



# MAMA Sez!

Volume 32, Issue 3

November, 2019

"Serving Delmarva Car Modelers for 31 Years!"



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

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## Happy Turkey Day, MAMA!

Last month was much more low-key than the September Anniversary/Auction meeting. Club Prez Tim Powers quickly credited everyone for the part they played—donations, working, or bidding. Thanks again to all of you.

There was some serious "model talk" going on, i.e., the "limited" return of *Modelhaus*, *resin*

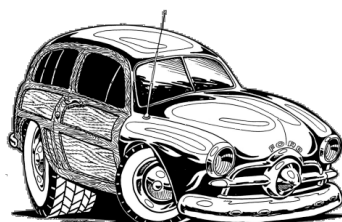
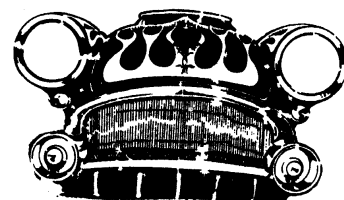
*Plymouths*, and a few "new reissues" from *Revell*.

This month, yours truly provides a peek at...*gasp!* Yet *ANOTHER Pontiac*. This time, the *MPC "Weekend Warrior" '67 GTO*.

The raffle raised **\$122.00**, while the door kicked in **\$129.00**, meaning that we handily made the rent—thanks!

Thanks also to the

following donors: *Brad, Steve M. Buter, Mike Costic, Tom Faletti, Matt Guilfoyle, yours truly, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.* Thanks guys—we 'preciate it! 🍗



### 2019 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 19th
- 📅 February 16th
- 📅 March 16th
- 📅 April 20th
- 📅 May **NONE (!)**
- 📅 June 15th
- 📅 July 20th
- 📅 August 17th
- 📅 September 21st
- 📅 October 19th
- 📅 November 16th
- 📅 December 21st (10 - 3!)

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

## 40th and Final NNL

Early in the year, the word "**FINAL**" on the event flier surprised almost everyone. For so many years, car modelers would ask each other, "are you going to Toledo," as it was commonly called. Well, 40 years is a long time and the beards of the show founders and promoters have long since, turned white. All good things must come to an end.

But it was a very good end to this event, which is the grand daddy of all the other NNLs.

Some of us were very fortunate to attended the founders banquet, on Friday night before the NNL on Saturday. It was a great opportunity to hear model car hobby history, first hand, from many iconic builders and article writers. Even a couple of men (*young kids, at the time*) who had won the national Revell and MPC contests from the 1960s and 1970s were in attendance.

The NNL, on Saturday, opened it's doors to

a broad spectrum of car modelers, from well known names in the hobby to folks who had never been there before, but didn't want to miss out on the final show. The display tables were full with approximately 1000 models, ranging from new builds, to older builds, to MUCH older builds pre-dating any NNL event, to previous theme winners, etc. etc. Lots of old friends gathered around the tables and many new friends were able to put names to faces. Those who could find the time, traversed

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## View From the Basement

Many years ago, 'way back in the '90s when the Toledo Collector's Toy & Model Fair associated with the Toledo NNL was still an enormous show that filled both main halls and multiple side rooms with vendors at the Ned Skeldon Stadium in Maumee, Ohio, I bought an original issue AMT 1928 Ford Sedan 2 'n 1 kit (AMT #2128-150) there. At that time, nice ones were selling for \$85.00 or more. I once saw one on the Model Roundup web site listed at \$129.90; however, comparable kits have sold on eBay for significantly less in recent times. I didn't pay anywhere near those kinds of numbers for mine.

The AMT kit was advanced stuff for its time. It featured:

- Opening doors
- Folding seats
- Steerable front wheels
- Optional 426 Ramcharger engine
- Racing exhaust headers
- Short ram manifold
- Chrome reversed wheels
- Roll cage

As I understand it, the kit was only released once, in '64 with a

retail price of about \$1.10, and never again in its complete form. I have read that MPC actually made and owned the mold. Supposedly, MPC later modified the mold to produce their own 1928 Ford roadster pickup kit, but I have never compared the two kits to verify that for myself.

The sedan kit that I bought, while complete, had most of the parts cleanly removed from the sprues and the box lid is held together with what seems to now be about 55 year-old cellophane tape. Since I bought it, it has sat on one of my shelves, at the ready for the day that I figure out what I want to do with it.

I hadn't had any ideas for what style to build it in until I read issue #77 of the Rodder's Journal in February 2018. They ran a 12-page article on *Dave Hunt's 1929 Ford A-V8 Sedan* that was hotrodged in a very traditional style by Vern Tardel's shop in Windsor, CA. Tardel must've re-

ally liked this car, too. His shop featured the build in his "How-To" book titled, "Hot Rod Your Model A."

At first glance, it's easy to mistake Hunt's Ford for a restored stocker, with its Rock Moss Green body, black fenders, and factory gray mohair interior. But the more you look at it, the more you start to notice things. Little things, like it has a dropped headlight bar with stock headlights and a rare 1939 Ford banjo steering wheel. And then, "oh yeah" those *are* bigs and littles on those wire spoke wheels, giving it some cool stance along with a 3" dropped front axle and deuce hubcaps. Once the hood is open, you can see the '50 Ford V8 engine with Mercury heads that's tied to a '39 top-loader transmission. And it has hydraulic brakes from a '40 Ford. So it's a hotrod, you just have to know these cars well enough to recognize it. It's a sort of a stealth hot rod. We used to call those "sleepers."

So now to round up the parts. Revell's '50 Ford pickup should provide the correct flathead engine. Their '40 Ford coupe or convertible kit should provide the

(Continued on page 12)



AMT's 1928 Ford Model "A" Ford kit



## VeePee Pick



It appears as though lightning *CAN* strike twice—**Dave Schmitt** strikes again! After his stunning work on the '60 Bonneville hard-top, MAMA VeePee Dave Toups chose another of Dave's projects. This time, a *Galaxy* '46 Chevy *Fleetline*.

Again, as with the Bonneville, a single picture (*sometimes, that's all it takes!*) was his motivation.

Body mods include channeling three scale inches from the leading edge of the doors to the rear bumper above the skirts, and frenched and pinched headlights, scratchbuilt wing windows, and swamp cooler (*twelve-piece forced air conditioner*).

The outside mirrors were lathe experiments from Chad Shapiro from 'way back when.

The interior features a scratchbuilt suicide knob, and period-correct turn signal switch.

Under the hood, the Blue Flame inline six is dressed up with a Wayne racing cover, RMC of MD Weber downdraft

carbs, Detail Master wires, hoses, real aluminum air cleaners, and RB Motion spark plug boots & two stage throttle linkage, and, finally, a scratchbuilt fuel line.

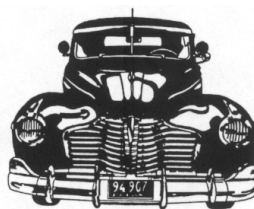
Obviously, the suspension has been lowered.

Paint is Testor's Boyds Red under a coat of clear with Flip



Flop ruby red pearl in it, then clear coated again with just clear Testor's.

I don't think Dave recorded the number of hours invested in this project as with the Pontiac, but you can bet it was substantial—*Kudos Dave!* And, *thanks, Dave!* 🏆





# Meeting Pix **LOOK**



Whatta boatload of potential projects!



Whatta boatload of members!



"Mopar Day" at Howdy Hoffman's corner of the table!



"I got nothin'!"



Tablefuls of neat stuff!



IMSA racing Monza coming from HRM?!



# 1967 MPC GTO

[MPC #M918M-200; 109 pieces; white, chrome, clear, clear red, tampo-printed redline vinyl tires and slicks, decals]

1967 was not a bad year for the Great One. In the second year of a two-year styling cycle, and despite the addition of several new features, sales ended up slightly off from the previous year. It was good news/bad news for the powerplant—the 389 now displaced 400 cubic inches, but the tri-power intake was MIA (*a victim of the GM ban on multiple carburetion on all models except the Corvette*), to be replaced by the Rochester Quadra-jet. Don't forget the new HO and Ram Air engine options, either. The new Hurst Dual Gate automatic was used exclusively in the GTO, hooked to the new turbohydramatic three-speed automatic transmission. Finally, the Goat got a new wheel for '67—a five-spoke design known as the Rally II wheel. A big year, indeed.

This kit is a reissue with a pretty lengthy history. By my count, it has been issued six times, including the initial release, not including the current one. With that kind of release cycle, it is important to give the public something not previously available in the earlier issues. MPC has attempted to do this, starting with the very enticing box art, a critical thing used to draw a modelers' attention to spend his hard-earned money on a reissued kit. Read on to see what else MPC did to attract modelers to part with their money on this kit.

A brief word about “versions.”

This one is billed as a “3 in 1” kit—stock, “Weekend Warrior” and drag. In reality, I think we can all agree that the last two are pretty much the same. Using this logic, this then becomes a “2 in 1” kit—stock and drag (*or “Weekend Warrior”, as you wish*).

**Engine:** The engine block and four-speed transmission are separate, and consist of two pieces each, split lengthwise, with a separate oil pan. Upon completion, the stock engine is 19 pieces. It could almost pass for an HO, as it features a small chrome open element-style air cleaner. A supercharger setup, magneto and a set of long-tube headers are optional pieces included for use on the “Weekend Warrior” and drag versions.

**Chassis:** Believe it or not, there are only two pieces making up this unit—the chassis itself, and the driveshaft, differential and exhaust system, which are all molded together. To this total, you could add the optional riser blocks, fuel pump and spring/shock units for the drag or “Weekend Warrior” versions.

In this reissue, the chassis did, in fact, receive a bit of attention. The “Vee” at the front of the chassis is more pronounced (*i.e., larger*) compared with the earlier version (2009) of this kit. At the rear, the earlier issue had no less than



**THREE** axle holes to locate the rear tires. The latest issue now has only one. Finally, on the unseen (*inner*) side of the chassis, bosses at the rear were modified to help more positively locate the rear of the chassis to the bosses at the rear of the body.

**Wheels/Tires:** There are not one, but two choices for rims—the aforementioned Rally II wheels, a set of wide Vector-style rims, and finally, a pair of chrome reverse rims added for use on the “Weekend Warrior” and drag versions. Kudos to MPC for including them, but their axle mounts are too wide, thereby exacerbating Pontiac’s “wide track” styling. MPC felt the same, as the instructions advise removal to mount them on the slicks.

The tires consist of a very nice set of tampo-printed redlines, accompanied by a tampo-printed pair of Firestone Drag 500 slicks. In a word—gorgeous! Being an older tool, no brake or backing plate detail is evident on the axle holders.

**Interior:** Tub-style, meaning shallow detail on the interior sides. The front bucket seats are

(Continued on page 10)

## T 'n T

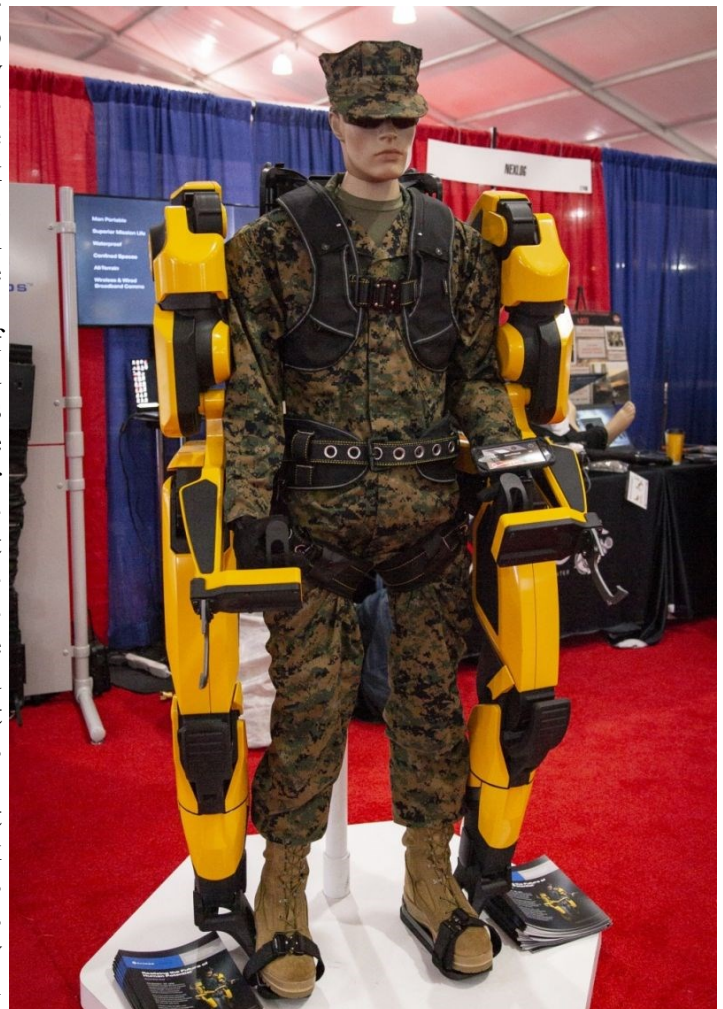
**The Future is NOW!** This item is not car-related, but too cool to pass up. In the 1986 sci-fi movie *Aliens*, heroine Ellen Ripley dons a **powered exoskeleton suit** to engage in hand to hand combat with the Xenomorph Queen alien. Now, thanks to modern technology, the US Marines may soon do the same. Sort of. And minus the Xenomorph. (Hopefully.) The Corps is testing a suit that, like the exoskeleton in the movie, could allow a single Marine to carry heavy loads for hours at a time. It's a rare example of war imitating art. In the movie, Ripley is a licensed operator of a Caterpillar P-5000 Powered Work Loader. The bright yellow P-5000 features a cockpit, hydraulically powered arms, and—proving OSHA is still a thing in the 22nd century—an irritating orange flashing safety light. A powered exoskeleton has always seemed like something that's technologically just around the corner. Now, 33 years later, it could actually be here. According to [Military.com](http://Military.com), Utah-based Sarcos Robotics showed off its Guardian XO exoskeleton at the 2019 Modern Day Marine Exposition at Quantico, Virginia. The Guardian XO is designed to do exactly the job of the Power Loader in the movie—and yes, it comes in bright yellow. The US Air Force and US Special Ops Command are already testing Guardian XO in the field. Described as a “full body autonomous exoskeleton suit,” it is worn by the user, amplifying his or her actions to lift heavy objects. The suit can lift up to 200 pounds, though the wearer feels “very little” of that weight. The suit can run for up to eight hours on a single charge.

The 21st century suit is actually smaller and more compact than the 22nd century suit, and is not equipped with an irritating flashing safety light. Sarcos envisions Marines using it to move heavy equipment, allowing one Marine to work alone on jobs that currently require three or four Marines. Using a powered exoskeleton also reduces heavy muscular strain, resulting in fewer injuries. The Marines could use an exoskeleton to move supplies and even arm aircraft, with a single Marine carrying a Hellfire anti-tank missile instead of the two or three it usually takes. That actually mimics the Power Work Loader 5000, which in the film loads a missile into a dropship. Some form of military powered exoskeleton is inevitable as the U.S. prepares for great power conflict across great distances, it becomes increasingly expensive to deploy and then support troops across those distances. If a powered suit can do the work of four soldiers that reduces strain on a very long logistical



chain. That having been said, exoskeletons are undoubtedly expensive. This might be offset to an extent by inevitable civilian applications. An exoskeleton like the Guardian XO could be used in the construction industry, shipping

(Continued on page 7)





## T 'n T (cont'd)

(Continued from page 6)

and receiving business, and even emergency services. The age of the Powered Work Loader is upon us, just three decades after James Cameron predicted it. Let's just hope the Area 51 raid didn't end up unleashing any aliens...**Your tax dollars at work.** By now, nearly 150 collector cars, trucks, and boats will likely have crossed the auction block to settle a civil case between failed **energy startup DC Solar** and its victims. DC Solar was a supplier of mobile solar power generators that raised \$800 million in capital from the likes of Berkshire Hathaway, Sherwin-Williams, and Progressive. Unfortunately for DC Solar's investors, its owners Jeff and Paulette Carpoff allegedly used the purported energy startup's money to live a lavish lifestyle, collecting cars, sponsoring **NASCAR teams** like

**Chip Ganassi Racing**, and even **buying a baseball team**, all on the company dollar. Law enforcement identified DC Solar as a **possible Ponzi scheme** and kicked over the house of cards last December with a raid on the Carpoffs' home, wherein phones, \$1.8 million in cash, and 149 of the Carpoffs' vehicles were confiscated. All these seized vehicles will soon be auctioned off by Apple Auctioneering in Woodland, California, and their proceeds will be funneled back to those cheated by DC Solar. The formerly Carpoff-owned collection spans nearly a century of vehicles and includes everything from classic Americana such as hot rods and muscle cars to Hummers and modern grand tourers. A partial listing of the cars include but are not limited to: a '17 **Bentley Con-**



**tinental GT V-8**, '17 **Cadillac CTS-V**, a dozen **Camaros of varying vintages**, nine **Challengers**, one of them an '18 **SRT Demon**, a '69 **Daytona**, an '02 **Viper RT/10**, seven **Mustangs**, eleven **Roadrunners**, three of them **Superbirds**, a '78 **Trans Am** (owned by Burt Reynolds), and a dozen **Cummins-powered Ram pickups** (Thanks to [autoweek.com](http://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 entertain y'all by sending stuff—I appreciate it!) 🙏



Not a recall, but a lawsuit this time, against ‘GMC’ in federal court in early August, claiming that ‘GMC’ sold ***Chevy and GMC vehicles from 2011-16 that could not run properly on American diesel fuel as promised.*** The suit alleges that the engines fitted to these models could prematurely expire and leave owners with sizable repair bills. This poses a threat to “hundreds of thousands” of customers who purchased trucks equipped with the ***6.6-liter Duramax engine*** during that timespan.

Per *The Detroit News*, the lawsuit cites a mechanical failure which causes metal shrapnel to enter the engine via a Bosch-built high-pressure fuel pump. It claims that since American diesel fuel is thinner than in Europe and does not include as many lubricants, air pockets form inside the fuel pump, causing metal-on-metal contact. Shavings may then find their way to the combustion chamber, dooming the Duramax engine to fail long before it’s expected to, often in “catastrophic” fashion.

Quotes from drivers of affected pickups are included, telling of first-hand experiences in which the defect causes sometimes terminal issues.

“Driving from ‘GMC’ dealer for two miles—“change fuel filter” message appeared and engine died,” wrote a ‘12 GMC Sierra 3500HD driver in a ‘14 complaint to the National Highway Traffic Safety Administration (*NHTSA*), which was included in the lawsuit. “Towed to a dealer diagnosed as a high-pressure injector pump failure with metal contamination to fuel system. I have found a bulletin dated **2009** from equipment manufacturers. This joint statement has information about the fuel used in the USA that I was not aware of and may have avoid-

ed this failure. This is a very expensive repair as I use my truck for work.”

The following models are included in the lawsuit:

- 2011-16 2500HD & 3500HD Silverado & Sierra 6.6L Duramax diesels with LML engines
- 2010-11 Chevy Express vans with Duramax LGH engines
- 2010-11 GMC Savana vans with Duramax LGH engines
- 2010-11 GMC Sierra trucks with RPO ZW9 (*chassis cabs/trucks with pickup box deleted*) with Duramax LGH engines
- 2011-12 2500HD & 3500HD Silverado & Sierra 6.6L Duramax diesels with LGH engines

It is alleged that ‘GMC’ turned to ***Bosch***, who has been involved in other investigations such as the ***VW Dieselgate scandal***, to make its engines more efficient and appeal to buyers over its crosstown rivals at Fiat Chrysler and Ford.

“From the outset, ‘GMC’ was in competition with fellow ‘Big Three’ auto manufacturers like Ford and Fiat Chrysler, each racing to dominate the growing American diesel vehicle market,” the lawsuit added. “ ‘GMC’ looked to Europe and the expertise of international automotive parts supplier Bosch to increase the fuel efficiency and power of its diesel engines.”

‘GMC’ is the latest of several automakers to face accusations

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regarding its diesel engines in America. ***Fiat Chrysler*** recently fell under scrutiny for ***emissions “defeat devices”*** similar to that found in VW cars from the Dieselgate era, forcing them ***into a \$650-million settlement*** with the US Department of Justice, Environmental Protection Agency, California Air Resources Board, and vehicle owners. ***Bosch***, which supplied the diesel emissions system, was also required to ***pay out \$27.5 million.***

When reached for comment, ‘GMC’ simply responded by saying it “does not believe the lawsuit has merit.”

‘GMC’ is recalling ***301 2019-20 Chevy Equinox*** with all-wheel-drive over ***improperly manufactured fuel tanks*** that could cause a fire.

The fuel tanks may have been manufactured with an improperly

(Continued on page 9)

#### GMC Recall Ticker

# of Recalls

168 (!)

# of Vehicles Affected

45,292,992



## Gov't (cont'd)

(Continued from page 8)

sealed seam, possibly allowing fuel to leak along the seam near the fuel inlet.

A fuel leak in the presence of the ignition source can increase the risk of a fire.

'GMC' will notify owners, and dealers will replace the fuel tank, free of charge.

'GMC' is recalling **166 '20 Chevy Equinox** over an issue with the vehicles' **brake calipers**.

The brake caliper's manufactured by ZF used in affected vehicles were produced using an incorrectly labeled assembly fluid. The incorrectly labeled assembly lubricant is incompatible with rubber seals in the brake calipers, which could lead to seals swelling and a reduction of clearance in the seal groove. Owners may get a "low fluid warning" light and notice increased brake pedal travel if fluid leaks at the seal. If brake drag is significant, owners may notice smoke at the rear brakes.

The brake calipers exposed to the incorrectly labeled assembly fluid in production may develop a leak, which could eventually result in reduced braking function or drag, which in turn could potentially lead to the overheating of the brake pads, increasing the risk of a crash.

Dealers will replace the rear brake calipers, including the brake hose gasket, brake fluid, and wheel to hub lubricant. The repairs will be performed free of charge to the customer. Owners will be notified by mail by 'GMC.'

'GMC' has issued a recall for **81 '20 Cadillac CT6s** over **installation of an incorrect tire pressure monitoring system sensor**.

Affected vehicles may have been equipped with tire pressure monitoring system sensors that use the incorrect wireless radio frequency to transmit information to the vehicle. As such, the warning light may not illuminate when the tire pressure is too low. Symptoms include a tire pressure monitoring system malfunction warning light that will illuminate after driving over 28 mph for 18 minutes.

Without a properly functioning tire pressure monitoring system, drivers who do not manually check their tire pressures may be operating a vehicle with insufficient tire pressure. Low tire pressure can negatively affect a vehicle's handling, or result in tire failure, increasing the risk of a crash.

Incorrect tire pressure monitoring system sensors, as installed on '20 Cadillac CT6 vehicles equipped with certain dealer-installed accessory wheels, RPO codes 5JO and SHH (20 x 8.5 sizing, aluminum construction).

Dealers will replace all four tire pressure monitoring system sensors with the correct sensors free of charge.

Customers will receive a letter in the mail with notification of the defect and any special instructions needed. Concerned owners may also check their Vehicle Identification Number (VIN) for field actions in GM Owner Center, or at the NHTSA's website.

'GMC' has issued a recall for **7,173 Ad-**



**vantage Tri-fold soft tonneau covers**, which were sold as accessory equipment for **2019-20 Chevy Silverado** and **GMC Sierra 1500 pickups**. Details on this latest 'GMC' truck recall are relatively light at this time, but the issue stems from incorrect installation as a result of instructions that "may be difficult to follow."

Owners may have incorrectly installed the Advantage Tri-fold soft tonneau cover on their Silverado or Sierra, and as a result, the cover may detach from these 'GMC' trucks, thereby damaging other vehicles or cause road hazards, increasing the risk of a crash.

Owners of affected trucks will be provided with a tether kit to secure the tonneau cover to the pickup truck bed, as well as clearer installation instructions and additional labeling.

'GMC' has yet to provide a notification schedule on this recall.

Back in August, you'll recall the **first-known C8 crash on public roads**. The car in question was

(Continued on page 11)



## GTO (cont'd)

(Continued from page 5)

two pieces each (*seat plus headrest*), and have seat belts molded in. The upholstery pattern on the front seats is not only incorrect, it does not match the rear seat. These bucket seats are identical to those found in the company's '72 GTO, down to even being on the same plastic tree. Speaking of the rear seat, it, along with the console base, are molded in to the tub. The top of the console is a separate, chrome piece, with a separate chrome automatic shifter included (*remember the two-piece 4-speed mounted to the engine?*). Meanwhile, the dashboard mounts a '70 GTO deluxe steering wheel (*unchanged from earlier issues*). Decals for the gauges are included.

Finally, it is also interesting to note that this actually appears to be a convertible interior tub, as evidenced by the top wells on either side of the back seat.

**Body:** Molded with minimal flash, in one main piece, with separate front and rear bumpers (*dated "1967"*), hood, and separate grille inserts provided. Inter-

esting to note the "PONTIAC" engraved in the middle of the tail light panel. Clear red tail lights are added to finish it off.

**Glass:** Simple—front and rear windows, joined by runners, wrapped separately to protect it from damage.

**Decals:** A significant improvement over earlier kits, especially considering the "Weekend Warrior" aspect of this release. Accompanying numerous smaller sponsor decals such as "Holley," "Hurst," "Hooker Headers" (*and many more*), MPC thoughtfully included pinstriping in three different colors—red, black and white, Pontiac arrowheads, GTO crests and badges, a "Hurst Equipped" logo, five sets of vintage license plates, including "WARRIOR," "2 FAST" and "USA SPD", a few "1967" and "GTO" plates, and "Pre-Staged" and "Staged" markings for the newly available Christmas tree (*more in a minute*). Heck, they even included the "superfluous" red and white "400-4" air cleaner engine callout marking for the air cleaner, and some gauge face decals for good measure.

**Instructions:** Simple, easy to follow step-by-step, with parts identified by number, with painting suggestions. There are no illustrations for decal place-



ment, so you will have to rely on your creativity.

A nice surprise here is the inclusion of a 28-piece drag racing-style Christmas tree. This item first appeared in MPC's original issue of the '70 GTO, and was carried over to '71 and '72 GTOs. It is lifted straight from the kit, with "STAGED" and "PRE-STAGED" signage molded in place, while, as noted above, there are also decals for this signage.

Kudos to the folks at MPC for the inclusion of the new decals, tampo-printed tires, chrome reverse rims and Christmas tree (*the latter two from other sources*), in order to enhance the appeal of this kit. Oh, and the great box art!

So, in the end, it may be nice to have an "old friend" like this one back. It would have been nice if AMT could have done a bit more re-tooling to "accurize" the kit—it just means a bit more attention on the part of the builder to do it.

by: Tim Sickie 🍷





## NNL (cont'd)

(Continued from page 1)

the aisles of the adjoining Carlisle toy show, looking for holy grails or new resin parts or projects. Most of us were completely worn out by the 3 PM closing time. (Refer back to the "white beard" comment).

After about four hours of rest and some dinner, many returned to the host hotel to witness the largest gathering ever of hobby magazine cover cars and trucks

and also a display of historic model cars from the early decades of the hobby. It was a wonderful treat to see all these great models.

It was great to meet, or meet again, the notable people in our hobby. It was just a great weekend, and... it was a great 40 year run. Thanks to *ALL*, over the years.

*Thanks,*

*Lyle—I'm sorry I missed it.*

by: Lyle Willits 🍷



**Bugatti 304 mph 2019**



**Kugel 307 mph 1999**

## Gov't (cont'd)



(Continued from page 9)

a pre-production model that was involved in an accident with a Ford Ranger near Yosemite, California. Both vehicles appeared to have front end damage after an apparent collision on a tight, twisting two-lane. That C8 in question was covered in blue paint.

That last bit of info may seem inconsequential, at least at first. However, this isn't the first time a blue Vette has had an infamous, highly publicized collision at the hands of "The General."

Back in '18 at the Belle Isle Grand Prix in Detroit, 'GMC' President Mark Reuss was behind the wheel of the '19 ZR1 pace car when *the car ran into the wall*. The car apparently hit a bump on the track, sending it pirouetting into the barrier and completely mangling the front end. Luckily, no one was hurt...but the car in question was also blue. And going all the way back to '13, a C7 Stingray prototype had an unfortunate mishap in Arizona. A statement from 'GMC' read as follows:

Luckily, no one was hurt and no citations were issued. But the color of that C7 prototype? That's right: blue.

If we were the superstitious types, we may say that blue Vettes had some kind of curse. Luckily, we're not, so we'll chalk it up to circumstance and coincidence. Still, this is quite a lot of circumstances, and if nothing else makes for some interesting cocktail facts.

Oh, and union workers are back to work, after having reportedly cost 'GMC' over a *BILLION* dollars in profit. How long can 'GMC' keep this up?! 🍷



**When you see the new chevys on the lot.**





## VFTB (cont'd)

(Continued from page 2)

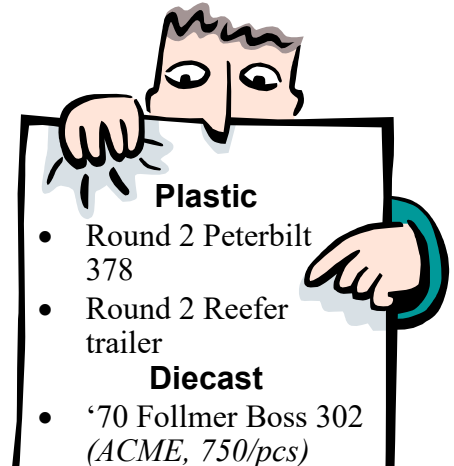
juice brakes and a close enough transmission along with some period-correct hot rod parts for the engine. *Replicas and Miniatures Company of Maryland* makes a dropped headlight bar that should fit. They also sell a set of big and little wire wheels that I think will look great on my model, too.

The one difficulty is in finding a stock-proportioned banjo steering wheel. The *Model Car Garage* makes a nice photoetched banjo wheel, but it is proportioned as a modern, smaller diameter wheel. The same issue exists with the all-plastic banjo wheel in Revell's latest '29 and '30 hot rod kits.

If you know where I can find a stock, large diameter '39 Ford Banjo steering wheel in 1/25 scale, please let me know. 🚗



## Ron's Rant



### Plastic

- Round 2 Peterbilt 378
- Round 2 Reefer trailer

### Diecast

- '70 Follmer Boss 302 (ACME, 750/pcs)
- '19 Rousch Stage 3 Mustang (GT Spirit)
- '19 Dodge 2500 Power Wagon (GT Spirit)
- C7 ZR-1 Vette (ACME/Top Speed RESIN)
- Yellow & Red '18 A-M Vantage (ACME/Top Speed RESIN)
- GT3 #30 NSX Castrol Hong Racing (ACME/Top Speed RESIN)
- GT3 #93 NSX '17 IMSA Champ Watkins Glen (ACME/Top Speed RESIN)
- '69 #12 Sidichrome Boss Mustang (DDA Collectibles/ACME, 500/pcs)
- '57 Yellow 210 Chevy (Project X/Hollywood Knights) (ACME, 750/pcs)
- Challenger SRT Hellcat Redeye (GT Spirit)
- '20 Shelby GT500 (GT Sprit)
- Yellow '70 "Street

(Continued on page 14)

(1/18th, unless noted)





Last month, we seemed focused on GTOs and surfing—neither a bad thing!

**Steve M. Buter**, in an attempt to “lengthen” the good Summer weather, brought his *green Monkeemobile custom hardtop*, with several surfer figures and their boards. Here’s hoping it works, Steve!

I brought along an interesting *Pontiac GTO promo*. It was paired with a ticket in the “*GTO 500 Contest*”, with a chance of winning one of *six new real ‘70 GTOs*.

After completing an entry form, entry paperwork was then mailed to the prospective customer, with an invitation to revisit the dealer and pick up your “free scale model GTO.” When they came back, their paperwork was checked.

A drawing was held among participating dealers, choosing six to award the GTOs. A local dealer, **Bill Page Pontiac**, in nearby *Falls Church, VA*, was among the lucky six dealers. These dealers then chose one lucky entrant from their entries and handed over the keys to one of the GTOs.

Now that Nick and I are back, y’all can now bring back all those neat Poncho builds that I heard so much about! I hope that you’ll all continue to bring ‘em and show ‘em! *‘PoP’ (Pontiacs on Parade!)* *Sickle signin’ off! And don’t forget—MAMA may not need all these Ponchos, but I’m diggin’ em!!* 🍷





This is the newsletter of the  
Maryland Automotive Modelers  
Association

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**MAMAs BoyZ do it in scale!**



**SLOW DOWN!!**



**LET'S EAT THE DAMN TURKEY  
FIRST!**  
memegenerator.net

## Websites

**Central PA Model Car Club:**

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

**LIARS Model Car Club:**

<http://www.liarsmodelcarbuilders.com/#>

**Philly Area Car Modelers:**

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

**NNL East:**

<http://www.nnleast.com/>

**Carlisle Events:**

<http://www.carlisleevents.com>

**East Coast Indoor Nationals:**

[www.eastcoastindoornats.com](http://www.eastcoastindoornats.com)

**Maryland Intl Raceway:**

<http://www.mirdrag.com/>

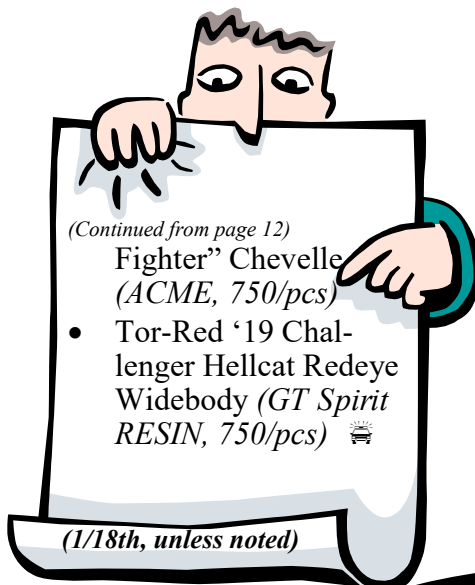
**York US30 Musclecar Madness:**

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

**Online Event Calendar:**

[www.NortheastWheelsEvents.com](http://www.NortheastWheelsEvents.com)

## Rant (cont'd)



(Continued from page 12)

Fighter" Chevelle  
(ACME, 750/pcs)

- Tor-Red '19 Challenger Hellcat Redeye Widebody (GT Spirit RESIN, 750/pcs) 🚗

(1/18th, unless noted)



## 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/borrow *old model car catalogs*. Contact me at [gloguy@verizon.net](mailto:gloguy@verizon.net), or see me at a meeting. *Thanks!* 🚗

Were on the web!

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

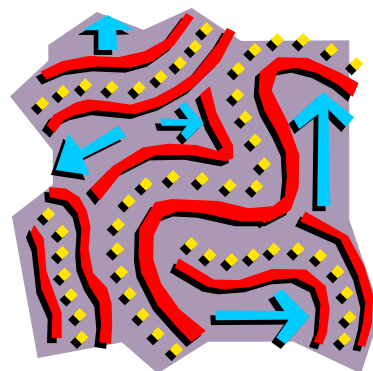
## Directions

**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. 🚗

## Club Contact Info

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