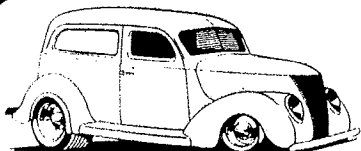


MARYLAND AUTOMOTIVE MODELERS ASSOCIATION



Volume 4, No.2 Oct.1991

by: Timothy Sickle

About 36 people were in attendance at the September meeting which had as its highlight a clinic on alternate masking materials by Steve Mesner, our Hagerstown correspondent. Thanks, Steve!

The raffle raised \$90.00. The club would like to thank the raffle donors as shown below: Randy Paschke, Gary Sutherlin, Pat Maphis, Charlie Saglinbene, Dave & Karen Roehrle and Replicas and Miniatures Co. of Md. 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. 21122-1348

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

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

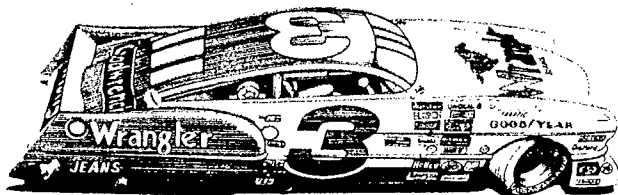
Dan Johns,
RPM Craft House Corp. (Lindberg)
328 North Westwood
Toledo, Ohio 43607

Ed Sexton,
Monogram/Revell
363 North Third Ave.
Des Plaines, Ill. 61101

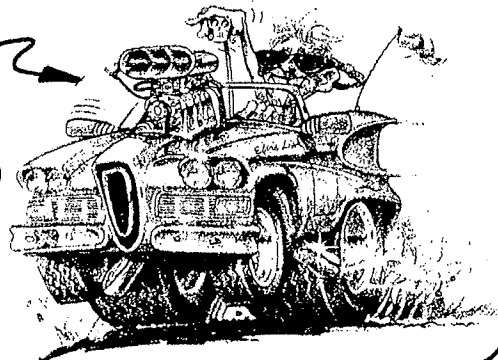
John Dewey,
Testor's Corporation
620 Buckbee Street
Rockford, Ill. 61101

Tom Barry,
Barry's Books
1456 Deer Park Road
Finksburg, Md. 21048

It bears repeating at this time that Dirk Johnson (a.k.a. Detail Master, P.O. Box 1465, Sterling, Va. 22170) is 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!]



HARRY "EDEL
MAN" CHARON
OUT ON A
PEACEFUL (?!)
SUNDAY
AFTERNOON
CRUISE *



* I FINALLY GOTCHA, HARRY! ED.

BARRY'S BOOKS

BARRY'S
BOOKS

BY
TOM BARRY

1456 DEER PARK RD.
FINKSBURG, MD 21048
301-876-6643

The following note was received from Lyle Willits and he and I would like your undivided attention (and help!):

My company has been contacted to help a seven-year old boy who has terminal cancer. His dream is to get into the Guinness Book of World Records for having the largest collection of Business cards. Cards may be from the same company or organization provided they are from different individuals within that organization. I would greatly appreciate any and all business cards (no duplicates) which I will collect at the next MAMA meeting. They can also be mailed to:

Beckman Instruments
8920 Route 108
Columbia, Md. 21045
Attn: Lyle Willits



We are a large club and we could make a significant contribution toward making this boy's dream come true. Thanks-Lyle Willits.

Mack R Model

(AMT/ERTL #6129; 1/25; one basic version with options to go from standard model to deluxe model; 350+ pieces; gray, chrome, clear, transparent red, transparent amber, vinyl tires and a piece of tubing)

This is a reissue and unfortunately, I do not have an original issue R Model for comparison, but instead will be comparing this kit with a Mack DM600. Not being an expert on Mack trucks, I am looking at the R model kit from the viewpoint of a hobbyist building for enjoyment. Before I go on, the instruction sheet, it should be noted, is very clearly laid out and all parts are numbered and named! Flash is very minimal, the parts appear to be unwarped, and the chrome trees are wrapped but unfortunately, the clear ones are not.

Both kits have the Maxdyne six cylinder turbocharged diesel with Maxitorque five speed transmission. The engine in the R consists of more parts making for a more complete looking engine.

The chassis in the R has more detail parts including air valves, fuel and oil filters. However, the R does not have steerable front wheels and the DM600 does. A nice feature on the R which I like is on the air tanks are molded an indication of where the air lines would connect. Neither kit has batteries in the battery box. The R has parts and mounting brackets for either standard round fuel tanks or the deluxe rectangular tanks. In the R neither set of tanks are plated but both types come with solid ends, no seam to fix! The R has a choice of three exhausts; a two-piece gray molded stack, a three-piece chrome stack (above the muffler is solid!), or a two-piece downward facing exhaust. The R has two sets of wheels. The standard five and six-spoke cast wheels are molded in gray and chrome plated Alco aluminum. The tires are Goodyear's 11.00-20 not 10.00-20 as listed in the instruction sheet specs, but are still nice tires.

The cab interior has good engraved detail and parts are included for a heater and C.B. radio. The cab can be built as a standard or deluxe version, the difference being a plated air cleaner cap, choice of dome-shaped or bullet-shaped clearance lights, choice of 6 piece each smooth back mirrors or 1 piece each ribbed back mirrors, both being plated. All emblems (Mack, Bulldogs, and R-600) are separate, chrome pieces. Dual plated air

horns are provided. Headlights are a chrome bezel with separate clear lenses (Thanks, AMT!).

The hood on the R 'snaps' to the chassis while the DM600 has a hinged hood. To complete the chassis you have the choice of a plated or non-plated bumper. The R comes with an air deflector. The DM600 has optional fenders. The R comes with one tree each of transparent red and amber clearance and marker lights. The review sample actually has two red trees (great for the old kits I have with none).

Decals feature "Bluto Transportations" (?) along with Iowa (Ed. Note: Of course!) and Washington license plates and a variety of state permits and inspection stickers.

All in all, this is a nice looking kit and I am eagerly looking forward to building it in the near future. With the extra detail parts, I will be getting out the **Car Modeller** truck detailing series by Ken Smith that started with the September 1990 issue in addition to past articles by Mark Savage and plan on going the extra distance with the R. Any disappointments or wishes with this kit? Yes, I wish I had a cement mixer or a dump body to add to it. Hmmmmm, now there's a "limited interest" Blueprinter idea, wouldn't you say?

by: Gary Sutherlin

Dear MAMA's boys & girls,

First of all I want to say thank you to all of you who have taken the time to write to me. Your cards and letters are really appreciated. I really appreciate the club newsletter. I look forward to it every month. The only thing remotely close to a model club around here is the I.P.M.S. and I went to one of their meetings about a month ago just to see if anything had changed. They are still strictly military type models and very few car builders so I have decided not to join them and instead I want to try to start a model car club out here. I have gone to Council Bluffs, Iowa (Ed.Note: Where!?) to the largest Hobby Shop and asked if they knew of any model car clubs in this area and they just drew a blank on that one. My friend Jim, who like me is into modeling (he is also a 1:1 street rodder) is very interested in establishing a model car club also.

Let me bring you up to speed as to what is going on with me now. I still have not found a permanent job but have found part-time work at the Shopette on base. I work nights from midnight to 7:30 a.m. about three to four nights a week. My job is stocking shelves and clean up. Nothing fancy, just a few bucks every other week and that helps keep me in models. I am currently enrolled in school and I am taking a word processing course (Ed. Note: How 'bout an Editorial Assistant's position on the MAMA newsletter, "Deuce Coupe"?) and eventually may try to get into computer maintenance. That decision is a ways down the road yet. That class is three times a week and meets on Mon-Wed and Fri and my other class is a math class that meets once a week on Sat. These two classes do keep me quite busy. I am enjoying them very much.

The wife landed a job with the county sheriff as a dispatcher and she is going through some really troublesome growing pains with it. Her fear is that she may make a critical error when someone's life may be at stake. I can understand that feeling. Speaking of police, our state troopers are using 5.0 liter Mustangs and the county mounties are using Z28 Camaros so we have a statewide hot rodding police force (Ha! Ha!)

There five quite well stocked hobby shops in the area so finding models and related modeling supplies is no real problem.

One of the hobby shops is sponsoring a model contest on Nov. 9 and I plan to enter a couple of creations. I am doin' a '34 Ford sedan period-piece using the AMT '34 Ford sedan kit. I am also going to try to get two cars together for the contest, the other being a '32 Ford roadster in primer circa '40's-'50's period-piece. The sedan will be light blue and will feature a white interior and flathead engine. The roadster will also feature a flattie. I'll send some photos when I get them completed. I'm using the Monogram '32 roadster kit.

My friend Jim may be coming out with me to Ohio this month. He'll know more later if he can get off work or not. I'll keep you posted.

We had a good, uneventful trip back here to the Midwest. Saw lotsa street rods on the highway and even stopped at a rest area and talked to one of the guys. He as driving a 24/25 Model T Two-door sedan. It was powered by a 426 Hemi(!) and was painted blue with pinstriping all over it. It featured an entire Chrysler drivetrain. The car was built in the '70's and is still on the road today.

Our 1:1 car club had our annual car show on Sept. 14 and we did not get a very big crowd as the weather simply did not want to cooperate with us. It rained off and on all day long and we only had about 80 entries. But what we did draw was extremely beautiful. There is also a freebie car show (similar to the Saturday show in Glen Burnie) only this one is on Wednesday nites. I've gone to the last two of the season and there were some extremely righteous rides there. The first night I went I'd say there were maybe 200 cars (all coming and going) all evening and the second night I went (it was cold) but I think that maybe 300 cars showed up (Ed. Note: Talk about diehard cruisers!!). Now this is all types of vehicles from monster 4x4's to the slickest pro streeters and the most beautiful street rods. Some brilliant classics also enhanced the parking lot.

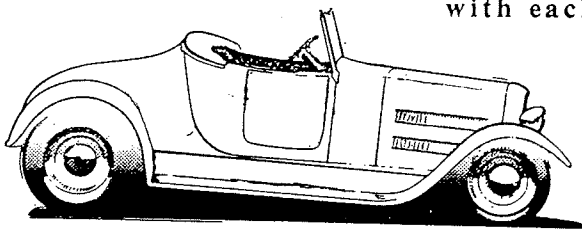
I've looked at a couple of cars as project cars and one of them is a 1938 Ford Standard Humpback sedan. This car is in the transformation process (although it is roadworthy) it needs a lot of work. It is powered by a small block 289 Ford. The other I looked at is a 1947 Dodge pick up truck (I've only seen it from the road) but it looks straight and appears to be real steel. My, my, all sorts of neat stuff to cram into my two and one half car garage (our house has a nice garage with it!). The garage is currently being used as my model car spray booth. God knows I've got the space for it.

Since I've told you about the garage, might as well tell you about our house also. It is a farm house approximately 50-60 years old and has four bedrooms. My other half is very kind and gave me one of the downstairs rooms for my hobby room.

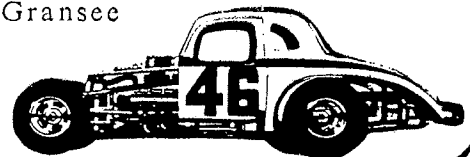
This brings us up to date with me. My apologies for not writing sooner but have been simply too busy and on the go. Please keep writing and I'll write back as soon as I can. In the interim,

May your paint never run,
and may your glue never smear,
and may your models get better
with each passing year!

(GOT YER NUMBER
TOO, "DEUCE COUPE"!)



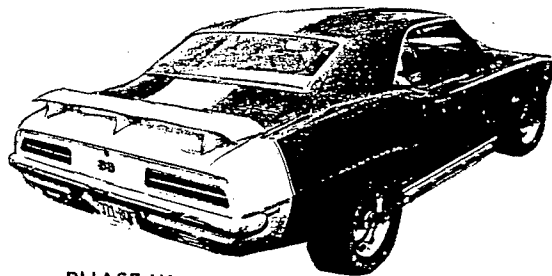
Your friend in the Midwest,
Al "Deuce Coupe" Gransee



Baldwin-Motion 427 Camaro

(Revell #7426; one version; 1/25; 102 pieces; red, clear, clear red, chrome, vinyl tires)

First, let's clarify the half-truth that this kit builds "one version". In the "real world", back in '69, one could order a Motion Camaro through Baldwin Chevrolet with as many or as few options as one wanted. Joel Rosen of Motion Performance would put anything in (or on) the car if you had the bucks.



PHASE III

From the reference material that I have, it seems obvious that Revell has modeled the most fully optioned Phase III '69 Camaro ever made, which is currently in the Otis Chandler musclecar collection. This car (the real one) is the only '69 Motion Phase III known to exist today! When ordered, it cost an amazing \$9330.10 in 1969- which would have bought two new '69 'Vettes!

Body: Same excellent, accurate body as in the Yenko and Z28 kits. The Green Meanie (L88-style) hood is new to this kit along with the chromed hood pins, one for each corner (This was a lightweight, lift-off hood and, accordingly, no hinges are provided). The RS grille has been molded with a correct SS emblem in the center. Revell should be applauded for not rerunning the incorrect RS emblem from the Z28 kit (Ed. Note: Clap! Clap! Clap!). Neither the factory SS emblems nor the Baldwin-Motion SS427 emblems are provided for the fenders or rear valence (Excellent photoetched SS emblems are made by **Performance Detail Products**-buy 'em from Uncle Norm!). Mach I (Yeah, like in **FORD**) rear view mirrors are provided with chrome mirror faces (Don't ask me! I guess Rosen got a good deal on some Ford mirrors) (Ed. Note: Maybe they hadda put some good parts on that Chebby!). A correct, four-piece rear deck spoiler (rumored to be the Olds 442 item) completes the body.

Chassis: The highly engraved chassis plate, simplified front suspension, three-piece rear suspension and non-detailed wheel backing plates are reissued from the aforementioned Revell '69 Camaro kits. No stock exhaust system is included, however, a pair of '67 Corvette sidepipes (from Motion's limitless option list) is provided and connect directly to the headers. Oddly enough, these sidepipes were not added to the chrome tree but are molded in body color instead. A set of factory Corvette rally wheels mount the newly tooled Goodyear Polyglas GT F70-15 tires. Applaud Revell again for the first new model kit tires in the past ten years! (More trivia-the Otis Chandler car came with the 'Vette rally wheels painted body color, but Motion Performance was a distributor for American Racing and would provide whatever "mag" wheels the buyer chose). Almost all Motion Camaros had welded-on traction bars and a stabilizer bar but these are not included in the kit.

Interior: Same highly detailed pieces found in the previous kits.

Engine: Except for the air cleaner, this is the same 22 piece assembly from the Yenko 427 kit. The correct Mr. Gasket air cleaner used on all Baldwin-Motion fat blocks has been tooled for this version. Not included in the kit are the "Motion mandatory" MSD ignition unit (try the Monogram '37 Ford) (Ed. Note: There's that 4 letter word again!) and the dual fuel pumps (try the parts box). All the other nifty underhood items from the previous kits are still there and result in a highly detailed engine compartment.

The decal sheet contains fender stripes and Phase III stripes in white only. This stripe treatment requires that the builder paint the rear portion of the body white to match up to the leading edge of the decal. The folks at Revell had the forethought to also provide a longer center stripe for the trunk lid to duplicate the Phase II stripe. Also included are some Motion Performance window decals and Oregon "Motion" plates.

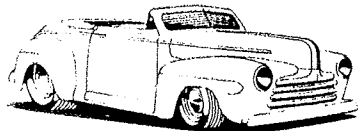
All of the great superlatives have already been used on the Yenko and Z28 kits and they also very aptly apply to this excellent variation. I am very impressed by Revell for making all the changes accurately to produce a well-optioned Motion car rather than just "cashing-in" on an existing tool by changing decal sheets. Don't be thrown off by the various small parts that were described as "missing". Remember that a Motion Phase III could be optioned any way you wanted it. A Phase II can be easily modeled by swapping on a cowl induction hood and stock rear spoiler from one of the previous releases.

Reference sources for the Otis Chandler Phase III:

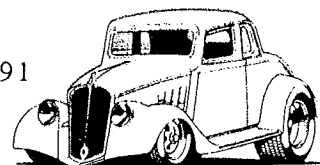
Car Review, August 1985

Musclecars of the '60's/'70's, Sept./Oct. 1990

American Muscle (hardcover), Classic Motorbooks, 1991



by: Lyle Willits



BITS & PIECES

- * "Deuce Coupe"! Anyone interested in keepin' in touch with Al Gransee, he can be reached at the following address: P.O. Box 246, Plattsmouth, Neb. 68048. I'm sure "Deuce Coupe" would love to hear from anyone who cares to write! (Ed. Note: See D.C.'s note elsewhere in this issue!)
- * Food! Now that I have your attention (especially you, Larry!), thanks go out to Dave & Karen Roehrl for the Anniversary cake! It was very tasty! Thanks also to anyone else who may have provided something for last month's Gala whose name escapes me as I edit this little ditty!
- * Jackets! Any of you newer members wanting club jackets, they will cost \$38.00 and will be similar to current club jackets (satin 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!).
- * Contest fans! The IPMS contest in October at BWI is fast approaching. Anyone interested in lending their "automotive expertise" by Judging? If so, contact Norman to see what can be worked out!
- * Calling all COMA* members! It seems as though someone from our intrepid lil band has achieved some notoriety (No, not you Larry!). Your fearless editor just received his latest Classic Motorbooks catalog and upon closer inspection I found a new book titled **Building and detailing model cars** by one William Coulter. The book is softbound, contains 64 pages with 150 black & white and 10 color illustrations. Interested? The stock number is 116682C and it retails for the paltry sum of only \$9.95. What a deal!
- * MAMA Plates! Yes fans, there are still a few sets available! If interested contact Norm Veber.

* Chesapeake & Ohio Modeling Alliance!

- * Freebies! Thanks go out to Matt Guilfoyle for the tweezers he provided at last month's meeting. While on the subject of Matt, he is drastically thinning out his model car collection (including some built-ups such as a '58 Edsel convertible and a '58 Impala convertible just to name a few). If interested, give Matt a call at (301)551-6070.
- * Contest nuts! Recent coverage of MAMA's Boys includes coverage of our highly successful NNL-Style event in *Plastic Fanatic and Model Car Journal* (and a feature on Boothe's '32 Ford along with a Detail Master ad featuring it in the "Fanatic!"), Dave Roehrl's '49 Flattie as well as Larry Boothe's '49 SC in the latest *Scale Auto Enthusiast* ("Tubs" issue), not to mention coverage in the latest issue of *Street Rodder* magazine of the GSLMCC event. Anyway, thanks to our friends at *Plastic Fanatic and Model Car Journal* (as well as *Street Rodder*!) for the publication of our event and congrats to all those fortunate to get their creations publicized!
- * Vee Dub! While all you guys were busy gettin' your "babies" press in (mostly) model car magazines, The latest issue of a Volkswagen magazine featured a very nice color spread and extensive write-up on a "California-type" late model Bug convert sporting much subtle trick body work accented by a '90's shade of turquoise. The article rambles on with regard to all the time and effort expended on this Bug, but in the final paragraph of this story, the people responsible for all this work were being noted. One individual, referred to only as "Jerry", is none other than our own Jerry Flynn! It seems as though he was responsible for the body and paint work! And before you ask, "You can't afford it!" to quote Jerry! So, in this case, Jerry is just workin' in a larger scale than the rest of us! Way to go, Jerry! By the way, I hope you are doing well, Nina!
- * Books! It should be noted here that there is a new bookstore in town. Barry's Books by Tom Barry (1456 Deer Park Road, Finksburg, Md. 21048 (301)876-6643 donated several *Scale Auto Enthusiast* magazines to last month's meeting. Thanks, Tom! Everyone should show Tom your appreciation by stopping in and buying something when you are in the area.
- * ZL-1 Fever! Seems as though the DEA is getting in on the collector craze sweeping the country. They "collected" a 1969 ZL-1 Corvette Hardtop (one of two factory prepared ZL-1's in 1969 as confirmed by GM Corporation!) from an individual engaged in "questionable business practices". The car will be auctioned off to the highest bidder. Minimum bid? How about \$300,000 (?!?). Save your pennies bowtie guys!

COMING EVENTS

- * 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.
- * Oct. 20-Chesapeake Miniature Vehicle Collector's Club 22nd Collector's Toy Show held at the Shrewsbury Fire Hall in Shrewsbury, Pa. from 9 A.M. to 1:30 P.M. For info, contact Carl Daehnke, 1878 Powder Mill Road, York, Pa. 17402, (717)741-3334.

- * Nov. 3-Capitol Miniature Auto Collectors Club 1991 Fall Meet held at the Dunn Loring Volunteer Fire House Community Hall in Dunn Loring, Va. from 9 A.M. to 2 P.M. For info, contact Charles Francis Wilding, 10207 Greenacres Drive, Silver Spring, Md. 20903,(301)434-6209.
- * Nov 3-Fall Model Car Spectacular 1991 hosted by The Adirondack Glue Crue 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.
- * Dec. 15-1st Annual Fallston Volunteer Fire Company Toy Show held at the Fallston Volunteer Fire Company in Fallston, Md. from 9 A.M. to 1:30 P.M. For info, contact Fallston Vol. Fire Company, P.O. Box 345, Fallston, Md. 21047-0345, (301)893-9579 or (301)877-7644.
- * Jan. 18, 1992-1992 NNL Western Nationals (the same weekend as the Oakland Roadster show!) held at the Oakland Airport Hilton, #1 Hegenberger Road, Oakland, Ca. 94621 from 9 A.M. to 5 P.M. For info, write or call (days only!) NNL Western Nationals, 19088 Santa Maria Ave, Castro Valley, Ca. 94546 (415)582-3297.
- * Jan. 19, 1992-Buy/Sell/Trade West Coast Model Expo held at the Oakland Airport Hilton (see above for address) from 10 A.M. to 3 P.M. For info, see above.
- * April 4, 1992-2nd Annual NNL Mid-Atlantic Model Car Show & Swap Meet held at the Orchard Beach Volunteer Fire Department Fire Hall from 9 A.M. to 4 P.M. For info, call Jerry Flynn at (301)255-3776.

CLASSIFIEDS

WANTED- 2 Monogram 1969 GTO Judges. Also interested in purchasing a Stealth Promo. Contact Tim Sickle at 249-3830.

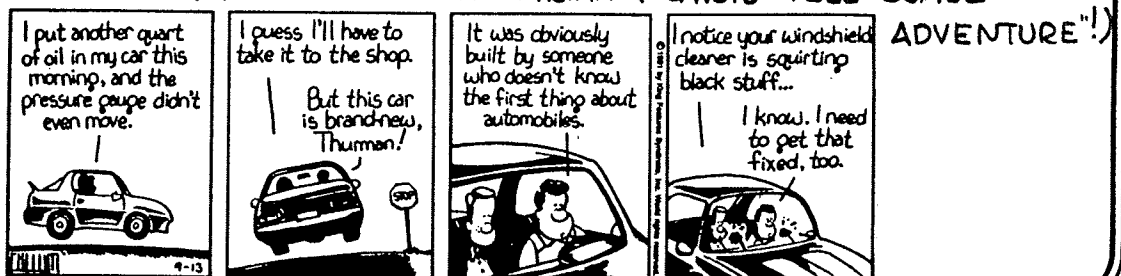
WANTED-1966 Monogram Hertz Shelby GT350 (preferably unbuilt), also need Monogram Boss 429 hood and decal set. Contact Chris Bonaiuto at 843-1484 or write 3511 Fox Ridge Rd. Waldorf, Md. 20601.

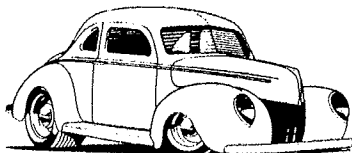
WANTED-AMT '34 Ford Coupe either unbuilt or in restorable condition. Contact Dave Roehrle at 876-8007.

FOR SALE-AMT "Bigfoot" kit (original issue). Kit is open, but sealed in bags in box. \$15.00 or interesting trade. Call Tim at 249-3830.

WANTED-Complete chassis for '64-'67 Chevelle or GTO (AMT or MPC). Call Rick Wilson at 674-5750.

WALNUT COVE (ALSO KNOWN AS "DARIAN & CHRIS' FULL SCALE

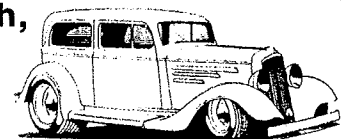




In case you missed it last month,

FAMILY HOBBIES

is repeating their



INVENTORY REDUCTION SALE

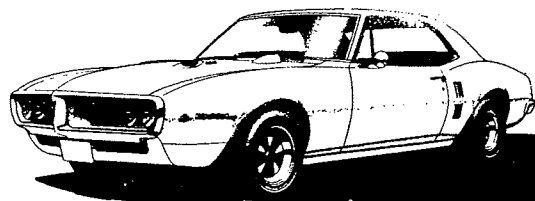
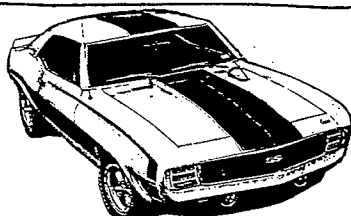
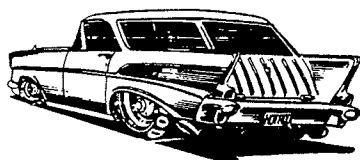
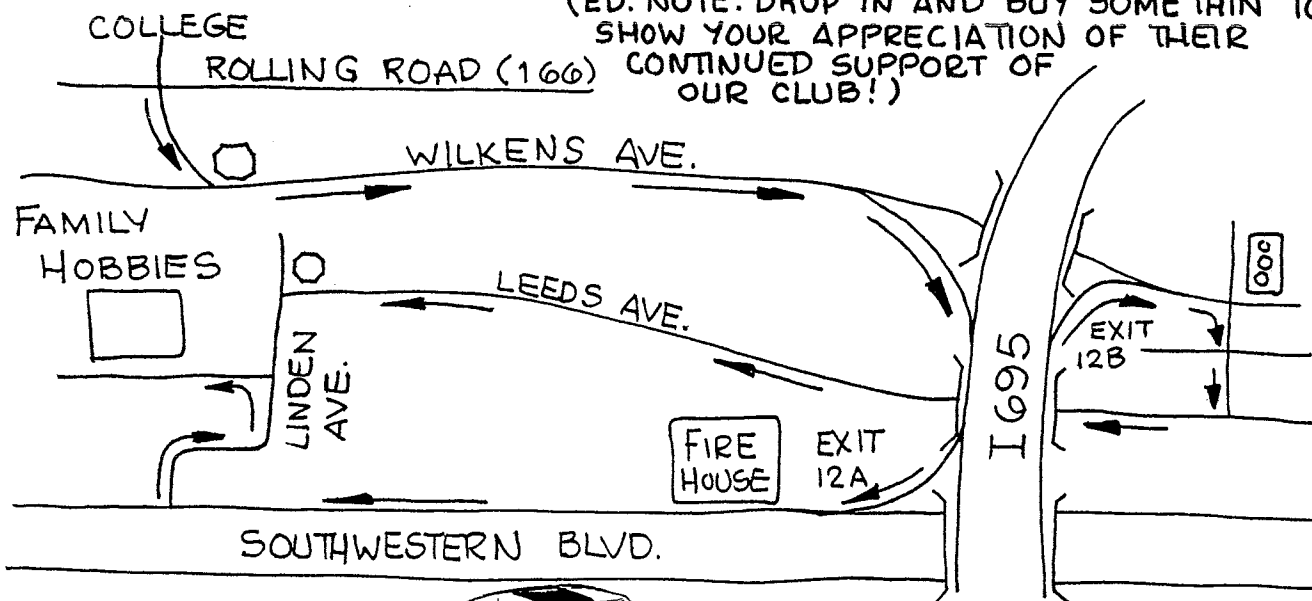
from October 19th thru the 31st!

Most kits' retail prices* will be reduced by \$1.50!

So, c'mon down 'cause they won't last long at
at these prices! See map for directions.

* Kits selling for \$6.75 and up.

(ED. NOTE: DROP IN AND BUY SOMETHIN' TO
SHOW YOUR APPRECIATION OF THEIR
CONTINUED SUPPORT OF
OUR CLUB!)



PHASE II

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. Sickie
15905 Ark Court
Bowie, Maryland 20716
(301)249-3830

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

