



MAMA Sez!

Volume 31, Issue 2

October, 2018

"Serving Delmarva Car Modelers for **30 YEARS!**"



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

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2018 Meeting Schedule

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

- ☞ January 20th
- ☞ February 17th
- ☞ March 17th
- ☞ April 28th
- ☞ May **NONE (!)**
- ☞ June 16th
- ☞ July 21st
- ☞ August 18th
- ☞ September 15th
- ☞ October 20th
- ☞ November 17th
- ☞ December 15th (10 - 3!)

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

Happy Anniversary MAMA!

Was that a *great meeting* or what?! It was fantastic to see all of the old models **AND** their builders. It was great to be able to reminisce with club members that we had not seen for quite a good while too (Ryc Martin, Gary McNutt, Chad Shapiro and Jim McGuinness, to name a few!).

Thanks to **Tim/Dawn**

Powers for the awesome cake, **Matt Guilfoyle** for the pizza, and numerous MAMA members who brought in food or party items! Thanks also go out to the club's "*founding father*" **Norman Veber** for his "**Guitar Giveaway**"!

The raffle raised **\$117.00**, while the door kicked in **\$162.00**. Made the rent and then some—

Thanks!

Thanks also to the following raffle donors: **Debbie Brown** (in memory of Mike Brown), **Bill Blair, Brad, Steve M. Buter, Michael J Costic, Jim McGuinness, Rex Turner, Howard Weinstein, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.** Thanks guys—we 'preciate it! 🍷

The Presidential Brief?

Well here we are, after 30 years together as a club and as a bunch of friends. Speaking of friends, we were very happy to have some friends whom we hadn't seen in a long time help us celebrate our milestone at the September meeting. Friends like Jim McGuinness who trekked northward, and Ryc Martin who came decked out in his NOVA Scale T-shirt. Gary McNutt whose career drove him

out to Ohio many years ago celebrated with us in Greenbelt (we hear you're living near Quantico in Virginia now Gary, so we'll expect to see you each month now!). Another surprise visit came from Chad Shapiro, who glided (silently) into the parking lot in his Tesla.

Throughout the meeting there were lots of reminiscing conversations going on. Many of us old-timers really en-

joyed looking back at the first meeting and the whole first year or two. Members who joined up in later years got glimpses of what went on before there even was a MAMA.

In January of 1988, our founder to be, Norman Veber, conducted a model car contest at the International Auto Show held in the Baltimore Convention Center. An important part of Norman's work that weekend was collecting contact

(Continued on page 2)

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Prez (cont'd)

(Continued from page 1)

information from model car builders who might be interested in coming together and forming a club. Enough of us signed up to confirm that the interest was there.

Over the next few months he put in the work to arrange for a place where we could initially gather and spent his own funds to secure it and mail each prospective club member to tell us that the first meeting would take place on September 17th at the Catonsville Community College from 1—4 pm. Little did he know that selecting the third Saturday would set a precedent that we carry on to this day—meeting every third Saturday, well most months, anyway.

We all had a lot of fun at that first meeting, getting to know each other, seeing all the models, and learning how the builders did the things they did to build them. We got organized pretty quickly, too. We started discussing the need to adopt a name and logo right away. In the absence of an official name, we temporarily referred to ourselves as the Baltimore Area Car Modelers. We also instituted our “No Dues” approach to operating the club that first day, opting instead to hold a small raffle each month. This financial plan is still working for us thirty years later.

At the second meeting in October 1988 we randomly hollered out club name suggestions while Norman frantically scrawled them on the chalkboard. After taking a popular vote, we had our name. Unfortunately we didn't note the

name of whom—ever it was that suggested Maryland Automotive Modelers Association, but the acronym, MAMA was appealing and we found it humorous to refer to ourselves as *MAMAs boyz*. We also elected our first set of club officers at that second meeting. Our founder, Norman Veber became our first president—he was the only one who had any idea what we were doing. Larry Boothe was selected as our vice-president, proving that we *REAL-LY* had no idea what we were doing. Harold Bradford became our first treasurer, showing that we at least had some sense. And Tim Sickles was sentenced to be our life-long secretary and permanent newsletter editor (*Ed. Note: with NO possibility of parole ☺!*).

By March of 1989, we'd held a show and a contest. The show was actually our March meeting which we held in a vacant store space at the Severna Park Mall. We set up a few tables and invited the shopping public to view and learn about our models and club. The contest was held in conjunction with the World of Wheels car show at the Baltimore Convention Center. That contest was a lot of fun, not just for the contest itself and the people we met, but for the fact that a small group of us got to



spend the night in the convention center show hall with all the car show vehicles. We picked up a number of new members as a result of these very public-facing events and several of them are still in the club.

A few of us were trying to recollect who it was that drew the lead sled Merc artwork for our club logo. The general recollection was that Dave Roehrle was the artist. The logo first appeared on our April 1989 newsletter (*Vol. 1, No. 1*) masthead appearing just as it does today. Speaking of the newsletter, Tim Sickles gave us our first full-color edition in 1993 to celebrate our 5th anniversary.

Let's all give a big shout out to our current Treasurer, Matt Guilfoyle, for ordering and distributing our fancy new 30th Anniversary club shirts! Also for arranging the pizza-fest that we enjoyed at our September meeting. **THANKS MATT!**

by: Tim Powers 🍷

Moebius '70 Ford F-100 Custom Cab 4x4

Somehow the box art looks very familiar, like from some Ford literature. So far, I've built two of these Ford pick up kits. As I said in the past, the instructions need improvement for those with less experience. The most difficult part is the windshield. Don't use glue; you won't need it. The previous versions, we've gotten had the 289/302 small block engine. This kit gives us the 360/390 engine. And by doing various years we've gotten the different grilles which we could swap around to the other kits.

Engine: I count 25 pieces plus two more for the manual transmission which seems to be a three-speed. But being a separate piece, it could be swapped to a beefier four-speed or a C-6 automatic although, as of 1970 an automatic transmission was not available from the factory. The sides of the block are smooth rather than rough like sand casting. If you're building it stock, the chrome on the valve covers will need to be stripped or replaced with UN-chromed covers. I would expect a truck like this would have power steering, but there is none in the kit.

Chassis: This kit has the longer chassis (8' bed) though it has the front drive axle. Since all these kits are based on the same truck this drive axle should be swappable with the other kits. It's a 12-piece assembly that doesn't have a steering box or the pieces needed to connect it to the tie rod. But it

does have a Panhard bar and coil springs. The kit provides the 4wd "K" member as a separate piece so swapping is a cinch. I like the one-piece exhaust system though it is a little tricky to install. A dual exhaust system is in the Sport Custom kit, but will need some modification to fit the different engine. Judging by the box art pic, you'd think the suspension is rigged to sit extra high, but that's not the case. The rear suspension has the same pieces as in the previous versions and as such will sit at the same height. But that doesn't mean the builder couldn't jack it up higher with other parts. There are no brake drums or discs, just backing plates.

Wheels/Tires: The tires are the same as those in previous versions and are very nice, not much for off road use. The only wheels in the kit are the steelies from before and the center is still inverted. We get six chromed hub caps that appear to be correct in size and shape. Four of the caps are for two-wheel drive trucks while the last two have the center opened for the 4wd hub.

Interior: There's a total of 14-pieces with great raised upholstery detailing. If you're swapping parts between kits, don't lose sight of the fact that the upholstery patterns are year-specific. Four pedals hang from the dash, and there are two shifters. Stupid me, when I was first perusing the parts I noticed the second shifter and wondered "why two." So I looked at

the instructions and realized the shorter one was for the 4wd box—**DOH!** But don't forget to trim off the automatic shifter on the steering column. There is a gauge decal included that would be impossible to reproduce with paint and brush.

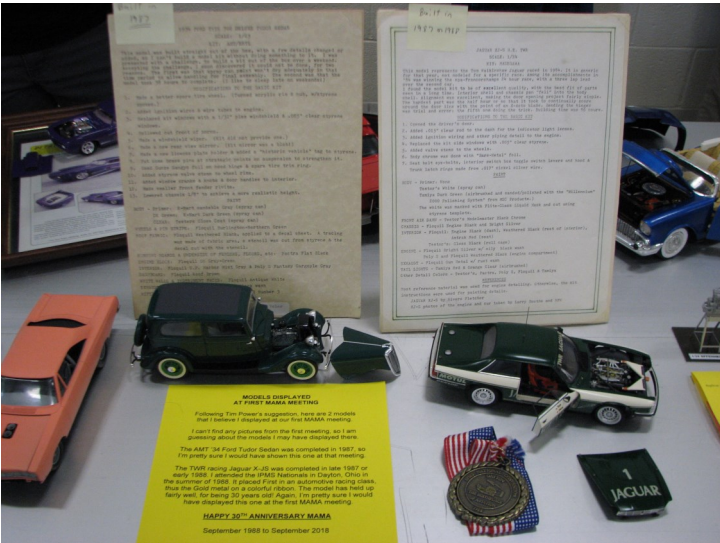
Body/glass: Obviously the glass is unchanged from the other kits, but Moebius needs to explain better how to install the windshield. I know I mentioned it before, but **don't** try to install it until your final assembly. Because once it's in that's it, it won't come out in one piece. It doesn't need glue at any point. You may want to explore how it goes in, but **don't** snap it in. If I remember right, it goes in from the inside then slide it onto either "A" pillar then carefully snap it in to the other pillar. The cab is unchanged from earlier issues as is the bed, other than being 8' in length. The grille is very well done and already "opened" for us. The bumpers are chromed and there is an unpainted step bumper, but it has no "diamond" tread plating. There are a pair of West Coast mirrors included.

Decals: They're slightly different from before with a couple of business-related decals. The multiple choices for the tailgate are still included as well as engine ID's for the air cleaner.

It's a great kit and with the front drive axle assembly, it's even better.

by: Rich Wilson 🍷

Meeting Pix!



Pix (cont'd)



MALLOVEEN



'GMC' has issued a massive recall affecting **over 1 million light-duty pickup trucks and SUVs**. They filed the safety recall notice with the National Highway Transportation Safety Administration (NHTSA) on September 7th.

In total, **1,015,918 vehicles** could be affected by defective electric power steering. Should it fail, the vehicle will suddenly revert to manual steering, which increases the risk of a crash. Affected models include the **2015 Silverado, Tahoe, Suburban, Sierra, Yukon, and Escalade**.

Breaking down the affected models, the 'GMC' recall says the following number of models are affected: **450,711 Silverados, 109,151 Yukons, 186,083 Sierras, 45,270 Escalades, 79,505 Suburbans** and **145,198 Tahoes**.

The 'GMC' recall states, "Manufacturing records were used to identify vehicles with the defective EPS assist. Recalled products do not contain the updated software that mitigates the effect of the condition." The loss of power steering will typically occur during low-speed maneuvers within a one-second period due to a software and electrical issue. 'GMC' said events, such as low-speed maneuvers, create low-voltage conditions.

'GMC' first opened an investigation into the defect this past June based on an increased level

of customer complaints.

'GMC' then qualified the issue during testing in August at its Milford Proving Grounds before issuing the safety recall.

To remedy the problem, 'GMC' will instruct dealerships to re-flash the EPS module software. This will allow for reduced amperage levels to ensure the EPS does not shut off during low-voltage situations. The automaker said it planned to notify dealers of the recall on September 7th but did not provide a date for when it will begin notifying affected customers.

Since the **sixth-gen Camaro** debuted, it has failed to capture the same audience the fifth-gen model did for five straight years. It outsold the Mustang and Challenger from 2010-14, but today, Mustang is top dog.

That's something Camaro chief engineer Al Oppenheiser wants to change. He told *Automotive News* the **Mustang has "been eating our lunch."** This year, the Camaro sits in **third place**, behind even the Challenger in the sales race.

"The low (transaction prices) of a four-cylinder...that's where the bulk of sales are and that's where our pricing strategy needed improvement. We plan to

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go head to head—and win," he said.

Part of the plan is a refreshed '19 Camaro with a new face and a Turbo 1LE model. The 1LE gains track-focused equipment from the previously offered V6 1LE. Performance and other cosmetic enhancements include suspension and chassis tweaks courtesy of the V6 1LE, 20-inch wheels, a suede steering wheel and optional Recaro seats. A six-speed manual handles shifting duties.

Under the hood sits a familiar 2.0-liter turbo'ed four-cylinder producing 275 hp. Chevy hopes it will appeal to those shopping hot hatches like the **Civic Type R** and even the **Kia Stinger...not!**

Chevy also slashed pricing at the bottom of the spectrum for a 1LS by \$1,000 to start at \$25,995

(Continued on page 12)



GMC Recall Ticker

of Recalls
152 (!)

of Vehicles Affected
38,039,579

This n That

Ford Has “Recall Envy?!” Ford is recalling *nearly 2 million F-150s* due to a problem with seatbelt pretensioners that could result in smoke, and possibly even a fire inside the vehicle. The F-150 is part of Ford’s broader F-Series line-up of full-size trucks that collectively make up the best-selling vehicle in the US, with demand growing sharply over the last several years. The problem involves a device known as a pretensioner. It uses a small, pyrotechnic charge, much like those found in airbags. But, in this case, they are designed to cinch a passenger’s seatbelt tight when a crash is detected in order to reduce the risk of injuries or death. Unfortunately, according to Ford, the seatbelt pretensioner system used on some F-150 models “can generate excessive sparks when they deploy.” Complicating matters, gases created by the pretensioner “may ignite,” Ford said in a statement, adding that “If this gas ignites, components behind the B-pillar, such as insulation and carpet may subsequently catch fire.” Ford says it is aware of 17 reports of smoke or fire in F-150s sold in the US, and another six involving trucks sold in Canada. It also noted that it did not know of any accidents or injuries caused by the defect. The vehicles involved in the recall include those 2015-18 pickups produced at Ford’s Dearborn truck plant between March 12, 2014 and August 23, 2018, as well as those assembled at a plant in Kansas City between August 20, 2014 through August 23, 2018. Ford will send

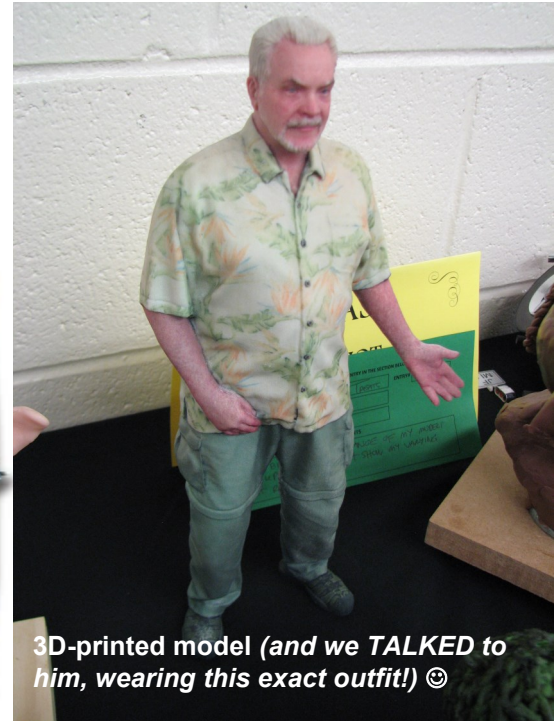
out a recall notice to owners in the coming weeks and will make repairs at no charge. In a federal regulatory filing, it estimated the service campaign will cost it about \$140 million. The F-Series has not only been the best-selling truck in the US for the past three decades, but most popular vehicle overall. Demand totaled 896,764 last year, with *Ford selling one pickup, on average, every 30 seconds*. The trucks also comprise Ford’s most profitable product line, according to company data...**Ford Car Ads Dead, Cars to Follow!** Ford will kill its entire lineup of passenger cars in North America, but ahead of each model’s death, Ford has officially ended national advertising campaigns. *Automotive News* reported national ads have ceased for the **Ford Taurus, Fusion, Focus, and Fiesta**. They will die off in 2019, while the Fusion hangs around for a few more years. Ford’s VP of US marketing, sales, and service, said the marketing funds will be funneled to support Ford’s lineup of crossovers and SUVs, such as the new EcoSport, and Mustang. The Blue Oval was prepared to export the Focus Active model from China to the US to carry on the Focus nameplate in country, but ultimately killed the car as both countries escalate their trade war. Ford said it would not entertain the option of building the car in the US. As Ford waves goodbye to its passenger car portfolio, Chevy can certainly take advantage. The brand has gone on record to declare it has

no plans to scale back its passenger car portfolio in a way similar to Ford, though the Sonic is reportedly on the chopping block. Chevy’s marketing director for cars and crossovers said the brand plans to invest in every segment from sub-compact to full-size, which appeared to breathe life into the Impala. ‘GMC’ CEO Mary Barra also backed up this position on sedans and passenger cars earlier this year. However, she also backtracked a bit when she said, “we need to deploy little-to-no capital as we move forward”...**Hot Wheels Stamps, at a Post Office Near You!** In celebration of *Hot Wheels’ 50th anniversary*, the US Postal Service will issue 20 Forever stamps showcasing some of the most outrageous car designs from Hot Wheels. The miniature Hot Wheels depicted are (top row left to right): **Purple Passion** (1990), **Rocket-Bye-Baby** (1971), **Rigor Motor** (1994), **Rodger Dodger** (1974), **Mach Speeder** (2018). Bottom row (left to right): the **Twin Mill** (1969), **Bone Shaker** (2006), **HW40** (2008), **Deora II** (2000), and the **Sharkruiser** (1987) (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!) 🍷



It Figures—Figure Display

(NCMSS Show, Sept. 8th, at Thomas Edison High School, in Alexandria, VA) ☺



3D-printed model (and we *TALKED* to him, wearing this exact outfit!) ☺



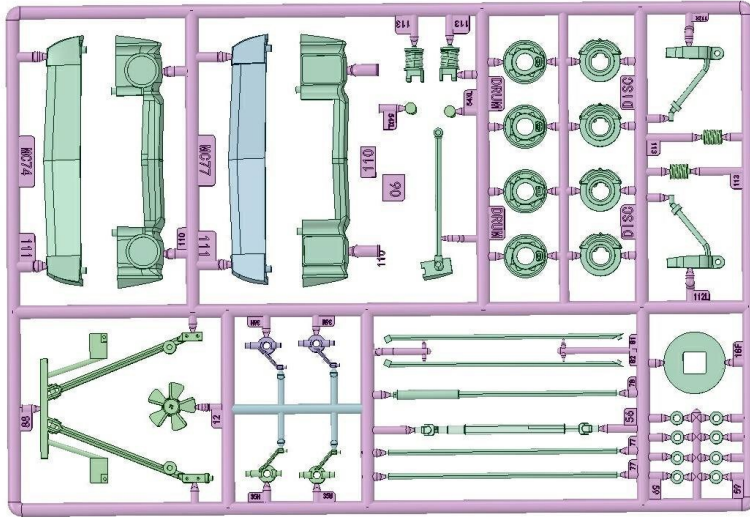
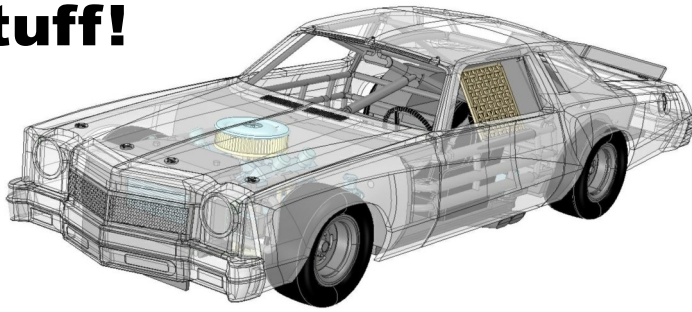
It Figures—MAMA Display



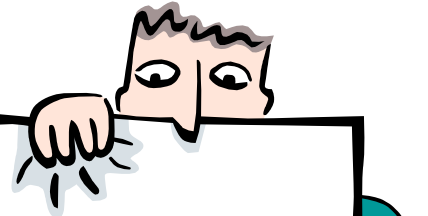
Mike "Make 'N Take" Costic and his latest "victim"! ☺

New Stuff!

Salvinas
JR
Models



Ron's Rant

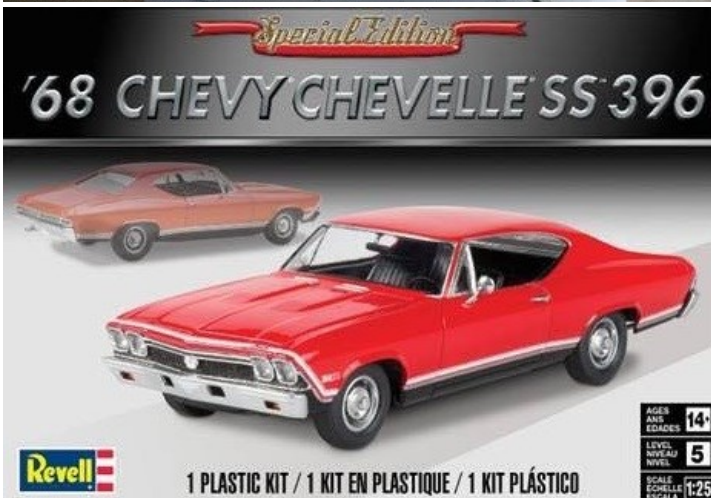


Plastic

- AMT Piranha Drag Team set
- AMT Batmobile w/figure

Diecast

- '18 Tor Red Demon
- '18 Pitch Black Demon (500 pieces)
- Vel's Parnelli Jones Mustang f/c (996 pieces)
- 1970 Swede Savage #42 Cuda
- 1970 "Street" car Cuda (250 pieces)
- '71 Stroppe Baja Bronco
- Bugatti Chiron 42 (1/12th, 500 pieces)
- '70 #42/48 AAR Cuda racers
- '68 Black/Green Shelby GT350Hs



Poncho Perfection Parade!



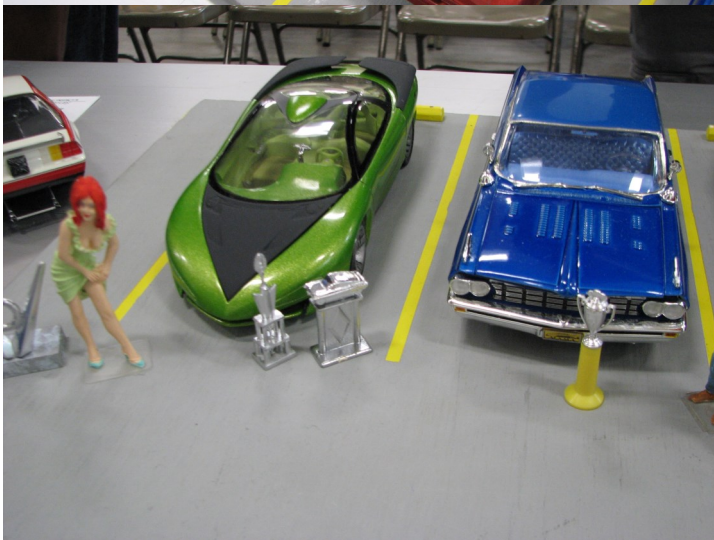
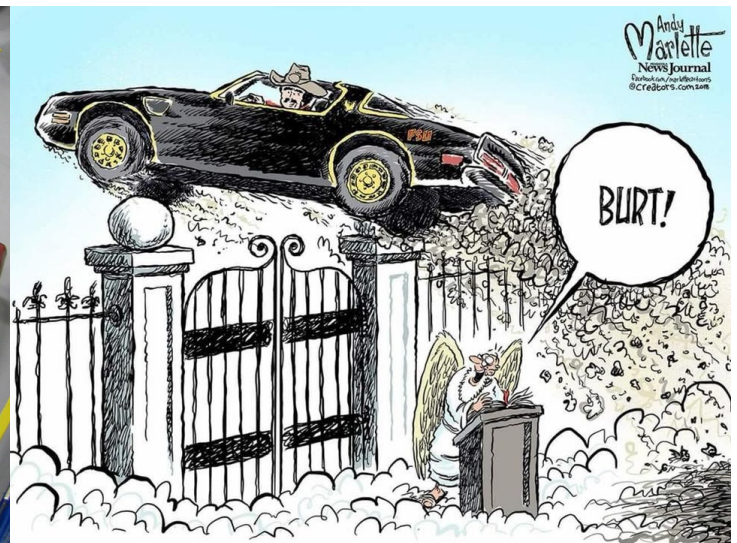
With the exhortation to club members to bring out older models this month, coupled with the untimely passing of *screen icon Burt Reynolds*, the display was loaded up with numerous “antique” Trans Am builds of mine, paying homage to *“The Bandit.” Godspeed, Burt!*

Also heeding the call was *Steve M. Buter*, with his ‘62 Custom Catalina, and his “Green with Envy” Banshee. Thanks, Steve!

So, c’mon—bring ‘em and show em! ‘PoP’ (Pontiacs on Parade!) Sickie signing off for now! And don’t forget—MAMA may not



need all these Ponchos, but I’m diggin ‘em!! 🚗



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MAMAs BoyZ do it in scale!



**MARYLAND AUTOMOTIVE
MODELERS ASSOCIATION**

30th ANNIVERSARY

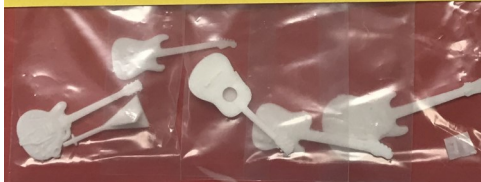
Celebrating 30 years of Friendships, Models,
Club Meeting, Shows, et al.

So.....STRIKE UP THE BAND.....in 1/25 Scale

5 GUITARS

(Just add paint!)

4 of 61



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

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 🚗

Classifieds

WANTED: Unbuilt/rebuildable Ponchos (GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I have a collection to trade from. Want 1/8th scale Monogram '79 T/A and Red Baron, 1/25th scale '81 Firebird (snap), '66 Bonneville (MPC or Hasegawa), '69-'72 Grand Prix, '70-'81 Firebirds, and empty Pontiac kit boxes. Would like to buy or borrow *old model car catalogs*. Contact me at gtoguy@verizon.net, or see me at a meeting. **Thanks!** 🚗



Gov't (cont'd)

(Continued from page 6)

including destination. Similar price cuts are present for the 1LT and 2LT models, though V8-powered Camaros soldier on without price drops. The brand has held steady on higher profit margins for its SS despite lower sales.

Karl Brauer, publisher of *Autotrader* and *Kelley Blue Book*, said the issue may have more to do with channeling the past.

"It just doesn't have the personality that the other two cars offer," he said. 🚗

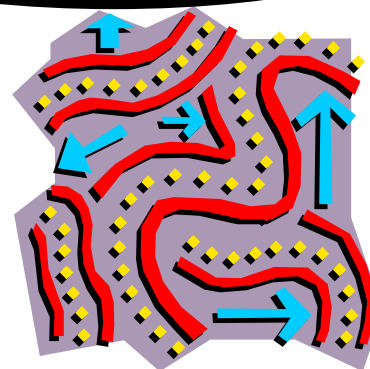
Were on the web!

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

Directions

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

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



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

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