



# NEWSLETTER

## CLUB OFFICERS

President: Scott Harvieux  
 Vice President: Toby Halliday  
 Treasurer: Bill Halvorson,  
 Sergeant At Arms : Jim Allen  
 Editor: Jim Kampmann

## New kits this month - Moebius



## Club Calendar

### April 21, 2012

Meeting, Edina -  
 Library, 1:00 P.M.  
 Club Auction

### May 19, 2012

Meeting, Edina -  
 Library, 1:00 P.M.  
 Theme of Themes

### May 20, 2012

NNL North  
 10:00 - 4:00



2328 Southcrest Avenue East  
 Maplewood, Minnesota 55119



# NEWSLETTER

## Presidents Message April 2012 By Scott Harvieux

Greetings, Geeks! I would like to take a minute to talk about something very near and dear to my heart. No, not porn, but racing history! Particularly F1. Many guys our age get to a point where we say crap like this a lot: "They don't make them like they used to..", "Back in my day.." or "You don't see this anymore.....While most of this is just us old farts longing for our 'glory days', there are a few instances where it is actually true! One such instance is automobile racing. Today's racing has gotten so over-regulated and sterile that much of the fun and entertainment has left it. Two of the racing series with the most glorious pasts are F1 and NASCAR. That's right! I said NASCAR! I mean how cool was it to see a driver win on the weekend, then on Monday be able to go to a dealer and buy a car that actually resembled that winning car you just saw rumble down the track at Daytona or Talladega? Take into consideration that most of these drivers were retired moonshiners, like my father, or wild troublemakers who had one particular talent: Driving to get away from the cops! Characters like these brought such great entertainment with their rivalries, feuds, grudges, life-long friendships, and hell, some of these guys were even related. Who can forget David Pearson's fantastic finish at the 1976 Daytona 500? Or how about this? (Pict 1) Johnny Mantz, the winner of the first Southern 500 in 1950! Look! A real guy wearing real clothes sitting on top of a real dirty car! There was a real danger in dying, especially in F1. Maybe because of this fact, drivers had that "gladiator mentality" of giving all their strength and spirit, in case this was to be there final moments on earth.



Formula One racing began in 1950. Since it was more of a worldwide sport, it had an even more diverse crew of colorful drivers. Here you see two of my favorites: Fangio & Gonzalez (Pict 2).

Would you believe these two used to call each other "FATSO"? Some memorable pictures from this era show drivers after their races with black faces and white where the goggles were!

continued...





### Presidents Message continued

Some memorable pictures from this era show drivers after their races with black faces and white where the goggles were! Even in the 1980's there were rivalries like the one between Senna and Prost. Competition became so heated that these guys would purposely plow into each other during the race (Pict 3), or place artificial puke on the other's drivers seat before he got in for qualifying! But as far as inspiring driving performance greatness, who can forget what is considered by many as the greatest driving feat in F1 history? Juan Manuel Fangio's drive from The Nurburgring in 1957. While leading halfway through the race at "The Green Hell", Fangio had to pit. The stop was a disaster! Upon re-entering, he found himself in 3rd place behind Collins and Hawthorn. Through strength of will and some risky moves (such as passing with two wheels on the grass), Fangio overtook Hawthorn for the lead on the 21st of 22 laps, and battled neck and neck for the entire last lap to stay in first and capture his 5th F1 championship! (Here is the video: [http://www.youtube.com/watch?v=nFFIQ\\_xlphA](http://www.youtube.com/watch?v=nFFIQ_xlphA)) Oh, and did I mention that he was 46 years old at the time?! After the race, all three drivers were ecstatic. You could see their genuine excitement over what they just participated in, and their honest admiration for F1's greatest driver! (Pict 4) This genuine excitement and respect is something you just don't see very often today, like in the faces of Lewis Hamilton or Felipe Massa. (Unless, of course, THEY win!)

So where am I going with all this, you say? What is the purpose of this story for a model building club? Well it's this: if you don't like today's racing, have a look at the past! There are many resources (great books, online videos and movies) around to help you enjoy these sports' glorious pasts. And don't forget that many of these cars make wonderful model building subject matter!

And in closing, I like to leave you with something funny to think about. Legendary 1920s and 1930s Grand Prix driver Tazio Nuvolari used to walk the grid before the race and talk to the other drivers. One of the things he would often say to them is: "Have you prepared a will?"

That's it for now.....Scott

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### On The Table by Bob Maderich

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Well, spring is finally here and the show table was full of stuff, mostly Mopars, as that was our theme, so here goes.

Bob Halliday brought 3 cars to display. The first was an old, really old, build of an original AMT '65 Dodge Coronet, needless to say the other two were up to his usual fine quality level. A '70 Road Runner from Monogram was done in stock trim with added decals from Keith Marks. Also, a '69 Dodge Daytona 1/43 pre-painted was there. Additionally, for all you collectors, (come on, you know who you are...) Bob showed off some unbuilt kits in their original boxes.

New guy Larry brought a Buddy Baker '70 Dodge Daytona, that he built from the Revell Pro-Modeler kit. A very nice '76 Dodge Dart dirt car was also there. Larry added a 440 and new wheels and tires to this kit. (continued)



On The Table continued

Torben had his David Pearson '66 Dodge Charger on display. He topped his Tamiya paint job off with Fred Cady decals. He also brought a very nice '69 Dodge Super Bee, resplendent in a beautiful copper finish. (continued)

Our own Vice-prez, Toby, had a lovely '64 Dodge drag car, the "Fugitive" to be precise on the table. He added a lot of detail to the engine of this car. It was topped with Tamiya paint and Cady decals.

Jim Johnson had two "Deals Wheels" cars that he had fabricated in resin. One was '72 Road Runner and the other was a '70 Cuda. He also brought two wonderful prints that Jay Lewis had done of these cars.

Bob Knudson had "The Predicta" (was that right?) in progress, and a Jimmy Flintstone '34 Ford body on an Altered rod chassis. Go Bob go, get it done before Clint does.

Speaking of Clint, he had two of his fine models to share with us. The first was the Rail dragster he had built from the Tony Nancy kit, as usual, Clint did a lot of work to make this "Ramchargers" version very nice. He also had the '70 Challenger, that was tubbed, lowered and slammed into a very cool orange rocket.

Mark Rollie had some expensive resin for us. It was a transkit for the 1/16 scale rail dragster that he intends to turn into one of the "Snake's" cars. Also, some nice wheels and tires accompanied the transkit.

Don Stadick had his 1/43 Richard Petty '72 Plymouth stocker for us. He made the decals for this little jewel. Also, a '58 Plymouth painted with his wife's nail polish was on display.

Bill Johanneck had a unique take on the Chrysler Turbine car. He took out the motor and dropped a Hemi for this fictitious drag car. He also had a '65 Dodge from Polar lights, that he corrected a few things on and, low and behold, he dropped a Hemi in this one as well.

Bill Read gave us a 2010 Corvette ZR1 in a bright red theme with carbon fibre on the roof and hood.

John Munoz finally added the rest of his BMW 320i to the hood he brought last month. It was stunning in Tamiya Orange. He built it right out of the box. Very nice, indeed.

Bob Maderich gave us a 1/43 Dodge Viper that ran at the 1996 24 Hours of LeMans. It was a 1/43 Prouvance Moulage kit. His '31 Rolls Royce was 'in progress' for the "Classics" challenge, but his '49 Mercury was done for the "Mercury" challenge. Whew! Painted with Testors "one coat" lacquer, he added parts from the AMT 49 Merc and some resin from R & M. (See, I can kitbash)

And Last, but certainly not least, is the machine himself, Jim Allen. He had 4 Mopars on the table and they were all lovely.

First was the '66 Plymouth Belvedere that he built from the MCW resin body. He used the '67 GTX for the guts. Second was the 2009 Dodge Challenger adorned with Slixx decals and made to look like a fictional drag car. Batting third for Jim's all Mopar team was the '71 GTX that he built factory stock with a very nice Bronze finish. And hitting clean-up was the '64 Plymouth drag car that Jim built to replicate the "Lawman" car. He used MCW paint and decals. BUT WAIT, there's more. Jim also added another car to the "Classics" challenge. A beautiful, rendition of the '31 Cadillac. Built box stock, it was a stunner.

