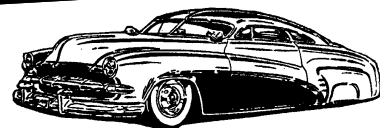


MAMA Sez!

Volume 26, Issue 10

June, 2014



Car Show Season is Here!

This is the newsletter of the **Maryland Automotive Modelers Association**

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2014 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- ☞ January 18th
- ☞ February 15th
- ☞ March 15th
- ☞ **April 19th (3rd Sat!)**
- ☞ May **NONE (!)**
- ☞ June 21st
- ☞ July 19th
- ☞ August 16th
- ☞ September 20th
- ☞ October 18th
- ☞ November 15th
- ☞ December 20th



Inclement weather phone number: (301) 474-0646.

With our upcoming NNL, there was no May meeting. *Didja miss it?!*

A brief discussion was held (in April!) on '15 **MAMA NNL** show themes, before choosing next years' themes—**Gassers—straight axle**, and a **sub-theme** of **1965 cars—50th Anniversary**.

This month, **Pat Crittenden** peeks at the **Round 2 Fruit Wagon**.

Thanks, Pat.

The **Pontiac Parade** was MIA, mainly 'cuz we were (mostly) all in a different place, on a different date—**Doh!**

Since there was no meeting, there was no raffle—**Doh!**

With no raffle, there were no raffle donors to thank—**Doh!**

So, there you have it, gang—it's a wrap!

MPC PRESENTS THE MONKEEMOBILE 1/25 SCALE KIT

ON TEST **ON TEST** **ON TEST** **ON TEST**

THE HOT, HOT CUSTOM FROM THE HOTTEST PROPERTY ON TELEVISION

The MONKEES are winning races and...
 • 9 1/2 inches long!
 • Three rows of seats.
 • 4 buckets and a rear!
 • Steering car convertible top!
 • 100-ampere with dual-throw!
 • Rear shock, parachute, Cragar wheels!

NO. 605 RETAIL: \$2.00 RELEASE: JANUARY

MODEL PRODUCTS CORPORATION MOUNT CLEMENS, MICHIGAN

NNL Thanks!

Well gang, our NNL is now in the books. Word from our 'statistician' and moneyman **Matt G** that we had just **shy of 500 models** on the table, making this one of our most successful shows ever.

The winners (*I'll refrain from calling them lucky—luck had nothin' to do with their win!*) are as follows:

Competition: Del Paone, '70 Dodge Coronet

Curbside: Andy Behrens, '51

Chevy Fleetline

Custom: Rick Martin, '48 Chevy

Replica Stock: Devin Williams, Ferrari 250 GTO

Street Machine: Del Paone, '67 Chevelle

Street Rod: Terry Adams, '40 Willys

Truck/Light Commercial:

Terry Adams, '29 Ford

Gary Burkey Award: Chazz Clanian, '32 Ford

People's Choice—Ford vs. Chevy—1957 Style:

Barry Fadden, '57 Bel Air

People's Choice—

Mustangs: Bill Stillwagon, Mustang van

People's Choice Junior: Brian Nicholas, AMC Pacer X

People's Choice Adult: Del Paone, Mercury Cyclone

I'd like to take this time to thank everyone involved—door prize donors, entrants, attendees, and most importantly, those who staffed the event. We 'preciate each and every one of you!

Retro Corner

Current Info: Fruit Wagon, kit# 869/12, 190 Parts, Molded in: white, clear, chrome and vinyl, M.S.R.P. \$23

Retro Info: Enhanced Re-issue; original manufactured year—1969; price for original: \$70

Pros: A plethora of parts and building options, beautiful tires

Cons: Mold is showing it's age, more cleaning is needed on some parts than on others

Overall: Not bad

Hey Gang,

I'm back (*again*). I know I've been away for a few years, but the reason I'm back is that I was approached by Rich Wilson to do this kit review. So....here goes.

This is definitely a cool old kit, and right up my alley. I will be honest about this review. I have **NO** computer references for this kit, only the instruction sheet. Also, I'm not building this model (*I know, that's a first!*) so I'm not sure about parts fit issues.

Anyway, disclaimers aside, let's get down to what makes this kit 'tick.'

Stock/Hot Rod Engines: Once again, I don't have any references so I'm not sure how accurate the six-piece (*count 'em, 6!*) stock engine really is. I'm sure with a little work, it could be made presentable. Now on the other hand, the Lincoln engine is much nicer. This one comes with three different intake options, including a 'Latham' blower. This version would look cool in an old

front engine rail. Two other details I love about this engine are the headers and the little 'balls' for the carbureted versions. Speaking of carbureted versions, you get either a three deuce manifold (*which doubles as the blower manifold*) or a log manifold with six twos. Anyway you go, this one's a winner.

Chassis/Suspension: Including the frame, the stock chassis is made up of five pieces. This is extremely simplified and requires some detail work to bring it to life. The hot rod chassis made up of 14 pieces (*including the frame*), and has considerably more detail than its stock counterpart. One thing that both chassis share is those good old metal axles. I know they were "state of the art" in the 60's, but it doesn't make them any prettier on the finished model. One way to hide them (*somewhat*) is to 'color' them with a black sharpie. On the other hand, I do like it when a model will roll. Anyway, I can see with the big Rat Rod craze going on right now, this hot rod chassis came along at the right time. It will be interesting to see what people do with this one.

Wheels/tires: This is where this kit shines all the way around! I think the rear slicks for the rod versions are worth the price of admission alone. I like Blue Line and "Goodyear" tampo print on the sidewall (*can I say "Goodyear"?!).* Anyway, another plus is the 4 'whitewall' tires included. They appear to be Firestones, but I'm not sure about their size. They would make a nice choice for you replica stock builders out there. I almost forgot



to mention the "Tera Trust" mags. I've never seen these before and I think they are cool!! **KUDOS** for these! And finally, we come to the stock wheels and tires. Compared to the 23 pieces, I think the separate tires look much better than molded to the rim. This also makes painting the rim easier.

Body/Final Assembly: The roadster body is one we've seen a few times over the years, so it is what it is. That's not to say it's bad or anything, but what I want to talk about is the pick-up cab. This eight piece assembly looks tricky to assemble (*the seat and cowl especially*), but the possibilities for this one are endless. I can even see someone making a trike out of the body and some evergreen. Any takers?

And finally (*Ha! Ha!*), we come to final assembly. The stock roadster consists of 26 pieces, including the finished chassis. The hood can be posed can be posed open if you desire, and it comes with up and down tops. Once again, with a little detail work, the finished model would really shine.

The hot rod roadster is another story. As I'm looking at the instruction sheet, if I were to build this model, I almost couldn't decide what options to use. One of

(Continued on page 3)

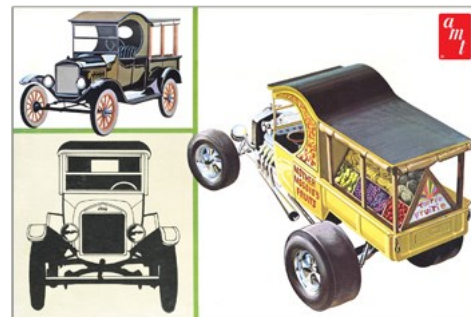
Retro (contd)

(Continued from page 2)

the neatest pieces here is the 'keg' gas tank. I could see that on the back of that trike! Final assembly for this version consists of 43 pieces, depending on the options you use. A short bed is also included. The stock pick-up consists of 19 pieces to finish including finished *chassis* (5 more for the *fruit wagon option*), and like the roadster, is simplistic in build. The replica stock modelers out there will have a blast with this one! I looked at the fruit rack with my magna-visor, and I can say that it will take a very small brush to tackle this project. The hot rod pick-up is also rather simple to finish, and with the fruit wagon option, consists of 27 pieces to finish. This includes the finished chassis also. Now all these builds are done just with the parts in the box. But once again, with a trip to the parts box, the possibilities are

endless. One 'extra' part on the chrome tree that's not mentioned in the instruction sheet, is a "Moon" gas tank. This item is always good to have for those gas-ser projects. Also not mentioned is a set of 'cycle' fenders and a floor board in white plastic. Since I have no references, I'm guessing these parts are from a previous issue. Also on the chrome tree is a fire extinguisher.

Decals: I haven't seen any original sheets for this kit, but I can assure you of this, the new sheet is awesome!! Round 2 has really stepped up to the plate with their decals, and this one looks to be no exception! It comes with a set of red side panels for the roadster body and turtle deck. There is also another set of red panels for the stock front and rear fenders. The color on these really 'pop.' Next, there is a set of 'pinstripes' panels for the pick-up bed and cab. The cab's side panels contain a "Mother Maggia's Fruit" sign and the 'C' has a wicked tribal



design. This design is also in red. There are price signs and a "Tootie Fruitie" sign for the fruit stand. There are also various other signs and speed equipment decals included. There are even eight flower decals! Anyway, the point here is you can really personalize your model with this sheet.

Box/Final Thoughts: I usually don't cover this aspect of a kit, but the box art had to be mentioned. I also have to say that the mini boxes, catalogs and mailing list forms show that Round 2 is listening to the modelers. This shows in the effort taken in this kit's reissue alone. I only hope that Round 2 continues to give modelers the subjects they ask for. Now we need some old MPC and AMT rear engine dragster kits to come back!

I give this kit 4 1/2 bottles of paint (out of 5).....(I gave it 4 1/2 bottles for parts counts, number of versions and decals alone. I took away 1/2 bottle because of the flash and ejector pins on inside of cab).

Now let's see what folks do with the truck version. Maybe a hot rod tow truck or a stock delivery truck. The possibilities are endless, so enjoy this one. And remember, **JUST HAVE FUN!!!**

Until next time,
Pat 🍷



Isn't nature a beautiful thing...here's a Falcon nesting in a tree (!)

'Gov-a-mint Motors!'

Toyota and 'GMC' are recalling **nearly 1.3 million vehicles** including the *Matrix* in the US market, part of a larger global recall campaign, for an issue that **could cause the airbag not to deploy in the event of an accident**. 'GMC' is recalling *Pontiac Vibe*s for the same problem, since the Vibe is mechanically similar to the Matrix, as the two shared a platform and were built at the same plant.

The steering column assembly in these vehicles contains electrical connections to the driver's airbag module that's located in a spiral cable assembly, which includes a flexible flat cable. Because of the shape and location of that cable's retainer, it could become damaged when the steering wheel is turned. That damage could in turn break the connection to the driver's air bag module, located in the steering wheel, and the air bag could be deactivated. This poses a risk of injury to the driver in crashes where the air bag would normally deploy.

The affected vehicles are **2006-08 RAV4s, 2006-10 Yaris sedans and hatches, 2008-10 Highlanders, and 2009-10 Tacomas**. Additionally, the recall includes *Toyota Corolla and Matrix*, as well as **2009-10 Pontiac Vibe**s.

Toyota and 'GMC' are in the process of notifying owners of affected vehicles. Toyota owners should expect to receive an interim notification letter in late April, and another letter will be sent when the remedy parts are actually available. 'GMC' has not yet

mentioned when it will start notifying Pontiac Vibe owners of this recall (*typical 'GMC,' eh?!)*

The fix will be implemented at the dealer level, and will consist of the replacement of the spiral cable assembly.

This was supposed to be the year when 'GMC' made a record **\$10 billion in profit (!)**.

Now, CEO Mary Barra will be **hard pressed to avoid posting a loss** when 'GMC' announces its first-quarter earnings.

The cost of recalling 2.59 million vehicles linked to the deaths of at least 13 people—combined with continued losses in Europe and new challenges in Russia, Australia, Asia and South America—have prompted analysts to downgrade their earnings estimates.

"It's certainly been a trying 100 days" since Barra started on Jan. 15, said Brian Johnson, an industry analyst with Barclays Plc. This week, Johnson **lowered his earnings estimate to a penny-per-share loss from a 20-cent profit**.

He predicted that the company would have its **worst results since the fourth quarter of '09**, when 'GMC' was fresh off its US government-backed bankruptcy reorganization.

Over the past few weeks, **12 of 14 analysts** surveyed by Bloomberg **lowered** their estimates for 'GMC's' first-quarter adjusted EPS, bringing the consensus estimate **down 88 percent**, to 6 cents a share.



A year ago, 'GMC' reported an adjusted 67 cent per share profit, and a first-quarter net profit of \$1.18 billion.

This quarter, it has forecast taking a **\$1.3 billion loss** for costs related to recalling **7 million vehicles**, including those with faulty ignition switches. It has also said it will take a **\$400 million pretax charge** for changes in Venezuela's currency. That will come on top of any losses in Europe, which have totaled more than **\$18 BILLION** since '99 (*mostly Opel*).

'GMC's' fresh CEO Mary Barra has taken most of the flak over the ignition-switch debacle, however former execs may not be immune from public grilling at congressional hearings.

Connecticut Senator Richard Blumenthal, a former Attorney General, has reportedly called for the **company's ex-CEOs to help answer questions** about what went wrong under their leadership.

The legislator suggests 'GMC' has failed to answer "a whole set of questions on why there were so many delays in taking action," according to an interview with Reuters. "Of course we have to go back to the prior CEOs."

(Continued on page 5)

'Gov't (contd)

(Continued from page 4)

Former 'GMC' chief Dan Akerson sits at the top of Blumenthal's list of executives to question. Akerson succeeded Ed Whitacre to take the helm in 2010, and made a well-timed exit just weeks before the ignition-switch recall was announced under the new leadership of Mary Barra.

Meanwhile, a **second 'GMC' engineering exec is quietly retiring** in the wake of the delayed recall of the ignition switch debacle. **Jim Federico**, who headed safety, vehicle performance, and testing labs, is retiring after almost 36 years with the company. 'GMC' said he's leaving on his own to work outside the auto industry. Coincidentally, he was the **chief engineer for global small cars in 2010**, and was **involved in an internal investigation into the faulty switches**.

He reported to the global engineering chief, **John Calabrese**, who coincidentally retired **LAST** month after 33 years at 'GMC.'

'GMC's' first-quarter net income sank **86 percent** from a year earlier to \$125 million amid heavy costs related to the recall of **7 million vehicles**.

The result for the January-March period was 'GMC's' worst showing since the six-month peri-

od after its emergence from bankruptcy in '09.

The bottom line included **\$1.3 billion in recall-related expenses** as well as about **\$200 million in restructuring costs** in 'GMC's' European business.

'GMC' also recorded a **non-recurring pretax charge of \$427 million**, almost entirely for currency fluctuations in Venezuela. **'GMC's' pretax income** excluding the one-time items—the figure the company points to as most reflective of its underlying performance—**dropped 74 percent**, to \$466 million.

The ink was barely dry on last month's column, when **yet another recall** came in from the **'General' (surprised?!?)**. 'GMC' said it recalled **8,590 '14 model year Buick LaCrosse and Chevy Malibu sedans** for possible reduced braking performance because **rear brake rotors may have been installed in the front brake assembly**, which could shorten the life of the front brake pad and increase the risk of a crash.

'GMC' said it was unaware of any accidents or injuries related to the issue. It added it expects a very small percentage of the recalled vehicles will contain the front brake assembly misbuild.

A rear brake rotor is 7 millimeters thinner than a front by design and over time higher heat generated by the thinner rotors will shorten brake pad life, 'GMC' said.

Affected in the recall were 8,208 cars sold in the US, 209 in Canada and 173 in Mexico, 'GMC' said. Of the recalled cars in the US market, only 1,694 are in consumer hands, with most still

at dealers.

'GMC' said people who have taken delivery of a vehicle that may be affected will be notified by letter and may request a courtesy vehicle until dealers inspect and, if necessary, replace the front brake rotors. ***I guess the freakin' robots at the plants can't even screw a good 'GMC' vehicle together now, eh?!?***

'GMC' is recalling **50,571 2013 Cadillac SRX crossovers** for an issue that can cause a three to four second **lag in acceleration** due to a problem with the transmission control module. Such a lag may increase the risk of a crash, according to NHTSA.

This recall concerns only the SRX models equipped with the 3.6-liter V6 engine, and the affected vehicles were manufactured between May 29, 2012 and June 26, 2013.

'GMC' has not yet disclosed the timing of notifying owners of affected SRX models (*again, I'm shocked!*), though the fix for this issue will involve the reprogramming of the transmission control module. This fix can be implemented at the dealership level once owners of the affected vehicles are notified.

The second-gen SRX has been on sale since July '09, and has been offered with a total of three

(Continued on page 11)



This 'n That

Round 2 '71 Dodge Demon... CANCELLED!? A recent e-mail from Ron Bradley relates that the **'71 Demon project** is **"cancelled for now"** (per John Greczula, Development Director for Round 2 models), meaning that it's a definite "no-show" for 2014—they are shooting for 2015. Better late than never...**More New Stuff Down the Pike?!** Rumors abound that Round 2 inventoried tooling that was being stored in an old AMT warehouse in Dyersville, IA and found **hundreds of AMT and MPC molds** that were still complete and potentially useable. It's possible that molds for some old annuals that have been out of production for decades were found. If true, this could be the biggest model car industry news story in recent times. Molds that have been in storage and neglected for decades will likely need repair, so don't expect to see any of 'em on the shelf of your local hobby shop real soon. I've heard this is doubtful, but we'll see, I guess... **MORE "Cars"?!?** Variety is reporting that Pixar will introduce a **third chapter** to the **"Cars" franchise**, the company's second trilogy behind "Toy Story." It will join sequels to "The Incredibles," "Finding Nemo," and "Planes" called "Planes: Fire and Rescue."



That one will come out this year, on July 18th. The first "Cars" was something magical to the world of car enthusiasts. That one sold **over \$2 billion in merchandise** and was a massive commercial success (*I guess so, because it seems like there has been "Cars" merchandise EVERYWHERE non-stop in stores since the movie hit the big screen!?*)...**'Hero' Car Sold!** The customized **"Need for Speed"** Mustang recently sold for big bucks—**\$300,000**—at B-J. It may seem like a lot for a Mustang with a body kit, but the money went to a good cause—it supports the **Edith and Benson Ford Heart & Vascular Institute**. A collector from Columbiana, Ohio, bought the wide-bodied 'Stang. He drove off in one of the **EIGHT** cars donated by Ford for filming and **one of two to survive**, according to director Scott Waugh—made, as it was, for beauty shots and promo tours. Bidding started at \$215,000 and hovered around \$235,000, including one retraction. But when the price climbed to \$250,000, the Palm Beach crowd broke into wild applause. From there, it was a slow ride to the final price. The Mustang formed the centerpiece of the hospital's annual Get Your Heart Racing fundraiser, and with the Barrett-Jackson auction in Palm Beach the hospital raised a total of \$600,000. The hospital provides care for heart attacks, vascular surgery and heart research, but is also part of the Henry Ford Health System. In a sense, the Mustang that Ford donated has come back to Ford itself. It's worth noting that in the movie, the characters claim that the car is worth "two mil, minimum"...**Hot**



Rod Dodges—Scat Pack to Hellcat?!? To the delight of Mopar fans, Dodge brought back the **Scat Pack** last November at the SEMA show. At the time, the company teased upgrade packages for the Charger, Challenger, and Dart. Dodge has announced details on the upgrades that'll be available for the 5.7-liter Hemi V8 engine found in the Charger R/T and the Challenger. Owners looking to upgrade their cars will have three stages to build upon: **Stage 1** consists of a cold-air intake plus fine-tuning of ECU and the exhaust. This nets an extra 18 hp for **\$2,195**; the unique aspect of Stage 1 is that it can be implemented outside a Chrysler service center. **Stage 2** gets a bit more serious, adding a cam and an ECU tweak that can result in a gain of up to 30 hp. This package costs **\$1,895** and does require expert installation if owners want to preserve the warranty. The **Stage 3** upgrade nets owners high-flow headers and cat-back exhaust, plus CNC-ported cylinder heads. This results in an

(Continued on page 7)



T 'n T (contd)

(Continued from page 6)

added 58 hp for a cost of **\$4,995** plus installation at a Chrysler-authorized service center. Speaking of installation, *each stage has to be installed in succession*, so one can't start at Stage 2 or 3 without having installed the prior stages. Meanwhile, Dodge recently introduced its *. The **600-plus-hp SRT Hellcat** will do battle with other super-hi-po pony cars like the **Mustang GT500** and **Camaro ZL1**. Production is expected to begin this fall. The 6.2-liter Hellcat engine, part of the Hemi family, features a supercharger and a forged steel crank and alloy pistons, and heat-treated aluminum-alloy cylinder heads to handle all the power. Chrysler's **TorqueFlite eight-speed automatic** is optional; an upgraded six-speed is standard. Dodge continues to offer the **Challenger SRT 392**, which makes 485 hp. All '15 Challenger SRTs offer four driving modes: default, sport, track and custom. They alter hp, transmission shift speeds, steering, paddle shifters, traction and suspension. Like the Boss 302, the Hellcat comes with two key fobs. The red fob unlocks the full hp and torque, while the black one limits the driver. The SRT and SRT Hellcat also come with valet mode, limiting power even further when unfamiliar drivers are behind the wheel. The car gets new eight-spoke, hyper-black 20-inch rims; the Hellcat's 20s have a dark bronze finish called **Brass Monkey (!?)**. With 15.4-inch front Brembo rotors, the Hellcat has the

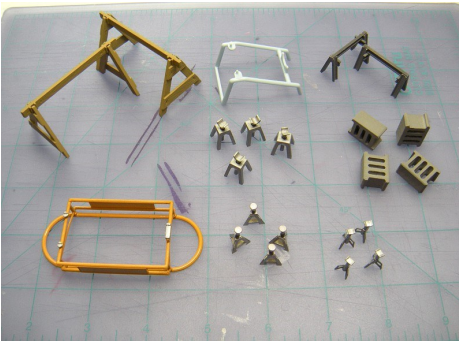
largest front brakes ever offered in an SRT vehicle (*optional on the SRT 392*). Dodge says engineers spent extra time in the wind tunnel refining the new car's exterior. A new front fascia shares time with a larger 'power bulge,' featuring a dedicated cold-air intake, plus extra ducting through the driver-side parking lamp. It also gets a larger front splitter. Inside is a new dash, a 7-inch driver info display and analog speedo and tach. A new trapezoidal-shaped center console comes in two finishes: Hectic Mesh (*SRT 392*) and Dark Engine Turn (*Hellcat*). Automatics get a new T-handle shifter and steering-wheel mounted paddles; six-speeds get a throwback ball shifter. The Challenger SRT Hellcat slots *below* the **GT500's 664 hp** but *above* the **ZL1's 580 hp** in the pony-car ranks. If there were ever any doubts about the hp wars continuing, Dodge just **smashed 'em into more than 600 little pieces...** **Downgraded Hyundai?** Hyundai revamped its fuel numbers on its Sonata sedan, and it issued an apology for misleading buyers. This is the **SECOND** time in two years the company has needed to make amends for false numbers. Hyundai said the original number on its Sonata was 29.6 mpg. That has been revised **DOWNWARD** to about 28.4 mpg. "We gave out a tentative figure we got from an internal test. The mistake resulted from our effort to emphasize the improved fuel economy of the new Sonata, even though it was heavier than the previous model," Hyundai said. They admitted to overstating mileage figures on 2011-'13 vehicles in November '12, and paid consumers **\$395**

million as part of a settlement... **McLaren MP4-12C DOA?!** Production of the McLaren 12C is dead, according to a letter sent by CEO Mike Flewitt to owners. The 650S has been so well received since its unveiling at the Geneva motor show (*we already have a six-month order bank*), they will focus all their capacity at the McLaren Production Centre on 650S... **KITT Car! David Hasselhoff** raised **\$150,000** for charity by selling off his personal **"Knight Rider" car at auction**. He was given a 1986 Pontiac Firebird—based on the computer-controlled **Knight Industries Two Thousand (KITT)** supercar from the hit 1980s TV show—as a gift from a dedicated fan, and he decided to put it up for auction to support the Starlight Children's Foundation. After putting the one-of-a-kind vehicle up for sale in April, he recently revealed that a car enthusiast bought it. During a speech at the Cambridge Union in England, the actor said, "I can't believe 'Knight Rider' affected so many people in such a positive way. I just sold my car for **\$150,000** to a guy in Turkey." The car was just one of the items he donated to **Julien's Auctions' Hollywood Legends 2014 sale**. Other items included his Harley-Davidson motorcycle, awards for his singing career, a lifeguard's jacket from the set of "Baywatch," and his acoustic guitar (*Thanks to autoweek.com, and other Internet sources for this insanity! Ya just can't make some of it up!! Thanks also to those of you in the Peanut Gallery who have helped me entertain y'all by sending stuff—I 'preciate it!*) 🍷

How-To!

The following comes from *MAMA's Boy JC Reckner*.

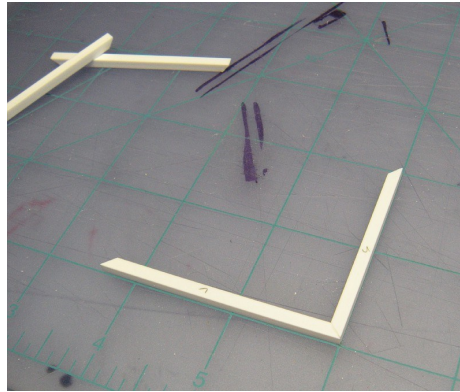
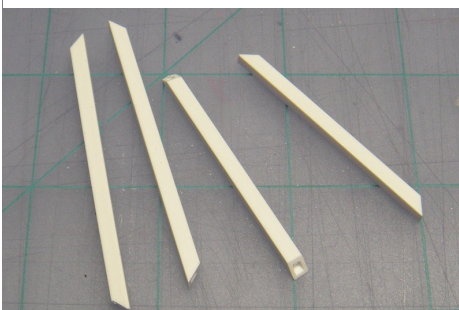
"I like to display my works in progress, at our club meetings or my forum posts, sitting on an appropriate stand or jack. I have a pretty good collection already but I didn't have a body dolly. So with some basic tools and a bit of styrene bits I will attempt to build one."



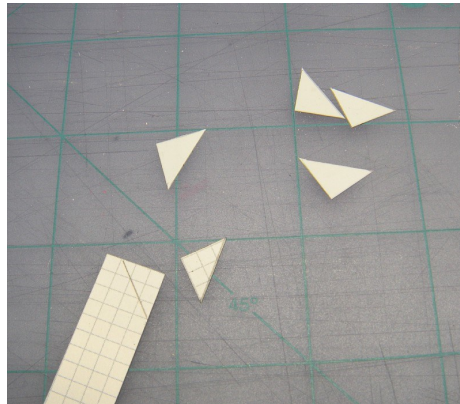
"Here are the tools and supplies to start the project."



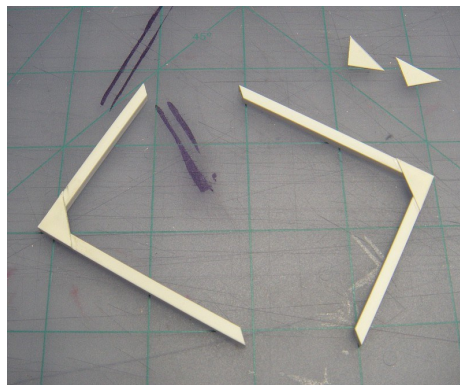
"First decide the size of your basic frame and cut the pieces to length. The short side of my frame is 50mm and the long side will be 60mm."



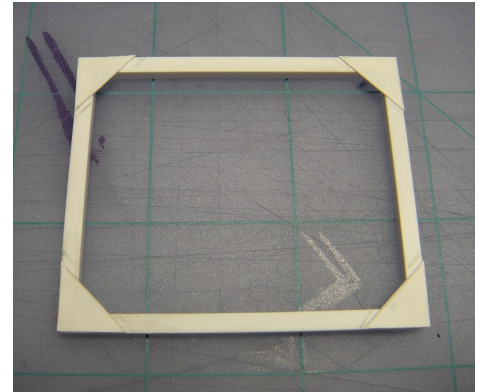
"Take a short and a long leg and glue the corners together. Use the grid on your cutting mat to make sure the joint is square (*at a right angle to each other*)."



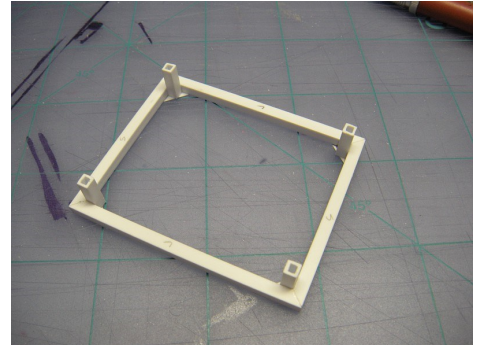
"Use some sheet plastic (*I'm using .010*), and create some corner gussets."



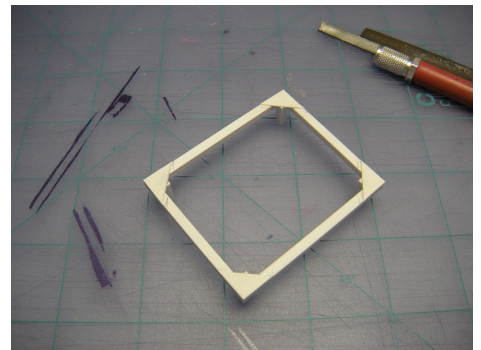
"Join the two sides together and the gussets plates."



"Next, cut some legs for the stand, mine are 10mm long. Glue the legs in the corners with the tops resting against the underside of the gusset."



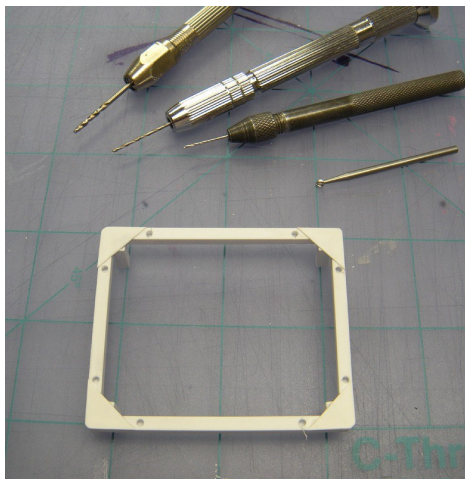
"And there you have the basic frame."



"So now that we have a frame, we layout and drill the holes for the body post. I like to start with small holes and work my way up to the final size. That way, I am not putting a lot of pressure or stress on the styrene. Once the hole is the right size, I use a ball grinding bit (*just in my fingers*)"

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'How (contd)

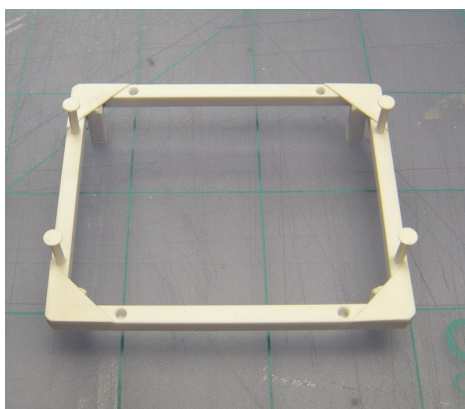


(Continued from page 8)

and gentle chamfer the edge of the hole."



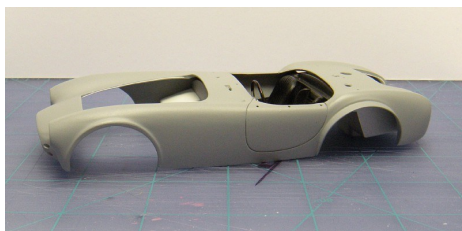
"Cut a few pieces of styrene rod to length. I am using .062 rod cut to 10mm. Using a hole punch cut out few disks that will act as the bearing plates."



"Glue the disk to the top of the posts and you're done. I didn't glue the posts in the frame so that

I can move them around to fit what ever car I am working on at the time."

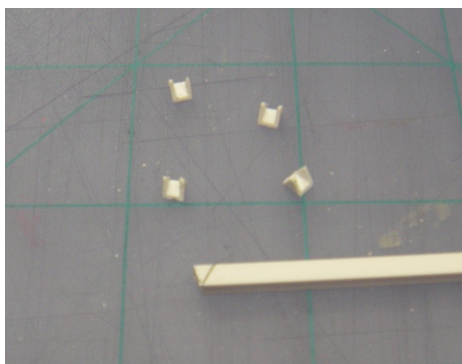
"So now instead of having to show my WIP like this:"



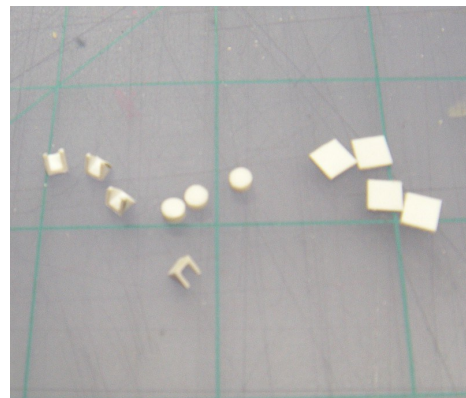
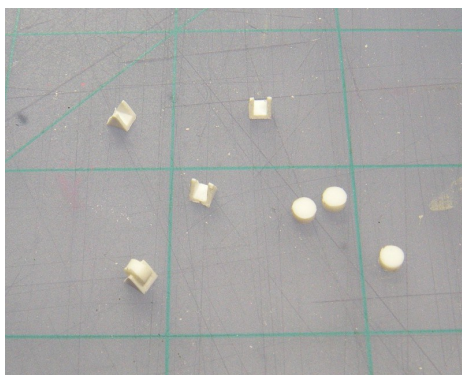
"I can now show it like this:"



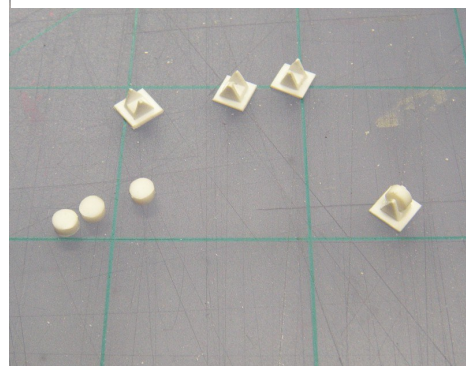
"I can't leave it without casters so we'll make a set. Using the same square tubing, we cut small wedges and open the narrow end to create the wheel bracket."



"Then with some solid rod (I am using 0.125), we cut slices the inside width of the bracket."



"The caster need a mounting flange so we cut them from 0.020 sheet plastic, mine are 5mm square."



"After assembling the pieces we have a good representation of a caster which will be mounted on the bottom of the stand's legs."



After paint and final assembly, you wind up with something that looks like this picture taken at MAMA's recent NNL event in Glen Burnie, MD. **Thanks a bunch, JC—I appreciate your hard work and willingness to share! OK, so whose doin' the next How-To, eh?! 🍷**

Fast & Furious News

drastically
change the plot
to allow his

Paul Walker's character will make an appearance in the next "*F & F*" film thanks to scenes filmed before his death and **computer-generated doubles** of the actor. Several sources are reporting that at least **four body doubles** of him have also been involved in the film's ongoing production since filming resumed in late January, after several weeks of evaluations and rewrites by the studio.

Approximately half of the photography involving his character, Brian O'Conner, had been shot at the time of his **death** in the *Porsche Carrera GT* alongside Roger Rodas, his friend and business partner, over Thanksgiving weekend last year.

Production was on a short weekend break, and Walker and Rodas were killed on November 30 when their Carrera GT lost control while traveling at a high rate of speed in a business park. The pair was returning from a charity event.

It was later determined that they were killed on impact as the car spun and hit a tree and a light pole, and were subsequently consumed by the fire that erupted. For several weeks the fate of the seventh "*F & F*" film, if not the franchise as a whole, was up in the air as the studio and director James Wan were studying ways to salvage the plot and the scenes already filmed. At the time of his death, approximately half of the total scenes envisioned in the original script had been filmed. In the weeks after his death, screenwriter Chris Morgan was brought in to

character to retire from the ventures involving his friends in the film, rather than incorporating his death into the film (*which was reportedly another option*). The required scenes with Walker, which are said to involve his retirement from the crew, will be completed using a combination of **body doubles** and **CGI** along with **voice actors**, though most of the film is likely to feature the real Walker playing Brian O'Conner.

Universal Studios is planning a ride based on the Fast and Furious series. Visitors will embark on the famous Studio Tour tram as it rolls into a new 50,000-square-foot structure and moves up, down, left and right on a hydraulic platform, immersed in 360 degrees of scenes from all the Furious movies. **All the races! All the car chases! All the shifting action! All the 26-mile runways!** It'll all be replicated in full digital 3D. No word yet on whether hologram Paul Walker will make an appearance. The ride, which will cost untold amounts of money, will be similar to King Kong 3D—which Universal bills as "the world's largest 3D attraction." Universal says the "*F & F*" ride will open in '15, part of a 25-year expansion that will cost **\$1.6 BILLION** and see launches of two more rides: *Despicable Me Minion Mayhem*, and the *Wizarding World of Harry Potter*, set to open in two years. Imagine **that mashup. You owe me a ten-second broom, Potter.**

Kristine Rodas, the widow of Roger Rodas—who in November



'13 was killed along with "*F & F*" actor Paul Walker in the Carrera GT crash—has filed a **wrongful death lawsuit against the automaker.**

The suit filed against **Porsche Cars North America (PCNA)** says Rodas was driving at 55 mph, not in excess of 90 mph as the official crash investigators determined. It also says the car lacked a proper crash cage and safety features in the gas tank that could have saved them. Finally, the suit claims a suspension failure forced it to careen out of control, striking a lamppost and several trees before it came to rest and burst into flames. They are seeking unspecified damages. The post-crash investigation conducted by the LA county sheriff's department and California Highway Patrol concluded that Rodas was driving too fast, and found no mechanical problems. The difference of opinion between the official crash investigators and those hired by Rodas's attorney will be a big part of the case.

Rodas and Walker co-owned a car shop named **Always Evolving**. The shop has already begun the process of auctioning off this collection. Apparently, common sense has prevailed. The shop decided not to publicize the sale **OR** Walker's connection to the cars, so as not to appear to be profiting on the infamy of the crash. 🚗

NNL East '14

A great time was had by all at this, the annual "Big Go East," in the "Spaghetti Bowl" (*as coined by a Spotlight Hobbies message board post*), due to the hodge-podge of roads in the immediate area.

The exact number of models was a moot point, as there was just so much incredible work to see, that the focus was on being able to see and photograph it all, not on the exact count!

The swap meet area also offered numerous choices for current or future projects, or detailing items and accessories to enhance those projects.

Buried within the swap meet vendor tables one could find **BOTH** Revell and Moebius displaying their current and near-future wares. I wonder if Revell's

Ed Sexton felt the hot breath of Moebius Models' New Product Manager Dave Metzner on the back of his neck? Don't get me wrong—Revell has a nice catalog of kits, both current and future. But Moebius is comin' on strong! Strangely, Round 2, who had such a presence last year, was conspicuous by their absence.

The following Moebius info comes straight from Dave Metzner: the **Tim Flock '56 Chrysler 300B** is in production now; the earliest shipping for the **'69 short bed** and **'71 standard bed Ford pick ups** will be end of summer; the **'61 Pontiacs**—with no nasty surprises, we could see kits ready to ship by late October (*now, THAT'S what I'm waitin' for!*); **'65 Comets**—like the Pontiacs, if there are no nasty surprises in the mock-up it might be possible to ship kits in December; **'65 Satellites**—possible finished kits

by the end of the year. And, yeah, it **WILL** have a Hemi in it!

Next years' themes will be... drum roll, please... **"Life's a Gas"** (*Gassers!?*), with a sub-theme of **"And Then You Die"** (*professional vehicles*). So, ya better get started **NOW** (*I know I am!*)! ☺ ☐



'Gov't (contd)

(Continued from page 5)

engines during its run, including a 2.8-liter V6 which was available only in '10, and a 3.0-liter V6, available in '10 and '11. From '12 onward, the SRX has been sold solely with a 3.6-liter V6 engine.

In a desperate move to stem the flow of red ink, 'GMC' owners affected by the ignition switch recall are getting even an better incentive to return to its brands for their next new car. The automaker says that these drivers can now get **employee pricing** on its models. Previously, 'GMC' was only offering them a \$500 discount if

they bought a new 2013 to 2015 vehicle.

According to 'GMC' spokesperson Jim Cain, the company has been offering the incentive to affected owners for about a month. But it purposefully isn't advertising it or disclosing volumes. "We want to give dealers as many tools as they need to satisfy customers," he said. Buyers get employee pricing on 2013 to 2015 models, which is a certain percentage below dealer invoice, and it replaces the previous \$500 offer. It will be available throughout the duration of the recall.

Oh, and here's another small jab at 'GMC.' For at least some of the cars affected by the recalls, not

only were they unable to **SELL** them over the Memorial Day holiday weekend, they could not even offer **TEST DRIVES!** There was some talk of selling them, but doling out loaner cars until recalled vehicles were fixed, or making buyers come back to pick up their freshly repaired vehicles **AFTER** purchase. There's something inherently **WRONG** with having to get a car repaired **BEFORE** you even purchase it, don't you think?!? ☺

2014 GMC Recall Ticker

of Recalls

29

of Vehicles Affected

14,000,000

'Barn Find' Dodge!

Hidden for **70 years**: The **1940 Barn Dodge!**

You've heard stories of barn finds before. Some sound incredible, some unbelievable. But here is one that might top 'em all. It is the true story of one 1940 Dodge Deluxe Sedan. In 1948, the original owner passed away. The car was put on blocks and covered with sheets. No, it was not going to be for sale.

Who would have guessed at that time that the Dodge would be asleep for more than 50 years?

Finally, early in '03, the time had come. The sheets were taken off, the car was lifted off the blocks, and the tires were filled with air. A new owner was found. He took the Dodge to Southern California.

71 years old and with only 42,342 original miles (!) showing on its odometer, this car personifies the term 'reference car.' More importantly, it represents a rare opportunity to experience how it felt driving a new car in the 40s. And, if you have to ask why it's called a 'necker knob,' you're probably too young to buy this car! Thanks to **Gary Sutherlin** for this gem! 🍷





- July 1st to 5th—**GTOAA & POCI Nationals**, in Pittsburgh, PA. All Pontiacs welcome. We'll be there (*hopefully, with my GTO!*) *Coverage upon my return!* 🍷



1964 Pontiac GTO

[Polar Lights #P928-200]

This is the original pre-finished GTO hardtop from Polar Lights, which definitely isn't a bad thing. However, in this iteration, they play up the 'Snap Kit' aspect much moreso than the first issue.

It is molded in color, which is a bit of a stretch. The body is molded in white, engine in Pontiac Robin's Egg Blue, chassis in black, and a chrome tree is also included.

It is also a 2 'n 1, meaning that there are a few options, which I'll get into in a bit.

Engine: It still includes the same nice tri-power 389/4-speed drivetrain combo, with the optional two-four barrel intake setup, and finned valve covers.

Chassis: The chassis is again separate from the floorpan, with a simplified one-piece front suspension, and three-piece rear. A two-piece exhaust system with the optional splitters rounds it out.

Wheel/Tires: Your choice here—wire wheel hubcaps with two-prong spinners, or five-spoke mags.

Interior: Platform-style interior, separate chrome console lid,

four-spoke wood wheel, and two-piece (*each*) bucket seats.

Body: It features an opening hood, with separate chrome inlets for the hoodscoops. Also included is a separate outside rear view mirror and antenna.

Glass: Front and rear windows are molded in one piece. A chrome inside rear view mirror attaches to this unit once installed.

Decals: (3) sets of license plates – NY, AZ, & IN, exterior emblems, and flames for the sides of the car.

They spared no expense on the one-page instruction sheet, but, to their credit, they *DID* manage to squeeze in some 'optional' painting suggestions, for those builders out there who would like to "add color details to the kit."

Again, this is a very nice kit, and gives modelers an option when it comes to the Monogram post coupe.

by: Tim "Ponchoguy" Sickle 🍷

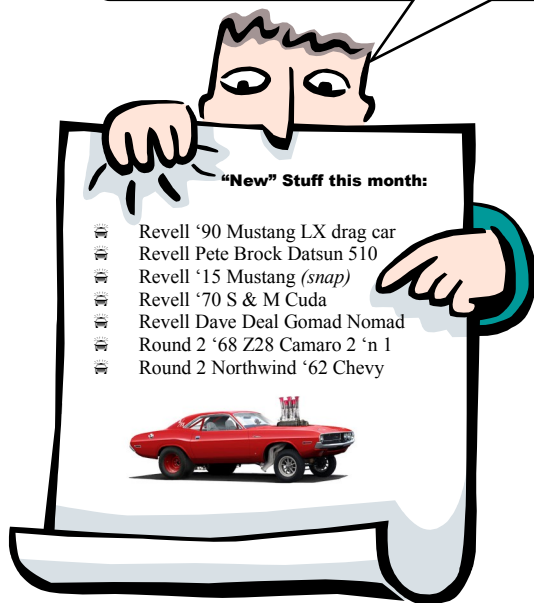


This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ do it in scale!



Websites

Philly Area Car Modelers:

<http://www.pacms.org/>

Central PA Model Car Club:

<http://www.freewebs.com/cpmcc/>

NNL East:

<http://www.nnleast.com/>

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

<http://www.mirdrag.com/>

Old Toyland Shows: <http://www.oldtoylandshows.com/>

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

www.yorkus30.com 🍷

Classifieds

WANTED: I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I also have an extensive collection to trade from. In search of 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (snap), '66 Bonneville (MPC or Hasegawa), '69 to '72 Grand Prixs, Revell 1/32nd scale '70 T/A kits, and '70 -'81 Firebird Formulas and T/As, and empty *Pontiac kit boxes*. Would also like to buy or borrow *old AMT/MPC/Monogram/*

Revell model car catalogs. Contact Tim Sickie at gtoguy@verizon.net, or see me at a meeting. *Thanks!* 🍷

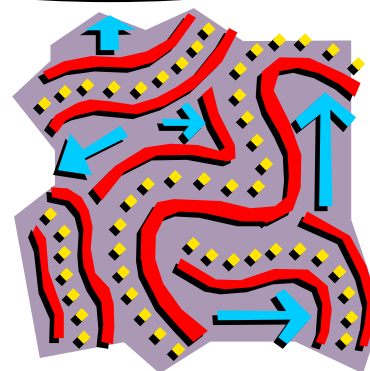


We're on the web!
<http://www.mamasboyz.org/>

Directions

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 495/95): 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 (read on!)



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

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