

## MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

*Volume 14, No. 12, August, 2001*

by: "GTO"

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

Well gang, attendance at the **July** meeting was 50 diehards, or so I a told, as I was not in attendance. What's that, you say?! Where th' heck are my priorities?! Well, this has been a hectic year for yours truly, what with the current job search, and computer classes. Last month, I was participating in a Family Reunion, which had been scheduled and planned months in advance without my input as far as the choice of a date is concerned! At any rate, I was actually able to kick back somewhat and relax and enjoy visiting with some family members I had not seen for some time. This was made easier due to the fact that I had just passed my first computer exam the previous Thursday. I've got a long road to travel, but I've made the first positive steps. I promise I'll be back in action next month! At any rate, Matt Guilfoyle ably filled in for me last month (*heck, you guys probably didn't even know I was gone!*).

Just another not-so-subtle reminder – **September** is our **Annual Auction month**. So, you are all tasked with either bringing in any model car-related items to donate to the club to be auctioned off, or bring lotsa money to bid on the auction items! As in the past, auction items could include built or unbuilt model cars, reference material, detailing items, tools, and on and on. Use your imagination, and support your club.

The raffle raised \$72.00 (*as well as \$46.00 from the box*). The club would like to thank the raffle donors listed below: **Mike Hemp, Ron 'The' Bradley, Ron H, Charlie Saglinbene, Rick Wilson, Brad, Joel Chevery, Harry Charon, Rex Turner, and last but certainly not least, Replicas and Miniatures Company of MD**. We all tend to take Norman for granted, but he has done quite a bit more than his fair share in support of our club. So, give a little back by patronizing his incredible lineup of detailing items. 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**

**Panel Opening** - Bill Geary ✓

**Engine Detailing** - Norman Veber ✓

**Paint Polishing** - Ron Hamilton ✓

**Airbrush Technique**

**Restoration of a Built-up model**

**Decal Application**

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

**Building a resin kit/conversion**

**Tire Detailing**

**Photoetch Techniques** – Tim Powers

## **"Big John" Mazmanian '41 Willys**

[Revell #85-2350; 1/25th scale; 93 pieces; molded in white, chrome, transparent red, black vinyl tires; photo etched grille, decals; one version - dragster only]

Well the wait is over, and Revell has made good on their promise. The second most famous 1941 Willys of all time is now available, and whether you are a fan of nostalgic sixties Gasser subjects or you simply like those funky supercharged hunks of heavy metal from the old days of drag racing, this kit is for you.

Contrary to rumor, this is **NOT** a retread of Revell's original 1960's release of the **'41 Stone Woods Cook Willys** - known as the **"Swindler II"**, the kit that we all knew so well from the early days of car modeling.

Folks, I'm happy to say that this kit is all new tooling. After all nothing less would do, since this is a model of the famous "arch rival" of the well known blue Willys run by the SWC team. This is that other famous supercharged gas coupe, the candy apple red Willys run by Big John Mazmanian.

Before we dive into the details, lets take a look at the subject - the real car - and then the model. I'll give you some hints on getting the kit more accurate to the original car, and some references for the real car for you diehard modelers as well.

**The Real Car:** Big John Mazmanian made his mark in drag racing history with a stable of cars, starting with a little red corvette, a '41 Willys, a severely chopped Austin (*known as the football*), and finally a Barracuda Funny Car (*w/ a Keith Black Hemi - subject of Polar Lights model release #6504*).

Mazmanian raced the Barracuda until he retired from drag racing in 1972.

Big John ran the red Willys for three years, starting in 1963 and ending in 1967. The red Willys' career was glorious but short-lived. In the never ending quest for more speed Big John, like many others in the field, started using the small foreign-made cars on modified frames with big engines.

Once the NHRA rules were changed to allow the use of foreign cars, Big John and his "Armenian Army" unbolted the big hemi from the red Willys, and re-bolted it into a custom built frame for the flattened/chopped Austin.

This was the beginning of the evolution of the funny car, and the end of the heavy steel bodied Willys.

Of historical note, Big John sold the red Willys - (*sans the hemi engine*) - and it was lightened up and run with a Dodge 426 for six months as **"The Red Baron"** by Bill & Pete Hill from Ohio. That is, until it was flipped in an accident, and unceremoniously sold off to a scrap dealer. Sadly, another piece of Drag Racing history - gone forever.

During the Gasser Wars of the sixties the NHRA often changed classifications, so the red Willys was seen with several classifications (*A/GS, AG/S, and AA/GS*). It was also seen with different numbers and lettering styles, but it was always seen in Mazmanian's signature Candy Apple Red (*a secret formula blended by Ruben Palazuelos*). Of course it always had that "big is better" GMC huffed Chrysler, which legend tells us actually started out as a "used" 392 Chrysler found in a junkyard, a "piece of junk" motor that Big John bought for a mere \$50!

Engine builder/driver Bob "Bones" Balogh bored and stroked the "junk" into a 467 C.I. powerhouse outfitted with Iskendarian cams, and Dyno tested out at **824 H.P.** As these were the days before modern tire technology, there were **200 lb. Diesel batteries stuffed in the trunk** for traction, and **the rear bumper was filled with lead**, while the front end was

raised as much as the rules would allow for weight transfer. The best run of this car was in 1964, with a **149 MPH** run at **9.77 seconds ET**.

Big John campaigned the red Willys against that "other car" owner/business man Tim Cook, and this rivalry between the two famous coupes made for many a highly publicized drag race in the glory days of the "Gasser Wars".

**The Model Car:** No kids, this is not your father's Willys kit; this is a retool, exactly as advertised. And here's a "short list" of the differences in these two releases:

**Original Revell SWC Willys:** open doors, open trunk, fenders "rounded" over the top, solid flat areas in front for headlights, solid one-piece hood - hinged at the rear at the firewall, with a scribed area underneath to cut out for the blower scoop. One chrome tree, an Olds engine (*with fit problems*).

**New Revell BJ Maz Willys:** no open doors or trunk, fenders have a slight "ridge" at the top, holes in front for headlights, hood has two side tabs for attaching to body, with a square hole in the hood for the blower scoop. Two chrome trees, and a reasonable rendition of the 467 C.I. Chrysler.

The differences don't stop there, as the frame, wheels and tires, interior tub, drivers seat, roll bar, and side door panels are all new. The kit molding has that characteristic white plastic seen in the modern Revell releases of the '32 Highboy roadster and the 3-Window coupe kits.

The only similar pieces I noticed were the exhaust headers (*although the collectors are different*) and the little chrome **Dean Moon gas pedal**.

One last thing, this new kit is stamped "Made in China". Although I haven't checked my old Stone Woods Cook kit, I doubt old Mao-Tse-Dong would have let capitalist companies like Revell into the country to make model kits back in the Cold War days when the Swindler II was first released. How things have changed since those early days!

A closer look at the individual components for this build yields the following observations:

**Body:** Ok, it's a 1941 Willys, not hard to miss on this one. The body may not have the opening doors and trunk, and no scribing on the inside of the shell to help cut them out. But it is a nice rendition, and the grille opening is correct to Big John's car, and not a re-pop of the Stone Woods car, which is very different.

The **photoetched grille insert** is a definite plus, and photoetch is the only way to do this correctly.

The hood is not hinged, but since the real car had a removable hood (*with those pull latches on the front*) this is probably the way to do it. (*Trivia note: the all-steel body actually had Cal Automotive glass fenders, door and hood - but no matter, as who'll know on the model*).

The big question inquiring minds want to know is - were the headlights really red? No guys, they were not, at least in every research photo I've seen. They were clear glass in a chrome rim. Those of you wondering "why headlights on a racecar?" I'll refer you to Don Montgomery's excellent reference "Supercharged Gas Coupes - Remembering the Sixties" In the early days this class of vehicles had to be street legal (*lights, wipers, and self-starting*). OK, things changed over the years, but that's how it all started in the early days.

The window glass provided is also transparent red plastic, and they were actually safety plexi-glass that was amber tinted (*a clear dark orange at best*).

**Interior:** This kit provides a single bucket seat, and the "real thing" had two seats. Maybe NHRA allowed ditching the second seat later, but my pictures show two seats in 1964. Also for the detail obsessed, the pleats in the seat are running in the wrong direction, the pleats ran not across the width - but from back to front. The pleats on the door panels are in the correct direction, although the shape is a tad off.

The dashboard had three gauges, but they were centered in the console, with the big gauge in the center position. OK, minor stuff. The painting directions say "satin black", and as Big John favored black Naugahyde, this is correct. But the floorboard indicates tan; pictures I have seen show light warm grey carpeting.

**Drive train:** Pleasant surprise here, as Revell didn't stuff the old "Olds" in this kit. The valve covers of this Hemi are complete with the dual breathers on each one, with the horizontal indented ridge lines that surround each plug location as on the real thing (*incidentally, these indented lines were painted red on polished metal valve covers*). But the detail item that is missing here is the "Big John" engraved in each valve cover - also painted red. Revell regains points for providing the decal for this lettering, but I'm not going to tell you how to get the decal to apply correctly. (*Hint: borrow the decal setting solution from the scale Military guys, then hold your breath - or you can try painting the lines with a water-soluble red paint and wiping away the excess off of the raised lines. You'll need that "Big John" lettering on the valve covers to be exact*).

Toss the supplied "distributor" in the parts box and get a vertex magneto, and I'd get a nicer blower belt from after market sources - as the idler pulley is on the outside of the belt, **NOT** the inside as was provided with the kit part. And yes, there was a radiator on the real car, and as Mick says - "paint it black".

Painting instructions for the engine are accurate, as the block was red, but the entire blower was a dull, flat grey magnesium, not gunmetal as stated. Headers appeared to be that 60's style heatproof flat white, not the steel color as the directions claim. The blower scoop was indeed chrome with the Champion decals as provided, but toward the end of the car's life the scoop was red. Here's some more good news - Revell even gives you a decal for the little black leather scoop cover, complete with the "Chrysler Powered" script. Extra points here!

**Running Gear:** Another trivia note; this was one of the first Gassers to use *disc brakes on all fours*, so Revell gets points again. One of the secrets to Big John's success was all that power went through a B&M Hydro to a *beefy 4.30:1 Pontiac rear end*. I've been searching high and low for a good rendition of this very popular item and haven't been totally satisfied yet. I don't have a picture of this particular Willys set up, but I do have a picture of the '57 Pontiac rear end in Big John's Austin, and I've seen enough Pontiac rear ends to know that the kit item is a little off, but useable. If you are an obsessive detailer and a glutton for punishment, (*hear me Bill Geary?*) try fitting the Pancho rear end from the new AMT '62 Pontiac Catalina - or super detailing the old AMT '33 Willys part.

The wheels and tires changed with the seasons, so it is hard to miss the target in this department.

The kit provides M&H slicks (*correct for 1964*) and "no names" up front (*the real car had Pirellis - and they were in fact narrower than the kit supplied front tires*).

In the mag wheel department, the kit provided rear wheels look accurate - but I have to say the original Revell-SWC Willys five slotted "deep dish" front wheels on the old Revell SWC kit provided are more accurate for 1964 photos. In fact, the old kit Pirellis look better as well. I wonder why Revell ditched them?

**Painting:** The Big John Willys needs that classic Candy Apple Red treatment to do it justice. In my humble opinion, this will be the toughest part in building your kit accurately. The plastic is a nice even white, so it won't need much more than a sand and primer to prepare it. You can try one of the two part rattle (*spray*) can methods (*Gold base with a red transparent topcoat*). Getting an even hue of red over the gold base is a real challenge. I hear there is a one-shot paint product from some of the automotive parts retail shops. A good friend of mine from Illinois also provided me with a method for applying Candy Apple Red that works for him (*see the painting method below*). I will leave the details of pulling off the paint job to the experts (*how about an article on Candy Apple Red from you paint pundits?*).

**Decals:** The Big John Willys was seen with many different markings (*they must have loved to do gold leaf lettering every year*). The kit gives you a nicely rendered decal set that allows you to build one version:

Number 282 AA/GS, which - based on my photo - looks like the 1967 "end of its career version". Incidentally, *Slix* provides a decal set for two versions of this car, (*this same version #282*), and the fancy script for the car as it appeared at the 1964 outdoor Hot Rod show in Hollywood. I haven't seen any decals for the ever popular number 36 AG/S version seen in 1964 at Lions and Pomona (*check out Maz2.jpg below*). To do this version you'll need "Big John" in upper and lower case letters and a groovy B&M Hydro monster "cartoon" on each side of the car in front of the rear fender, very reminiscent of Roth's work on the original SWC Swindler.

So there you have it. Now you folks that already own a Revell Stone Woods Cook '41 Willys can have the "other half" of the most famous Willys rivalry in Gasser Wars history. How about putting them both side by side - Dioramas anyone?

**Candy Apple Red - Method #1:** Shoot the gold base - coat and allow drying. Inspect for dust and "lightly" fine sand if necessary. The topcoats of red have to be transparent red, and this method is a bit messy - but worth the effort.

Spray the transparent red into a clean jar and allow to sit for at least an hour. Don't forget - let the paint "sit" a little bit in the jar before thinning and air brushing. We're not sure what happens during the wait, but it doesn't spray right unless it is allowed to sit and release propellant.

Now, THIN the paint you have sprayed in a jar about 10-20% to reduce the amount of paint you have to apply. The thinner will help the paint lay and also reduce drying time, which helps avoid dust and blemishes. Spray an even continuous coat. Keep moving and don't stop and let the clear red build in any area. When dry, repeat the process.

(*Think of it as laying a piece of "Glad" wrap on the table. Then placing another and another and another building the coats gradually until you get the depth you are looking for*)

## **References:**

Supercharged Gas Coupes by Don Montgomery (pg. 57, 94 & 95, 100)  
Hot Rod magazine - September 1964



Byron's Gasser Madness – "This'll give you the Willys":

<http://www.gassermadness.com/willys/will.htm>

Big John Mazmanian Willys Photo:

<http://www.gassermadness.com/willys/maz2.jpg>

Big John Mazmanian Willys Photo:

<http://www.gassermadness.com/willys/maz-tucker.jpg>

by: James Strauss

## ' **41 Willys "big John" Mazmanian gasser – A Second Opinion**

[Kit # 85-2350; 40 chrome parts; 41 white, 4 rubber tires, 6 clear red, 1 sheet Mylar, 1 photo etch]

At last, it's here - the first of two seemingly long awaited Willys kits. At first I thought the parts count was a bit low, and at 93 total probably is, but I suppose it reflects on the starkness of the real gasser cars of the 60's.

**Engine:** The 28-piece *392-hemi engine* has maybe the best B&M hydromatic transmission we've gotten to date. There is a nice pair of chromed valve covers with 4 breathers. The engines' oil pan gets painted while the separate trans oil pan is chromed. The blower is the usual three-piece affair, but it has a one-piece injector scoop, yes I said 1 piece and it's still hollow. It is attached to the sprue at 1 point on each side, but don't worry about it because there are decals that cover these points. The drive belt and pulleys are chromed and only need flat black paint on the belt portion to look really good. There are separate starter, front cover, twin oil filters, upper and lower radiator hoses, and four-piece chromed exhaust headers.

**Chassis:** The chassis is cast as just bare frame rails and is part of a 23-piece assembly. The floor is a separate piece all the way to the trunk, so for those who want to open the trunk lid some of the work is done for you. The nicely done front tube axle and the characteristically long ladder bars for the rear axle are not chromed though the box art shows them to be such. Four shocks, four disc brakes, a watts link, and push bar complete this assembly.

**Wheels/Tires:** The wheels are real nice cast slot mags that are one-piece for the front and two-piece for the rear. The rears of course are rigged so the slots line up for realism so you can see the brakes behind them. The tires are not the typical Revell-Monogram tires; they're better. They are soft rubber and have seams that are so unnoticeable that they almost look like real, unused slicks. They have properly scaled M&H Racemaster dragster lettering on one side only and the front tires are equally as nice as well.

**Interior:** The interior builds up like the new generation kits with separate side panels. A single "typical for the 60's" race seat, a simple roll bar, steering wheel, and two individual pedals are included. The only chromed part is the shifter, and the dash gets a dry decal glued from behind for the gauges. This interior seems stark compared to today's drag cars, but again this was typical for the period. There are still lots of room for extra details here.

**Body:** The body is cast as one piece and the mold seams are difficult to find. The side molding is cast in place as opposed to separately as in the old Stone, Woods, & Cook kit where the molding was way out of scale. The hood has two claws on its bottom edge to hold it in place, but they work too well and make it very hard to remove the hood. It would seem to be best to remove the claw portion and leave the tab hanging down. The front and rear windows are cast in clear red as are the headlights. The side windows are to be cut out of clear mylar using patterns provided, then transparent clear red. The body should be painted with a base of gold then candy red over that to duplicate the real car. There are separate headlight, taillight, and door handles all chromed. The photo-etch grill is the really nice touch. It will look so much better than a plastic piece.

**Decals:** The decals are mostly gold lettering, though they look more tan than gold, but are otherwise correct. Decal # 13 had me scratching my head for a few minutes, as there is no mention of it anywhere in the instructions. All the others are located, but not # 13. Then I realized it went to the valve covers. It makes the red fins and has Mazmanian's name in it. There is a decal to be left dry to make the injector scoop cover; nice touch.

This kit is very well executed and it and its' sister kit will no doubt play a major role in the kit of the year run-offs.

Rich Wilson

## ***BITS & PIECES***

- **Lemans, D.C.?! Nope,** Washington, D.C. isn't changing its name. What the city's *Sports and Entertainment Commission* did do though, was to sign a *ten-year deal* with the *American LeMans Series (ALMS) racing circuit*

to hold *Grand Prix auto racing each July on the grounds of RFK stadium (this after two years of on-and-off negotiations!)*. It will be held on **July 21, 2002**, and then *each year through 2011* on a **1.7 mile temporary road course** along the north parking lots of the stadium. The races are scheduled to be covered on **NBC television**. The three-hour race will be preceded by two days of events that will include a *celebrity race*, a *fan festival*, and *qualifying races*. City officials are expecting as many as **75,000 people** for the race, and are approximating a **\$350 million economic impact** for Washington over the 10-year life of the deal. *So, better get yer tickets early!* Thanks to *The Washington Times* for this exciting scoop.

- ❑ **Faster, Quieter Harleys?!** In an attempt to broaden their market appeal to younger, richer Americans (*not to mention buyers in Europe and Asia*), Harley introduced the **VRSCA V-Rod line**, with a base price of **\$16,995**. It is the first Harley with a **liquid-cooled engine, exposed frame, and Porsche—developed powertrain designed to make it faster and lighter than the typical ‘Hog.’** The V-Rod engine is designed to deliver **115 horsepower** at more than **8,250 RPM**, which appears to place it in more direct competition with Japanese bikes from Yamaha, and Suzuki, not to mention the Italian Ducati. Already, *Harley purists* are calling the new bike *ugly*, and *expensive*. It will roll out of Harley’s Kansas City, Mo plant in the fall. Time will tell.
- ❑ **“Gimme a Hug!”** Didja hear about the poor stewardess driving south on I-95 early in the morning recently, when a **four-foot python slithered out from underneath the dashboard and wrapped itself around her leg?!** Somehow, the hysterical woman managed to get the car stopped, and beat a hasty retreat. Fairfax police responded to her distress call, but were seemingly unable to dislodge the snake from the car (*apparently, it had wrapped itself around something, and was just not letting go!*). The rental car company towed the car approximately 12 miles north to Alexandria, where they were able (*with the help of Animal Control officers*) to extricate the hitchhiker. They fed and bathed the snake, and have placed it in their **‘Lost and Found’ bin**, although they freely admit that they have received no calls about a lost snake!
- ❑ **Drive-ins!** Ironically, *yours truly* and his **‘Significant Other’** (*my lovely wife Debbie, who consents to letting me come out to our monthly meetings to ‘play’!*) recently visited **Ann’s Dari-Cream drive-in** (*for the first time!*) over on **Route 2**, in front of **Marley Station mall**. We had **foot-long hot dogs** (*which they estimate that they go through about 1,000 ‘dogs’ a day!*), **french fries**, and a **couple of shakes** (*choices include chocolate, strawberry, orange, banana, and cherry, if I recall correctly*). Coincidentally enough, our own **Norman Veber** sent along an **article** from *The Baltimore Sun* which trumpeted **Ann’s 50th years in business!! Good job! Thanks, Norman!**
- ❑ **Saturn’s introduces two new vehicles!** The first will be a **165-foot blimp!** Sadly, it isn’t for sale, It is meant to hype the firm’s second new vehicle, the **Saturn VUE**, the company’s **first SUV**. The VUE is reportedly going to be available beginning in the fourth quarter. Guess the blimp handles like a dream, eh? *With traffic what it is lately, I’d rather drive the blimp!!*
- ❑ **Caddy Corvette Clone** is set to debut in the **2003 model year**. It will be built at the plant in Bowling Green, KY. The car will reportedly include things such as advanced steel construction, an aluminum cockpit and cored composite floors (*meaning it will be stiff, crashworthy, and lightweight*), a one-button, fully automatic folding hardtop, an interior designed by the Italian watchmaker Bulgari, and of particular note – the **first production rear-wheel drive installation of Caddy’s 4.6-liter Northstar V-8 engine**.
- ❑ **New Stuff!!** Word reaches yours truly that the gang at **Revell** will be blessing the modeling masses with some new **NASCAR vehicles**, as well as some **Roth vehicles** in the 4th quarter of the year! On the NASCAR side of things will be an **’01 “Oreo” #3 Earnhardt Monte Carlo**, a **“Goodwrench” #29 Harvick Monte Carlo**, a **#9 Elliot Dodge Intrepid**, and an **Earnhardt Jr. Monte Carlo** (*sadly, not “Budweiser”!*). On the Roth side, we are scheduled to see the **Outlaw**, the **Beatnik Bandit**, **Mr. Gasser**, and a **Rat Fink** with a **commemorative patch**. *Thanks, Revell!* And what about the guys over at **AMT/ERTL**? I hear that they have just reissued the **Slihouette with trailer!** Another Attaboy goes out to them. Not to be outdone, it appears as though a **Richard Petty Talladega** will join the long-awaited **Richard Petty Charger!** Guess this kinda makes up just a bit for the announced kits which have been canceled?

## COMING EVENTS

- ❑ **Aug. 18th – 26th Annual Tobacco Trail Antique and Classic Car Show** at Allen Pond Park in Bowie, MD. Admission is free to the park, food and beverages will be on sale, and a flea market is also planned. Registration begins at 7:30 a.m., and awards will be presented at 3:30 p.m. For info, contact Jim Scheidel at (301) 855-8136 ([jasehs@olg.com](mailto:jasehs@olg.com)), or Darcy Erion at (301) 932-5872 ([darc41@erols.com](mailto:darc41@erols.com)).
- ❑ **Aug. 19th – The 11th Annual Sterling Classic event**, which benefits the Greater Washington Muscular Dystrophy Association will be held at Belmont Country Club on Route 7 in Ashburn, VA. Oldies 100 will be on hand between 10 a.m. and 4 p.m. For info, call (703) 430-5936, or (703) 444-2343.
- ❑ **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](mailto:hwcall@home.com), or [tommy85@home.com](mailto:tommy85@home.com).
- ❑ *Sept. 9th - The 13th Annual Out of the Past Revue antique automobile show* will be held at Spring Hill Recreation Center in McLean, VA (intersection of Lewinsville and Spring Hill roads) from 10 a.m. to 3 p.m. Refreshments will be available for purchase, or you can bring your own.
- ❑ *Sept. 15th - Fall Car Show, Sons of the American Legion*, Disney-Bell Post 66, in Bowie, MD beginning at 9 a.m. Proceeds to benefit veterans and their families. Call (301) 464-9814 for info.
- ❑ *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. 16th - Sixth Annual Hagley Antique Car Show* (autos, cycles, and trucks through 1981) from 10 a.m. to 4 p.m. at the Hagley Museum and Library, on Routes 141 and 100 in Wilmington, DE (rain or shine!). For info, go to [www.hagley.org](http://www.hagley.org).
- ❑ *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).
- ❑ *Oct. 3rd - Cancer Cruise* at Meriweather Post Pavilion, sponsored by Win Kelly, with all proceeds going to the American Cancer Society Information Hotline. For info, call (410) 531-6737, or visit [www.winkelly.com](http://www.winkelly.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.
- ❑ *Oct. 12th & 13th - The 2001 "Virginia Shootout" & Region II Convention Model Show and Contest* will be sponsored by IPMS Roanoke Valley at the Roanoke Civic Center Exhibition Hall in Roanoke, VA. Contest is open to all modelers - *IPMS membership is NOT required*. Over 70+ categories, and the theme is *2001: A Space Oddity*. For info, contact Jeff Hinchee at (540) 989-7723.
- ❑ *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.
- ❑ *Oct. 13th - NUCAR Pontiac/GTO Club of Delaware Inc. Car Show* at NUCAR Pontiac in Newark, DE (rain date is Oct. 14th).
- ❑ *Oct. 27th - TAMS Ninth Annual Model Car/Truck Contest and Swap Meet* hosted by the *Tidewater Chapter, Automotive Modelers Society*, and sponsored by *Hungate's Hobbies, Hobbytown USA*, and *Phillips Oldsmobile* at the Knights of Pythias Lodge 169, 3467 Azalea Garden Road, Norfolk, VA (757) 857-4577 from 9 a.m. to 3 p.m. *Show themes* - "PT Cruisers" and a *special memorial theme* - "Cars Driven by Dale Earnhardt." Juniors 12 and under free, teen entries (13-18) \$3.00, and adults \$7.00 (all entries). For info, call Ronnie Ward (252) 465-9904 ([Madmax47@coastalnet.com](mailto:Madmax47@coastalnet.com)), Calvin Johnson (757) 416-9536 ([CADI936@compuserve.com](mailto:CADI936@compuserve.com)), Jerry Quick (757) 468-6854 ([Tamsmodeler@aol.com](mailto:Tamsmodeler@aol.com)).

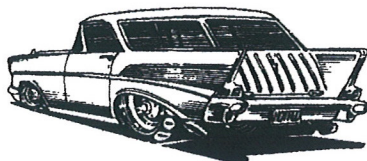
## CLASSIFIEDS

**WANTED** - Matchbox 1/12th scale Vincent Black Shadow motorcycle. Call Harold Bradford at (301) 604-8591.

**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](mailto:gtoguy@mindspring.com)



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