



NEWSLETTER



This month there are several new kits, but my personal favorite is the 1968 Dodge Hemi Dart 2'n 1 from Revell. Although this is a modified tool, my opinion is this the way the kit should have originally been released back in the early 90's instead of the '69 GTS Dart 340. Kit sales have already been brisk, and we'll have

to wait and see what ends up being the top seller at the end of this year. I think the midget kits could knock it off it's perch, but not knowing what the release date is on these kits could keep the Dart on top for a long time.

Also new is the Revell Kurtis Kraft Indy Car, which is a classic from the original Monogram days, and includes two figures.



Club Calendar

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.

October 16th, 2010

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

Out of the Closet

November 20th, 2010

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

RPM Club Contest



2328 Southcrest Avenue East
Maplewood, Minnesota 55119



NEWSLETTER

CLUB OFFICERS

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

A message from Scott Harvieux

Greetings model maniacs! Sorry I haven't written for this newsletter for a few years but there is an important issue I would like you to consider that is crucial to the health of our club. That issue is the RPM leadership. First of all I want to make it clear that our present Team Principal (Don Stadick) has done an outstanding job! I think Don is one of the most enthusiastic leaders I have seen anywhere, and I know of nobody who has done as much for this club! (Sorry Bob and Bill you know I still love you!).

About 4 or 5 years ago when Don and Clint took over Bob M. was president and I was his vice. After a number of years of Bob being president we had talked about it and decided that it was in the best interest of the club to let someone else run it. The reason for this is that some of us who have been around for awhile will tell you of other clubs that were ruined because the same leadership ran it year after year after year after year...the only problem with all of this is the fact that it is difficult to get people involved. Most people want to sit back and only participate by going to meetings and such and that's fine. But we really need new leadership with fresh ideas from time to time, this keeps our club lively and fun! Not that it isn't fun now but I would like to see some change before it does....believe me no matter how good leadership is (and Don and Clint are very good) it will go sour eventually if they don't get a break. Personally I would love to see some of the new people step up to the plate. And when I say new, I mean people who have joined in the last 5 years or so . But of course that is not necessary anyone can be a candidate. Also I want to mention that even though we never had an actual election with ballots cast doesn't mean we can't. It's just that there has only ever been one candidate and the present leader was happy to step down.

So I guess what I am saying is think about it...and we can bring it up at a meeting in the future and make a switch at the first of the year. If we have more than one candidate, or if Don feels he is not ready to step down, then we could have an election! That might be kinda cool! Of course if the majority of the club disagrees with this, and you feel better having the same leadership...forever...that's the -

way it will be ! But I think it is very important that at least we give ourselves THE CHANCE to have new leadership every so often!

Thanks, Scott

Editor's Message

Well it feels like fall is here and modeling time is finding it's way back into my world, hopefully yours too. This month's meeting will feature the club swap. Should be a fun time as always. I won't be there unfortunately, but that won't stop anyone from getting a good deal! See you at Nordicon!

Until then...

Jim Kampmann





PRESIDENT'S MESSAGE

Welcome to the September Newsletter!

The August meeting was another well-attended gathering in the usual place. My count showed 26 people in attendance. We had some great discussions and ended the meeting with a large show-and-tell (seen elsewhere in the newsletter).

In last month's newsletter, I gave you a large variety of models to build for the MCCM-sponsored NNL North subtheme. Don't forget that RPM also has its traditional sub-theme (how could you forget, since it hasn't changed in years). Please continue to build for the best competition vehicle award as well. And as always, strive for that elusive Top Ten award.

I told you I would 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 couldn't find any photos that far back, but it appears he was driving a 1929 Ford Model A, according to my Mother.

I brought up challenge for the Club Contest at the last meeting and the response was underwhelming. I don't know if everyone just didn't want to talk about it or if they want it to go away. Please realize that the challenge is optional and you don't have to build for it if you don't want to. There are those members that look forward to the challenges and like to have that push. Past challenges for the club in recent years include the 1/32 scale challenge, the

Mustang Modified challenge, the Torben Challenge (you listed five models and the club members picked the one you were to build), and the Snap Kit challenge. Please try to bring your ideas to the September meeting and we will vote on the official 2011 RPM Challenge!

The September meeting will be the swap meet. Please bring your kits to the meeting to be set-out for all to pilfer through. It is appreciated if you have them already priced. Due to the chaotic nature of the swap meet, long-time members usually put off bringing anything for show-and-tell. This doesn't mean that you can't, but you may not get the attention of all the ravenous dogs that you deserve.

Thanks,
Don



ON THE TABLE, AUGUST 2010

WOW, WOW, and WOW, this had to be the biggest car turnout for an August meeting ever! (17 cars) Great job, gentlemen.

Here goes:

Don Stadick gave us his take on a dirt track oval racing semi! It is a Peterbilt 359 that Don extensively modified to create this gem.

He started with a Snap kit, cut off the sleeper, replaced the wheels, scratched new sidepods, and on and on. He put it in "Matt Kenseth" markings. Don also did a nice box stock buildup of the 1962 Pontiac drag car of Arnie Beswick. He painted it with Tamiya paint.

Mark Rollie gave us the "Paddy Wagon" that he built from the snap kit. (umm, we're getting a bunch of cars for the Snap-tite challenge)

Torben Rothgeb tried to one up Mark and brought his own version of the "Paddy Wagon" complete with guitar string antenna and scratchbuilt headers. He shot the Testors one coat Lacquer on this blue beauty. He also brought us one of Richard Petty's stock cars, the 1989 Pontiac to be precise. He painted this Starter 1/43 with True Match and Tamiya colors. He also said the decals were a bear!

Scott Harvieux brought us a 1/43 Ferrari 250 SWB from the AMR company. Bob Shapiro had painted the body, and Scotty finished it up.

Don Stauffer made the "Black Widow", a 1957 Chevy that GM

campaigns on the stock car circuit. Don painted it with Testors enamels, and detailed out the engine and underside. He added aftermarket wheels, tires, and decals as well.

Jim Allen gave us the new Revell 1937 Ford pickup that he finished in Tamiya and Fleet Farm paint. Built box stock, this was a beauty.

Jim Kampmann, with his "Ode to Jim Allen" '66' Nova brought one of the sharpest cars on the table. The decals on this drag car were created by Don Stadick and it was painted with Testors blue overcoated with Tamiya Clear Blue.

Jim Johnson entered into the Nova fray with his Tangerine '66'. He also brought 3 '32's in progress. One was a roadster, the next was a Phaeton, and the last was a sport coupe. (No wonder the 917 is on the back burner!)

Bob Maderich jumped on the '32' bandwagon with his primered 5 window coupe. It was built box stock or close to it. Two Mitsubishi Rally cars were also on the table from Bob. One is a tarmac car from Tamiya, the other is a Safari version from Hasegawa. These were done close to box stock, and some weathering was used on the Safari car.

