



MAMA Sez!

Volume 30, Issue 3

November, 2017

"Serving Delmarva Car Modelers for over 25 Years"



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

Condolences!!	1
Revell Charger R/T	2
Molotow Myths!	3
Gov't Motors	4
T 'n T	6
SEMA Insanity!	7
Poncho Perfection Parade	9
New Stuff!	10
Classifieds	10



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. ☎

Time to Hit the Workshops!

Election talks were held and will be ongoing. **Nominate someone!**

This month, **Rich Wilson** looks at **Molotow chrome pens**. He also managed to do something on the **Revell '70 Charger R/T reissue—thanks, Rich!**

The raffle raised **\$102.00**, while the door kicked in **\$108.00**, plus a generous donation from

Steve Buter, who was unable to attend. Made the rent—**Thanks!**

Thanks also to the raffle donors as shown below: **Brad, Ed Brown, Matt Guilfoyle, Rich Meany, Mark Parkhurst, JC Reckner, Steve Scott, Rex Turner, Lyle Willits, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.**

Thanks guys—we 'preciate it! 🍷



Condolences

Lynne G. Marra passed away on October 18th, at Life Care Hospital in West Chester.

Lynne was the loving husband of Donna Marine Marra for 20 years.

Born on October 20, 1946 in Philadelphia, Pa he was the son of the late Edward J. Marra Sr. and Helen Loreta Little Marra.

He proudly served in the US Navy aboard the USS Forrestal. He was the owner operator of

Cars Auto Body, Ber-Lyn Auto Body and Hobby Town USA in West Chester. He was a member of the Chester County Automotive Council and the Silent Traffic Model Car Club.

In addition to his wife, he is survived by a son, Shane M. Sweeney of Ca., grandchild Liet Sweeney of AA., brother Edward J. Marra Jr. and a sister Elaine Marra.

He was predeceased by brothers Robert W. Marra and Ronald Marra.

His wife would like to express her deepest gratitude to his doctors, nurses and staff affiliated with Penn Chester county hospital, Temple Brandywine hospital, Fox Rehab and LifeCare hospital of West Chester for their care and dedication during his lengthy illness.

A celebration of life service was held on Saturday October 28th at the Maclean-Chamberlain Funeral Home in Coatesville Pa.

Interment will be pri-

(Continued on page 8)

Revell '70 Charger R/T



Even though I'm a Shelby/Ford fan (*Ed. Note: NO!*), I've also been a Mopar/Charger fan as well for years. This is the stock version of the "Fast and Furious" Charger. If you haven't built at least one of it (*F&F*) or Revell's '68 or '69 Chargers, then you've missed one of the best series of kits ever produced. There are any number of issues of those kits and the only drawback is the decals ('68 or '69) turn into sub-atomic particles at the mention of water. I mention those kits because this kit is based on those as well as the movie car. Most of the parts are 99% identical. The payoff is you can swap parts back and forth, like the RB engines (383/440) with no fit problems. The part breakdown is the same like the back seat, which is still separate. One little known fact (*about the real cars*) is the bigger grille was needed because the front quarter panels were those from the Daytonas, and I guess Dodge thought they were going to keep building the Daytonas for a year or two more. Not being a fan of illegal street racing, I don't understand why

some of the parts in the movie car kit were not '70 Charger parts, but that has been corrected in this kit.

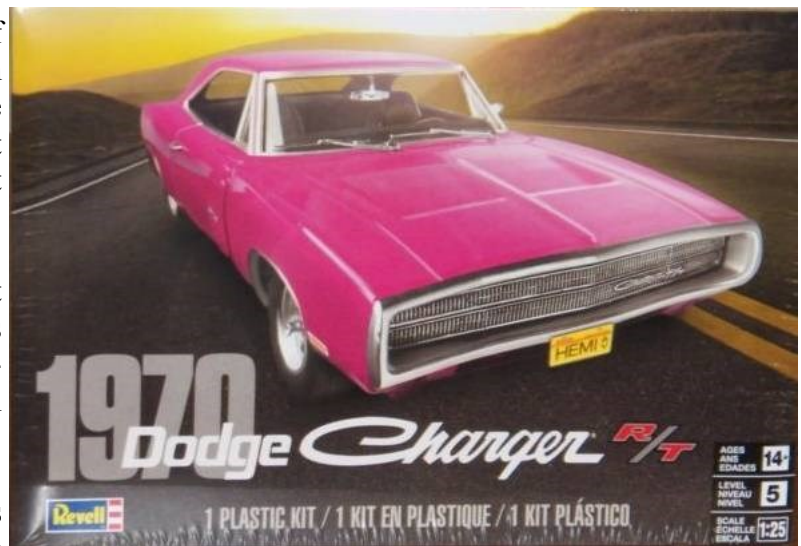
Engine: it's much the

same as the previously mentioned kits with 24 pieces, only three of which are chromed. The valve covers are smooth white plastic and the transmission is the big 4-speed. It comes with a two-four barrel intake, dual Carter carbs, correct air cleaner and cast iron exhaust manifolds.

Chassis: Pretty much the same as in the F&F kit, but with the addition of the exhaust system and chromed tips. Both kits have parts numbered 150 & 151 that I think were intended to jack up the rear suspension for the F&F version and therefore should not be used

in this version. I assume that shorter rear shocks are included here, but you may need to make them shorter.

Interior: As I mentioned in the F&F re-



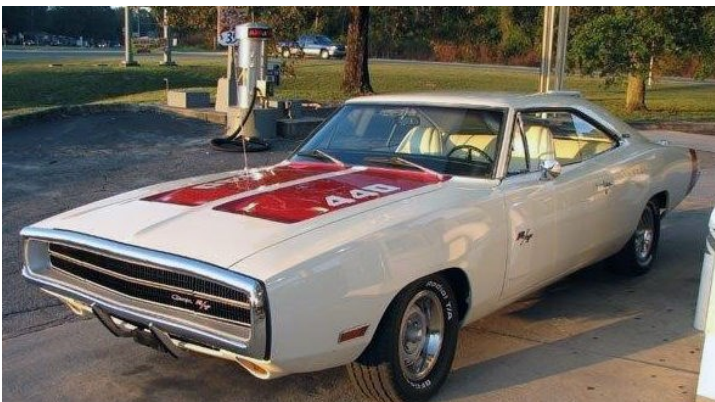
view, its' interior was totally wrong for "that" car. Here, the only real change is the roll bar has been swapped for a rear seat. The upholstery pattern is correct for the '70 Charger.

Tires/wheels: Of course, the tires are a different set, though still the new hollow type, but I was surprised to see the red lines on them. The wheels are what was the upgrade Mag 500s, nicely done.

Body/glass: Needless to say, the body and glass are the same as the F&F kit, but the correct tail-light panel and taillight are included. Also we get the fake side scoops that go on the doors. And the hole in the hood is gone! All the chrome trim items carry over to this kit, though I do notice Revell has added bumperettes to the rear bumper.

Decals: As long as they don't break apart, they should be fantastic. The hood and cowl have black

(Continued on page 10)



Molotow Chrome Pens: What's Inside, and How To Use Them

Being the curious person I am, I wondered what was inside and how to use and store them between uses. But the package tells you nothing and their website is no better. Not knowing what was inside, I wasn't foolish enough to open one and make a huge mess or ruin it. But I was told to look on "Youtube molotow pens," which I did. There are several to choose from, so I picked one at random and played it. The guy seems to be into aircraft models but he opened the pen up and showed the parts. As it turns out, mine was not working so I figured I had little to lose. There's a grand total of six parts if you count the valve assembly as one part.

To start, take tweezers and remove the stylus (*see pic*) part #2, then unscrew part #3 (*right hand treads*) being careful to hold the open end up. At that point you will see part #4. Again use tweezers to pull it out, open end up. If you have any liquid chrome left you will see it inside assuming you left the open end up. As I kind of figured, mine was dead empty. Ron the plastic pusher has refills for less than \$30. That seems expensive until you see the retail price and realize that you can refill your pen 8 times from that bottle. Part #3 had come

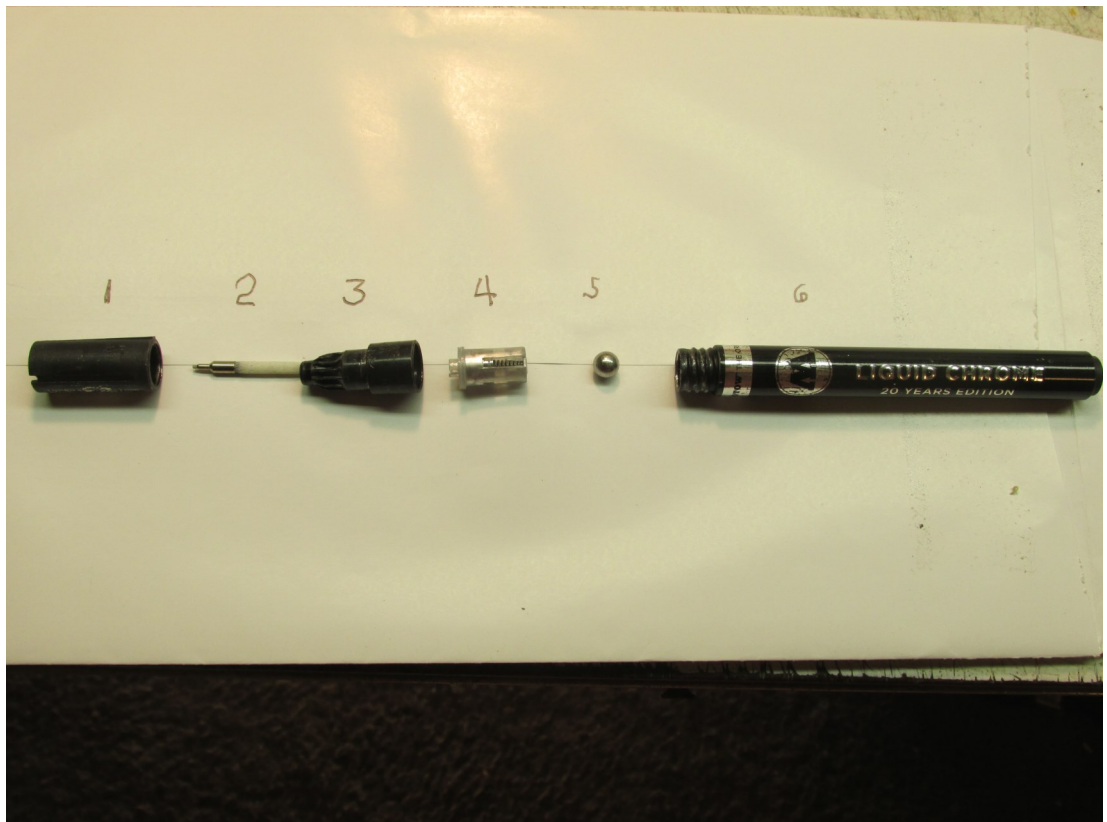
loose a week or so earlier, and so the whole thing was a mess. I got an old bowl and filled it half way with rubbing alcohol and soaked all the parts for 2-3 hours. After that a minor amount of work with an old tooth brush and it looked like new; almost. At that point you can refill it and you're done.

Since I bought the thing I've wondered whether it should be stored tip up, down or laid flat. Part #4 is the valve assembly that I referred to above and is spring loaded. It's what you are pushing on when you pump the stylus. It shouldn't matter which way you store it. It shouldn't take more than one or two pumps to get more liquid to the stylus. Part #5

is a steel ball and is what you hear and feel when you shake it before use. Not knowing the inner workings of the damn thing when I first got it, I pumped the daylight out of it and I guess I gummed up the works more than anything else. I don't feel so stupid though since the demonstrator on Youtube opened his and liquid chrome spilled out and made a mess.

If you haven't used one yet, the best feature of it is you don't need any paint or primer on the part beforehand. And if you get the larger stylus model, you can restore old chrome that has disappeared or faded.

by: Rich Wilson 🍷



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!

'GMC' is recalling **16 2015-16 Colorados, 2015-16 Canyons and 2016 Volts** (all second-gen) over issues with the driver's front airbag.

The air bag may improperly inflate during second-stage deployment in the event of a high speed crash.

An improperly-inflated airbag increases the risk of injury in a crash.

'GMC' will notify owners, and dealers will replace the air bag module, free of charge. The recall was expected to begin November 10th.

Customers looking to find out if their vehicle is included in these recalls should visit [re-calls.gm.com](http://recalls.gm.com).

'GMC' has reached a **\$120-million settlement** with **49 US states** and the **District of Columbia** over claims relating to its **faulty ignition switches**, **Reuters** reports. The automaker has **already paid roughly \$2.5 billion in penalties and settlements** pertaining to the faulty parts, which have

been implicated in 124 deaths and 275 injuries occurring over several years.

The issue prompted a recall that encompassed a total of 2.6 million vehicles.

The settlement stipulates that 'GMC's' dealers cannot sell certified pre-owned vehicles unless recall servicing has been completed, and it requires the automaker to "improve and enhance recall awareness to car owners with open recalls" through a special team.

The defect at fault in these claims was related to the keyed ignition switches used in numerous models since the early 2000s, which were especially prone to switching off without warning while the vehicle was in use. The sudden loss of power caused the engine to stop running, resulting in a loss of power steering and power braking at the same time that airbags were disabled.

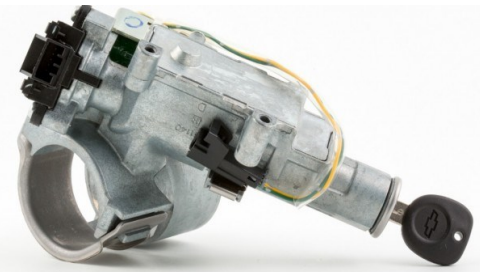
'GMC' "turned a blind eye for years and chose to conceal the safety defects associated with several models of their vehicles," said New York Attorney General Eric Schneiderman in a statement. The state attorneys general involved in reaching the settlement with 'GMC' said that the automaker was

GOVERNMENT MOTORS

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AN AMERICAN REVOLUTION™



aware of the problem as early as '04, but took no action, not considering the defect a safety concern.

'GMC' has since taken a number of steps "to ensure the safety of its vehicles," a 'GMC' spokesperson says, including implementing a new organizational structure committed to global vehicle safety, and a program to encourage employees to blow the whistle on potential safety issues.

'GMC' settled another lawsuit stemming from not only the igni-

(Continued on page 5)



'GMC' Recall Ticker

of Recalls
149 (!)

of Vehicles Affected
36,974,171

'Gov't' (cont'd)

(Continued from page 4)

tion switch recall fallout, but from other various vehicle defects. In '14, the California lawsuit filed claimed 'GMC' concealed various vehicle defects and continued to sell and market its cars without proper recalls or repairs.

The settlement includes **\$13.9 million** sum for Orange County, per the **Orange County Register**. Due to the various defects and recalls surrounding the ignition switch, airbags and brakes, 124 people died and 275 people were injured. Additionally, prosecutors allege 'GMC' trained staff to never use the words "defect" or "stall" and it consistently discouraged employees from discussing safety issues with its cars.

In '14, **'GMC' issued 33 recalls spanning 17 million cars over a five-month period**. Along with the settlement, 'GMC' said it continues to implement quality and safety protocols at all levels of its business.

"Since '14, 'GMC' has taken steps to help ensure the safety of its vehicles, including a new organizational structure dedicated to global vehicle safety and a robust Speak Up for Safety program," the company's statement said.

Two 'GMC' brands—**Cadillac** and **GMC**—slipped in **Consumer Reports**' annual reliability study, ending up in the **last two spots** on the list of **27 marques**. **Chevy**, too, **floundered** in this year's study, ending up **well within the bottom half in eighteenth**. Buick represented a relative bright spot for 'GMC,' ranking eighth, and prov-

ing to be the only US automotive brand in the top ten.

Granted, Buick fared much better even just a year ago, coming away in the third spot behind Lexus and Toyota; **Consumer Reports** blames Buick's lost ground in **reliability** on the redesigned LaCrosse, attributing the brand's top-ten status to the Cascada and Envision.

Cadillac, which slipped from twenty-first to twenty-seventh this year, had **one of the ten least-reliable models** **Consumer Reports** evaluated: the **Escalade**. The publication concedes that, logically, a single bad apple runs a much greater risk of spoiling the bunch when dealing with a limited-lineup brand like Cadillac. "If just one or two models drop in reliability, it can magnify the impact across the brand," the publication says.

Chevy and GMC also each produced one of the ten least-reliable models in **Consumer Reports**' testing, with the **Camaro** and the **Acadia**, respectively. Both brands ranked a couple of positions lower this year than last, although neither slipped drastically.

Although 'GMC' sells **two Chinese-built cars in the US**, those being the **Buick Envision** and **Cadillac CT6 plug-in hybrid**, it will now ship Chevies from China to Mexico and the Caribbean. It marks the first time 'GMC' will ship Chevies from China to North America.



Automotive News reports the **Chevy Sail**, built by SAIC-GM, launched in Mexico and the Caribbean in late-October with a delivery of 2,900 cars. It's the first expansion of the strategic partnership to include more export markets. The company also exports the Sail to other emerging markets in Asia and Latin America.

Last year, the Sail made news after it earned **zero stars** in **Latin American NCAP safety tests**. Following the crash test results, 'GMC' CEO Mary Barra announced the company would phase out cars without airbags for the '19 model year.

Same 'ol stuff, different month, eh? 🚗



This 'n That

H E double hockey sticks Challenger! ACME diecast has announced a '17 B5 Blue Hellcat—surprised?! But that ain't all. ACME is on an absolute tear, with the following replicas (both stock AND racing!) either released or announced (scale noted in parenthesis): '66 #2 Ford GT40 MKII (1/12th), Sam Posey's #1 '69 Boss 302 (1/18th), Bugatti Chiron (1/12th), '71 #11 Ferrari 512M (1/18th), Sam Posey's '70 #77 Challenger T/A (1/18th) and a '17 Corvette Grand Sport (1/18th). In almost all cases, these are very short runs, and MAY already be gone. If interested, I would delay no further—go to their website,

www.acmediecast.com...New Stuff! Revell has recently made their '18 first quarter releases available, and it's pretty low-key, appearing to be all re-releases. The thing generating the most interest right now is not even a car or a truck, it's a farm implement—a Porsche diesel junior 108, to be specific. Yup—a Porsche TRACTOR! The remaining releases are as follows: '66 GTO, '94 Impala SS, '48 "Greased Lightning" Ford convertible, Frank Iaconio Pro Stock Camaro, '69 Boss 302 Mustang, and Rommel's Rod. If something interests you, let Ron Bradley know... NHRA Pro Stock On Its Way

OUT?! On Oct. 4th, the NHRA announced it was trimming elimination fields in its Pro Stock class from 16 to eight for nine select events in '18. Not so fast. Recently, the decision was reversed, as the series announced in a press release that the Pro Stock category will continue to feature 16-car fields at all 24 NHRA Mello Yello Drag Racing Series national events in '18. In the original press release of Oct. 4th, the NHRA said the change in field size from 16 to eight was "intended to elevate competition and spark renewed interest in the Pro Stock Car category." The eight-car fields were to be in place for the following events with traditionally fewer entries: Houston, Topeka, Epping, Englishtown, Bristol, Denver, Sonoma, Seattle, and Brainerd. While the NHRA is not saying why it decided against going forward with a decision it believed 25 days ago was going to add excitement to the racing category, it did say in Sunday's release that, "NHRA came to this decision after a collaborative and productive meeting with several Pro Stock drivers and teams. The group discussed a few initiatives that would serve as alternatives to NHRA's previous decision to run eight-car fields at nine national events. "One of the ideas from the meeting involved the possibility of including a new engine platform that NHRA's Tech Department is evaluating. NHRA will continue to work with Pro Stock teams and manufactur-



ers this year, carefully evaluating key metrics and supporting initiatives to generate interest." Apparently, the teams came forward following the earlier announcement and wanted to keep the 16-car elimination field in tact. An NHRA spokesperson said however, that the reversal in the decision was not the product of a "revolt" of teams or team owners. "We all share a common goal to make the Pro Stock category grow," said NHRA president Peter Clifford. "It's exciting to see that the teams came to us with collaborative ideas and started an open dialogue that resulted in new solutions." Time will tell...Ford is Back in NHRA! Bob Tasca III is returning to the NHRA funny car cate-

(Continued on page 7)

T 'n T (cont'd)

(Continued from page 6)

gory on a full-time basis with support from **Ford Performance** in '18. Ford Performance will be the primary sponsor of the **Tasca Racing Mustang** funny car for 16 of the 24 races and serve as a co-sponsor for the other eight next season. Ford will also provide engineering support. Tasca Racing also has a technical alliance in place with **Don Schumacher Racing** for '18 (*Ed. Note: Thought he was a MOPAR guy?!?*). "This is a very exciting day for me personally and for everyone involved at Tasca Racing," Tasca said. "We have always been a Ford family and have a long history with drag racing, so to be able to return to NHRA funny car full time in '18 with the support of our longtime friends at Ford is the perfect scenario for us." "This is something

we have been working on for months now, so it's great to be able to finally talk about it. We are ramping up for a full-season effort on the track, but also are ready to start working with our Ford partners to help reach their business goals and to help recruit technicians and mechanics for Ford dealerships by leveraging the NHRA platform. My team is focused on winning a championship for all the Ford fans that have supported Tasca and Ford since the 60's!" During his decade as an NHRA funny car competitor, Tasca, 42, has four race wins and 11 final round appearances; he qualified for the Countdown to the Championship three times. "We're excited about partnering with Tasca Racing and helping them return to NHRA for a championship run," said Dave Pericak, global director, Ford Performance. "We believe we have the technol-



ogy tools to help the team be competitive on the track long-term, and are looking forward to the effort starting in '18. "The Tasca family has always been a pioneer in racing, and a leader in Ford vehicle and parts sales for decades," said Pericak. "This partnership will only serve to strengthen that legacy." *As long as they stay away from car shows (LOL)! (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!)* 🍷

SEMA Insanity!

LOOK



WTF?!?



1,000hp Shelby?!



A FOUR-DOOR Cuda?!?



A GM Diesel Pro Mod?!?



Hennessey Velociraptor



BANGshift.com

A Hellcat Prius?!

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Condolences (cont'd)

(Continued from page 1)
vate.

Memorial contributions in his memory may be made to Life Care Hospital 400 E. Marshall St. West Chester, Pa 19380.

Another racing legend, **Gaspar "Gas" Ronda** passed away late last month.

Even as a child, long before the sport of drag racing entered his life, **Gaspar Ronda** went by the nickname "Gas." One of Ford's factory T-Bolt racers and an early driver of altered-wheelbase funny cars, Gas Ronda died at his Palm Desert home on October 25th, at the age 91.

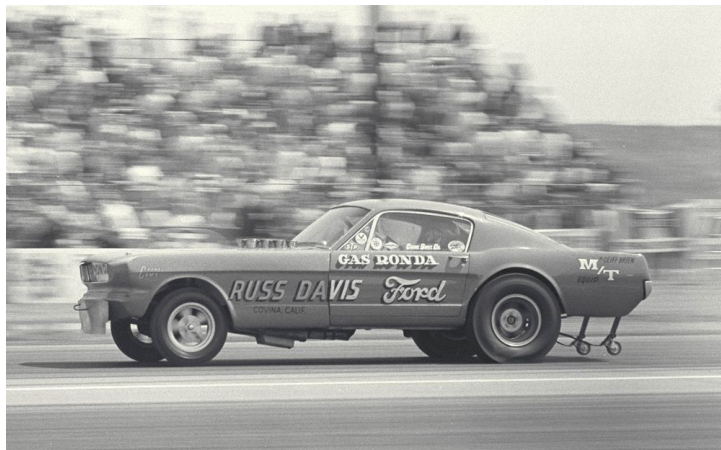
A childhood battle with polio left him with weakened legs, prompting the family's doctor to encourage exercise to strengthen them. His mother taught him to dance, creating another passion that would stick with Ronda throughout his life. Following a stint in the US Navy during World War II, he returned to California and soon began working as an instructor for the Arthur Murray School of Dance; later, he'd acquire two Arthur Murray fran-

chises of his own.

Passionate about cars, he purchased a Hudson and soon began testing his skills in the quarter mile. A Buick followed, as did a series of Corvettes, and by the late 50s he'd abandoned the tango for the three-pedal shuffle, selling his dance studios to fund a full-time professional racing career.

Ford sponsorship allowed his career to advance rapidly, and by '63 he was a member of the automaker's elite "Drag Council," getting first dibs on the company's hottest products. The 427-powered Fairlane T-Bolt was a perfect example, and in '64 he drove it to an NHRA World Championship. A few years later, he'd switch to altered-wheelbase funny cars, and in '67 collected the AHRA Driver of the Year Award.

Two years later, in '69, he switched to floppers, driving his fiberglass-bodied Mustang Mach 1 to a win at the Orange County International Raceway Manufacturers Championships. It would be



his last victory behind the wheel; in January '70, he was critically burned in an engine explosion at Beeline Dragway in Scottsdale, Arizona, and afterward found himself unable to return to racing.

Following a lengthy recovery, he returned to dance to pay his bills, but later opened taverns in Azusa and Covina, California. In '93, he was presented with an NHRA Lifetime Achievement Award, and in '16 was inducted to the **International Drag Racing Hall of Fame**. Though too ill to attend the induction ceremony following a series of strokes in '14, he did make a public appearance at the '16 Winternationals in Pomona, California, where he was reunited with one of his Mustang floppers as part of the **NHRA's 50th anniversary Funny Cars celebration**.

Godspeed, gentlemen. 🚗



Poncho Perfection Parade!



This month, the Poncho Perfection Parade parking area seemed to have a Firebird theme.

Kevin Kovach: Ever since Kevin's Firebird project appeared in *Poncho Perfection*, a full-size Pontiac magazine, Kevin has been **DESPERATELY** trying to attend a club meeting to see the article that his dad told him about. The planets finally aligned last month, and Kevin made it. Do you think he's a happy camper?!

I added more "fuel to the fire" so to speak, displaying the *C1 Models' Pro Touring Firebird resin transkit* that I scored at NNL East back in April of this

year.

Even Nick got into the picture this month, with a Pontiac-themed "Reserved Parking" area!! He started with the new *Greenlight dioramas*, of which there are three—Gulf and Texaco gas stations, and a Weekend Warrior.

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!! 🚗



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15905 Ark Court
Bowie, Maryland 20716
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MAMA's BoyZ do it in scale!

"New" Stuff this month:

- Revell '80 Jeep
Honcho "Ice Patrol"
(1/24th)
- Revell '85 Olds
442/FE3-X show car



(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 Musclicar Madness:

www.yorkus30.com 🏠

Classifieds

WANTED: '57 Mercury Colony Park station wagon, and/or '67 Cadillac deVille (convertible). Kits preferred or restorable builtups. Contact Rich Wilson at wilsonco-braguy@verizon.net, or (410) 674-5750. 🏠



Guns Don't Kill People
Drivers With Cellphones Do

R/T (cont'd)

(Continued from page 2)

decals with white "Hemi" lettering. We get the usual choice of black, red or white R/T stripes for the rear. Kind of neat are the wood grain decals for the dash and console. Decaled gauges are separate. There are also a bunch of scripts and such for the body and engine.

by: Rich Wilson 🏠



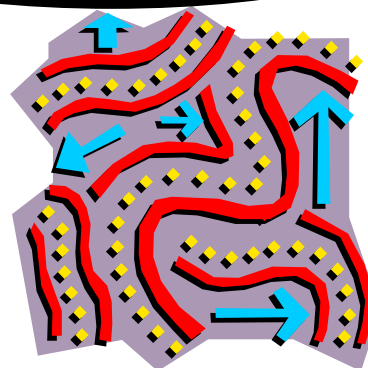
We're on the web!

<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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