

## MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 2, No. 9 May 1990

Editor: Tim Sickle

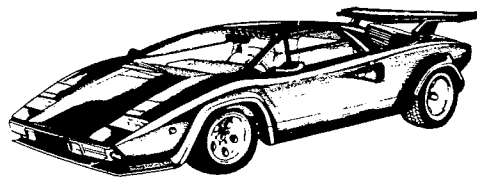
About 40 people were in attendance at the April meeting which was highlighted by a slide show (by yours truly!) of slides taken at the Hot Rod Nats by Larry "Hot Rod" Boothe. According to Larry, the film he shot doesn't come near to doing justice to many of the fine entries which were on hand. Also enormously entertaining was the club auction conducted by Gary "Let's make a deal" McNutt. This endeavor enriched the club treasury by a whopping \$210.00!! Many thanks to all those who helped make it a success in one way or another! (A list of donors appears elsewhere in the newsletter).

The April raffle raised \$92.00. The club would like to thank the raffle donors as shown below: Arthur A. Henriques, Jr., Harold Bradford and Nick Sickle. Special thanks also go to John O'Neill at AMT/ERTL for donating six new releases as well as those shown below:

Charlie Atkinson  
Family Hobbies  
5411 East Drive  
Baltimore, Maryland 21227

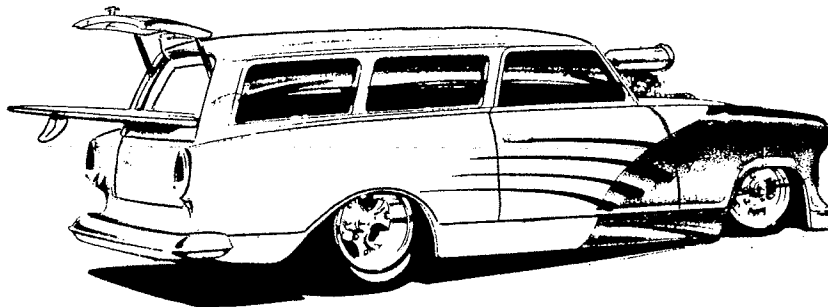
Lowell Sakers  
Stoneleigh Cycle & Hobby  
6717 York Road  
Baltimore, Maryland 21212

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



\* \* \* \* \* P L E A S E   N O T E ! \* \* \* \* \*

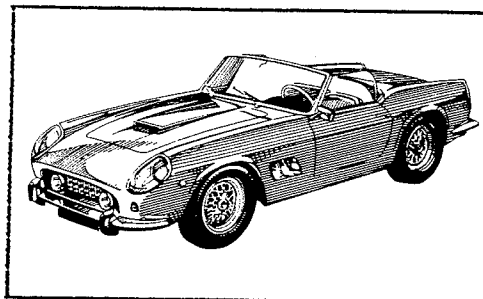
We will be meeting in Room K-100 for the months of June, July and August at which time I do believe we will be back in good 'ole Room Q-305. Hope everybody got that 'cuz there's gonna be a test on it later!



MAMA's Boys  
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by: Tim Powers

Harold Bradford, or Brad as he prefers, is MAMA's undisputed decal champion. And who else could shake the raffle tin to mix up the tickets at drawing time with such finesse? This 43 year old sports/race car fanatic works in the operations center of Citizen's bank, which explains why he had no choice in becoming MAMA's treasurer. Susanne, Brad's wife of ten years, has seen him through some of his most difficult projects. She's always been there for him, offering support and encouragement. Brad says Susanne is a big part of why he enjoys the hobby so much.



- MAMA: Do you spend a lot of money on the hobby?  
Brad: Probably more than I should, although I do not feel that any of it is wasted (does any of us?). Better to buy when it is available than to have to pay a collector's price later on.
- MAMA: How long have you been building model cars?  
Brad: About 35 years.
- MAMA: What was the first model car kit you built?  
Brad: I think it was a 1/32 scale Highway Pioneers hot rod. My first customizing kit was a Revell '56 Mercury I bought in a Hardware store.
- MAMA: What sparked your interest in model cars?  
Brad: I have always had an interest in cars. Tried airplanes, didn't like 'em. I came from a very small town in Ohio. Not much to do, so I started building models. I built everything AMT, Revell and Monogram did in the early '60's. Wish I still had 'em.
- MAMA: How many built & unbuilt kits do you have in your collection?  
Brad: Built I probably have 30 to 35 that are in presentable condition. I have a room full of unbuilt, probably numbering 600-700.
- MAMA: What kind of work area do you have? Is it dedicated to model building?  
Brad: I have a bedroom in the upstairs part of the house that I converted into a workshop. Another benefit of a very understanding wife.
- MAMA: Where do you do your painting?  
Brad: Most painting is done outside, although I do have a spray booth set up in the shop.
- MAMA: What kind of paints do you use?  
Brad: I have almost always used spray can enamels, but recently I have been experimenting with automotive lacquers. The result is beautiful, but the smell is horrible, and the stuff is dangerous. It has to be used very carefully—right Larry?

MAMA: What kinds of special tools & equipment do you have?  
 Brad: The only specialized equipment I use is a Unimat lathe/milling machine. Otherwise, I use the same tool that the rest of us do.

MAMA: Do you keep a big spare parts inventory for swapping?  
 Brad: I keep a fairly good supply of parts on hand for trading and kit bashing.

MAMA: Do you use cottage industry products?  
 Brad: I sure do. I am constantly amazed at what is being made available to us, and the high quality from some of the cottage industries. Things we could only have dreamed about a few years ago are now readily available. I use quite a bit of Norman's products, not because he's a good friend, but because they are absolutely the best available. It's people like him, Herb Deeks, Fred Holberg and others that do first class work that are making the hobby much more enjoyable for all of us.

MAMA: Do you build other types of models?  
 Brad: I appreciate all types of models, but only build cars. I don't have any interest in any of the others.

MAMA: Do you adapt the skills of other types of modeling to your model car building?  
 Brad: I have picked up a lot of weathering techniques from military modelers, for instance. A lot of techniques from other modeling disciplines can be applied to car modeling.

MAMA: What's your favorite type of model car to build?  
 Brad: Most anything with racing tires and numbers on the side. I do have a particular fondness for Ferraris.

MAMA: What's your favorite scale to build in?  
 Brad: I used to do 1/12 scale, but found they took too long to finish (the same problem I have with smaller scales now!). Most everything is in 1/24-1/25 scales with an occasional foray into 1/43 scale if it is not available in the larger scales.

MAMA: Which is your favorite model company?  
 Brad: I don't really have a favorite company, as many of them are doing excellent work. I do like what we are getting from AMT, Monogram & Revell. Fujimi & Tamiya are also on the top of my list.

MAMA: What older kits would you like to see reissued?  
 Brad: All the old Merit racing cars, Strombecker Scarab and Aston Martin DBR1, and, believe it or not, AMT's '62 T-Bird sports roadster.

MAMA: What new subjects would you like to see produced?  
 Brad: Any 1950-1960's sports cars, especially Ferraris (surprised?), D-Jags, Aston Martins, Mercedes 500SLR, Lotus 11 & 15.

MAMA: What do you like most about today's kits? The least?  
 Brad: I like the level of detail we are getting in the new kits. It's hard to imagine a 1/24 scale kit with 300 parts in the box, but that's what we can get now. I especially like what the American Manufacturers are turning out, subject and quality-wise. There is

probably nothing I least like, except maybe some of the prices of the imported stuff.

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

**Brad:** I have several Ferraris under construction, a 427 Cobra and a couple of Corvette Grand Sports. I also have a "mystery" project underway.

**MAMA:** Do you subscribe to any model car magazines?

**Brad:** I subscribe to Scale Auto Enthusiast, Fine Scale Modeler and Dennis Doty's Model Car Journal. I also get Cavallino and Vintage Motorsport as excellent reference materials.

**MAMA:** What other hobbies are you involved in?

**Brad:** I enjoy doing research for my projects, so I guess reading could be a second hobby.

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

**Brad:** Start with something simple. Pick up whatever magazines are available, and become involved with an organization such as ours. That's where one can really learn. Don't give up if the first attempts are not a rousing success. Stick with it, it's worth it.

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

**Brad:** I like the people in this outfit. I have yet to run across a single member who was not willing to share his knowledge and expertise with the rest of us. It's a great pleasure to get together and learn from each other. I cannot come up with anything that I do not like, except having to wait a month between meetings.

**MAMA:** Any further comments?

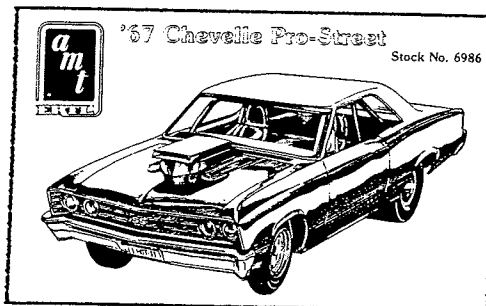
**Brad:** I hope that everyone continues to enjoy the club and, given the people and level of enthusiasm that we have, I can see us growing into one of the top organizations in the country (the World!). We already have the best newsletter (Ed. note: Aw shucks!) However, we should never take the hobby too seriously that it stops being fun.

### Pro Street '67 Chevelle SS396

(AMT/ERTL #6986; 1/25; one version; 101 pieces; white, clear, clear red, chrome, vinyl tires)

Well, the wait is over and the question is answered: it is a '67 Chevelle. Fully seven months after the Revell release, the AMT version is here and should provide some serious competition for the modelers' dollars.

The body is very well done with a stock hood and correct fender emblems engraved. The underside of the hood is well detailed but is deeply scribed for the builder to create the carb clearance hole. A late '70's/early '80's "square" pro stock-type hood scoop is provided. The instructions imply that the hood can be left stock if the engine



is built with open carbs without air cleaners or stacks. The "power bulges", with separate chrome grilles are well proportioned and appear more accurate than the slightly elongated bulges in the stock Revell hood. Continuing a practice first found on the '55 Bel Air sedan, the underside of the roof has engraved visors, headliner seams and dome light. The front bumper and grille is a one piece chromed unit as is the rear bumper/tail panel which receives stock tail lights. Separate chrome rocker panel moldings are provided. There is a slight dip to the upper door edges which is incorrect and creates the illusion that the roof is too high. This flaw becomes noticeable when placed next to the Revell body but most "normal" people won't notice it at all (Ed. note: What does that make you Lyle, abnormal?!?).

Counting the headers with the integral Supertrapps, the engine is built up from 27 pieces. The engine block has engraved cylinder indentations and the separate heads have the staggered rocker arm detail. Of course, this detailing is lost in the assembled engine, but will probably be found in a few garage dioramas. The assembled engine with transmission results in a well detailed 396 with a chromed, high-rise dual quad manifold, velocity stacks and/or small, round air cleaners. Accurate, stock chrome valve covers, upper and lower hoses and an alternator with a bracket are just some of the separate items.

The chassis is nicely engraved down to the last nut and bolt. Obviously, there are large wheel tubs followed by simulated stamped aluminum panels. Rear suspension and running gear is standard Pro Street fare: narrowed rear, chrome coil-overs and chrome wheelie bars. Toward the front, a separate crossmember is added for engine support. The front suspension is built up from separate parts as opposed to Revell's one-piece glue-on unit. Individual springs (plastic) and spindles are mounted between individual upper and lower "A" arms and are tied together with a separate tie rod. At first glance, these pieces appear to assemble into poseable steering because of the separate spindles and large holes in the tie rod ends, but....for some reason, the tie rod brackets are molded to the lower "A" arms instead of the spindles. Creative builders should easily be able to produce poseable steering with minimal work. Centerlines, with four triangular slots, mount Firestone skinnies up front and Bruce Wayne Auto supply monster treads out back. Goodyear (pre-Eagle) slicks are also included. On the top side of the chassis several individual parts are assembled for engine compartment detail, including a separate firewall.

The interior is built up from the floor pan with several well done components. The side/door panels and rear tub cover panel represent creatively-stamped aluminum panels. If the builder doesn't mind using a half sheet of Bare Metal foil with a coat of flat clear acrylic, these "aluminum" panels will really come to life. A full roll cage is installed above two high-tech bucket seats with belts and harnesses engraved. The stock dash panel is frankly, poor. The detail is less than correct. The center gauge panel is too steeply angled and the factory tach is incredibly small. Three pedals are molded to the bottom of the dash and the unit is finished off with a stock column and steering wheel. "Another" column-mounted tach is included.

Overall, this is an excellent Pro Street kit, as is the one from Revell. These kits should produce some decent profits for their respective companies. Rather than complain about not getting a '66 Chevelle, I applaud both companies for listening to the modelers and producing a car never before available in plastic.

by: Lyle Willits

### 1990 Beretta GTZ

(AMT/ERTL # 6068; 2 versions; 90 pieces; beige, chrome, clear, clear red, vinyl tires)

Having just finished building a 1989 Beretta GT (no small feat for me!), I was very interested to see how AMT would handle GM's new "Pocket Rocket" GTZ, complete with their new high tech Quad 4 motor (which, by the way is receiving rave reviews from various members of the Automotive press for a car in this class and price range!). In my book, AMT gets high marks for this kit. Read on and see why!



First off, the parts were molded very well and are free of flash. The GTZ appears to be different in all areas where it should be-starting with the entirely new Quad 4 motor under the hood and extending to the new aero look of the body as well as the new GTZ wheels. The body was redone and contains all the aero tricks-side skirts, new front and rear bumpers, grille filler (complete with raised bowtie!), and rear spoiler.

The heart of this kit (as well as the reason for it's delayed release) is the new 180 Hp. 2.3 Liter Quad 4 engine. It consists of 15 pieces (not including the 3-piece transaxle). The valve cover is chrome as are the 2-piece intake manifold and oil pan. It will be relatively simple to redo the valve cover in black with raised "aluminum" ribs and "Quad 4" I.D. using a simple drybrush technique.

The chassis is identical to the GT and consists of 8 pieces which include the basic chassis pan, engine sub-frame, 2-piece exhaust system, and rear suspension which includes the rear beam axle, springs and shocks. Another very nice feature of this kit would be the new GTZ wheels. These were produced in a fashion which I certainly hope continues! What AMT did was to mold a chrome "dish" which is the rim of the wheel and then molded the centers separately (unplated). In that way, you can finish the wheels in body color (Black, White or Burgundy) and achieve the correct "monochrome" look! Neat Idea!

The decals are minimal (as are the real car!) and nicely done. They include the obligatory "I love model cars" sticker, a GTZ decal for the rear bumper, some North Carolina license plates and some custom graphics.

There are also some custom parts in these kits which consist of a hood withIROC-type scoops, a custom grille filler, headlight covers as well as side and rear window louvers.

The kit went together very well. A comment here—Getting windows installed without incident isn't my strong suit, but these two kits went together so well that I didn't get near them with a tube of glue, choosing instead to let the interior and chassis "sandwich" everything together (successfully!). I hope we see more of this assembly technique as it really simplified this assembly step. In summation—A nice, accurate kit which is reasonably priced and goes together very well. What more could a modeler want? Keep it up AMT!

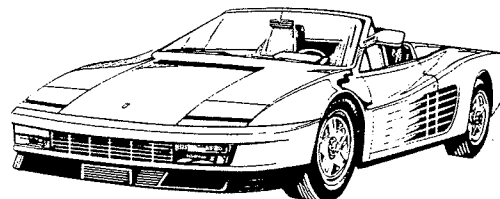
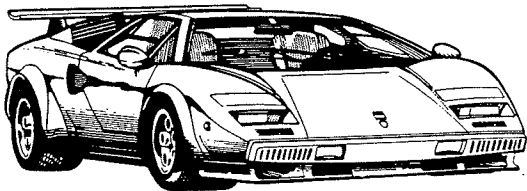
by: Tim Sickle

#### BITS & PIECES

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- \* **Hobby Shop news!** By the time you read this, one of MAMA's "Friends" should have risen from the ashes (literally!) to make a triumphant return to the Hobby Shop scene. I am, of course speaking of **Ron Ware of Your Hobby Center**. His targeted reopening date was May 5. He asserts that hopefully, by the end of May that he will have showcases to display built-up models, so this is our chance to help him out in a small way by providing currently available built-ups for display. He also says that if he doesn't have what we want, please ask and he can probably get it! I think I can safely say that I speak for all of us when I say, "Welcome back, Ron! Glad to have you back!"
- \* **Kit news!** In conversations with **John O'Neill**, it comes to light that AMT feels that the wide, treaded Goodyear tires included in the **Pro Street Roadrunner** kit don't have the right "look" and may be swapped out. Mr. O'Neill also has the box art for the **Kenworth T-600A** as well as test shots of the **Race Car Haulers (Coors & Kraco)**, and he feels very strongly that model truckers will be very happy with these kits. He also said that with the right combination of parts (Race Car Haulers "Plus" other parts), that some excellent dioramas would be possible.
- \* **New decals!** New decals from **Fred Cady** include replica stock sheets for 1969 Yenko Chevelle, 1970 Yenko Nova, 1970 Chevelle SS454, 1970 Baldwin-Motion Camaro & 1979 Mustang Pace car. Police car sheets include Wisconsin state, Michigan state, New Jersey state, Florida Highway Patrol & Chicago Metro police. Stock car decals include 1986,88 Quaker State (#26), 1988,89 Tide (#17), 1989 Budweiser (#11), 1969 Torino Cobras of Wagner Ford (#11), East Tenn. Motor Co. (#17), East Tenn. Ford (#43) and 1969 Torino Talladegas of Sunny King Ford (#27) & Jim Robbins Special (#98). New decals from **JNJ** include both Winston Cup & Busch Grand National sets. Winston Cup sets include 1990 Trop-Artic (#66), 1989 Citgo (#21), 1990 Snickers (#8), 1990 Citgo (#21), 1989 Alka Seltzer (#52), 1968,69 East Tenn. Motors (#17) & 1969 East Tenn. Motors (#43). Busch Grand National sets include 1989 Lowe's Food (#87), 1989 Carolina Ford Dealers (#1), 1989 Goo Goo Clusters (#99), 1989 Cox Treated Lumber (#36), 1989,90 Nescafe

- (#63) & BGN front fender sponsors (Whew!!).
- \* It seems that Congratulations are in order with respect to Scale Auto Enthusiast's Contest Issue. MAMA members whose creations appeared include Harold Bradford, Pat Maphis, Gary McNutt, Dave Roehrle, Norman Veber and last, but certainly not least, Larry "Hot Rod" Boothe. Way to go, guys!
  - \* For those of us who have a problem transporting our "babies", Jerry Flynn has access to an individual who builds custom cases. If interested, contact Jerry at a meeting.
  - \* Model Street Rodder fans! Street Rodder (May issue) has expanded model car coverage. Check it out!
  - \* Kit news, part 2! Recently spotted at the First Annual Philadelphia Model Hobby Show (attended by yours truly & Lyle & Darian Willits) at the Testor's booth were kits of the 1990 Lamborghini Diablo and Mercedes 300SL Coupe scheduled for August release. At the Tamiya booth we spied what I believe was a Peugeot 405 rally car as well as the new Formula I Ferrari. With regard to the show in general, it was mildly disappointing. The plastic manufacturers in attendance included Testor's and Lindberg. However, several Radio Control companies had some very interesting items which had father Lyle trying to trade son Darian in, to no avail. Several companies had Cadzilla R/C cars in various scales, Parma has the "Days of Thunder" Lumina stock car as well as an evil lookin' '34 Ford Hiboy, complete with chopped top and an outrageously detailed, vaguely familiar blown, injected Hemi complete with zoomie headers! WCM Inc. was displaying what was the absolute hit of the show for me and provided bitter disappointment for Lyle when he couldn't trade Darian in. They had a 1/4 scale '34 Ford 3-window coupe! It features 3" top chop, 4-piece hinged hood with stock side louvers, accurately scaled boxed frame, 4" dropped front axle, 4-bar front suspension, oil-damped shocks, coil-over rear suspension, Halibrand-style quick change rear, working head and Blue dot tail lights and on and on! All this for a measly \$2300.00 or so! Your Editor has flyers on it if you would like to take a peek (or "blow your mind" as WCM puts it-definitely!)
  - \* The Auction held at the April meeting was, as noted earlier, highly successful. The club would like to thank those listed below for their donations: John E. Cheezum, Ron Roberts, Dave Roehrle, Tim Powers, Charlie Scheerer, Tim Sickle, Matt Guilfoyle and Harry Charon. Also deserving of the club's thanks are Larry "Hot Rod" Boothe & Gary "Let's make a deal" McNutt for running the auction and entertaining at the same time. Thanx Everybody!.





CLASSIFIEDS

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WANTED-Any Ferrari-related items as well as back-issues of Cavallino magazine. Call Harold Bradford at 604-8591.

WANTED-'87 & '88 Mustang GT's, '89 Regal promo, Fujimi 300ZX, Porsche 944 body parts, original "Bigfoot" kit, surfboards? Call Tim Sickle at 249-3830.

FOR SALE (OR TRADE)-AMT "Kraco" Indy car, Monogram '69 GTD Judge. What have you got? Let's talk! Call Tim Sickle at 249-3830.

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

