

## **MARYLAND AUTOMOTIVE MODELERS ASSOCIATION**

*Volume 12, No. 5, January 1999*

by: "GTO"

(The *Maryland Automotive Modelers Association* is a chapter of the *IPMS*)

Well gang, the December meeting had about 56 people in attendance. It was a very laid-back meeting, with the majority of the members' attention given to something MAMA's BoyZ know best- *Food!!* And that includes *brownies*, that MD Automotive modelers staple! Thanks to everyone who contributed something, whether it was food, or money. Hope everybody got enough to eat (*I know I did!*). Thanks to our own *Ron Hamilton*, who hosted an *impromptu paint-polishing seminar*. *Didja learn something useful, Chad?*

The raffle raised *\$104.50* (as well as *\$89.00* from the box). And, in addition, another *\$40.00* from *Calendar sales*, a beneficiary of *Dirk Johnson's* generosity. *Thanks a bunch, Dirk!* The club would like to thank the following raffle donors: *Ron Bradley, Lyle Willits, Brad, Mike Hemp, Tim Powers, Jim McGuinness, Harry Charon, Bill Kilby, Irvin Arter, Chad Shapiro, Ron Hamilton, Shinobu Fuchimoto, Hobbytown USA, and Replicas & Miniatures Co. Of MD.* Special thanks also go out to those listed below:

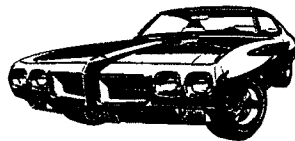
**Tom Walsh,  
The ERTL Company  
Highways 136 & 20  
Dyersville, IA 52040-0500**

**Ed Sexton/Bill Lastovich,  
Revell-Monogram Models, Inc.  
8601 Waukegan Road  
Morton Grove, IL 60053-2295**

### **'98 MEETING SCHEDULE**

Well guys, here it is, just as I promised ya! Ain't it great when things work out like they are supposed to? Thanks to Matt Guilfoyle for his hard work in ensuring that we have a place to meet every month next year! Yup, we are back at the *Greenbelt Community center* multipurpose room for the dates listed below. As usual, the meetings start at noon, and last until 3 or 4 P.M. (*and maybe even later, depending on what is going on!*). (*ED. Note: These are obviously the 1998 dates. I will have the proper dates for next month-Sorry!*)

January 17th  
February 21st  
March 21st  
April 18th  
May 16th  
June 20th



July 18th  
August 15th  
September 19th  
October 17th  
November 21st  
December 19th

**From the Baltimore Beltway (RT 695):** Take Exit 7, Route 295 (*Baltimore-Washington Parkway*) south towards Washington approx. 18 miles to Route 193 (*Greenbelt Road*), and exit. When on the off-ramp, stay to the right and merge right onto Southway (see below).

**From the Washington Beltway (RT 495):** Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (*Greenbelt Road*). When on the off-ramp, bear to the right and take *Greenbelt road* west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (*at the light*) onto Southway (see below).

**Once on Southway:** Go straight to the second (*2nd*) STOP sign. Make a left onto Crescent road. Go to STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to right. The large, white building is the Greenbelt Community Center. Enter building using doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance.

## **SNEAKIN' A PEEK!**

This column appears 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 more detailed review to follow at a later date (*hopefully!*). We'll see how it goes! How about this, gang? To better identify possible kit reviews, at the end of the item on the kit, the words 'Available' or 'Not Available' will appear. Obviously, a club member may reserve any kit that is available with a simple call to the Editor. Conversely, a kit which is 'Not Available' was either already reserved by someone, or was something new inserted by yours truly, and paid for with my hard-earned moolah! (*Ed. Note: The kits are listed in no particular order*):

- **Rod Rageous Snapfast Slammer** (AMT/ERTL #30002): Molded in Lime green, black, and chrome....extremely minimal parts count (less than 20)....no interior....AMT-treaded big 'n little tire set, mounting chrome 5-spoke mags....orange flame graphics already on body....(2) "Slammers" tattoos included (*Available*)
- **Road Ripper Snapfast Slammer** (AMT/ERTL #30003): Molded in red, black, and chrome....good-lookin' Ranger Splash-style pickup, with white stripes....black tonneau cover....no interior....20 pieces....Goodyear F1 tires mounting Cobra-style mags....(2) "slammers" tattoos included (*Available*)
- **"Street Heat" Concorde Snapfast Slammer** (AMT/ERTL #30003): Molded in Purple, black, silver....again, extremely minimal parts count (less than 20)....slammer, as name states, meaning no interior....black windows, painted silver headlights, red tail lights....no glue required for assembly....very nice-looking 5-spoke wheels with beautiful low-profile tires....custom spoiler almost the only deviation from stock....(2) "Slammers" tattoos included (*Not Available*)
- **1964 Plymouth Belvedere** (Lindberg #72183): Molded in black (slant six) and white....stock '64 Belvedere kit....includes full stock hubcaps, two complete engines-Slant six, and a honkin' 426 Wedge V-8....stock interior, with, I understand, incorrect bucket seats for a Belvedere....two full exhausts- single for Slant six, dual for V-8....decals include gauge faces, emblems, underhood markings (*incl. Air cleaner and valve covers*), and '64 PLY' CA plates (*Not Available*)

**Note to all concerned:** *It has been brought to my attention of late that there is a potential problem with regard to the review articles published in this newsletter. Let me give you a little background on this subject. The model manufacturers (AMT/ERTL, Revell-Monogram, and Lindberg) all attempt to send our club current releases in exchange for our critiques on what we liked and didn't like about them. That means that we need to get written reviews published in the newsletter in a reasonable time frame to accomplish this. If you will recall, I have stood up at recent club meetings to enlist the aid of the members in attendance to get kit reviews. At present, Ron Hamilton has done more than his fair share of reviews. In the past, Lyle Willits also did his share of reviews, as well as yer Fearless Editor. If anyone wishes to see reviews written by someone else (or take a crack at it him or herself), they need to contact me, in order to determine which kits are available for review. I don't have the time to chase anyone down and browbeat him or her for a review. Rest assured though, if you take a review sample, I will be your worst nightmare if I don't get a review within a reasonable time (right, Leonard?). You may also rest assured that if you take a kit for a review, and do not return a review of it within a reasonable time, that you will not receive another!]*

## **SEMINAR LISTING**

**Bare Metal Foil**-Ron Hamilton ✓  
**Gold Foil application**-Matt Guilfoyle ✓  
**Fear of Photoetch**-Lyle Willits (?) ✓  
**Interior Detailing**  
**Door Hinges**  
**Engine Detailing**-Norman Veber  
**Paint Polishing**-Ron Hamilton ✓

**Airbrush Technique**  
**Restoration of a Built-up model**  
**Decal Application**  
**Scratchbuilding small details** (*acetate windows, antennas, etc.*)  
**Building a resin kit/conversion**  
**Tire Detailing**

## **CORVETTE® MAKO SHARK™ SNAPPFAST PLUS**

*[AMT/ERTL # 6133; 1/25<sup>th</sup> scale; 40 pieces; metallic blue, midnight blue, black, chrome, clear, vinyl tires]*

When I first saw AMT/ERTL's new Mako Shark kit, I thought they'd committed a serious omission by forgetting the bubble top that appears on the car in so many pictures. Then I started doing my research. It turns out that AMT/ERTL did a pretty darned good job with this kit.

It seems that the *Mako Shark* is the end result of an evolutionary custom car built and remodeled several times by Corvette stylist *Bill Mitchell*. Starting in 1958, he modified a brand-new Corvette for his personal use. Along with a large oval grille and recessed quad headlights, the car featured some design ideas with which Mitchell and, then head of GM styling, *Harley Earl* had been toying. Most notable was the “duck tail” rear end design. This long, flat deck with its high creased beltline and upswept tail was eventually adopted for the 1961 production Corvette. In 1959, Chevrolet added a transparent, twin-bubble plastic roof to Mitchell’s silver-colored custom and named it the *XP-700* show car.

Legend has it that an encounter with a mako shark off the island of Bimini, in the Bahamas, during a fishing trip inspired Mitchell to redesign the XP-700. The redesigned show car debuted in 1962 with the name, “*Shark*.” The Shark featured all-new bodywork, but retained the duck tail rear design and the plastic roof of the XP-700 (*albeit tinted blue.*) Gone were the oval grille and quad headlights. A prominent shark-like nose and open-mouth shaped grille now lead back to a set of gill-shaped sidelights/turn indicators. The sharp body crease that defined the XP-700’s rear end now wrapped around the entire body. A windsplit running down the rear deck gave the slightest hint of a dorsal fin. Completing the shark look, the Shark was painted in an iridescent blue-gray-silver gradient paint scheme that mimicked a shark’s coloring. For rolling stock, the shark rode on a narrow set of Firestone tires that were mounted on chromed wire wheels with three-pronged knock-offs. Side pipes were now fed through the fenders rather than from below. And the hood featured twin air outlets near the front and a single air inlet above the engine. At this point in the car’s history, it looked very much like an elongated caricature of what would become the 1963 Corvette roadster.

There’s another, amusing legend about the Shark. The story goes that when Mitchell sent the car to the GM paint department, he told them he wanted it painted to match the stuffed, mounted shark on display in his office. Reportedly, Mitchell was not happy with their work. After several failed attempts at trying to match the iridescent trophy, the frustrated painters are said to have one night broken into Mitchell’s office and stolen the shark. Having painted it to match the car, they supposedly placed it back in Mitchell’s office before he returned. The next time he saw the car, he is said to have approved the paintwork.

Once built, the Shark didn’t stagnate. It continued to gain refinements such as three bumperettes to protect its pointy nose, engine emblems on the front fenders (*between the leading edges of the doors and the trailing tubes of the side pipes,*) and a projected, center-mounted emblem in the grille, identifying the Shark’s heritage as a Corvette. Eventually, the 1958-vintage dash was replaced with a more modern and lower wrap-around style dash. Even the old pedestal-type chrome plated outside rear-view mirror gave way to a sporty pair of body-colored, bullet-shaped mirrors. Oddly, the new mirrors looked very much like the original mirrors that were molded to the fiberglass body of the XP-700 years before.

Once the 1963 Corvettes went into production, Mitchell began designing another show car to test new ideas and show off new technologies. During this design phase Mitchell and company decided to re-christen the Shark officially as the “*Mako Shark I*” although it was badged, tagged, and commonly called, “*Mako Shark*.” This name change enabled them to display in 1965 the Mako Shark I alongside the new design, which was designated “*Mako Shark II*,” as if they had intended to do so all along. (*FYI – Mako Shark II is the car that predicted the design of the 1968-1972 Corvette. It too fell victim to the evolutionary nature of factory show cars and was in 1969 renamed as the “Manta Ray.”*)

The Shark’s name change to Mako Shark brought with it even more revisions. A new hood with dual inlets and dual outlets improved cooling for the new ZL-1 big-block engine. A smaller, sportier steering wheel replaced the Shark’s big, old wood rimmed wheel. The Mako Shark was now riding on Goodyear CustomGard GT Radial tires mounted to a set of cast-aluminum wheels. New emblems on the fenders identified the latest incarnation as the Mako Shark. Strangely, the emblems in the grille and fuel filler cap weren’t updated and to this day, identify the car as the Shark. A new, toned-down version of the shark skin paint scheme was applied. The most significant change in the car’s evolution from Shark to Mako Shark was the loss of the twin-bubble top. Along with the top went the periscope that acted as a rear view mirror. This change necessitated mounting a more conventional mirror to the top of the dash.

It is this final form of the car that AMT/ERTL has rendered in 40 well-designed, good-fitting parts. This kit is essentially an un-assembled promo so there is no engine and the chassis is represented platform-style. Simple as it is, the black chassis looks good. It correctly represents a 1958 Corvette chassis with its leaf spring rear suspension and the underside of a Chevy V8 engine coupled to a Turbo-Hydramatic 400 transmission. The chassis not only fits well, it positively interlocks with stepped posts on the underside of the body. This is just one example of the extra care that went into the design of this well-engineered kit. Others will be pointed out as we come to them.

Sturdy metal axles hold the wheel and tire assemblies to the chassis. The chrome-plated wheels appear to be good likenesses of the prototypes. A black wash and a coat or two of dull coat will really bring the wheels to life. The tires were a real surprise – *they are correct!* AMT/ERTL included *accurate Goodyear CustomGard GT Radials*, just like those found on the Mako Shark.

The metallic blue body simulates the Mako Shark’s sharkskin paintwork with a factory-applied gradient silver paint job and is well executed. Sure there are a couple of proportional anomalies (*the body seems slightly squished when view from the side and the outside rear-view mirrors are mounted a bit high,*) but none will interfere with anyone’s perception of this kit as being the Mako Shark. The undersides of the nose and tail attach to the main body casting with two screws each. They positively interlock with the body through use of a ridge and groove system. They also sandwich the

chassis pan along with the body's posts. And they interlock with grooves in the chassis pan. This whole kit is engineered so well. Wrapping up the body is the windshield with integral frame. This frame cries out to be covered in *Bare-Metal foil*. The windshield molding also features a nice set of textured sun visors. Items such as the fuel filler cap and outside rear-view mirrors simply press-fit into place while the distinctive side pipes snap into place. The emblems and insignias are mostly simple water slide decals. Photoetched replacements for most can be swapped from detail sets for other Corvettes, but the Mako Shark emblems are another story. The insignia in the fuel filler cap and in the center of the grille quite effectively use adhesive-backed Mylar stickers.

The midnight blue interior builds up platform-style. The dash uses good-looking printed Mylar faces for the tachometer and speedometer. A reflective Mylar face acts as the mirrored surface of the black dash-mounted rear-view mirror. The door panels are positively located to the sides of the platform with a tongue and groove joint at the bottom and ridges on the front and back edges.

Possibly the real highlight of this kit is one that will go unnoticed – the designers went out of their way to *hide sprue attachment points*. For example, the wheels are attached in an area that is well hidden beneath the tires on the finished model rather than right on the edge of the outer face as is customary. The grille is attached to the chrome sprue on an area that is well hidden by the body on the finished model. In fact the only chrome parts that show any sprue marks on the finished model are the side pipes – and the car has to be upside down at that!

Is there a down side to this kit? Yes, the parts are not numbered and the instructions do not call out differences in left and right parts such as the seats and taillights. Also no painting guidance is provided, so you'll have to do some research to get your details colored correctly.

*Some recommended references:*

*Corvette: A Piece of the Action*

By: The Editors of Automobile Quarterly with William L. Mitchell and Allan Girdler

*Corvette: The Classic Marque*

By: John Lamm

*Dream Cars: Their Design and Development*

By: Jean-Rudolphe Piccard

*By: Tim Powers*

**1957 CHEVROLET BEL AIR STREET MACHINE**

*[AMT/ERTL #8319; 1/25<sup>th</sup> scale; modified reissue 140 pieces; Grey, chrome, clear, clear red, vinyl tires]*

About a year ago, AMT/ERTL released a completely updated model of the 1957 Chevrolet Bel Air 2-door hardtop. Now mind you, the kit being marketed by this company at this time was a very good kit, but this manufacturer decided to substantially upgrade the kit, in order to appeal to the more demanding modeler of today. The kit had a new body, with revised body contours, and an added opening trunk lid with inner detail, as well as a separate frame with detailed suspension. In other words, a completely revised kit. In marketing this kit, it was decided that several versions would be offered, including the basic kit, a Pro Shop version, with photoetched parts and rubber hoses, and a Street Machine kit with contemporary accessories, which I will review here.

This manufacturer's interpretation of a Street Machine version of the '57 Chevy is basically a combination of tried and true upgrades and modifications to the '57 Chevy.

The *engine* is a twenty-three-piece version of a contemporary fat block Chevrolet V-8 engine, with the following accessories:

- Hi-Rise Aluminum manifold
- 4-barrel Carburetor
- Open element air cleaner
- Hi-Rise "No name" aluminum valve covers
- Cast iron exhaust manifolds

Also included is a length of engine wiring, a nice touch. Once built up, a nice rendition of a big block Chevy and Turbo 400 transmission will be the result.

The *frame* is different than the other versions in that you get lowering spindles for the nine-piece front suspension, and a narrowed 9" rear end connected to a 4-bar suspension setup. A fuel cell occupies the well-detailed trunk area. Also present is a well thought out dual exhaust system, coilover shocks, and a different floorboard setup with mini-tubs and beaded floor detail. Assembled and painted, it shows very nice.

The eleven-piece *interior* builds up from the floor, and is essentially the same interior as the aforementioned versions of the kit, with the exception of a 3-spoke steering wheel. The instructions direct you to remove the clutch pedal, and, curiously, the column shift lever. If you do that, where will the shifter take up residence? There is no replacement, floor-mounted or otherwise.

The *body* is also the same as in the other kits in this series, and there has been a firestorm of controversy concerning it. Other reviews I have read on the subject range from the car being “*dead on*” to it being merely a *caricature* of the real thing. My opinion is, that while the previous version of this manufacturer’s ’57 Chevy looked better, this body is far more accurate. Yes, it is round looking, but this was a round car.

The *underhood detail* is outstanding, as there are several separate pieces for the crisply-molded firewall, such as, *heater hoses, a steering box*, and, exclusive to this kit, *a power brake booster with a dual reservoir master cylinder*. Of note in the instructions is an illustrated location point diagram for the accessories.

The remainder of the body goes together with the same parts as the other kits in this series. Separate parts, such as mirrors, windshield wipers, door handles, hood bullets, Vees, etc.

The *wheel and tire combination* consists of a set of big ‘n little uni-directional Goodyear GS-C tires mounted on a set of *Chevy Camaro SS* or *Corvette Collector Edition* 5-spoke wheels. Four-wheel disc brake detail is also included.

Overall, I like this kit, and a nice model will be the end result of the many parts in this kit. This kit also begs for aftermarket aid, what with all the detail of the various subassemblies seems to scream out, “Take me a little further!” I am quite sure that this kit will be used as the basis for a lot of kibashing, and I predict that there will be quite a few ’57 Chevy Street Machines on the display tables of many and varied contests in the near future!

*By: Ron Hamilton*

## **1962 CATALINA 421 SD SUPER DUTY**

*[AMT/ERTL #6134; 1/25<sup>th</sup> scale; 100+ pieces; grey, chrome, clear, clear red, vinyl tires]*

Pontiac’s new General Manager, *Bunkie Knudsen*, appointed on July 1, 1956, was tasked with reviving Pontiac’s sales. Having come to be known as an old man’s car, he started in small ways to modernize the car, and change its image. For example, by removing the *Silver Streaks* (a Pontiac tradition) on 1957 models. He was also responsible for a new model in 1957—the *Bonneville convertible*. When Knudsen brought *former Olds engineer Pete Estes* aboard, he also received Estes’ knowledge of the *upcoming Olds J2 tri-carb setup*. In 1957, Pontiac debuted its optional tri-power atop a 347 cubic inch V-8, which was good for 317 horsepower. In 1958, the engine was increased to 370 cubic inches, and horsepower climbed to 330.

Realizing that racing was a very good way to sell cars (“*Win on Sunday, sell on Monday*”), the *Super Duty* saga began in 1959 with the introduction of a 348 horsepower, 389 cubic inch V-8 (a 363 horsepower tri-power version was also available), *Glen “Fireball” Roberts* piloted a Pontiac around Daytona Speedway at an incredible pace of 155 mph! *Jim Wangers* added *Super Stock and Top Stock Eliminator victories at the NHRA Nationals* in Detroit in the fall of 1959.

Super Duty output would jump to 368 horsepower in 1961, a year when Pontiacs would *win thirty of fifty-two NASCAR races*. Then, just before the *NHRA Nationals* in *Indy*, Pontiac engineers introduced a *grossly underrated 421 cubic inch, 373 horsepower V-8*, with only about a dozen being distributed to professional drag racers, prompting the *NHRA* to mandate that to be legal for stock class competition, the cars had to be available to the general public.

In 1962, a special run of *even more powerful SD V-8’s were offered as factory options on Catalina sedans and hardtops, and Grand Prix Sport Coupes*. This engine included a *4-bolt main block stuffed with 11.1:1 Mickey Thompson forged aluminum pistons, a forged steel crank, a radical #10 McKellar solid-lifter cam (so named for its designer, Malcolm “Mac” McKellar), twin Carter four-barrels, an 8-quart oil pan, and a pair of free-flowing aluminum headers, incorporating convenient cutouts for wide-open running*. Claimed output was 405 horsepower, but *Roger Huntington* claimed that actual output was closer to 465 horsepower! As if to add ‘icing’ to this ‘cake’, Pontiac included various *lightweight pieces* including the *hood, front bumper, fenders/inner fenders, and radiator brackets*.

In 1963, to counter the small weight increase of the redesigned models, the chassis on all Super Duty cars were drilled, hence the name “*Swiss Cheese*”. In all, only about a *dozen or so* of these *were built*, and also included *Plexiglas windows*, again for weight savings. In order to call a halt to Pontiac and Chevrolet’s escalations in this horsepower war, the *infamous Racing Ban* was handed down from the *front office* at *GM* (affecting all divisions, but specifically targeting these two), effectively bringing this *overt racing program* to a halt. This merely meant that any division intent on continuing their programs would have to do so “*out the back door*” (which I believe some did!). AMT has finally released their eagerly anticipated all-new kit of the 1962 Super Duty Catalina, the subject of this review. Read on!

**Engine:** The *421 cubic inch, 405 hp. V-8* is included, and appears to be not only quite correct, but nicely done as well. The 23-piece big block (Pontiacs are ALL big blocks!), has the now-standard longitudinal seam present, but the oil pan will also aid in masking it. Separate items include an *oil filter, starter motor, distributor, nicely-done generator* (it actually has a bracket molded to it, so it does not appear to be hanging out in space!), and *front cover*. The *fuel system* in this kit deserves special attention. AMT molded the *twin Carter carbs*, along with their *unique small round, chrome air*

*cleaners*. They have also thoughtfully included the *fuel line* from the carbs to a *small fuel block*, and *the fuel pump features the other half of the line* attached to it. Nice touch, AMT! The aluminum (*not steel!*) ram air exhaust manifolds appear to be quite correct as well.

**Chassis:** The chassis is separate from the floorpan as in most newer AMT kits. A simplified lower front suspension is included, along with springs and spindles. The rear end includes a two-piece third member, a pair of coil springs, a pair of shocks, a pair of lower control arms, and a pair of upper control arms. The exhaust system is four pieces, and the exhaust cutouts are also molded in. The driveshaft rounds out this unit. There are notches on the front inner fenders molded to the chassis, in addition to notches at the rear of the chassis, which slot into the body for a more positive attachment between the two. The radiator mounts to the header panel, and is fed by upper and lower radiator hoses.

**Wheels and Tires:** AMT went with a new approach, and utilized '*poverty caps*' (*small hubcaps barely covering the centers of the rims, a.k.a., dog dish caps*). The early photos showed the car with 8-lug aluminum wheels. They appear to have a *new tire tool*, as their tire set includes a skinny front tire, and a set of *incorrect for the-period slicks*. The *wheel backs* actually include some *backing detail*, as in most of AMT's newer kits.

**Body:** The body is cleanly cast, with a few minor seams on the front edge of the hood, and the tops of the rear fenders. Flash is almost non-existent. About the only scripts on the body, would be the finely cast 'PONTIAC' letters across the rear deck. The '*Catalina*' script on the front fenders is missing, because, Aluminum front ends typically didn't have this item. The remainder of the trim (*door handles, windshield wipers, etc.*) is molded to the body, rather than being separate. The front bumper has the peak molded in between the grilles. This should be body color, and will pose somewhat of a problem in masking and painting.

**Interior:** The interior is platform-style, as are most of AMT's newest offerings. Crisply engraved, the tri-tone interior should be a snap to properly paint. The bench seat is two pieces, while the package shelf is molded to the rear seat. The gas, clutch, brake, and emergency brake pedals hang from the dashboard. The clear (*yes, I said clear!*) steering wheel with a separate chrome horn ring mounts to the dash by way of a separate steering column. The 4-speed shifter slots into place on the bare transmission tunnel, as it should (*the console would have been so much useless weight for this car's target audience!*).

**Glass:** The sunvisors are molded to the windshield. The remaining glass tree includes the rear window, clear windshield washer bottle, and four clear headlight lenses. Clear red tail lights round out the glass. Curiously, the vent windows are missing. They should be easy enough to make on your own, but this omission surprises me.

**Decals:** The decals are quite minimal in this kit, consisting of a fan caution marking, and the now-standard set of undersized license plates-'62 CAT' MI (*Detroit- how appropriate!*), which are vintage 1962.

**Instructions:** The instructions, while easy to follow, do not list parts by name, relying on a simple numbering scheme to refer to them. All the proper painting instructions are listed based on the blue box art car. Unfortunately, a color matrix is not provided.

The few minor nits aside, I really like this kit. It lends itself well to some projects I have had in mind for some time. Now, if they could bring out a nice *Grand Prix* as a possible future modified reissue of this kit, I guess AMT would get even more of my hard-earned dough! I gotta get out and get a few more of these guys!

*A Recommended reference:*

*Pontiac Musclecars*

By: Motorbooks International, and Mike Mueller

*By: Timothy Sickle*

*(Ed. Note: The following review was not only submitted to MAMA's BoyZ, but also to the CPMCC well. Thanks, Mike!)*

## '48 FORD WOODY

*[Revell-Monogram #2540; one version; new tool; White, clear, chrome, vinyl tires]*

**Engine:** The Flathead V-8 consists of 17 pieces, including such things as separate starter, distributor, front cover, oil filter, fuel pump, carburetor, generator, and decals for the oil filter and air cleaner. Detail is especially good on the cylinder heads. Upper and lower hoses with decals are also included. *Replicas and miniatures Company of Maryland* also features a very nice selection of Flathead parts that will really make this engine stand out. One of them is a *clear fuel filter* (*item number FH-64*). Another fine example is Norm's *Flathead ignition wire looms* (*item number FH-30*), and his *oil fill tubes* (*item number FH-61*). These and many others are available from Norm Veber-see him for his latest list. His reputation and quality are first-rate.

**Chassis:** The chassis features a separate X-member, master cylinder, steering box, and a single one-piece exhaust system, with molded in hangers. The front suspension assembly features a separate front axle, brake backing plates, shocks, tie rod, and front stabilizer bar. The wheels are nicely detailed steel open units with a hole in the center. Five beautiful

chrome hubcaps top them off (*one for the spare out back*). My only complaint is the lack of chrome trim rings. Tires are excellent renditions of the Goodyear 6.00-16 4-ply blackwalls, which look new to me.

**Interior:** Here we find separate door and tail gate panels. The door panels have the door handles molded on, along with very lightly molded woodgrain. Care must be exercised in painting, unless you decide to use a woodgrain decal, or better yet, real wood. The headliner also features the proper ribbed wood look, along with a separate dome light. The dash is two pieces, with the insert being chrome. Decals for gauges and clear lenses are included. The steering column features a separate chrome shifter, along with a two-piece steering wheel (*separate chrome horn ring*), and, is again, very nice. An interior rear view mirror is also included. The front interior floor has floor mat detail molded in, and has separate brake and clutch pedals. The heater is a separate unit, with molded on hoses. All parts have helpful painting suggestions adjacent to them.

**Body:** A one-piece body with a separate hood starts things off. The hood features a hinge for both sides. The hood also unfortunately, features a mold seam on either side, which will require attention. The front fenders also will require some seam work removal. A nice feature is the separate chrome hood emblem. The body also features lightly engraved woodgrain. The nice box art features the real car on the front (*top*), and the built-up on the sides. I still don't care too much for the new flip-top one-piece box, but I guess it will also serve a purpose, such as making it hard for people who break open kits in stores to pirate parts from. A nice touch though, is the bottom of the box, which features a section of road striped with a dotted yellow line, which can be cut out to enhance your model on display.

**Comments:** Wake the kids up, and put on some *Beach Boys music*. This kit's gonna **be Fun! Fun! Fun!** It is also begging to be tubbed and slammed Terry and Alden! (*Ed. Note: For those of you unaware, Mike refers to Terry Adams and Alden O'Brien, members of the PA club, to which he originally submitted this review*). I can't wait to get into one soon! I think Revell-Monogram has another *Kit of the Year* with this one. Now, where did I leave that *surfboard*?

*Surf's Up,  
See ya!  
Mike Hump*

## **BITS & PIECES**

- **A real Bahn-Burner!** A German motorist, obediently following the satellite-guided navigation system of his car, drove straight into the Havel River in eastern Germany, police said. He apparently drove his BMW past a stop sign, down a ferry ramp, and about 12 feet into the river before stopping! The 57-year-old driver and his passenger were not hurt. Police said the driver reported he was following the navigation system, which had evidently had failed to note that the road in the town of Caputh near Potsdam ended at a ferry crossing. Thanks to **The Washington Times** for this side-splitter!
- **Smart air bags.** *Ford Motor Company* has found a way to make airbags inflate more safely with a computer which senses a car's speed, weight, positions of the people, and the severity of the wreck. Some elements of the system will begin appearing on cars and light trucks at no cost beginning with the year 2000 models which will arrive in showrooms later this year. The system, introduced the first week of January at the North American International Auto Show, addresses the threat airbags pose not only to adults, but to children, as well as people who aren't wearing seat belts in minor accidents. The system will be able to 'think' about and respond to different conditions, before deploying the two-stage airbags. The system will be able to have the ability to inflate an airbag more slowly for people sitting closer to the steering wheel, and adjust the airbag based upon the passenger's weight. In severe wrecks, the system will initially tighten seat belts, while measuring the pressure on the occupant to avoid crushing the chest. Thanks to **The Washington Times** for this welcome update to a thorny problem.
- **High-Dollar "Swiss Cheese"!** The December 1998 issue of **Hemmings Motor News** lists a *recently restored 1963 Swiss Cheese Catalina* for the paltry sum of **\$175,000!** Trades plus cash considered, though!

## **COMING EVENTS**

- *Jan. 15<sup>th</sup> to 17<sup>th</sup>* (*Ed. Note: Note Date Change!*)- **Championship Auto Shows World of Wheels Car Show** to be held at the Baltimore Convention Center in beautiful Baltimore, MD. **Street Rodder magazine** is sponsoring a **model car contest!** Classes include: *Street Rod, Custom, Street Machine, Straight Line Competition, Competition (Other), Curbside, Diorama, Senior (entrants will be between 13 and 16-years old), Junior (entrants will be 12-years old and younger), Box Stock, Factory Stock, Light Commercial, and Heavy Commercial*. There will also be awards for ***Best in Show (Beginner, Junior, & Adult), Best Finish, Best Interior, Best Detail, and Best Engine***. For additional info, contact Donna Bolt at (248) 650-5560.
- *Mar. 14<sup>th</sup>*- **1999 Annual Spring Toy Show** from 9 a.m. to 2:30 p.m. at the York Fairgrounds (Memorial Hall) in York, PA. Admission is \$3.00 (kids under 12 free). For info, contact the Club Office at (717) 653-7327.

- *Mar. 14<sup>th</sup>*- **Washington Antique & Collectible Toy Show** from 9 a.m. to 2 p.m. at the Elks Lodge, 8421 Arlington Blvd., Fairfax, VA. Admission is \$4.00. For info, contact Ferdinand Zegel at P.O. Box 589 Fort Belvoir, VA 22060 (703) 524-2061 (evenings), or Richard Wilkinson at (301) 907-3441 (days).
- *March 26<sup>th</sup> & 27<sup>th</sup>*- **1999 IPMS Region 4 Scale Model Exposition and Contest** sponsored by IPMS Three Rivers/Pittsburgh IPMS Shenango Valley Area Scale Modelers at the Sheraton Inn Pittsburgh North, 910 Sheraton Drive, Mars, PA 16046, (724) 776-6900. Vendors, seminars, and food available. **Theme is "History in Your Hand"**. For info, contact Tim Swisher (*IPMS Three Rivers*) at (412) 367-8690/tswis88665@aol.com; Tim Reeher (*IPMS SVASM*) at (724) 962-2876/timrace@infone.net; or Chuck King (*vendor info*) at (724) 443-5767/cmking@nauticom.net.
- *March 27<sup>th</sup>*- **The Tri-State Scale model Car Club** presents the **13th Annual NNL East** from 9 a.m. to 5 p.m. at the Parsippany P.A.L. building on Baldwin Road in Parsippany, NJ. This year's theme is **Rods & Customs**, and **50 years of the '49 Merc**. For show info, contact Ken Walkley at (201) 641-0344, or E-mail TSSMCC KJW@aol.com, or Tom Geiger at (732) 264-9305, E-mail ModlCitizn@aol.com.
- *April 3<sup>rd</sup>*- **Model Classic 99** hosted by the Northern VA IPMS gang at Fairfax High School, 1500 Old Lee Hwy, Fairfax, VA. Entry fee of \$8.00 (*any # of models*), or a walk-in entry fee of \$5.00, Juniors (*age 17 and below*) are free. For further info, contact Frann Tunstall at (703) 569-9164, or Tom Henderson at (703) 680-9354.
- *April 11<sup>th</sup>*-**58<sup>th</sup> Annual Spring Meet** sponsored by the **Capitol Miniature Auto Collectors Club** from 9 a.m. to 2 p.m. at the Dunn Loring Fire House Community Hall, 2148 Gallows Road, Dunn Loring, VA For info, contact James William Brostrom, 6632 Cardinal Lane, Annandale, VA 22003.
- *April 16<sup>th</sup> & 17<sup>th</sup>*-**IPMS Region 6 Convention '99** at the Radisson Inn, 2150 Veterans Boulevard, Kenner, Louisiana sponsored by Flying Tigers, Inc., Scale Model Builders IPMS New Orleans. This year's theme is **'Vive La France' (Hey, Matt!)**. That would include **armor, aircraft, figures, ships, autos, and more**. For further info, contact IPMS Flying Tigers Scale modelers, Inc. 710 Carondelet Street New Orleans, LA 70130. Phone Lee Coll (*evenings*) (504) 751-9181 or Jerry Chatelkain (*days*) (888) 340-2121; e-mail leecoll@eatel.net.
- *May 16<sup>th</sup>*- **Diecast & Collectible Vehicle Toy Show** from 9 a.m. to 2 p.m. at the new Morris Meadows Historic Preservation Museum, 1523 Freeland Road, Freeland, MD. Admission is \$2.00 (*kids under 5 free w/adult or guardian*). For info, contact Joe Golabiewski at 12317 Harford Road, Kingsville, MD 21087 (410) 592-5854 (after 6 p.m., please!).
- *June 5<sup>th</sup>*- **Late Great Chevy Car show** at Win Kelly Chevy, on rts. 108 & 32 in Clarksville, MD. For info, call Matt Brashears at (410) 785-8578.
- *June 13<sup>th</sup>*- **Washington Antique & Collectible Toy Show** from 9 a.m. to 2 p.m. at the Elks Lodge, 8421 Arlington Blvd., Fairfax, VA. Admission is \$4.00. For info, contact Ferdinand Zegel at P.O. Box 589 Fort Belvoir, VA 22060 (703) 524-2061 (evenings), or Richard Wilkinson at (301) 907-3441 (days).
- *June 26<sup>th</sup> & 27<sup>th</sup>*- **12<sup>th</sup> Annual Mid-Atlantic Chevelle Show and Swap Meet/ACES Northeast Regional** sponsored by the **MD Chevelle Club**, at Northeast Community Park in Northeast, MD.
- *Sept. 12<sup>th</sup>*- **Washington Antique & Collectible Toy Show** from 9 a.m. to 2 p.m. at the Elks Lodge, 8421 Arlington Blvd., Fairfax, VA. Admission is \$4.00. For info, contact Ferdinand Zegel at P.O. Box 589 Fort Belvoir, VA 22060 (703) 524-2061 (evenings), or Richard Wilkinson at (301) 907-3441 (days).
- *Nov. 7<sup>th</sup>*- **Annual Fall Meet** sponsored by the **Capitol Miniature Auto Collectors Club** from 9 a.m. to 2 p.m. at the Dunn Loring Fire House Community Hall, 2148 Gallows Road, Dunn Loring, VA For info, contact James William Brostrom, 6632 Cardinal Lane, Annandale, VA 22003.
- *Nov. 21<sup>st</sup>*- **Washington Antique & Collectible Toy Show** from 9 a.m. to 2 p.m. at the Elks Lodge, 8421 Arlington Blvd., Fairfax, VA. Admission is \$4.00. For info, contact Ferdinand Zegel at P.O. Box 589 Fort Belvoir, VA 22060 (703) 524-2061 (evenings), or Richard Wilkinson at (301) 907-3441 (days).
- *Dec. 4<sup>th</sup> & 5<sup>th</sup>*-**10th Annual Street Cars of Desire Car show and Automotive flea market** at the MD state fairgrounds, Cow Palace in Timonium, MD. Call (410) 876-3842 (*until 9 P.M. S.T.*) for further info.

### **CLASSIFIEDS**

**WANTED-** Someone to build a **1954 Chevy Bel Air** for me. Call Virgil Graham, of the **Lost in the 50's car club** at (410) 761-6651.

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