

MAMA Sez!

Volume 27, Issue 10

June, 2015



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

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2015 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 17th
- ☞ February 21st
- ☞ March 21st
- ☞ **April 11th**
- ☞ May **NONE (!)**
- ☞ June 20th
- ☞ July 18th
- ☞ August 15th
- ☞ September 19th
- ☞ October 17th
- ☞ November 21st
- ☞ December 19th

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

MAMA NNL is Toast!

Anybody show for the May meeting? Would you admit it if you did?! We were all busy the weekend prior at our show in Glen Burnie. Look inside for the results if you weren't there.

Rich Wilson this month takes a peek at the neat **Moebius Hudson (!)** in the review section—**thanks, Rich!**

Thanks to **Matt Guil-**

foyle for the **Model Buffet** column **AND** the piece on **the Tamiya Mercedes 300SL**.

With no May meeting, there was obviously no **Pontiac Parade**.

Again, with no May meeting, there was no



Man! It's an absolute crime what they did to this Roadrunner (LOL)!

raffle, so no one to thank!

So, what're you waitin' for?! ☹

Condolences!

Thomas Jefferson McFire, Jr., 68 of Mechanicsburg, passed away April 19, 2015. Born April 8, 1947 in Fresno, CA, he was the son of Thomas J., Sr. of Shady Side, MD and the late Esther (Giovacchi) McFiren.

Tom grew up in the Wheaton, MD area and resided in Taylorsville and Germantown, MD. He was a graduate of Northwood High School Class of '65 and was a

US Air Force vet of the Vietnam war. He retired from the US Postal service after 39 years serving Montgomery County, MD. He was also a former employee with the Harrisburg Auto Auction until his retirement in 2011.

He was an **avid auto aficionado** holding memberships with **AACA, ATCA, the Good Guys, Southside Boys, Vintage Tin of Maryland, a life member of NSRA, a founding member of the Injectors of Maryland**

Car Club and a **former member** of the **Capital Street**

Rods (and MAMA!). He was a contributor to the AACA Museum and an avid vendor for 30+ years with Carlisle, Hershey, and York Toy Show events.

Surviving in addition to his father is his wife of 19 years Mary Belle; a daughter Sarah Ellen Ar-

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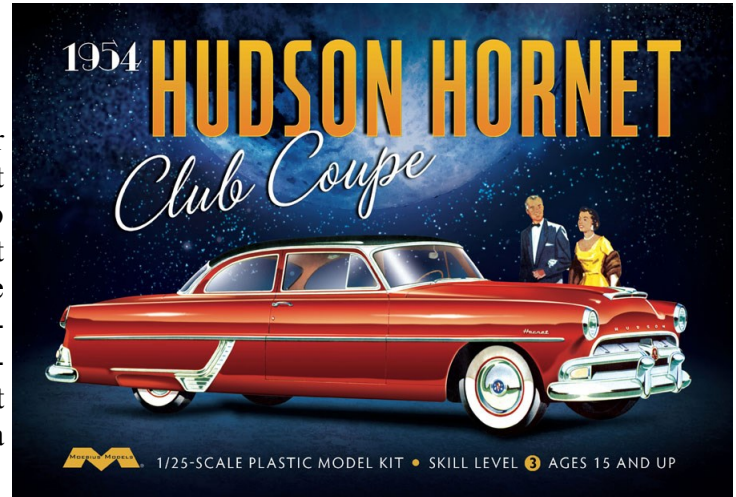
1954 Hudson Hornet

Let me say up front that I have always found all Hudsons butt ugly and that's their fault, not Moebius'. Every time I see a picture of a '51 Hornet, I remember the movie "Porkies" and have to chuckle. But if Hudsons were better looking than I think they are, then why didn't they sell better? The answer seems to be that they did, but they cost a great deal to produce. The first gen Hornets were very streamlined, comparatively. But we make the mistake of thinking "aerodynamic" is analogous with good looking, and it's not. By 1955, the Hudson company was sold to Nash/Kelvinator. At a time when V-8s were becoming very popular, Hudson never made one. I just learned that Hudson was the **first manufacturer to join NASCAR**. In 1952, Marshall Teague, between NASCAR and AAA, won **40 of 48 events**. That's an **83% average** and I'd bet even **Jimmy Johnson** couldn't touch **THAT** kind of average. Apparently, Hudson started the idea of using "severe usage" parts which were really racing parts in disguise. Hudson came up with the "step down" body feature which lowered the center of gravity. But that bit them in the ass because of the extra expense of redesigning



the body for each subsequent year. They also had the biggest engine at the time at 308 cubic inches. I didn't realize that the hood had a functional scoop, at least for the twin H option. The twin H option actually cost less than the radio! **Smokey Yunick** raced one of the earlier Hornets with great success. I remember that he lightened the flywheel and installed reverse rotation camshafts and neither his driver nor the NASCAR inspectors ever figured that out.

Oddly enough, this is the first Moebius kit I've had a chance to get close to. As much as building models, I enjoy learning what makes/made the real cars "tick". Like the famous "step down" feature that all cars have had ever since. Just looking at the ladder type chassis, which had to be very stiff, isn't enough. You have to look at the separate floor pan to see how the "step downs" fit between the frame rails and the seats on top of the cross members. And notice how radically curved the windshield is compared to Fords or Chevys of the time. Hudson incorporated an astoundingly huge rear cross member at the rear of the chassis that matches the shape of the rear bumper. As protective as it was, they never thought of the "controlled crush" design used today. Can you say



"WHIPLASH" (oh crap, that hurt)!!

With 132 parts, this kit is on par with others, and there are 27 chromed pieces. I'm surprised at the use of a metal axle for the rear wheels. It's obvious that there is another version of this coming later by the parts that have been removed by Moebius, but there are others here that aren't used as well, like a '51 Hornet dash.

Engine: It, of course, depicts the 170hp "Twin H power" version of the 6 banger, and I'm not complaining, but the inclusion of the single carb 160 hp version would be neat. It seems hard to believe that there are 28 pieces to it, but there are pieces like throttle linkage, road tube and twin three-piece air cleaners. Spark plug wiring and such should be added, but don't ask me what the firing order is. The provided pics show the engine as red, but I was under the impression that silver or gold was the correct color. It may be the difference between the base engine and the Twin H version. The transmission is cast to the engine and I presume it's a 3-speed. Flat-heads were such simple engines and everything that would be con-

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Hornet (contd)

(Continued from page 2)

sidered a separate part is just that, including a throttle post which is a different part from the linkage!

Chassis: Naturally, it's quite simple with only two parts, but the front and rear suspensions make up the difference with nine parts each. In an era of buggy springs, this car has front and rear sway bars. My '66 Mustang didn't have them. There's no reasonable way to make the frontend steerable, but that's not a bad thing. For all of Hudson's forward thinking, the master cylinder mounts under the floor.

Interior: This kit, being from a brand new tool, the interior is of the platform type. Special thanks should go to Moebius for putting the ejector pin marks under the seat locations. It keeps the carpet texture uninterrupted. The door panels have very nice three-dimensional detail including map pockets front and rear. The seats seem to have the correct roll and pleat patterns to them. I especially like the separate grab ropes for the seat back just above two more storage pockets. The steering wheel is a chrome item as is the steering column. I was suspect of the chromed column so I did a google image search and found several cars restored that way. Maybe a Hudson nut could verify if they were available that way. There are decals for the gauges, dash scripts and steering wheel hub. The heater and triple pedals are the only remaining pieces.

Tires/Wheels: Most of us may remember the Jaguar Mark 2 se-

dan kit from several years ago with its fabulous wire wheels. Well the wire wheels in this kit are every bit as good if not better. If it weren't for the fact that they are Hudson wheels, they would be worth swapping onto other models. They are spectacular and worth the price of admission by themselves. When I first saw them I thought they had to be two-piece that were assembled by Moebius. I had to look very close, front and back to see they are in fact one-piece. I'd like to see the mold that produced them. The tires with their wide whites are just as nice with very accurate tread pattern, but they seem a little wide for 1954.

Body/Glass: It seems that with the release of every new kit these days there is a contingent of second class modelers whose sole purpose is to find fault with said kit. I've heard that people are complaining about the rough finish on the body. Well that's not totally true. We are used to the bodies being so shiny that we can see ourselves in them, but then we have to lightly sand it in preparation for priming. Yes it has a texture to it, **BUT** it won't require sanding like those idiots are claiming. I had to look very close to see the mold lines and they may not need sanding either. These complainers need to find another hobby (*IMO*). The glass seems a touch on the thick side compared to others, but it's not bad at all.



It's actually thinner than some I've seen in recent years. If I were building this kit, I'd have to open up the hood scoop for realism. It comes with a separate chrome airplane trim piece. A nice touch is the gas filler door which is separate and poseable. The fender skirts are molded in. I'm not sure if removing them on a real car would help removing the tire. Hinges and hood supports are included, but only to hold the hood open. The firewall has a full complement of accessories like two windshield mechanisms and one motor along with twin horns. I'm surprised at how small the wipers are. All the glass fits from inside with only the door glass not included. There is what I believe is the external metal sunvisor, but it may be for the earlier Hudson kits. The taillights have chrome bezels and clear red pieces and the headlights are clear pieces as well. Another Hudson trait I find ugly is the roof mounted aerial. The trunk gets the expected chrome script, but the rest are decals. The only remaining decals are for the air cleaners and under the hood.

For those that have bought other Moebius kits, the paper quality of the instructions is known to you; I find it strange,

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'Gov-a-mint Motors!'

A judge has ruled that 'GMC' is *protected from dozens of lawsuits over faulty ignitions switches* as a result of its '09 bankruptcy filing.

'GMC' has admitted it failed to alert regulators and issue a timely recall of cars that had faulty ignition switches which could cause a vehicle to accelerate.

The switches were linked to 160 injuries and 84 deaths.

Those filing the lawsuits against 'GMC' had argued that the firm violated their rights when it failed to disclose the defect.

However, 'GMC' said it was protected from those suits that were related to vehicles manufactured before it exited bankruptcy in '09 ('GMC's' lawyers saw to that!).

US bankruptcy judge Robert Gerber agreed with 'GMC', and said that the lawsuits would have to be filed against "old GM", which is essentially the shell company 'GMC' set up as part of its bankruptcy proceedings which contains all of the company's bad assets (*i.e.*, **NO MONEY!!**).

'GMC' was forced to recall nearly 2.6 million vehicles as a result of the defect, and set up a claims facility to compensate victims who could prove they suffered harm as a result of the defect.

However, those suing 'GMC' were generally those who were not compensated as a result of that fund or who alleged a loss of value in their vehicle as a result of

the defects.

The total cost to 'GMC' as a result of the switch problems is estimated to be nearly \$400 mil. One plaintiff's lawyer estimated the suits, if allowed to proceed, could have cost 'GMC' billions of dollars. **Obama and the government just couldn't allow THAT!** Oh, and the **death toll** has risen to **107**, and payouts have reached **\$200 mil** as of March 31st. **Way to protect US "gov't"!**

For some strange reason, 'GMC' is adjusting pricing for their upcoming **'16 Volt plug-in hybrid DOWNWARD** (!?). The new car will start at **\$33,995 (including shipping)**, when it goes on sale this Fall. The current car costs **\$35,170**.

'GMC' says it can reduce the price because costs for lithium-ion batteries are falling. Surely, it has nothing to do with the fact that **Volt sales** have been positively **hammered** by falling gas prices, with sales down **46 percent?** **Nah!!**

'GMC's' Australian arm, Holden, is recalling certain model year **'13 Holden Volts** over an intricate issue that results in the vehicle's internal combustion engine starting up unbeknownst to the customer, resulting in the potential buildup of carbon monoxide.

The problem: if the driver forgets to turn the vehicle off when exiting and does not



heed the associated warning beeps, the battery may deplete to a level sufficient for the Volt's internal combustion engine to start up in order to maintain charge in the electrical system. The engine may continue to run until the vehicle runs out of fuel.

If the vehicle runs for long periods of time in a closed environment, carbon monoxide could build up and potentially cause harm to customers.

Affected vehicles include '13 Holden Volt made between May 7, '12 and Mar 20, '13, with an unspecified number of vehicles affected.

The US-market Volt was recalled in March over the same issue. The recall added an idle timeout function to the car's software that limits the time that the vehicle can be left in the "on" position. The update was applied free of

(Continued on page 5)



'Gov't' (contd)

(Continued from page 4)
charge.

Meanwhile, 'GMC's' Australian arm, Holden, is also recalling **over 26,000 Colorado utes (pickup truck) and family SUVs** because of an issue that can result in the vehicles **catching fire**. The recall applies to **nearly every unit of the Colorado sold in the past 18 months**.

The problem is the federal government's recalls bulletin states that "The Alternator B+ Electrical Cable may have been assembled in contact with a steel bracket at the battery tray" and that "under certain driving conditions the insulation on the cable may wear, resulting in the potential for an electrical short circuit to develop between the cable and the bracket", thereby potentially catching fire and posing a risk of injury to the vehicle occupants and other motorists.

Holden says that drivers of affected vehicles may notice a battery warning light on the instrument cluster or "in more serious cases a small amount of smoke may be emitted from the engine bay area".

Holden has issued a **"stop delivery" notice** to dealers. It is also urging Colorado owners to bring their cars in for repairs. Holden says that five customers experienced **"thermal incidents"**.

The Colorado SUV, also known as the Holden Colorado 7 (for its capacity of passengers) is otherwise known as the Chevy Trailblazer elsewhere across the Asia-Pacific markets.

The Colorado ute/pickup truck is otherwise known as the international-market Chevy Colorado, which has little in common with the Colorado sold in the US and Canada.

Both vehicles are assembled at 'GMC's' plant in Thailand.

'GMC' is recalling **3,690 '13 Malibus** over an issue with the transmission gear selection indicator, which fails to comply with federal motor vehicle safety requirements.

If the console shift indicator does not illuminate the transmission gear selection, a driver could inadvertently select a transmission position other than the position the driver intended, increasing the risk of a crash.

The problem: in the affected vehicles, the console transmission gear selection indicator may not illuminate the shift position selected. If this occurs, then the vehicle fails to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) number 102, "Transmission Shift Position Sequence, Starter Interlock, and Transmission Braking Effect."

'GMC' dealers will replace the transmission gear selection control module, free of charge.

ALMOST a recall?! There's a potential problem concerning the eighth-gen Malibu, according to a recent report by ABC News (surprised?!). 'GMC' has even recognized the issue but at this point is not issuing a recall or even a service bulletin.

The problem isn't life threatening but it's still an issue nonetheless: the **2.5L engine with stop/start technology won't shutoff at stoplights**.

Like many modern cars, the 2014/2015 Malibu with the 2.5L Ecotec engine is equipped with start/stop technology that's supposed to shutoff the engine at stoplights in order to save fuel. But that's just not happening, says Malibu owner Russell Gordon.

"I couldn't get it to initialize so I kept going back to the dealership to explain to them that there was an issue," says Gordon. "It was really starting to irritate me".

While Gordon's original dealership couldn't figure it out, a different dealership took a peek and concluded there was a malfunction in the brake position module.

The news outlet reached out to 'GMC' for comment and a spokesperson replied via email:

"We are aware of a potential issue with the Brake Pedal Position Sensor and are currently evaluating. We are trying to better understand root cause at this point."

The news outlet failed to recognize that the 2014/15 Malibu is also equipped with stop/start as standard, and we're curious as to whether or not the alleged problem also extends to the more popular mainstream Malibu.

The company says its engineers are eager to speak with owners like Gordon in order to better understand the issue, but at this point there are no plans to issue a recall or even a service bulletin. However, a very similar recall was issued not too long ago.

The beat(down) goes on. 🚗

2014 GMC Recall Ticker

of Recalls
87 (!?)

of Vehicles Affected
30,650,454

This n That

New Foose Stuff! A joint press release from *Revell* and *Foose* around mid-May announced a three-year licensing agreement which will yield **SIX Foose kits** to the Revell lineup, two drawn from Foose's real-world designs. They will start with the '15 C7 Vette and SRT8 Challenger (*pre-decorated*). The list of available cars where the two new kits will come from include: his '34 *Ford Mercury-inspired "Stallion"*, '35 "*Grand Master*" *Chevy Master Sedan*, '36 "*Impression*" *Ford based roadster*, '65 "*Impostor*" *Impala*, '56 *Ford F100 pickup* and *Hemisfear* custom coupe. Voting will open on the Revell and Foose social media sites this month...**Rivet One—the 'Final Frontier'?!** In case you haven't heard, *Star Trek* legend **William Shatner** is working with the motorcycle fab company *American Wrench* to design the **Rivet One**, a limited-production trike equipped with a **Caddy CTS-V engine**. It rolled out on April 14th. It's not clear whether the powertrain will be based around the CTS-V's new LT4 6.2-liter supercharged engine, or the previous gen's motor, but either option should provide plen-



ty of pop. "It's a beast with advanced guts," said the 84-year old actor. "It's powered by an all-aluminum, computer-controlled, supercharged and intercooled V8 engine—producing over 500 hp." It would be tempting to say that this unconventional vehicle looks like something straight out of *Star Trek*, but its steampunk design would probably actually be more at home in the Kenneth Branagh classic *Wild Wild West*. Shatner has said that once it's finished, he plans to take the Rivet One on a road trip from Chicago to LA, **presumably negotiating some great deals on hotel rooms along the way**. The company is currently taking requests for the trike on a build-to-order basis. They haven't set a price yet, but if you have to ask, you probably can't afford it (!)...**Super Stang Coming?!** Unfortunately, no. It relates to **Australian Supercar racing**. Ford dealers are prepared to put in more than \$1 mil a year to save

of Ford dealers are maneuvering to save the famous company from V8 Supercar extinction and have called on Ford Australia to reconsider their decision to abandon the sport. Ford shocked Australia last year by pulling all V8 Supercar funding and only remain in the sport on a stay of execution with DJR Team Penske and Prodrive Australia racing five soon to be made extinct Falcons. Petitions from fans and a public uproar failed to stop Ford from axing the sport after plans to axe the Falcon at the end of '16 and shut down Australian manufacturing were announced. But a high level management change at Ford Australia—the CEO and marketing manager who were responsible for the decision to abandon the V8 were both leaving the company last month—and the dealer lobbying could now see Ford stay in the sport. "The dealers are prepared to fund half the amount required to run a factory team," said a well-placed source. "They have asked Ford to match their commitment and come back into the sport." The 'one size fits all' chassis set to be introduced in '17 under the next gen Supercars, along with the

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one of Australia's greatest sporting rivalries in a move that could see a Mustang take on the Holden Commodore in '17. News Corp Australia can reveal a network



T 'n T (contd)

(Continued from page 6)

introduction of V6 engines opens the door for Ford to race the American legend, the Mustang, or several other cars in their line-up including the Taurus, Mondeo and Fusion. “Race on Sunday, sell on Monday”—it worked for the US automakers...**NO Tinkering Allowed?!?** What would you do if you legally were not allowed to work on or modify your vehicle? Nothing—not shoot codes from the computer, not personalize the infotainment system, not put wrench to bolt? A move by *Auto Alliance*, the **lobby group that represents the auto manufacturers**, would take a huge step towards that reality if they get their way over a dispute with the Electronic Frontier Foundation (*EFF*), which is being reviewed by the US Patent Office. Every three years, the Patent Office reviews the exemptions to one particular law: the Digital Millennium Copyright Act (*DMCA*). When the law was written in ‘98, computers in cars were minimal and were mostly diagnostic systems, nothing that bothered anybody and were accepted. Now systems are much more complex and control many basic functions of a vehicle, including brakes, acceleration and steering, and on the surface at least, the manufacturers are concerned with the liability that they could wind up with if a mechanic botched a code and wound up with no brakes (*or a similar situation*). ‘GMC has even gone so far as to threaten to **remove telematics software** (GPS systems and

possibly *OnStar*) from it’s vehicles if exemptions towards copyright protections are continued. The dark side of this is that there is the distinct possibility that manufacturers would use this to block third-party mods, forcing end users (*vehicle owners*) to deal only with the company or approved repair facilities for any modification or repair, taking that freedom out of the hands of the vehicle owner. Think we’re overreacting? As reported by *Autoblog*, John Deere had this to say about the ability to work around protected software and tech, noting that it should be “against public policy because individual vehicle owners do not have the technological resources to provide safe, reliable and lawful software for repair, diagnosis or some dubious “aftermarket personalization, modification or other improvement” that is not directed toward repair or diagnosis of the vehicle.” That doesn’t sound good from our ears, and that’s from a tractor manufacturer. Imagine what Ford or ‘GMC’ thinks about third-party tuning companies when the microphones are turned off. Take the time to read *Autoblog’s* review on the situation and think about what you would do, realistically, if you had no legal choice but to go to the dealership each and every time the check engine light came on...**Hot Rod BENTLEY?!** Can **Idris Elba** possibly get any cooler? If there’s any justice in the world, that will happen when he’s named the next James Bond, but for now he may have hit maximum cool. That’s because the actor from *The Wire*, *Luther* and *Thor* just broke an 88-



year-old “Flying Mile” record in a Bentley. Since 1927, the record for the fastest flying mile at the Pendine Sands in Wales has stood at 174.8 mph when it was set by Sir Malcolm Campbell. Campbell was driving a Napier-Campbell Blue Bird race car. This is a Napier-Campbell Blue Bird. The Bentley is probably a slightly better daily-driver. At any rate, Elba, the British actor and noted car guy, just **averaged 180.361 mph** in a new Continental GT Speed to break the record. The run was done for a new Discovery Channel series, *Idris Elba: No Limits*, which airs in July. *CNN Money* says that in the flying mile—where a car gets up to speed before entering a timed zone—Elba hit a top speed of 186 mph in the Bentley, which is seriously not bad on the beach’s wet, tightly packed, smooth sand. Idris Elba is the good kind of celebrity car dude (*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!*) 🍷



NNL East

NNL East—what else can you say?! The biggest model car show and swap meet on the *PLANET*. If you can't find what you want here, then you don't need it!

As always, several MAMA's Boys attended, and we *MAY* even have had a 'mini-meeting' there (*Ha! Ha!*)!

The Friday night get-together at the Tilted Kilt adjacent to the Ramada Inn was relaxing, after the long drive up. Going up the day before and staying over is decidedly preferable to getting up at zero dark thirty the day of the show and driving up—experience (*i.e., age!*) has demonstrated this fact!!

Without further ado, here are the winners:

John Slivoski Award: 2006 #24 Jeff Gordon Superman NASCAR—Clay Kemp

"Life's A Gas—Gassers": 1941 Willys, Ken Denza

"And Then You Die...Professional Cars": 1953 Hudson Service Car, Chris Moore

Special Web Theme—AMT 1953 Ford Pickup Kit: 1953 Ford Custom Pickup, Tom Kren

Best Junior Award: Peter-built 359 Service Truck, Alex Melynchuk

Joe Cavorley Award: 1950 GM Futureliner, Jean-Jacques Lilette, Paris, France

For more coverage, go to their website, where they have links to numerous albums of attendees. Then you can make plans to attend next years' 30th Anniversary celebration. Themes are *"Cars of the 30s,"* and a special sub-theme of *"NNL East 30th Anniversary Cars and Trucks"* (utilizing the official NNL East 30 decal sheets stuffed into entrants' goodie bags)! Photos courtesy of the NNL East website (*P.S. Obviously, I'm diggin' the Futureliner and Pontiac Safari cargo!!*). 🚗



Mid-Atlantic NNL

Thanks to everyone's hard work, our latest Mid-Atlantic NNL show is in the history books! And while numbers were down marginally from last year, quality certainly was not!

Add to this the fact that **club Prez Cruz** delivered on his promise to bring the Tooner guys out in force for the new Tooner class, it was just icing on the cake.

It appeared as though there were a few empty vendor tables, although it ***WAS*** nice to see ***Bonnie Crittenden*** in attendance vending. Conversely, nearly everyone seemed to miss that ***MAMA standby*** of our shows, ***Ron Hamilton***. I spoke with Ron briefly a few days after the event. He was returning from vacation on show day, but realized that the show was ***NOT*** on the 16th (*following Saturday*) when he read his e-mailed copy of the newsletter. ***We missed ya, Ron!***

I'd like to take this occasion to thank everyone for their hard work, and especially thank the trophy sponsors as follows: ***Bradley's Model Car Collectibles, CPMCC, Historic Racing Miniatures, IPMS Richmond, Lyle Willits, Marcos Cruz, Matt Guilfoyle, Replicas & Miniatures Company of MD, and Terry Adams.*** We appreciate your support!

Congrats to the following lucky winners:

Competition: Jack Bouman, '69 Camaro

Curbside: Bill Stillwagon, '60 Ford

Custom: Bill Stillwagon, Black Force/'50 Ford Ramp Truck

Replica Stock: Ron Palmer, '67 Mercury Comet

Street Machine: Terry Adams, '71 Chevelle

Street Rod: Rick Martin, '32 Ford

Truck/Light Commercial: Blair Fletcher, '36 Bedford



Tuner: Michael Hensley, Bensopra GTR

Gary Burkey Award: Barry Fadden, '37 Ford Coupe

People's Choice—Remembering 1965: Steven Eberly, '65 Chevy pickup

People's Choice—Gassers/Straight Front Axle Cars: Terry Adams, '55 Chevy Gasser combo

People's Choice—Junior: Lisa Wheeler, "Go Daddy" Impala race car

People's Choice—Adult: Steven Eberly, '65 Chevy pickup

Sharp-eyed readers will notice the sweep of the Adult "Remembering 1965" and "People's Choice" awards by Steven Eberly and his '65 Chevy pickup. I believe this is the first time in recorded MAMA history that this has happened—***kudos, Steve!***

Pardon the absence of pictures. Go to the MAMA website (www.mamasboyz.org) for albums of show photos to see what you missed.

Now we just gotta choose themes for '16 if we wanna do this again next year! 🚗



And this must be the Joker's "Goon" car (Ha! Ha!)?!

Hornet (contd)

(Continued from page 3)

but very nice. That and all the paint and upholstery lists are an added treat since they are hard enough to find for more mainstream cars. Good luck to those who plan to customize this kit! I can't wait for Moebius to release something I like. For years modelers have begged for kit subjects like this and been told "they wouldn't sell well enough to make it worth the investment". I can un-

derstand that point of view, **BUT** working with a vendor for several years now, I can tell you that all of the past Moebius kits have been hard to keep in stock. This past weekend we damn near sold out of these kits in record time!!



by: Rich Wilson 🚗

Guns Don't Kill People
Drivers With Cellphones Do

KEEP HONKING
I'M RELOADING

Book Report!

Bill Coulter's latest literary triumph, *"Fifty Years of Mustangs"* has to be seen to be believed! This is certain to have been a labor of love.

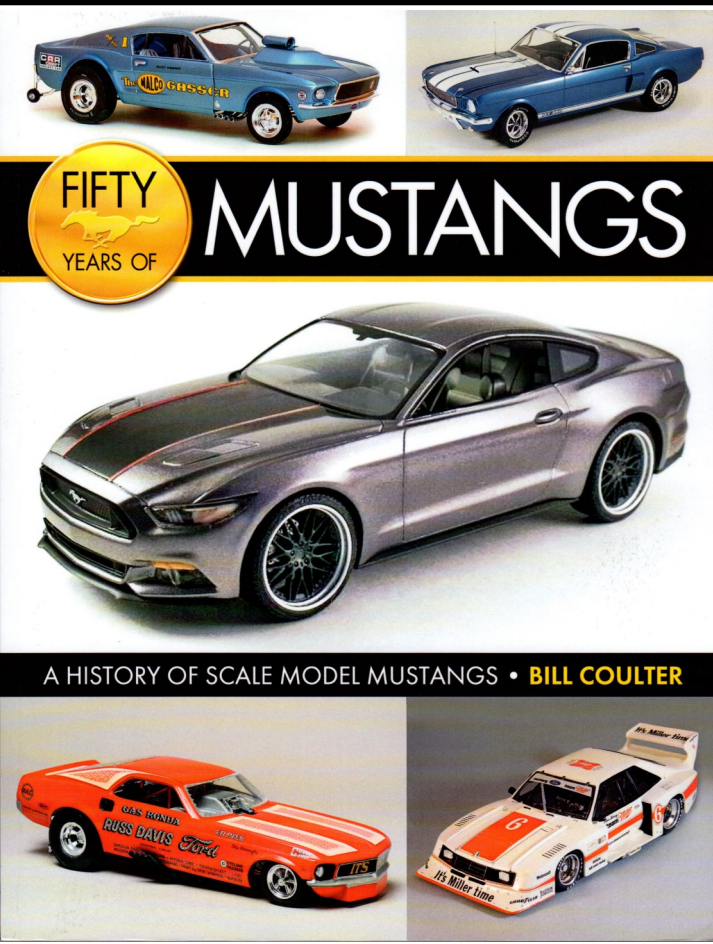
Let's run the numbers: It spans over 200 pages, consisting of over 41 Mustang contributors, and is bigger by at least a third compared to his two recent efforts—*The Fabulous 50s* and *The Sizzlin' 60s*.

A chat with Bill yielded info that this was a **year-long project** (1,500 to 1,800 hours!)—it certainly shows! Being a modeler, Bill provides details we can actually use in this book (*as in all his books*).

Pictures include models, real cars, box art, magazine covers, brochures—even the dreaded 'D' word—diecasts. In other words, **everything**, down to and **INCLUDING** race cars!

To order, send USPS money order for **\$29.99** (plus \$6 S+H) to: **Bill Coulter, PO Box 111, Alpha, Ohio 45301-0111**, or via Paypal to complex55@sbcglobal.net.

And, yes, I **DID** get a copy. I am a Pontiac lover, first and foremost, but I like **ALMOST ALL** American cars! 🚗



New Stuff!!

Hot off the presses—the Revell third quarter release sheet! I must express my surprise at the appearance of not one, but **TWO NASCAR Ford Fusions**. From what I've seen, I thought 'NASCAR fever' had run its course. Time will tell, eh?

I'm **NOT** surprised at the **new Raptor**—I am, however, surprised that we are getting it prior to the end of the year (*Ha! Ha!*).

On the Round2 side of the street, there appears to be a bit more variety.

We should see the following: **Ford Model T delivery van**, **Shell tanker trailer**, **'41 Plymouth coupe**, **'71 T-bird**, **Cushman Duster** (think Petty kit car), **VW Scirocco**, **Dodge Deora**, **'89 Batmobile**, **'40 Willys coupe**, **Honda 750 four motorcycle** (1/8th), **Honda Trail 70 mini-bike** (1/8th), and a **1/25th scale deluxe display case** (chrome base). No timelines as to when any of these will be available. 🚗

Late Breaking!

MAMA's Boy Larry Boothe has apparently made his presence known at the recent **Greater Salt Lake Model Car Contest**. An e-mail from former **MAMA Prez Lyle Willits** declared that Larry received the **Dave Shuklis Master Engineering Award** (!) for his **'62 Corvette**. **Kudos, Larry! Thanks to Lyle Willits and Facebook for the scoop!** 🏆

Dave Shuklis Engineering Award

1962 Corvette Roadster – Larry Boothe

MASTER AWARD



2015

THIRD QUARTER NEW RELEASES

85-2508 • Kenworth® W-900 Aerodyne Conventional • 1:16

85-2510 • Kenworth® W-900 Wrecker • 1:25

85-1472 • Brad Keselowski #2 Blue Deuce Ford Fusion • 1:24

85-1473 • Joey Logano #22 Shell Pennzoil Ford Fusion • 1:24

85-1985 • 2017 Ford F-150 Raptor • 1:25

85-4197 • '72 Oldsmobile® Indy Pace Car with Linda Vaughn figure • 1:25

85-4373 • Dan Fink Metalworks Speedwagon • 1:25

85-4384 • Brian's Mitsubishi Eclipse • 1:25

85-1382 • Drag Nut • NA

85-0394 • Gato Class Submarine • 1:72

85-5718 • B-29 Superfortress • 1:48

85-5269 • Stearam Aerobatic • 1:48

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The cat is out of the bag! Visit the enclosed link for an interesting article, and a sneak peek at an upcoming Revell kit (*as shown above*). No idea whatsoever as it relates to release dates. Get your orders in now (!) <http://craftsmanship.net/parts-recreation/> 🚗

Model Buffet

Looks like **Matt Guilfoyle** strikes yet again! All you **'UNCLE operatives'** will wanna read on to see how to superdetail your spy cars!

Paragrafix (<http://www.paragrafix.biz/>) has released an upgrade photoetch and decal set for the **Piranha Super Spy Car**. The Piranha Super Spy Car Photoetch and Decal Set is part no. PGX192 and sells for **\$28.95**. The set reproduces every button and display and includes working photoetched door hinges. Also included are a rear view mirror, updated propellers, engine cover details, seal belt hardware and windshield wipers. The photoetch set offers a half-scale copy of the serial number plaque for the engine compartment, and a large **UNCLE** emblem.

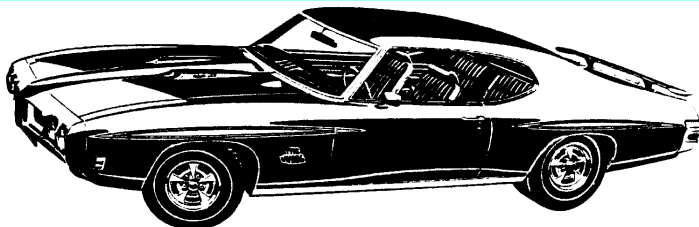
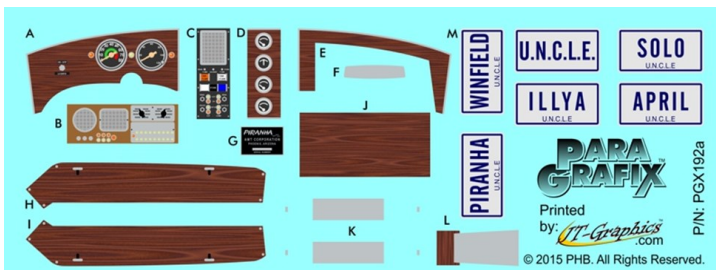
The decals are highlighted with metallic inks and include nice wood grain details as well as several options for license plates.

Here is a great Piranha reference website: <http://www.c-we.com/piranha/page4.htm>.

In a bit of a different vein, **Historic Racing Miniatures**

(Brad!) had **JUST** released at our MAMA NNL, a set of **center-lock wheels and tires** for the new Tamiya Mercedes Benz 300 SL (see release notice elsewhere). **Talk about timely, Brad—thanks!!**

As always, if you hear about something of possible interest to your fellow club members, by all means, send it to my attention for inclusion in a future column. Thanks again to **Matt** for creating this monster! 🚗



"To the Batmobile?!?"

Tamiya M-B 300SL

1/24th scale Mercedes Benz 300SL, Kit# 24338., MSRP \$71.

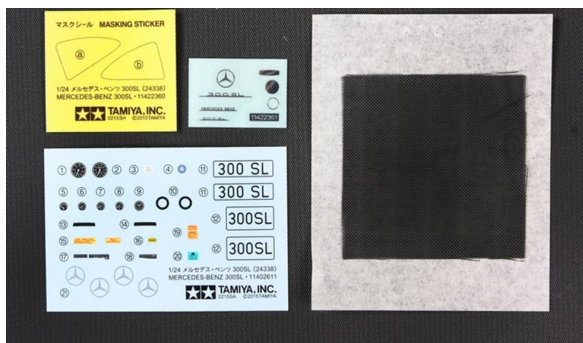
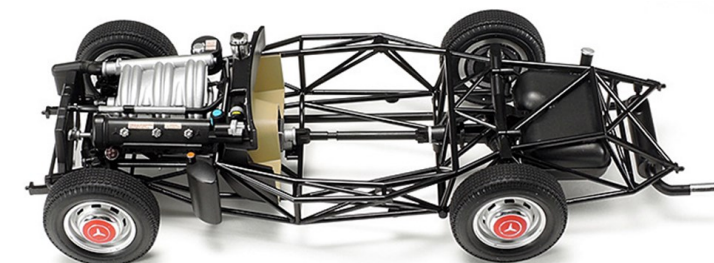
Molded in white, gray and black plastic, with chrome plated and clear plastic sprues, decals, metal emblem transfers, and rubber tires. Also, nylon mesh for the front air intake and window masking stickers.

Features well detailed tube frame, opening gull wing doors that can be posed open, an open hood with detailed engine.

By the way, for those of you seeking an alternate wheel choice, refer to the *Model Buffet* column opposite for a new product from *Historic Racing Miniatures* (a.k.a. Harold Bradford!).

This kit will be available for \$56.00 from *Bradley's Model Car Collectibles*.

Photos courtesy of Tamiya USA website. 🚗



Next-Gen Racers?!

Well gang, here, I guess, are the next-gen racers using new sheetmetal (*plastic?! Ha! Ha!*). A couple'a new Z06s and a like number of Caddy CTSS thrown in for good measure.

I don't know about you, but they don't do much for me. I **WILL** say this, though—they **ARE** different. I mean, how many '68 to '70 Camaros, and early Vettes can you load up in current Pro Mod fields without gettin' tired of seein' 'em?!

Oh, and one more thing—wonder if 'GMC' has any 'backdoor' dealings with any of these teams, like back in the day, before the infamous racing ban took affect, hmmm?! 🚗



FREE to a good home: Glass display case w/the following dimensions: 60" L x 53 1/2" H x 24" D (at base). Angled glass front starts 11" from the floor, tapers to 15-1/2" deep @ the top. It has 3 shelves and white felt on the case floor. The top is glass, but has cracked into 2 pieces. Can be used, as the break is almost straight, front to back. This piece(s) of glass has never been attached, but is loose to slide! I never secured it. It could be replaced with a piece of clear acrylic sheet. Access is from rear sliders. The catch is that this thing is a bit on the heavy side, and you'll have to remove it from my basement yourself! If interested, bring **"3 strong men and a boy!"** Call Norm Veber at (410) 768-3648 or email norman-veber@aol.com, if interested, want a look-see, or have any questions. 🚗



• July 10th & 11th—**Musclecar Madness** at the York Reunion. This years' theme—**"Celebrating the 50th Anniversary of the 1965 Super Stock Nationals."**

• Sept. 13th—**Super September Showdown** in Gilbertsville, PA. Theme—"European Invasion." **Stay tuned!**

• Oct. 10th—**NNL #36** in Sylvania, OH. Theme—"Demolition Derby."

• Nov. 14th—**Southern Nats**

NNL, in Smyrna, GA. Theme—"Vans & wagons." 🚗



Dueling Car Movies?!

Nick and I recently 'bit' the bullet and decided to see **"Mad Max: Fury Road"** (only because we had free passes). This one was supposed to go head to head with **"Furious 7."** Lemme just say that even though we have not seen 'F7' (nor do we have any intention of seeing it!), it wasn't even close! 'Max' took in only about \$45 mil compared to F7's \$147 mil. That said, just like the last **Mad Max** film 30 years ago, there's plenty of post-apocalyptic rat rod metal to be found on screen. And the way it looks, it seems the new film might actually have **Furious 7** licked for the sheer amount of cars crammed into service: there's supposed to be **130 cars and bikes** and **198 stunts**. Yeah. Of those cars, the **Gigahorse** and **Buggy #9** have to near the top of the list.

The **Gigahorse** is probably one of the wackiest yet coolest automotive creations in the movie. Its body is made of **TWO**—yes, two—'59 Caddy Coupe De Villes stacked on top of each other, the lower one widened slightly in order to fit the upper car.

The whole glorious mess is powered by **TWO supercharged V8s** connected by a planetary

gear, and it sits on a massive monster truck chassis with a giant cow catcher/plow at the front for good measure.

Buggy #9—a C3 Corvette riding on a truck chassis? Yeah, Buggy #9 has to be one of the most badass C3 Corvettes ever. Then again, that might also have to do with the quartet of exhaust pipes hanging out each of the front fenders and the gigantic machine gun mounted out back.

The crazy thing is, a car like this actually existed back in the '70s (minus the machine gun, of course!). The C3 Vette wasn't exported to Australia so a company called **Custom Performance Modifications** decided to stick a mold of the C3's body on the chassis of a Holden one-ton



truck, according to **Road & Track**. Known as the **Perentti**, the vehicle's truck chassis had a 120-inch wheelbase—12-inches longer than the Corvette—so the proportions never looked quite right.

Plot—same 'ol same 'ol—still hunting gas, with a small twist thrown in. Then again, most of you won't go to this one looking for a plot—**the cars are enuf!** 🚗



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MAMA's BoyZ do it in scale!



"New" Stuff this month:

- Revell '57 Ford Del Rio
- Ranch Wagon 2 'n 1
- Revell F50 Ferrari
- Revell Ford Panel Truck
- Monogram Jinx Express
- Revell BMW Z1
- Revell Auto Transport Trailer
- Galaxie '48 Chevy coupe
- Moebius '71 Ranger pickup
- Moebius '69 F100 custom cab shortbed pickup (limited)

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 Prix, and '70-'81 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 Sickle at gtoguy@verizon.net, or see me at a meeting. **Thanks!** 🍗

Tom (contd)

(Continued from page 1)

nold; a brother Marvin P., Sr.; sister Evelyn; niece Amanda and great niece Leia; nephew Marvin P. Jr., as well as his former wife Carol Ann.

Contributions in his memory may be made to the **Wounded Warrior Project**, P.O. Box 758517, Topeka, KS 66675 or to the **National Pancreatic Cancer Foundation**, P.O. Box 1848, Longmont, CO 80502.

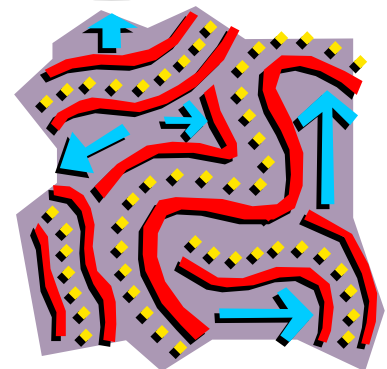
Godspeed, Tom. 🍗

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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