



NEWSLETTER

CLUB OFFICERS

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

Editor's Extra - What's coming in 2013!

Announced last week, here are some exciting new kits for 2013:
Revell: All new 1970 Hemi Cuda, 1949 Mercury Wagon, 1992 Mustang LX Coupe, 1969 COPO Camaro
Moebius: 1971 Ford Ranger Pickup & Model King '69 Ford Pickup

This month's modeling tip (no help from Mr. Burpee)

The Revell '50 Olds has been a hot seller since it came out about a week ago. If you happen to have an AMT '39 Ford Sedan you'll find an Olds engine that has everything you need to make the Revell kit engine even better; a nice tri-carb manifold and carbs, Hilborn injectors and manifold, chrome valve covers and Hooker headers.

See you on the 20th,
Jim Kampmann

Club Calendar

October 20, 2012

Meeting, Edina -
Library, 1:00 P.M.
Out of the Closet

November 17, 2012

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

December 15, 2012

Meeting, Edina -
Library, 1:00 P.M.
White Elephant
Gift Exchange



2328 Southcrest Avenue East
Maplewood, Minnesota 55119



NEWSLETTER

President's Message

Hello people! Well, are you ready to dive in? That's right! Winter is approaching and with it, the peak of the modeling season!

I write this the week after Nordicon, and I must say it sure was a good time! Personally, this is my favorite show of the year. Even more so than our own NNL because of the fact that it contains all kinds of models, so we get a wider variety of models and modelers who attend. Also, since Aero Historians is the main sponsor, and we all have many friends over there, it makes for more fun and camaraderie! Plus, there are usually more vendors present to take our money!

Interesting facts about Italy: As most of you know, I just got back from a European vacation, and I would like to share some interesting facts I found out about Italy. Many of us think of this country as the birthplace of the coolest cars in the world, the best food, and the extravagant lifestyles of the rich and famous! Although this could still have some truth to it, for the most part, it is waaaaay off.

Granted, I was just a tourist, but I would imagine that five days and traveling across the country from Rome to Florence to Venice would at least give me an educated opinion about this Mediterranean country.

First of all, the general population is fairly poor. The entire five days I was there, I did not see a single Ferrari, Lamborghini or any cool exotic cars whatsoever. Compare this to London and Paris, where I saw a Rolls or Ferrari every five minutes!

In fact, small hatchback two-door type cars make up half of the vehicles on the road, with the other half being scooter-type bikes. (No proper motorcycles like Ducati, Honda crotch rockets or Harleys - just plain scooters!)

Don't get me wrong, the people of Italy were very nice and the countryside was very beautiful, but I will tell you this, it sure made me happy to be an American.

Even regarding the Italian food (as good as it was), one can still find just as pleasing of food in a few of the Italian restaurants right here in the Twin Cities!

And one last tidbit: Every public restaurant, from a basic truck stop to the men's room at the fanciest seven-course bistro, features toilets that do not have seats! That's right; if you have to p - - -, you sit right down on the bowl, baby!

I felt bad for the female tourists! And you could see it on their faces as they exited...either laughter or a look of disgust! But let's be honest, that's usually the two responses I get when I meet women anyway, so it could be a coincidence??

Thanks everyone and that's it for now.

Take care!

Scott



On the Table by Bob Maderich

Since it was the Swap month, we had a relatively light show table turnout, so here goes.

Larry Reasland gave us two more of his "rollin,rollin,rollin" NASCAR models. (Just kidding Larry) They represented the 1998 Mike Skinner Chevy Monte Carlo that he used for that season. Also, an iconic car from Dale Sr., the Blue and Yellow 1987 Monte Carlo was on the table as well. Larry did his usual detail work on these, i.e. swapping out engines, adding posable wheels, to make these models come alive.

Steve Helfmann brought two for the display table, a Ferrari 360 that he built from the Revell kit. He added metal transfers and finished it in a lovely gunmetal color. The other car was a 1995 Dodge Stealth, which he turned into a street custom with some nice painted graphics.

Bob Maderich plunked down the 1976 version of the Porsche 935 on the table. It represents the car as it ran in the Watkins Glen 6 hour race in '76. He only added seat belts to this oob build.

Jim Allen had the striking Coke sponsored 1970 Chevy Monte Carlo for us. He did a lot of work to make this an accurate representation of Bobby Allison's car from that year. A new motor, scratch interior, and Yesterday's decals went into this beauty.

Jim also had a 2004 Acura, that he is turning into a dirt track car, that might run at local tracks. Finally, for his in-progress build, he had the 1959 Ford T-Bird, that he was piecing together to make the 1959 Daytona 500 winner. Jim did a nice demo on fixing the interiors in these vintage stockers.





Model of the Month

Featured Builder

Erik Zabel

Make & Model of Vehicle

Mickey Thompson Challenger I

Kit Manufacturer

Revell



This month's multi engine miniature comes to us from Erik Zabel's workbench. Erik says he spent about 6 months building this "mostly frustrating" classic Revell kit. Erik could not recall the paint color on this gem, but he did remember that it came from Model Car World, and was shot through his airbrush. He said after many hours with the Dremel, the body panels finally fit. He then started giving all 4 of the engines the full detail treatment. This land speed racer also includes photo-etched seat belt and latch hardware.



Erik said that he saw this car and thought it was pretty cool, plus he really enjoys detailing engines. Erik also stated that this kit is challenging to build, especially if you want to be able to display it with the body panels both on and off. Even with the fit issues and all the engine detail this kit took only about 6 months to build. Of course Erik is still having nightmares about it 4 years later. However, once Scott stated how much these kits sell for on ebay, Erik contemplated disassembling it and selling it. He said at least he would get some satisfaction from it. So if your looking for a pre-painted Challenger I kit, keep an eye on Ebay.