



MAMA Sez!

Volume 30, Issue 5

January, 2018

"Serving Delmarva Car Modelers for over 25 Years"



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

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2018 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 20th
 - ☞ February 17th
 - ☞ March 17th
 - ☞ April 28th
 - ☞ May **NONE (!)**
 - ☞ June 16th
 - ☞ July 21st
 - ☞ August 18th
 - ☞ September 15th
 - ☞ October 20th
 - ☞ November 17th
 - ☞ December 15th (10 - 3!)
- Inclement weather phone number: (301) 474-0646.** ☎

Show Season's Upon Us!

Hopefully, Santa was good to all of you! Thanks for all the goodies last month (*and setup, too!*).

Club Prez **Tim Powers** gave the club a brief idea (*with more to follow*) of the survey results regarding member perception of MAMA. Good news is that major changes are not expected—members seem happy

with the club as it currently exists. Fine-tuning will likely be the order of the day.

This month, **Rich Wilson** looks at the **ICM Ford Model T Touring**. **Thanks, Rich!**

A selection of red and green Pontiacs were present in the Poncho Perfection Parade.

The raffle raised **\$92.00**, while the door

kicked in **\$136.00**. Made the rent—**Thanks!**

Thanks also to the raffle donors as shown below: **Brad, Ed Brown, Steve M. Buter, Mike Costic, Matt Guilfoyle, Ron Hamilton, Rich Meany, JC Reckner, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.** **Thanks guys—we 'preciate it!** 🍷

Condolences

American drag racing legend **Bob Glidden** is dead at age 73.

The 10-time NHRA Pro Stock champ passed away last month after being hospitalized earlier in the month for an undisclosed illness.

"Everyone in the NHRA community is saddened to learn the news of Bob's passing," NHRA President Peter Clifford said. "He was a true competitor who left a lasting legacy of excel-

lence both on and off the track. Our thoughts, prayers and deepest condolences are with the Glidden family at this difficult time."

He won his first championship in 1974 in just his third year as a driver. The former mechanic went on to claim nine more titles through '89 and retired in '95 with a total of 85 event wins, the most ever by a driver at the time.

A career Ford man, Glidden made a small comeback during the '10

season, entering several races in a Pro Stock Mustang. Meanwhile, on the NASCAR side of things, **Barry Dodson**, a savvy crew chief who led **NASCAR Hall of Famer Rusty Wallace** to his lone premier series championship in '89, died Wednesday. He was 64.

Dodson worked with several of the sport's top drivers and is credited with 19 victories in what is now the Monster Energy NASCAR Cup Series. In addition to Wallace,

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The Presidential Brief?!

I want to start by expressing some gratitude.

Thank you all for your tremendous show of confidence in electing me as MAMA President. I am following a line of exceptional MAMA members who've served our club well. From *Norman Veber* through *Larry Boothe*, *Lyle Willits*, and *Cruz*, we've had leaders who truly enjoy the model car hobby and who have kept our club a fun and enjoyable organization. I will try my best to uphold that tradition.

Thank you to *Dave Toups* for stepping into the Vice President role. When I first stepped into the VP role, I did it because I am a textbook introvert and being VP gave me a chance to speak in front of a crowd now and then. Over the years it really helped me gain some comfort speaking to an audience, even if it was only to say that I had nothing to say. I don't know what impelled Dave to step up to the role, but I am sure glad he did. I hope it is as fulfilling for him as it has been for me.

At the December meeting I shared some of the emerging trends from our MAMA survey. For those who were not at the meeting, I'll highlight them here. First the demographics: the average respondent has been a MAMA member for 19.5 years and attended 5 meetings in the past 12 months. Of those who shared their reasons for low or no recent attendance, their reasons include: work schedules, personal demands, and home relocations. I took this as good news because no

one cited any sort of issues with the club or our meetings as a cause. In fact, most said that when their work and personal schedules change, they will resume increased attendance.

Most of our survey respondents learned of MAMA from mentions in hobby magazines, hobby stores, and from friends or relatives who were already involved in the club. One long-time member noted that it was the model car show that Norman put together and ran at the 1988 car show in Baltimore. This is true of a number of us old-timers.

By far the top reason most respondents joined MAMA was for the personal interactions they experienced with other MAMA members. Sharing their common interest in model car building is the main thing they like about coming to MAMA meetings. Seeing the models displayed on the table actually came in second. I was quite pleased to see this confirmation that the real reason MAMA is a success is you, its members.

Naturally, members said that they really like having vendors, such as *Replicas and Miniatures Company of Maryland* and *Bradley's Model Cars* selling resin parts and new kits, respectively, at the meeting. It's convenient, you get the tactile experience that online shopping simply cannot provide, and the prices are good. Members also enjoy shopping among those who just bring in old kits to sell – whether clearing out stuff they no longer want or liqui-

dating a collection. We like having our own private swap meets.

On the question of what our respondents don't like about MAMA or MAMA meetings, there were no emergent trends at all. The few dislikes that were mentioned were mostly one-offs. There were a couple mentions of finding a "better" meeting location, but that is something for which we've always kept an eye out. We will continue watching this category to identify any that we might have to address.

One result that I forget to mention at the meeting was a unanimous trend to keeping MAMA dues-free. I thought you'd like that, I know I did. Like the Presidents who preceded me, I too prefer to keep MAMA dues-free. Between the raffle, the door box, the funds raised by our annual show, and some behind-the-scenes individual benefactors, we have been able to sustain our club and make the rent every month.

When it comes to recommended changes a solid 2/3 of our survey respondents asked for more demos/clinics/tutorials at the meetings. We as a group are going to have to figure out how to make this happen. We need members to volunteer to conduct these activities in order to have them happen at the meetings.

In thinking about how to get more folks to conduct demos/clinics/tutorials, it struck me that many people feel like they are not qualified to do any because they think that someone has to be an expert at a technique in order to show it to others. Nothing could be further from the truth. What

(Continued on page 5)

ICM 1911 Ford Model T Touring car

“Any color you like as long as it's black”; that has long been the legend for early Ford cars. Now it's almost a joke. But in the “brass era” of cars, pre 1900-29 (*give or take*), it *wasn't* true. You could get a Ford Model T in a small selection of colors. In the mid '20s, Fords sales took a down turn so Ford Sr. decided to offer the car at ever decreasing prices and limiting the color to black was one of his ideas. By 1928, Ford was on the brink of failure until Edsel Ford stepped in and created the Model A. One of our newest members, Joe Bles, asked me to build this kit for him for what I believe will be a small diorama. The engine you may recognize from later Model Ts and As, but is actually a slightly simpler version of it (*if that's possible*). If you are thinking of getting one of these kits, I would suggest you do an online image search to see what they looked like. I looked on “Auto Color Librarys” site and had no luck. Online images may be your only choice for color ideas. The kit contains 118 parts with 24 of them brass plated, with the tires cast in off-white rubber. I am amazed at the detail and true scale fidelity in the kit.

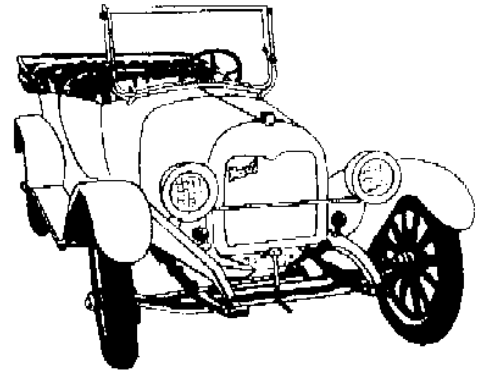
Engine: It consists of 13 parts, very well detailed. The Model A had a very simplistic distributor, but this earlier version doesn't even have that. The spark plug wires mount to the wooden firewall. The wires aren't in the kit, but if you look online (*add the*

word “engine” to the search) you can see what I mean. The exhaust manifold is cast with the exhaust system and so it is installed later.

Chassis: The main frame rails are cast to the fenders and I think I like it that way. The front axle has the buggy spring cast to it with the tie rod, steering arm and rod, “wishbone” as separate pieces. The rear axle center is two pieces that are installed between the axles and buggy spring piece. The tail pipe and muffler half glue to the rest of the exhaust pipe then to the chassis and engine. There are the two control arms that go from the rear brakes to the transmission tail shaft. All these parts are very thin, but true to scale in a manner we've never seen before.

Tires/wheels: The one-piece wheels which were wooden, need to be painted to match the body color you've chosen. When dry, they will pop into the tires. They are accurate in white since this was from an era before carbon black was added to the natural rubber.

Body/interior/glass: Because of the cars' simplicity, the interior is the body with only the three-piece seats to be dropped in. If you don't like multi-piece bodies, you may be in trouble since it consists of seven pieces not counting the two-piece firewall and three-piece hood. All pieces are very well detailed. I recommend you use a glue with *capillary* action, then set it on something flat like a piece of glass to keep it square



and flat. The seats have the typical diamond and button pattern that was the norm then. With time and care, the body assembles very easily and well. The glass is bagged separately, but there are more windshields than needed. If they aren't for a “second try,” then they must be for the other body versions of this kit. The up-top doesn't have as much canvas detail as I would expect, but it isn't smooth either. I thought the brass horn was kind of neat with its' black squeeze bulb.

There are no decals, but the painting instructions make up for that. I'm not a big fan of the brass era of cars, but this kit was/is a fun build for a change of pace.

by: Rich Wilson 🇺🇸



GMC is recalling **69,138** Chevy-branded (*Chevy and Isuzu combined*) **2016-17 Low Cab Forward 3500 HD, 3500 and 4500, and 2017-18 Low Cab Forward 4500 HD, 4500 XD, 5500 HD and 5500 XD medium duty trucks** over an issue with the trucks fire extinguishers.

Some models are equipped with Walter Kidde plastic-handle fire extinguishers, models FC10 and FC110 that may become clogged, preventing the extinguisher from discharging as expected or excessive force may be needed to activate the extinguisher. Additionally, the nozzle may detach from the valve assembly with enough force that it could cause injury and also render the product inoperable.

In the event of a fire, if the fire extinguisher does not function properly, it can increase the risk of injury (*Ed. Note: Ya think?!).*

Isuzu will notify owners, instructing them to contact Kidde to get a replacement fire extinguisher, free of charge. The recall is

expected to begin in December 2017.

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

Owners may also visit www.kidde.com and click on Product Safety Recall to order replacement fire extinguishers free of charge.

Blake Greenfield Chevy in Minnesota published photos of a custom Chevy Silverado it undertook, and channeled its inner C10. In fact, it's a modern-day interpretation of the classic pickup.

The Silverado wears a dark green exterior hue with white and gold graphics recalling the C10's golden years. At the rear, the tailgate spells out "Chevrolet" with no bowtie badge to be found. It's retro done right, and coincidentally, comes as Chevy celebrates its truck centennial.

We know the Silverado's squared-off wheel arches have been a debatable topic for some time, but they actually look right at home in this application. The graphics accentuate them in all the right ways, and the small white wheels are doing the truck a lot of favors. It's a pretty incredible package. Finally, some "Cheyenne Super 10" badges adorn the truck for just a splash of extra vintage love. And a heritage bowtie could look right at home to

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complete the look.

The Facebook post notes the overwhelming response to the custom truck, and it sounds like this was a one-off ordeal. However, since the reaction has become a tidal wave, the dealership is now taking orders to customize other Silverados. Looks like the dealership will be pretty busy in the near future.

The '19 C7 Corvette ZR1 is weeks old from its proper debut, but *Hennessey Performance Engineering* has already announced plans to wring more power from the car. And you thought 755 horsepower was enough. HPE listed the *HPE850*, *HPE1000* and *HPE1200* upgrade packages for Chevy's range-topping Corvette and they come with some major

(Continued on page 5)



GMC Recall Ticker

of Recalls
151 (!)

of Vehicles Affected
37,092,309

Govt (contd)

(Continued from page 4)

upgrades. Starting with the low-end-rung model, the HPE850 adds upgrades such as a modified lower pulley, high flow cylinder heads, upgraded valve springs, intake and exhaust valves and new pushrods and lifters. Power at the crank is **850 hp**. Moving to the HPE1000, the biggest change is a different supercharger to boost power to **1,000 hp**. Similar upgrades are found elsewhere from the HPE850. Now, the HPE1200 has a really big change: a 7.0-liter V8. Coupled with a larger super-

charger, the package will bump power to **1,200 hp**. Additionally, HPE will back each package with a **2-year/24,000-mile warranty**, save for the 1200 package—it gets a **one-year/12,000-mile warranty**. No word on price, but as the saying goes, **"If you have to ask, you can't afford it!"**

Didn't know that the **new Vette** and **Civic Si** were related? Scope out the new vented front end. What is it that they say about **imitation** and **flattery**?! 🚗



Brief (contd)

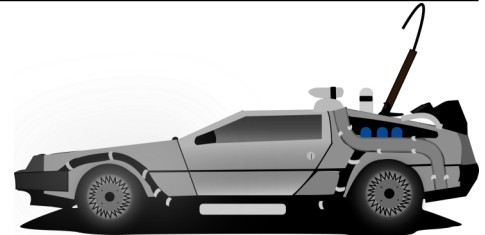
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you really need to be in order to conduct demos/clinics/tutorials is simply willing to share what you know and/or how you do something.

To illustrate this fact, I shared that the way I developed my own methods and techniques for working on model cars was by looking at and listening to anything that anyone was willing to share with me. I then adopted the bits and pieces that form each of them that worked best for me. Few, if any of

those folks from whom I learned were considered experts at what they did. They were simply model cars builders like you and me who were willing to share their knowledge and talents. I saw many heads at the December meeting nodding in agreement that they learned in the much same way.

So my challenge to all MAMA members is to choose a subject or technique that you would be willing to share, even if you're no "the expert" and plan to give a demo/clinic/tutorial at an upcoming meeting. Someone can learn



from you.

This survey has been giving us some good insight. At least one other club has recognized the value of taking stock this way, too. **Bill Murray**, newsletter editor of the **LIARS club**, has adapted our survey questions and is surveying their club, too. 🚗



This n That

No More Revell Models?!? Parent company Hobbico filed for **bankruptcy protection in early January**, which could result in 332 layoffs at its Champaign facility. In a statement, Hobbico said that it plans to sell the company and will continue operating throughout the bankruptcy process. Hobbico also said that as it has grown, it added too much debt and hasn't been able to successfully restructure, especially facing "an increasingly competitive industry, market headwinds and a series of one-off events with key suppliers." In its filing with the US Bankruptcy Court in Delaware, Hobbico said it has an estimated 200 to 999 creditors, \$10 to \$50 million in assets, and \$100 to \$500 million in liabilities. "Despite Hobbico's core strengths, our business has faced a number of challenges in the last few years, and we have taken steps to ensure all available options to restore the stability of the Company have been exhausted," said Louis Brownstone, Hobbico's president. "However, while these efforts were taken to rebuild revenue and profitability, they did not sufficiently address our challenges and we decided to pursue a Chapter 11 reorganization and attempt to attract new capital investment." In a notice sent to employees Wednesday, the distributor of hobby products said the layoffs, if they happen, could begin in April. Hobbico was formed in '86 when Clint Atkins combined two companies he bought: Don Anderson's **Great Planes Model Distributors**

and Bruce Holecek's **Tower Hobbies**, which was founded in '71. Time will tell if Hobbico and Revell survive... "**Cooking With Danica?!?**" Even though **Danica Patrick** has yet to complete her final lap as a race car driver, her attention is already starting to turn to life after motorsports. She recently released a health and fitness book, "**Pretty Intense: The 90-Day Mind, Body and Food Plan that will absolutely Change Your Life.**" In a promo interview with ESPN, the 35-year-old also revealed her intent to someday become a **chef** with the goal of hosting a **TV show**. According to ESPN, she seems pretty content with the direction of her professional life moving forward. "Retirement looks bright! I think many people retire and don't know what they're going to do next and have to figure it out, but I know what I'm going to do. I don't doubt that (*retirement*) will change and shift my life in ways I would never expect, so I've got to be ready for that. I'd like to expand in the book world as well. I don't even know what that might lead to, exactly. Maybe public speaking engagements—generally that arena of educating people. That could take any shape. I'd also like to have a cooking show, to help people learn how to cook healthily. So those are my retirement plans. Not much, ha! Oh yeah, I'd like to travel, catch a few concerts and see

some places that I've never seen. Those are just the fun things on the side." The cooking show direction makes a lot of sense at face value since her Instagram page is occasionally a how-to cooking guide for parts of the year. Her book also is full of health-conscious recipes, falling in line with her long-established brand away from the track. She announced last month that she would step away from full-time competition with two more races on her schedule—the **'18 Daytona 500** and the **Indianapolis 500**. She has yet to sign a deal for either race but hopes to finalize plans shortly after the new year... **Number One With A Bullitt!** We knew a **Bullitt Mustang** was coming a while ago, most likely at the Detroit auto show this month. Now we know approximately when the first one will be sold too, thanks to a Barrett-Jackson auction listing. The folks over at Mustang6G.com found an online auction listing for a "**special new Ford Mustang**" to be sold Friday, January 19th in Scottsdale, AZ. This new Mustang is to be sold with 100 percent of the hammer price benefitting the Boys Republic charity. Auctioning cars for

(Continued on page 7)

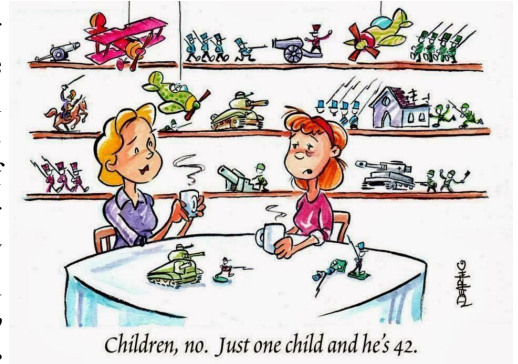


T 'n T (cont'd)

(Continued from page 6)

charity is a normal thing to do, but this specific charity is significant because it runs a school for troubled youths in Chino Hills, CA that **Steve McQueen** attended in 1946. Of course, McQueen was the man who piloted the original Highland Green Mustang in the famous 1968 movie of the same name. This "coincidence" all but guarantees we'll see the new Bullitt at the auction, if not at the Detroit auto show. An imminent intro for "Bullitt" doesn't come as a surprise. Back in October there was a leaked window sticker showing a Highland Green metallic Mustang in Bullitt trim. And

then the start of December brought spy shots of a possible Bullitt Mustang driving through Chicago for a commercial. Barrett-Jackson used a silhouette of the original Bullitt Mustang for its listing online as well, so they don't seem to be trying too hard to keep it secret. **Stay alert...New Stuff!** According to our "**Plastic Pusher**", **Ron Bradley**, some more "new stuff" has come to light—the **AMT '65 El Camino**, **'57 Chrysler**, **'55 Cameo pickup in Coke livery**, **Dyno Don Nicholson's Cougar Eliminator funny car**, **a construction bulldozer**, and **something referred to a '57 Fantasy parts pack**. And, never fear, new stuff arrives daily, in the form of new releases, restocks, and several **BNL resin motors** including



but not limited to a few more different Chevy and Ford, including a **Flathead with speed parts**, and more new **Gopher decal sheets**. So, check him out at a meeting (Thanks to autoweek.com, and other Internet sources for this insanity! Ya just cant make some of it up!! Thanks also to those of you in the Peanut Gallery who have helped me entertain yall by sending stuff—I preciate it!) 🍷

HERE WE GO AGAIN!

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MARCH 23, 24, 25, 2018
SPECTATOR FEE \$10

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2PM-9PM	10AM-9PM	10AM-5PM

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ACME Diecast



MotorMax

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10:00 AM UNTIL ,,,,

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PLYMOUTH MEETING, PA
19462

IPMS Richmond Presents
Old Dominion Open
Scale Model Show and Contest
February 24, 2018



IPMS Richmond

Richmond Raceway Complex

The Henrico Building

600 E Laburnum Richmond, VA 23222

Doors open 8:30 Registration closes 12:30

Over 70 Model Categories
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★ **THE PHILLY AREA CAR MODELERS (PACM)** ★
Present...

The Inaugural Philly NNL

MODEL CAR SHOW

At The Simeone Foundation Automotive Museum

★ **THEME** "The Golden Age of Sports Car Racing: 1950-1970"



March 10, 2018

★ Philly NNL is sponsored by PACM to benefit the Simeone Foundation Automotive Museum. All proceeds benefit the Museum.

★ **SUBTHEME** "Land of the Rising Sun" (Japanese Automobiles)

★ **VENDORS**

★ **RAFFLE**

★ **Date:** MARCH 10, 2018 ★ **Time:** 9:00 AM - 2:00 PM

★ **Location:** The Simeone Foundation Automotive Museum
 6825-31 Norwitch Dr., Philadelphia, PA 19153

★ **Entry Fee:** \$12 includes Museum admission plus unlimited model entries

★ **Vendors:** Please email Tommy Kortman at kortmatr@yahoo.com or Bob Doebley at rdoebley@comcast.net

★ **Info:** Visit simeonemuseum.org, email kortmatr@yahoo.com, or on facebook at [facebook.com/PACMSimeone/](https://www.facebook.com/PACMSimeone/)

The Tri-State Scale Model Car Club Presents



32ND

NNL
EAST

This year's theme:

the 59th Anniversary of 1959



- ✓ MODEL CAR SHOW
- ✓ SCALE MARKETPLACE
- ✓ COTTAGE INDUSTRY EXPO

SUBTHEME

"Salute to Modelhaus"

APRIL 21, 2018

Wayne, New Jersey USA

26th Annual **Mid-Atlantic NNL**

www.mamasboyz.org

May 12, 2018

9 AM—3 PM

Admission \$10.00 (under age 16, free)

“Vintage SUVs”



Sub-Theme:

“Six-cylinders”

Straight
OR
Bent!

Door
Prizes



**Colum-
bian
Center**

**335 N. Ritchie Highway
Severna Park, MD 21146**

Vendor/Show Info—Contact Tim Sickie

E-mail: gtoguy@verizon.net

Phone: (301) 249-3830



Poncho Perfection Parade!



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

Steve Buter: Steve's *metallic green 62 Bonnie convertible* made a return appearance.

My own red and green Christmas coloring in the form of *twin '72 GTOs*, the red one an original build, and the green one a much more recent build.

I also brought back my *in-process Fiero GT*, this time wearing a bit of primer. I'll need to ramp up the Fiero build, as the online Facebook Build Off is the

end of January! I'll likely not have it finished, but I still need to get busy to finish it *NEAR* that date!

So, c'mon—bring em and show em! *'PoP' (Pontiacs on Parade!) Sickie signing off for now! And don't forget—MAMA*

may not need all these Ponchos, but I'm sure diggin 'em!! 🚗



Chapter Contact:

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Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMAs BoyZ do it in scale!



Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

<http://www.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

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. 🏠



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!)

Obit (contd)

(Continued from page 1)

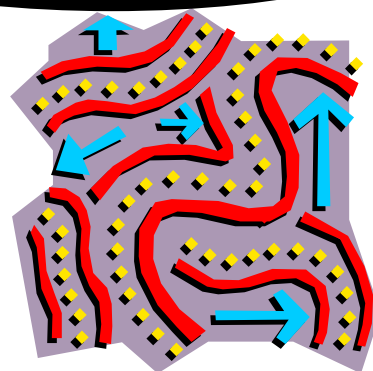
Dodson also served as crew chief for **Tim Richmond** and **Hall of Famer Darrell Waltrip**.

John Dodson confirmed his brother's death through a statement from the family: "Barry's passing leaves us all with heavy hearts. He left his mark in the NASCAR history books and he served the sport with a passion that few will ever match. We love him and we miss him."

Godspeed, gentlemen. 🏠

Were on the web!

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



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. 🏠

Club Contact Info

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