



MAMA Sez!

Volume 29, Issue 2 October, 2016

"Serving Delmarva Car Modelers for over 25 Years"



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

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2016 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 16th
- ☞ February 20th
- ☞ March 19th
- ☞ **April 23rd**
- ☞ May **NONE (!)**
- ☞ June 18th
- ☞ July 16th
- ☞ August 20th
- ☞ September 17th
- ☞ October 15th
- ☞ November 19th
- ☞ December 17th (10 - 3!)

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

Fall is Here—Workshop Time!

Last month's meeting commemorated the club's *28th Anniversary*, with a *dee-lish specialty cake from the 'Dynamic Duo' of Tim & Dawn Powers. Thanks!!*

As if to commemorate the event, even *Prez Cruz* was there!!

This month, *Rich Wilson* reviews the *Revell '70 "Fast & Furious" Charger*, and a 'second

set' of scale model 'babes' from *Master Box Ltd* (with more to come!). We also see the return of an old standby reviewer—*Ron Hamilton*, who looks over the *Round 2 '16 full detail Camaro SS. Thanks, Guys!!*

The *Pontiac Parade* was back (sorry, Kevin!).

The raffle raised *\$68.00*, while the door kicked in *\$73.00*, and

\$5.00 in tweezer sales. Looks like we fell a bit short of the room rent—need to work on that!

Thanks to the raffle donors: *Brad, Ed Brown, Matt G, Ron Hamilton, Lyle Willits, Rich Wilson, Bradley's Car Collectibles and Replicas & Miniatures Co. of MD. Thanks guys—I/we REALLY 'preciate it!*

So, turn the page! ☺

Quadriplegic Driving!

Verizon IndyCar Series team owner *Sam Schmidt*, who became a quadriplegic after a racing accident in 2000, was recently awarded the *first restricted license in the nation to drive a semi-autonomous car* by Nevada Lt. Governor Mark Hutchison.

He can drive a '14 *Z06*—a so-called Arrow SAM Car—modified by one of his IndyCar sponsors by using *voice commands to switch gears,*

head motions to steer and breath manipulation to accelerate and brake.

He attained *152 mph* in the car at *Indianapolis Motor Speedway* in May and drove *Pikes Peak International* in June.

He is a Nevada resident, bringing together local interest, a sponsor for driver James Hinchcliffe and advocacy groups for this bid.

State officials, according to a news release, have been interest-

ed in his efforts to drive on public roads because the state "is rapidly emerging as a leader in the manufacturing and automotive industry, creating and encouraging autonomous regulations, as well as testing and consumer deployment requirements."

Six companies are licensed to test autonomous vehicles in the state.

"I can't even begin to explain just how much this provisional driver's license, and the mobility

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Round 2 '16 Chevy Camaro SS



[Kit #A978/978M20D, 1/25th scale; http://s245.photobucket.com/user/RonHamilton/media/Camaros/f09b3d83-b0de-424d-b2a5-b9ece06d0bc8_zpsizkac67v.jpg.html]

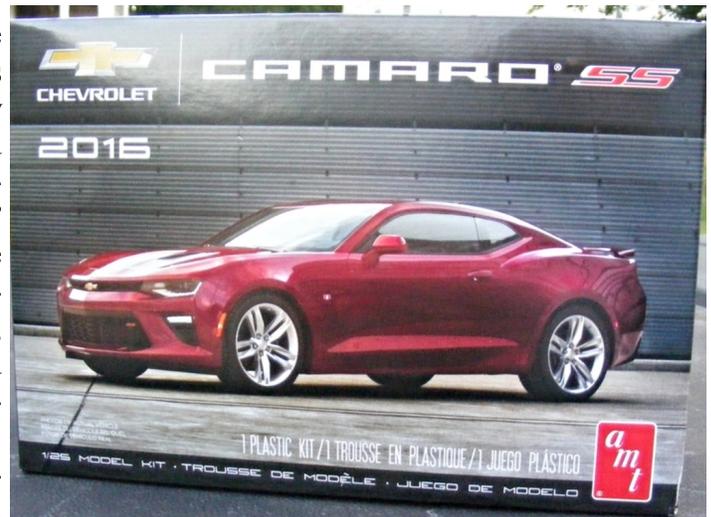
This review is on the “Full Detail” version of the 2016 Chevrolet Camaro SS Coupe from AMT Models, which contains 106 pieces + decals. The manufacturer also offers a simplified version of this kit with less detail, in that the hood is fixed, with no engine, a well-engraved chassis with wire axles, in other words, an unassembled promo.

This kit marks the return of newly tooled “full detail” model kits from this manufacturer, and I am quite satisfied with this offering. Let’s take a look at what’s in the kit.

When I review a kit, I like to “Pre-build” it, in other words I will prepare the body and other parts for paint (*removal of mold lines and seams, filling seams and blocking*), glue together multiple piece parts that are painted the same color, i.e. the engine, suspension, and seats, and dry fit them to the car. I also mount the wheels and tires to the car, so that I can see how the car sits as it comes from the manufacturer. If I choose to make any changes, it is easier to do so before the paintwork. In the case of this kit, the results can be pretty good for some modelers. There is quite a bit of detail in this kit, and the fit

of some of the assemblies is “fiddly,” to say the least, so if you have never tackled a “Full Detail” kit, or if you are looking for instant gratification, I suggest that you get the other version of the kit.

First and foremost before you tackle either version of the kit, I suggest that you read the instructions in order to understand how, and where the parts go, painting instructions, and decal placement. There is a comprehensive paint chart on the first page of the instructions, which I found is accurate for most of the various assemblies, save the body and its associated parts, and interior trim colors, other than Black. I suggest that you use paint that is meant for use on styrene plastics. I like to use acrylic paint from Testors or Tamiya, as they clean up easily with water, or their thinner, and will spray through an airbrush with good results if the manufacturer’s instructions are followed. One final suggestion. If you do not have access to the real car, go to www.Chevrolet.com, which has a comprehensive section on the 2016 Chevrolet Camaro SS, colors, trims or optional equipment. I am quite fortunate in that there is a large Chevrolet dealership near my home, with a very good assort-



ment of Camaros. I was able to see the various details which are a great help in decision making concerning the various colors used on the car.

Let’s look at the various assemblies per the instruction sheet:

1) The **engine assembly** consists of a **12 piece iteration of GM’s 6.2 Liter LT1 V8 engine and 6-speed manual transmission**. It is well engraved, and with the exception of the exhaust manifolds, go together well. There are no tabs on the cylinder heads to locate the exhaust manifolds so extreme care must be taken to make sure that they are in the correct place in relationship with the exhaust pipes. As installed in the model with the engine cover installed, it looks like the real article, once properly detail painted and decaled.

2) The **front suspension assembly** is quite unique in that it has a feature that allows the front

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Dom's "Fast & Furious" '70 Charger

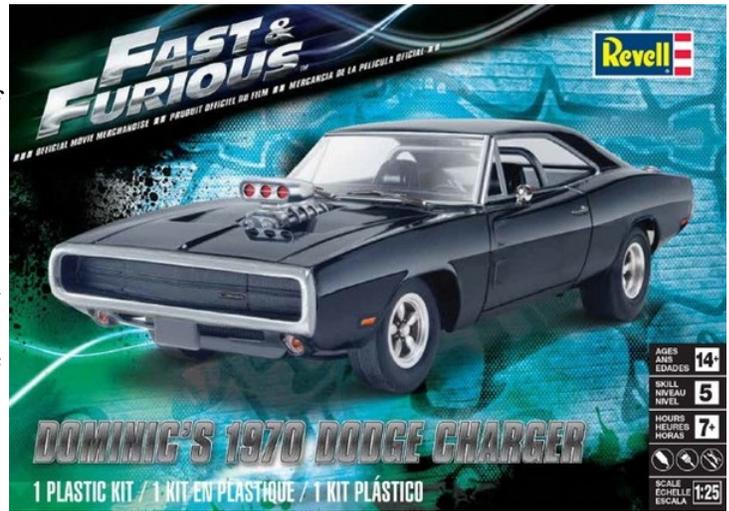
This kit is a new tool as Revell has said, but it's also a modified re-issue as well! I know that seems contradictory, but if you compare the parts like the chassis and its' components to the *Revell '68 & '69 Charger* kits you'll see they are virtually the same. Yes, there are infinitesimal differences, but on whole they are the same. But this is a good thing since those earlier kits were very well executed. I know because I've built *FIVE* of them so far. My guess would be that Revell used the patterns of the '68-'69 kits to create this new mold so they would still have the earlier mold available. If so, that was great thinking on their part. As you will see, I question whether it will build into a very accurate example of the car Dominic drove in the movie. I've never watched any of the "Fast and Furious" movies simply because I don't like street racing. But in an effort to get information about this car, I stumbled on several pictures of Dominics' car. Check out the included pictures. I'd also guess that a factory stock version is on the way eventually. There aren't enough parts to build this kit stock, but if you have a gold mine of Mopar parts squirreled away you might just pull it off. The rear seat is the biggest problem because of the need to match the upholstery pattern. The 440 engine from the earlier kits should fit right in. I'm amazed at the rollbar in the box art car; it's lower than a drivers

head.

I count 118 parts with 25 of those chrome. Twelve of the chrome parts are for Dominic's car and are on a separate tree which will make other versions easier to box up.

Engine: It's 22 parts altogether, though in my opinion the blower belt is a little narrow. There is a normal belt behind it with an alternator, but no power steering pump. I'd think steering a car this size with a hemi would be a little difficult. The headers are the same ones that were in the previous kits and still very nice. The valve covers are unplated and smooth which makes it slightly easier to paint them, but I believe they should be chromed for Dominics' car. There are no stock intake, carb, air cleaner, or iron exhaust manifolds. The blower assembly is all very nicely done.

Chassis: Anyone who has built any of the '68-'69 Chargers will recognize the chassis and its' components in this kit. It's very accurate and well done. There are blocks to raise the rear suspension and longer shocks to go with it. The front K-member has the torsion bars, spindles, lower arms in one piece with separate disc brakes. The tie rod, sway bar and steering box are separate pieces.



The Dana rear axle is one piece with a separate cover. Interestingly, there are the separate chassis stiffeners that we've heard so much about that designate a true Hemi car.

Interior: As I alluded to above, if you want to build the "Fast and Furious" car (*Tim?*) accurately you may have a large job on your hands. The pictures I've seen show a huge custom console/tranny hump and a fiberglass seat along with a greatly customized dash. What we get is a stock interior that lacks the rear seat, but retains the "V" shaped brace that replaces it. The included stock seats do have the right pattern for factory stock, but no seatbelts at all. The roll bar is nice with a fire extinguisher, but needs height extenders to be of any use. Previous kits of this generation Mopar have included the much loved pistol grip shifter, but it seemed to be in second gear. The one in this kit is

(Continued on page 12)

'Gov-a-mint Motors!'

'GMC' is recalling nearly **368,000** 2013 models of the *Chevy Equinox* and *GMC Terrain* to fix a defective part that could prevent the windshield wipers from working.

'GMC' says they were built with ball joints that could corrode and wear out to render the windshield wipers inoperable.

A report filed with government regulators says a 'GMC' manager in Canada spotted the potential safety hazard last December. The auto manufacturer opened an investigation in March and decided to issue a recall earlier this month.

'GMC' says it will cover the repair costs once it determines when it will be able to fix the problem.

'GMC' is recalling **131 2016 Cadillac CT6s** over an issue that could cause the passenger-side seat belt to detach from the seat anchor.

The bolt that connects the front passenger seat belt webbing to the seat's anchor plate may be missing. Without the bolt, the seat belt webbing may detach from the seat anchor.

If the seat belt webbing detaches from the seat anchor, the seat belt may not properly restrain the front seat passenger in the event of a crash, increasing the risk of injury.

'GMC' will notify owners, and dealers will replace the existing front passenger seat belt webbing anchor bolt, or install a bolt if it is missing, free of charge. The recall is expected to begin Sep-

tember 24, 2016.

'GMC' is recalling **3,257 2011-12 Chevy Cruzes** and *Orlandos* in Russia over issues with the power steering system, Russian technical standards agency Rosstandart announced recently.

'GMC' is currently operating in a limited capacity in Russia as a result of fiscal turmoil caused by economic sanctions imposed by the West over conflicts with Ukraine. The automaker has completely withdrawn its mainstream Opel brand from the country, as well as the majority of the Chevy lineup. Currently, only three Chevy vehicles—Tahoe, Corvette and Camaro — are on sale in Russia, along with the Cadillac ATS, CTS and Escalade.

'GMC' has issued a new recall of **3.6 MILLION** vehicles spanning multiple brands and vehicles over a sensing and diagnostic software glitch that can prevent the vehicle's airbag from deploying and allow the seat belt to malfunction.

'GMC' stated that, in 'rare' cases (!), the vehicle's computer may run a diagnostic test. During the software's test cycle, the air bags will not deploy and the seat belt pretensioners will not function in the event of an accident. 'GMC' stated the defect has been



linked to one death.

The vehicles involved in this latest recall span the **2014 through 2017 model years** and include the following: *Buick—Encore, LaCrosse (2014-16), Cadillac—Escalade and Escalade ESV, Chevy—Silverado 1500, 2500 HD and 3500 HD, Tahoe, Suburban, C7 Corvette (2014-17), Caprice Police Pursuit Vehicle, SS, Trax, Spark EV, GMC—Sierra 1500, 2500 HD and 3500 HD, Yukon and Yukon XL.*

As usual, 'GMC' will notify owners when a software update is ready for the vehicles to be performed free of charge at any local dealership. All vehicles will have the software updated and re-flashed. If the airbags have previously been deployed, the SDM module will be replaced.

(Continued on page 5)



'Gov't' (cont'd)

(Continued from page 4)

Customers looking to find out if their vehicle is included in this round of recalls (*odds are it IS!*) should visit recalls.gm.com.

As the **Takata air bag scandal** continues to unfold for numerous automakers, 'GMC' is seeking to **delay its recall**, according to **The Detroit News**.

The delay petition has been submitted to the National Highway Traffic Safety Administration in order for 'GMC' to complete a long-term study on the service life expectancy of the parts. 'GMC' stated the study would be completed in August of 2017.

"'GMC' is taking a systematic, engineering-based approach to better understanding the performance of Takata inflators installed in 'GMC' vehicles, and 'GMC' continues to share this information with NHTSA on a regular basis," 'GMC' spokesman Tom Wilkinson said.

NHTSA will evaluate the petition and come to a conclusion no later than November 16, 2016.

Takata air bags have been linked to 11 deaths and over 100 injuries worldwide due to an inflator design that may rupture, and spew shrapnel at the occupant.



'GMC' stated the inflator design found in its 2007-12 trucks and SUVs was designed differently and would protect against the defect. The automaker stated the airbags should perform as designed until 2019.

It's estimated the recall would cost 'GMC' **\$870 million** to replace air bags on **980,000 Silverado, Sierra, Yukon, Tahoe, Suburban** and **Escalades**. As of now, the recall for the vehicles' air bags is still scheduled to begin at the end of this year.

Despite 'GMC's' announcement to equip every single future model in global markets with air bags, that hasn't stopped backlash from the Latin NCAP, according to **AutoCar Pro**.

Most recently, the Latin NCAP performed its usual testing on the **India-made Chevy Beat** or **Chevy Spark GT** in **Mexico**. It came as no surprise the Beat earned **ZERO STARS** in the crash tests, utterly failing in every area.

"Once again, we are very disillusioned by 'GMC.' As a global brand, they offer good safety levels for other regions. They should show that all consumers, regardless of geography, are valued the same when it comes to safety," Maria Fernanda Rodriguez, president, Latin



NCAP, said in a statement.

The Beat arrives with **absolutely no air bags** to protect occupants in the event of a crash, leading to traumatizing results in the crash dummies.

"The protection offered to the driver's head and chest was poor while neck protection was weak due to the high chest deflection caused by its contact with the steering wheel, as well as the head impact with the steering wheel," NCAP stated.

I guess in this case, the 'dummies' aren't behind the wheel of the crash test cars, eh?! Maybe **THEY** are the ones who can't screw the cars together properly?! 🤖

<p>'GMC' Recall Ticker</p> <p><i># of Recalls</i> 138 (!)</p> <p><i># of Vehicles Affected</i> 39,905,843</p>
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This 'n That

“Where we’re going, we don’t need roads!” “I wasn’t trying to time travel,” said Nigel Mills, 55, after being stopped for speeding in his *DeLorean*. “It was at 11 am on Sunday and the road was completely clear.” A likely story. Mills was clocked at a telling **89 mph** in the stainless-steel cult classic when he was pulled over in Essex, England on the A12 highway. Mills said he was taking the DeLorean out for a “run around” and that he only drives it a few times a year. The excuses didn’t help during the traffic stop, but thankfully the local constables didn’t show up for the court date, and the ticket was thrown out. Mills is both a car fan and a “Back to the Future” fan, so buying the vehicle for **about \$29,000** made sense. “When I’m out in it a few people recognize it, they slow down and take pictures—drivers take pictures out of their windows or try to film you, and I get approached at petrol stations.” From the picture at The Guardian website, it does not look like the DeLorean has a flux capacitor, the piece necessary for time travel



that Dr. Emmett Brown envisioned when he fell in his bathroom, which makes Mills’ story fall on the believable side. Then again, if *you* were a time-traveling auto enthusiast, you’d do your best to hide that too. In related news, another man in England crashed into a *fertilizer truck* on the same stretch of the A12. A *Mr. Biff Tannen* could not be reached for comment, but we hear he hates manure... *NASCAR Lawsuit* (as in *NASCAR being sued!!*) Terrance Cox, CEO of *Diversity Motorsports*, has filed a **\$500 million lawsuit against NASCAR, International Speedway Corp. and several NASCAR teams**, alleging the series is keeping minority owners and teams out of the sport. A lawsuit filed on behalf of Cox and Diversity Motorsports Racing on Sept. 16th in US District Court for the Southern District of New York alleges that Cox had partnered with *comedian Steve Harvey* in ‘15 to form Races 4 Education in association with Cox and Diversity Motorsports. The goal was to put together a team to race in NASCAR. However, Cox alleges in the com-

plaint that “NASCAR advised Harvey that it would not sanction any race team associated with Cox and Diversity Motorsports.” The complaint alleges that “because he is African-American, Cox has been deprived of the right to be employed by NASCAR, the Charter Defendants, and ISC and has further been deprived of the right to contract with Defendant NASCAR (*and*) because he is African-American, Cox has been subjected to virulently hostile and discriminatory treatment that any reasonable person would find offensive.” The complaint charges that “as a consequence of NASCAR, the Charter Defendants, and ISC’s intentional and wrongful conduct, Cox has incurred physical and psychological trauma and injury, has suffered great humiliation, loss of esteem, mental anguish, distress, shock, fright and suffering, has incurred significant economic loss, and has sustained lasting and permanent damage.” Cox, who lives in Marietta, Georgia, is seeking **\$75 million in compensatory damages** and **\$425 million in punitive damages**. NASCAR responded to the allegations through a spokesperson in a report published by media outlet TMZ, stating, “Diversity both on and off the track continues to be a top priority for NASCAR and its stakeholders. We stand behind our actions and will not let a publicity-seeking legal action deter us from our mission.” According to TMZ, NASCAR is considering a suit against Cox for defamation. Meanwhile, comedian Steve Harvey made it perfectly clear during his radio show recently that he is not suing

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What a “ROC’in” Cake, Tim—thanks again! 😊

'T 'n T (cont'd)

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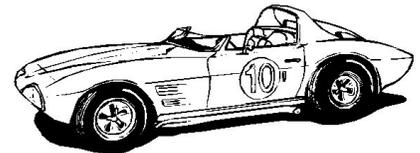
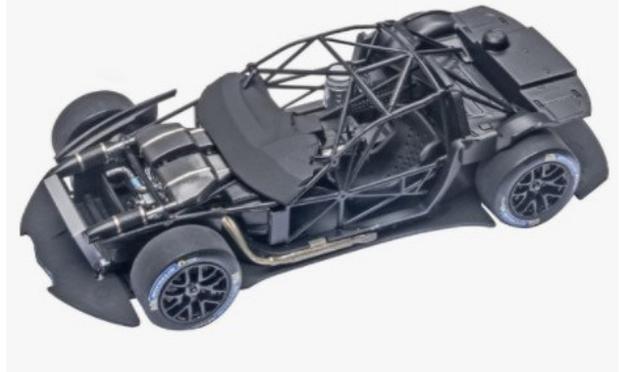
NASCAR for \$500 million. In the lawsuit, Cox alleges that “on or about September 2015, Cox and Diversity Motorsports were approached by Steve Harvey (“Harvey”), who proposed a racing team to be called Steve Harvey Races 4 Education. Thereafter, Harvey approached NASCAR to propose the creation of Steve Harvey Races 4 Education in association with Cox and Diversity Motorsports. “NASCAR advised Harvey that it would not sanction any race team associated with Cox and Diversity Motorsports. As a result of the foregoing, Cox and Diversity Motorsports were

wrongfully denied the opportunity to create a Steve Harvey Races 4 Education racing team. Thereafter, on or about June 29, 2015, NASCAR’s in-house Corporate Counsel Zachary Daniel requested that Cox and Diversity Motorsports refrain from any future correspondence with NASCAR.” Harvey strongly disputes his connection with Cox and the nature of his communications with the race series. And Harvey is clearly not on board with Cox’s lawsuit. “I don’t want a damn race team,” Harvey said. “I don’t even like fast-ass cars. I’m going to say it



again: If that man (Cox) was going to mess around, I wish he had some money so I could sue him, but he ain’t got none.” **Well said, Steve** (Thanks to autoweek.com, and other Internet sources for this insanity! Ya just can’t make some of it up!! Thanks also to those of you in the Peanut Gallery who have helped me entertain y’all by sending stuff—I ‘preciate it!) 🙏

Upcoming Revell C7-R



SS (cont'd)

(Continued from page 2)

wheels to be poseable. The system works pretty well, and once the lower suspension is attached to the chassis, the overly out of scale tie rod will be hidden. There is also good disc brake detail. The kit wheels are a good representation of the **20" split spoked wheels** offered on the Camaro. I question the use of bright chrome plating on the kit, as they do look great on the model; current trends in the real world utilize different finishes on the wheels from the factory. The soft vinyl tires, while they have no manufacturer's logos, are a good representation of performance uni-directional tires.

3) The **rear suspension assembly** is **13 pieces**, and represents the factory independent rear axle with a well-defined center section, half-shafts, the suspension cradle links and arms.

4) The rear disc brakes are well-defined, and mount over the ends of the half-shafts. There are also well defined upper and lower rear control arms, as well as the rear sway bar with links.

5) The lower control arms and engine cradle is a simplified, well-engraved part, which along with the separate upper control arms allow the front suspension assembly to mount into the chassis with tabs on their edges, as well as the transmission mount, which positively mount into holes on the chassis pan, which should be painted body color without a gloss finish. The rear tire/wheel assemblies mount onto the rear disc brakes at this time.

6) The **exhaust system** consists of **11 pieces**, which include a set of exhaust pipes, a separate muffler, mounting links, and four chromed exhaust tips. These assemblies are well-engraved, and mount to the chassis in the same manner as the suspension.

7) The **11-piece interior assembly** is also well done, with a separate floorboard with the rear seat, package tray, and floor console molded in. The left and right interior sides are separate parts, as are the dashboard, two-piece front bucket seats, steering wheel, column, and shifter. The engraving is top notch, and there are decals for the instruments, radio cluster, seat emblems, and steering wheel center. Note, the Instructions call for the interior to be painted Flat Black, which is the predominant interior color on most Camaros, but there are different color variations available for the seats, carpet, headliner, door inserts, and headliner if you choose to go that route on your build. Also not noted in the instructions, there are aluminum accents on the doors and instrument panels, floor console, and the air conditioner vents are chrome plated on the real car.

8) The **completed engine assembly** mounts into the chassis with tabs that positively mount it securely to the engine cradle and chassis floor. The radiator frame-



work has a cooling fan which mounts to it, but curiously no radiator fin detail, which will be hard to see once everything is assembled. There is also upper inner fender detail, which is very well engraved, and is very important, as it is the central mounting point for the chassis to be properly aligned with the body, and should be painted predominately body color, with black added to different molded in parts on it. The cooling hoses, coolant tank, and air cleaner mount to it, and the engine.

9) The **body** is the star of the show, and it does not disappoint. The shape is accurate, well engraved, and represents the one-to-one as well as any model I have seen. There are a few mold lines to be addressed. Most of them are on the fender edges, and are easily removed; however there are a couple on both rear quarter panels and the sail panels that will require a bit more work to remove cleanly. I used a combination of mild sandpaper, and various sanding sticks to remove them, as well as level out a couple of mild sinks on the

(Continued on page 9)

SS (cont'd)

(Continued from page 8)

roof, the panel in front of the hood, the hood, and rear deck spoiler. If you are careful, an additional application of filler will not be necessary to make these areas smooth. There are a total of 17 pieces on this assembly, which include the wipers, grilles, headlamps, mirrors, glass assembly, headlamp and running lamp lenses. The *glass assembly* has the edges of the windshield, rear window, and rear quarter windows edged from the inside with black, which gives a nice effect, and saves the builder a lot of work. Also on the glass unit is rear defroster detail, which gets mixed reviews. It looks nice, but to me it is rather pronounced in the color used, and scale thickness of the elements. It may have come off better in a darker color. The exterior mirrors mount via tabs which mount in the sides of the doors using pre-drilled holes, which attach to the car cleanly. The mirror caps and arms are body color, but the head detail should be handled with your choice of foil or chromed Mylar, which is not in-

cluded. The top of the firewall where the windshield wipers mount should also be painted a semi-gloss black, but this step is not noted in the instructions. Also, I suggest you deepen the door and trunk cut lines.

10) The final assembly consists of the body drop onto the interior and chassis assemblies. The interior assembly mounts to the chassis assembly by way of pegs on the chassis pan, which align with appropriate holes in the floorboard hidden by the seats, and a tab under the rear package tray. The body should easily slide over the wheelhouses, where I feel the edges of the wheelhouses and the under-hood structure to be the gluing surfaces to the corresponding edges of the body. The hood is a separate part, with a good under-hood detail, but no hinges. The rear spoiler mounts to the trunk lid in the same manner as the side mirrors, and the well-executed pre-painted tail lamps, rear valance panel, and license plate finish the assembly process.

From my research from the internet, and real cars, this model kit represents the 2SS version, which is the well-equipped version of the car in the one-to-one world.

The factory exterior color choices are: **Black, White, Red Hot, Silver Ice, Blue Velvet Metallic (dark), Hyper Blue Metallic (bright), Bright Yellow and Garnet red Tintcoats.**

While the instructions do not mention it, the standard SS hood vents are Gloss Black,

with color-matched vents as optional equipment. On the decal sheet, a set of black sport stripes are included, which accent the car, and are optional.

The factory leather interior color choices are: **Jet Black w/ Gray accents, Medium Ash Gray w/Black accents, Kalahari (Rich Tan) w/Black accents, Black w/ Adrenaline Red Inserts, and Black w/Ceramic White inserts.**

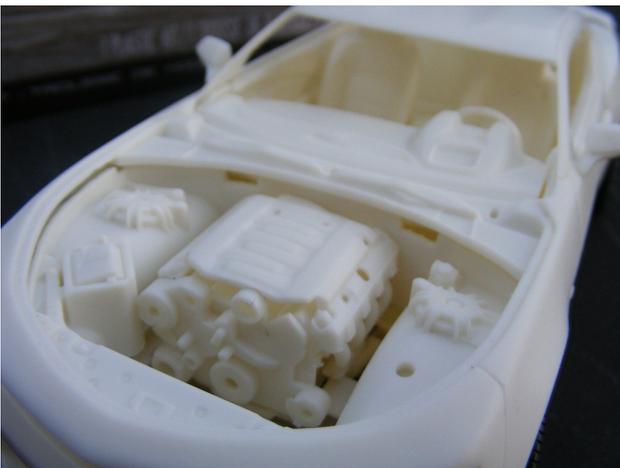
In the Gray interior, the headliner, door inserts, and carpets, as well as the seat cushions are Gray. In the Kalahari interior, the door inserts and seat cushions are Kalahari. In all other cases, the interior is black, with the exception of the door inserts, which are Red, with the Red seat inserts, and White, with the White seat inserts. A coordinating color for the front of the console can also be added as an option from the factory.

The factory wheel choices with the split spokes are: **Gray w/ Machine Silver edges, Bright Silver painted, and Low Gloss Black.**

I am happy with this kit, I hope that the manufacturer can follow up with more. Can we say **2017 F150 Supercrew 4X4 Short Bed, 2017 Dodge Charger or Challenger Hellcat, 2017 Chevrolet Silverado K1500 Z71 Short Bed Crew cab w/Short Bed, 2017 Ford Police Interceptor (Sedan or Sport Utility), 2017 Chevrolet Tahoe, or Suburban with a Police Version—Please?!?**

Ron included a Photobucket album link along with his thoughts on this significant new kit from AMT—check it out. **Thanks, Ron!**

by: Ron Hamilton 🍷



“Rich’s Girls”!

Kit #1—girl standing with dog (14 parts); Kit #2—girl leaning over with wrench (11 parts); Kit #3—girl leaning over holding tire (15 parts)

Unlike the previous six girls, these are intended as a team like the Velocity show “*All Girls Garage*.” Kit number one will be the most popular since she’s tall, blonde and has a low neck line midriff type top. But girl number two isn’t any slouch either, with her big bum in your face. And girl number three has a very short dress; ahem, ah yes!! In fact they *all* have very large features. If you haven’t assembled any of these yet, the best glue to use is one with capillary action like Tenax. It will melt the parts together so that very little putty is needed to fill the seams.

The girl in kit number one has very long hair—well over her shoulders, part of which is on the front part of her head, the rest is made up of three pieces. The legs are separate pieces, as are the arms. Here’s where the builder can customize the figure by adjusting the arms to fit a specific car: a little filling and sanding will do the trick. Don’t be afraid to cut the arms or legs at the joints. Her upper torso is two pieces while her head is separate. You may even want to try swapping parts from the other figures for a different look. Her dog is three pieces with a separate head. Surprisingly, she seems to be holding a cigarette in one hand.

Girl number two has the fewest parts, but seems to be the me-

chanically talented one of the trio. She assembles much the same, but I don’t like the ball hat. The problem is that her hair is two pieces and there is none for under her hat. You could borrow parts or swap parts to fix this.

Girl number three is the one I call the odd one. On both front and back of the box it shows her holding a tire that is clearly noted isn’t in the box, but there’s also a pic of her with a suitcase in a car trunk and the suit case *is* included. She’s as pretty as the others with her mini dress which is made up with three separate pieces. For some reason one arm has its’ hand and the other doesn’t, but it gives the builder the option to place it to his needs. As is usual with these kits, the hair is a separate piece. I’ve bought many scale figures over the years and if they have dresses, they are always filled with resin to make casting easier; so having all these separate pieces is really great.

I recently assembled this figure and found the dress tricky to assemble. The best course is to glue the legs together, set them aside then glue the head and torso together and let it dry. Then insert



brass pins in the arm sockets so they can be dry fitted. Select a tire/wheel for her to hold. I then glued the dress to the torso bottom then dry fitted it to the legs. With the arms dry fitted in place, I placed it next to the tire and noted the best position for the arms and glued them in place. Later, the front of the thighs seem to want to contact the dress and I glued it there. It was a good amount of trouble, but it paid off. I suspect girl number two will be almost as much trouble—hopefully not.

There are two more kits on their way later in the year. One is a marshal named *Jessie* and the other is a squaw named *Thunder Spirit* and, of course they are scantily clad. See the pics below. You may have to special order

(Continued on page 11)

Girls (cont'd)

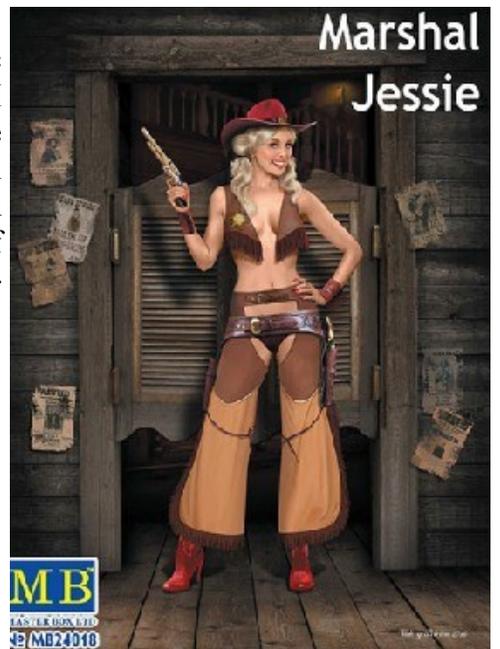


(Continued from page 10)
these from our favorite "Plastic Pusher" Ron. Needless to say I highly recommend all of these kits despite their rather high price. They are very well done in all aspects. If you need copies of the full head of hair in kit number six, let me know.

by: Rich Wilson 🇺🇸



ANYTHING IS POSSIBLE WITH MOTOR MOUNTS BY **HURST**



It should be noted here that with ongoing constraints on my time due to work and personal issues, I am unable to devote sufficient time as in the past to fine tune our monthly newsletters. Consequently, whatever appears herein is fully provided by the noted reviewer without undue attention from the editor (*beyond simple formatting*). This is, as I have said *MANY* times, *YOUR* newsletter—I am simply the messenger. We all do what we are able to do in support of it. Thank you for your submission!

“F & F” (cont’d)

(Continued from page 3)

in neutral and looks much better. The pedals and heater box are separate pieces. The stock dash doesn't have gauges, but does have a custom gauge decal set to be applied dry over the dash. There is a tachometer to go on the steering column and the stock gauge lens for the non-existent gauges.

Tires/wheels: The tires are just plain with no side wall detail at all. The tread pattern is very finely cut and looks great, but without lettering who cares. I wish Revell-Monogram would go back to putting the lettering on the tires; what we are getting looks lousy. The mags are my favorites, American 200S, and are standard depth and deep dish. No other wheels are included, but those from the other earlier versions should fit right on.

Body/glass: The glass seems to be the same as in the '68-'69 kits, but the body has been tweaked just a bit to update it to a '70. Unfortunately, the hood has been cut out already and it wouldn't be worth the effort to fill it since you can get one from the previous kits. The hood hinges are still in this kit. The radiator sup-

port, radiator, shroud, and firewall are all carry-overs from the other kits. The hood hinges are very much appreciated. The grille is very well done and the separate door handles are appreciated

since it makes polishing the paint so much easier. Small pieces like the heater hoses, upper and lower radiator hoses, battery, washer tank further add to the detail.

Decals: They have to be the smallest sheet I've ever seen in a new kit. We get side marker lights, scripts, blower decal and plates. Lots of luck getting the decals for the injector scoop butterflies to lay down and stay in place.



by: Rich Wilson 🏁

Dept. of Corrections



The list price on the *Aoshima Brian James A4 Transport trailer* detailed in last month's 'Straight Scoop' column by *MAMA's Boy Matt Guilfoyle* is actually \$44.99, while Ron Bradley's discount

price is \$36.00. *Thanks for clearin' that up, Ron!* 🏁



Spotted at Bonneville 2016 Speedweeks—no idea at all what she ran! 😊

Pontiacs on Parade!

With the exception of what I brought along last month, it seemed that it was a Firebird show in the reserved parking area.

Ron Hamilton: In keeping with the Firebird theme, Ron showed an *original '68 Firebird builtup* that will be the subject of his attention in the near future.

Kevin Kovach: Kevin is doing an excellent job bringin' a *builtup '67 Firebird* back to life, with a bit of help from yours truly, in the form of a '69 Firebird parts car. Anxious to see it done, Kevin!

I added a *'67 GTO convertible*

diecast, and the beginnings of a new project—**"Project '67"**, slated for the GTO Association of America Nats next year in Springfield, IL, where they will highlight the 50th Anniversary of the car. I've got quite a ways to go!

So, c'mon—bring 'em and show 'em! **'PoP'** (*Pontiacs on Pa-*

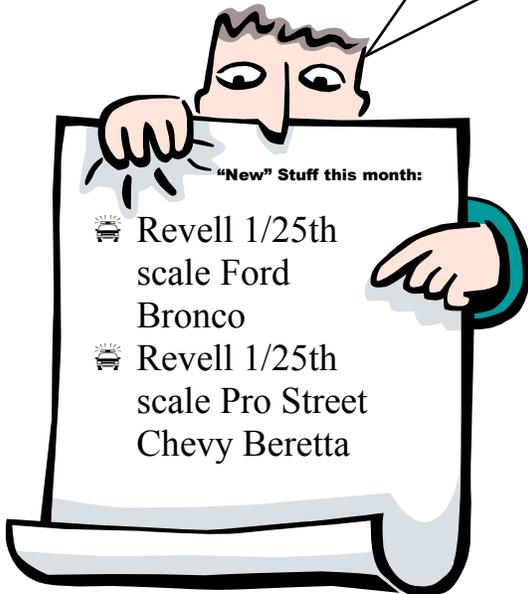
rade!) **Sickle signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!!** 🍷



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MAMA's 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.nnleast.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 Musclegar Madness:

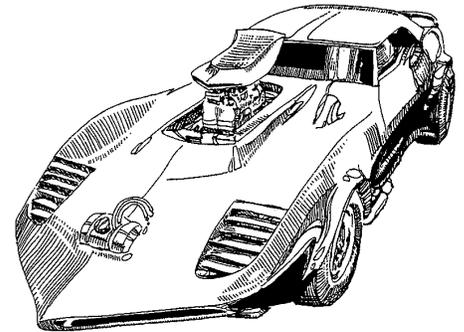
www.yorkus30.com 📧

Classifieds Driving (cont'd)

WANTED: I'm on the hunt for unbuilt/rebuildable Pontiacs in general (and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I also have an extensive collection to trade from. In search of 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (snap), '66 Bonneville (MPC or Hasegawa), '69-'72 Grand Prix, '70-'81 Formulas and T/As, and Monogram Red Baron. How about empty *Pontiac kit boxes*? Would also like to buy or borrow *old AMT/MPC/Monogram/Revell model car catalogs*. Contact Tim Sickle at gtoguy@verizon.net, or see me at a meeting.

(Continued from page 1)

and independence it represents, mean to me," Schmidt said in the release. 📧

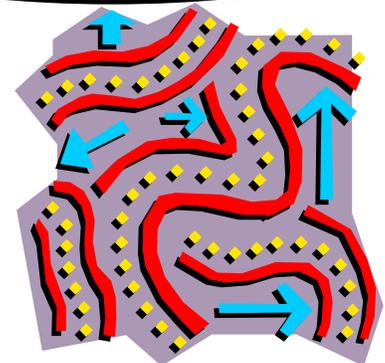


We're on the web!
<http://www.mamasboyz.org/>

Directions

From the Baltimore Beltway (RT 695): Take Exit 7, Route 295 (Baltimore-Washington Parkway) south towards Washington approx. 18 miles to Route 193 (Greenbelt Road), and exit. When on the off-ramp, stay to the right and merge right onto Southway (see below).

From the Washington Beltway (RT 495/95): Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (Greenbelt Road). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (at the light) onto Southway (read on!)



Once on Southway: Go straight to the second (2nd) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 📧

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