

## MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 3, No. 3 Nov. 1990

Editor: Tim Sickle

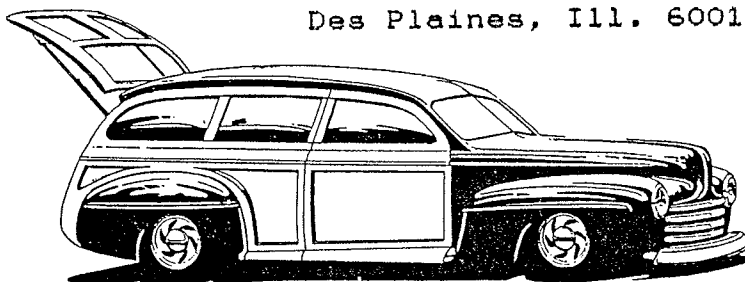
About 35 people attended the October meeting which was highlighted by an Upholstery demonstration by Harry Charon using of all things, Dr. Scholl's Moleskins! (Ed. Note: Don't tell me Harry lemme guess-you built a "Bigfoot" kit, right?) Cowabunga! Thanks, Harry! Also discussed in some detail were the goings on and rumors flying at>NNL #11 (some of which will either be substantiated or debunked elsewhere in this newsletter!).

The October raffle raised \$70.00. The club would like to thank the raffle donors as shown below: "Hot Rod", Dave & Karen Roehrle, Matt Guilfoyle, Tim Powers, Nick Sickle, Chris Whalley, Gary McNutt, Charlie Scheerer, Al Gransee, Brad & Mike Adams. 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 Avenue  
Des Plaines, Ill. 60016

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



### 1969 Z-28 Camaro

(Revell #7457; one version; 112 pieces; blue metallic, clear, clear red, chrome, vinyl tires)

Just a few months ago, we were blessed with the finest '69 Camaro kit ever produced in 1/25 scale in the form of Revell's 427 Yenko Camaro. Revell has just released the second version-this time as a Z-28.

Ninety percent of this kit is identical to the Yenko. Because our nationally known, award-winning writer/modeller, Tim Powers did such an exceptional job of reviewing the Yenko kit in a recent MAMA newsletter, I won't rehash all the details. Suffice it to say that the body with cowl induction hood, basic interior, chassis, suspension components, chambered exhaust, and underhood components (excluding the engine, obviously) are the same.



The Z-28 302 engine of course, is new. It is built up from 26 pieces including the headers (comprised of two pieces per side). The engine block halves include the oil pan, so a little putty & sandpaper is required to make the seam go away. All of the other engine components are well detailed and accurate and produce one of the best small block Chevy engines available in plastic. The dual-carb, cross-flow manifold, two Holleys and one piece chrome air filter ( with corresponding air-induction plates and seals) are provided. With the large space between carburetors on this induction system, the assembled engine just cries out for some fuel lines-provided by the builder, of course!

Moving inside the car (just pretend-OK?) we find the same standard interior as in the Yenko but with the special interior options ordered ("What the hell is that?" Bart Simpson would ask) A chromed three-spoke steering wheel and floor console with the gauge package-that's what it is! (Ed. Note: I was wonderin' how you were goin' to work Bart into this review!). The steering wheel is Rosewood so you'll have to woodgrain the rim along with the lower dash panels. The console gauge faces are found on the decal sheet and a chromed Hurst shifter completes "the package".

On the outside, the car "rides" on Chevy Rally Wheels, which are beautifully done and- you guessed it- Michelin TRX tires! Now, before you threaten to burn down the Revell factory, it should be pointed out that these tires are excellent for painting white or red thin-lines with a compass and, once painted, really enhance the Rally wheels.

Provided on the chrome tree are four separate Z-28 emblems for the grille, tail panel and front fenders. These emblems are in scale, accurate and gorgeous, requiring only some careful detail painting- red/orange on the "Z" and white on the "28".

Now for the bad news- as plain as the nose on the Camaro's face. The big, chrome "RS" on the grille is molded into the piece- and is completely wrong on this car! When the test shot for this kit was reviewed in SAE, Revell said this error would be resolved in the production kit.....but it wasn't! To keep the mileage down on our editor's computer (Ed. Note: Thanks, Lyle!), I won't explain all the various Camaro options. Simply put, an SS or Z28 Camaro took priority on model designation when ordered with the Rally Sport option. To accurately build this kit, there are two ways to correct this problem:

The very easy way: Although not mentioned in the instructions, the standard grille, chrome headlight buckets, clear lenses and standard three-segment tail lights are included in the kit. Build a beautiful Z28 without thr RS option!

The Hell-bent on RS optioned version:

1. Strip the chrome from thr RS grille with Mr. Muscle or Easy-Off, wait 5 minutes, run under tap water-no more chrome!
2. Using a small, flat file, thin both grilles from the back then open the eggcrate sections (easily done in 15-20 minutes).
3. Remove center section of Rally Sport grille to remove the "RS" along the vertical grille bars and substitute with the same section removed from the standard grille. Attach with liquid styrene cement

and leave it alone for a few hours.

Assuming the patient survives the surgery, use the Rally Sport tail lights and chrome-foil the wheelwell moldings, drip moldings, and add chrome trim to the fake quarter panel louvers. Correct, separate back-up lights are provided to complete the package (Ed. Note: This information is reprinted from the forthcoming book, "Operating on the Heartbeat of America" written by Lyle "Plastic Surgeon" Willits, so watch for it at a store near you!)

#### '69 Camaro Trivia

1. Colors: Dover White, Glacier Blue, LeMans Blue, Olympic Gold, Azure Turquoise, Forest Green, Fathom Green, Rally Green, Frost Green, Cortez Silver, Garnet Red, Daytona Yellow, Hugger Orange, Burgundy. Vinyl Tops: Black, Parchment, Midnight Green, Dark Blue, Dark Brown. Std. Interiors: Black, Ivory-Black, Blue, Red, Medium Green, Dark Green.
2. All RS grilles were painted matte black except on black cars-then they were medium metallic gray.
3. Z28 stripes do not stop at the rear, bottom edge of the spoiler-they go another inch or so over the decklid edge.
4. Chambered exhaust was a rare option because of cost and police harassment (due to noise). Standard dual exhaust can be modified slightly from MPC SS Camaro.
5. RS option included "eyebrow" stripes above all four wheelwells-found on decal sheet from MPC SS Camaro.
6. Standard tires for Z28 were Firestone or Goodyear white-lettered with red-lines and white-lines optional.

There's more-just ask!

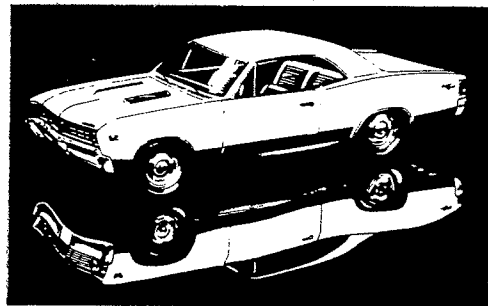
by: Lyle Willits

#### 1967 Chevelle SS396

(AMT/ERTL #6052, 96 pieces; one version; white, chrome, clear, clear red, vinyl tires)

For some reason, it was decided that I should be the person to review the new AMT/ERTL '67 Chevelle SS396 kit. Based on gray hair, it was probably assumed that I remember these "Bowtie beasts" rolling off the car carriers in September of 1966 at my friend's father's Chevy dealership.

Although a set of rather out-dated custom wheels and "dry brush" splash decal graphics are optional, this kit is meant to be a stock-only model. Some of the basic kit components made their debut a few months ago in the AMT Pro Street Chevelle.



The body is dimensionally correct but there are a few minor flaws. The crossed-flag 396 emblems on the front fenders are very small and all engraved emblems will disappear under paint. There are no engraved seams at the ends of the cowl panel giving the impression that the cowl and fenders are one piece. There is also a very slight down-slope or dip in the upper door edges. The "power bulges" on the hood appear to be very accurate and chromed, ribbed grilles are added from the chrome tree. Nicely done chromed rocker panel trim is also included. The underside of the roof has engraved headliner seams, dome light and visors.

The grille and front bumper make up a one piece unit with a deeply engraved indentation representing the open slot in the bumper. This "slot" must be painted flat black to create the illusion of a hole. The "SS" emblem in the center of the grille stands well off the grille bars and looks somewhat strange. The tail panel and rear bumper also make up a one piece unit and is very well done. Separate, clear red lenses are added-complete with sink marks in the middle of each!

The interior builds up from the chassis with separate side panels, rear seat with package tray and firewall. The dash panel, steering wheel, two-piece bucket seats, console and chrome shifter complete this assembly. The chrome doo-dads (on the real door panels) are represented here as indentations. There are no window cranks engraved because this car has electric window buttons instead! Yeah....sure....everybody rushed to their Chevy dealers in '67 and ordered musclecars with electric windows! The dash panel is rather poor with very little engraving and a far-too-small factory tach.

The chassis has a lot of nice detail engraving although the gas tank appears to be very large (I don't recall a 35 gallon tank being shown on the Chevelle option list!). The rear suspension consists of six well detailed pieces. Shocks are not shown on the instruction sheet but they are in the kit. The front suspension builds up from nine separate pieces and are supposed to be glued together, but poseable steering can be easily accomplished by the builder.

The rally wheels in this kit are poor. My example had wrinkled chrome but even worse are the engraved slots in the wheels which are little more than round holes. Keeping the tradition alive, AMT has included Goodyear Polyglas GT tires which, of course, were not "invented" yet in 1967 (Red-lines or white-lines are correct).

The engine consists of twenty pieces including upper and lower radiator hoses and alternator with integral bracket. The intake manifold includes the ignition coil. The carb, air cleaner and valve covers are found on the chrome tree (Ed. Note: Just in case you lost 'em!). Oddly enough, the piston tops and rocker arms are engraved and won't be seen once assembled, but the transmission has almost no detail. The "396" air cleaner decal is printed in black (?) with red numerals (?!?). The battery, radiator and washer fluid container are separate items. The flat, non-detailed firewall accepts a heater core and master cylinder.

Overall, this kit will build into a reasonably nice shelf model, but for accuracy and high detail, this is not the kit to select. Although the flaws in this kit are mostly minor by

themselves, there are just too many of them. Frankly, the Revell SS396 Chevelle kit is almost perfect in every detail and is far superior to this new offering from AMT/ERTL. I'll admit to wishful thinking, but AMT/ERTL may extract more profit on this kit in the long run, if they eventually retool a '66 grille, tail panel and interior.

Just for the record, the opposite is true regarding the Pro Street versions of these kits. The AMT Pro Street Chevelle is far more detailed than the Revell kit. Win a few, lose a few! Review sample provided by AMT.

by; Lyle Willits

### 1991 KIT RELEASES

#### January

AMT/ERTL: "Back to the Future" Delorean, '72 GMC Stepside  
Monogram: 1991 ZR1 Coupe, 1991 Corvette conv, 1991 Firebird Formula, 1991 Mustang GT conv, #3 "Goodwrench" Lumina  
Revell: #25 Rousch racing Mustang, #4 "John Player Special" Mustang, #1 "Whistler" Mustang

#### February

AMT/ERTL: Chevrolet SS454 Pick-up, "Motorcraft" T-Bird, "Sunoco" Cutlass, "Kodak" Lumina, 1991 Stealth RT Turbo (Note: Promo version of this kit in red or black will be available at Dodge dealers only in December)  
Monogram: A few airplanes (those things with wings!)  
Revell: 1991 T-Bird SC, 1991 Cougar XR7 (incl. 5.0 V8!), 1991 Grand Prix GTP (incl. 3.4 L V6)

#### March

AMT/ERTL: Pro Street '69 GTX Hardtop  
Monogram: 1971 Hemi Cuda, 1971 Trans Am (!), 1970 Boss 302  
Revell: Rob Vandergriff's "Soff Seal" '57 Chevy (!), Charlie Carpenter's "Camaro Junction" '55 Chevy

#### April

AMT/ERTL: "Kodak" Transporter, Dodge Stealth Pace car, Ram D-50  
Monogram: (Quarterly releases only)  
Revell: (Quarterly releases only)

#### May

AMT/ERTL: '70 Corvette ZR1, '86 El Camino SS, '49 Merc sedan

#### June

AMT/ERTL: '55 Bel Air Street Machine

July

AMT/ERTL: '55 Chevy Cameo 3100, Diablo Aero

August

AMT/ERTL: '49 Ford sedan, '36 Ford 5-window coupe

BITS & PIECES

\*\*\*\*\*

- \* "Little Wheels, the Video" is a reality! Anyone who ordered them should receive one at this month's meeting. Producers Harry & Chris Charon will also be making a sizable contribution to the club treasury. I would like to take this occasion to thank not only producers Harry & Chris Charon for their contribution & hard work, but the Musical Director, Lyle Willits for composing the musical score. Thanks to everyone for making this project so successful!
- \* Flash! It seems as though a new magazine has surfaced at my local newsstand. "Custom Rodder" (Premier issue, Winter 1991) has a column called "Custom Rodding in Scale" written by one Mark Gustavson! The story is noteworthy due to the fact that pictures of "Hot Rod's" '49 Super Coupe & Dave Roehrle's '49 Street Machine are featured! Congrats guys!
- \* Model Car Journal recently published it's 82nd issue. A couple of improvements have been incorporated into this issue, the most visible being a full color cover (and back page, with more model photos, not advertising). Another improvement is the addition of four more pages. Unfortunately, these improvements meant an increase in the cover price of Model Car Journal, along with an increase in the cost of a subscription. However, as a special offer to club members, for a limited time, MCJ will accept subscriptions at their old rate. This special will be in affect for approximately one month following the announcement in the newsletter, or one month from the meeting announcing this special to our members. To receive this special, the members must mention the Club Special, and list their club. For members who already subscribe, they will also take renewals (and subscription extensions) from current subscribers at the old rate, for the same period of time; the Club Special and the club's name must still be mentioned. The special rates are as follows: \$13.00 one year/U.S., \$23.50 two years/U.S. & \$25.00 one year/First Class. Send your money to Model Car Journal P.O. Box 154135, Irving, Texas 75015-4135.
- \* New items! Stock car fans! Scale Model Speedway has recently released a very nice window net kit. The kit consists of window net material (which may be painted) and photoetched hardware. The kit will do two cars. Also in their line are assorted items including 5 different sizes

of braided hose, 5 different colors of spark plug wire, roll bar padding and 3" black duct hose. For further info, write them at 100 Gilmour Ct, Owensboro, Ky 42301.

- \* More new items! You want driver figures? Well, Detail Depot has 'em! They now carry Funny car drivers which will fit both the new Revell kits ('57 Chevy, "Castrol", "Miller", "Sentry", etc.) as well as old Monogram ("Budweiser", "Wendy's", "Miller Warrior", etc.). Also in stock are Stock car drivers which will fit both AMT and Monogram Stock cars ( including the new Lumina!). These figures will be available with either old style open face helmets or new style full face helmets. All drivers will cost \$5.00 each. Coming soon! Driver figure for Swamp Rat XXX! So go "4" it (Get it?). How about a stock hood and front seat for the Revell '64 Fairlane T'Bolt from Don Hothaus? R & R Vacuum Craft ha's available (or will shortly!) a '48 Caddy as well as Pro Stock/Street hood scoops (so no more buying the Monogram Trans Am For the hood scoop only!); All American Models has announced some new kits/pieces which include a 1987 Mercury Cougar, a 1988 Mercury Sable Sedan, and a STOCK Lincoln Continental Mark VII (!). These go along with the Mustang LX sedan and 1990 Grand Prix sedan which they recently introduced. MPB Detail Products, Inc. had a stock 1966-67 Olds 442 Hardtop on display at NNL #11. It's almost as hard keeping up with the cottage industry manufacturers as it is keeping up with the kit manufacturers!

#### TV TRIVIA

\*\*\*\*\*

1. What did Amos of Amos'n' Andy drive on their television show?
2. Only a fool would mess with Mr. T as he drives what car on his show, T & T?
3. What type of car was Black Beauty, used by The Green Hornet?
4. What did The Magician drive?
5. What was KITT, the amazing talking car on Knight Rider?
6. In order of their appearance, what two cars were driven by Maxwell Smart on Get Smart?
7. What import does scientist Dr. Benjamin Jeffcoatt get around in on My Secret Identity?
8. What did Dan Tanna steer through the streets of Vegas?
9. This car year and model was often mentioned in the most notable car sitcom of all time: What was the car on My Mother the Car?
10. Name three cars that have been the pride & joy of suave lawyer Chuck Cohobanian on Street Legal?
11. What was, for three seasons, the U.N.C.L.E. car on The Man from U.N.C.L.E.?
12. What car did Mary drive to Minneapolis in early episodes of The Mary Tyler Moore Show?
13. Uncle Jed and Jethro loaded up what kind of truck on The Beverly Hillbillies?

14. What make of cab did the Cabbies on Taxi drive?
15. What top-down beauty belonged to Krystle Carrington on Dynasty?
16. What car, which didn't have a windshield and had geraniums growing out of the spare tire, did Jack Benny claim to drive?
17. What did John Wayne drive in McQ?

No prize this time, guys! The mint, unbuilt Pacer kit went to some lucky soul at the NN1 #11 swap meet (he actually paid for it! Some people!). Answers will appear next month (if I can remember!)

#### CLASSIFIEDS

\*\*\*\*\*

WANTED-Monogram '57 Nomad body or entire kit. Call David Johns at 437-1893.

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.

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

P.S. A small note to my buddies at S & S- "Pop" is doin' fine and he says to say Howdy!

