

## MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

*Volume 15, No. 3, November, 2001*

by: "GTO"

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

Well gang, attendance at the October meeting was just shy of 50-strong. Hope none of you were looking for Auction leftovers! We handily disposed of all of that last month. This month, I hope you all remembered to bring some goodies for our **annual Toys for Tots drive**, to allow us to get them turned in before it is too late (*as it would be if we waited for our December meeting to do it*). The obvious highlight of last month's was an informative seminar by our own **Matt Guilfoyle** on **chrome plating**, and **alternative finishes**. Matt's seminar covered the steps necessary to get assorted items chrome plated (*including making the sprues, and attaching the parts to them*), as well as covering different types of chrome-like finishes which can be applied either by spray can or airbrush. He was well prepared (*he even had handouts!*) **Thanks, Matt** it was quite informative! Now, we need to put his information to good use, and get some stuff chromed!

The raffle raised \$70.00 (*while the door box contributed \$27.00*). The club would like to thank the raffle donors listed below: **Mike Hemp, Lyle Willits, Tim Powers, Ed Brown, JC Reckner, Ron Hamilton, John Kester, and last but certainly not least, 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

Panel Opening - Bill Geary ✓

Engine Detailing - Norman Veber ✓

Paint Polishing - Ron Hamilton ✓

Chrome Plating - Matt Guilfoyle ✓

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

## Displacement 101!

Okay, so you at least looked at Part One of this little brainbuster last month. *What's that?* Some of you got all the answers correct? Well, I'm glad to hear that, because in this month's installment, you need to provide the **manufacturer** of all those engines you identified last month. *What're you waiting for - Get busy!*

Liters	Cubic Inches	Manufacturer	Liters	Cubic Inches	Manufacturer	Liters	Cubic Inches	Manufacturer	Liters	Cubic Inches	Manufacturer
1.6	98	_____	4.1	250	_____	5.7	350	_____	6.7	406	_____
2.0	122	_____	4.1	250	_____	5.7	350	_____	6.7	406	_____
2.3	140	_____	4.1	250	_____	5.7	350	_____	6.7	409	_____
2.3	140	_____	4.1	250	_____	5.7	350	_____	6.7	410	_____
2.4	144	_____	4.1	250	_____	5.8	351	_____	6.8	413	_____
2.4	144	_____	4.1	250	_____	5.8	351	_____	6.8	413	_____
2.4	145	_____	4.2	258	_____	5.8	352	_____	6.8	413	_____
2.5	153	_____	4.3	259	_____	5.8	352	_____	6.9	421	_____
2.7	164	_____	4.3	260	_____	5.9	360	_____	7.0	425	_____
2.8	170	_____	4.3	260	_____	5.9	360	_____	7.0	425	_____
2.8	170	_____	4.5	273	_____	5.9	360	_____	7.0	426	_____
2.8	170	_____	4.5	273	_____	5.9	360	_____	7.0	426	_____
2.8	170	_____	4.6	283	_____	5.9	361	_____	7.0	427	_____
2.8	170	_____	4.7	287	_____	5.9	361	_____	7.0	427	_____
3.2	194	_____	4.7	289	_____	5.9	361	_____	7.0	427	_____
3.2	195	_____	4.7	289	_____	5.9	361	_____	7.0	428	_____
3.2	196	_____	4.7	289	_____	6.0	364	_____	7.0	428	_____
3.3	198	_____	4.8	290	_____	6.3	383	_____	7.0	428	_____
3.3	198	_____	4.8	292	_____	6.3	383	_____	7.0	429	_____
3.3	198	_____	4.8	292	_____	6.3	383	_____	7.0	429	_____
3.3	199	_____	4.9	300	_____	6.4	389	_____	7.0	429	_____
3.3	200	_____	5.0	302	_____	6.4	390	_____	7.1	430	_____
3.3	200	_____	5.0	302	_____	6.4	390	_____	7.1	430	_____
3.5	215	_____	5.0	302	_____	6.4	390	_____	7.2	440	_____
3.5	215	_____	5.0	304	_____	6.4	390	_____	7.2	440	_____
3.5	215	_____	5.0	305	_____	6.5	394	_____	7.2	440	_____
3.6	221	_____	5.0	307	_____	6.5	396	_____	7.5	454	_____
3.7	223	_____	5.0	307	_____	6.6	400	_____	7.5	455	_____
3.7	223	_____	5.2	318	_____	6.6	400	_____	7.5	455	_____
3.7	225	_____	5.2	318	_____	6.6	400	_____	7.5	455	_____
3.7	225	_____	5.3	326	_____	6.6	400	_____	7.6	460	_____
3.7	225	_____	5.4	327	_____	6.6	400	_____	7.6	460	_____
3.7	225	_____	5.4	327	_____	6.6	400	_____	7.6	460	_____
3.8	230	_____	5.4	330	_____	6.6	400	_____	7.6	462	_____
3.8	230	_____	5.6	340	_____	6.6	400	_____	7.7	472	_____
3.8	232	_____	5.6	340	_____	6.6	400	_____	8.2	500	_____
3.9	235	_____	5.6	340	_____	6.6	401	_____			

## *New MINI Cooper (R53)*

[Revell kit no. 85-2995]

This is a US issue of the Revell of Germany kit released in Europe earlier this year. Thankfully, the domestic issue is molded in white plastic as opposed the very dark British Racing Green in the Revell De version. For some odd reason, Revell chose to bag the clear parts (*thank you!*) and the white plastic trees, while leaving the plated sprues free to float around the box. There are some unusual aspects to the assembly of this kit that will be covered later in the review. The instruction sheet shows only the Red/White color combination while BMW is offering the MINI in 15 different colors in the US.

**Body:** The curbside (*no engine*) kit body is the most unusual assembly procedure as it is comprised of a separate top platform, one piece window glass greenhouse, and lower body sandwich. The front bumper/valance is also a separate piece. The separate roof makes it much easier to paint it one of the two color choices (*black or white*) other than body color. Unfortunately, Revell has not supplied a mask (*as does Tamiya in their kits*) and all the glass/associated roof supports are molded as one clear piece. It going to be very difficult to get satisfactory results to replicate the black roof supports, with white interior coverings. Suggestions I've heard include outlining the black areas with a Sharpie fine tip marker and then filling in the outline with flat black paint. The molding is very crisp, as you would expect from a new Revell kit. There is very little flash and mold lines follow the body openings as much as possible. Unfortunately, the sunvisors are molded in the glass.

**Interior:** The interior is built up from a platform that includes the front wheel wells and rear seat. The separate door panels are well done and will allow easy detail painting. The dashboard is a two-piece assembly, with the lower half plated aluminum. Revell must be applauded for giving us a plated dash to detail paint as opposed to having to mask and paint this very prominent feature of this unique car. Interestingly, the rear headrests are molded as a separate piece, which makes it easier to paint them. It would have been nice for Revell to have done this with the front seat headrest also. Good reference is a must to replicate this interior as there is a lot of aircraft aluminum used to accent the interior. (*try [www.miniusa.com](http://www.miniusa.com)*) I must comment on the bizarre molded creases on the kit seats. The center "rib" seems accurate but the odd indentations radiating from the center are just strange and don't seem to be based on any reference I can find. I'll probably fill them with putty prior to painting.

**Engine:** As stated earlier, this is a curbside and there is no engine, although I would have liked to see the **163 hp supercharged S engine** and Getrag 6 speed box.

**Chassis:** The chassis plate has the exhaust molded in, but does offer nice basic separate suspension components. A good place to practice your paint detailing skills.

**Wheels and Tires:** The wheels are two-piece aluminum plated mags with plain disc backs. There are no disc brake detail (*the 1:1 MINI has four-wheel disc*). This is perfect opportunity to break out the **photoetch** and **RMCoM calipers**. The Dunlop D40 SP Sport tires show nice tread detail and adequate sidewall markings.

**Plated Parts:** There are two small plated sprues. The aluminum-plated parts consist of the rims, the dashboard and tach. The chrome-plated parts include the grille (*molded open, and not p/e as reported in some reviews*), head and taillight buckets, door handles and other small body parts.

**Clear Parts:** Already mentioned is the one-piece greenhouse. The remaining clear parts consist of the headlights and taillights, which must be painted with clear red and yellow.

**Decals:** Besides the British style license plates, all of the body markings are decals, along with the instruments.

This is a very nice kit that could have been a great one with just a few small additions, such as window masks and brake detail (*and possibly an engine*). That said, I can't wait to slam one together for a "quick" build. Thanks to Revell (*and Revell of Germany*) for the opportunity to build the New MINI.

*Sample and Review by Matt Guilfoyle*

## *Johnny Lightning 3 – in – 1 Showcase*

My son Nick recently picked up this new showcase for me when he heard me complaining that I was running out of storage space (*aren't we all!*). I had a Franklin Mint '**plastic**' piece that I wanted to protect (*their incredible Fiberglass '63 Split Window Corvette*), so he brought this one home for me.

It seems to me to be a bit larger than the cases we are used to, with a unique, three-tier arrangement for the base. This arrangement makes the case 'convertible', in that, according to Playing Mantis (*Johnny Lightning's parent company*), it can hold up to **nine** 1/64th scale vehicles, **three** 1/43rd scale vehicles, or, upon removal of the insert, **one** 1/24th scale vehicle.

The base is molded in black plastic, and it features a nice, hinged cover. The cover features rounded corners, rather than the sharp ones of current display cases.

For only about six bucks (*and my son's discount!*), I have a very nice display case to display a very nice Mint item.

*By: Tim Sickle*

## ***1970 Chevelle SS454***

*[Revell Wheels of Fire #1917; 30+ pieces; molded in dark green (body) and tan (interior), chrome, and vinyl tires]*

The ***Chevelle SS454***. One of the ***undisputed 'Kings of the Musclecar Hill'***. A well-deserved reputation, with this beast pushing ***450 horsepower***, and quarter mile times in the mid to high 13's off the showroom floor. There have been several '70 Chevilles kitted, but if I am not mistaken, this is the first snap kit that I am aware of.

***Engine***: There ain't one, this one's a curbside.

***Chassis***: With the exception of the four screw holes to attach the body to the chassis plate, this is a nicely engraved piece. It exhibits several different textures which, when properly highlighted, will make this thing stand out.

***Wheels/Tires***: The chrome-plated five-spoke mag wheels mount into rubber tires, and attach to the chassis plate with metal axles. The neat thing here is the fact that there are two levels of holes at either end, allowing the builder to get the right 'attitude.'

***Body***: A one-piece body, with the hood molded in place. The rear valance panel is a separate item. The chrome headlight bezel mounts from behind and features clear lenses, while the grille/bumper unit mounts from the front. The rear bumper includes separate red lenses.

***Interior***: A tub-style unit, it includes separate bucket seats that are two pieces each, drop-in door panels, dashboard with pedals suspended from it, steering wheel, and four-speed shifter.

***Glass***: Runners connect the front and rear windows. Clear headlight lenses, as well as clear red taillight lenses are also included.

***Markings***: Vinyl adhesive-backed white and black stripes, '70 ***LSIX*** Illinois plates, and four custom graphics.

***MAMA's Boy Irv Arter*** built one of these kits for our recent NNL. It was meant to be a quick build, so all Irv did was to polish the plastic. Boy, did it turn out to be a nice replica! A decently priced kit, which builds into a nice replica with little work!

By: Tim Sickle

## ***Tamiya Morris Vs Austin MINI Cooper Face-off***

*[Tamiya kit no. 2439 "old" and 24235 "new"]*

This is a comparison of the venerable ***Tamiya Morris MINI Cooper 1275S Mk. I*** and the new ***Tamiya Austin MINI Cooper 1275S Mk. I***. The older issue (*green and white car*) and the new issue (*red and black car*) Tamiya has used the same box art with only minor changes. ***Talk about economical!***

All of the parts, with the exception of a small package of plain and plated parts, are shared between the 1983 issue Morris and the 2001 Austin. It is a tribute to Tamiya that this kit has held up so well over the years.

***Body***: The one-piece body, with separate roof and opening hood, is molded in white in each kit. Even on the new issue body, the mold lines are virtually non-existent. The body has interior side detail molded in. The separate roof makes it easy to paint one of the two-tone (*white or black*). The hood (*bonnet*) has nice brace detail on the underside.

***Interior***: The interior builds up nicely on a platform. The new Austin includes a two-spoke steering wheel in addition to the three-spoke "racing" wheel. I wish there was more to the interior to detail, but that's the nature of this car.

***Engine***: The beautiful little ***1275cc four banger*** is here with an incredible amount of detail for both a 4-cylinder and a kit of this age. The kits include the choice of either a ***plated, finned rocker cover or a stock BMC stamped steel piece***. Unfortunately, there are ***no stock air cleaners*** in either kit. A complete, detailed, transaxle is included. The engine compartment needs only wires and hoses to finish.

***Chassis***: The chassis features the inserted transaxle assembly and highly detailed suspension, along with a separate exhaust system. The Austin kit includes a new side exit exhaust setup.

***Wheels and Tires***: The Morris includes only the original mag style wheels while the new Austin offers these along with steel rims and chrome-plated hubcaps. Both kits have very nicely done ***Dunlop 10" radials***.

***Plated Parts***: There is one small plated sprue in both kits, while the Austin includes a new grille (*molded open*) and aforementioned hubcaps. The plating is very well done. Also included in the Austin is a small sheet with Tamiya's exquisite self-adhesive emblems. ***Note***: the grille is ***not*** photo-etched as some have reported.

***Clear Parts***: The clear parts include the head and taillights, turn signal lenses, and individual windows.

***Decals***: The Morris decal sheet features only the gauges and a couple of license plates, British and Japanese. The Austin sheet adds engine and BMC decals.

I have to say that the new Austin MINI is still worth the price even if you already have the Morris. There are sufficient new parts to build a nice variation on the theme. Tamiya should be congratulated for rejuvenating an old friend.

*Samples and Review by Matt Guilfoyle*

## BITS & PIECES

- # **Johan website!** Check it out at [www.johanmodels.com](http://www.johanmodels.com)! (If I recall correctly, our own Ron Bradley had some of the *Comets* and *SC/Ramblers* at our October club meeting).
- # **High-priced Harley!** Jay Leno recently auctioned off a *Harley-Davidson* that had been covered with famous stars' autographs, with profits to benefit victims of the September 11th terrorist attack. The winning bid on *Ebay* for the cycle was **\$360,200!!** The lucky winner told Mr. Leno that he intended to tour the motorcycle around the country, in an attempt to raise more money for the cause. Oh, did I forget to mention that *Ford Motor Company* donated a *Harley-Davidson Ford pickup* to go with the bike? *Kewl!*
- # **Concept Forty Nine to Production?!** That's the word, according to the latest issue of *Motor Trend* magazine!
- # **Scratch one Ford.** A moment of silence, please. There was an accident recently in N.E. Washington, D.C., in which a *Honda* carrying five men swerved into the path of an oncoming *Ford*, and collided with it. A *Nissan Maxima* then became involved as well. All five men in the *Honda* were killed, including one that was ejected from the car. Regarding my initial statement about scratching one Ford? This Ford was a *blue and white 1955 Ford Crown Victoria* that the *Honda* collided with, injuring its 61-year-old owner. It was really sad seeing that on the news the other night. No idea what caused the accident leading to the death of these five individuals, and the destruction of the Ford.
- # **Speakin' of Fords!** I read in the paper the other day that *William Clay Ford Jr.*, the great-grandson of the automotive pioneer *Henry Ford*, has been promoted to *President* and *CEO* of the company, moving up from his former position of Chairman. Apparently, he and *outgoing CEO Jacques Nasser* had some serious differences of opinion. His move supposedly had nothing to do with the protracted Firestone tire crisis, a recent string of quality glitches, the recently announced 1 million-plus vehicle recall for faulty windshield wiper switches (*which could cause a fire*), or the reported **\$692 million dollar third-quarter loss**, the second quarterly loss in a row, in nearly a decade. Sadly, it was just reported that Ford was ready to surpass GM for the title of number one automaker. Not now I guess.
- # **T-Bird Guarantee!** Seems as though with the release of the *new T-Bird*, the black market is picking up, and driving up prices through private brokers of the newest Blue Oval two-seater. As a result, Ford is asking dealers to have Thunderbird purchasers *sign a form stating that they are buying the car for their own personal use, and that they will keep it at least six months. Hey, if it worked for Ferrari....?*
- # **Retirement Party!** The gang at *Danbury Mint* has just put me on notice that they are intent on retiring James Bond – or, at very least, the *Aston Martin* that he drove early on in his career, by December 31st of this year. In with the new, and out with the old. They are also announcing the release of a 1/24th scale *1935 Chevy Standard Roadster*, in Regent Maroon. The hood is hinged to display the Blue Flame 6-cylinder engine, while the doors open, the bench seat lifts up to display the hidden tool kit, the windshield tilts out, the front wheels steer, and the rumble seat opens. It also features a removable convertible top to allow for top up or top down cruising. It costs **\$112**, payable in four monthly installments of only \$28 (*plus a total of \$7.80 for shipping and handling*). If you want a shot at one of these replicas before they disappear, they can be reached at 47 Richards Avenue, Norwalk, CT 06857, or by phone at 1-888-854-7108, Monday through Friday, between the hours of 9 a.m. and 5 p.m. Eastern Time.
- # **'On the Road Again!'** I was surprised to learn that the principals in the new company known as *Highway 61* include the CEO, one *Fred Ertl III*, the grandson of *Fred Sr.*, the *founder* of the *ERTL company* back in 1945, and *Tom Haverland*, who helped direct *ERTL's American Muscle* line of diecasts until recently! The company lists several neat licensed properties including *Arnie Beswick's '66 GTO race car*, the *Hurst Hemi Under Glass*, the *Little Red Wagon*, and the *Hurst Hairy Olds*. Their *street lineup* includes a *'66 442*, *'67 Hemi GTX*, a *'51 Studebaker Champion*, and even an *'03 Saturn L series sedan*. How's that for diverse?
- # **New MCG!** Got a glimpse of some of *Model Car Garage's* latest goodies at last month's meeting. They include photoetch for the *'57 Chevy Bel Air (1/12th scale, incl. brass and nickel parts)*, *'70 Challenger*, *'69 Chevelle*, *'57 Ford Fairlane*, *'69 Nova*, *'70 Chevelle*, and a *patriotic set* for the *'32 Ford*, a portion of the sales that will be donated to a *911 relief charity*. Waytogo, Bob!
- # **'SMART' Aleck!** "Smart, or just plain stubborn?" That is the question being asked around Daimler-Chrysler headquarters regarding the *SMART* car. The division offers three distinct models, with 13 variants that have sold more than **250,000** cars since 1998. This total includes **35,000 convertibles** (since March, 2000) and **40,000 diesel-powered models** since December, 1999. Production of *right-hand drive models* bound for the *UK* and *Japan* began in September. The *US is scheduled to get them*, although initially only *battery-powered*, and for *fleet use only*. No word on whether or not American consumers will be able to get their hands on these cute little toy cars.
- # **Wanna Cruze in Japan?!** No, we're not talking about street rods or musclecars. *The Chevrolet Cruze*, a *compact wagon* designed by *GM's Australian unit Holden*, and engineered by *GM's partner Suzuki*. It will be powered by your choice of 4-cylinder engines (*1.3, or 1.5-liter*), and it will start at less than \$11,000 (*for the 1.3-liter*), and up to \$15,000 for the 1.5-liter 'hot rod'.
- # **BMW to be 'Vanquished!'** Word has it that the *world's best spy, James Bond*, will move out of the *BMW's* he has recently been sporting in favor of the *new Aston Martin Vanquish!* Only about **300** of these cars will be sold *worldwide*,

with about **100** of those bound for the US (*at that, production is sold out for TWO YEARS!*). In case you have been living under a rock lately, the car is equipped with a **6.0-liter V-12 engine** that develops **460 horsepower** and works with a **drive-by-wire throttle**. The **close-ratio six-speed transmission uses fingertip-actuated, Formula One-style paddles to produce the gear changes, or it can be used in automatic mode**. Capable of reaching **190 mph**, the V12 Vanquish is said to accelerate from **zero to 60 mph in less than 4.5 seconds**. So, I guess **James Bond can do his work a little bit faster next time, eh?**

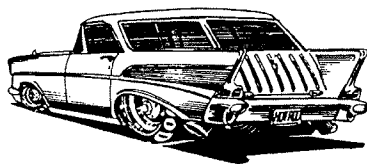
- # **Hummer Driving Academy!** For all of you **Hummer driving MAMA's Boys**, this is just the ticket! The **Hummer driving academy** was started three years ago by Bill Thompson, Hummer's director of fleet sales and customer service. According to Bill, the idea was to increase appreciation for the value of the truck. They tell you how to do it, show you how to do it, and then let the student do it. It is a **four and a half day course**, available only to Hummer owners and their guests, and **costs only \$5,250**. For that amount though, everything, including the driving vehicles, is included. All you have to do is get to South Bend, Indiana, and after that, Hummer provides room, meals, and a nice assortment of wearables. **Such a deal!**
- # **New car competition!** Word reaches me about a new car recently announced at the **annual Tehran Auto show** (no joke!). The car company **Iran Khodro** announced a new four-door sedan called the **Paykan**. They will be made mostly from **Peugeot parts** (Hey, Matt!). The company is optimistic about **producing 5,000** of them this year. The slogan for this new car is, **"Thoughtful confidence; Peaceful mind."** *It musta lost something in the translation!*
- # **Speakin' of new cars!** I also hear that the **Ion** will be hitting **Saturn** showrooms late next year. The 2003-model sedans and coupes will replace the S-series cars.
- # **Latest SAE defection!** Larry **"Mr. Strictly Stock"** Greenberg apparently moves on to that **'Other' magazine** (*Model Cars*). **Good luck, Larry – SAE's loss is that other mag's gain!**

## COMING EVENTS

- # **Dec. 1st & 2nd – 12th Annual Street Cars of Desire Car show** at the Cow Palace in Timonium Fairgrounds, in Timonium, MD.
- # **Dec. 9th – Semi-Annual Toy Show** from 9 a.m. to 2 p.m. at the Fallston Volunteer Fire Company, 2201 Carrs Mill Road, Fallston, MD. For info, call June or Joe Livingston at (410) 877-7644, or Hobie Howell at (410) 879-8289.
- # **Jan. 27th, 2002 – Super Sunday Collector's Toy Show** from 9 a.m. to 1:30 p.m. at the Dunn Loring Fire Hall, in Dunn Loring, MD. For info, call Joe Golabiewski at (410) 592-5854, or Carl Daehnke at (717) 764-5411.
- # **March 2nd, 2002 – The Birmingham Classic 2002** from 8 a.m. to 5 p.m., hosted by the Magic City Car Modelers and the Birmingham IPMS. The theme is **"Pickup Lines" – Pickup trucks and straight-line racers**. For show info, contact Tommy May at [tmaymccm@aol.com](mailto:tmaymccm@aol.com), or write to Magic City Car Modelers 5605 12th Avenue South, Birmingham, AL 35222; for vendor info, contact Dan Morgan at (256) 739-1819, or write Magic City Car Modelers P.O. Box 98 Cullman, AL 35056.
- # **March 23rd, 2002 – 16th Annual NNL East Model Car Show and Swap Meet** at the Parsippany P.A.L. Building on Baldwin Road, in Parsippany, NJ. Themes this year are **Lions, Tigers, & Bears....Oh my!** (*Cars with animal names*), and a **sub theme** of **pickup trucks**. For info, E-mail Ken Walkley at [TSSMCCKJW@aol.com](mailto:TSSMCCKJW@aol.com), or Tom Geiger at [ModlCitizn@aol.com](mailto:ModlCitizn@aol.com).
- # **May 11th, 2002 – 11th Annual Mid-Atlantic NNL Model Car Show and Swap Meet** at the Ruhl Armory in Towson, MD. Themes this year, in case you forgot, are **Wagons** and **Pickup Trucks**. So, get busy, and get 'em built!
- # **Sept. 27th & 28th, 2002 – "Crossroads in American History" IPMS Region II convention** hosted by the IPMS/Tri-State Scale Modelers at the Venice Inn, in Hagerstown, MD. For info, call Keith Grossnickle at (717) 762-6967, or David Monet at (301) 992-5487.

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:

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And, finally, I saw the P.C. (*Politically Correct! I HATE those two words!*) remake of that cult classic **Vanishing Point** last weekend, and other than trashing some nice **Mopar muscle** (a '70 Dodge Challenger, and a '68 Dodge Charger R/T, complete with **'BEAST' personalized plates!**), most likely the best part of the movie was a line spoken by the Dodge Charger-driving police officer when asked why he would use the car in the chase: **"It takes a Mopar to catch a Mopar!" 'Nuff Said!**