

## MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 3, No. 1 Sept. 1990

Editor: Tim Sickle

About 35 people were in attendance at the August meeting which is no mean feat considering the weather and the numerous car shows, swap meets, etc. that are competing for members attention. For the most part, the "faithful" made the monthly "pilgrimage" to get equal doses of good friends and plastic (sounds kinda religious, don't it?).

Well everyone, we've been at this for two years this month! I (as well as probably the remainder of the club!) would like to thank everyone who has lent their support along the way-All the local Hobby Shops (for their raffle donations as well as for putting up with our harassment!), the Cottage Industries (for their raffle donations), the Manufacturers' (for all the catalogs, raffle donations, contest donations, etc.), Other clubs (for contest support as well as the "newsletter network" exchange), but most of all, ourselves because without our hard work and dedication, we wouldn't have lasted this long! So, take a minute to pat yourselves on the back for a job well done! (Ed.

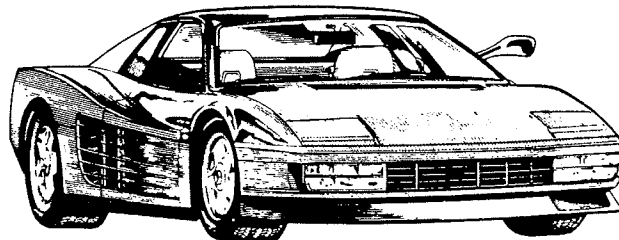
**Note: This particular edition of the newsletter may achieve instant collector status! You heard it here first!**)

The August raffle raised \$56.00. The club would like to thank the raffle donors as shown below: Tim Powers, Mike Adams, Harold Bradford, Rex Turner, Ron Roberts, Gary McNutt and Replicas & Miniatures Co. of Md. Special thanks also go to those as shown below:

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

Bob Johnson,  
Revell, Inc.  
363 North Third Ave.  
Des Plaines, Ill. 60016

John Dewey,  
Testor's Corporation  
620 Buckbee Street  
Rockford, Ill. 61101



\*\*\*\*\* PLEASE NOTE !\*\*\*\*\*

We will be located in room K-100 for the months of September thru December. Any Questions?

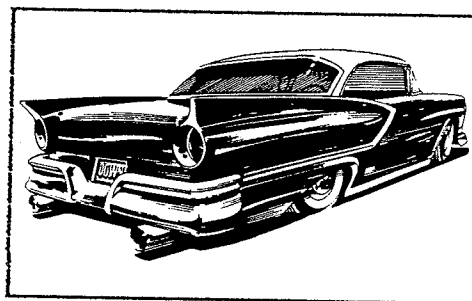
**MAMA'S Boys**  
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by: Tim Powers

Before we start this month's interview, I would like to point out that if you have any new questions to add, format changes, suggestions, etc.—tell me. I'd like to keep this column interesting and sometimes that requires periodic changes. Do you like the interview format, or would an article on the individuals (based on the interview) be more to your liking? You tell me. If you have any ideas at all, let me know!

In this, the third installment in our father and son series of interviews we forced Harry & Chris Charon to cough up some answers to our probing questions.

Harry & Chris are modellers with reputations. Harry's well known for his '50's & '60's Replica Stocks (especially Edsels!) while Chris handles the late '60's through the '90's. Forty-four year old "Edselman" spends most of his weekdays playing Service Manager for the Toledo Scale Corporation. Sixteen year old Chris handles the tough stuff in High



School on weekdays during the school year. When the mundane days of distractions are over they both get to the good stuff—model cars.

Harry's wife, Sue (or Sue C as the license plate on the hot pink street rod Harry built in her honor states. Harry's nickname for her is Susie. Is that a coincidence or what?), doesn't seem to mind them having such a noble and good hobby—until they start spraying Dupli-color lacquer in the basement!

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

**Harry:** I don't think so, but Sue thinks we do.

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

**Harry:** I started when I was about 12 and then stopped around the age of 16 (girls were more important) then I started again about 7 years ago.

**Chris:** I started about 7 years ago.

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

**Harry:** Probably a Model T. The first ones I really remember were my '50 Ford, '58 Chevy and my '58 Edsel convertible (Ed. note: Of course!)

**Chris:** A '63 or '64 Barracuda.

**MAMA:** What sparked your interest in model cars?

**Harry:** I can't remember that far back. Probably my father.

**Chris:** My father and a love of cars.

MAMA: How many built and unbuilt kits do you have in your collection?  
Harry: 37 built, 1 unbuilt (2 unbuilt if I win the raffle) (Ed. note: Dream on!).  
Chris: 10 built, 4 unbuilt.

MAMA: What kind of work area do you have? Is it dedicated to model building?  
Harry: Chris and I build our models on the coffee table in our family room.

MAMA: Where do you do your painting?  
Harry: We have a cardboard box sitting on a barstool in the back room of our basement.

MAMA: What kinds of paints do you use?  
Harry: Plasti-cote car paint and Krylon clear.

MAMA: What kind of special tools and equipment do you have?  
Harry: Just the basics.

MAMA: Do you keep a large spare parts inventory for swapping?  
Harry: We both build mostly stock, so we have a lot of custom and hot rod parts left over.

MAMA: Do you use cottage industry products?  
Harry: Yes.

MAMA: Do you build other types of models?  
Harry: I didn't know there was anything other than cars.

MAMA: What's your favorite type of model car to build?  
Harry: I like '50's and early '60's (and Edsels!).  
Chris: I like late '60's, early '70's, late '80's and current '90's.

MAMA: What's your favorite scale to build in?  
Harry: 1/24 and 1/25.

MAMA: Which is your favorite model company?  
Harry: The ones that make the cars which we like.

MAMA: What older kits would you like to see reissued?  
Harry: Edsels (Ed. note: What else?) and more '50's and '60's Fords.  
Chris: '57 and '58 Plymouths and Mustangs.

MAMA: Do you subscribe to any model car magazines?  
Harry: Scale Auto Enthusiast and Scale Wheels.

MAMA: What other hobbies are you involved in?  
Harry: Are there any others?

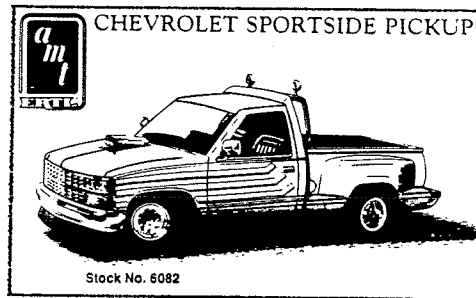
**MAMA:** What do you like most about MAMA?

**Harry:** Chris and I have learned a lot from going to the meetings. The hobby and MAMA has given us the opportunity to spend time together doing something we both enjoy. (Ed. Note: Isn't that what it's all about?)

### 1990 Chevrolet C-1500 Sportside

(ERTL/AMT #6082; 1/25; two versions; 124 pieces; gray, clear, chrome, red, vinyl tires)

What a pleasant surprise this kit turned out to be. ERTL took the opportunity to upgrade the level of detail in the parts that were modified during the adaptation of the sportside bed. Most notable are the details added to the top of the rear bumper, the correct dual stock tail pipes (finally!), and the bolt detail on the shortened chassis. Even more exciting is the fact that they updated the interior door panels to the 1990 design (Ed. note: Boy! It sure doesn't take much to get him excited, does it?). Thank goodness! I was getting tired of the 1988 door panels.



The basic body consists of 12 pieces (cab, bed, hood, grille, tailgate, tail lights, mirrors and front and rear bumpers) and is flash free. My compliments to all the American model companies for really cleaning up their act (no pun intended!) when it comes to producing flash free new kits. The front half remains as it appears in the 1990 Silverado kit. The new bed is obviously the focal point of this kit. The first thing I noticed is that the bed in the kit looks far better and more realistic than the bed used on the box art. It is very well proportioned and the body lines seem to match the lines of the cab better than the Silverado kit's bed does. The upgraded rear bumper is now very accurate, but the mounting method has been changed. This means it'll take some work to convert your Silverado kit with it. After thoroughly examining all of the basic body components I am happy to report--there are no flaws. Everything looks and "feels" right.

As for the interior, there's still no windshield mounted rear view mirror. Maybe it'll show up in the 1991 kits. The basic tub now has 1990 door panels. While this is a welcome enhancement, it makes for an odd configuration overall as the seat patterns and dash remain as 1988 designs.

Under the hood we find the same reasonably authentic engine and engine compartment that we've become accustomed to for the last few years. One excellent addition though, is the underhood decals added to the decal sheet. The engine/transmission assembly still looks as crisp and clean as it did two years ago.

Moving down under (Ed. note: Goin' to Australia, mate?), the entire rear half of the chassis has been retooled and now contains plenty of bolt detail. The lower gas tank pan still has it's louvers facing the wrong way, though. An all new exhaust

system was tooled and we now have an accurate dual tail pipe system. Overall, the chassis fits beautifully.

Stock wheels are still the base-model units that we've seen over and over. I was really hoping for the styled steel wheels that most of the Stepsides seem to be equipped with. Tires are still the same inaccurate Goodyear budget concessions that previous D-1500 kits were forced to wear.

The decal sheet includes the previously mentioned underhood decals for the battery top, fan shroud (emissions sticker), and air conditioning compressor (although the instruction sheet directs you to place it on the alternator). Also included are two EFI decals for the tailgate (you only need one, maybe ERTL assumed you'd retrofit an older Silverado kit with the other), two 1986 South Carolina license plates (must have been transferred tags), black and white Chevrolet logos, the standard "I love model cars" bumper sticker, and red, blue, green graphic stripes.

Optional parts include the standard deep and deeper Centerline wheels with huge Goodyear Blue Streak Specials, tunnel ram manifold with two carbs and injector style scoop, glass pack-equipped custom dual exhaust system, custom air dam and cab spoiler, clear bug deflector, light bar with two round lights, and a very well done hard, 3 section box cover. Oddly, the clear parts tree includes 7 rectangular lenses from the 1990 Silverado kit for chrome light housings which are not a part of this kit.

ERTL did a very good job of modifying the Silverado into a Stepside. They added lots of new details (except the rear view mirror! How 'bout it guys? There's more room on the chrome tree), and made a kit that looks like a pleasure to assemble. Special thanks to ERTL for providing our review sample.

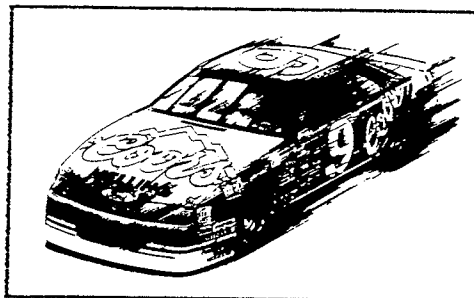
by: Tim Powers

### "Coor's" Thunderbird

(AMT/ERTL #6962; 1/25; one version; 109 pieces; gray, chrome, clear, vinyl tires)

Well NASCAR fans in general (and Ford fans in particular!), the flood-gates are opening on AMT's most eagerly awaited new kits this year-- the Winston Cup stock cars! Between now and the end of the year (hopefully!) AMT will be releasing 3 Pontiacs, 3 T-Birds and 1 Olds (the sole Olds stock car to date. I wonder why?). The subject of this review

will be the #9 "Coor's" Thunderbird of "Awesome Bill from Dawsonville", Bill Elliott.



Before even opening the box, I wish to compliment AMT on their box art-- it's fantastic!! In my humble opinion, AMT did the right thing in using actual photos of the "Coor's" car to aid the detail fanatics among us.

Upon finally getting the box open, the instruction sheet next caught my attention. The instructions are very well done down to and including part identification and color key! There is one obvious error here- the instructions show the distributor mounted at the rear of the motor (ala GM) rather than it's rightful location up front.

Overall, the kit exhibits some very nice engraving as well as being molded nearly flash free. The **body** is molded in only 4 pieces (body, hood, trunk and rear bumper), AMT having chosen to mold the front clip to the body (unlike Monogram). The car has the roof rails but has no rocker panel molding or passenger side door glass leading me to believe it to be a short track car.

The **engine/transmission** build up into an accurate replica. The air cleaner is chrome, but will be painted red with black trim. Also included are very nice Ford Motorsport valve covers, and a Holley carb. The headers are really nice, molded as though they are wrapped with insulating tape. Separate trans linkage is included but unfortunately, a lower radiator hose is not.

The **chassis** also appears to be well done. The front suspension consists of separate king pins so even though the tie rod is molded to the lower suspension, steerable wheels are possible with some work. Separate A arms and steering box make for a very nice looking replica when finished. The 12 piece roll cage with nicely molded integral window netting looks accurate, but requires patience to go together properly. The engraved detail on the dashboard (gauge faces and twin MSD coils) is another nice touch. The trunk area displays the rear crash bar, fuel cell, clear fuel filler and vent tubes along with the interior closure panel to separate the interior from the trunk area. A gas can and jack are also included.

Speaking of **wheels**, there's a very nice set of Bassett 9 hole wheels included which will be painted gold. There is however, a fly in this ointment (kit?)--the tires. They are the **Goodyear Blue Streaks** rather than the **Goodyear Eagles** which appear on the current crop of Winston Cup stock cars. A tip here, if you'll permit me. With a little attention, these tires clean up very nicely and are easily stencilled using **Replicas & Miniatures Co. of Md's stencil #RM-33B**. Disc brakes at each wheel are also included. A metal axle is used at the rear while the front wheels are supported by plastic pins.

The **glass** is nicely done being frosted on the back side where it will be painted black. All windows are nicely flush mounted as well as having the safety straps engraved on the windshield and rivet detail on the 1/4 windows as well as the rear window. Unfortunately, these 1/4 windows do not have the NACA ducts or ductwork present.

The **decals** appear to be very complete, crisp, clear and exhibit very good registration. The sheet even includes the blue & gold striping (rather than relying on the builders' painting expertise!) along with all sponsor decals and "Coor's" decals (which are even split at seams!).

ERTL's first efforts into the realm of Winston Cup stock car racing should be considered just that--very good first efforts. Sure, there are some small problems such as the tires and the omission of the NACA vents and ductwork being the most noticeable.

But, as I have noted, the tire situation is easily rectified but the missing vents would require more effort. This kit has a lot going for it—a very good level of engraving throughout the kit, very complete and informative instructions, very clear, crisp decals and an opening trunk with nice fuel cell detail. Hopefully, ERTL will realize the error of their ways and at least give us the proper tires (and who knows what else, depending on the response these kits receive?). Despite these few small problems, I still enjoyed building this kit (correcting what I could) and look forward to building the remaining cars in this series (especially that "Kodak" car ERTL! Are you listening, John?). Special thanks to ERTL for providing our review sample.

by: Tim Sickle

### BITS & PIECES

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- \* "Hot Rod" will be pleased to know that he didn't miss too much at last month's meeting. What am I referring to, you ask? Well, Dave & Karen Roehrlé supplied the club with **fresh donuts from Donut World** rather than the customary brownies. Rest assured Hot Rod, they vowed to have brownies this month. Geeee, I don't know if the rest of the club should feel insulted or not! (Ed. note: Just kiddin' Dave & Karen and thanks muchly!)
- \* And, speaking of "Hot Rod", he is desperately seeking warm bodies interested in attending the **Second Annual AMS Convention in Charlotte, N.C. on Nov. 10 & 11**. If interested, give Larry a call at 972-7098 or see him at an upcoming meeting.
- \* "Little Wheels, again!" the video will soon be a reality! The dates? **Oct. 27 & 28**. For all interested parties, our Producer, **Harry Charon** & his Executive Producer, **Chris Charon** (look out Spielberg & Lucas!) **need names & phone nos.** of interested participants to allow him to set up placards to identify the builders. The cost for this celluloid masterpiece will be **\$12.00** along with a **blank tape**.
- \* A hot tip from Norman—Auto World sells **HO scale race car decals** which are perfect for detailing 1/24 & 1/25 scale cars (Items such as oil filters, shocks, etc. receive a little extra detail!)
- \* **ATTENTION!** A large East Coast hobby kit importer has sent letters to all of it's customers regarding trademarks used on various kits, both foreign and domestic which could affect us all. How, you ask? How does a 20% jump in kit prices grab you? Or some of our beloved cottage industries shutting down? Well, it seems as though the auto manufacturers (specifically General Motors and Chrysler Motors) are demanding royalties from the kit manufacturers for use of their specific auto names and/or insignias (Ed. note: I understand this is the reason AMT/ERTL didn't release their WWII Jeep—the fees Chrysler required for the use of "Jeep" were in a word, exhorbitant!). Ford Motor

Company, on the other hand, has come out against the fees. The Automobile industry in the U.S. chalks up sales of over \$100 billion annually. The volume of the Hobby industry on the other hand, is in the low millions. To the Auto manufacturers that amount seems hardly worth bothering about (their legal fees would amount to more than that!) not to mention the loss of free publicity and promotion. We must strongly voice our opinions to the manufacturers regarding this distasteful practice. To do so, dash off your letters to the addresses listed below. At the same time, let Ford know how much you appreciate their actions in this matter.

Mr. George Pruette  
Dir. Public Advertising  
General Motors Corp.  
3044 W. Grand Blvd.  
Detroit, Mich. 48202

Mr. Joseph L. Hickey  
Mgr. Corporate Advertising  
Chrysler Motors Corp.  
12000 Chrysler Drive  
Highland Park, Mich. 48288

Chairman of the Board  
Harold A Poling  
Ford Motor Company  
The American Road  
Dearborn, Mich. 48121

- \* **New Items!** S & S Specialties has several new and interesting items available. Among them are a "Moroso" style air cleaner (MC-001), drilled ignition coils (MC-002), dual carb air cleaners (MC-003), "Lifeline" style fire bottle (MC-004), dry sump oil reservoir (MC-005) & a Nitrous Oxide bottle (MC-006). From what I've seen, they look REAL good! Give 'em a try if you get the chance and tell 'em I sent ya!
- \* **New Releases!** From that dynamic duo (Ed. note: No, not Batman & Robin! Monogram & Revell!) How about the "Ground Pounder" & "Demolisher" Chevy Monster Trucks, the "Predicta" & the "Orange Hauler" (from Monogram) and a Valvoline VW Golf Racer, "Hot Rod" Lincoln Pro Street (Hey Larry!) which will be basically an authentic Mark VII body with the Matt & Debbie Hay T-Bird drivetrain & chassis (Ed. note: It has some REALLY neat modernized V8 billet wheels!), and last, but not least, a 1969 Z28 RS Camaro (which featured the hidden headlight treatment) along with a detailed small block complete with cross ram manifold! (from Revell) in September; a Mercedes 300 SL Gullwing and a 1969 Camaro Street Machine (both 1/12 scale) (from Monogram) and Fink Eliminator Rad Rod, Mr. Gasser Rad Rod, Surfink and Ratfink (shades of Ed "Big Daddy" Roth!) (from Revell) in October; and finally, the "Tropartic" Pontiac Grand Prix, the "Maxwell House/Country Time" Pontiac Grand Prix and the "Folger's" Ford T-Bird (from Monogram) in November. Whew!! Thanks, guys! I'm not ready for next year (mainly 'cause I'm not caught up with this year yet!)



\* It seems as though another **MAMA's Boy** has unexpectedly made his presence known in the latest issue of **Scale Auto Enthusiast**. In the "Industry Interview", Tom Walsh (Product Line Manager for AMT/MPC/ERTL) was asked a question about gearing domestic model products to International markets. His answer read in part, "I don't think we'll do an Isetta no matter how much they ask for it". "They", **Matt**? It's no wonder **Matt Guilfoyle** doesn't get anything built! His one man letter writing campaign for his beloved "bubble cars" was commendable but all he has to show for it is a bad case of writers cramp! Oh well, better luck next time **Matt**!

#### COMING EVENTS

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- \* Sept 16 (Sun)-The Franklin Mint Museum's 4th annual Antique Automobile Festival in Middletown, Pa. For info, call (215)459-6582.
- \* Sept 21 & 22 (Fri-Sat)-IPMS 1990 Region II Model Contest & Convention in Hampton, Va. For info, call (804)474-0515 or write to IPMS Region II Convention, P.O. Box 1651, Warwick Station, Newport News, Va. 23601.
- \* Sept 23 (Sun)-Three Rivers Automodelers' Annual Model Car Collector Show & Contest. For info, call (412)921-3524 or (412)368-8248 after 5 PM.
- \* Oct 4-7 (Thurs-Sun)-Fall Carlisle '90 Collector Car Flea Market and Corral. For info, write to The Flea Marketeers, 1000 Bryn Mawr Rd, Carlisle, Pa. 17013-1588 or call (717)243-7855.
- \* Oct 13 (Sat)-NNL Nationals #11 in Maumee, Ohio. For info, send SASE to John Strick, 6354 Smith, Brook Park, Ohio 44142.
- \* Oct 14 (Sun)-41st Toledo Collector's Toy Fair in Maumee, Ohio. For info, write John Carlisle, 409 Bewley Bldg, Lockport, NY 14094.
- \* Oct 21 (Sun)-Chesapeake Miniature Vehicle Collectors' Club Twentieth Collector's Toy Show in Shrewsbury, Pa. For info, call Joe Golabiewski at (301)592-5854 or Carl Daehnke at (717)741-3334.
- \* 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 4 (Sun)-Capitol Miniature Auto Collectors' Club 1990 Fall Meet in Fairfax, Va. For info, send SASE to Charles Wilding, 10207 Greenacres Drive, Silver Spring, Md 20903 or phone (301)434-6209.

\* 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**

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

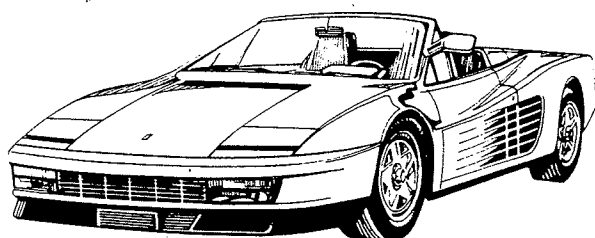
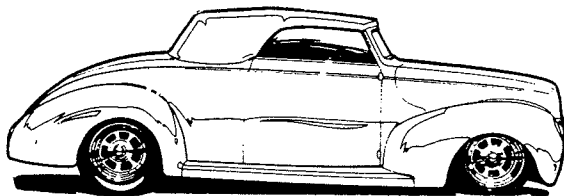
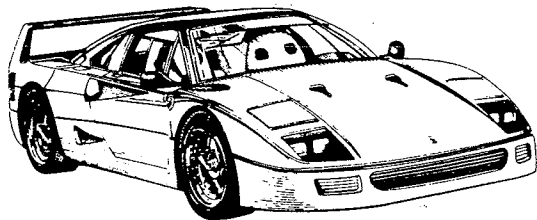
**WANTED**-'87 & '88 Mustang GT's, '89 Regal Promo. Call Tim Sickle at 249-3830.

**WANTED**-Decal sheet for Monogram Corvette Pace car kit #2253. Call Tim Powers at 255-3976.

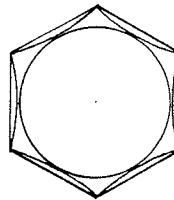
Anyone having an item for the Newsletter whether it is a Bit, a Piece or even a Classified, it can be included by contacting one of the individuals listed below:

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

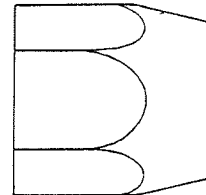
Norman F. Veber  
7479-D Furnace Branch Road  
Glen Burnie, Maryland 21061  
(301)768-3648



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