



# MAMA Sez!

Volume 31, Issue 3

November, 2018

"Serving Delmarva Car Modelers for 30 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.** ☎

## Fall's Here—Workshop Time!

It was a really good meeting last month, despite nothing that really stood out. Good conversation, and models on the table seemed to come and go. It did come out that next years' *Toledo NNL* is the *last one*, so make plans to attend. The theme is **NO** theme!

The raffle raised **\$112.00**, while the door kicked in **\$102.00**. Made

the rent and then some—**Thanks!**

Thanks also to the following raffle donors: **Bill Blair, Brad, Steve M. Buter, Michael J Costic, Mal Douglas, Matt Guilfoyle, Steve Scott, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.**

**Thanks guys—we 'preciate it!** 🚗



## View From the Basement

The most amazing thing I ever saw at a model car show had nothing to do with the models. It was all about



one model builder: **Mark Gustavson.**

It happened back in the 1990's at the Toledo NNL in Maumee, Ohio. The show used to be held in the Ned Skeldon Stadium that the Toledo Mud Hens (*a minor league baseball team*) called home from 1965 to 2001. My not-to-be-trusted memory tells me the model display room was packed that year with a few hundred modelers and approximately

1200 model cars. About an hour or so after the doors opened to the public, many modelers were still industriously unpacking their latest creations and staging them on the tables. Others were already walking around looking at what their peers had on display, or like me, busily snapping photos of each and every model car so as to be able to later recall the fantastic models they'd seen. Still others were deeply entrenched in

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## View (cont'd)

(Continued from page 1)

conversations that ranged from freely sharing how they performed some new or difficult technique that yielded superior results on their model to arrogant braggadocio about how they built a model that could not be matched or exceeded by anyone.

Unbeknownst to the general crowd, Mark Gustavson was visiting the Toledo NNL for the first time that year. It was about this time that he arrived at the front door of the show.

For those who don't know who Mark is, he's a gifted model car builder and an early writer for hobby magazines including *Scale Auto Enthusiast* (today known as just "*Scale Auto*") and the *IPMS Journal*. An outspoken hobby pundit, he founded and still runs the **Greater Salt Lake International Model Car Contest (GLSIMCC)** and he founded the **International Model Car Builder's Museum**. He's also the reason that the Toledo show got its "NNL" name.

As I understand the history, at its inception in 1980, well before it even had a name, the Toledo NNL was a simple gathering of a handful of model car builders in Tom Woodruff's garage in Jackson Center, Ohio. At least some of those modelers had earlier been invited to attend a new show that

Mark was launching. After they didn't attend, for whatever their reasons, Mark expressed his disappointment in his "**Putty Thrower**" column for *Scale Auto Enthusiast* magazine. Therein he referred to the invited no-shows as "**national luminaries who shall remain nameless.**" During that inaugural 1980 Toledo gathering the participants discussed the article and, I guess, light-heartedly adopted the "Nameless National

Luminaries" moniker as something of a badge of honor for their show.

Anyway, when Mark stepped into the room that evening at the Toledo NNL, all he

did was step in. Silently, modestly stepped in. Just as many of us had done not long before. The only difference was that when he stepped in, everyone in the room fell silent and turned toward the door. It was as if everyone sensed that a person of notoriety was now present and they all just had to see who it was. The din of all the conversations going on among those hundreds of car modelers disappeared in an instant. I don't think it took an entire second to reach silence. The reduction in the sound pressure level was so great and so fast that you could feel your own eardrums moving outward.

I was in awe. Not because of Marks' skills as a car modeler or because of his long-time involvement, stature, and influence within our hobby. I was in awe because I'd never before seen a person emanate such a presence as to make a large room full of people interrupt their discourses and activities to

(Continued on page 12)





## Model Buffet

I had a Gasser project in the works, and actually decided on another one. I ran across Joe Cardoza's page on Facebook—Race Cars and Gassers—he owns two **REAL** ones!

It also came out that he had an aftermarket business, which was displaying some really cool aluminum two-piece injector stacks.

The second Gasser project I had in mind was likely going to end up in a shade of blue, and I was able to order a color-coded set of stacks.

They arrived nicely packaged as you see here.

They look **KILLER** on the '56 Chevy Gasser display model, and

were exactly what I was hoping for to “spruce up” my project. No hints—you'll have to wait and see! 🍽️



### JDS Racing Velocity Stacks

JC0001 - Stack and flare tip (plain aluminum) \$14.00  
 JC0002 - Stack glass-beaded / flare tip plain aluminum \$14.99  
 JC0003 - Stack plain aluminum / flare tip glass-beaded \$14.99  
 JC0004 - Stack plain aluminum / flare tip anodized red \$15.99  
 JC0005 - Stack glass-beaded / flare tip anodized red \$15.99  
 JC0006 - Stack plain aluminum / flare tip anodized blue \$15.99  
 JC0007 - Stack glass-beaded / flare tip anodized blue \$15.99  
 JC0008 - Stack plain aluminum / flare tip anodized gold \$15.99  
 JC0009 - Stack glass-beaded / flare tip anodized gold \$15.99



## “VeePee” Pick

Dave again “picked” on **Tom Jerow**, and, again chose a motorcycle!

According to Tom, the easy part was the subject choice – the **Tamiya Honda NSR500 '84**, Kit#14121 (*V4 2 stroke 500cc grand prix racer*). For the most part, it was a typical Tamiya kit—built out of the box, except as listed below. All parts fit well, just a joy to build.

To the kit, Tom added Detail-Up Parts, Honda nsr500 '84 Fork Set, Front Forks and carburetor wire covers (*metal exhaust tips were not used*).

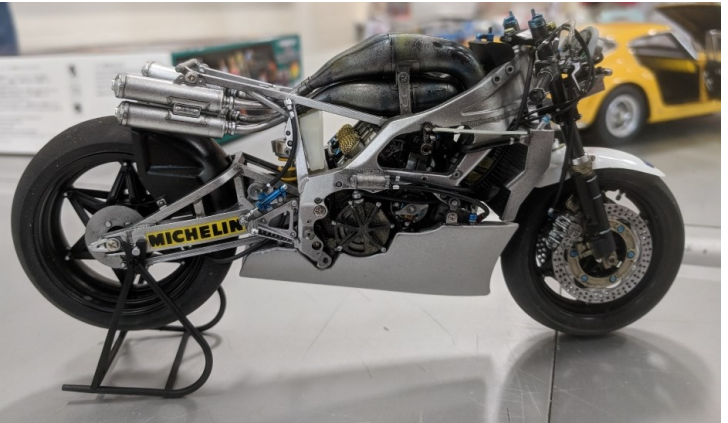
The kit decals were not used. This bike only raced one year 1984, only with factory livery (*Red/White/Blue*). Tom had seen an artist rendition of this bike in

the Rothman's colors, so that is how he went. He used most of the decals from Tamiya Honda NSR500 1986 kit #1455 (*Rothman's livery*).

Tom used brass square stock, soldered together to create the fairing/tank/seat stand and painted it.

When it came to color, Tom used a “laundry list” of colors including **Tamiya, Mr. Hobby, Vallejo acrylic, Molotow liquid chrome** and **artist's oils**.

In closing, after having chosen **TWO** of Tom's motorcycle builds, Dave promised **NOT** to choose another of

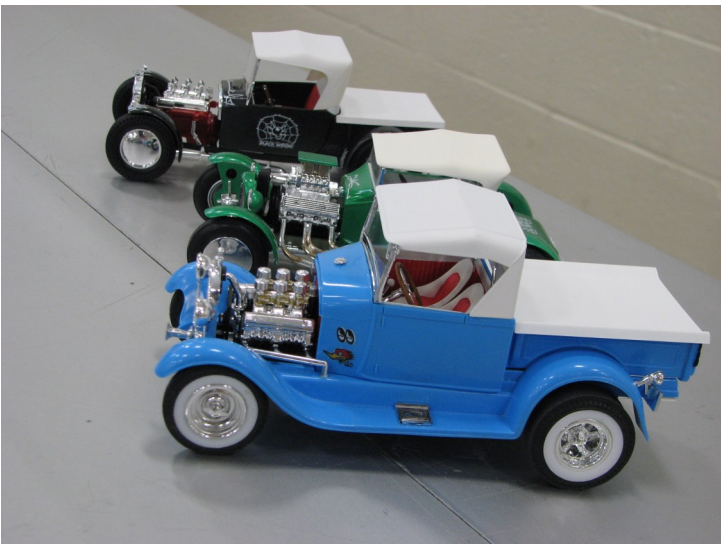


Tom's motorcycle's for **QUITE** a while. **Good job, Tom!** 🍽️





# Meeting Pix!





## Show Pix!

*Hot Wheels 50th Anniversary Show* in Dulles, VA. Check my Fotki site on the MAMA website for **MUCH** more! ☺



***"Clean Culture" import show*** at the Bowie Baysox stadium in Bowie, MD. You'll have to see Nick for more pix here ☺





'GMC's' joint venture in China, Shanghai GM, will recall **over 3.3 MILLION** vehicles due to a defect associated with the vehicles' suspension system.

According to China's market regulation agency—State Administration for Market Regulation—the GM China recall will begin on October 20<sup>th</sup> and includes Buick, Chevy and Cadillac vehicles produced between 2013 and 2018.

The administration said in a statement that Shanghai GM will contact impacted customers and repair the vehicles free of charge.

A GM China rep stated that the cause of the recall is a suspension arm that may become deformed under extreme operating conditions. There are no known casualties related to the issue.



'GMC' is recalling **230,000 2018-19 Buick LaCrosse, Cadillac XTSS, GMC Terrains, Chevy Bolt EVs, Cruzes, Equinoxes, Impalas, Malibus and Volts** over an issue with the brake system



that could increase the risk of a crash.

Affected models are equipped with brakes with defective pistons. Gas from these pistons can be released into the vehicle's brake system and create a soft or spongy feel when the driver depresses the brake, thereby impacting rear-brake performance.

According to 'GMC', the manufacturer of the brake pistons failed to properly chrome and temper the brake pistons during the manufacturing process. The condition can cause hydrogen gas to remain trapped in the piston body.

The diminished braking performance can lead to a loss of vehicle control, increasing the risk of a crash. 'GMC' said it is not aware of any crashes caused by the issue.

'GMC' dealers will bleed the rear brakes as necessary to remove any gas.

'GMC's' report for the recall stated that ZF Group, the supplier of the brakes, was investigating similar reports for its brake calipers from other automakers, including *Audi*, *VW* and *BMW*. However, ZF did not notify 'GMC' until June 14<sup>th</sup>.

'GMC' has issued a new recall for **15,800 2018-19 Chevy Suburbans and**

## GOVERNMENT MOTORS

IN SOVIET AMERIKA, THE CAR DRIVES YOU... BANKRUPT!



### AN AMERIKAN REVOLUTION™

**2018-19 Volts, 2018-19 GMC Yukon XLs, and 2018-19 Cadillac CT6 and 2018-19 Cadillac Escalade ESVs** over an issue with the automatic locking seatbelt retractor assemblies in the second or third row.

The second or third-row rear seatbelt retractor assemblies may not automatically lock when the seatbelt is fully pulled out of the retractor, possibly preventing a child seat from being properly secured. As such, these vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) number 208, "Occupant Crash Protection."

If the child seat is not properly secured in the event of a crash, it can increase the risk of injury.

'GMC' will notify owners, and dealers will inspect the rear

(Continued on page 7)

#### GMC Recall Ticker

# of Recalls

**156 (!)**

# of Vehicles Affected

**41,638,965**

## Gov't (cont'd)

(Continued from page 6)

seatbelt retractors and replace them if necessary, free of charge.

Owners should await notification from 'GMC.'

'GMC' has issued a **new recall** for **53,586 2014-16 Cadillac CTS luxury sedans**. 'GMC' filed the recall with the National Highway Traffic and Safety Administration (NHTSA).

Damaged seat heaters could catch fire when no one is in the vehicle, when the CTS has been remotely started. The flexible heating mats under the seat may be damaged with time and begin producing excess heat. The recall comes after a '15 CTS caught fire after an owner used the remote start function with the heated seats active.

The necessary parts to fix damaged seat heater mats are not available. In the interim, 'GMC' has instructed dealers to disable the automatic activation of the heated seats when the car is remotely started in cold ambient temperatures. The operation will be free of charge to owners.

Owners should await notification from 'GMC.' The automaker filed the recall on September 7th, but it hasn't yet provided a notification schedule for owners of affected vehicles.

Customers looking to find out if their vehicle is included in these recalls should visit [recalls.gm.com](http://recalls.gm.com). There, owners will be able to enter their Vehicle Identification Number (VIN) to see any open recalls as well as customer satisfaction programs

(?!). If the vehicle is part of the recall, then owners should take it to a dealer.

The average used car spends 46.4 days on a dealer's lot before heading home with its new owner. However, a handful of used cars outpace the average in the wrong way, including the **Cadillac XT5**.

According to new research from [iSeeCars](http://iSeeCars.com), **three** of the **top-ten slowest-selling used cars** hail from 'GMC.' They are the **Cadillac XT5**, **Buick Regal** and **Buick LaCrosse**. From quickest to slowest, the XT5 comes in **seventh** as it spends an average of 64.2 days on a lot. The Regal places **third** after spending an average of 67.5 days sitting, followed by the LaCrosse in **second** place. The full-size sedan spends an average of 67.6 days in inventory.

[iSeeCars](http://iSeeCars.com) looked at four million used car sales between the 2015-17 model years.

In an explanation for why the Buick and the XT5 perform poorly on used car lots, CEO Phong Ly said the shift to crossovers makes used sedans a tougher sell, while the XT5's slow nature is likely due to buyer preference. Used car shoppers may look at used luxury crossovers from more established German brands.

'GMC' did not crack the top-ten list for fastest-selling used SUVs. Surprised?

A man in Alberta, Canada found a clever—albeit problematic—way to get a deal on insurance for his new compact Cruze:



**change genders**. After receiving a quote from one car insurance provider for **\$4,500** (about \$3,400 US) per year to cover his brand-new whip, "David" casually asked what he might expect to pay if he were a woman. The insurance provider's answer: **\$3,400** (roughly \$2,600 US) per year.

So, the driver, who has an accident and two tickets to his name, decided to go through the process of legally changing his gender so that he could get coverage for his Cruze for less. He got a doctor's note, simply by telling the physician that he'd begun identifying as a woman, and used that note to get the gender changed on the necessary government documents (*birth certificate and driver's license*). He now enjoys a substantially lower insurance premium than he would if he were still a man in the eyes of the law.

"I was quite shocked, but I was also relieved," David told **CBC**. "I felt like I beat the system. I felt like I won."

David told **CBC** that he understands the methods he used are in place to help people who need to correct the gender labels on their government documents in order to reflect who they truly are, but he "didn't do it to point out how easy it is to change genders," he said.

(Continued on page 10)



## This n That

**Recall the Ford GT?!** Ford is recalling *approximately 200* of its GT supercars because of a possible fire risk. The fire hazard stems from the active rear wing's hydraulic lift system. Fluid can leak from the system's valve block assembly located underneath the rear wing, then fall onto the hot exhaust, where it can ignite. Earlier this year, a Ford GT owner in Germany lost his car to an engine bay fire. At the time, they weren't exactly sure what caused the fire, but Ford says the leaking hydraulic system was responsible. Other than that fire, Ford isn't aware of any other instances related to this issue. If you're a Ford GT owner, Ford will probably call you, send you a note and make sure you're aware of the problem—but, on the off chance that they don't: Here's what will happen. When you take your GT to the dealer for the recall work, Ford will perform a software update to the fully integrated vehicle controller to eliminate the possibility of excessive pressure in the valve block. The dealer will also install a rear wing check valve and replace O-rings on certain vehicles. This only affects vehicles built from Dec. 20, 2016, through July 31, 2018. If your car is built outside of those

dates, it still wouldn't be a bad idea to contact Ford. After all, you don't want to risk losing your GT because of a hydraulic fire. Looks like maybe Ford GT owner **John Ci-ena** made the right move, getting rid of his early...**Japanese Corvette?!** Americans have likely never heard of Mitsuoka, but the company prides itself on building pretty outlandish cars. Its' latest, however, is perhaps its best creation. The small Japanese manufacturer has turned a **Mazda Miata** into a **C2 Corvette** in the most wonderful of ways and it has a very American model name to boot: the **Rock Star**. While it's not a dead ringer for a Corvette, the C2 influence is heavy, and it's the first model Mitsuoka has created with American influence. Typically, the company focuses on European vehicles. The C2 Corvette design can be seen in the front with its sculpted hood and reminiscent design lines that lead us to the rear where circular Corvette taillights reside. Aside from the doors and windshield, the car appears entirely custom in the best of ways. The small C2 Corvette



replica is based on the current-gen Miata, which means the interior is largely the same as any modern Mazda. And despite its American looks, the same 1.5-liter four-cylinder engine found in the Japanese sports car provides power. We've seen hooligans fit LS engines into Miatas before, and Mitsuoka has perhaps created the best candidate for an LS swap in a long time. Mitsuoka debuted the Rock Star as part of its 50th-anniversary celebrations. As of this writing, the company only plans to build 50 examples, but that could change. And buyers will have an assortment of colors to choose from that all honor major American cities and states: **Los Angeles Blue, Chicago Red, New York Black, Cisco Orange, Washington White, and Arizona Yellow**. While a standard Mazda Miata costs \$26,625 in the US, the custom C2 Corvette-based Miata

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## T 'n T (cont'd)

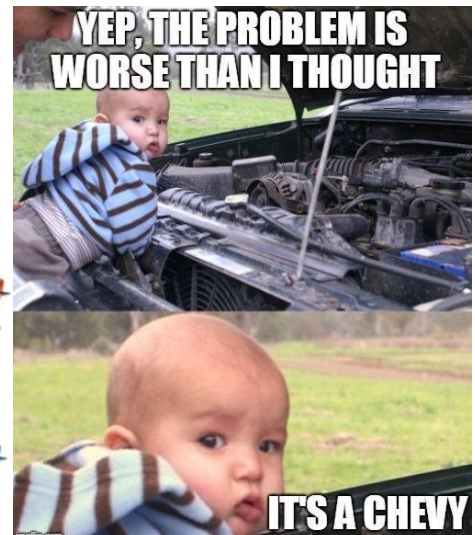
(Continued from page 8)

will cost about \$41,000 at current exchange rates. But, c'mon, no one can deny how downright cool this thing is... **Bully** "Defeat Devices"?! Derive Systems, which makes "Bully Dog" and "SCT" tuning software has been slapped with a **\$300,000 fine**. The Environmental Protection Agency (EPA) found the company's products in violation of the Clean Air Act and named the software as emissions "defeat devices," *The Drive* recently reported. The company will also need to spend **\$6.25 million** to bring its products up to code in accordance with the Clean Air Act. The EPA found its tuning software included access to overwrite vehicle controls in stock software for diesel particulate filters, exhaust gas recirculation, catalytic converters and more. The tuning software was available for both gas and diesel-powered vehicles. To bring the company up to standard, Derive must stop producing noncompliant software and retrofit existing tuners. All software must show that it will not increase a vehicle's emissions. To do so, the company must limit access to emissions controls and cre-

ate a verification program for the software that includes training about the software, emissions, and Clean Air Act requirements. The company must also cease marketing any products that contain "defeat device" software. Derive concluded the products it sells today are "legal" and that the fine pertains to "pre-merger activities of legacy companies before they joined under the new company Derive and that had



not been revealed to Derive management." "Defeat devices" quickly became a household phrase after the VW diesel scandal of 2015. The automaker was found guilty of including software to shut down a vehicle's emissions controls when it was operating on the road. The scandal had led to millions in fines, criminal charges, and probes that continue in Europe to this day. **Bully!** (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 appreciate it!) 🐾





## New Stuff!

Here's *Steve Goldman's* finished version of the *Moebius 66 Ford F-100 Styleside short bed pickup* which is based on the second round test shot. The tooling is about 95% ready to go at this point and final test shots should be available shortly. Colors he used are Rangoon Red over Wimbledon White. Steve is still waiting on the decals which will include some scripts which are missing from his build up.

Steve says that Moebius is shooting for the first release to be before the end of the year, most likely it will be the '66 Flareside version. Look for a display of these built up kits at the Detroit Show coming up next month.

Thanks to Steve and the *Spotlight Hobbies message board* for the info! 🍷



## Gov't (cont'd)

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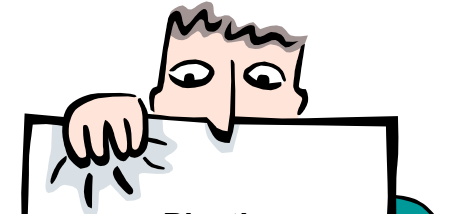
"I didn't do it to criticize or ridicule transgender or LGBT rights."

"I did it for cheaper car insurance," he said.

At the time of his legal gender transition, David was 23 years old. In Alberta, as in many other places, men below the age of 25 are hit with steeper rates to reflect the higher statistical incidence of accidents among that demographic. Interestingly, *CBC* notes, in the European Union, the practice of charging more or less depending on gender is considered discrimination, and is banned.

And there you have this month's 'GMC' hijinks. 🍷

## Ron's Rant

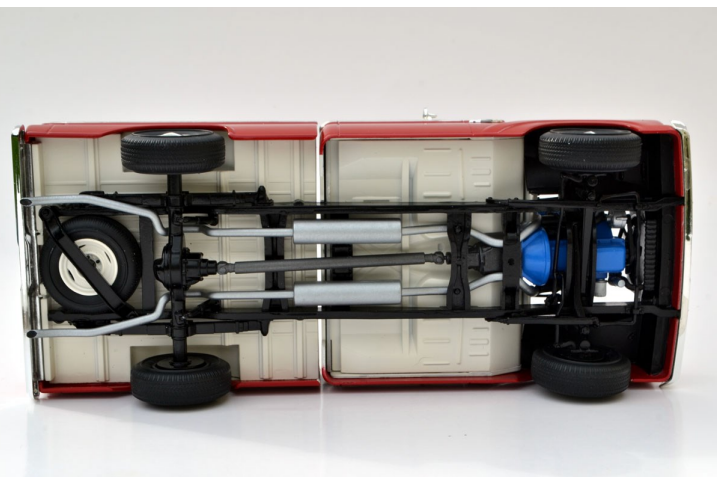


### Plastic

- 🍷 AMT '57 Flip front Chevy
- 🍷 AMT '55 Bel Air
- 🍷 AMT Vega Modified
- 🍷 AMT Piranha drag car
- 🍷 AMT '65 Riviera
- 🍷 Revell '69 Boss 302
- 🍷 AMT "Weekend Wrenchin' accessories

### Diecast

- 🍷 '93 Mustang LX convert (1/18<sup>th</sup>, red or white, 750 pieces)
- 🍷 "Bullitt" Mustang (1/12<sup>th</sup> scale resin)
- 🍷 Drag Outlaws '65 El Camino (1/18<sup>th</sup>, 750 pieces)
- 🍷 '67 Hemi GTX (1/18<sup>th</sup>, 750 pieces)
- 🍷 '57 Street/Strip Chevy (1/18<sup>th</sup>, 750 pieces)
- 🍷 '71 Custom C10 (1/18<sup>th</sup>, 750 pieces)





# Poncho Perfection Parade!



In retrospect, it appeared as though the October display was a memorial to *MAMA member Harry Charon*.

His very nicely done *black '65 Bonneville* graced one side of the lot, while an even nicer incomplete project took up residence on the other side—the *blue/green '62 Catalina*.

Thanks to both Harry and *MAMA's Boy Matt Guilfoyle*, this one came into my possession. I am going to attempt a mild custom with it. I only hope I can do it justice!

Finally, Nick and I were sporting our new headgear—our "*Gasser Bros*" *chapeaus*. They were the brainchildren (*as were the shirts you've all seen*) of *Dil* and *Darren Brandow*, based on their '62 Tempest/'64 GTO and '65 Tempest respectively.



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:**

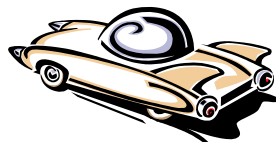
<http://www.carlisleevents.com>

**York US30 Musclecar Madness:**

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

## 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!* 🚗



## View (cont'd)

(Continued from page 2)

acknowledge his arrival without him uttering so much as a single word or making any attention-drawing actions. I'd heard of people like that before, I just didn't know Mark was one of them until that evening.

by: Tim Powers 🚗



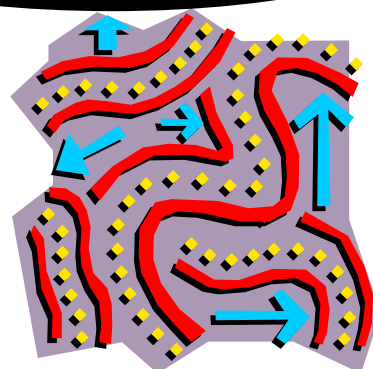
Were on the web!

<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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