

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

Volume 3, No.11 July 1991

by: Tim Sickle

About 40 people were in attendance at the June meeting which had as its' highlight (lowlight?) some unfortunate news. It seems as though Al "Deuce Coupe" Gransee has retired from the service and is moving to Nebraska, of all places! (Ed. Note: Hopefully to pursue various Street Rod projects—both in 1/25 scale as well as 1/1!). We'll miss ya, big guy! Good luck and keep in touch!

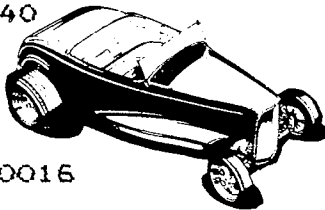
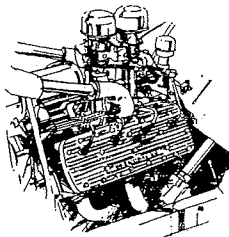
The raffle raised \$76.00. The club would like to thank the raffle donors as shown below: Al "Deuce Coupe" Gransee, Lyle Willits, Gary Sutherlin, Ron Roberts, Mike Adams, Charlie Saglinbene, Dave Johns, Dave Roehrl, and Ron Bradley. Special thanks also go to those as shown below:

Harold Bradford,
Resin Casting Specialties
14008 Adkins Road
Laurel, Md 20708

Tim Powers,
Scale Resin Detailers
808 224th Street
Pasadena, Md. 21122

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

Ed Sexton,
Monogram/Revell
363 N. Third Avenue
Des Plaines, Ill. 60016



Jerry Flynn,
Detail Depot
7901 West End Drive
Baltimore, Md. 21226

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

Dan Johns,
RPM Craft House Corp.
328 North Westwood
Toledo, Ohio 43607

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

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

We will be meeting in room K-100 for the months of September through December. Meetings will be held on Sept. 21 (12-5), Oct. 19 (12:30-5) (PLEASE NOTE!), Nov. 16 (12-5), and Dec. 21 (12-5). Be there! Aloha!

It also bears mentioning at this time that Dirk Johnson (a.k.a. Detail Master, P.O. Box 1465, Sterling, Va. 22170) will be a very active supporter of not only our club, but many other clubs across the country as well. It's up to us to actively patronize Detail Master in appreciation of his continued support

[Ed. Note: With the detail items he has currently available (or on the way!), I don't believe this will be a problem!].

The following is an open letter to all MAMA members:

June 17, 1991

To all MAMA members:



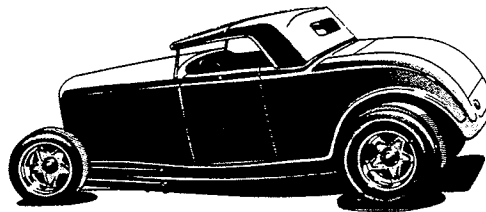
Since I overlooked the opportunity at last month's meeting, I'd like to thank Jerry Flynn for his supportive words and vote of confidence that Detail Master can continue to market his fittings successfully. They are an excellent product that we are proud to add to our line.

In order to maintain our established distributor discounts, our retail prices will be somewhat higher than those from Detail Depot. However, I intend to continue to make them available to club members at a significant discount, either from us, or preferably, from Norman Veber at the regular club meetings.

In addition to the compression fittings that Jerry designed, we plan to add more fittings to complete the line, which should allow any combination of fittings to be modeled easily.

Thanks again to Jerry and Nina Flynn for this opportunity, and to all club members for your hospitality since Patsy and I moved to Virginia.

Sincerely,
Dirk Johnson



'69 Shelby GT-500

(Revell #7161; one version; 1/25; 92 pieces; yellow, clear, clear red, vinyl tires)

The GT-500 was very nearly the last of the breed (1970 was the final model) as far as Shelby Mustangs were concerned. They were the biggest and slowest (if that word can be applied to any Shelby), having a 0-60 time of 7.5 seconds and a top speed of 120+. With the 429 Cobra Jet engine it also had the biggest engine of any Shelby ever (Although some GT-500's were actually sold with 390's and passed off as 429's!!)

Much of this car seems to be a retool of the Boss 429 kit, although they did make all the appropriate changes. Revell, in my opinion did an **excellent** job on this car in comparison to other Revel kits I have seen. The **body** is a seven-piece assembly and seems to have a bit more flash on the front and rear sections than usual, but not enough to make a difference. A color change is recommended because while the finish on my car is good, yellow **does not** look good on the '69 GT-500. The hood's 3 air ducts are well detailed the hood mounts 2 separate chrome hood latches.

The main drawback of this kit is the **Michelin TRX tires** provided. These tires seem to be "standard equipment" on all of the Shelby models I've bought and I don't like them at all. They are too thin and too small for this car. Goodyear GT Radials would

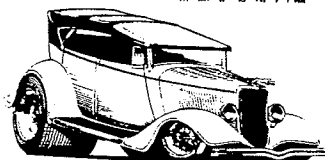
be better. Not correct, but better. The Shelby wheels have good detail except for the centers.

One of the best points of this car is the interior. Shelby reference material in my possession shows the interior detail to be excellent. The only thing lacking is any headliner detail. The console has every switch, and even the seat belt pockets. The floor mats don't say SHELBY, but some decals would fix that.

The 428 Cobra Jet engine is properly retooled from its' cousin (the Boss 429) to include the proper heads, chrome valve covers, and of particular note, a very nicely detailed carburetor. Even the exhaust is correct, having twin pipes going rearward to the transverse muffler which then exit through the appropriate cutouts in the rear valence panel.

The decals are done in no less than 3 colors! Included are stripes in black, white and gold so you can paint the car in just about any color you wish and have the proper contrasting stripe set. Also included are two sets of Illinois license plates, one saying "1969" while the other says (does anyone know why?!) "Michelle" (Ed. Note: Perhaps it is the decal maker's wife? Daughter?). Also included are decals for the top and side of the air cleaner and the battery.

To sum up, other than the TRX tires and light emblem engraving, this kit is nice enough to have half a dozen copies in your collection. And with three complete decal sets, many colorful variations will be possible!



by: Chris Bonaiuto

Sneakin' a Peek!

This column will appear as frequently (or infrequently!) as new releases from the manufacturers. The idea behind it is to give a "thumbnail review" of the releases as they hit the shelves with a detailed review to follow at a later date (hopefully!). We'll see how it goes!

- * "Pennzoil" Pontiac (Monogram #2939): Molded in yellow....
...nice decals....new front end sheet metal....roof rails,
rocker panel rail, passenger door glass....new ignition
module in interior....same 'ole engine (with 180° headers,
yet!) and incorrect chassis that we've seen in various
other kits!
- * "Snickers" Buick (Monogram #2940): molded in white.....
...nice decals....new front end sheet metal (looking like
a rounded-off brick rather than being gently laid back as
in real life!)....See "Pennzoil" Pontiac above for
comments concerning engine and chassis!
- * "Purolator" Lumina (Monogram #2941): molded in white.....
nice, white decals...."Goodwrench" Lumina in new box.
- * Gone Fishing Set (Revell #7242): molded in burgundy (boat
& trailer) and white (Ramcharger)....nice 4 seat Bass boat
with Yamaha engine....trailer with tool box....Dodge
Ramcharger with graphics matching boat....finally, a good
use for TRX tires-trailer tires!

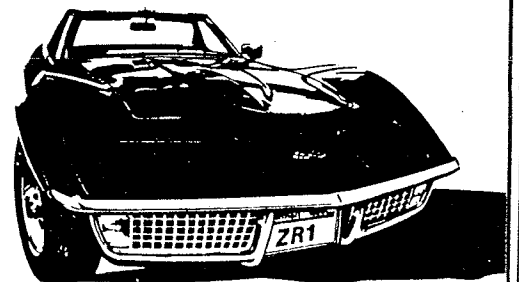
- * 1949 Mercury (AMT #6815): molded in lt. gray.....new lowered rear end....2-piece custom grille....dual carb Offenhauser intake with 2 Stromberg 97 carbs....Offenhauser heads....beehive oil filter....optional 440 cu. in. V-8....4 Firestone "skinnies".
- * '71 Mustang (Lindberg #72151): molded in brt. orange.....blown Ford V-8....Centerline rims....Eagle ZR40 tires....neon yellow paint and brush....wild graphic decals....odd supercharger scoop.
- *'72 Challenger (Lindberg #72152): molded in brt. yellow....chrome "billet-style" wheels....Eagle ZR40 tires....blown Hemi V-8....odd supercharger scoop....Daytona-style aero nose....neon green paint and brush.
- * '70 Corvette (Lindberg #72153): molded in hot pink(!)....chrome "billet-style" wheels....Eagle ZR40 tires....blown big block V-8....odd supercharger scoop....neon yellow paint and brush.
- *'40 Ford Coupe (Lindberg #72154): molded in lt. pink....Champ 500-style wheels....Eagle ZR40 tires....blown Flathead with two unique induction set-ups...."billet-style" air cleaner....neon yellow paint and brush.

1970 Corvette LT-1/ZR-1

(AMT #6218; two stock versions; 1/25; 94 pieces; gray, clear, clear red, vinyl tires)

Diehard Corvette fans probably call 1970 a milestone year for various reasons. On the down side, the '69 strike caused a decrease in production and sales of 1970 models and the base price jumped to \$5,000 (just a spare Yugo nowadays, but big bucks back then!). On the up side, a killer mouse motor listed on the option sheet as an LT-1 was offered. This was a solid lifter 350 with TRW forged pistons, a lumpy cam, huge Holley, and other goodies producing 370 hp. Any Super-tuner worth his dync will tell you it put out an actual 400 hp but Chevy top brass didn't want to fill coronary care units with auto insurance agents. The other milestone was the first ZR-1, virtually unknown to all but a select few with \$6,000+ in 1970 (usually professional racers with an inside track at GM). ZR-1's had aluminum radiators, no fan shroud, no ignition shielding, no radio, heater or a/c. They were built with heavy duty racing suspension components and were shipped to dealers on plain steel rally wheels and blackwall tires. Different sources list the number of 1970 ZR-1's produced as 8, 12, 20 and AMT claims 25. Let's just say, **they are rare!** (By the way, "ZR" indicates "Zora Racer", according to one source, named for Zora Duntov, father of the Corvette)

Oh yeah.....the kit.



The one-piece body with separate hood just doesn't get any better. Every detail is well engraved and every dimension is virtually perfect. The engraved emblems are slightly more prominent than other recent releases and should remain visible through a couple coats of paint. The side fender vents are "dead on" and the wheelwells have the correct (new for '70) flares. There is one drawback to this accuracy--the windshield posts are in-scale, meaning that they are very thin. On my sample, the posts were bent and stressed. Potentially, many buyers may find the posts broken upon opening the box. Experienced builders will fix 'em--new modelers will probably put the 800 number to the test.

The front bumper/grille is beautifully engraved and chromed and fits better than those on a real Corvette. In 1970, the front turn signal lights were clear lenses over amber bulbs (try a small drop of Tamiya Amber and when dry, coat with Krystal Klear). Split rear bumpers and separate red tail lights complete the body.

The interior is a bucket type with separate seats, dash panel, steering wheel and column. The engraving is moderate to light and the door panel contours are barely there. With careful detail painting, the interior is adequate but just doesn't measure up to the excellent interior quality found in the Revell '68/'69 Corvette kits. One really neat feature however is that the radio face is represented by a decal. Do not apply this decal for the ZR-1 version.

The basic chassis plate is accurate and highly detailed (in every respect it is almost identical to the Revell chassis). The front suspension assembles from eight pieces including separate spindles which the experienced builder could use for poseable steering, if he is so inclined. The rear suspension consists of five pieces. A separate crossmember holds two separate exhaust pipes with integral mufflers. Are you sitting down? There are four disc brake rotors with calipers--thanks, AMT! For the ZR-1 option, a front and rear set of excellently engraved open-faced rally wheels are provided. For the street LT-1 version, perfectly beautiful chrome rally wheels are found.....in the Revell Corvette kits! The ones included in this kit are the crappy, wrinkle chrome finished, inaccurate round things found in the AMT '67 Chevelle kit. The Goodyear L60-15 tires included in almost all AMT kits are actually correct on this car (LT-1 version)!

The highly-detailed LT-1 engine with integral M-22 tranny is comprised of 19 or 20 pieces, depending on version. Every engine piece is very accurate but ignore the painting instructions on the instruction sheet (Paint the intake and exhaust manifolds orange?!?). All LT-1's have aluminum intake manifolds. There is no mention of this but the builder must cut off the pulley and belt to the A/C air pump (For the record, this is the first and only accurate engine for the '70 1/2 Z28 Camaro by AMT). An upper radiator hose (no lower hose), radiator, expansion tank, fan shroud, detailed firewall, and separate inner wheel wells complete the underhood package. For the ZR-1, paint the radiator flat aluminum and omit the fan shroud.

The **decals sheet** contains both black and white LT-1 hood stripes, air cleaner and master cylinder (?) decals, Illinois "ZR-1" plates, the radio face and the top cover of a '70 Corvette owner's manual(!) The **instruction sheet** includes a factory exterior and interior color matrix chart and a brief, detailed history of the car including two reference sources (magazines) for you detail fanatics.

Other than the poorly done rally wheels, this kit is just **plain excellent!!** AMT has raised the standards for a Replica Stock kit and the other kids on the block are goin' to have to play catch-up. With the engine-swapping possibilities, Corvette fans will want to add several of these kits to their "inventory"!

Thanks to AMT/ERTL for providing the review sample.

by: Lyle Willits

The Automotive Generation Gap

In the early 50's, Harry and Lyle got their first cars and immediately popped the hoods to see how to make them go faster.

In the early 90's, their sons, Chris and Darian, got their first cars and immediately opened the deck lids to see how to make them **play louder**.

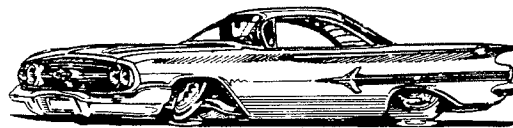
Harry and Lyle drove fast and gradually went deaf from the rock and roll.

Chris and Darian drive slow and will rapidly go deaf from the rap.

Harry and Lyle feared the day when their cars would go "boom". Chris and Darian **want** their cars "to go boom" every day.

All is not lost, however. Harry bought Chris a Ford. Lyle bought Darian a Chevy (Ed. Note: Oh well, some things never change!).

And the beat goes on.....but it's louder!



by: Lyle Willits

LT-1 Trivia

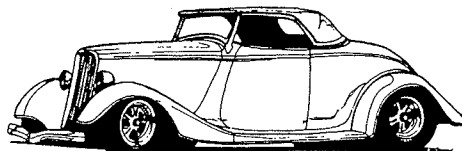
- * Due to the short production year in 1970, the Corvette remained identical in 1971. Build two models, call one of them a '71, and drive your friends crazy!
- * Air conditioning was made available on an LT-1 in 1972 after the engine compression was dropped to 9:1 in '71. In '71 and '72 the LT-1 was rated at 330 hp. In model form, who cares?!
- * The LT-1 in the 70 1/2 Z28 Camaro was rated at 360 hp (10 hp less than the Corvette) and was not available with A/C. Chevy Engineers were sure that the '70 LT-1's would throw the fan belt off of the A/C pulleys and offered A/C only after the horsepower dropped.
- * A certain unnamed, well-known resin caster hailing from beautiful Laurel, Md. has just acquired an original set of 1/25 scale multi-finned aluminum Corvette wheels offered as optional wheels on the Corvette from '68 to '72. Now, if he can only find the time to make another mold.....



BROWNIES: BREAKFAST OF MARYLAND MODELLING CHAMPIONS.

(SPECIAL THANKS TO JOHN JOHNSON OF JOHNSON CLASSIC SCALE AUTOS & TEAPOT GRAPHICS FOR HIS INTERPRETATION OF MAMA'S BOYS BUSILY AT WORK ON THAT POSSIBLE FUTURE CONTEST WINNER!)

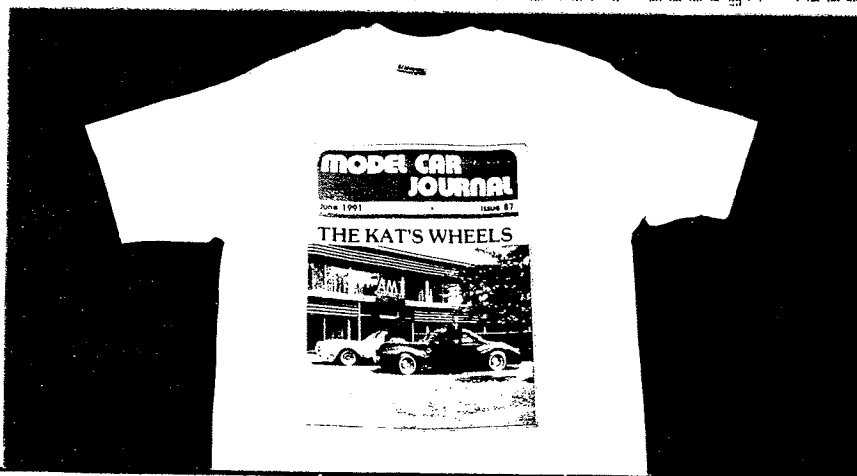
BITS & PIECES



- * **Contest Nuts!** The recently-completed Northeast Challenge in Totowa, NJ brought smiles to a few MAMA club members' faces. Jim Bray took 3rd Comp. Drag for his "Soffseal" '57 Chevy; Rex Turner took 2nd 1/32 & smaller with his 289 Cobra; Kelvin Brown took 1st Street Machine with his '39 Chevy; Tim Powers took 1st Replica Stock with his ZL-1 Camaro; and last, but by no means least, Dave "Junkman" Roehrl took 1st Light Commercial with his '40 Ford Truck, "Farmer's Crimes"; 1st Heavy Commercial with his "Mercari Hunter"; and 1st Comp. Drag with his 50's 6 cylinder dragster. This little gem also copped Best Engineered, Best Detail and Best of Show! Congrats to everyone for a job well done!
- * **Jackets!** Any of you newer members wanting club jackets, they will cost \$38.00 and will be similar to current club jackets (eatin with silver club logo on breast pocket and larger logo on rear). At least initially, Jerry needs to place a minimum order of 12 and he already has 6. After that, we can order as many (or as few) as we want. So if you are interested, contact Jerry (preferably with the money!).
- * **AMS!** Yours truly had an interesting conversation with John Boettger of AMS recently. He was pleased to inform me that coverage of MAMA's NNL-style show will appear in the issue of **Scale Wheels** scheduled to be mailed out any day now (if you haven't received it already!). Anyone in the club interested in joining (or re-upping!) in AMS will receive this "special issue" at no charge! If interested, send your check (or money order!) to the AMS c/o John Boettger, 106 Moonlight Drive, Monroeville, Pa. 15146 and write "MAMA issue" on your check.
- * **Plastic Fanatic!** Beginning with issue #26 (Sept. '91), Plastic Fanatic will have a new look. It will be sporting full color covers! As if to highlight this fact, this issue will also contain coverage of MAMA's First Annual NNL-style show, so check it out! A years subscription to the Plastic Fanatic is only \$15.00 (U.S. only). Back issues are available for only \$3.95 each (includes 1st class postage). Make checks payable to W.M.C.A., 19088 Santa Maria Ave., Castro Valley, Ca. 94546) (Ed. Note: Don't let the fact that your fearless Newsletter Editor is on the Staff of Plastic Fanatic, doin' reviews influence you at all!)
- * **Roundy-round fans!** The July '91 issue of Stock Car Racing has a feature about "Stock Cars" (How stock are they?) which compares Kyle Petty's "Mello Yello" Grand Prix (Ed. Note: Monogram will give us this car later this year!) to a Stock 1991 Grand Prix SE Coupe. Also of particular note in this issue is the latest Pontiac ad showing the big name Grand Prix stock cars ("STP", "Miller Genuine Draft", "Pennzoil", "Mello Yello" and "Tropicart") on the

shelf and a 1991 Grand Prix GTP on the desk. The copy says Pontiac wins on the track, on the shelf and on the street. Thanks for noticin' the modelling hobby, Pontiac!

- * **New items!** For those of you who do not subscribe to Scale Auto Enthusiast (What's your excuse?), the latest issue has new kit news. Lindberg will release a 1991 GMC Syclone(!) (complete with all wheel drive set-up and twin turbo 4.3 liter V-6, a Mitsubishi 3000GT VR-4 including the turbo parts missing from the Stealth kit. Lindberg will also update the next run of Stealth kits to include these parts! Monogram will release the aforementioned "Mello Yello" Pontiac, the "Tide" Lumina, a reissued '57 Corvette kit along with an updated '65 Corvette Stingray Coupe, Tony Foti's "LAPD" Camaro Pro Stock, "Raybestos" and "Otter Pops" funny cars. From AMT we will get '92 annuals of the Firebird GTA, 25th Anniversary Camaro, and Stealth R/T Turbo. Updated reissues will include a stock '69 Chevelle hardtop (!) and '69 Cougar Eliminator (!) To go along with this, how about a "Bigfoot" with revised graphics and a '55 Cameo as a stepside with parts to turn it into a lowered custom?!? Will it ever end? (Ed. Note: I sure hope not!)
- * And speaking of SAE, I'm sure many of you noticed the contest coverage our club received in the latest Scale Auto Contest Annual '90, eh? It seems as though someone at SAE got their wires crossed on this one. They printed our 1989 Contest results labeling them 1990! C'mon guys! Did someone lose our 1990 results or did they just get misfiled? Thanks anyway for tryin'!
- * Model Car Journal magazine is pleased to announce the release of a very special T-shirt, featuring a full color reproduction of the June 1991 cover. This issue featured an article by Budd Andersen on the various cars he used while promoting AMT model car kits, back in the early 60's. Budd was then known as THE KAT FROM AMT, thus the title on the front of the magazine—THE KAT'S WHEELS. The picture used for the cover was supplied by Budd and features him standing in front of the old AMT plant in Troy, Michigan. Two of the cars Budd used are also pictured, the Hairy Canary 1961 Thunderbird built by George Barris and the Bill Cushenberry-built 1940 Ford Custom known as El Matador. The cover looked so good it was decided to turn it into a T-shirt design (see below).



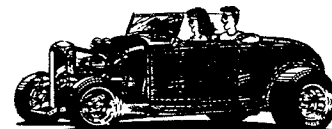
The T-shirt was designed and manufactured by **Midnight Impressions** of Azusa, California. The high quality full color T-shirts (100% cotton Hanes Beefy-T's) are being marketed exclusively by **Hobby Heaven** (P.O. Box 3229, Grand Rapids, Mich. 49501; phone 616-453-1094). The T-shirts are available in medium, large, and extra large for \$15.00 each (plus shipping), with a very limited number of extra extra large for \$16.00 each; VISA and Mastercard are welcome. Shipping for the shirts alone is \$2.50 for one or \$3.50 for two or more; shipping is free when included with a regular kit order. Hobby Heaven is a rapidly expanding model car mail order company, dealing in current and collector kits, promos, diecasts, and detailing supplies. For their latest list, send them a business size SASE with \$.52 postage. Model Car Journal has been publishing since 1974. A years subscription to the Journal (P.O. Box 154135, Irving, Tx 75015) is \$15.00 in the U.S.; back issues, including the one featured on this T-shirt, are available for \$4.00 each, or \$3.50 each for three or more. To those who built model cars in the early 60's, the name Budd Andersen is very well known. Besides traveling all around the country promoting AMT kits at various car shows and schools, Budd also wrote many column/AMT ads for the various automotive and model car magazines. Budd also had a hand in designing many of the most popular model car kits in the 60's, many still available today. Budd will receive a royalty on each T-shirt sold.

COMING EVENTS

- * July 26 thru 28-Summer Carlisle '91 at Carlisle Fairgrounds in Carlisle, Pa.
- * Aug 16 thru 18-Mopars at Carlisle in Carlisle Pa. Win a '69 R/T Hemi!!
- * Aug 23 thru 25-Corvettes at Carlisle in Carlisle, Pa. Win a 1982 Collector's Edition!!
- * Sept. 2-Plastic East model car show and swap in conjunction with 8th annual Lead East Car Show/50's weekend. For info, SASE to Joel Naprstek, 76 Park Place, Morris Plains, NJ 07950 or call (201)285-0692.
- * Sept. 15-Franklin Mint 5th Annual Antique Automobile Festival. For info, call the Franklin Mint Museum at (215)459-6582.
- * September 22-Model Car, Toy, Collector's show and Contest at the Sheraton Inn in Warrrendale, Pa. (Route 19 & 179). For info, contact Jeff Linkowski, 446 Coolidge Ave., Pittsburg, Pa. 15228 or call (412)341-2180 between 5 and 11 P.M.
- * Oct 3 thru 6-Fall Carlisle in Carlisle, Pa.
- * Oct 6-Cincinnati Auto Replicas present The 5th Annual Southwest Ohio Model Car Challenge. For info, contact Joe Dansberry at (513)863-9864 or Bill Bench at (513)683-8567).

- * Oct 12-NNL #12 at the Lucas County Rec Center (Key St) in Maumee, Ohio. This year's theme-Shoeboxes (Car or Truck!) from '49-'59! (Ed. Note: Otherwise known to us "East Coasters" as "The Big Go West"!).
- * Oct 18 thru 20-IPMS Region II Convention held at BWI Airport. For info (or even to volunteer your services!), call **Bernie Hackett** at (301)882-2352.
- * Nov 3-Fall Model Car Spectacular 1991 hosted by The Adirondack Blue Cruce at the Sons of Italy Hall, 415 Liberty St, Schenectady, N.Y. from 9 A.M.-3 P.M. Or, call (toll-free!) 1-800-962-8007 for further details!
- * Nov 10-1991 AMS Convention at the Southwest Challenge in Irving, Texas. For info, write The Southwest Challenge, P.O. Box 193, Bedford, Texas 76095.

CLASSIFIEDS



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

WANTED- 2 Monogram 1969 GTD Judges. Also 4 Monogram Mini-Exact Pontiac Grand Prix Stock Cars. Contact **Tim Sickle** at 249-3830.

WANTED-1977 Plymouth Volare (promo or kit), (2) '63 Impalas, and 1 '69 GTD Judge. Also want chassis from Monogram "Rampage" Camaro or Monogram Corvette, and Monogram '57 Nomad. Contact **Dave Johns** at 437-1893.

WANTED-1966 Monogram Hertz Shelby GT350 (preferably unbuilt), also need Monogram Boss 429 hood and decal set. Contact **Chris Bonaiuto** at 843-1484 or write 3511 Fox Ridge Rd. Waldorf, Md. 20601.

WANTED-Reasonably priced 1988 NASCAR fuel pump or equivalent. Also have the following kits for trade: **AMT #6144-'91 Corvette convt**, **#6278-Dodge Charger Daytona**, **Revell #7398-Henry J**. Contact **Dave Jr.** at 254-9574 or see me at a meeting.

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
317 Roosevelt Ave., S.W.
Glen Burnie, Maryland 21061
(301)768-3648



HEY 'COUPE'!
THESE BODS FOR
YOU!! GOOD LUCK AND
KEEP IN TOUCH!
(SEE YA IN OCT.
IN TOLEDO!?)

