



MAMA Sez!

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"Serving Delmarva Car Modelers for over 25 Years"



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

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Time to Hit the Workshops!

On the occasion of our **29th Anniversary** serving local modelers, our **VeePee** and **resident cake maker extraordinaire Tim Powers** whipped up a masterpiece that tasted as good as it looked. **Meanwhile, Norman Veber added brownies, a MAMA modelers staple!**

We also discussed an appearance at the **annual**

Washington Figure show in nearby Virginia. See elsewhere for coverage.

This month, **Rich Wilson** looks at **Revell's Foose FD-100 Pickup**, while **"Box Art"** is back with a review of **Round2's '39 Chevy Wagonrod**.

The raffle raised **\$77.00**, the door kicked in **\$110.00**. We made the

rent!

Thanks also to the raffle donors: **Brad, Ed Brown, Steve M. Buter, Rick Donovan, Matt Guilfoyle, Rich Meany, Mark Parkhurst, Dave Redzensky, Howard Weinstein, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.** Thanks guys—we 'preciate it! 🍷

NOTE:

Toys for Tots in NOVEMBER!

2017 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 21st

📅 February 18th

📅 March 18th

📅 April 15th

📅 May **NONE (!)**

📅 June 17th

📅 July 15th

📅 August 19th

📅 September 16th

📅 October 21st

📅 November 18th

📅 December 16th (10 - 3!)

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

It Figures!!

The **56th Annual Washington Figure** show held last month at Thomas Edison High School in Alexandria had something decidedly different—a **car display** set up by a cadre of MAMAs Boys including **Norman Veber** (accompanied by **MAMA Lady Mary!**), **Matt Guilfoyle, Mike Costic, Steve M. Buter, Gary Sutherlin, Rex Turner** and **yours truly**.

We were given a room at the school to set

up as we wished. After you ogle the pix inside, I think you will agree that we gave the **National Capitol Model Soldier Society** a good impression of our group. So much so, that we have already been invited back! This could go in any number of directions, so we will brainstorm and keep you all in the loop. When plans are firmed up, you'll be the first to know! Oh, and thanks to everyone who contributed, and please forgive me

if I have forgotten anyone—it was surely not intentional!

Meanwhile, on the 'other' side of the show, the NCMSS had separate rooms set up as a swap meet, and the actual show display itself. Again, after you peruse some of the pix inside (pages 6 and 7), I think you will agree that there was a tremendous amount of talent on display at this show on **BOTH** sides!

I hope to include more future show dates (car AND figure)! 🍷

MAMA Sez is the official monthly publication of the Maryland Automotive Modelers Association. Articles as attributed by author and source, and may be reprinted with proper credit given. Opinions expressed are those of nobody of any importance. Any correspondence or contributions should be sent to: Timothy Sickel, 15905 Ark Court, Bowie, Maryland 20716.

Revell Ford FD-100 pick up

When I first saw the announcement of this kit I was intrigued, but then figured it was a re-issue based on the very old, not so great F-100 with opening doors from so many years ago. After all, the other “Foosé Design” kits were done that way. I’m glad to see I was wrong. I watched all of his “*Overhaulin’*” shows and this truck was one of the best. But having watched the show I know most of the sheet metal was modified in some way including the hood, which was nosed and needled it. The good news is Revell seems to have made every attempt to duplicate the mods in scale, but that means it won’t build up stock. There is a total of 76 parts, including 53 white plastic and 11 chrome.

Engine: It’s a Roush prepared Ford FE, I’m guessing of 427 cubic inches and an aluminum block. None of the parts are chromed and rightly so, but there are “Roush” decals for the valve covers and air cleaner as well as the ends of the heads and tranny pan of the C-6 tranny. The starter is one of the high speed/high torque types. There are a pair of headers shaped like we haven’t gotten in scale before.

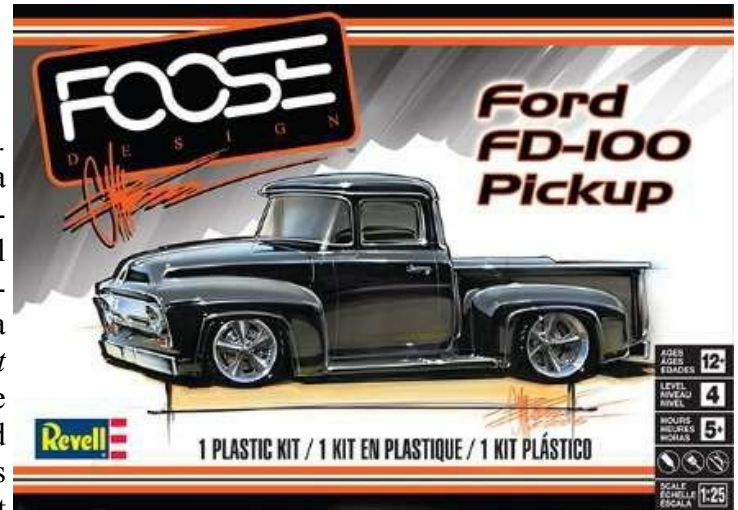
Chassis: It’s a beautiful one piece chassis with the upper front A-arms and spindles cast to it for strength. The shocker is the wire axle; it feels like a return to yesterday and yes, it goes through a hole in the oil pan; though its a very tiny hole. It will require care-

ful construction. The rear axle is a Ford 9-inch suspended on coil shocks and trailing arms. I did a quick build (*sort of*) to check the attitude and stance; it looks right, but don’t

expect steerable front wheels. You get rack and pinion steering and a front sway bar, one-piece lower A-arms and nice disc brakes all around, which get decals for the calipers. There is a shorty dual exhaust system, but oops, I don’t see a *gas tank*. The battery box and boosted master cylinder are cast to the frame. It also has a nice modern radiator with dual electric fans.

Tires/Wheels: I heard a couple of people complain that they don’t like the tires or the wheels because of their size; seems I’m not alone in that area. But they do match the pictures, though you may need to tone down the chrome with some clear flat or aluminum paint. Since Revell tires don’t have lettering anymore, it works out since there’s no sidewall to put the lettering on. They do have very nice intricate tread. Revell has bagged them separately. Since the wire axles are 1/16th dia., using other wheels may not be so big a problem.

Interior: It’s a multi-piece affair with custom rolls and pleats and a matching bench. It seems to



match what I found on “Google search images” though I think I’d forget the decals for the lighter color and use paint instead. The Google pics show a different color beading. The underside of the floor has correct detailing that we don’t usually see, but it has Revell raised lettering also. It looks like we get an “Ididit” steering column and the wheel is stock, which is correct. Since the tranny is an automatic, the shifter is on the column. The dash has been filled almost completely, but has decals for the stock gauge cluster and a red and black stripe at the bottom. As usual some aftermarket seat/shoulder belts would help accuracy.

Body/Glass: The bed floor and the running boards are one piece. The cab is really three pieces since the front stone guard is separate and so is the roof. The new idea I think I like is that the pick up bed has the fenders and tail gate cast together, though some may not like the tail gate cast in. The wing windows have

(Continued on page 8)

Round2 '39 Chevy Wagon Rod

The '39 Wagon Rod (AMT1050/12, 1/25th scale customizing kit) is a re-issue originally introduced in about the mid 90's as a standalone kit. There are 112 parts in the kit and the kit is a modern tool. Fit and finish is excellent and this time the kit has been released in the Street Rods series.

For the first time in nearly 10 years, the Kats are unleashing the '39 Wagon Rod back on the show car circuit! It's a low-slung custom, full of 1930's design cues but one that hides a completely modern chassis, interior and drive train! For this upgraded reissue, all new customizing decals are provided and Retro Deluxe™ packaging wraps it all up!

Engine: Big modern muscle 375 horsepower DOHC LT5 V-8 engine with electronic fuel injection is in this kit. The engine has 23 parts and builds very nicely into a modern Chevy LT engine. I stripped all the chrome and used different shades of metal paint for my build.

Chassis: The chassis contains 40 parts and is extremely well detailed. That said, the construction is straight forward and almost fell together. The chassis will respond nicely to detail painting and again I stripped all the chrome parts and used different shades of metal-colored paint for my build. I believe this chassis will and has made its way under many hot rods!

Tires/

Wheels: The tires and wheels are a set of big and little wide low profile Goodyear Eagles. The rear tires are P335/35R20 and the fronts tires are P225/45R17. The wheels are large and modern.

Interior: Interior builds off of the floor/fender unit of the kit. With two bucket seats, two panel sides, separate dash and steering wheel. The interior floor has a molded in console and wood planks with metal straps for the rear of the panel truck. I used acrylic stains to paint the wood floor and a chrome pen for the hold down straps. The body has a chopped top and this will make viewing the interior difficult, but the detailing of the interior is still worthwhile.

Body: The body and the kit have no flash and the tool is in very good condition. This tool is from the modern era and the mold is very crisp and has excellent fit. The decal sheet is excellent! There are two sets of glass parts—one clear and the other is smoke tinted. The body of the '39 Chevy wagon is totally custom with a lot of traditional cues. The decal sheet was excellent, with nice reg-



istry, color and fit, they applied with no problems.

Summary: In my opinion this is a welcome addition to the current line of Round2's model car kits. This is the first time I have built this kit, the box art pulled me in and I'm happy with the results. As many of you know I am not a fan of modern or high tech street rods. That said, the box art was so cool that I had to build this model in a more traditional way. I used parts-box wheels/tires and a set of fender skirts from the '39/'40 Ford sedan kit. Highly recommended kit!

As always, here is the requisite photo link to the build progress and end product that Ron has been so kind to offer—<https://public.fotki.com/Modelpal/ron-roberts-models-/39-chevy-rod-wagon/>.

Thanks, Ron!

by: Ron "Box Art" Roberts 🚗

'GMC' is recalling **2,905 '18 Chevy Equinoxes, '18 GMC Terrains, '17 and '18 GMC Acadias** over issues with the front driveshaft.

The right front intermediate driveshaft may fracture and separate while driving.

If this happens, it will lose propulsion, increasing the risk of a crash. If the component separates while parked on a grade, without the park brake engaged, it may move unintentionally, increasing the risk of a vehicle roll-away.

'GMC' will notify owners, and dealers will replace the right front intermediate drive shaft assembly, free of charge.

Unfortunately, Cars.com didn't quite find a love affair with the all-new Equinox and placed it in **fifth place** out of **seven contenders**. The '18 Equinox only beat out the recently-redesigned **Jeep Compass** and the **aging Nissan Rogue**. The **Ford Escape**, **Mazda CX-5**, **Honda CR-V** and **VW Tiguan** all outdid the Chevy.

A lot of criticism came from the Equinox's value, or what judges said was a lack of. Many features that can be had on lower trims in competing CUVs were missing from a **\$34,000 Equinox**. Interior quality also ranked the lowest of any crossover tested.

What they **DID** like was the optional 2.0-liter turbo four and overall ride. Ditto the abundance of electronics and connectivity with OnStar and 4G LTE Wi-Fi.

'GMC' has begun reaching out to owners of early-production **Chevy Bolt EVs** after a **serious battery issue** was identified. According to **PlugIncars**, early examples of the Bolt EV may not be

reporting the correct range left before the battery runs out of charge.

"We noticed an anomaly via data from OnStar and that led us to investigate the issue," said a senior manager for advanced technology communications at 'GMC.' According to his estimates, the issue may affect less than one percent of early-production Bolt EVs. Nonetheless, it's a serious problem.

The report states one or more battery cells begin to malfunction, which then provides a false range reading on the dash. Therefore, drivers may see 100 miles left before the battery is depleted, when in reality, it could be just a couple dozen miles.

The author of the original report—a '17 Chevy Bolt EV owner—experienced the battery malfunction first hand. Per his account, the dash indicated approximately 100 miles of remaining range, but in an instant, the Bolt EV shut down with a warning chime and the electric car locked up. The steering wheel didn't budge, and the Bolt EV could not be shifted into "Drive" or "Reverse." Suddenly, the Bolt EV indicated just nine miles of range remaining.

After shifting into neutral, he maneuvered the car out of the way of traffic and called for a tow. The truck driver reportedly said his car

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was the **THIRD** Bolt EV picked up in recent days. Dealer diagnostics confirmed a bad battery cell was the issue.

He did not give an exact number of how many owners will be notified, but an investigation is

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'GMC' Recall Ticker

of Recalls

148 (!)

of Vehicles Affected

36,974,155

'Gov't' (cont'd)

(Continued from page 4)

underway to define a more specific production time frame of Bolt EVs that could be affected.

Customers looking to find out if their vehicle is included in these recalls should visit re-calls.gm.com.

Take that, Europe. Finally, something that Americans get, and Europe don't! Keep your slices of forbidden fruit that are hot hatchbacks because the **'18 Camaro ZL1 1LE is US-only**.

Per the latest episode of *Motor Trend's "Ignition,"* host Jonny Lieberman reveals the hopped-up, track-bred Camaro **can't be sold in Europe**. Why? All the **additional aero components**.

Chevy added a larger front grille, splitter and replaced the daytime running lights with the massive dive planes to cut through the air and also force more air in for cooling purposes. It's functional, and it looks properly menacing. What it isn't good for is **pedestrian safety**.

With the additional aero bits, it also means the Camaro will absolutely fail Europe's pedestrian safety standards. Apparently, Europe doesn't want Camaros puncturing people with its aero pieces.

The **'17 C7 Corvette Grand Sport** has often been called the best of both worlds because it takes the best components from the bonkers Z06, and meshes them with the Stingray's naturally-aspirated 6.2-liter LT1 V8 engine. Copious amounts of power are absent, but a more manageable machine ensues.

That sentiment was echoed during *Motor Trend's Best Driver's Car competition*, but the C7 Corvette Grand Sport failed to impress

in a few key areas. This led to a **meager seventh-place finish** out of **12 competitors**, three places behind the **'18 Camaro ZL1 1LE**.

Judges said the manual transmission was a serious bummer in its operation, with gear changes warranted at inopportune times between third and fourth. The Corvette Grand Sport's 460 horsepower was also deemed insufficient in the uphill climb. Some judges said the Grand Sport simply lacked the urge to make a driver go faster and push it harder. There was, however, praise to be had for its poise and road confidence.

'GMC' and those who have sued the automaker over its **ignition switch scandal** are likely in for a series of long legal battles. The trust that holds GM liabilities prior to its '09 bankruptcy has canceled a pre-determined settlement that would have cost "New GM" \$1 billion in stock.

The settlement, in total, called for the trust to accept **\$10 billion in claims** and would have triggered a provision in 'GMC's' bankruptcy that would force the automaker to hand over the \$1 billion worth of shares to help pay for the settlement. 'GMC' was not pleased and the automaker's lawyer claimed the entire settlement was worked out between plaintiffs and "Old GM's" creditors.



Now, the plaintiffs' lawyer, Steve Berman, plans for even greater legal action that could go as far as seeking the trust's assets entirely, according to *Reuters*.

"Game isn't over," Berman said. "We had a deal, 'GMC' has knowingly interfered with our deal and we intend to take action against 'GMC' on various fronts."

'GMC', naturally, praised the settlement's cancellation, which would have resolved 11.9 million economic loss claims and 400 and 500 personal injury and wrongful death claims.

"We are pleased with today's developments," 'GMC' said in a statement. "Now the focus can return to where it belongs, which is the merits of the plaintiffs' remaining claims. We will demonstrate those claims lack merit."

Finally, next year marks 100 years of Chevy trucks, after Chevy brought the first one to market in 1918. Over 100 years, and 85 million sold, Chevy set out to recognize owners with a few surprises.

Notably, the **'18 Silverado and Colorado Centennial editions** lead the charge, but everyone can score a piece of the party. Chevy will offer the **heritage bowtie badge as a standalone accessory for owners**. The badge, which returns a blue hue for the bowtie and

(Continued on page 10)

It Figures—MAMA Display



It should be noted here that with ongoing constraints on my time due to work and personal issues, I am unable to devote sufficient time as in the past to fine tune our monthly newsletters. Consequently, whatever appears herein is fully provided by the noted reviewer without undue attention from the editor (*beyond simple formatting*). This is, as I have said *MANY* times *YOUR* newsletter—I am simply the messenger. We all do what we are able to do in support of it. Thank you for your submission!

It Figures—Figure Display

LOOK



FD (cont'd)

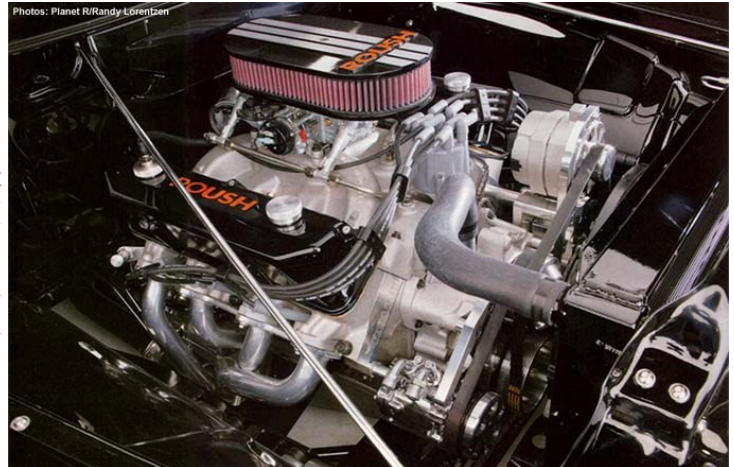
(Continued from page 2)

been eliminated all together. The glass is two separate pieces packed in its' own baggy; the front glass has visors cast in which I think I prefer. Small clear red taillights insert into the chromed bumper. The grille is smoothed (*shaved?*) and brightly chromed with clear lenses. Like the glass, the chrome tree is in its' own bag (*thanks Revell on all three*). Given that Chip likes the



“smoothed look,” I’m surprised that the stock door handles aren’t shaved. Again, I double-checked Google pics and they *are* on there. As I mentioned above, the hood is “nosed” and also shaved; it looks so good I’d like to use it on other ‘53-‘56 pick ups. There are “L” shaped hinges for it that go through the mostly smoothed firewall. Hopefully they work better than the older kit.

Decals: Besides those for the engine and the interior, there are still 13 more. The most noticeable is the one for the bed. It looks like walnut and is gorgeous, but I think I’d be inclined to cut away the silver strips in between and use photo-etched strips; I just hope someone still makes them. There is “Foos” lettering for the tailgate as well as



the wheel centers and let’s not forget those for the calipers.

I noticed there are two more for the intake manifold also. I also just noticed “Foos” decals for the seat and the steering wheel. Maybe the neatest is a scale placard of what may have been the artwork the truck was built from.

by: Rich Wilson 🍷



The Middletons

By Ralph Dunagin & Dana Summers



Poncho Perfection Parade!

This month sees the 'rebranding' of my monthly display as the ***Poncho Perfection Parade***, a mash-up of its' former name Pontiac Parade, and ***Poncho Perfection***, the magazine for all things Pontiac. It seems perfectly named—don't know why I didn't think of it sooner!

Ron Hamilton: Ron was highlighting his "***Class of '67***", with a ***Bonneville project***, joined by his ***Modelhaus Grand Prix***. I missed out on ***THAT*** one!

I added more "fuel to the fire" so to speak, with several more cars, including a ***diecast Firebird funny***, my ***looong-term '55 Pontiac project***, and a ***'67 Firebird rebuild*** that I fell into—***thanks again, Ron S!*** Oh, and thanks to ***Dil Brandow—Gassers rule!***

So, c'mon—bring 'em and show 'em! ***'PoP*** (***Pontiacs on Parade!***) ***Sickle signing off for now!***



And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!!

Finally, eight years ago this month, 'GMC' shut down Pontiac—it seems like a lifetime! 🚗



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MAMA's BoyZ do it in scale!

"New" Stuff this month:

- Revell Kenworth
K-100 Aerodyne
- Revell NAPA Auto
Parts Chevy SS (1/24th)
- Revell VW T1 "Flower
Power" Samba bus
(1/24th)

(1/25th scale unless noted)

Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

<http://www.nnleat.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 Musclecar Madness:

www.yorkus30.com 🚗

Classifieds 'Gov't' (cont'd)

WANTED: I'm on the hunt for unbuilt/rebuildable Ponchos (GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I have a collection to trade from. Want 1/8th scale Monogram '79 T/A and Red Baron, 1/25th scale '81 Firebird (snap), '66 Bonneville (MPC or Hasegawa), '69-'72 Grand Prix, '70-'81 Firebirds, and empty Pontiac kit boxes. Would like to buy or borrow *old model car catalogs*. Contact me at gtoguy@verizon.net, or see me at a meeting. *Thanks!* 🚗



(Continued from page 5)

a trace of the original "Chevrolet" font, adorns the front and rear of the trucks. *Are you kiddin me?!?*

No word on a date for availability, but the brand plans to bring a '67 C-10 pickup to the '17 SEMA Show to celebrate its centennial. 🚗



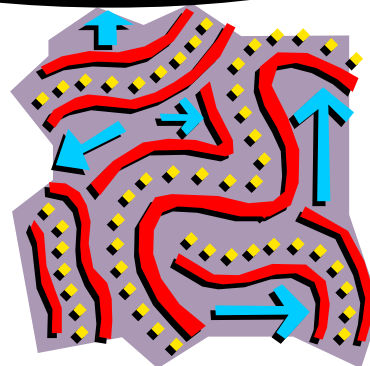
We're on the web!

<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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