territory. Mr. Coyote seeks compensation for personal injuries, loss of business income, and mental suffering caused as a direct result of the actions and/or gross negligence of said company, under Title 15 of the United States Code, Chapter 47, section 2072, subsection (a), relating to product liability.

Mr. Coyote states that on eighty-five separate occasions he has purchased of the Acme Company (*hereinafter, "Defendant"*), through that company's mail-order department, certain products which did cause him bodily injury due to defects in manufacture or improper cautionary labeling. Sales slips made out to Mr. Coyote as proof of purchase are at present in the possession of the Court, marked Exhibit A. Such injuries sustained by Mr. Coyote have temporarily restricted his ability to make a living in his profession of predator. Mr. Coyote is self-employed and thus not eligible for Workmen's Compensation.

Mr. Coyote states that on December 13th he received of Defendant via parcel post one Acme Rocket Sled. The intention of Mr. Coyote was to use the Rocket sled to aid him in pursuit of his prey. Upon receipt of the Rocket Sled Mr. Coyote removed it from its wooden shipping crate and sighting his prey in the distance, activated the ignition. As Mr. Coyote

gripped the handlebars, the Rocket Sled accelerated with such sudden and precipitate force as to stretch Mr. Coyote's forelimbs to a length of fifty feet. Subsequently, the rest of Mr. Coyote's body shot forward with a violent jolt, causing severe strain to his back and neck and placing him unexpectedly astride the Rocket Sled. Disappearing over the horizon at such speed as to leave a diminishing jet trail along its path, the Rocket Sled soon brought Mr. Coyote abreast of his prey. At that moment the animal he was pursuing veered sharply to the right. Mr. Coyote vigorously attempted to follow this maneuver but was unable to, due to poorly designed steering on the Rocket Sled and a faulty or nonexistent braking system. Shortly thereafter, the unchecked progress of the Rocket Sled brought it and Mr. Coyote into collision with the side of a mesa.

Paragraph One of the Report of Attending Physician (Exhibit B), prepared by Dr. Ernest Grosscup, M.D., D.O., details the multiple fractures, contusions, and tissue damage suffered by Mr. Coyote as a result of this collision. Repair of the injuries required a full bandage around the head (excluding the ears), a neck brace, and full or partial casts on all four legs.

Hampered by these injuries, Mr. Coyote was nevertheless obliged to support himself. With this in mind, he purchased of Defendant as an aid to mobility one pair of Acme Rocket Skates. When he attempted to use this product, however, he became involved in an accident remarkably similar to that which occurred with the Rocket Sled. Again, Defendant sold over the counter, without caveat, a product which attached powerful jet engines (in this case, two) to inadequate vehicles, with little or no provision for passenger safety. Encumbered by his heavy casts, Mr. Coyote lost control of the Rocket Skates soon after strapping them on, and collided with a roadside billboard so violently as to leave a hole in the shape of his full silhouette.

Mr. Coyote states that on occasions too numerous to list in this document he has suffered mishaps with explosives purchased of Defendant: the Acme "Little Giant" Firecracker, the Acme Self-Guided Aerial Bomb, etc. (For a full listing, see the Acme Mail Order Explosives Catalog and attached deposition, entered in evidence as Exhibit C.) Indeed, it is safe to say that not once has an explosive purchased of Defendant by Mr. Coyote performed in an expected manner. To cite just one example: At the expense of much time and personal effort, Mr. Coyote constructed around the outer rim of a butte a wooden trough beginning at the top of the butte and spiraling downward around it to some few feet above a black X painted on the desert floor. The trough was designed in such a way that a spherical explosive of the type sold by Defendant would roll easily and swiftly down to the point of detonation indicated by the X. Mr. Coyote placed a generous pile of birdseed directly on the X, and then, carrying the spherical Acme Bomb (Catalog #78-832), climbed to the top of the butte. Mr. Coyote's prey, seeing the birdseed, approached, and Mr. Coyote proceeded to light the fuse. In an instant, the fuse burned down to the stem, causing the bomb to detonate.

In addition to reducing all Mr. Coyote's careful preparations to naught, the premature detonation of Defendant's product resulted in the following disfigurements to Mr. Coyote:

1. Severe singeing of the hair on the head, neck, and muzzle.
2. Sooty discoloration.
3. Fracture of the left ear at the stem, causing the ear to dangle in the aftershock with a creaking noise.
4. Full or partial combustion of whiskers, producing kinking, frizzling, and ashy disintegration.
5. Radical widening of the eyes, due to brow and lid charring.

We come now to the Acme Spring-Powered Shoes. The remains of a pair of these purchased by Mr. Coyote on June 23rd are Plaintiff's Exhibit D. Selected fragments have been shipped to the metallurgical laboratories of the University of California at Santa Barbara for analysis, but to date, no explanation has been found for this product's sudden and extreme malfunction. As advertised by Defendant, this product is simplicity itself: two wood-and-metal sandals, each attached to milled-steel springs of high tensile strength and compressed in a tightly coiled position by a cocking device with a lanyard release. Mr. Coyote believed that this product would enable him to pounce upon his prey in the initial moments of the chase, when swift reflexes are at a premium.

To increase the shoes' thrusting power still further, Mr. Coyote affixed them by their bottoms to the side of a large boulder. Adjacent to the boulder was a path which Mr. Coyote's prey was known to frequent. Mr. Coyote put his hind feet in the wood-and-metal sandals and crouched in readiness, his right forepaw holding firmly to the lanyard release. Within a short time Mr. Coyote's prey did indeed appear on the path coming toward him. Unsuspecting, the prey stopped near Mr. Coyote, well within range of the springs at full extension. Mr. Coyote gauged the distance with care and proceeded to pull the lanyard release.

At this point, Defendant's product should have thrust Mr. Coyote forward and away from the boulder. Instead, for reasons yet unknown, the Acme Spring-Powered Shoes thrust the boulder away from Mr. Coyote. As the intended prey looked on unharmed, Mr. Coyote hung suspended in air. Then the twin springs recoiled, bringing Mr. Coyote to a violent feet-first collision with the boulder, the full weight of his head and forequarters falling upon his lower extremities.

The force of this impact then caused the springs to rebound, whereupon Mr. Coyote was thrust skyward. A second recoil and collision followed. The boulder, meanwhile, which was roughly ovoid in shape, had begun to bounce down a hillside, the coiling and recoiling of the springs adding to its velocity. At each bounce, Mr. Coyote came into contact with the boulder, or the boulder came into contact with Mr. Coyote, or both came into contact with the ground. As the grade was a long one, this process continued for some time.

The sequence of collisions resulted in systemic physical damage to Mr. Coyote, vix., flattening of the cranium, sideways displacement of the tongue, reduction of length of legs and upper body, and compression of vertebrae from base of tail to head. Repetition of blows along a vertical axis produced a series of regular horizontal folds in Mr. Coyote's body tissues-- a rare and painful condition which caused Mr. Coyote to expand upward and contract downward alternately as he walked, and to emit an off-key, accordion-like wheezing with every step. The distracting and embarrassing nature of this symptom has been a major impediment to Mr. Coyote's pursuit of a normal social life.

As the court is no doubt aware, Defendant has a virtual monopoly of manufacture and sale of goods required by Mr. Coyote's work. It is our contention that Defendant has used its market advantage to the detriment of the consumer of such specialized products as itching powder, giant kites, Burmese tiger traps, anvils, and two-hundred-foot-long rubber bands. Much as he has come to mistrust Defendant's products, Mr. Coyote has no other domestic source of supply to which to turn. One can only wonder what our trading partners in Western Europe and Japan would make of such a situation, where a giant company is allowed to victimize the consumer in the most reckless and wrongful manner over and over again.

Mr. Coyote respectfully requests that the Court regard these larger economic implications and assess punitive damages in the amount of seventeen million dollars. In addition, Mr. Coyote seeks actual damages (*missed meals, medical expenses, days lost from professional occupation*) of one million dollars; general damages (*mental suffering, injury to reputation*) of twenty million dollars; and attorney's fees of seven hundred and fifty thousand dollars. By awarding Mr. Coyote the full amount, this Court will censure Defendant, its directors, officers, shareholders, successors, and assigns, in the only language they understand, and reaffirm the right of the individual predator to equal protection under the law.

(The preceding case was found on the Internet – enjoy! Especially you Mopar lovers!)

BITS & PIECES

- ❑ **Another Great one gone!** This time, it was none other than **Henry “Smokey” Yunick!** He died at his home on May 9th at the age of 77 after a year-long battle with Leukemia. Memorial services were held on May 12th. I guess the “Best Damn garage in Town” has finally closed its doors with his passing. A book (rumored to be a three-volume set!) on his life and racing exploits is said to be ready for release on July 6th. Thanks to The Winston Cup Scene for the details.
- ❑ **Big Brother IS watching!** Remember several issues back when I touched on the subject of **red light cameras?** Well, apparently, Uncle Sam has found another use for them – wouldja believe.....**radar cameras?!** Well, you better, ‘cause according to the May 8th issue of the paper, the **National Park Service** recently installed several of them along the **George Washington Parkway** in Northern Virginia! A congressional spokesman was quoted as asking, **“What’s next? Seat belt cameras? Cell phone usage cameras? Anti-smoking cameras?!”** Several congressman are challenging this as an invasion of privacy. We’ll see how it plays out. And, while on the subject of red-light cameras, have you heard that local governments are being accused of **shortening yellow light cycles** in order to **maximize fines?!** A study which recently became public indicates that the yellow light cycle has been **reduced** from **five** to **three seconds** since 1985, and that fines generated by traffic cameras capturing drivers running the quick-changing signals has become a critical revenue source. Well, Duh! Once a governing body gets used to a revenue source, they will obviously be unhappy to see it decrease. Seems as though if fewer people are running red lights, then they will just have to increase the amount of the fine for this offense (*As Montgomery county recently attempted to do, if I’m not mistaken. They attempted to raise the red-light-running fine from \$75 to \$250 – all in the interest of ‘public safety’. Yeah, right!*). That wouldn’t surprise me at all. It’ll be interesting to see how all this plays out.

COMING EVENTS

- ❑ **May 25th to 27th - Fifth Annual Big M Spring Bash** at the drive-in in Churchville, MD. For info, call 410) 879-5558.
- ❑ **May 25th to 28th- The Second Annual “Fire Up and Thunder Out Nation’s Capital Bike Rally”** will be held at the Charles County fairgrounds in La Plata, MD. The event will include camping, games, live bands, a custom cycle show, food, and more than 50 vendors. Gates open May 25th at 10 a.m. and close May 28th at 6 p.m. On May 27th, bikers at the fairgrounds will leave for Washington, D.C. to participate in “Rolling Thunder XIV” to remember American POWs and MIAs. For info, call (301) 893-2900, or visit www.fireupthundrout.com.
- ❑ **June 1st to 3rd - Street Rod Nationals East** sponsored by the National Street Rod Association at the York Expo Center in York, PA. For info, contact Street Rod Nationals East, 2058 Summitview Dr, Longmont, CO 80504-7761, PH: 303-776-7841.
- ❑ **June 1st to 3rd- Carlisle All-Ford Nationals** at the Fairgrounds in Carlisle, PA.

- ❑ *June 3rd – The Mid-Atlantic Vintage Chevrolet Club of America* will host a car show from 8 a.m. to 3 p.m. at Sport Chevrolet at 29 and Briggs Chaney Road in Silver Spring, MD. For info, call Dan Blades at (301) 262-5148.
- ❑ *June 15th to 17th – The Delmarva Cougar Club* will host the *Cougar Nationals* from 9 a.m. to 4 p.m. at the Patrick Henry Inn, outside the gates of the Colonial Williamsburg Historic area. Entries will be accepted from any year, but classic 1967 to 1973 Cougars will be featured. For info, call show organizer Ron Crouch at (757) 587-5498, or visit the club's website at www.dcconline.org.
- ❑ *June 24th - Liberty Street Rods 12th Annual car show* on the Winfield Fire Department grounds in Winfield, MD. For info, call Al Rhoton at (410) 848-5141.
- ❑ *June 29th to July 1st - Carlisle All-GM Nationals* at the fairgrounds in Carlisle, PA.
- ❑ *July 13th to 15th- Carlisle All-Chrysler Nationals* at the fairgrounds in Carlisle, PA.
- ❑ *July 14th - Second Annual All Makes Car and Truck Show and Vendor Swap Meet* at the Walkersville Fire Carnival Grounds in Frederick, MD. For info, call Ron after 6 p.m. at (301) 694-7093.
- ❑ *July 27th to 29th - Summer Carlisle* at the fairgrounds in Carlisle, PA.
- ❑ *July 29th – Pontiacs at the Grove* drag race and car show at Maple Grove raceway, in Mohnton, PA.
- ❑ *Aug. 24th to 26th- Corvettes at Carlisle* at the fairgrounds in Carlisle, PA.
- ❑ *Sept. 7th to 9th - Tenth Annual Big M Birthday Bash* at the drive-in in Churchville, MD. For info, call (410) 879-5558.
- ❑ *Sept. 9th – The 2nd Annual Fourbridges Challenge Model Car show, and Vendor Swap Meet*, hosted by the Staten Island Modeler's club in conjunction with the Staten Island AACA Car Club from 9 a.m. to 4 p.m. at the Petrides School (the former College of Staten Island, Sunnyside campus), 715 Ocean Terrace, Staten Island, NY 10301. Themes are Forgotten Marques (i.e., AMC, Plymouth, Willys, Tucker, Oldsmobile, Edsel, Studebaker, Desoto, Hudson, and Duesenberg, to name a few!). For info, E-mail hwcall@home.com, or tommy85@home.com.
- ❑ *Sept. 16th - 6th Annual Cumberland Valley Classics Car Show* at the Carlisle fairgrounds in Carlisle, PA. For info, call Denny at (717) 258-6278.
- ❑ *Sept. 23rd – The Super September Showdown II Model Contest and Vendor Show* sponsored by *The Model King and Fantastic Plastics* in conjunction with the *Central Pennsylvania Model Car Club* from 9 a.m. to 2 p.m. at the Gilbertsville Fire Hall on Route 73 in Gilbertsville, PA. For info, call Len Feinberg at (610) 923-7534, or Dave Burket at (732) 240-3987, or E-mail [FnPlastics@aol.com](mailto:FmPlastics@aol.com).
- ❑ *Sept. 30th – Walker Pontiac All-Pontiac Car Show* at Walker Pontiac in Bowie, MD (*Rain date is Sat., Oct. 6th*)
- ❑ *Oct. 4th to 7th -Cruisin' Ocean City* at the Inlet Parking lot in Ocean City, MD. For info, call 1-800-OC-OCEAN.
- ❑ *October 4th to 7th - Fall Carlisle* at the fairgrounds in Carlisle, PA.
- ❑ *October 13th – NNL Nationals #22* sponsored by the Cleveland Automotive Modelers Society, at the Lucas County Recreation Center in Maumee, Ohio. This year's theme is '*Model Car Cruise Nite 2001*' – shoot a picture of a car at a local cruise night, and build a replica of it! Be sure to bring the picture! For more info, SASE to Glenn Marek, 512 Abbyshire Drive, Berea, Ohio 44017.

CLASSIFIEDS

FOR SALE - Minolta X-700 35mm camera with 50mm and 70-200mm zoom/macro lenses. Includes strap and spare battery holder. \$300. Contact Tim Powers at (410)-255-3976, or see me at a meeting.

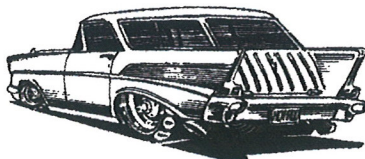
WANTED - Back issues of *Motor Racing Replica News* and/or *Motor Racing Models*. Contact me by E-mail at thereckners@erols.com, or see me at an upcoming meeting (*J C Reckner*)

FOR SALE – Hot Wheels Sojourner Mars Rover set, including pathfinder, lander, and rover still in original packaging. \$5.00 each (*two available*). Contact Rich Wilson at a meeting, or call him at (410) 674-5750.

WANTED – Meisterbrau tractor puller. Cash or have Orange Blossom Special to trade. Call Rob Spinks at (301) 604-8999.

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
gtoGuy@mindspring.com



Norman F. Veber
317 Roosevelt Ave., S.W.
Glen Burnie, Maryland 21061
(410) 768-3648