

MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

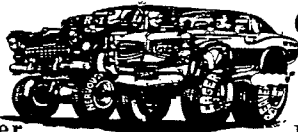
Volume 6, No.2 Oct. 1993

by: Timothy Sickle

About 42 people were in attendance at last month's meeting, which had Lotsa food as its highlight (I knew that would get your attention, Larry!). Last month, for those of you who have been living in Outer Slobbovia, was the Fifth Anniversary of the founding of the Maryland Automotive Modelers Association as the group of dedicated (?) modelers that we are (at least most of us!). Many members couldn't be in attendance due to other commitments, so Vice Prez, Tim Powers very capably chaired the meeting. There were reports of excessive drooling when Tim unveiled the club newsletter with color cover to commemorate the occasion. Several chairs were also knocked over with everyone leaning forward to get a closer look. Needless to say, the 75 or so newsletters put out disappeared quickly (even with only 42 people in attendance!). As a humorous aside, in all the excitement, your fearless newsletter editor failed to snag a copy for himself (a situation which was remedied with a phone call-thanks, Lyle!).

The raffle raised \$116.00 (plus \$14.00 at the door). The club would like to thank the raffle donors as shown below: Gary Sutherlin, Lyle Wil-lits, Matt Guilfoyle, Dave Schmitt, Dirk Johnson (a.k.a. Detail Master), 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 21122-1348
(410)255-3976



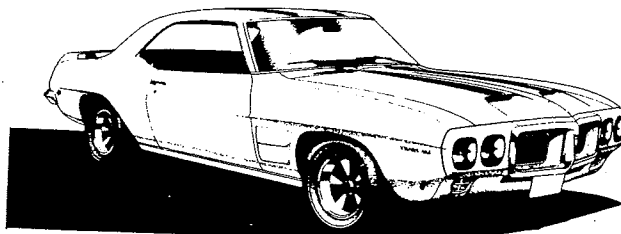
Bob Korunow,
Model Garage
537 S. Sequoia Dr. #309
West Palm Beach, FL 33409
(407)684-8108



John Mauchamer,
Wheels Hobby Shop
45 Waverly Drive, Unit O
Frederick, MD 21701


Dave O'Neill,
The ERTL Company
P.O. Box 500
Dyersville, IA 52040-0500

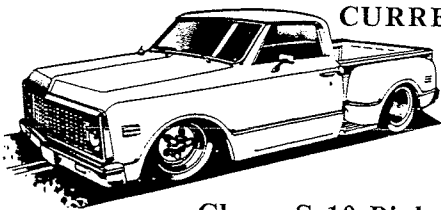
Ed Sexton,
Monogram/Revell
363 North Third Avenue
Des Plaines, IL 61101



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!]

Maryland Automotive Modelers Association
 Treasurer's Report
 September 1993

	<u>INCOME</u>	<u>EXPENSES</u>
Balance on hand, 9/17/93	\$ 2,428.56	
Deposit: Sept '93 raffle and door receipts and shirt sales	116.00 14.00 53.00	
Postage: Sept. '93		29.00
Food: 5th Anniversary Bash		109.10
Deposit for 1994 NNL room		450.00
American SATCO: Pathfinder kits		140.00
Printing cost for color Newsletter cover		99.54
CCC meeting room rental Four (4) months		240.00
TOTALS	2,611.56 <u>1,067.64</u>	1,067.64
CURRENT BALANCE	1,543.92	



Chevy S-10 Pick-up

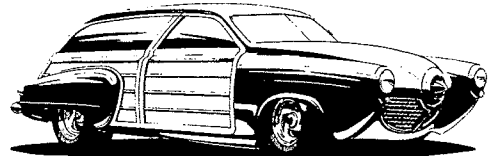


Monogram kit #2434, modified reissue (originally the GMC Syclone by Revell)

Scale: 1/25th

Versions: Two- Stock S-10 or Cameo EL

Colors: Lt. Blue, clear, clear red, bright chrome, vinyl tires



Engine: A V-6 with an automatic, consisting of 22 pieces. The parts count includes A/C evaporator and hoses, and upper and lower radiator hoses. There are some extra pieces left over from the Syclone kit; finned valve covers, intake manifold, front cover, plenum and the alternator. This version has what appears to be a four barrel carb molded to the intake manifold. It is covered by a very nice air cleaner that has the ribbed ducting and even a wing nut! The oil pan is part of the block halves, so there will be a seam to fill. Starter and oil filter are separate. This version of the V-6 has a timing chain cover, with all the accessories hanging from the correct brackets. The belt system is a separate piece with great looking pulleys. The fan has a separate fan clutch. The firewall has everything on it-heater, voltage regulator, wiper motor, brake booster and other bumps and stuff (Ed. Note: I just love that technical talk!). The

master cylinder is a separate item and nicely detailed. A two-piece radiator with two-piece radiator shroud/bracing has excellent detail. The steering column/steering box are also included. Thanks, Monogram!

Chassis: The separate frame is the same as the Syclone, however, the S-10 is two-wheel drive (Syclone is AWD), so the front suspension is different. There are a few Syclone front suspension parts left over in this kit. The S-10 front suspension is three pieces; the lower A-arms and spindles as one piece and the two upper A arms. The rear suspension consists of separate springs, shocks, and differential. The gas tank and exhaust system are each two-piece assemblies. There is no brake detail, either as separate pieces or molded to the wheel backs. Tires are Goodyear Eagle VR50's (Ed. Note: **Big** wheel for a mini-truck!). The wheels are five lug, five spoke chrome pieces.

Interior: This is a sixteen piece assembly, identical to the Syclone kit. The interior shell is a bucket, but it has separate door panels with good detail. The seats have separate backs. The center console has a separate, booted shifter. The instrument panel has a separate gauge cluster. The steering column has turn signal stalk and ignition key detail. The steering wheel is a two spoke, padded affair. A couple of nice details that we have come to expect are the separate sun visors and rear view mirror.

Body: The cab shell looks good, with separate hood, three piece spoiler and plated bumper/grille, two headlight buckets and clear lenses. The Cameo EL version utilizes the plated grille with a body color bumper/air dam that has integral parking/driving lights with clear lenses. The cab has the inner fenderwells molded in place with battery, washer bottle, and other items all cast in place. There are separate mirrors with plated mirror faces, unplated wipers, windshield and two rear windows; one solid and one with a sliding panel. There are no side windows. The bed has a separate inner liner, fender panels, and a two-piece operating tailgate. Rear bumper is chrome. Taillights have plated inner buckets with stock or custom clear red lenses. The custom lenses are not mentioned in the instructions (ditto for the Syclone kit). These lenses are completely smooth with no backup light detail.

Other: Decals include the "Chevrolet" tailgate band, S-10 logos, "S-10 Cameo EL" logos in black and white, two "S-10" Illinois plates and a "Heartbeat" tag. The instructions are typical Monogram fare for today's kits. They include a short description of the truck, an 800 modeling tips hotline, 51 assembly steps with part names given as well as painting suggestions. I'd like to see Monogram include a stock body color/interior color chart in the instruction sheet. Also, how about an 800 replacement parts hotline?

Comments: Our "throw away society" has reached the point where the kit manufacturers are now recommending that the remaining parts "be discarded". Maybe they took a survey and found that no one has a "parts box" anymore! I'd like to see that statement changed to read "Toss the remaining NEAT parts into your spare parts box."

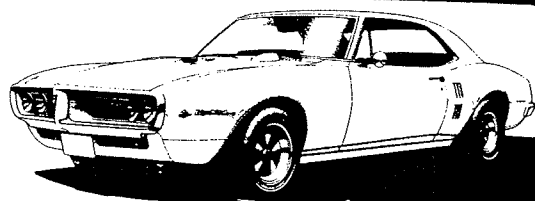
Anyway, this is a good lookin' model kit, with loads of detail. This detail is well defined and cleanly molded. There was no flash on my sample. The plated parts are bright, smooth, and dust-free. The parts all appeared to be straight. Mold lines on the cab were well hidden along body contours and edges. I like pickups, and this one along with the Syclone, are welcome additions to the many pickup trucks we seem to be getting these days. If you are a big pickup fan, get two S-10 kits, as you will also want to do the Cameo EL version. One final note: The box art shows a tonneau cover on the bed but don't go looking for it in the kit. It was left out. Make a rigid one from sheet styrene or get the soft one from the Syclone kit.

I have not test fitted any parts on this kit, but from other reviews which I have read it should go together with little or no difficulties. The S-10 should build into a really nice model.

by: Norman F. Veber



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!

* **Lamborghini Diablo** (AMT #8710): Molded in Yellow....1/32nd scale Snapfast.....body molded with all vents open....separate hood (trunk?)....interior bucket/engine molded as one piece....one-piece dash w/separate steering wheel....front and side glass molded as one piece, rear window separate....plastic, open-backed tires w/metal axles.



1969 Pontiac Firebird 400



(AMT #6123; 1/25th scale; two versions; 80+ pieces; Lt. gray, chrome, clear, clear red, vinyl tires)

Somewhere near Fostoria, Ohio, there is a kid with a 396 Camaro who is still wondering how it was done. He was driving down the Ohio Turnpike with his girl and saw this white 1969 Trans Am Firebird ahead, a car with two big, blue stripes, some scoops, a deck-lid air-foil and Michigan plates. A car that is considered by the hot set to be a stone. And as he was about to vacuum the stone's doors off in a little top end shot, the stone faded faster than anything he had ever seen before. Then he tried it again, only this time the stone shifted into fourth at around 110 with an appropriate belch of flame from the exhaust that looked like lightning in the summer night before it vanished. This is the opening paragraph of an October 1969 Motor Trend article on what it was like driving the first 1969 Trans Am Firebird. And what does this have to do with our review subject, the 1969 Firebird 400? Well, AMT was thoughtful enough to provide almost all the bits and pieces necessary to build this machine (more on that later!). I also included this paragraph because I really get a kick out of it when a Chevrolet is the "dustee" rather than the "Duster"! Just goes to show ya, Chevies aren't the only thing that can go fast!

The body has been mildly reworked from the previous "White Lightning" version most noticeably in the headliner area where AMT tried to fill in the scored area which would be cut out as a T-Top version. Being a reissue, flash appears to be a little more prevalent than on a brand new kit. The twin small-scooped 400 hood is included, and this is a good news/bad news proposition. The good news obviously, is its inclusion in the kit. The bad news is its terrible fit in the hood opening. I added 2 strips of .010" styrene (one per side) to the hood, and it seemed to help. Included in this kit as the "alternate version" are all of the parts to build a 1969 Trans Am- the unique side vents, hood, and rear spoiler. Unfortunately, the decal sheet carries only the stripes and does not provide the Trans Am markings present on

both sides and the rear of the real car. Also included is an optional hood tach as well as a Z28/Camaro SS-style deck lid spoiler (which doesn't meet the curvature of the trunk area). Another minor irritation comes with the Overhead cam 6 engine. Neither scooped hood is correct with this engine. The Overhead Cam 6 had a hood devoid of scoops. No such hood is included in the AMT kit. Anybody ambitious enough out there to modify the existing hood to build an OHC 6 Firebird?

The interior is tub-style, which means minimal door panel detail. The interior is a mixed bag. Two steering wheels are included, the stock Pontiac three-spoke unit and another wheel of unknown origin. The seats are two pieces each, having separate headrests. The seat pattern present doesn't seem to match any reference material which I can dig up. And the console is another matter entirely. Sharp-eyed Bowtie fanatics will instantly recognize it as a Camaro item complete with the optional gauge package. The Pontiac Firebird console bore no resemblance whatsoever to it.

The engine is a correct 400 cubic inch V8 consisting of 17 pieces. Attached to it is a two-piece 4-speed transmission. Of particular note here is the inclusion of the complete Overhead Cam 6-cylinder engine from the previous issue. It consists of 18 pieces.

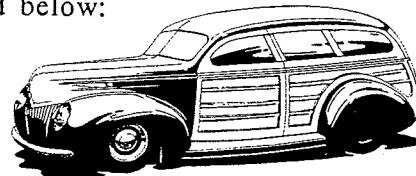
The chassis is a one-piece affair with a reasonable level of molded-in detail. The exhaust system, driveshaft, and rear end are all molded as a unit as was MPC's practice 'way back when. You are directed to remove the exhaust system if you elect to build a 6-cylinder 'Bird and use the 6-cylinder system supplied. The wheel backing plates lack and brake rotor/caliper detail. The rear wheels are connected by that tried and true metal axle while the front wheels are secured by plastic pins. Both are height adjustable.

There are two sets of wheels-The well-known Pontiac Rally II wheels and a Centerline-style of wheel with numerous holes around the center. AMT thoughtfully provides instructions on proper painting of the Rally II wheels as well as 'redline' tires if the builder desires. The tires are AMT's latest design with the indented area to allow the builder to have either redlines or whitewalls (at his option) by merely flowing the correct color paint into the grooves and wiping off the excess while still wet.

The glass is minimal consisting of front and rear windows, connected by runners. Mine were pretty much scratch-free.

The instructions are in typical AMT fashion-broken down into easily followed subassemblies, all parts labeled, and paint colors called out where appropriate. An interesting aside if you will permit me-in the introduction on the instructions, I found it very interesting how AMT managed to bring up the "alternate version" of this kit (the Trans AM) by referring to it as "Firebird's other model named after a famous road racing series, a trans-American event"(?!). Something else is lacking, as well-AMT kindly gave us the exterior colors but neglected the interior colors. Being the Pontiac fan that I am, they are listed below:

Blue	Parchment (off-white)
Gold	Black
Red	Gold Leather (?!?)
Green	

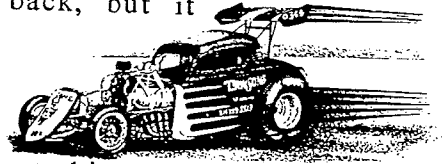


These should give you a little more leeway instead of merely using black or white for interior colors!

The decals are minimal (as were the real thing!) and consisting merely of the Trans Am (Oops, can I say that?) blue

stripes the run the length of the car. Conspicuous by their absence are the "Trans Am" decals on either side of the car.

And that's the way it is for AMT's latest release of this significant Pontiac pony car- it's nice to see it back, but it will take a little more work to make it correct.



BITS & PIECES

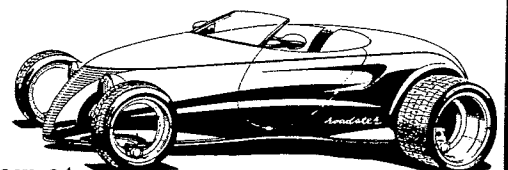
- * **Thanks!** I'd like to make a personal statement at this time and I firmly believe that no one will disagree with me or mind seeing it in print, as it is true. It is regarding Norm Veber and his wife, Mary. We all know of Norm's desire to bring modelers together which resulted in the formation of this club. And we all also know that Norm pretty much runs a "24 hour Hobby Shop" at which many members can pick up parts at most hours of the day or night (myself included-two trips in the past week alone!). Well, this past Monday evening (October 12th, the date of my second trip), Norman went above and beyond the "call of duty" when yours truly limped into his driveway with a muffler hanging precariously by a wire. Seems as though a recent visit to the local muffler shop (the one that sponsors the Winston Cup car, silly!), they replaced the muffler and tailpipe, and managed to 'save' the pipe between the converter and muffler. Well, on that fateful evening, the rust that attacked the muffler/tailpipe joint finally caught up to the pipe ahead of the muffler, causing eerie jingling sounds to which I responded, "What th' heck is that!?" Luckily, I had some wire in the back and managed to get to Norm's house, where he and I were able to better secure it for the trip home and to the muffler shop the next day. Norman, you will never know how much I value your friendship. And lets not forget Mary either! She politely puts up with our interruptions for our toys!
- * **Thanks!** I'd like to take just a moment here to thank anyone and everyone who supplied food (or drink!) of some form or other for last month's successful Anniversary celebration. I don't have your names, but I'm sure you know who you are! Coming immediately to mind are **Matt & Donna Guilfoyle** for that large, good-tasting cake!
- * **Model Contest.** Yeah, that's right, I said model contest. **Hobby Town USA** in Burtonsville is having a model contest on October 21st thru the 24th. It is a general contest though, and will include classes for planes, boats and armored vehicles. I guess you know what that means. One class for automobiles entitled "civilian vehicles (all scales)". Oh well. If you are interested in entering, you must present your registration form and entry fee by October 17th and submit the models any time between 10 AM and 9 PM on Thursday or Friday October 21st and 22nd. **Entry Fees:** Novice-\$2.00; Junior-\$4.00; and Adult-\$6.00.
- * **Movie Star!** Who's that behind those Foster Grants? Why, none other than our ol' buddy Jerry "Cruz Missile" Flynn! Jerry was one of the lead-in stories on the Sept. 26th airing of **NHRA Today** as he presented none other than John Force with a "secret weapon"- a model rocket built by Jerry with the words "Anti-Cruz Missile" written on it! The autograph line will begin forming early, so make plans to get your autograph before it gets too crowded!! Way to go, Jerry!
- * **Race Fans!** Seems as though there are two groups trying to bring racing to this area. As mentioned last month, **The Old City Group Inc.** is trying to host a Grand Prix race along park land near such landmarks as **The White House, the Capitol, and the Washington Monument.** The other group, **Benton Ventures of Bethesda, MD** has applied for a special permit to build a Grand Prix racing circuit in nearby Culpeper county, VA where it hopes to attract several races, including Formula One and NASCAR (Ed. Note: Yeah!). The facility

would be built at the Elkwood Downs area, in a noted historical region where the Civil War Battle of Brandy Station took place in 1863. Spokespeople for the property say that there is broad community support and add that a decision by county government is expected by Nov. 2. However, several groups including the Civil War Trust, National Park Service, county of Culpeper, and the state of Virginia expressed concern about the environmental impact of a racetrack. The Benton plan will retain more than 65% of the 515-acre property as undeveloped land, so this deal is far from done. So we will just have to hold our collective breaths and wait and see!

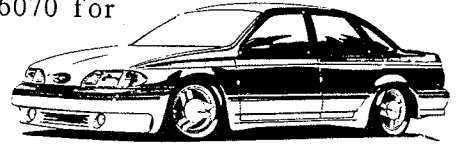
- * **Contest Nuts!** Results are just coming in from a recently held contest on Staten Island. Our own **Charlie Bennett** managed to snag not only **1st Place Comp/Open Wheel** but a **Master Award for best Detail** as well! This info came straight from the horses mouth (so to speak!) in the form of a post card from Charlie (He couldn't afford to "reach out and touch" me via Ma Bell 'cause phone bills had gotten somewhat outta hand!). Thanks Charlie, and don't feel bad-we all feel that way at some time! Oh and Congrats on your awards!
- * **SVT.** And just what is SVT, you ask?!? Well, SVT is an acronym for **Special Vehicle Team**. Coined by Ford Motorsports, SVT are responsible for vehicles like the **Ford Lightning** and the new **Cobra**. Well, I saw an ad the other day for these two Blue Oval factory hot rods, along with a toll-free number. I dialed it up and within a weeks time, 2 two very nice four page color brochures extolling the virtues of these hot rods was in my mail box. At least the Lightning brochure may be of some minor help when AMT releases their kit of this truck. Hey AMT, how 'bout a new Cobra?!? It could be based on the old MPC '87-'88 Mustang GT?!? Better yet, what about a '94 Mustang GT?!? Anyway, if you are interested, the number is 1-800-FORD-SVT (Cute, eh?).
- * **Ford Fever!** Word reached me that MAMA's Boy and resident FORDnatic **Rex Turner** had a couple of his Ford GTs pictured in the November '93 issue of **Finescale Modeler**. Way to go, Rex!
- * **Collectors!** Seems as though Matchbox is getting into limited edition collectibles. Matchbox Collectibles is offering, for the paltry sum of only \$99.00, a selection of 8 "Stars of the Silver Screen" (as they call them). They include a 1956 Corvette, 1955 Thunderbird, 1957 Chevy Convertible, 1957 Studebaker Golden Hawk, 1953 Buick Skylark, 1948 Tucker Torpedo, 1959 Cadillac Coupe De Ville, and a 1967 Mustang Fastback. The cars are in 1/43rd scale and from the sound of it, will be part of an ongoing program. Interested? They can be reached on their toll-free line at 1-800-858-0102.
- * **SHO Me!** On a recent trip to **Joe Gibbs Racing** (Last weekend, to be exact!), I was given an up close and personal look at a 1993 Taurus SHO. A member of the recently formed **GPA (Ground Pilots Association, of which our own Lyle Willits is a member in good standing!)**, the owner of this land-locked missile gave me quite a demonstration. We were cruising along effortlessly at 70-75 MPH when traffic clogged things up a bit. Upon seeing an opening, a few quick flicks of the wrist to select third gear, hit the opening, and he finally shifted back into fifth gear at 100 MPH! Way cool, dudes! I want one!
- * **Rumor Mill!** Word reaches me from none other than Ken "Lips" Hamilton and Phil "Legend" Melfi that in order to ensure a successful show opening, "Mr. Late Night", **David Letterman** has booked **Boothe's T-Bird!** Believe it or not!

COMING EVENTS

- * Jan 30, 1994- Super Sunday Collectors Toy Show at Shrewsbury Fire Hall in Shrewsbury, PA. from 9 AM to 1:30



PM. Admission \$2.00 per person, children under 12 free.
* May 21, 1994- 4th Annual Mid-Atlantic NNL Model Car Show and Swap Meet held at the Days Hotel at I-695 at the junction of I-83 North, exit 17, Padonia Road. NNL-style model car show and swap meet. Vendor tables available. For further info, contact Norman Veber at (410)768-3648 for vendor info, and Matt Guilfoyle at (410)551-6070 for general info.



CLASSIFIEDS

WANTED-'60 Pontiac Catalina or Bonneville, unbuilt or built (but restorable). Purchase or trade possible. Contact Tim Sickle at (301)249-3830.

FOR SALE-Model kits (both built & unbuilt). Call Nick at (410)488-9045 for further details.

WANTED-"Orphaned" motorcycle parts. Call Randy Paschke at (410)551-0552.

WANTED-Old NASCAR decals (Cady, JNJ, etc.) Contact Craig Boyer at (301)262-4149 for list of wants.

FOR SALE-Firestone wide whitewalls, Firestone red/white thin lines, Revell Pro Street rear tires w/outline painted. See Irv Arter at an upcoming meeting.

WANTED- Original decals and instructions for Tom McEwen Duster funny car. Contact Irv Arter at an upcoming meeting.

WANTED-Chrome tree for Monogram MG-TC kit #2290; Bull-Nose thumb plane with about a 1/2" blade. If anybody knows where I can get one new or used, I'd appreciate any info; Complete sets of "The Andy Griffith Show" trading cards 2nd & 3rd series (printed by Pacific trading cards), prefer mint boxed sets. Contact Dave Roehrle at 444 Rockland Road, Westminster, MD 21158-4020 or call (410)635-6726.

WANTED- Hood & hood scoop for '55 Chevy (Monogram) Street Machine kit #2211; directions for '56 T-Bird (Monogram) kit #2289; extra unwanted cars, trucks, or parts. Contact Mark Wheeler at (410)536-8175.

WANTED- Desperately seeking color reference material to buy (or borrow) on Dave Strickler's 1969 "Old Reliable" SS/J Camaro. Call Tim Powers at (410)255-3976.

WANTED- 1957-59 Plymouth hubcaps. Will pay any price or trade for set or single. Contact Dave Johns at 437-1893 (Leave Message).

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
(410)768-3648