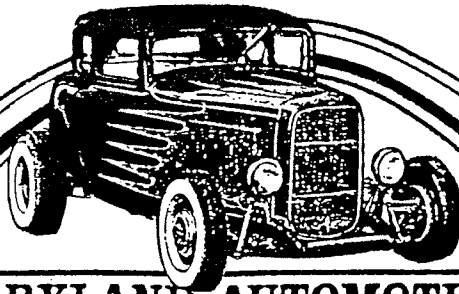


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ANNIVERSARY

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

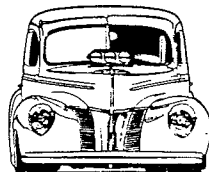
Volume 4, No.5 Jan. 1992

by: Timothy Sickle

About 34 people were in attendance at the December meeting which had as its highlight a Christmas Buffet with mucho food (Ed. Note: Larry Boothe musta thought he'd died and gone to heaven!). A good time was had by all with our usual low key meeting and then everybody partaking of all that good food and camaraderie to which we have become accustomed. See "Bits & Pieces" for a related item.

The raffle raised \$81.00. The club would like to thank the raffle donors as shown below: Gary Sutherlin, Pat Maphis, Matt Guilfoyle, Lyle Willits, Chris Whalley, Rex Turner, Brad and Replicas & Miniatures Co. of Md. Special thanks also go out to those as shown below:

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



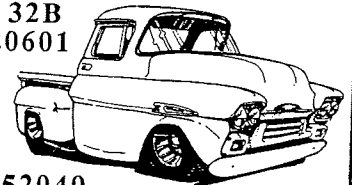
Charlie Atkinson,
Family Hobbies
1348 Stevens Ave.
Baltimore, Md. 21227

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



Doug Moran,
Doug's Hobbies
Rt. 301 N Box 32B
Waldorf, Md. 20601

John O'Neill,
AMT/ERTL
P.O. Box 500
Dyersville, Ia. 52040



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

Before we go any further, I would like to call your attention to the section of last month's Newsletter where I feebly attempted to thank all the people who supported our club in the past year. Well, several eagle-eyed readers (Ed. Note: It makes me feel good knowin' that someone actually reads my miscellaneous ramblings!) took me to task for forgetting someone. Not just anyone, but Charlie Atkinson of Family Hobbies, whom I refer to as our "founding hobby shop". Terribly sorry 'bout that, Charlie! You have been with us since the beginning and you deserve what you get (Ed. Note: I didn't mean it that way!).

The support of the Toys for Tots drive by the club came off as planned. Our founding father Norm Veber contacted Family Hobbies, Hobby World, and Your Hobby Center about the purchase of several hundred dollars worth of snap kits, picked them up and made sure they were delivered to the proper people for distribution to the kids. Thanks Norm (and Mary!). Hopefully, this will evolve into a yearly ritual.

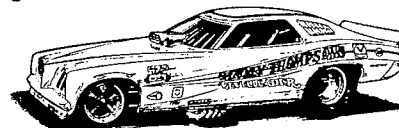
It also bears mentioning at this time that Dirk Johnson (a.k.a. Detail Master, P.O. Box 1465, Sterling, Va. 22170) will be a very active supporter of not only our club, but many other clubs across the country as well. It's up to us to actively patronize Detail Master in appreciation of his continued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

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

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

The rundown for the January thru May meetings is as follows-January:Third Saturday from 12:30-5:30 in Building B (Upper level). Park near bldgs D & E and enter the upper floor of bldg B (the "Quad"). The months of February, March and May-Third Saturday from 12:00-5:00. The month of April we will be meeting on the fourth Saturday from 12:30-5:30. So, please note the room change in January (Bldg. B) and the day change in April (Fourth Saturday). See ya there! If everything works as planned, there will be a map elsewhere in this newsletter showing the location for the January meeting.

A MAMA Review Writer's Primer
by: Tim Powers



We all know that our newsletter is always in need of kit reviews written by club members. These reviews not only flesh out the newsletter's pages, but more importantly, they give it some redeeming social value by keeping our readers informed about currently available kits. Many of our members have written several fine reviews over the past few years. Recently I've become aware that there are many more members who've expressed an interest in writing reviews, but are shying away from actually doing it. There are probably as many reasons for this as there are would-be reviewers. The most common reasons include a fear of having a technical oversight or factual flaw pointed out, a personal lack of background information, and a weak command of English grammar and usage. These are all poor excuses, I assure you.

Even the best experts on particular cars can make mistakes, and sometimes they don't catch them. If the editor is not an expert on the subject himself, that errant fact could very well go to print and cause a flurry of letters and comments to come gushing into the editorial offices.

It's just as easy to forget to include a fact or detail as it is to make a mistake. Sometimes, though, a writer will purposely leave out some information that just doesn't fit well into the theme of his article and someone will still write in to point out what they perceive as an error of omission. This is mostly done to better educate other readers.

You, my fellow club members need not let your technical worries hamper your kit review writing any longer. How's that? There's more than one way to write a review, dude. Sure, we all marvel at those technically oriented reviews that discuss scale trueness to dimensions and the inclusion/exclusion of super rare accessories (the left handed toenail clippers which were included once every blue moon on green cars raced in Buenos Aires on Tuesday afternoons by stocky Mexican drivers named Bruno with foot fetishes are accurately represented here). Sorry, I'm back now. Aside from those technical reviews are eyeball reviews, reviews strictly concerning the kit itself, and quickie reviews. There are even more variations, but I'll concentrate on these.

Eyeball reviews are actually the most common reviews in the pages of our newsletter. This is where one of us who has an unhealthy enthusiasm for a particular marque or model of automobile, but may not know a lot of technical data or details looks at the kit and says, "to my eye, based on the numerous photos I've collected and spent many mindless hours staring at,

looks right. It's contours seem correct and it's lines appear proportional". You don't have to be an expert to tell someone that you think a kit looks correct.

Reviews that talk strictly about a kit itself without much regard to the subject are reviews that absolutely everyone can write. They are based on the contents of the box and your opinion of those contents. "There are 27 well-fitting parts in the engine assembly." "The six-piece interior features crisp engraving and actual swinging needles for the 1/43 scale gauges." "You can't assemble the seats without a vice, two containers of superglue, a 1 lb. can of Bondo and an open flame." Here you want to tell your readers if the model's parts look good, not whether they are accurate. Tell us the best and worst features that you found. Discuss the separate assemblies that make up the model. Tell us how well those assemblies go together to form the finished product. Did you have to perform any plastic surgery to make the parts or assemblies go together easier (or at all)? Were there enough parts in the kit to hold your interest? Is the kit better suited to a different age group than the one it's being marketed to? (Side note: The Manufacturers read or newsletter too and these kinds of opinions matter. They need to know from us if their marketing is appropriate and if it is working.)

Quickie reviews are even easier. Open the box. Count the parts. Tell us what color the plastic is (if you are color blind, have someone tell you what color the plastic is first). Did any part(s) jump right out at you and scream "Look at me, I'm unusually well done!?" Is the chrome plating any good? How many versions can be built? That's really all it takes to write a good, useful review.

"Okay, I'll do it! I'll write a review! I'm not afraid of embarrassment anymore. The pros and experts make mistakes and are misunderstood, I'll make mistakes and be misunderstood, and we'll all go on with our lives having learned from (or ignored) our would-be detractors. But, ahh, ummm, wait a minute. Where do I start? And...., and what about that English stuff? I'm no literary major. Heck, I just got by in high school English..." One at a time. The easiest place to start is with the instruction sheet.

If you step through the instructions and write your review in the same order, you won't miss a thing. Answer the common questions found earlier in this article: How many parts in this assembly? Do the parts go together well? Do they look like an engine or interior? Does this assembly fit into other assemblies well? You can get more technical from here if you want to. If you do nothing more than answer simple questions like these for each assembly in the kit, you will have a good, informative review.

Now let's tackle that English stuff. If you think you command the English language like a baby controls its bladder, don't worry. There is plenty of help and hope available. Once you have written your review ask a family member (who preferably knows grammar and punctuation and nothing about models) to review it. They'll love the opportunity to help and they won't be so excited by your subject that they'll miss problems. Next have a modeling buddy review it. He'll tell you if you missed anything important by asking for missing pieces of information ("What did the body look like?") What's that? You say all of your family is illiterate and all your friends are non-modelers? Don't sweat it. There is a shining white-knight of a man who is both literate (when sober) and who loves model cars (perhaps a little much, know what I mean?), and he is just waiting to help you clean up your writing. He is your editor (Aw shucks!). Now, you'd want your work to be near perfection before an editor sees it, but our

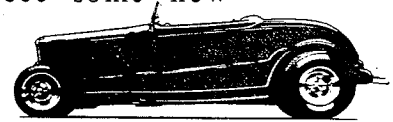
editor is used to working with non-professional, average-Joe writers like us. Let him work with you.

Some tips: Keep in mind that leaving your mark is a strong human instinct and when someone reviews your work, they will change something. No matter what. If you hand a review that needs grammatical work to your editor, he may not be able to go over the changes with you personally. You will have to compare the final printed version to your original copy to see what was changed. Try to remember these changes when writing your next review. That way you'll have less problems than before and whatever problems you do have should be new ones.

Something to keep in mind. The best review is one that you write because you want to write it, not one that you write just because you can get a free kit. While free kits can be a perk for reviewers they should never be the reason behind writing a review. Many more of the reviews in our newsletter were written about privately purchased kits than you might suspect. Nevertheless, in situations where a free kit is supplied to the club for review, the minimal courtesy of a thank you should appear at the close of the review.

Is there any reason you can't write a review now? I didn't think so. Remember, if you don't think you can competently write a highly technical review with rare facts and nifty specifications, then don't. But do write a simpler style of review. That way, you still write a review, you avoid the possible ridicule you were afraid of, and (best of all) you will help fellow modelers make wiser purchases with their diminishing disposable income. And if it was your writing skill that was holding you back, remember that your family, your friends, and your editor are usually happy to help. Now lets see some new names in those by-lines!

1936 Ford 5-Window Coupe



(AMT/ERTL # 6924; 1/25; 151 pieces; gray, clear, chrome, vinyl tires)

It is hard to believe that the original issue of this kit was introduced during the early days of John Kennedy's presidency, and sold for only \$.98 (!). After several reissues, many of the original Trophy Series parts have been added once again along with the newly tooled 5-window roof section and new custom wheels.

Let's start with the new parts. The 5-window roof section has been redone since the Dick Tracy (Ed. Note: Who?) fiasco, proving again that AMT is listening to our requests and complaints. The window shapes and contours are now correct and the piece is wider so that it aligns with the lower body. There is only one small problem.....it still does not fit. The rear of the piece will require a considerable amount of sanding to lower it down for a flush fit with the body. This could be considered a minor inconvenience compared to the unworkable piece in the Dick Tracy issue.

A recent review of the test shot for this kit in Car Modeler indicated that some really neat Boyd-style wheels had been tooled but they, obviously didn't make it to the production kit. Instead, the excellent Enkei wheels first issued in the '33 Ford sedan kit, are on the chrome tree. Big 'n' little's are provided, if you can "live with" two Polyglas L60-15's for the rear and two Polyglas GT (old MPC) tires for the front.

Except for the Tracy issue, this kit has always built up into an excellent Replica Stock model. The frame/chassis is

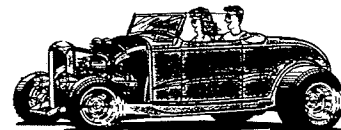
rather simplified with molded-on exhausts and battery. The front and rear axles carry inside those historically significant (?) metal axles. The rest of the kit is highly detailed considering its advanced age. The kit still contains a three-piece hood, separate chromed hood ornament, tiny V8 emblem, horn grills, door handles, rumble seat handles, tail light stalks, step pads, several interior detail parts, etc. Many of today's kits do not have this kind of detail.

The street rod/custom parts are strictly vintage early '60's stuff. The optional engine is a 421 Pontiac with three deuces and chromed everything! Included again are some parts not seen for twenty years, such as six carbs and a log manifold, custom nose piece with a LaSalle-style opening, separate chromed horizontal bar grille and custom horns. Also still included are smoothed hood sides, optional dash and steering wheel, chromed nerf bars, Appleton spots, rear deck license plate housing, Moon tank, '39 Ford tail lights and the original AMT trophy.

For a '90's street rod, try the frame, suspension, 350 Chevy, and interior parts from the '33 Ford sedan street rod kit (It was discontinued last year but there are still a bunch of 'em on the shelves!). The '33 wheelbase is the same as the '36 and with very minor modifications, these parts seem to pop right into the '36.

So.....the bottom line is this. The roof section will require a little work and a little putty but this will result in a very accurate '36 5-window coupe. It is about 900% better than the Dick Tracy blob of styrene and at least 50% cheaper than any resin body. Street rod modelers will want to grab a few of these kits.

by: Lyle Willits



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!

* **Porsche 935 (AMT #8866):** Molded in white....simplified chassis w/steerable wheels via toothed tie rod....opening hood (trunk?) with simplified engine....low profile rubber tires with BBS wheels and brake cooling vents....full Martini Racing decals.

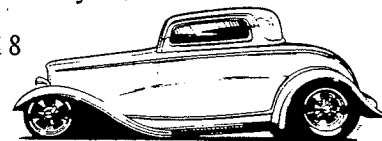
* **Heritage Edition Camaro Z28 (AMT #6157):** Molded in white....re-hash of 1991 Camaro Z28...same nice Gatorbacks w/Cragar Pro-Tech wheels....Heritage stripes in both red & black....underhood decals & Michigan I OPNER plates.

* **1955 Chevy Stepside Street Machine (AMT #5004):** Molded in tan....nice Edelbrock valve covers and air cleaner....Gatorbacks & 5-spoke wheels....Supertramp(!?) exhaust system....red & white pinstripes, "Street Machine" decals, "USA-1" plates & General Tire special event flyer.

Stardate 9111.18

1990 Taurus SHO

(AMT #6075; 1/25 scale; one version; 81 pieces; light tan, chrome, clear, clear red, vinyl tires)



In 1988 it became apparent to Ford that they needed a fast

luxury sedan to compete with Japan. The idea of a turbo-charged, tire-smoking Lincoln Town Car seemed a little odd, and the Mercury Sable just didn't sell enough. All that was left was the Ford Crown Victoria, Taurus, or build a completely new car. Well, the latter can be quite pricey, and the ol' Crown Vic may be nice, but face it, in 1988 it exhibited the aerodynamics of a brick, so the Taurus got the nod. The car was already very aerodynamic, and a good seller to boot! So what Ford did was to drop in a hopped-up 3.0 liter, 220 hp V6, add some subtle ground effects and slap an SHO moniker (Super High Output!) onto it and Voila! The Taurus SHO was born! AMT finally gave us the Taurus in kit form in 1989, and didn't do a bad job at all.

The body is molded in light gray, consists of 4 pieces and is flash-free. It seemed to have more than its fair share of nicks and scratches, though making painting it a necessity! Note to AMT: Bag that body! Engraving on this kit is very good.

The engine, a double-overhead cam 3.0 V6 SHO motor (Super High Output) is also well detailed. It consists of 21 pieces, 7 of them chrome. You may be surprised to learn that this car has no turbocharger, which is quite an accomplishment considering that it is only 5 hp shy of a 5.0 Mustang's 225 hp rating!

The chassis is 10 pieces and exhibits reasonable detail. The floorboards, gas tank, spare tire holder, and rear shocks are molded into the main chassis.

The tires are Goodyear Eagle VR50's. The good thing about these tires is that they are no longer on a rubber "tree", meaning there is no longer a small bald spot on them upon removal from the tree (Are you listening, Monogram?). Due to the method in which they are molded, you will have to cut a circular piece of rubber out prior to use. The wheels are the normal Taurus diamond spoke wheels, with a three-spoke wheel (similar to those used on the Cougar XR-7, albeit using different centers) included as optional equipment.

The interior is tub-style with only so-so side panel detail, but excellent seat and speaker panel detail. The console appears to be molded with woodgrain on it and the nicely detailed dashboard has the gas, brake and clutch pedals molded to it.

The only clear parts are the windows, as the headlights are chrome and 1-piece units as well.

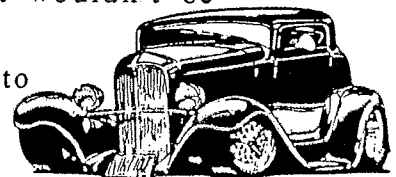
The instructions are well detailed and even include a separate sheet containing steps 4 and 5 to correct an apparent error. Thanks, AMT! All told, the instructions include 14 steps total.

The decals are minimal, consisting of 2 graphic stripes, 2 Michigan SHO-090 plates (dated January 1986? C'mon, guys!), a Ford Motorsport plate, 2 underhood decals and the now-standard "I love model cars" bumper sticker.

Overall, this is a very easy kit to build. Of particular note is the nice, positive fashion in which the front and rear bumpers slide into notches, making assembly more positive. The kit is not perfect, but then if all kits were perfect, this newsletter would be severely lacking in content and building cars just wouldn't be quite as much fun.

by: Chris Bonaiuto

BITS & PIECES



- * Thanks! I Just wanted to take the opportunity to thank everyone who contributed in some way to the good time had by all at the December meeting. It should also be mentioned here that the meat platter that Brad & Susanne

Bradford brought along was made up by the Bradfords rather than purchased from the local grocery store. This was done due to the higher than expected cost vs. small number of people served. Hence, Brad and Susanne took it upon themselves to give the club more "bang for the buck" by doin' it themselves! Thanks Brad and Susanne!

- * "Deuce Coupe"! Norm recently heard from Al again and it seems as though his move out west away from the watchful eyes of our group has prompted drastic measures on Al's part. How drastic? How 'bout Midwest Classic Miniatures Model Car Club? Yep, he's gone and started a new club which includes southwest Iowa and southeast Nebraska. Go for it, Al!
- * FYI! Larry Boothe makes headlines of another kind-a recent headline spotted in the Long Island Auto Replica Society (LIARS, for short!) reads as follows: "Boothe barfs in Bedford". The article went on to chronicle Larry and Norm's epic journey overland to return to Maryland. It was also accompanied by a cute cartoon showing Norm driving (in a surgical mask, no less!) with Larry hanging out the window. The caption has Norm calling Larry's attention to the peculiar green coloring of the car immediately behind our "dynamic duo". Love it, Ken and Phil!
- * Copycats! Anyone interested in getting resin copies of any kit parts via our "founding father", Norm would do well to rethink their requests. It's not that Norm doesn't want to help, it's just that he has enough requests for copies to last him for the next 6 months!
- * NNL Time! As you know, our NNL meet is fast approaching. We will be looking for any and all able-bodied people to help pull this meet off. If you are interested and want to volunteer, see one of the officers at the meeting!

COMING EVENTS

- * Jan 18, 1992-1992 NNL Western Nationals (the same weekend 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 Avenue, 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 from 8 A.M. to 4 P.M. For info, call Jerry Flynn at (301)255-3776.
- * April 11, 1992-Northern Virginia Modelfest.92 sponsored by Northern Virginia IPMS to be held at the Vienna Volunter Fire Department "Flame Room"(?!?), 200 Center Street, Vienna, Va. For further info, contact Peter Espada (703)379-7349, Mike Jackson (703)435-8636 or Bruce Buckner (703)941-8042. The show will include aircraft, armor, figure and diorama classes as well as (5) civilian classes. There will also be vendors, demos and door prizes, so check it out!



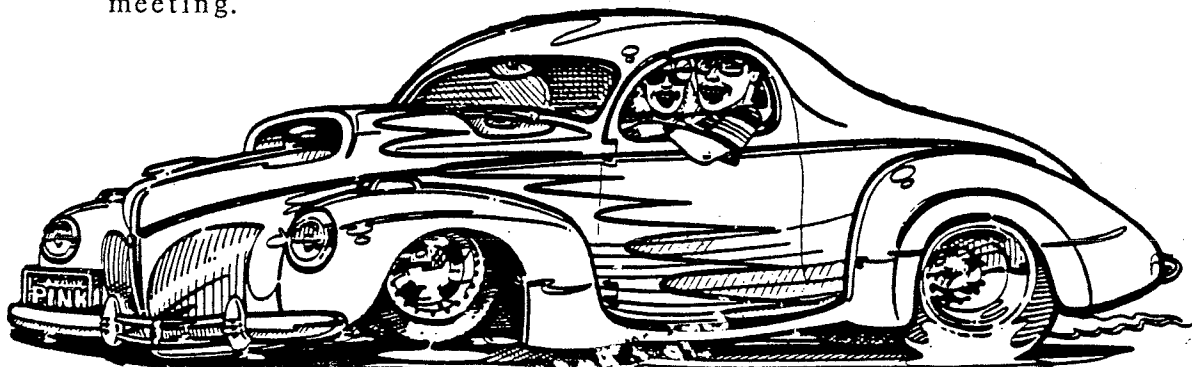
CLASSIFIEDS

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

WANTED-Decal sheet and/or kit for large scale Monogram "Red Baron", Monogram 1969 GTO Judge kit, AMT 1963 Ford Pick-up. Call Dave Johns at 437-1893.

FOR SALE- Majority of personal collection. Call Matt Guilfoyle at 551-6070 for specifics and to place your order!

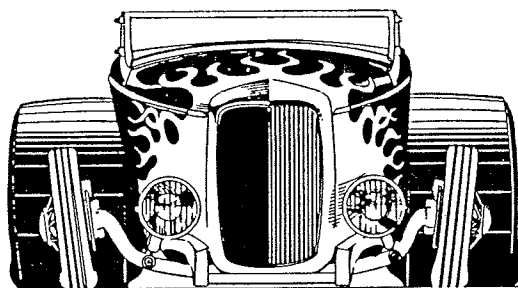
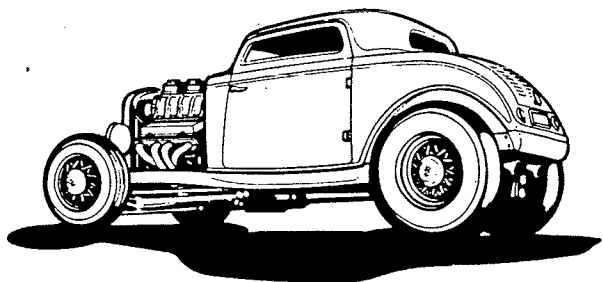
WANTED- Info on the 1972-73 BRE Datsun, especially color photos. Contact Tim Powers at (410)255-3976, or see me at a meeting.



Anyone having an item for the Newsletter whether it is a Bit, a Picce 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



HAPPY ANNIVERSARY, COUPE! (NO, NOT YOU, "DEUCE COUPE"!!)

WALNUT COVE/MARK CULLUM

