



# MAMA Sez!

Volume 30, Issue 11

July, 2018

"Serving Delmarva Car Modelers for over 25 Years"



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

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## Summertime's Here!

This month, since there is nothing really new on the horizon, we will attempt to begin consideration of *"The Race Of Gentlemen" rules and guidelines for our NNL show next year.*

Kudos to **MAMA member Matt Guilfoyle** for the *ongoing appearance of cookies* at club meetings.

The raffle raised \$63.00, while the door kicked in \$70.00. Got close to makin' the rent ☹

Thanks also to the following raffle donors: *Brad, Steve M. Buter, Matt Guilfoyle, Rich Meany, Mark Parkhurst, Rob Rovinski, Steve Scott, Bradley's Car Collectibles, and Repli-*

*cas & Miniatures Co. of MD. Thanks guys—we 'preciate it! 🍪*



**Guide to Chevy Models**

**LT**

**-Low Torque**

**LS**

**-Little Slow**

**RS**

**-Really Slow**

**SS**

**-Super Slow**



### 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. 📞**

## View From the Basement

For years, Jim Casasa has e-mailed the *Hoosier Model Car Association (HMCA)* monthly newsletter to me every month. One of my favorite parts of the HMCA newsletter is a column written by **Dennis Caudell** titled, *"View from the Attic."* In his column, Dennis, whose hobby workshop was until very recently nestled among the rafters of a 110 year-old Edwardian farm house in central In-

diana, writes about model kits and the thoughts and experiences he has associated with them.

I've often thought I'd like to write a similar feature for MAMA's newsletter, but didn't think I could write it on a regular monthly basis, so I never did it. Until now. I finally realized that it's okay if I write it on an infrequent basis, so that's what I'll do.

Because I want to pay homage to the col-

umn that inspired this one, I've chosen the title, *"View from the Basement"* (VFTB) as my subterranean hobby room's position is the opposite of Dennis'. It is deep beneath my 69 year-old rancher located about mid-way between Baltimore and Annapolis. Okay, it isn't *that* deep—it does have a window above grade, so I do get **SOME** sunlight.

For this first VFTB installment, I am going to exorcise my Demons. Well, one **Dodge Demon**,

*(Continued on page 2)*

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## View (contd)

(Continued from page 1)  
anyway.

I would have been about 9 or 10 years old when MPC issued their 1971 Dodge Demon kit. I built one in accordance with the taste, style, and my skill level of the time. Yeah, it was a sight. I painted the body with Testors Lime-Gold Metallic. On the recommendation of my aunt's boyfriend at that time, I highlighted the cowl and fender/door tops all the way back to the "C" pillar in Testors Ruby Red Metallic. To be honest, once the Ruby Red paint went on, I didn't like it very much, but I didn't know back then how to get rid of it. The hood scoops were highlighted in the same color, too.

Both the interior and chassis (including all suspension and exhaust parts) were flat black in their entirety. I never did apply the decals. I knew what it was and that was good enough. Despite its appearance and how well it was built, it remained one of my favorite models. I played with it often (usually along with a black and white Jeep Commando of the same vintage that was topped with a police beacon.)



After I got my driver's license at age 16, the models took a back seat to the full-size vehicles for a few years. Neglected and somewhat forgotten, most of them disappeared, including that Demon.

Returning to the model car hobby years later I decided I wanted another Dodge Demon kit.

For years I kept my eyes open at model swap meets in such far-away exotic locales as Shrewsbury, Gilbertsville, Parsippany (NNL East), Toledo, and Salt Lake City. Nothing turned up. Bupkis.

As eBay grew and became an established outlet for model cars, I began to find available Demon kits at auction. There was just one problem, I was not about to spend north of \$300.00 for one. After all, it was a typical MPC kit of its era, chassis plate, body, separate hood, rear suspension and exhaust molded together, tub interior with individual seats and dash, etc. You know the kind: the engine had the highest parts count of any sub-assembly.

So I kept look-



ing at shows and on-line. When I did run across a Demon kit here and there, again it was above that \$300.00 mark. Keep in mind in those days no one was offering resin reproductions of the kit, leastways not that I or anyone I asked knew about. Eventually I decided to settle for a salvageable built-up, but even those were often pulling three-digit prices! \$80.00 to \$100.00 for a glue bomb? *Really?*

When the AMT 1971 Duster 340 kit was released in 1998, it reminded me of my Demon search. For another ten years I found nothing in the way of an MPC Demon that I considered sanely priced, built or unbuilt.

Then the weird part happened.

One day I was searching through some boxes where I store built-ups that I bought over the years. If you're old enough to remember when the IBM PC, XT, and AT were new, you might remember the boxes their keyboards came in. Way back when, I worked on a computer network team that managed hardware inventory, so whenever systems got installed, I grabbed up the keyboard boxes because they are sized very nicely (10" deep x 3-

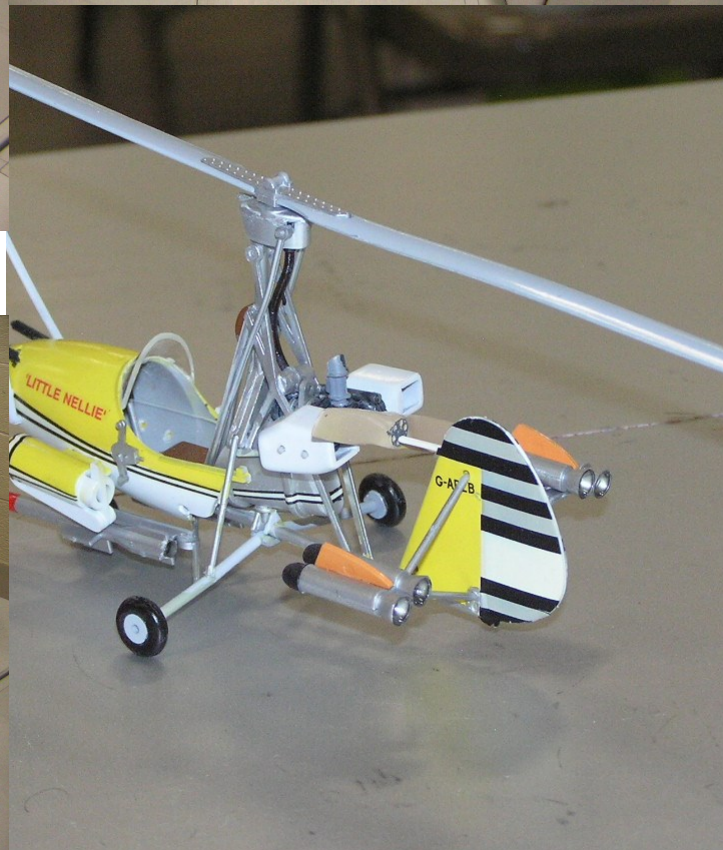
(Continued on page 8)



# Meeting Pix! LOOK



Kudos to Gary Sutherlin for his great photo work ☺!





## “VeePee” Pick

Dave was present at last month's meeting, and his choice was **Ron Leedy's** Ford custom. Here then, are a few details.

First off, it was based on an actual car he saw in **Popular Hot Rodding**. It was built from the AMT '56 Ford kit.

He made use of parts from **Replicas and Miniatures Company of MD** in both the interior and engine compartment.

In the interior, he made his own tuck and roll upholstery from Evergreen half-round strips.

He scratchbuilt his own lakes pipes from aluminum tubing.

The wheels are 4-bar “flippers” from



Pegasus, mounted on Pegasus tires.

The grille was scratchbuilt using individual pieces of craft wire.

The car was painted with blue nail polish. The light blue was custom mixed by adding drops of the darker blue until Ron was happy with the color.

Not surprisingly, it won the custom class at our NNL show last month.



*Good job, Ron!* 🏆



## “Race of Gentlemen” Details

Autos must be modified to enter TROG. Stock/antique cars with fenders pulled off to emulate hotrods do not count. All engines must be hopped up and prepped for speed. We have four race classes—4 cylinder, flathead V8, drag class and exhibition (*additional details below*).

**Year:** Car bodies must be American made, 1934 or older only.

**Engine:** American made 4 cylinder and V8 flatheads up to 1953.

**Fuel:** Gas only, **NO ALCOHOL OR NITRO!**

**Running gear:** 1953 and older. No modern transmissions, disc brakes, alternators, etc.

**Wheels/Tires:** No 15 inch wheels. 16, 17 & 18 inch only. No widening of wheels, stock only. No aggressive knobby or paddle tires.

**Paint:** Period paint that emulates the early days of racing. No late model graphics, No vinyl stickers or emblems, etc. Cars can be shiny, primed or have old paint. No sponsorship/advertising allowed on cars or bikes without written consent.

**Additional requirements and restrictions:** No headlights, no whitewall tires or aggressive tread, no fenders on hot rods (*some very early-teens racers and speedsters may be exempt but must be pre-approved*). Cars must have visible race numbers.

\* **Notes:** Vintage reproduction parts are accepted. i.e.; frame rails, intakes, cylinder heads, ignition systems, Stromberg carbs,

etc. Converted 12 volt generators are OK, no alternators. Absolutely no fiberglass bodies.

### Bracket Classes

**4cylinder Auto:** All American flathead four cylinder makes and speed vintage equipment are accepted. Overhead valve, trans adapters, and '39 transmissions are acceptable. No modern transmissions or parts accepted.

**Flathead V8:** 1932-53 American flatheads and speed equipment is accepted. No late model carbs, or alternators accepted. All vintage speed equipment and 12 volt converted generators are accepted. We no longer allow T-5 or modern transmissions in the bracket racing.

**Drag/Rail:** All entries must use stock model T or A frames only. You can not lengthen frames over the stock Ford motor company length, you may shorten if you wish. Wheelbase or front and rear axles may move or be altered in either direction. Acceptable engines are: Flathead 4 cyl, Flathead V8, and straight six only. No bodies or tin is allowed in the drag class, only a small firewall if desired. Roll bars are optional, but must resemble safety bars of this era. No knobby or paddle tires accepted.

### Bikes

Modify your bike for racing. No “straight off the street” bikes. No headlights, No full fenders, etc. Bikes must be “Bobbed” and stripped down for racing. The idea is to recreate the look and feel of bikes that would be racing in the late '40's. The specs below are for

motorcycles from 1930–47. For motorcycles that are pre 1930, submit photos and descriptions.

**Year and Make:** 1947 or older American made motorcycles. Exception on year for Harley 45 WRs—If you have a Harley-Davidson (*H/D*) factory 45 flathead model WR that is 1948–52 and want to race, please submit for review.

**Engine: 1947 or Older:** Knucklehead, flathead, or other American overheads—no aftermarket motors, S&S, etc.

**Exception for Harley-Davidson 45 flatheads:** Due to the fact that Harley 45 flathead engines are all basically the same throughout, we will be allowing motors built up from later Harley 45 Solo and Servi-Car cases upon review.

**Exception for Indian Motorcycle Flathead engines:** If you have a later Indian 74 flathead engine that you would like to run in your '47 and earlier chassis please submit for review.

**General Overall:** Period fasteners. **No Nylon Zip Ties.** No yellow, red, etc. plug wires (*if you have them wrap them in black friction tape*). No modern hardware.

**Carburetor:** Period carburetors. Linkert or other factory or period ('47 and older) carb. Absolutely **NO LATE MODEL CARBS**...no Mikuni, S&S, etc.

**Ignition:** Period timers, distributors and magnetos. **Exception on magnetos:** Older Sportster type, Morris or Joe Hunt

(Continued on page 8)



The '19 C7 Corvette ZR1 is the latest supercar killer on the block, but **490** of them will need to head back to the dealership.

*Cars.com* posted the recall bulletin, which details the issue and how Chevy will resolve the problem. Under hard braking or acceleration, the diagnostic module could "enter a fault state." Thus, the module may not relay crash data and not deploy the proper airbags in the event of a crash, which increases the likelihood of an injury.

Dealerships will reprogram the sensing diagnostic module with updated software for free to fix the issue.

Chevy and 'GMC' did not provide a notification schedule for when owners should prepare to bring their vehicle to a dealer for the software update, but any ZR1 owner can head to the National Highway Traffic and Safety Administration's website to check for more information.

As excited as many were to see Chevy replace its SS-style stock car in the Monster Energy NASCAR Cup Series with the Camaro for this year, the new Camaro ZL1 race car has put in a pretty lackluster performance so far, earning no wins since February's season opener at Daytona. Chevy came close to clinching victory

recently with Chip Ganassi Racing driver Kyle Larson, who finished second after giving up the lead to Joe Gibbs Racing driver Kyle Busch in the No. 18 Camry.

If you ask Darrell "Bubba" Wallace Jr., Chevy and its Monster Energy NASCAR Cup drivers have only the car to blame.

"My car handles way worse than [Kevin] Harvick or Kyle [Busch]'s car at 200 mph," Wallace said at Daytona. "Just because the cars look the same and they all go through tech and everything, they are damn sure not the same. My car is not the same as any other 18 or 4 car. It would be interesting to say, 'Let's swap seats and see how that goes.'"

Chevy, which won thirteen consecutive manufacturer titles in

## GOVERNMENT MOTORS

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manufacturers' **eight victories apiece**. According to *AP Sports*, the issue is partly due to the fact that Chevy designed its new ZL1 stock car to excel under NASCAR's old template inspection system, while the sanctioning body switched to a newer, more precise scanning system for the '18 season, mitigating some of the design's advantages.

There's also the issue of NASCAR enforcing new rules regarding front splitters, requiring them to be perfectly flat. That alone might not make such a great difference on a road car, but racing around an oval track at 200 mph, it means that the Chevys have more of a tendency to push around corners than they previously did.

(Continued on page 7)



NASCAR's premier Cup racing series between 2003 and 2015, is trailing well behind Ford and Toyota this season, with just the **one win** to the other two

## Govt (contd)

(Continued from page 6)

“A lot of people were pumped up about the Camaro, and we haven’t delivered the wins that we thought our camp would this year as far as that goes,” says Richard Childress Racing driver Austin Dillon, who secured the manufacturer’s sole win of the ‘18 season so far. “We’re working, though, as a group to get closer. Larson had a great shot at Chicago. That’s positive. And hopefully we can figure out how to get the speed that his Camaro has shown all year.”

### “Boo Hoo!”

Corvette Racing wasn’t able to pull off the GTE-Pro class win at *Le Mans* that it was looking for, but the **fourth-place result** of the No. 63 Corvette C7.R—driven by Jan Magnussen, Antonio García, and Mike Rockenfeller—will have to do. The car actually finished fifth in the GTE-Pro class, but the fourth-place No. 67 Ford GT was bumped down to twelfth after the race as the team violated a rule requiring that each of a car’s drivers put in at least six hours behind the wheel.

The podium at this year’s 24 Hours of Le Mans was populated by the No. 92 and 91 Porsche 911 RSRs in first and second, respectively, and the No. 68 Ford GT in third. Porsche switched from a

rear- to a mid-engine layout in the RSR after ‘16, giving the race car better cornering agility and grip.

Together, the Porsche 911 RSR and Ford GT claimed **SEVEN** of the top **EIGHT** spaces on the grid after three qualifying rounds, with the No. 51 AF Corse Ferrari 488 eking out a fourth-position start. Porsche and Ford proved to be the two to beat, running at the front of the pack with consistency and leaving the rest of the GTE-Pro field to battle it out further back. The No. 63 Corvette enjoyed a clean race, starting from ninth on the grid and steadily working its way up at every chance to cross the line in fifth.

The No. 64 Corvette had a tougher time at Le Mans. The car started from fifteenth and, in the hands of Oliver Gavin, worked its way up to twelfth with little trouble, but within the first hour, Gavin reported sensing a strange feeling at the



front of the car. When Tommy Milner took over and also reported encountering difficulty with the car’s handling, it was brought into the pits for repair. Later on, the No. 64 lost more time as it had to be fitted with a new engine floor.

It headed into the second half with promise, but ultimately failed to complete the race due to engine trouble.

Assuming the team returns, next year will mark Corvette Racing’s twentieth 24 Hours of Le Mans race, and the C7.R will be back at it, trying to secure the ninth GTE-Pro victory that eluded them this year.

**Better luck next time!** 🏁



### GMC Recall Ticker

# of Recalls

151 (!)

# of Vehicles Affected

37,023,661



## BICYCLE COPS

Faster than a Corvette



## View (contd)

(Continued from page 2)

1/2" tall x 22-1/2" wide) for built models to fit neatly in them.

Anyway, while looking through my boxes of built-ups looking for another model, I found—yep, you guessed it—a nearly complete build 1971 Dodge Demon!

Where in the world did **THAT** come from?!?!?!?

Usually when I see one of my models, I can recall having purchased it. I might not always remember at what swap meet or from which vendor, but I usually do have at least some vague memory of having bought it. Not in this case. This Demon was a complete surprise. I have no idea when I got it, where it came from, what I paid or traded, or who I got it from. A complete blank.

Needless to say, my search for a Demon ended that day when I found I had a salvageable built-up Demon that I didn't know I had.

Sure it was missing its hood and front wheels, but I had an extra Dart hood lying around and most anything else it needed could come from one of those AMT 1971 Duster 340 kits. In fact, I bought an extra Duster kit to provide a nicely modernized chassis assembly and somewhat more realistic wheels than the old Demon had.

Now, I gotta find a set of Demon decals....



by: Tim Powers 🏆

## TROG (contd)

(Continued from page 5)

type magnetos are OK with approval. No modern looking magnetos.

**Transmission:** Period transmission. No blatantly late model or aftermarket transmissions.

**Shifting:** Period hand shift, foot clutch—no “Jockey” style ratchet lids, no aftermarket chopper style clutch pedals, no “Cheater” hand clutches...

H/D—Tank shift

Indian or other American Motorcycle—tank shift or factory off the transmission (*i.e.* *Indian Scouts*), Crocker, etc.

**Frame:** H/D—OEM Rigid. Indian—OEM Rigid or stock sprung rear (40-47). Other American brands—OEM frames

**Forks:** Period forks. Harley Springer, Indian Girder or leaf spring...**Hydraulics, i.e. Vard, must be pre-approved**

**Wheels:** Period wheels and hubs—No late model hubs. **No aluminum wheels!**

**Brakes:** Period mechanical drum—No disk brakes, or modern hydraulic drum brakes

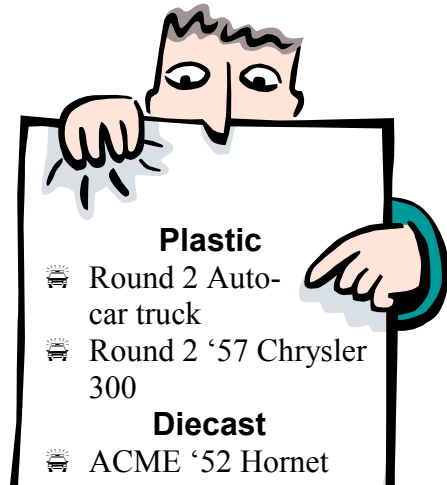
**Tires:** Period tires with period tread—aggressive OK (*i.e.* *Grasshopper*, *Firestone ANS*, etc.) Absolutely **NO**

**MOTOCROSS KNOBBIES,**

paddle style, or modern tread tires permitted

**Paint:** Period style paint that emulates the time period. No late model

## Ron's Rant



### Plastic

- 🏆 Round 2 Auto-car truck
- 🏆 Round 2 '57 Chrysler 300

### Diecast

- 🏆 ACME '52 Hornet convertible
- 🏆 ACME '71 Stroppe Baja Bronco



tank graphics, emblems, etc. Bikes can be shiny or crusty as long as they are **Period Correct**. No blatant “Rat Rod” style paint jobs please.

**Number Plates or Painted Numbers:** Period number plates with racing number clearly visible on both sides of the bike and front

(Continued on page 10)

### June

US008 ACME Exclusive- GT Spirit - 2018 Ford GT #1 Heritage Edition  
1967 Le Mans Red w/ white stripes \$154.95

US008-B - ACME Exclusive - GT Spirit - 2018 Ford GT- Heritage Edition  
1967 Le Mans Red w/ white stripes (non numbered) \$154.95

A1805608 1970 Oldsmobile 442 W-30 Red on Black \$134.95

A1805609 1970 Oldsmobile 442 W-30 Black on Red \$134.95

A1806102 1970 Plymouth Trans AM Cuda #42 Henri Chemin  
Chrysler of France - \$139.95





# Poncho Perfection Parade!



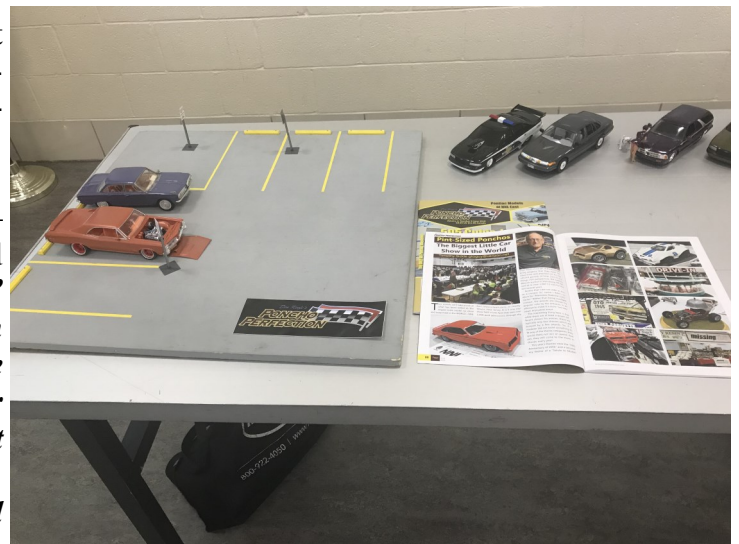
Things seemed to be Tempest-related in the Pontiac reserved parking area last month, although, they were different sizes and configurations.

**Rich Wilson:** Rich impressed me when he put this copper-colored '66 GTO down in the PPP. Not because it was necessarily one of those "Killer" builds, but for the simple reason that it was assembled entirely from spare parts!

In the meantime, I displayed a recent acquisition—this little '61 Tempest four-door sedan. Funny

thing is, it don't even look hateful with its purple paint! Thanks, Matt!

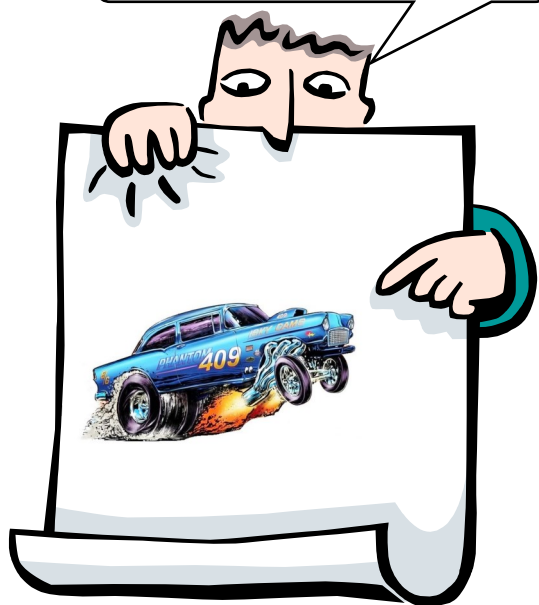
So, c'mon—bring em and show em! **'PoP'** (Pontiacs on Parade!) **Sickle signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm diggin 'em!!** 🍷



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**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](http://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](http://www.yorkus30.com) 🚗

## TROG (contd)

(Continued from page 8)

fork (if possible). Period style number plates, no yellow plastic Motocross plates with zip ties. Paint or shoe polish on both sides of the gas tank is OK if you can't do plates.

\* **Note:** H/D Servi-Cars—If you intend to build a H/D Servi-Car (Trike) to submit for entry, make sure the chassis is '47 or older...i.e., no hydraulic brake frames, no Hydra-Glide front ends and no later model fuel/oil tanks. Must be period correct '47 and older.

What are you waiting for? *Get busy* ☺ 🚗

## Classifieds

**WANTED:** 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](mailto:gtoguy@verizon.net), or see me at a meeting. *Thanks!* 🚗

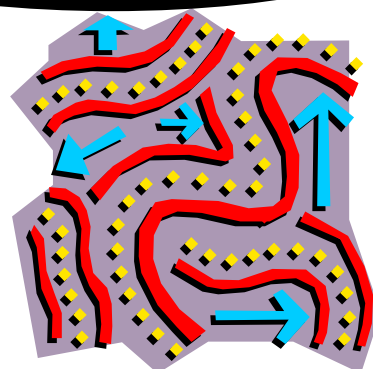
Were on the web!

<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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