

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 2, No. 11 July 1990

Editor: Tim Sickle

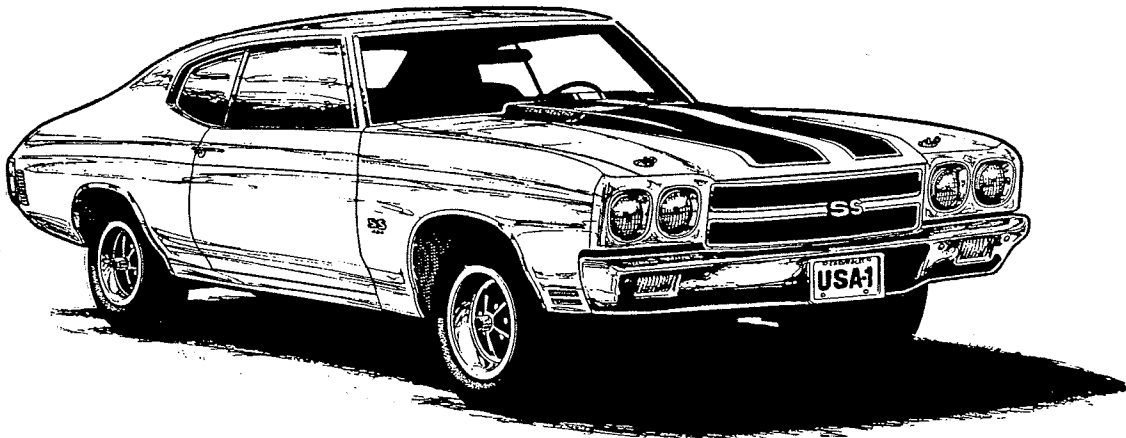
About 20 people were in attendance at the June meeting. Your fearless newsletter editor did his feeble best to fill in, but a Norm Veber or a "Hot Rod" I ain't! Conspicuous by their absence was a large block of members who chose to invade the **Northeast Challenge**. I understand that they took brooms along because they really "cleaned up"! For results (to the best of my knowledge!), see "Bits & Pieces".

At this time, I would like to say **Howdy!** to our new member(s) **Byron Bloch** and his children **Brandon** and **Candice** (Potomac). They actually provided some of the entertainment recounting some of Byron's experiences (including an interview of **Carroll Shelby** which he has on tape! We may be able to coerce him to show it to us at an upcoming meeting) He also had stories of his collection and it seems that one of the children's toys, a **1958 Hubley Metropolitan** garnered more than it's share of several club members attentions! Welcome aboard folks! I'm looking forward (as are several others!) to seeing you at future meetings!

The June raffle raised \$36.00. The club would like to thank the raffle donors as shown below: **Harold Bradford, Tim Sickle & Replicas & Miniatures Co. of Md.** Special thanks also go to **John Dewey** at **Testor's** (they sent 12 kits, 3 of those 1/16 scale!) and **John O'Neill** as shown below:

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

John Dewey,
Testors Corporation
620 Buckbee Street
Rockford, Ill. 61101

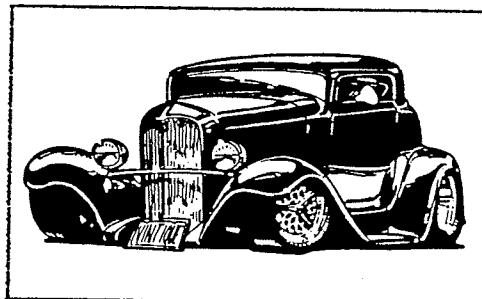


MAMA'S Boys

by: Tim Powers

What can I say about Lyle Willits that hasn't already been said (behind his back, that is)?

Although Lyle is best known for his replica stock models, he's recently made a big splash in the musclecar arena with a particular '67 Chevelle that's been lurking around (lurk!lurk!) at the last few meetings. If you haven't seen it yet, bring your sunglasses, because this one will reach right over and pull your eyeballs out if you don't protect them.



Following the "Thirty-Something" trend that is going on amongst the full scale Yuppie-types, Lyle says his age is right around Thirty-Eleven. If we only knew what that translates to in dog years, we'd know his age for sure! At least we do know that for the past 11 (human) years Lyle has been married to Mary Ann. Lyle's family life is rounded out by a 9 year old daughter and a 16 year old son. Don't let the mathematics overload yer' brains, Darian Willits (whose interview will be appearing shortly at a theater near you) is the happy product of Lyle's first marriage.

Lyle says Mary Ann is supportive of his hobby in that she understands the amount of enjoyment he derives from it. However, he thinks she doesn't fully understand why he works so long on a model, just to put it on a shelf to start another one (Ed. note: she sounds like a definite candidate for the newly-formed **W.H.A.M.M. - Wives of Hopeless Automotive Modeling Maniacs!**). Mary Ann's hobby is raising rabbits. Lyle says that it doesn't take much dexterity or artistic talent to throw two rabbits into the same cage and wait thirty days for your collection to "grow". If only models were that easy!

When Lyle isn't busy working on a model he whiles his time away as a **Field Service Manager** for **Beckman Instruments, Inc.** in their Columbia, Maryland office. Now, before you go wondering, "Who the heck is Beckman Instruments, Inc.?", they are a worldwide leader in hospital laboratory analyzers and medical research instruments. That means if you've ever been in a hospital you've probably had their products attached to you in one way or another. With 14 years at Beckman, Lyle has 10 service engineers to boss around throughout Maryland, D.C. & Virginia.

We hit Lyle with many difficult questions (like what's your name?) and he gave some detailed responses.

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

Lyle: I suppose "a lot of money" is relative. I make sure my family is well cared for and the bills are paid. In my younger days I was into buying and building 1:1 motorcycles, some drag racing, and restoring a 1960 Impala. So modeling is a cheap hobby, all things considered.

MAMA: How long have you been building model cars?

Lyle: I started building in '59 or '60 until real cars and active hormones took over. I came back to the hobby in '77 with motorcycle models during down-time (Biker language for winter months) and full time car modeling in 1980 with a Monogram '56 Chevy (Ed. note: Hey Lyle, show us your tatoo!).

MAMA: What were the first model car kits you built?

Lyle: Like so many other club members, the first car model that I remember was a 1960 Ford. I'm sure that it took at least half an hour to complete. I remember applying every decal on the sheet to the car and my grandfather said, "It looks like a damned circus wagon". I was crushed, but kept building.

MAMA: What sparked your interest in model cars?

Lyle: I was fascinated by cars at a young age (weren't we all?!?). At age 9 or 10 I spent my dimes and quarters(?!?) on Hot Rod and Car Craft magazines instead of comic books. Model cars were the natural progression. Scale Auto Enthusiast was directly responsible for the renewed interest in 1980.

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

Lyle: I have about 45 built and 110 kits on the shelf.

MAMA: What kind of work area do you have? Is it dedicated to model building?

Lyle: Half of my basement is set aside for my modeling desk, kits, books, and over 1200 car magazines, but I'm doing most building at the family table due to some needed repairs in the basement.

MAMA: Where do you do your painting?

Lyle: On decent days I'll spray outside (But what about painting?-Ed.), but I usually paint in "the other corner" of the basement. During these times, my wife becomes somewhat less supportive of my hobby.

MAMA: What kinds of paints do you use?

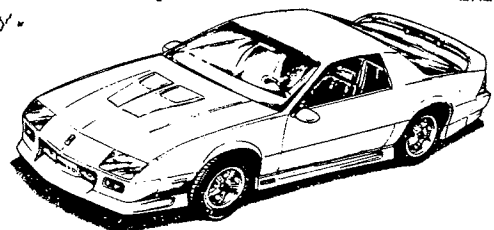
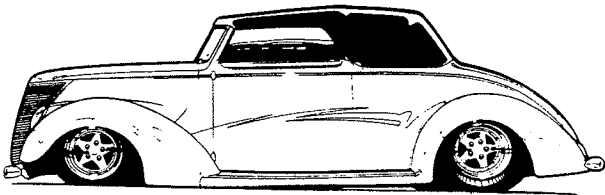
Lyle: I use almost every brand of bottle paints, for different applications. For car bodies, I paint primarily with Dupli-color paints & primer. Recently I've been using some of the Pactra R/C paints under Dupli-color clear. I always had good results with Tamiya acrylics and I'm looking forward to trying their reformulated "reissues".

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

Lyle: I use the normal assortment of modeling tools, but nothing considered special.

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

Lyle: I have a case with plastic drawers with hundreds of individual parts. I also consider my unbuilt kits as "spare parts" when necessary.



MAMA: Do you use cottage industry products?

Lyle: My cottage industry purchases are usually limited to what Norman (Veber of Replicas & Miniatures of Md.) distributes. This is because I want to support Norman's business and the club and besides, I have no great need for a lot of different aftermarket parts. I did recently send off a sizeable check to the Modelhaus and again, Mary Ann became somewhat less supportive.

MAMA: Do you build other types of models?

Lyle: I still have one unfinished motorcycle model, but otherwise, it's strictly cars.

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

Lyle: I build mostly replica stock, street rods and customs with an occasional NASCAR model or drag racer. Somehow I've gotten a reputation in the club for building musclecars, but in fact I only have 3 built (O.K. - I like Chevilles!) (Ed. note: never would'a guessed Lyle!)

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

Lyle: 1/24 and 1/25.

MAMA: Which is your favorite model company?

Lyle: I guess AMT is my favorite for sentimental reasons, but the new Revell is turning out some excellent products. For the most part, Monogram has produced some very good car kits. As I have no interest in open-wheel race cars (Sorry, Brad!) or foreign passenger cars, I don't buy or build the Japanese kits.

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

Lyle: I know the tools have probably been destroyed, but I would like to see the early '60's full size Fords & Chevies. Also, any '60's pickup trucks, '32 Ford sedan (MPC switchers kit), and Monogram '30 Model A.

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

Lyle: '66 Chevilles, '64/'65 Chevelle, '59 Caddie (hdtp or convt), Shoebox Pro Gas cars (Ed. note: What make, Lyle?), '66 Chevelle, '34/'35 Chevy Street Rod, '41 Chevy (stock or Street Rod), '54-'56 Mercs (How'd they get in here, Lyle?), and did I mention, a '66 Chevelle?

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

Lyle: I like most the improved quality and details of today's kits and the recognition of the adult modeler by the manufacturers. What I dislike is the inclusion (in almost every kit) of the old style tires and those promo-type headlights.

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

Lyle: Current projects include an early '60's style custom '40 Ford pickup, a '67 Chevelle SS convertible, a '32 Ford 3-window curbside, and a fully optioned '55 Bel Air hardtop converted from AMT's '55 Sedan. Future plans? The mind boggles! A late '50's full custom '36 Ford Roadster, mild custom '57 Chevy convertible (complete with rolled & pleated interior), Earnhardt's Lumina when the kit hits the shelves, a phantom '57

Bel Camino, a '55 Nomad street machine (magenta paint, handmade graphics), '40 Mercury conversion, etc. etc.

MAMA: Do you subscribe to any model car magazines?

Lyle: I subscribe to Scale Auto Enthusiast and Car Modeler, and buy Model Car Journal in the stores.

MAMA: What other hobbies are you involved in?

Lyle: I "fool around" with photography, usually photographing real cars or models. I also have an extensive record collection which I've slowed down on lately.

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

Lyle: I would suggest to new car modelers to read the modeling magazines, join a club such as MAMA, and most importantly, start by building something simple and clean. Don't be intimidated or overwhelmed by amazing contest-winning models with working cigarette lighters and intermittent wipers. Also, research material is invaluable. There is nothing more discouraging than to finish your model and then find out about 47 items that are incorrect on that car.

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

Lyle: After being a member for more than a year, I'm still thrilled and excited about MAMA. I've formed several friendships and learned so much about the hobby that I couldn't put a price on it if I had to. The club is especially valuable because of the common interests and activities that I can share with my son, Darian.

MAMA: Any closing remarks?

Lyle: Just a sincere thank you to Norman and all the other original members for putting together such a great organization.

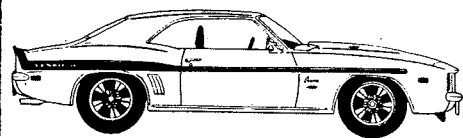
427'Yenko SC Coupe

(Revell #7132; 1/25; one version; 101 pieces; yellow, clear, chrome, red, vinyl tires)

Thank yeeeeewww, Revell! This is the first good '69 Camaro of any kind, ever!!! This kit far exceeds all previous '69 Camaro offerings in the bi-scale by any American model company, period! Tremendous design effort and excellent engineering are evident. Details abound. All of my '69 Camaro projects will be based on this kit from now on.

The basic body is 9 pieces (body, hood, cowl induction air chamber, front and rear bumpers, front and rear spoilers, mirror and grille) and is cleanly molded and flash free. Although I didn't take any measurements, "eyeballing" it says the dimensions are right on. For those who aren't timid with a Dremel tool, the grille appears to be molded deep enough that it can be opened up from behind. Since the grille cavity at the front of the body is

The Heartbeat of America.....



.....Yesterday's Chevrolet!

open, opening the grille will allow you to see the front of the separate core support and radiator.

Only two body flaws were apparent. The emblems are very lightly molded and my sample displayed slight, but correctable warpage. The cowl induction hood was warped, too. Installing the well fitting interior tub and chassis seemed to straighten the body (except for the roof).

And speaking of the interior, it's definitely on par with the rest of Revell's newest offerings. A basic tub with molded-in gas-brake-clutch pedals, a separate rear seat, two-piece front seats, dash, floor shifter and rear view mirror. They look mahvelous! In fact, the only weak point here is the gauge and emblem engraving on the dash. Well, the door/side panels make up for that by including air vents in the kick panels and accurate stitching patterns.

Diving under the hood (Ed. Note: I can't swim!), firewall detail is good. The separate core support really sets things off, including the separate battery and clear washer fluid bottle! A hood latch striker plate with horns molded to it is also included. A well detailed, power-boosted master cylinder and steering box round things out. The final underhood detail is the one all other '69 Camaro (or any year Camaro, for that matter!) models always miss-the radiator braces.

As for the engine-WoW! The basic block/tranny configuration is not the same one from other recent Revell kits ('67 Chevelle, '68, '69 'Vettes, etc.)-it's a new tool and it looks fine, thank you very much. On top of the intake manifold sits a nicely detailed two-piece center feed Holley double-pumper which has the linkage and accelerator pumps molded on. For no apparent reason, two carb assemblies are included (perhaps a tunnelrammed Pro Street Camaro is on the way?) Decals are included for the air cleaner and fan shroud. The headers should find homes in many street machine/race car projects. They are two-piece assemblies and look quite realistic (some cottage industry header flanges will really set them off!). A well detailed vacuum advance distributor, coil and spin-on oil filter finish the engine.

Looking underneath, the chassis fits into the body like a hand in a glove. Floor pan ribs, brake and fuel lines and clamp and bolt detail are all present. Most notable is the detail of the front subframe body mount brackets and the forward rear spring mounts. No one will notice the lackluster rear axle assembly once they've seen the superb upper A-arm/crossmember assembly or the (and this is the best part!) '69 Camaro chambered exhaust system. Incredible!

As much as I like this kit, the wheels and tires are a major letdown! The wheels accurately represent the optional alloy wheels available on Yenko S/C's, but they are just plain too big for 1/25 scale. They were obviously designed this way to fit the Monogram TRX radials included in the kit to avoid the costs of tooling a new tire mold (Budget concessions-Ummggh!). If you stick with the TRX radials, rally wheels from Revell's '68 or '69 Corvettes can be substituted for a more common Yenko S/C Camaro model (Ed. note: a "common" Yenko S/C?!?). The wheel backing plates are typical Monogram, so no brake detail here.

The **decal sheet** is well registered and includes black and white Yenko stripes. And, yes, the **headrest decals** are there. A Pennsylvania license plate is provided. Only one problem here, the Yenko emblem for the rear of the car isn't fully printed—the white background is there, but the red and blue lettering was left off. Hopefully Revell will correct this and offer some replacement opportunity.

Being a base model body, this kit allows for many easy conversions. A '69 ZL1 can be built with steel wheels and "dog dish" hubcaps and deleting the spoilers. By using the engine and casting emblems from Monogram's #2725 "Rampage" Camaro, a very well detailed '69 Z28 is possible (Ed, Note: see "Bits & Pieces" for new kit news!). A straight six from AMT's #6607 '51 Chevy, combined with steel wheels and "dog dish" hubcaps will yield a "**stripper**" '69 Camaro. The old MPC #1-0870 '69 SS could "donate" it's grille, hood and emblems for a good '69 SS model with Revell '68 or '69 'Vette rally wheels. And, as a friend pointed out, the engine, decals, and detail parts may be used with AMT's '69 Chevelle to create a **Yenko Chevelle**. Ain't life grand? *Hummmmm.....* I think I'm gonna buy a half-dozen of these things. You should too!

by: Tim Powers

An Fittings by Detail Depot

What we have here folks are simply the best AN fittings currently available in the cottage industry. These fittings stand head & shoulders above anything else currently available for one simple reason—they are not cast, they are not tubing formed into hex-shaped pieces by filing, they are **actually machined from brass bar stock on an expensive milling machine.**

Jerry Flynn and his wife Nina (A.K.A. The Detail Depot) seem to have a very complete line of fittings which match up very well with K & S brass rod as well as MSC Multi-Braid. Their line-up starts off with BF-1 which fits .020 wire and goes all the way up to the "big boy on the block", AN-4 which conveniently (?) fits MSC's Multi-Braid 4. These machined brass fittings take the transparent paints (red & blue) very well, more closely replicating these fittings in scale.

A few things should be noted here. First of all, Jerry has seen fit not to include any of the elbow fittings (due to the wide variety available) instead relying on creative modelers to make up these pieces for our particular applications. Also, the machined hex (blue) end isn't included either. This is not a problem either as one merely has to file down the tapered portion of a hose (red) end, paint it blue and Voila! Or, simply paint a small blue band on the opposite end of the taper and you have it! Jerry's reasoning for not producing this piece would be it's apparent out-of-scale appearance when assembled. However, Jerry's mail is running such that he is seriously considering tooling up this fixture as well. Why? I can explain with one word—demand by you, his customers and prospective customers. Quite simply, if there is a need for a certain item and it is within Jerry's power to supply that item (at a reasonable cost), then why not go for it? Seems logical to me!

The hoses which I have been making up will most likely show up on my "Kodak" Olds Winston Cup car as well as my "Motorcraft" Mustang GT0. To sum up, what we have here are quality parts in a wide range of sizes to meet seemingly any need, ease of assembly (slide on, superglue, paint and you're done!) and very good value for your money makes me wonder why no one did this sooner! Watch this space for coming attractions from **The Detail Depot** (If Jerry expends this type of effort on his future releases, I have a feeln' he'll be veerry busy!).

by: Tim Sickle

DETAIL DEPOT ANNOUNCES

BF-1 for .020 WIRE AN-1 for Multi Braid 1
 BF-2 for .026 WIRE/msc B125 AN-2 for Multi Braid 2
 BF-3 for .035 WIRE/msc Minibraid AN-3 for Multi Braid 3
 AN-4 for Multi Braid 4

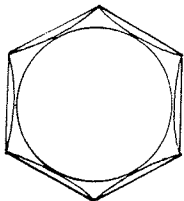
8 FITTINGS PER PACKAGE FOR \$ 5.95

CONTACT: **DETAIL DEPOT**
 %JERRY FLYNN
 7901 WEST END DRIVE
 BALTIMORE, MD 21226

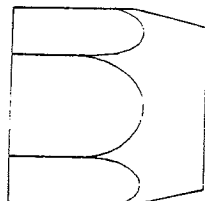
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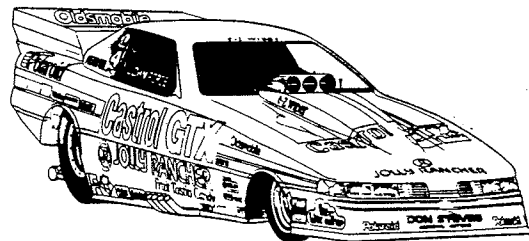
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BITS & PIECES

- * **Contest results!** Several MAMA's boys accounted for themselves very well at the **Northeast Challenge** recently held in nearby Totowa, N.J. **Lyle Willits** took **second place** in the **Box Stock** class with a certain **Pink Chevelle**, **Kelvin Brown** took **third place** in the **Street Rod** class with his **ZR1-powered '48 Ford**, **Dave Roehrle** managed a **second place** in the **Theme** class with his "out of the box" '40 Ford "Beater", and last but certainly not least was our illustrious Prez "Hot Rod", who managed to pull (rattle?) down **Best Custom** as well as **Best of Show** for his '49 Ford **Supercoupe**. Oops! I stand corrected! I understand that a Junior member of our intrepid group, **Chad Fetter** managed a **second place** but you will have to forgive me as I don't have all the details. **Congrats to all of you for your efforts!**
- * **New kit news!** Fall releases from **AMT/ERTL** will include **1991 Corvette Roadster & Corvette ZR1** (with "one of their biggest body changes since 1984 also including restyled wheels", quotes the press release), the **1987 Indy 500** winning car, the **Cummins March** driven by **Al Unser, Sr.**, the **Canepa Kenworth T-600**, a **1967 Chevelle SS396**, a

retooled '37 Chevy Cabriolet which will include the stock parts that were originally in the kit, a '36 Ford five-window Coupe from "Dick Tracy", a Taurus Police car from "Robocop II", and last but not least, a Lexus LS400 (in 1/24 scale) complete with photoetched parts! To paraphrase a well known advertising slogan, "It doesn't git much better'n nis!"

"CAR TUNES" TRIVIA

1. What car/singing group sang **Rama Lama Ding Dong**?
2. What mid-1960's car success story for Lee Iacocca did Wilson Pickett refer to as **Sally** in 1967?
3. What two cars are mentioned in the 1955 Chuck Berry hit **Maybelline**?
4. Ronnie and the Daytonas sang about what **little car** in 1964?
5. What kind of car did the "Little ole lady from Pasadena" have parked in a "**rickety ole garage**"?
6. What two cars are racing in the Beach Boys' **Shut Down**?
7. What kind of car, nicknamed **Big Daddy**, is featured in ZZ **Top's** entertaining videos?
8. What kind of car, featured in a Beach Boys song was equipped with a **four speed, dual quads and positraction**?
9. The Beach Boys also sang about a car that was **hard to steer 'cause "it got rubber in all four gears"**. What was it?
10. What sporty little number does **Prince** sing the praises of?
11. What two hot rods raced all the way to "**Dead Man's Curve**"?
12. What rock group, who had the hit record **Keep on lovin' you** took their group name from carmaker Ransom Eli Olds?
13. Natalie Cole had a hit record in 1986 for what car tune written by **The Boss** in 1984?
14. What car does Elton John recall driving when rock was young in **Crocodile Rock**?
15. The Rip Cords did a song about "plenty" of XKE's and Corvettes getting beaten by this "little car". What was it?

Anyone to successfully answer these questions (except you, Lyle!) will be rewardrd (?!?) with a mint, unbuilt Pacer from the Editor's personal collection (I'll get rid of that sucker one way or another!) Answers will appear in next month's newsletter (If I can remember!). This trivia game appeared in part in the Washington Post paper on June 27, 1990

COMING EVENTS

- * Aug 26 (Sun) - Model Car, Toy Show & Model Contest 9 AM-3 PM at the Brickerville Fire Company 1 mile east of Brickerville crossroads in Lititz, Pa. For further info, contact Dave at (717)627-0645.

- * Sept 3 (Sun)- Plastic East Model Car Show & Swap Meet part of Lead East Car Show/'50's Weekend. For info, contact Joel Naprstek, 76 Park Place, Morris Plains, NJ 07950 or call (201)285-0692.
- * Nov 4 (Sun)- 16th Pa. Model Car, Diecast & Kit Collector's Meet held in Gilbertsville, Pa. For info, contact John Carlisle, 409 Bewley Building, Lockport, NY 14094.
- * Nov. 10-11 (Sat & Sun)- Second Annual Automotive Modelers Society National Convention & Contest in Charlotte, N.C. For convention & contest info, call or write Scott Adams, 934 Montford Dr., Charlotte, N.C. 28209, (704)523-1518. For swap meet info, call or write Larry Reitz, c/o Deb's Model Car Emporium, 8909 Independence Blvd, Matthews, N.C. 28105, (704)847-4553.

CLASSIFIED

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, and maybe a couple 'a surfboards. Call Tim Sickle at 249-3830.

FOR SALE (OR TRADE)-AMT "Kraco" Indy car, Monogram 1969 GTD Judge. What have you got? Let's talk! Call Tim Sickle at 249-3830.

WANTED-Exotic late model sports car windshield wipers. Contact Vinny Tufano at 243-4317.

WANTED-Unbuilt Munster Coach/Dragula kit & SAE backissues #1 thru #33. Contact Tim Powers at 255-3976.

FOR SALE-Badger air compressor, regulator & water trap- \$100.00. Call Harold Bradford at 604-8591.

WANTED-Monogram '39 Chevy Sedan Delivery body, rear door & fenders & AMT '40 Ford Coupe. Call David Johns at 437-1893.

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