

## **MARYLAND AUTOMOTIVE MODELERS ASSOCIATION**

**Volume 2, No. 5 Jan. 1990**

**Editor: Tim Sickle**

About 35 members attended the December meeting which held many highlights for those in attendance—the first of which was a successful envelope-stuffing campaign for the upcoming Rod & Custom Show in February (I can still taste the glue on the envelopes. Ugh!), the Christmas gift exchange in which anyone who brought a wrapped gift, chose one from "under the Christmas tree", and last, but certainly not least, a seminar on poseable steering by Larry Boothe, and a seminar on Engine detailing by Norman Veber. There were numerous activities to keep attendees busy. While I didn't see both seminars in their entirety, what I saw I really got some neat ideas (Now, if I could only find the time to try them!). Thanks to everyone who made this meeting so enjoyable!

The December raffle raised \$100.00! The club would like to thank the raffle donors as shown below: Jerry Flynn, David Lewis, Pat Maphis, Bobby Towles, Harold Bradford, Gary Sutherlin, & Replicas & Miniatures Co. of Md. Special thanks also go those as shown below:

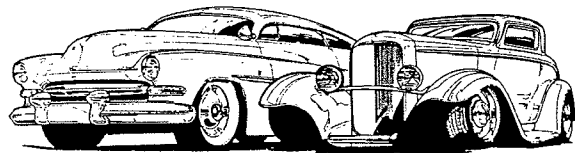
John O'Neill,  
AMT/ERTL  
Highways 136 & 20  
Dyersville, Iowa 52040

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

Bill Henscher,  
Hobby World  
575 Ritchie Highway  
Severna Park, Maryland 21146

Jay Adams,  
Monogram Models, Inc.  
8601 Waukegan Road  
Morton Grove, Ill. 52040

John Mauchamer,  
Wheels Hobby Shop  
45 Waverly Dr., Unit D  
Frederick, Maryland 21701



On a sad note, the recent earthquake in California had a devastating effect on a fellow modeler well known for his phantoms—Dave Hill. His house was pretty much destroyed with no insurance money forthcoming. Roy Sorenson has started a "Save Dave" fund. Anyone wishing to contribute, the address is as follows:

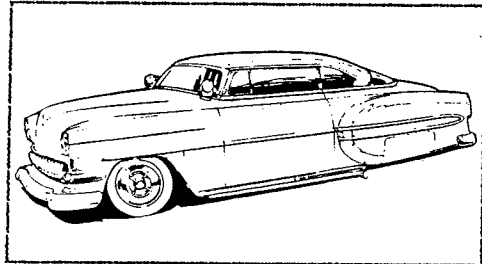
Save Dave  
c/o Roy Sorenson  
19088 Santa Maria Ave.  
Castro Valley, Ca. 94546

(Editor's note: Donations totalling \$105.00 were collected at our December meeting. C'mon guys! Help out if you're able!)

MAMA's Boys  
\*\*\*\*\*

by: Tim Powers

Add Gary Sutherlin to the list of MAMA members who have been subjected to that most evil of vile things—the MAMA's Boys Questionnaire. This humble 44 year-old modeler is a 24 year veteran of marriage. He, wife Janet, and their two daughters moved to Manassas, Va. from Oswego, N.Y. in 1979. He's worked for the IBM Corporation since 1974 as an Electronic Design Engineer and although he doesn't think of himself as a programmer, he worked in software development between 1979 and 1987 (that's a long time not to be the kind of person who does what you do!).



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

**Gary:** Ummmmmm, yes and no. Everyone knows I am very frugal (cheap), but I have never smoked, I drink maybe 2-3 beers a year, and I very rarely go out. For me, modeling is relaxation and pleasure. I may never build all of my kits, but it is not wasted money either. I am still amazed at the guy who would pay \$100 + for one kit that he'll never build, but as long as he gets pleasure out of it, that's the bottom line.

**MAMA:** How long have you been building model cars?

**Gary:** A two part answer. I first built kits in High School (1959-1962). I stopped to go into the Army. I started seriously building plastic kits again in late 1986. I sure wish I had those kits from my High School years to build again!!! (I would also like to have the 1:1 '33 Ford 3-window I had started trying to rebuild). Despite my age I am short on continuous model building experience. (Editor's note: That doesn't seem to have hurt at all from what we've seen at the club meetings and shows, Gary!)

**MAMA:** What was the first model car kit you built?

**Gary:** The cobwebs are thick, but it was probably an AMT '58 Ford. I remember building Edsels and Mercurys too. I sure do miss the tear drop spots!! I preferred customs as much then as I do now.

**MAMA:** What sparked your interest in model cars? How did you get started?

**Gary:** I have **always** liked cars and trucks. In Grade School, I lined up my cars and trucks and it went thru every room in our two-bedroom house. Model kits allowed me to try to build what I wanted. During High School my parents owned a Sporting Goods store that also carried model car kits. Yes, I was tough on the stock!!!

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

**Gary:** In the past 14 years I have probably built 40 cars and trucks. No one has yet seen the Hubley and Gabriel

metal models I built, one a year prior to 1986. Quality is nothing to brag about. I would guess I have 150 kits on the shelf to build. A third are trucks that I am looking forward to building.

**MAMA:**What kind of work area do you have?

**Gary:**Since 1987 I have a finished room in the basement. Other than rare fixit things, the room is used only for model building. I have a small TV to listen to, a radio for Stock Car races, a dorm room size refrigerator for cold sodas, and heat for the winter months. I usually sit on a cushion on the floor (yes there is a carpet piece on this area of the room) and use a small hand built table to work on that has a flex arm desk lamp attached. This allows a dog to lay in my lap or next to me. I finally trained the one dog to stop taking parts out of the box to play with. I never could get comfortable sitting on the floor.

**MAMA:**Where do you do your painting?

**Gary:**I paint in my work room. I have an outside vented range hood with a two level light mounted over a homemade box with doors. This gives me light and the fan vents the air to the garage. Cheap, but good enough for now. The box also doubles as a drying booth (**Editor's note: Any relation to Larry Boothe?**). By selecting bulbs and full or night light, I can keep the temperature in the box at 70 degrees 24 hours a day. I have \$10 total in the thing.

**MAMA:**What kinds of paints do you use?

**Gary:**Testor's and I'm now starting to use Dupli-color.

**MAMA:**What kind of special tools and equipment do you have?

**Gary:**The usual: Dremel (just learning to use it), X-acto knives, files, pin vice, paper punches, helping hand, etc. A variety of small clamps (self-closing) have been very helpful several times.

**MAMA:**Do you keep a big spare parts inventory for swapping?

**Gary:**I am just starting to gather spare parts as I build more and more kits. Recently, I have bought some cheap kits solely for parts. I keep a selective eye at swap meets for "parts" kits.

**MAMA:**Do you use cottage industry products?

**Gary:**I have ordered a variety of "goodies" from cottage industries. I also cruise craft and fabric shops. **Replicas & Miniatures Company of Maryland** has eliminated the need to do a lot of outside ordering, although I still have a 2 inch thick notebook full of lists from other cottage suppliers. Norm really covers my needs for my current skill level and outside of kit building wants!!

**MAMA:**Do you build other types of models?

**Gary:**Not any more. Like everyone else, at some point in time I have built a plane or two, a fully rigged (with sails) U.S.S. Constitution and even a scale miniature deer head on a plaque. I continually look at other forms of modeling for techniques and useful parts.

**MAMA:**What's your favorite type of model car to build?

Gary: Street Rods, Trucks, Customs, Doorslammers/Funny Cars and Winston Cup Grand Nationals.

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

Gary: 1/24 and 1/25 only.

MAMA: Which is your favorite model company?

Gary: Monogram for quality and detail, AMT/ERTL for a variety of ways to build. My least liked is definitely MPC....

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

Gary: Late 50's and early 60's Fords not currently available and late 50's Caddy's in 1/25 please. How about a Cement Mixer and a local Delivery Truck?

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

Gary: I would like to see a new aerodynamic Kenworth, Peterbilt or Freightliner in 1/25 scale with an engine, preferably the conventional, but even a cabover would be nice. I am happy to see some of the 50's and 60's cars coming back. (Editor's note: Ya got yer wish on the Kenworth guy!)

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

Gary: I like the availability of older cars of interest to me, parts and the level of detail and quality in American kits. AMT/ERTL and Monogram are making cars that look correct and less like toys. My least liked are non-white kits and Revell's "Hot Rod" Ugly 50's Chevies that seem to have been drawn by a beginning Art student.

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

Gary: I am currently trying to replicate my first "new" car—a 6 cylinder plain jane '71 Nova, then on to a custom Peterbilt cabover with car transporter. No guess after that since I can't start ten at once (Why not?!?). In the next few months I hope to finish the third of the 3 metal 1/20 scale '32 Chevies. Then I will pick up on the '32 Ford six car set.

MAMA: Do you subscribe to any model car magazines?

Gary: Scale Auto Enthusiast, Scale Wheels, MCCA Journal, the Blueprinter, Plastic Fanatic, Commercial Truck Modeler, and Fine Scale Modeler.

MAMA: What other hobbies are you involved in?

Gary: If I could find or win the money, I would have a '40 Ford Street Rod (as would we all!). Other than that, I am an avid follower of Winston Cup Grand National racing (The ones that go around in circles, Larry!) and I keep an eye on Drag Racing as well.

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

Gary: Start with a simple model of interest. Buy or borrow books on the basics of modeling. The tips and general techniques are basically the same for the material you are using to build. Expect to make mistakes and learn from them. With each successive model, try to do one new thing and improve on what you have done before. Never be afraid to ask for help or suggestions. Build to please yourself first. As I have learned, a model club (Especially MAMA for me) can be very helpful in

learning technique and discussing building problems.

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

**Gary:**Geeeee, describing my likes could fill the rest of the disk I am writing this on, but basically I like: The friendliness, good feeling, encouragement, sharing of ideas and enjoyment. The group has been very helpful to me. I have attended two other clubs where I always seemed to leave frustrated or irritated. At MAMA, I always leave glad that I came. I usually do so with a suggestion for one or more problems and sometimes I have even given an answer to a problem. I especially like the format of the meetings. Business is kept to a reasonable amount and there is no "Contest" pressure, encouragement, yes, but even that is well done.

**MAMA:**Any further comments?

**Gary:**I firmly believe the current leadership is doing an excellent job! I think Norman said it best so far and I agree with his "Further Comments".

### Beach Boys Lil'Deuce Coupe

(Monogram #2903; 1/24; one version; 72 pieces; red, chrome, clear, vinyl tires)

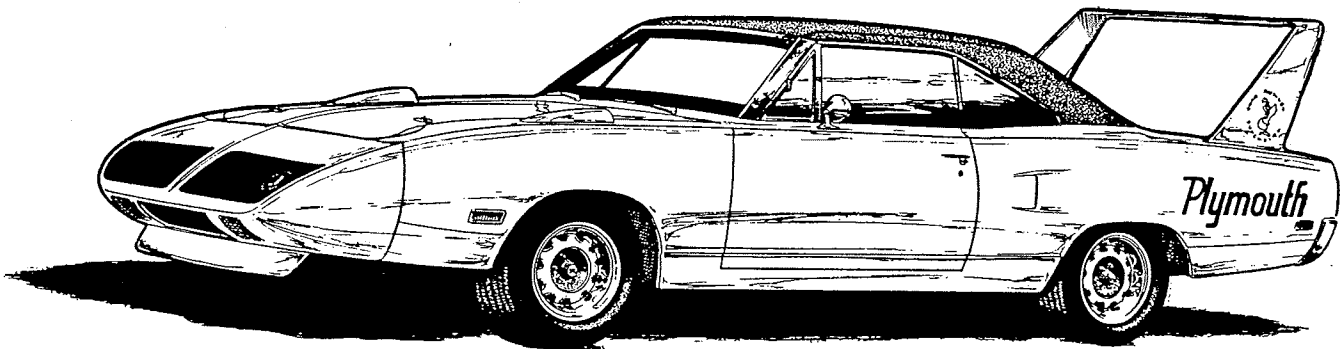
Since the introduction of plastic car kits 35 years ago, modelers have waited for a three-window '32 Ford. I, for one, would have been willing to wait a while longer for Monogram to put more effort into this kit.

Basically, the kit consists of reissued '32 Roadster parts with a few hi-tech parts and, of course, the three-window coupe body. The reissued parts are: frame, fender unit, 3 piece "louvered" hood, grille shell, stock headlight bar and lights, front suspension and 1 piece interior bucket with molded-in rolled & pleated seat.

The new three-window coupe body is a 1 piece unit, dimensionally stock with engraved fabric roof insert, correctly molded door hinges and door handles which appear too large. The people at Monogram obviously assumed the interior tub would fit into this nicely molded new body: **IT DOESN'T!** Not even close! The interior bucket will need considerable filing and partial removal of the front floor piece for it to fit flush inside the body. When the body is mounted to the reissued, 1 piece fender unit, a 1/8" gap exists between the bottom rear edge of the body and the gas tank apron. Even the box art model shows this gap (Is it possible that Henry Ford invented flow-thru ventilation 35 years before GM?).

Back inside (if you get that far) a new, beautifully engraved and chromed LeCarra wheel mounts on a modern steering column-which mounts to a stock dash with stock gauges. Let's not forget the three foot long stock floor shifter.

The chassis consists of a hilarious pile of parts that wouldn't last a hundred miles on a real street rod. A late model Corvette rear suspension mounts directly to what appears to be a stock '32 Ford rear buggy spring, with no shocks or mounting hardware. The front rides on a dropped tube axle and spring



assembly and is located with split stock wishbones. A stock '32 Ford steering link is glued to the inside of the fender unit(?)

The small-blob (not a misprint) Chevy is reissued from the '32 Roadster and is similar to the ZZ Top engine, in that it has no transmission—just a mounting bump. That old infamous manifold/carb/distributor reappears in this kit. A beautiful set of new valve covers and matching air cleaner were tooled for this kit but the engraved word, "Deuce", limits their use on other models.

This kit may produce a decent slam model but a detailed three-window street rod will require large amounts of work, kit bashing and scratchbuilding. It may be easier to use the entire '32 Roadster kit from Monogram with the new three-window coupe roof grafted on and new door lines.

Considering that Monogram has spent the past decade establishing an excellent reputation, it's hard to believe that this is their first "new" kit of the nineties!

by Lyle Willits

#### BITS & PIECES

\*\*\*\*\*

\* With inclement weather upon us, **cancellation of a meeting** is a distinct possibility. In the event that you are unsure as to whether or not the meeting is still on, you may call the campus at **455-4567** to inquire (and possibly save you a long trip!)

\* **Dave Roehrle** has an **airbrush & compressor** available for loan to anyone who does not presently own one and would like to **test drive** one prior to purchase. See Dave at a meeting.

\* Speaking of **Mr. Roehrle**, congratulations are in order for the coverage his **Rustang** received in the latest issue of **Scale Auto Enthusiast**. Kudos also go out to **Rex Turner, Mike Tate,** and **Sean DeVine** (the last two from the CPMCC—our Pa. neighbors!) for their cars appearance in the **Enthusiasts Gallery** of the same issue.

\* Anyone interested in the **1990 Nissan 300ZX** (that's you, Matt!), may receive free of charge a book worth about \$6.00 covering the car in detail. The number to call is **1-800-NISSAN-6** (Editor's note: I have the book, and it is well worth the phone call!)

\* Our **Hobby Shop Directory** is finally available. In it you will find listed the area Hobby Shops, addresses, owners, and hours of operation. See Norman at a club meeting.

\* The January 1990 issue of Circle Track has an article concerning model photography with regard to the Circle Track Contest. I'm told that there are some good tips contained therein, so check it out!

\* **Future Clinic Ideas;**

a. Workshop seminar: Involves mounting 6-12 pictures of shop and work area on cardboard to be brought to a future meeting for "show & tell".

b. Unfinished model contest: Involves any projects started but not completed. The trick here is that they have "grown cobwebs" in their box for six months plus (I may have to drag out a certain "Kodak" stock car!).

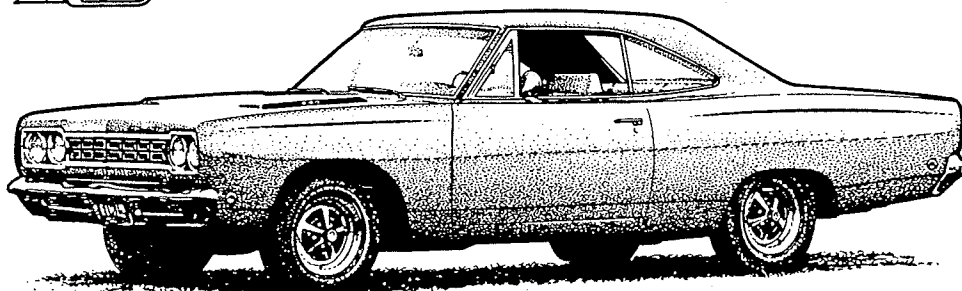
\* A new "classified ad" type newsletter is available to those interested. It's called Model Collector's Marketplace. It's cost is \$2.50 per issue or \$12.00 for six issues. If interested, write to:

Sam Click  
1710 Hills Ave.  
Tampa Fla. 33606  
813-254-4328

\* News from Revell! New kits for 1990-1990 T-Bird SC, Grand Prix & Cougar XR-7, "Premium" BMW Z-1 Roadster & 300SL, Hot Rod Pro Street T-Bird (a.k.a. Matt & Debbie Hay's hot pink T-Bird!), Tasca Ford T-Bolt & Russ Davis Ford T-Bolt, Hot Rod 427 Yenko SC Camaro, Bruce Larson's "Sentry" Olds Funny car, ASA "Zerex" #5 T-Bird, ASA "Felpro" #0 T-Bird and the Mach I & Yamaha Formula One team rigs (including an open or closed cockpit speedboat, flatbed trailer and tow vehicle-stepside Chevy or Ford Bronco). Discontinued kits appear to include the Attempt I record car, "Hot Rod" '56 Chevy Coupe, Nissan pickup, "7-11" and "Folger's" Mustang GTD's, '57 Nomad, '89 T-Bird SC, '89 Grand Prix SE, "Hot Rod" McEwen Drag Racing team, Tony Nancy Dragsters, Lamborghini Countach, Ferrari Koenig Turbo, 1/16 Revellleader Grand Am funny car, 1/16 Garlits rear-engined dragster, 1/16 Prudhomme Wynn's Winder dragster, Revellution funny car, 1/16 Chi-Town Hustler funny car, 1/16 Firebird GTA and 1/16 Camaro IROC-Z. Again, if you are interested in any of these, get 'em while you can now at reasonable prices rather than exorbitant prices at some swap meet in the near future!



Stock No. 6515



CLASSIFIEDS

\*\*\*\*\*

WANTED-Any Ferrari-related items as well as back-issues of Cavallino magazine. Also in search of 1 or 2 AMT '63 Corvette coupes (bodies only) in usable condition. Call Harold Bradford at 604-8591.

WANTED- '87 & '88 Mustang GT's, '89 Regal promo, latest issue "True Value" IRDC Camaro (in a color other than red!) and first issue "Bigfoot" kit. Will buy or trades possible. Call Tim Sickle at 249-3830.

WANTED- '41 Plymouth stock 6 cylinder motor, '57 Ford baby moons and '39-'40 Ford stock bare rims (all AMT kit parts). Call Harry Charon at 282-3842.

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. Sickle  
15905 Ark Court  
Bowie, Maryland 20716  
(301)249-3830

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



Sorry 'bout that, Pat!!!