

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 1, No. 4 July 1989

About 40 people attended the June meeting (does that include Amanda, Larry?) which was in reality the social event of the year, the 1st Annual M.A.M.A. Cookout. The weather was perfect, there was plenty to eat & drink (thanks to everyone who contributed!) and it appeared that everyone had a great time. Suzanne conducted guided tours of the house while Brad opened up his (secret?) workshop to the prying eyes of the club members. Many thanks to Brad & Suzanne for opening up their house to us!

The Raffle raised \$60.50. The club would like to thank the raffle donors as shown below: Chad Fetter, Harold Bradford, Lyle Willits & Pat Maphis. Special thanks also go to:

Charlie Atkinson
Family Hobbies
5200 Leeds Avenue
Baltimore, Md. 21227
247-3239

John O'Neill
AMT/ERTL
Highways 136 & 20
Dyersville, Ia. 52040

* * * * * P L E A S E N O T E ! * * * * *

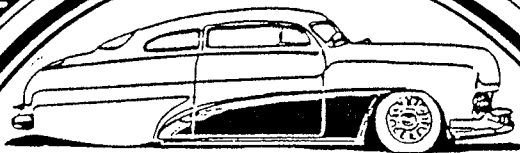
For the August 19th meeting, we will be in room T-101. Starting with the September meeting & running thru the December meeting, we will be back in room Q-305. And now a word from our Fearless Leader:

* * From the President's Armchair * *
by Norman Veber

You haven't heard from me in a while, at least in this forum. Now in one issue of our newsletter you will get a double dose, so I'll try to keep it short (what's that, fat chance, you say?).

Much has transpired since our contest at the Convention Center. That seems so long ago now. The article about the contest, written by Vinnie Tufano & Tim Powers has finally been sent off to SAE. Sending it was my job & I've been sitting on it for a while. With any luck, we will see coverage of our contest in the next contest issue from SAE or in SAE itself.

My rusty, dusty, trusty ol' Ford S/W has been semi-retired. I acquired a '79 Chevy Caprice Estate wagon a few weeks ago. It seems like a really good car, in wonderful condition considering it is 10 years old, with only 70,000 miles. Mr. Roehrle, I don't want you within 10 miles of my shiny new car! I've owned 5 cars now, 3 have been station wagons!



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I had a great time at the Picnic. I hope everyone else who attended did as well. I want to thank Brad & Suzanne for opening up their new home to us for this event.

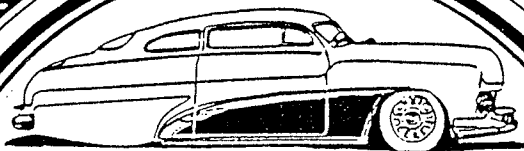
A fair number of us attended the **Northeast Challenge** on June 17. Even Larry Boothe's daughter, Lisa made the trek to north Jersey, but rumor has it that she only came along because the hotel had a pool! I think it's safe to say that we all had a very good time. It was very relaxing and a nice change to attend a model event with the ladies. Seven of our members came home with a good percentage of the trophies. Among them was Larry's '34 Ford taking Best of Show. Look elsewhere in this issue for the rest of the results.

Tony Pocius and the others deserve a great deal of thanks for putting on a fine show. The contest room had a very good turn out of models & the vendor room was always packed with people. I did not agree with some of the choices in a few categories, but I didn't have to do the judging, either. Congratulations to all those who entered. To those who didn't come home with any gold, get started on entries for next year, but mainly, just keep building models that you like. Enjoy the experience and learn from each project which you complete.

The Editor of SAE, Gary Schmidt, made the trip from Milwaukee to Totowa to see an East Coast event. I enjoyed talking with him again.

The Kit Manufacturer's are cranking out new & reissued kits at a staggering rate. The ol' wallet is taking a beating trying to keep up, but keep them coming, guys! Somehow, I'll manage. I happen to like the **Concept Vehicles** that Detroit produces from time to time. I thought Revell had really outdone themselves with the **Corvette Indy** & the **Pontiac Banshee** at the same time. Now **Monogram** is going to give us the **Olds Aerotech** in November! WOW!

I heard of someone offering a 1/32 scale **Batmobile kit** for.....\$1200.00! Holy model kit, Batman! That one's so hot, he'd better be careful it doesn't melt on him! Some people seem to think we will pay anything for a rare kit. Hopefully, we will prove



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him wrong. I saw a 1/25 scale Batmobile advertised in FSM for about \$90.00. Still not cheap, but better than \$1200.

Bob Johnson at Revell has sent us a huge box of new kits for the club raffle-13 in all. On behalf of the club, I want to thank him for this generous donation. We'll give them away over the next few meetings. I made a comment to Bob at Salt Lake about why Monogram sent out promotional models and Revell did not. His response was that the whole thing came down to personnel. Monogram had more people assigned to that aspect of the business, while Bob is the only one in that department at Revell. Looks like that has changed, but whatever the reason, we really appreciate the kits and will get some reviews into the newsletter.

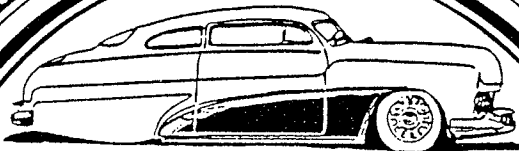
Well, so much for a few short comments. I'll get outta here and see if I can find something in the shop to work on.

MAMA'S Boys

by Tim Powers

This month, we've gotten some incriminating evidence on our Club President, Norman Veber. But, before we decide to impeach him, let us review the facts. 39 year-old Norman is the Owner/Operator of "Replicas & Miniatures of Maryland" (as if we didn't already know!), a business of building models and serving detail items to modelers the world over. Along with being a member and President of MAMA, Norman is an extremely generous financial sponsor of the club, donating time, raffle prizes, and 10% of his profit on sales at club meetings. While Norman currently lives the bachelor life in his swingin' Glen Burnie pad, he has been spotted over the last two years at several Presidential events (or was that at Brad's back yard cookout in June?) with a very special lady named Mary Crawford. Although Mary is not overly enthused about models (according to Norman), she is supportive of his work and assists him on occasion with business oriented issues.

Norman recently allowed the MAMA investigative reporting team (that's me!) to probe into his devotion to modeling. Here's how it went (Unfortunately some portions of the tape were lost to electrical interference-Holy shades of Nixon's 18 minutes, Batman!).



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MAMA: Do you spend a lot of money on the Hobby ?

Norman: I've probably spent a lot more than I should. As far as vices go, I consider it an investment. I mean, there's no way a person who smokes or drinks a lot of alcohol will ever get their money back on that, but I can get back some or all on what I've spent on kits and on the hobby. Then there's the aspect that most of the kits and stuff that I buy can be written off as a business expense.

MAMA: How long have you been building model cars?

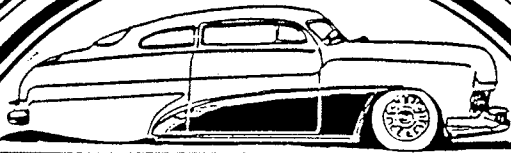
Norman: I got my first car kit in about 1961, as best I can recall.

MAMA: Can you recall what that kit was?

Norman: There were actually two points in my life where I had model cars. I consider that my interest in model cars started in 1961 when I was given an AMT 1936 Ford kit (it probably was a first issue, it was in gray plastic). I also got a 1962 Buick Special station wagon that had the trailer in it along with the Chrysler Fire-Power engine. The car itself didn't have an engine, but it had the Chrysler engine as a display item in the kit. Those were my first two 1/25th scale model car kits. I consider that to be the time my interest in model cars got going, although I'd been building model kits long before then. For several years, anyway. I remember I had a little, it was probably 1/32 scale model car kit when I was 6 or 7. The funny thing about it was that while my mom worked at night, my father would sit at one side of the table and I'd disassemble this car and scrape all the glue off the joints. Then, the next afternoon, when I got home from school, I'd glue it back together and set it aside to dry. I don't know how many times I took that car apart and put it back together that way.

MAMA: So that's when your overall interest in models started?

Norman: Yeah, at that point we're talking '55, '56, '57 and plastic kits were just starting to come on the market. You could find these little airplane kits at the drugstore with all of 5 or 10 parts for 10 or 15 cents, in a box that was 3x4x1/2 inches.



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MAMA: How many built and unbuilt kits do you have in your collection?

Norman: The unbuilt definitely outnumber the built. I have somewhere around 1800 kits and the built ones are just a small percentage of that. I don't consider my Tractor collection as part of my personal model collection because they were built up for ad photos to show what the kits look like.

MAMA: What kind of work area do you have? Is it dedicated to car models?

Norman: Because I do this for a living, my workshop is also my place of gainful employment. It's the larger bedroom in a two bedroom apartment. There are a couple of workbenches, a lathe, a sander, two drill presses, a paint booth and a few shelves. And, no it's not exclusively devoted to model cars because I build everything-architectural models, model planes, RC boats and cars, tractors, patterns, and all sorts of models.

MAMA: You mentioned your paint booth. Is it one that you built yourself or is it one that you were able to buy?

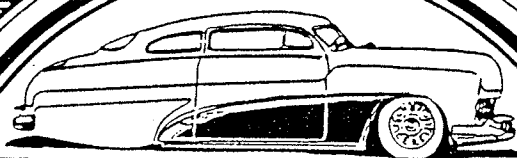
Norman: It's of the home grown variety. somewhere along the way somebody had it made up of sheet metal. It's a professional paint booth, but it's not something that was offered commercially for sale. I modified it slightly to fit my stand and I rigged up a dryer vent so that stuff (paint vapors & overspray) won't come back into my apartment. It seems to work pretty well.

MAMA: What kinds of paints do you use?

Norman: I use lots of different paints, from latex interior house paints on architectural models to the whole gamut of model paints. I have all kinds of model paints ranging from Flo-Quil, Polly-S, Testor's, Tamiya, a few other odd-ball brands that produce colors that I found appealing or thought I'd have a use for, to a brand of clears that are actually for glass staining. I use those for taillight colors. I've used lacquers and enamels, the whole nine yards.

MAMA: Do you use any special tools and equipment in your model building?

Norman: Yes and no. I do have a 6 inch Atlas lathe and of



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course, most hobbyists, if they have a lathe at all, don't need one that big. I have that lathe to make business jobs easier. Of course, it runs over into the hobby in that I make use of it when I want to make a quick turning for a personal project. I have a small bench top model vertical end mill. That's probably the most unusual tool that I have. There again, the average hobbyist probably wouldn't have much use for something like that. I bought that for the business too, because I do patterns and stuff. A tool like that is very useful for working in brass. But, my workbench, where I do a lot of assembly and parts cleaning, is covered with 8 or 9 X-acto knives, files, pin vises and 3 or 4 razor saws. You know, the typical tools that you'd find on any serious hobbyist's work bench for serious model building.

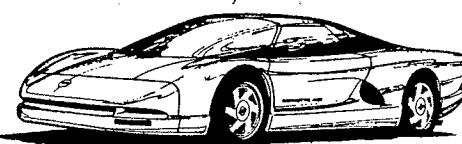
MAMA: Do you keep a parts swapping inventory or do you rob your kit collection?

Norman: A little of both, but one of the things I collect is materials for building models. It ranges from the various cottage industry products and detailing parts to odd-ball things that I may find in a fabric shop, a craft store or a hardware store. Anything that jogs my memory or says, "I could be used on a model", I think, "Well, geez, that part just might have possibilities on a model project someday". I don't know what I'd use it for at the moment, but I buy a couple and stick them in the cabinet with the rest of my detail materials. With the kits that I have on hand, if I need a part, I don't hesitate, unless it's a valuable collector kit. I won't go into those to get parts for personal projects. So, my parts source is fairly extensive. I try to collect a lot of different things to have on hand any time a project comes along. This goes beyond car models as well. I'm always looking for materials that could be useful in architectural models or any type of model project.

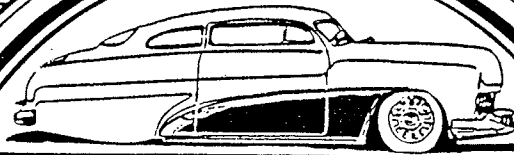
MAMA: That's much more extensive than most of us, I would guess.



7148 '89 TURBO PONTIAC, 1/25 SCALE.



7108 CORVETTE INDY "DREAM MACHINE". 1/25 SCALE.



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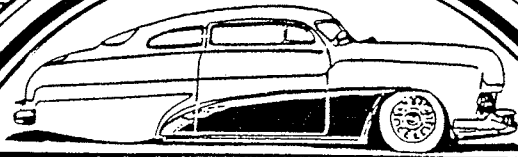
Norman: Well, I would hate to sound like I'm bragging, and I don't think that I am, it's just that I do this for a living as well as a hobby. From time to time I get unusual requests, or an architectural project that has unusual features which don't appear unusual to the casual observer, but require unusual attention in the building process. Looking at the big picture of modeling for a living and not restricting my building to any area, I have to know where I can get something.

MAMA: You mentioned using cottage industry products. Do you use them a lot?

Norman: I'd like to use them more, mainly because I'd like to build more models for myself. That's my only complaint. I have a lot of the cottage industry stuff on hand. I also have it in my product line, so I have access to several items that I can just pull off the shelf if I have to. Mainly I would like to have more time to build projects for myself so I can use some of them on my own models.

MAMA: We've already established that you build several types of models.

Norman: As a professional model builder, I build a wide range of different things. As a hobbyist and collector, my interest goes in other directions. My collection primarily consists of vehicles with cars being the first order of business. I'd say 60 or 70 percent of my collection is cars, possibly more. I also like trucks and have quite a few truck kits from the days when AMT and MPC produced a lot of different trucks. I collected a few military kits, primarily as parts sources. I also collect science fiction models and I have most of the kits that have been produced, over the years, from sci-fi T.V. shows, like Star Trek. I also have a few airplanes in my collection. I am interested in the X-series of aircraft (the experimental aircraft) and some other airplanes. So, my collection varies, but the biggest part of it is cars. They run the whole



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gamut-regular stock American cars to collectible Classics, Race cars and exotic European cars.

MAMA: Do you find that you can apply skills from building other types of models to your car building?

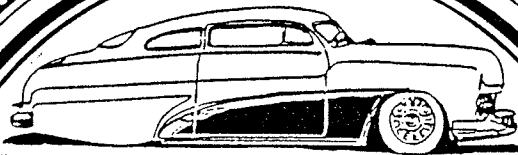
Norman: I think that the same basic skills apply to model building, no matter what you're building. What a modeler builds comes from their interest in the subject and basic model building skills are there no matter what they like to build.

MAMA: What is your favorite type of model car to build?

Norman: If we're talking marques, I would say Ferraris are right at the top. Some European exotic cars that I also like are Lamborghini, Porsche, older Mercedes, Bugatti and Rolls Royce. As far as Domestic vehicles, Corvettes, Fords in general, Chevies that have come along over the years, Duesenbergs, and other older American classics that are no longer around, like Packards. As far as types of cars, it's pretty evenly divided among stock production cars, one-off experimental cars, and race cars, although I do have a fondness for race cars. I like NASCAR's, Indy cars and Formula 1 cars. Any Formula 1 racing kit is my number one favorite to build now. I have a general, variable interest in automobiles. Whatever happens to get my attention at any given time is what I'm interested in. A week later, I'll read about something else and I'll get interested in that because it looks neat or it has an interesting history.

MAMA: What's your favorite scale to build in?

Norman: 1/24th and 1/25th are my two favorites. I personally like doing a lot of detail work on models and I find that 1/24th scale is as small as I want to go for super-detailing models. I admire modelers that super-detail 1/43rd scale models. I can do that if called on to work that small, but I prefer to put that effort into larger models.



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MAMA: Which is your favorite model company?

Norman: I have models from just about every company that's existed over the last 20 years. There are probably few companies not represented in my collection. I have all the major ones: AMT, Monogram, Testor's, IMC, MPC, ERTL, Revell and a lot of European kits as well.

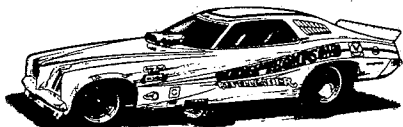
MAMA: What older kits would you like to see reissued?

Norman: The '53 Studebaker. I had that kit when I was about 13 to 15 years old. It never got completely built. I managed to chop the top and pretty much turn the body into a Bonneville salt flats type streamliner. That's the only one I ever got and I haven't seen that kit on the collector/swap meet circuit. If I did find it, I'm sure it would cost more than I'd want to pay for it. I'd also like to see either the AMT or Revell drag boat reissued.

To backtrack to an earlier question about my interests, one of my other interests as far as types of cars, is the experimental cars made by the manufacturers, like the Chrysler Turbine car, the Chevrolet Astro I or the Mako Shark. When they do models of these cars I always try to collect some. I'm really excited about the Pontiac Banshee and the Corvette Indy that Revell just released because I like that type of car and that makes two more for my experimental car collection.

MAMA: What new subjects would you like to see produced?

Norman: If John O'Neill (editor's note: John O'Neill is the Director of Marketing for ERTL/AMT/MPC. He also writes a column, "From the Staff" in each issue of the ERTL Blueprinter) is out there and reading this, I'm still waiting on their Esco line to come out with a Ferrari 250 GT SWB kit. Some of the older race cars are really neat: American Indy cars, Stock cars, European racing cars from the 20's, 30's, 40's, 50's and early 60's race cars. A model of any of those would be popular with me. I can't speak for the rest of the model building public, but I'd buy 1, 2, or a half dozen, probably more.

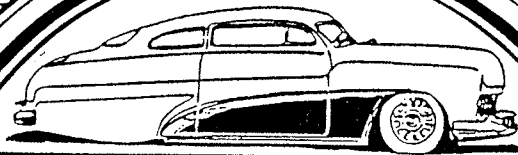


7444 "HOT ROD" REVELLEADER PONTIAC FUNNY CAR. 1/16 SCALE.

HOT ROD



7121 "HOT ROD" '66 MUSTANG SUPER COBRA JET. 1/25 SCALE.



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MAMA: What do you like most about today's kits? The least?

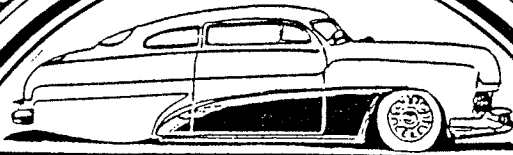
Norman: The overall quality of the kits. It's miles ahead of the standards of the industry in the 60's. At that time, I thought the kits being produced were neat, but the amount of detail that's being put into them today and the extra time they're taking to produce that extra bit of texture and more to scale detail for the interiors and stuff, like doing the interiors with separate side panels instead of the bucket type interiors, has made the overall quality of models today top notch. The thing I like the least is AMT's tan plastic. I hope they run out of that stuff real soon.

MAMA: What current projects are you working on? Future plans?

Norman: There are a couple of models that I've started and put back in the box that I need to get back to. Earlier this year, I started a '63 Chevy as a Holly Farms Poultry/Junior Johnson Stock car complete with the infamous "mystery motor". I'd like to get that one finished. I have a lot of information that will allow me to do the body with the correct decals along with fairly accurate engine and interior modifications. Another project on my "must build" list is a Gunze Sangyo 1941 Indian motorcycle. They are just two of several. I'm sure that, in this respect, I'm a lot like other hobbyists. I have a couple dozen projects that have been started and put back in the box for one reason or another. I have a Tamiya 1/24th scale Ferrari Testarossa and it's probably a third of the way finished. I'd like to finish it one of these days. Of course I'd like to build one of everything or at least one of all the new kits that have come out over the last year or so.

MAMA: Which model car magazines do you subscribe to?

Norman: It'd be easier to tell you which ones I don't subscribe to. I get just about every model magazine published. One of the few I don't get is Military Modeler. Although I enjoy looking at some built military models and their weathering techniques, I find that I just don't have any interest in building that type of model, so I don't subscribe. The magazines that I primarily get include about 5 Model



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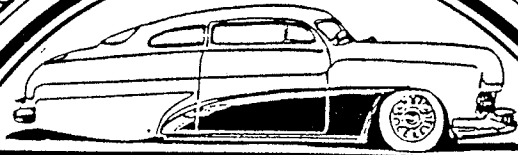
Railroad magazines, Scale Auto Enthusiast, Model Car Journal, Plastic Fanatic, Fine Scale Modeler, Scale Ship Modeler and a British magazine called Scale Models International. I have a fairly extensive library of magazines. None of them ever get thrown out, so they keep taking up more and more space. It becomes harder and harder to find any given article that I happen to be looking for.

MAMA: Are you involved in any hobbies other than model building?

Norman: Basically, no. There are other things that I enjoy doing. I enjoy bike riding but I don't do that much. I like going to the movies and spending time with my friends. I find it very relaxing and enjoyable to have a cookout with friends or taking Mary out to dinner. I also like to read.

MAMA: Do you have any tips, suggestions or advice for anyone just starting into car modelling?

Norman: If you're interested in model cars, or modeling of any type, find a magazine on that type of modeling. There are magazines devoted to car models, ship models, military models, aircraft models, the whole nine yards. If you're interested in car models, get a copy of Scale Auto Enthusiast, go to a hobby shop that has a good stock of model cars, get one that interests you, take it home and put it together. Sit at the kitchen table, or wherever you can find enough horizontal space to work in, cut the parts from the tree and glue them together. I don't feel that someone who's just started building models, whether they're 10, 20 or 50 years old, should come to expect the results to look like a model from someone who's been building them for twenty years. Everything is a learning experience. You have to start somewhere, so put one together and find out how the parts fit and what the manufacturer's approach and general concept of a model car kit are. Although the subjects change, the way the parts fit together and the concept of how a vehicle goes together is basically the same. Once you've become familiar with that, start painting them. As your interest grows, if it does, and you find that you're genuinely interested in this hobby and you want to



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do more, then start looking at other people's work and saying, "I'd like to try this" or "I would like to get more information to do more detailing". Then get to a model oriented event. There are IPMS chapters all over the country that have events for all types of models: airplanes, military, ships, science fiction, the whole nine yards. No matter where you are, see if you can locate other people who are interested in that particular thing. Once you have a group of people that share a common interest, your skill will probably grow quicker than if you were isolated and building on your own.

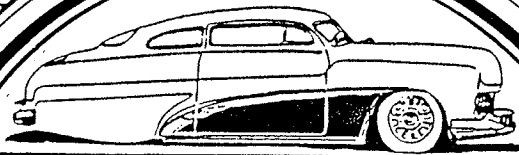
MAMA: What do you like most about MAMA? The least? Suggestions for improvement?

Norman: That's a tough question because I'm very close to the club. I guess you could say I was one of the founding members. I think the thing I like most about it is getting people together and sharing the hobby with other people, learning from them, seeing what they are building, what their interests are, the basic camaraderie. It's a great learning media because we can all learn from each other and everybody's skill level will increase. I really can't think of anything that I like least about MAMA. I don't know if it's that I'm too close to it or whatever. I know there will be ways to make it better in the future, but I don't know what those ways may be at this point in time.

MAMA: Any further comments?

Norman: I hope that as MAMA continues to grow and develop that the individual members will be able to maintain their enthusiasm for building model cars, and through that enthusiasm, keep the meetings interesting and do things that the general membership want to see as far as clinics and things of that nature. The hardest thing to do with a club is to keep the interest there and to keep people coming to the meetings.

One of my goals is to get younger members involved in the hobby. Maybe not specifically model cars, but model building in general because different people have different interests. If you're interested in



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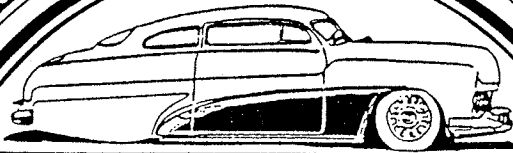
aircraft, ships, tools, furniture, houses or anything, you can develop that interest into a hobby of building replicas of those things. Model building can be a fascinating hobby and provide a lot of enjoyment.

The M.A.M.A. mobile

by Tim Powers

Recent news about Norman's good fortune (he bought a replacement for the old Ford wagon) prompted me to write an epitaph for the old Ford. I figured what could be more fitting than to tell the tale of my one and ONLY ride in that car.. I exaggerated a bit, but so what?

It happened on June 10, 1989. I was without transportation due to some recent custom sheet metal work on the front end of my truck. Norman picked me up at my apartment to take me to Brad's house for the club cookout. Getting into the car, I didn't realize that I was entering the Twilight Zone. I looked over at Norman sitting in what had at one time been a driver's seat. It was now more of a driver's ditch, he was almost on the floor! I put on my seat belt as soon as I could. Norman glanced at the car's non-functioning array of gauges, turned on the non-working radio, then held up the wobbling rear view mirror to check for traffic. And we were off. In a burst of acceleration that would make any self-respecting slug jealous, we pulled out into traffic. At that point I realized that using this vehicle for any purpose other than planting a vegetable garden was unsafe. I must have lost a good five pounds from the vibrations coming from the rear end of the car. But that didn't bother me as much as watching the right rear fender flapping in the wind and clanging violently against the rest of the car at speed. After we got to Norman's and loaded the car with tables and chairs Norman lifted and slammed shut the sagging, side opening tail gate. Norman then performed his customary ritual of topping off the crankcase with a quart or two before every trip out of his parking lot. He also had to replace his emergency road kit box, the old one got soaked by the rain that had come in thru the window and settled on the floor, thus soaking the cardboard box. Of course, it bothered me a bit that Norman needed to carry half an auto parts store with him wherever he went. I sat in the back seat on the way to Brad's



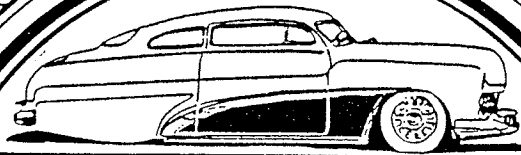
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so that Norman's navigator, Mary, could sit up front, see out over the dash and tell Norman what's in front of him. Three miles down the road, after sticking my entire arm down inside the back seat to find a seat belt that looked like it had been stored in nuclear waste for a few years, I understood why he drove so slowly from my apartment to his. I didn't know that the person riding shotgun was supposed to tell him where we were, what was out in front and which way to turn. I've got to commend Norman on his driving ability as well as Mary for her navigational skills. It takes a lot more to drive (and navigate) a lane wandering, fender flapping, rear-shaking kind of car, especially when you can't see over the dash.

BITS & PIECES

- * The North East Challenge is now history and congratulations are in order for MAMA entrants as shown below: Gary Sutherlin took 2nd in Light Commercial (Stroh's truck) & 3rd in Street Machine ('51 Chevy), Rex Turner took 3rd in Small Scale (1/32nd & smaller) ('70 Boss Mustang) & 3rd in Replica Stock (1960 & newer) (427 Cobra), Dave Roehrle tied for first in Heavy Commercial (Salvage 1) & 1st in the Mustang theme category ("For Sale"), Dave Lewis took 1st in Replica Stock (1960 & newer) ('70 Buick GSX), Harold Bradford took 3rd in Competition-Non Dragster (Ferrari Formula 1), Pat Maphis took 1st in Miscellaneous ("Runner"), Craig Turner took 3rd in Basic Kit ('33 Ford), & 2nd in the Mustang theme category ("Stang") and last, but certainly not least, Larry Boothe. Larry took 3rd in Competition-Dragster (AA Altered), 1st in Street Rod ('34 Ford) and Best in Show ('34 Ford). Congratulations to you all, and to those who didn't place, start planning next year's "Killer Entry"!
- * As I promised last month, Club jacket & shirt info has just been made available. The prices below are based on 3 dozen each with the prices being the same for 4 dozen except for jackets. Here's how it breaks down:

	3 Dozen	4 Dozen
	-----	-----
Black Jacket w/2 color logo heartcrest & back	\$38.00 ea.	\$37.75 ea.



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	3 Dozen	4 Dozen
Black Caps w/2 color logo	\$3.65 ea.	same
Lt. Gray med. weight T-shirts w/2 color logo heartcrest & back	\$6.40 ea.	same
Lt. Gray Polo shirts (no pocket) w/2 color logo heartcrest	\$13.35 ea.	same

For shirts-if 70% of order is large and X-large, add 30 cents per shirt for these sizes.

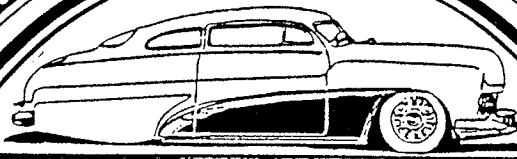
Largest sizes for: Jacket (XXL-50-52)-add \$2.00 each
T-shirt (XXL)-add \$1.25 each
Polo shirt (XXL)- add \$1.25 each

If anyone has a problem with a large size, you can provide one and they will print it.

- * To anyone who purchased a K-Mart Lola Indy car, you can receive an updated decal sheet including "Havoline" decals (last minute sponsorship added after kit & decal sheet had been done) by merely sending an SASE to the address below:

The ERTL Company
"Havoline Decal"
Highways 136 & 20
Dyersville, Iowa 52040

- * A new cottage industry manufacturer has come to our attention. Mini Exotics (936 Peace Portal Dr. P.O. Box 8014 Blaine, Wa. 98230) carries such items as a Dodge Daytona nose & wing kit, a '67 Shelby Mustang conversion kit, 427 S.O.H.C. conversion kits and various Mustang items. Flyers should be available at the meeting or ask a club officer.
- * For you NASCAR fans (roundy round cars!), our intrepid Club President Norman has some valuable info for Bahari racing fans (that's the "Country Time" Lemonade Pontiac) regarding painting this rather colorful car. Country Time Yellow lacquer is available as Dupont #199304,



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while Post Red lacquer is available as Dupont #514 (Editor's note: Post Cereals sponsors Mike Waltrip's Pontiac on the Busch Grand National circuit).

- * How about some fall kit releases? From AMT how about a 1970 1/2 Z28 Camaro, '55 Chevy Sedan, '57 T-Bird (reissue), Amway Cosworth powered Lola (Hey Brad!), '68 Hemi Roadrunner and last but not least, the new Batmobile? From Monogram how about the 20th Anniversary Trans Am and Olds Aerotech (in both long & short tail versions!) in the "High Performance" series, and the Jaguar XKE? From Revell how about two different Fujimi Ford Mark II kits (both molded in white!), and two versions of a brand new kit, a 1967 Malibu SS (stock and Quasi Pro Street?). Awright! Keep 'em coming!

CLASSIFIEDS

WANTED- '53 Ford pick-up hood by AMT & '55 silverchrome grille. Will trade any of my custom parts. Contact Butch Herlth at 1319 Cape St. Claire Rd. Annapolis, Md. 21401 (301)757-0728.

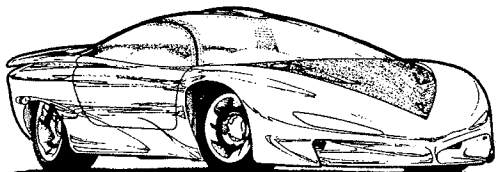
WANTED- Any photos or negatives (negatives can be returned) from any past M.A.M.A. club meetings or car show display at Severna Park Mall to be used for club scrapbook. Contact Pat Maphis at (301)676-6236.

WANTED- "Orange Blossom Special", "Bigfoot", 1969 Charger 500 (Buy or Trade). Contact Tim Sickie at (301)249-3830.

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:

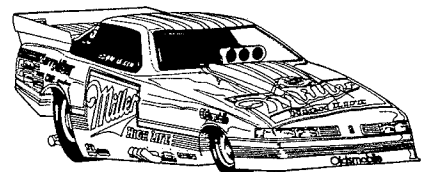
Timothy C. Sickie
15905 Ark Court
Bowie, Maryland 20716
(301)249-3830

Norman F. Veber
7479-D Furnace Branch Road
Glen Burnie, Maryland 21061
(301)768-3648



7100 PONTIAC BANSHEE "DREAM MACHINE". 1/25 SCALE.

Revell



7122 McCULLOCH MILLER FUNNY CAR. 1/25 SCALE.

The End (Whew!)