

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 3, No. 5 Jan. 1991

Editor: Tim Sickle

Well, I hope Santa brought each of you that special kit or accessory which you asked for. About 35 people were in attendance at our annual Christmas bash to share in all the good food and good times (not to mention the Christmas gift exchange!). I hope everyone got enough to eat and drink (How 'bout it, "Hot Rod"?). At this time we'd like to say Howdy! to our latest attendee—Ron Bradley from Hanover, Md.

The December raffle raised \$103.00! The club also received a donation from our latest member Dirk Johnson for each calendar he sold at last month's meeting. Thank yew very much, Dirk! The club would like to thank the raffle donors (quite a few of 'em!) as shown below: Chris Whalley, "Deuce Coupe" Gransee, Mike Adams, Dave Roehrle, Ron Bradley, Dave Heise, Gary Frazee, Ron Roberts, Gary Sutherlin, Tim Powers, Brad and Replicas & Miniatures Co. of Md. Special thanks also go to those as shown below:

John Southan,
Hobbytown USA
15751 Columbia Pike
Burtonsville, Md. 20866
(3 Kits!)

John Dewey,
Testor's Corporation
620 Buckbee Street
Rockford, Ill. 61101
(both last & this month!)

John Mauchamer,
Wheels Hobby Shop
45 Waverly Dr., Unit 0
Frederick, Md. 21701

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

Again, thanks to everyone who contributes as these contributions to the monthly raffles cover our monthly room rental as well as postage for the MAMA Gazette. Lets all show our appreciation by patronizing those Hobby Shops who support us via raffle donations. So, read on for our special Camaro issue!

1991 Releases

January

Monogram

'91 'Vette ZR1 Coupe
'91 'Vette Convertible
'91 Firebird Formula
'91 Mustang St Conv
"Goodwrench" Lumina

AMT/ERTL

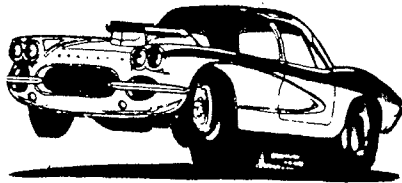
'72 GMC Stepside
"Back to the Future"
Delorean

Revell

#25 Rousch Mustang
#4 JPS Mustang
#1 Whistler 'Stang

February

Monogram



AMT/ERTL

- '91 Stealth R/T
- '91 Chevy SS454 P/U
- "Kodak" Lumina
- "Motorcraft" T-Bird
- "Sunoco" Olds

Revell

- '91 T-Bird SC
- '91 Cougar XR7
- '91 Pontiac GTP

March

- '70 Trans Am
- '70 Boss 302
- '71 Hemicuda

- '68 GTX Pro Street

- '55 Chevy T/S car
- '57 Chevy T/S car

April

- 25th Anniv. Lamborghini
- '91 Ford F250 P/U

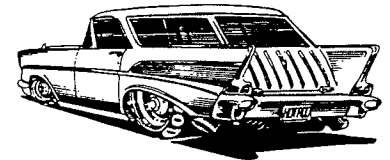
- Stealth R/T Pace car
- Ram D-50 P/U
- "Kodak" Transporter



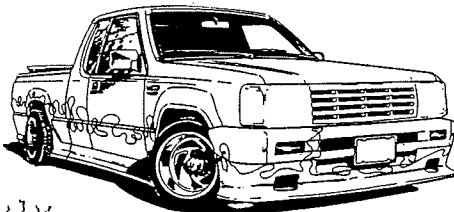
May

- "Pennzoil" Pontiac
- "Snickers" Buick
- "Purolator" Lumina
- "Maxwell House" T-Bird
- "Western Auto" Lumina

- '70 'Vette ZR-1
- '86 El Camino SS
- '49 Mercury



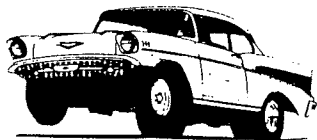
June



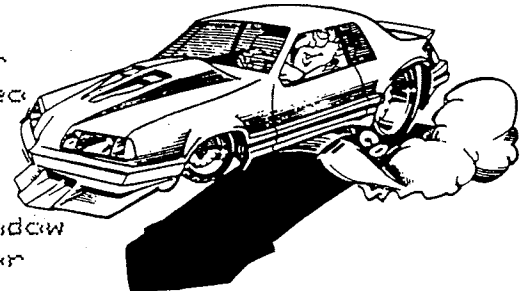
- '55 Chevy St. Mach.

- "Valvoline" rail
- "Castrol GTX" rail
- Baldwin-Motion '69 Camaro & 'Vette

July



- Diablo Aero
- Mack R Tractor
- '55 Chevy Cameo



August

- "STP" P/S 'Bird
- "Pennzoil" P/S 'Bird
- '91 Ford F350 dually

- '36 Ford 5-window
- '49 Ford 2 door

'69 Camaro Tidbits (again?!?)

Quick fixes for two problems that Lyle Willits pointed out in his detailed reviews of the AMT '67 Chevelle and Revell '69 Z28 in the November newsletter:

* To camouflage the incorrect slots in the Chevelle's otherwise nice Rally Wheels, just paint the steel portion of the wheels semi-gloss black instead of flat aluminum. Black is a correct color for the '67 Rally's only, as shown in all the original Chevrolet showroom literature of the day (Impala, Camaro, Corvette & Chevelle).

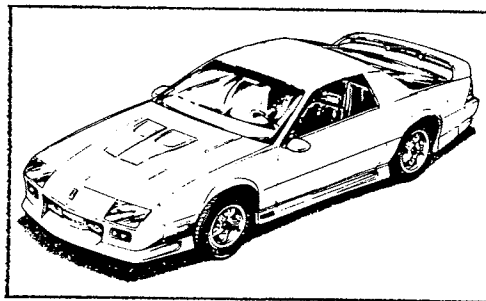
* To beat the RS emblem in the grille of Revell's '69 Z, try building a model of the Z that **High Performance Cars** magazine tested in it's April 1969 issue. It carries both RS and Z28 badges in the grille! Privately owned by Mr. Ed Simonin and "breathed on" slightly by Motion Performance (Ed. Note: Who?), this car was still basically stock. It was Daytona Yellow with black stripes in late pattern/RS/standard (not cowl induction) hood, VE3 "rubber" front bumper, style trim group, 4-speed, black interior (minus console), Grant-PIP steering wheel, and Ansen Sprint wheels (try AMT's '32 Vicky) with Goodyear wide tread tires. During the test, the mag staff fitted the 2x4 crossram manifold as kitted by Revell. Two minor bugabooes: The grille RS emblem was mounted one bar higher than standard...and you'll still have to replace the "Camaro" fender emblems with "Rally Sport".....

by: Steve Mesner

1991 Z28 Camaro by AMT

I haven't built a "this year's model" of anything since 1969, but when I drove by the local Chevy store recently and spotted a pair of '91 Camaros in the gorgeous Dark Teal Metallic, I knew it was time to step into the nineties....

Comparing this model with an '86 MPC IRDC-Z kit in my library (how did that get in there?) shows that ERTL has done the minimum possible to make this tool look like a '91 from the outside. The new side aero skirts and Ferrari F40-type rear spoiler are there and well done. Chevy has changed the Camaro instrument panel this year, however, and ERTL hasn't. The engine accessories and belt drive likewise didn't match up with the photo of the '91 Z engine shown in the showroom brochure, though these parts may have been accurate at some time in their life (AMT says the engine is a 5.7 TPI, but since the transmission is a manual and Chevy has never offered this combination, it must be a 5.0 TPI!). The taillights are now molded in red rather than clear, which makes the backup and turn signal lenses much more difficult to do.



The interior represented is the custom cloth option, and full fabric ribbing—missing on the '86—is now present. I painted my interior tub with **Model Master FS36231 Dark Gull Gray** and then tried to scrape the top of the fabric ribbing with an X-acto blade to let the white plastic show through and give the "tweedy" effect of the real cloth. It didn't work for me, but your hand might be steadier (Dry-brushing white and/or different shades of

gray on the ribs might work, too). This would be a spectacular effect if you could pull it off.

The body of my kit was distorted in a new and interesting way-warped up at the front wheel openings! AMT cheerfully replaced the body in just two weeks via their toll-free customer service number, and while I had them on the phone I had them send me the T-Tops that were missing from my kit. Note that both front and rear windows contain vestigial mounting runners from a hardtop; these will show through the T-top area and must be removed with a razor saw. Fit of both windows was not particularly good. I tinted all glass with Tamiya Smoke, thinned with rubbing alcohol and airbrushed. I botched my first two attempts at this and had to remove the "Smoke" after it had dried-rubbing alcohol took it right off and didn't hurt the clear plastic at all.

The kit's 16" Gatorbacks are beautiful, as are the new style factory mags. Note that the tires have correct directional arrows on both sides-make sure you install them correctly! The wheels are a bear to trim in body color-I have over an hour in each of them-but here again, if you can pull it off, the effect is spectacular. Interestingly, these 16" wheels are interchangeable with Revell's nominal 14"-15" wheels, so if you want to know what '67 or '68-'69 Rally wheels or Yenko/Atlas mags would look like on a '91 Z, have at it! (Or how about '91 wheels on a '69 Camaro!?)

Dark Teal Metallic isn't available on the Z28, only on the RS (Though AMT is doing the Promos in this color!). I considered converting the kit to an RS, but due to the new rear spoiler this would have meant sacrificing the body of my '86 or going out and buying a '90, so I decided to just go ahead and do a "Phantom" paint job. Dark Teal touch-up hasn't shown up in my 'Berg yet (Ed. Note: On the plus side, they do have electricity and phones-small consolation!), so I whipped up a 50-50 mix of Testor's Jade Green and Model Master Olds Engine Blue. This matched the showroom brochure closely but seems to be just a bit too dark and too green when compared to the real car. Were I doing it again, I'd probably mix the blue and green at 60-40 and then add in some German Silver or Pontiac Engine blue to lighten the shade just a bit.

All things considered, not a bad kit, though not up to the standards of what's being engineered and tooled up today.

by: Steve Mesner

BITS & PIECES

- * In case you hadn't heard yet, the 3rd Annual Hot Rod Magazine Model Car Nats is a no go! It seems as though Hot Rod magazine cancelled the "Show of Shows" due to a perceived "lack of industry support".
- * For anyone interested, MAMA plates are coming again! Contact Norman Veber to place your order!
- * Flash! For those of us still interested in "roundy round" cars, Tru-Value Hardware still has available a 1/24 scale replica of the IROC Dodge Daytona race cars similar to

the IROC Camaros of last year. They come in 4 colors:red, white, blue and black. If you want one, better grab it now because you know what happened to the Camaros!

- * **News item!** The Car Addicts of Northern Virginia by popular vote will be known as NOVAscale from this day forward (Ed. Note: Just what we need around here, more Chevy fans!).
- * **FYI** In a magnanimous gesture, The World of Wheels management recently presented the club with a check for \$150.00 for the bang-up job that we did last year. They also inquired as to whether or not we would be interested in doing it again. at this point, Norman referred them to "Hot Rod" or Jerry for an answer to this question. As you all well know, the NNL-style show we are doing on April 6 was meant to replace this show (apparently the show people have short memories). I believe if anything is done, it will be a simple model display by interested members. If you are interested, contact "Hot Rod" or Jerry for specifics.
- * Our own Jerry Flynn (a.k.a. Detail Depot) makes headlines again this month. He has lost his supplier for his AN fittings. He has a limited supply on hand and is searching as you read this for a new supplier. While on the subject, Detail Depot has some new goodies! Two new items- a twin fuel pump as well as a barrel valve (both for drag cars, obviously!). Check with Jerry for availability and price.
- * **More Cottage Industry news!** There is a new company for the detail fanatics among us! Resin Casting Specialties was started by Harold Bradford to fill a need for superdetailing items mainly for race cars. His initial offering, RCS-1 is a Stock Car Disc Brake kit. It will fit the Monogram stock cars and consists of 13 pieces including 4 rotors, 4 calipers, 4 inner wheel halves and a small piece of brass rod is included to simulate the lock pins at the top of the caliper. The correct bolt pattern is also present and studs can be added for even more realism (not included in kit). Interested? Contact Resin Casting Specialties, 14008 Adkins Road, Laurel, Md. 20708, (301)604-8591.
- * Be on the lookout for the upcoming issue (February 1991) of the Plastic Fanatic. According to Roy, it promises to be a very special issue and it is rumored it will feature something never before seen in a model publication. 'Nuff said!
- * **Bad News!** It seems as though the Club Jacket order must be postponed because not enough people came forward to make an order feasible. Never fear, though! We will try again later in the year!
- * **New items!** For you Funny Car/Pro Street fans, Mike's Custom Bodies has several interesting goodies forthcoming. For Funny Cars, how about: a Lincoln Continental, Buick Reatta, '91 T/A, '90/'91 Grand Prix, '91 Probe, '91 ZR1 'Vette, '90 Beretta, '90 T-Bird & Cougar, '51 Henry J, '53 Stude, and last but certainly not least, a '56 Ford Crown Vic? For Pro Street cars, how about: '66 Fairlane & Comet, '64 Comet, '41 Willys, '65 Valiant, '71 Dodge Demon and a

'65 Falcon? All Pro Street bodies will feature a narrowed front end and widened rear end to easily adapt to most readily available kits. Other offerings include '62, '65 & '66 Chevy Impalas, '63 Nova Sedan Delivery & Hardtop and a '65 Barracuda hardtop. How about a Nash Sedan Delivery, an '81 Chevy Caprice, and a '56 Mercury? If interested, contact The Modelhaus, 3321 Ferris Drive, Decatur, Ill. 62521. Any body interested in a '60 Chevy Impala hardtop (Ed. Note: Close your eyes and think MINT GREEN!)? If so, contact R & R Vacuumcraft, 8324 Calkins Road, Flint, Michigan 48504. Thanks go to Joe Goss of NOVAScale for this info!

- * Overheard at the December meeting by your investigative reporter: It seems as though a diehard "Heartbeat" builder admitted to building agasp! dare I say it....a Ford! Could this be "The Heartbreak of America"? Maybe we could coerce this individual to review Monogram's new Boss 302 in exchange for his anonymity?
- * Birthday wishes to one, Betsy Boothe (a few weeks late, unfortunately!).
- * Late news! It seems as though wind of a "Well Modeler contest" just crossed the Editor's desk. The AMS is apparently behind this endeavor to get modelers out of the workshop and into the fresh(?) air. Apparently, here's how it goes: interested parties visit their doctor in the month of January and get weighed in. They then are put on a weight loss plan by their doctor. They are then weighed in again in June or July of this year in a return visit to their doctor. The person who shows the most significant weight loss in that time is the winner. I understand that some Budd Andersen built-ups are to be given away! Well, guys, I guess you know what that means! Get away from that refrigerator and break out that aerobics videotape! Thanks to Pat Maphis for the info!

CLASSIFIEDS

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-Monogram '70 Superbird, '64 GTO & '69 GTO Judge. Contact Dave Johns at 437-1893.

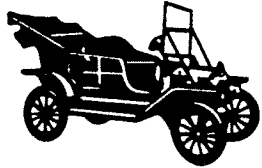
Anyone having an item for the Newsletter whether it is a Bit, a Piece or even a Classified, it can be included by contacting one of the individuals listed below:

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

Club Sponsors & Supporters

(Editor's note: If your business card doesn't appear here it doesn't mean that we have forgotten you, it merely means that we do not have a business card on file! If this is the case, please contact me at the address at the end of the newsletter and we will remedy the situation for future newsletters. Thanks!)



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