



# MAMA Sez!

Volume 30, Issue 10

June, 2018

"Serving Delmarva Car Modelers for over 25 Years"



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

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## 2018 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

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

## Car Shows Are in Full Swing!

As you should all be well aware, there was no meeting last month due to our NNL show held on the 12th. **Did anyone show up for the meeting? If so, didja miss it?!** If everything works as hoped, then we should have show news inside.

This month, we have dueling reviews. First off is **Rich Wilson**, looking at still more Masterbox

figures, this time in their **"Hitchers" series**. Next up is **Lyle Willits**, with a review of a subject he was unaware of until he found it at NNL East. **Double Bonus. Thanks!**

There was obviously no Poncho Perfection Parade, since there was no meeting. We do have a review of a new Firebird book in its place!

Meantime, no news

yet on the "new" Revell.

No meeting, there was obviously no raffle. **No raffle—no donors!**

Thanks to everyone who has contributed to the newsletter, thereby making my job easier! 🐯



## Condolences

**Tom "The Mongoose" McEwen**, who was voted No. 16 on the NHRA's Top 50 Drivers list in '01, died on June 10th. He was 81.

Nicknamed **The Mongoose** in '64, as part of a campaign to reel rival **Don "The Snake" Prudhomme** into a high-exposure match race, McEwen won five NHRA national events during his 35-plus-year career that included time in funny cars and top fuel

dragsters.

Always the promoter, McEwen earned a reputation for being one of the sport's most colorful figures.

Through his long association with Prudhomme, a friendship that survived their racing careers and sometimes bitter rivalry, McEwen helped blaze the trail toward the sponsored drag racing team. Their Mattel sponsorship, which gave way to **"Snake" and "Mongoose" Hot Wheels toys**, and backing from big names like Co-

ca-Cola and Carefree sugarless gum were of major significance, but McEwen was a drag racer first.

The Mattel deal ran from 1970-72, and in '73, Wildlife Racing secured Carefree sugarless gum as a sponsor. McEwen and Prudhomme dissolved their corporation at the end of the '73 season, but it was a very lucrative partnership. They didn't perform badly on the race-track, either.

In '72, McEwen won

(Continued on page 8)

# The Presidential Brief?



The 2018 Edition of the Mid-Atlantic NNL is over.

Several of us have already begun reviewing what worked well and what didn't and are discussing changes for next year's show.

I want to take moment to recognize the hard work performed by the following club members and thank them profusely for their tireless efforts to make the show happen:

## Admissions Desk:

- Ed Brown
- Matt Guilfoyle
- Mike Costic

## Vote Tabulations:

- Walt Rook
- Lyle Willits
- Bob "Uncle Bobby" Doeblly
- Tommy Kortman
- Chazz Klanian

## Make and Take:

- Mike Costic

## Raffle Sales and Operation:

- Lyle Willits
- Lee Willits
- Mike Costic

## Award Presentation:

- Lyle Willits
- Tim Sickle

**Assorted Tasks** (*Chair setup, Gofer Winner Photos, small errands/messaging*):

- Nick Sickle

## Planning and Pre-Show activities:

- Matt Guilfoyle
- Lyle Willits
- Tim Sickle

## Display Table Prep and Teardown:

- Lyle Willits
- Ed Brown
- Tim Sickle

## Vendor Space Prep:

- Matt Guilfoyle

If I missed any one, I sincerely apologize. There was so much going on at the same time all day long that I'm certain to have missed some of it.

Did you notice some of the same names again and again in that list above? I sure did. It really emphasizes the fact that we need more MAMA members to volunteer to take over some of the tasks for next year's show. At the June meeting the club officers will be discussing how to run the show next year and part of that discussing will be identifying all the jobs we need members to take on. After we have that list, I'll be asking you to volunteer. Please start thinking now about being part of making our show happen next year. 🚗



## Master box “Hitchers” Erica, Kery & Kate

Wow, I have never seen hitchers that looked like this on the road. But then would I (*we*) pay any attention if they didn't? Yeah well; this is the latest series called the -. There are three sets of guys, truck drivers I guess (*Doh!*), a girl sleeping on a back seat and a young girl sitting with her terrier dog. This kit is a real deal since we get two for the price of one. One seems to be a black girl, but both are very attractive. I find the big suit case a little cumbersome for hitch hiking. Two standing truckers are available at the moment. The other three figures haven't arrived yet, but should

soon.

They are broken down in a similar way as previous MB figures. Both are cast bald so it's possible that maybe the hair could be put on either girl. The instructions advise that the hand of the white girl can be cut off and repositioned; like we didn't know that. If you haven't tried one of these yet, you should, and the price has come down considerably. They make a great break from what you've been building and the more you try the better you'll get.

“Kate-I'll be right there”

Kate is another figure, quite attractive, and 13 pieces in total.

She's posed talking into a cell phone which is cast into her hand so that you see only the back of it. Her purse is a separate item. If you look closely at the box art you can see considerable cleavage, but it's not cast that way on the plastic. I suggest using a Dremel tool or other carving tools to correct this egregious mistake. And besides, **IT'S FUN**. Her hair is made up of three separate pieces, and her upper torso is four, split right down her breasts. I suggest using “Plastistruct Bondene” glue on this and all the other figures. It's the same type of glue as the Tenax

(Continued on page 10)

## Resin Review

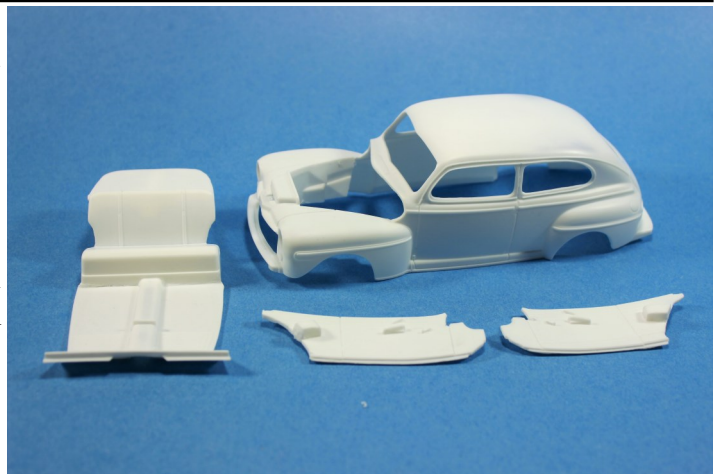
### *Morgan Automotive Detail*

#### *1948 Ford Tudor Sedan, \$40.00*

At NNL East, I had a little time to quickly cruise through the two large vendor rooms and a couple items on the *Morgan Automotive Detail* table caught my eye. In particular, I liked the 1948 Ford Tudor Sedan, which I had not previously seen from any vendor or on any contest table. Although I have resin going back to the early 1990s that remain, so far, unbuilt, I decided that I had to have this kit.

The kit consists of the body, the interior floor pan with integral rear seat and package shelf, and two interior side panels. A Revell

'48 Ford kit, either coupe or convertible, provides everything else needed. (NOTE: the Revell CUSTOM '48 Ford does not contain a stock hood). The resin kit is cast in an egg shell white resin and is smooth and crisp. There was almost no clean up necessary on my sample as flash is almost nonexistent. The Revell plastic hood fits the body perfectly. In an otherwise very well casted kit, the trunk lid scribing was very light and disappeared in a couple places. I spent about five minutes rescribing the trunk lid with the



back of a # 11 blade. A quick mock up of the resin and plastic kit pieces proved that everything fit very nicely and I didn't see any need to modify anything.

Overall, this is a very nice product, giving the builder an alternative body style for the Revell donor kit.

by: Lyle



# MAMA NNL!

What follows is a capsule of our latest show.

## Sponsors

- Bradley's Model Car Collectibles
- Central PA Model Car Club
- Chris Whalley
- Dave Toups
- Historic Racing Miniatures
- Leroy Hartley
- Lyle Willits
- Replicas & Miniatures Company of MD
- Richmond IPMS
- Scaleworld.net
- Tri-State Model Car Club

## Winners

(Class, Sponsor, Winner)

- **Competition**—Joel Chevery award, Historic Racing Miniatures: Hunter Selby, '52 Com-

petition Beetle

- **Curbside**—IPMS Richmond: George Honeycutt, '56 Foose Ford pickup
- **Custom**—Leroy Hartley: Ron Leedy, '56 Ford Victoria
- **Replica Stock**—Harry Charon award, Lyle Willits: Ron Palmer, '69 GTX
- **Street Machine**—Dave Toups: Jack Bouman, '66 Chevelle
- **Street Rod**—John Kester award, CPMCC: Del Paone, '41 Willys
- **Truck/Lt. Commercial**—Arthur Henriques award, Historic Racing Miniatures: Hunter Selby, '48 Bedford Commercial
- **Tuner**—Scaleworld.net: Jorge Ramos, '93 Mazda RX7
- **CPMCC Gary Burkey Memorial award**—Barry Fadden, '27 Ford Touring

- **People's Choice Vintage SUV**, Chris Whalley: Jeff Herman, '78 IH Scout II
- **People's Choice, 6-cylinders**, Bradley's Model Car Collectibles: Vince LoBosco, '61 Aston Martin Zagato
- **People's Choice—Junior**: Mandy Wheeler, '13 Dodge Challenger
- **People's Choice—Adult**: Hunter Selby, '52 Competition Beetle

I too, want to take this chance to thank everyone who selflessly volunteered their time working at our annual get-together.

Themes were announced for the 2018 edition—*"Race of Gentlemen" Cars*, and *Rally cars*. We hope to clarify the "ROG" rules between now and then, between the flyer, newsletter and website (with Lyle Willits' kind assistance!). So, let's get busy! 🚗





# MAMA NNL!



Still MORE pix from the MAMA NNL





A '19 Chevy Corvette ZR1 pace car crash led to a 27-minute delay of the 2018 Detroit Grand Prix on Belle Isle. 'GMC' exec VeePee of global product development Mark Reuss was behind the wheel. Both the driver and passenger Mark Sand, an IndyCar official, were unharmed and exited the vehicle after the incident.

"We are thankful that there were no serious injuries. Both the pace car driver and the series official were taken to the infield care center, where they were checked, cleared and released," according to a statement from 'GMC'. "It is unfortunate that this incident happened. Many factors contributed, including weather and track conditions. The car's safety systems performed as expected."

Will Power, winner of this year's Indy 500, said after the race, "I felt really bad for whoever was in the pace car. It's very easy to do, and the traction control must have been turned off. Wasn't really his fault."

A backup was brought out, driven by IndyCar veteran Oriol Servià.

Ryan Hunter-Reay won the race.

And while on the subject of Chevy's "Plastic Fantastic," here's trouble with the next-gen car?!

Prototypes aren't production ready for a reason: they have quirks, issues and qualms that engineers sort out ahead of full-scale production. The mid-engine C8 Corvette isn't safe from such is-

sues.

Photos of a C8 prototype surfaced on *Corvette Forum* recently, which show the car completely covered up at a gas station. But, as readers scroll through the thread, it's clear something went wrong with the car. Engineers and a support team showed up soon enough and kept it covered as much as possible while, we assume, attempting to diagnose the issue at hand.

Strangely enough, the group pops the front hood compartment, which leads us to believe this could just be a dead battery. If so, the battery may be housed up front, or at a minimum, jumper leads reside there. The support crew appeared to try and jump the C8 at

one point as well.

Ultimately, things didn't work out and a tow truck was called, as the photos depict. Again, another interesting bit: the mid-engine Corvette re-

## GOVERNMENT MOTORS

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ceives a rear tow with the front wheels rolling on the ground. We can assume this particular variant is rear-wheel drive. The latest rumor suggests an electrified C8 hybrid model will eventually join the ranks with an all-wheel-drive system and around 1,000 horsepower.

*And the beat(down) goes on.*



## This n That

**“Yenko” Vette?!** The Yenke name carries a lot of weight with it, but is it enough to call for *half-a-million dollars*? One dealership thinks so. [Jalopnik](#) located and spoke to personnel at the dealership selling a **‘17 Yenke C7 Corvette Grand Sport**, and apparently, staff thought the price was a typo. Better yet, the dealer was originally going to list it for **\$750,000**. To remind everyone, the ‘17 Corvette Grand Sport started at \$66,000, and according to the report, the Yenke mods total an extra \$51,185. That’s still a far cry away from this enormous markup. There may be more of an explanation for the sky-high price. The car is a consignment, which means the owner and dealership will work together to sell it. It also means the owner has a lot of say in what the car’s asking price sits at...**FCA, ‘GMC’ “Found on Road Dead?!** First, Fiat-Chrysler Automobiles made a splash when it axed the **Chrysler 200** and **Dodge Dart**. Ford made a cannonball announcement when the automaker said it will **kill off all passenger cars in North America, save for the Mustang**. ‘GMC’? Its sedans are sticking around, but perhaps not for the long-haul. Morgan Stanley analyst Adam Jonas told **Bloomberg** in a recent report that the automaker will surely follow Ford and FCA. “We think that ‘GMC’ is going to follow” Fiat Chrysler and Ford, he said. Thus far, ‘GMC’ has not made any explosive announcements surrounding its sedan lineup. Instead, CEO Mary Barra

called the segment “significant” and told reporters ‘GMC’ will make decisions more carefully when investing in its passenger car lineup. Her comments didn’t come as exactly a vote of confidence. Reports from last summer claimed ‘GMC’ has **internally researched killing off numerous sedans from its brands**. They included the **Volt, Impala, LaCrosse** and **CT6**. They have not confirmed any of the nameplates’ deaths. The **Sonic** is reportedly nearing its end, but the small car will stick around for the 2019 model year...**Fiats NOT Made in Italy?!** Oh, were you European-types thinking that your base-model Fiat Punto was a fine Italian thoroughbred worthy of parking alongside Ferraris, Lamborghinis and other upscale marques made on European’s fancy-boot? Live it up now, because that’s all about to change. Excuse me while I raise a pinky finger before going further in on this story. Fiat Chrysler has determined that their mass-market offerings are no longer worthy of being made in Italy, reports Bloomberg: The CEO is preparing to unveil on June 1st a sweeping transformation of production in Italy that will see the company abandon the manufacture of the budget Punto and Mito cars in favor of upscale models, according to people familiar with the plan. A historic plant in Turin and another near



Naples will be retooled to produce new **Maseratis** and **Jeep SUVs**, while **Panda** output will be **moved to Poland**, said the people, who asked not to be named because the project isn’t public. The company’s historic plants in Italy proper will pivot towards pumping out Alfa Romeos, Jeeps and Maseratis, while the budget-oriented Panda will be moved to Poland. The Punto and Mito models will be dropped in the move, which is also influenced by the need to drop diesel cars in favor of hybrids and electrics. This move follows a similar one undertaken by FCA in America, wherein they dropped their smaller Chrysler 200 and Dodge Dart sedans in favor of building more Jeep and Ram trucks in those factories’ space. FCA CEO Sergio Marchionne has said time and time again that the people want more Jeeps, and he’s going to give us just that—even in Europe (*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!*) 🍷



## Hot (contd)

(Continued from page 1)

his first major event when he overwhelmed the Top Fuel field at the Bakersfield March Meet. A year later, he scored his first NHRA national event victory by outlasting the quickest Funny Car field in history at the SuperNationals at California's Ontario Motor Speedway.

"I was the (BSer) and Prudhomme was the racer," said McEwen. "I'd set up the deals, then we'd go out to the track, and he'd usually beat me. There were times when he was beating me so regularly that the only way I could have beaten him was if he got lost on the way to the track and I got to single."

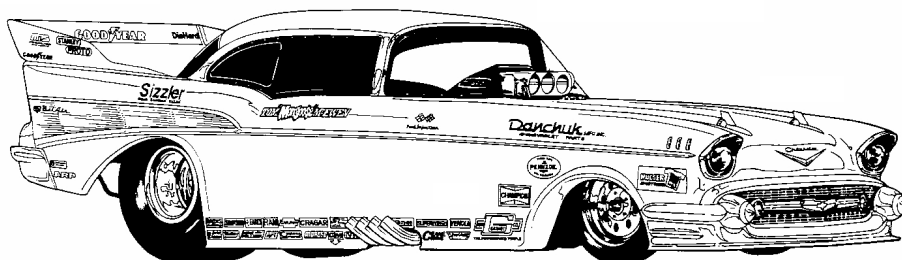
"We were a good team; we complemented each other. Don was the serious guy, spent a lot of time with his car, and I was more like the wrestlers today, saying how bad I was going to beat him to build interest in the deal."

McEwen went on to win four more national events, including his dramatic US Nationals funny car victory over Prudhomme in '78, following the death just a few days earlier of his son, Jamie. He also won the prestigious Big Bud

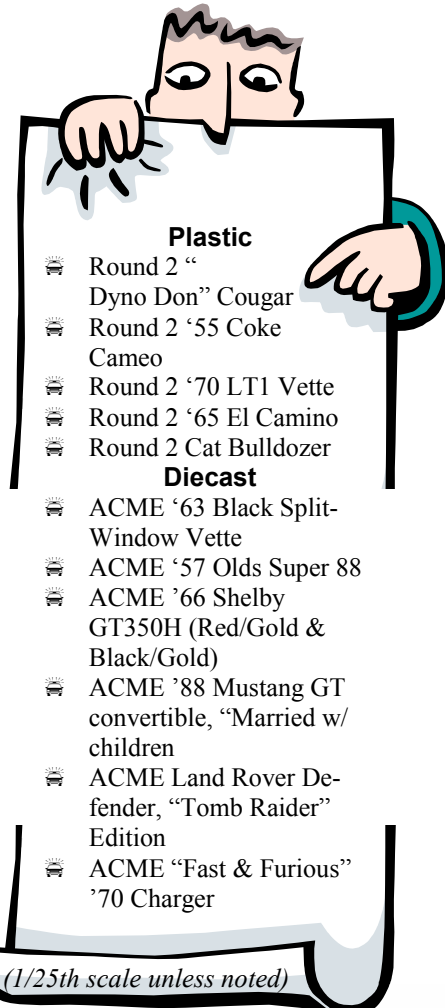
Shootout in '84 and won top fuel at the '91 Summernationals to become one of a short list of drivers to have won in both nitro classes.

McEwen, a member of the *International Drag Racing Hall of Fame*, the *Motorsports Hall of Fame of America* and many more, remained popular even in retirement, attending car shows and doing promotional work for a long line of admirers, and was a semi-regular presence at recent races. This year, he had a big hand in helping put together the NHRA Legends Tour and had already made appearances in Las Vegas and Houston as part of the program.

*Godspeed, Tom.* 🚗



## Ron's Rant



### Plastic

- Round 2 "Dyno Don" Cougar
- Round 2 '55 Coke Cameo
- Round 2 '70 LT1 Vette
- Round 2 '65 El Camino
- Round 2 Cat Bulldozer

### Diecast

- ACME '63 Black Split-Window Vette
- ACME '57 Olds Super 88
- ACME '66 Shelby GT350H (Red/Gold & Black/Gold)
- ACME '88 Mustang GT convertible, "Married w/ children"
- ACME Land Rover Defender, "Tomb Raider" Edition
- ACME "Fast & Furious" '70 Charger

(1/25th scale unless noted)



### June

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

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

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

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

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





# Poncho Publication Review



Here we have a new 223 page, softbound reference guide on the second-gen Firebird and Trans Am, one of GM's longest running, most popular body styles.

It is written by *fellow Poncho Perfection columnist Rocky Rotella*, and is published by Car-Tech (838 Lake Street South, Forest Lake, MN 55025, 800-551-4754, [www.carttechbooks.com](http://www.carttechbooks.com)). Retail is \$34.95.

Rocky is a gearhead, having owned and modified his share of Pontiacs, including a '76 455HO Trans Am. He also has edited two books on building and rebuilding Pontiac engines, in addition to scores of articles for Pontiac publications.

It is well-rounded, broken down by chapter a few years at a time, in order to focus on the sometimes subtle differences between years. He has also included an entirely separate chapter devoted to the SD455—a brute of an engine when it was introduced.

He has managed to include references to Firebird race cars, such as Milt Schornack's ROYAL Firebird Formula, as well as Firebirds in movies and TV

One of the things I enjoy in any publication is styling exercises and the design steps leading up to the final production models, and Rocky has “scratched that

itch” for me too.

An interesting story (at least for me!) was when the '70 Trans Am was being designed, it actually benefitted aerodynamically from wind tunnel testing data performed by Chevy on their new Camaro. When they decided not to use it, it fell into Pontiac's hands. They took **FULL** advantage when they designed their spoiler package for the T/A, down to the rear spoiler. An alternate spoiler designed by Pontiac became available on the Z28! And there's even inside dope on creation of the shaker hood scoop!

To top things off, Rocky has numerous tables of data tracking such things as interior/exterior colors, vinyl top colors, option codes and totals, and, finally, production totals.

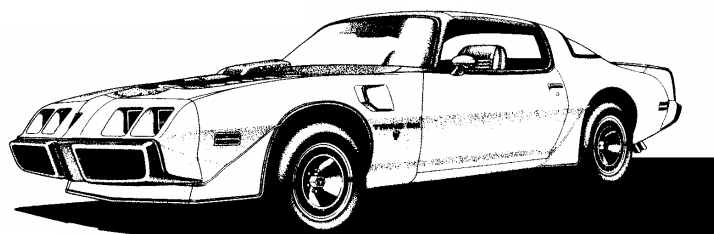
Having owned not one but **TWO** Trans Ams—a '75 and a 50th Anniversary '76, I can categorically

*“From the beginning, those of us who worked on this car tried with all our might to create a great American GT car.”*

*-Bill Porter, Chief Designer,  
Pontiac Studio*

state that they were likely the best cars I ever owned!

At this point in time, I have merely scratched the surface, but am thoroughly enjoying learning something new every time I turn the page! **Great job, Rocky!** 🚗



## The Definitive FIREBIRD & TRANS AM GUIDE 1970½–1981

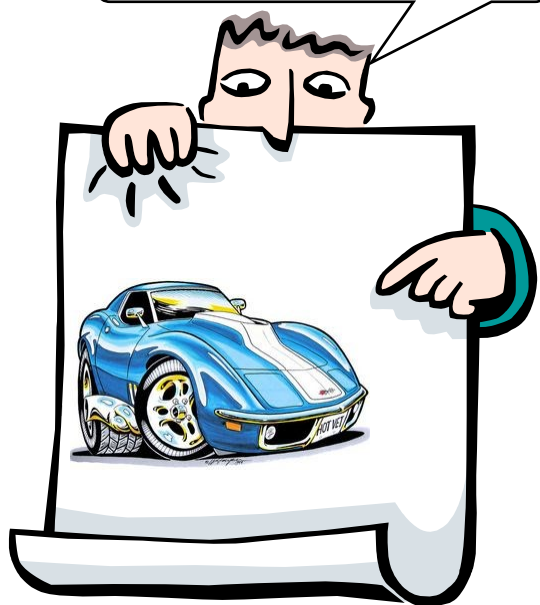


**Detailed  
FACTS, FIGURES  
& FEATURES of  
Pontiac's Legendary  
Firebirds & Trans Ams**

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Email: [gtoguy@verizon.net](mailto:gtoguy@verizon.net)

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## 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:** I'm on the hunt for 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!*



## Box (contd)

(Continued from page 3)

7r which is no longer available. If your hobby store doesn't have it on his shelf ask him to special order it for you. It costs under \$5 and is large (*bigger than the Tenax bottle*) enough to last a long time. It will melt (*slightly*) the plastic together so that filler putty won't be needed.



by: Rich Wilson 🐕



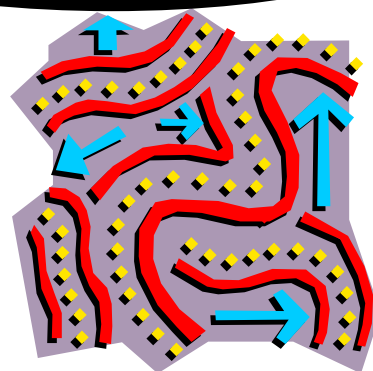
Were on the web!

<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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