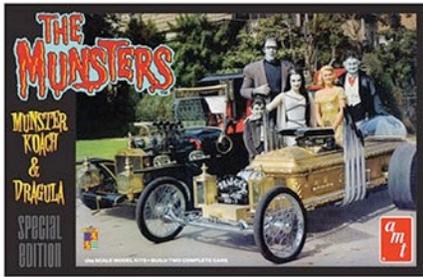




# NEWSLETTER



New this month is the highly anticipated AMT Munster Coach and Drag-u-la Special Edition Tin from Round 2.

These morbid machines haven't come back from the dead

for nearly two decades! Unearthed from the AMT tomb by Round 2, this release comes with the scary cool 'limited edition' tin box and 16 page color booklet!

And for you naysayers that say 'what does this have to do with racing plastic models?' Well go rent a copy of 'Munster Go Home', where Herman and Grandpa build the Drag-U-La for a road race in merry old England. I say, it's jolly good fun old chap!

I'm sure Ralph will have lots of these at this month's meeting so bring some cash 'cause you'll want to sink your fangs into these two!

## Club Calendar

### August 21st, 2010

Meeting, Edina Library, 1:00 P.M.

### September 11th, 2010

30th Annual Wheels & Wings  
Osceola, Wisconsin 8:00 to 5:00

### September 18th, 2010

Meeting, Edina Library, 1:00 P.M.  
SWAP MONTH

### September 19th, 2010

Car Show, Swap Meet & Model Contest  
St. Peter, MN. Show opens at 7:00 a.m.

### September 25th, 2010

Nordicon, Plymouth, MN.



2328 Southcrest Avenue East  
Maplewood, Minnesota 55119

RPM Club member

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# NEWSLETTER

## CLUB OFFICERS

President: Don Stadick Vice President: Clint Williams Treasurer: Bill Halvorson  
Administrative Assistant: Jim Allen Editor: Jim Kampmann



## Editor's Message

Welcome to our new look! Hope you like it. I bought a new computer and decided it was time for a change as the old newsletter needed an serious overhaul. I can't guarantee it will stay like this but for now I think it looks pretty good!

*Jim Kampmann*



## Bob's Rant

After the July meeting I came home and put down these random thoughts about the Club, it's sense of generosity, and it's "direction". Upon finishing and displaying the old MPC STP Turbine car, I was struck by how many people had a hand in this model. First off, Jim Kampmann sold me the car at a great price, Norm Veber of R & M fame, cast me a new set of tires, (even though they were long out of his catalog). All I did was give Norm a call and ask him. Don Stauffer advised me on the base and made the "Silent Sam" decal. Finally, Andy Martin showed me how to correct the kit and build it right. He also cast new wheels for me. This just goes to show how uncommonly generous the members of RPM are, and how we will go out of our way to help a fellow modeler complete a project. This sense of camaraderie is what keeps the club strong and vibrant, no matter what "direction" it takes.

I'm, of course, referring to the changes that have taken place within the club over the past year or so. I'm glad that Don, as the president, has had the strength and foresight to confront the "race car vs. non-race car" issue., and that hopefully, it will become a moot point over time. The important part of the club is the people, not what they build, or like. Granted I have my own favorite genres, (it's gotta turn left and right), but I'm open to a lot of stuff. I'm trying some kits I never would have built 3-4 years ago, and guess what, I'm enjoying it!

So to conclude this rant, I just want to thank all the members for their generosity, and for their varied interests and talents.

Bob Maderich



## PRESIDENT'S MESSAGE

Welcome to the August Newsletter!

The July meeting was pretty much business as usual. We did come to the agreement that we will have an RPM-sponsored lunch on December 18<sup>th</sup> at 11:00 at Davanni's in Richfield. We will try to arrange reserving the big room. Please note that RPM will pay for club members only, we will not be covering the bill for guests.

One thing I would like to discuss with the club at the August meeting is the overall participation of the club members. One of the items that has been brought up is "when we do Jeopardy next year, . . .". While I'm very happy that many of you enjoyed the Jeopardy event this year, please note that it took me about four months to get everything together and probably a hundred hours creating the program and researching the questions. I simply don't have the time to do that again this year. On a positive note, our own Andy Martin has already created several categories and is off to a great start. It would be wonderful if more individuals could write some categories or possibly even create another event to cover some of the uneventful summer months. I have PowerPoint presentations for Family Feud, Hollywood Squares, and Who Wants to be a Millionaire. Or use your creativity – I know we have a lot of that in the club.

We have also discussed the option of more training sessions. Even though the idea of how to apply Bare Metal Foil has been beat to death, I'm sure we could come up with a number of other how-to's on modeling techniques. We have had some in the past that were very informative and I'm sure they would go over well.

Is there anywhere that we would want to take a field trip? I know that my company has a large plastic extrusion division in Shakopee, which I could possibly arrange if I'm still employed there come summer. Does anyone else have something that is model or car related that would be fun to visit?

I understand that Bob Maderich II has written a commentary for this issue as well (though I have not seen it). I encourage any of the club members that want to write an article for the newsletter or the website to do so. I received the AMG newsletter this morning and they probably have six members contributing articles and other items, which is great. Don't be shy and remember that we have a spell-checker and a grammar-checker. We do not have a profanity-checker, those I have to correct by hand.

One other topic that I would like to touch upon is how we present ourselves out on the internet (and this applies to model shows as well). Please remember that once you post something on the internet, it's there for life. Not that I've seen anything bad, mind you, just a reminder. To elaborate, when I am on the forums, I have our club name in our signature line and if anyone wanted to search for my name in Google, it will kick you over to the RPM website. I'm sure this is true for several of you since we have a member's directory on the website. So when I post responses, I always

try to promote the club in a positive manner as there is an invisible link. Recently, I responded to some postings on Scale Auto Forum with items such as "the members of my club have tried that with positive results", and so on. By responding in this manner, the reader may want to learn more about our club and will possibly Google my name or the club to see what we are about. Since many of you are on the forums more than I, please remember to promote the club and try to get others interested. I hope that as a member of RPM, you are proud of what the club is and what it stands for and would want to promote it in a positive manner in hopes that we can increase our member base, because it's the members that make the club interesting and fun.

On a completely different note, there was a discussion recently about the MCCM theme at NNL North 2011. The theme that they have come up with is Moonshine Runners. While the immediate response would be to grab a 1940 Ford, there are alternatives to this theme. Here's a little of what my research turned up:

There was an article in July, 2009 Hot Rod Magazine called "Moonshine Runners, History and Their Cars". The cars mentioned were the 1940 Ford (of course, which they had six of), a 1966 Dodge Coronet 440 (with a 426 Hemi, of which he ordered three of when they were introduced), and a 1961 Chrysler New Yorker (a baby-blue sleeper with a huge trunk).

According to Moonshine – Blue Ridge Style, the preferred vehicle was the 1940 Ford. However, as production increased, they switched to pick-ups, vans, and especially pick-ups with campers on them to move their product. They were usually equipped with doubled leaf springs in the rear to support the weight.

As for the Duke of Hazzard television show (which was inspired by a 1975 movie about running moonshine called "Moonrunners"), the three vehicles that Uncle Jessie used were a 1948 Chevrolet Sedan (Black Tillie I), a 1971 Ford Galaxie Custom 500 (Sweet Tillie), and a 1967 Ford Mustang Coupe (Black Tillie II).

And from stories on H.A.M.B., here are some of the cars listed as running liquor: 1956 Ford Crown Victoria, 1956 Ford Pickup, 1957 Chrysler 300C, late 40's Mercury, 1957 Ford Fairlane 500, 1951 Hudson Hornet, 1934 Ford, 1961 Pontiac Catalina, 1960 Chevy, 1963 Dodge 330 and a 1976 Ford van.

As for personal experiences, I will have to check back through my Grandfather's photos to see what he was driving when he was thrown in jail for running liquor. I'll get back to you on this one.

So you see, there is some variety in this for those who want to build to the theme.

Thanks,  
Don



ON THE TABLE, JULY 2010

This month of July has gone down in history as the hottest July in recorded history; thankfully, the day of the meeting wasn't one of the record-breakers, but having an air conditioned meeting room is a nice luxury. Plus it keeps the cars from turning into plastic goo blobs.

Not a lot on the table, but being summer, that's to be expected. Not always a lot of time to spend with glue & sprues. But for the few that did have the time, here we go:

First up were a couple builds from **Bill Read**, and both Revell kits. One was the '32 Ford High Boy Roadster, built mainly out of the box and detailed using Detail Master steering wheel and wiring. Next was Bill's '32 Ford 5-window Coupe, using the Walmart brand of flat black for a finish and using a fair amount of foil on the cleaners.

1932 is a popular year this day, as **Jim Mulligan** had the other Revell Ford 5-window coupe, which had undergone a fair amount of kitbashing, including an engine from a '29 Ford. Tamiya primer used, but it was coaxed out of him that Painters Touch was used on the frame and the top.

**Don Stadick** had the Stingeree, an AMT/Retro Hobby showrod/funny car kit that Don designed to go with the Baldwin Motion look. In an effort to make the kit look a little more realistic, the front end was narrowed and stainless steel rods were used to replace the (as he called them) ridiculous ladder bars (then again, AMT called them "unreal radius rods" so maybe they knew it too).

**Bob Maderich** showed off his finished 1/20th MPC STP turbine car, a project

that needs a little TLC but looks good when done. (see Bob's Rant elsewhere in this issue - Ed.) This is a kit that a few of us would like to see come back again, as this one easily fetches \$\$ when it does show up.

**Jim Allen** brought in a couple of Revell '69 Chevy Novas, the first being his club White Elephant and built mainly box stock and using a drag racing theme. The other Nova also went the drag route, but had additions from the parts box along with having a big block Chevy engine dropped in, and a tub chassis from another kit. Headers were scratchbuilt, a full roll cage was added, and Slix decal were placed over the Testors 1-touch green paint.

Not content with just building Novas, Jim also brought in his Revell '67 Sox & Martin GTX, which was built pretty much box stock, and finished with MCW paint which he thought was an very close match to the actual colors on the 1:1 car.

**Bob Ferreira** displayed his WIP of the March 701, with more parts painted and assembled in this resin & white metal kit.

Yet more ideas on tap for the future and WIP were brought in by **Tim Graf**, such as his hauler for a dragster, a pickup body, the Bantam body from the old Monogram Sizzler kit with plans to be turned into a fuel-altered car, and a Hot Wheels car project to use junk parts from an AMT kit.

And to wrap up this edition of OTT are a couple oval track racers from **Ted Poetsch**, an AMT '72 Chevelle dirt track car and the MPC '69 Cuda based on the Motown Missile, finished with Pactra paints.

Mark Rollie

