

MAMA Sez!

Volume 31, Issue 9

May, 2019

"Serving Delmarva Car Modelers for 30 Years!"



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

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**I BRAKE FOR...
Oh Shit, No Brakes!**

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. ☎

MAMA NNL Is Now On Deck!

Last month's meeting had good news/bad news. The good—**Ed Sexton** is back on the job at **Revell**; the bad—**Galaxy** owner **Gary Schmidt** unexpectedly passed away. Congrats to Ed and condolences to Gary's family.

We also discussed and chose **2020 MAMA NNL themes**—"1970 vehicles" and "**Tri-Five**" **Vehicles** (1955-57). This

term normally refers to **CHEVIES**, but we opened it up to **ANY** 1955-57 vehicle.

This month, **Rich Wilson** looks at the **Round 2 Chevy Police van**. **Thanks, Rich!**

Poncho Perfection parking was present, and it was the "Dave Schmitt Show"—**Thanks, Dave!!**

The raffle raised **\$57.00**, while the door

kicked in **\$109.25**. **Made the rent—thanks!**

Thanks also to the following donors: **Brad, Steve M. Buter, Mike Costic, Tom Faletti, J.C. Reckner, Steve Scott, Rex Turner, Rich Meany, Lyle Willits, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.** **Thanks guys—we 'preciate it!** 🍷

View From the Basement

When Revell first released their 1/25 scale '69 Camaro 427 Yenko coupe in 1990, I built two of them, and they launched my resin casting business, **Scale Resin Detailers (SRD)**.

I built the first one as an aluminum-block ZL-1 variant. It started with a good bit of research on the car. I learned that the relatively lightweight 427 cubic inch displacement ZL-1 had originally been developed by Bruce

McLaren and Jim Hall's Chaparral team for Can Am racing. I also learned about the way Chevrolet Product Promotions Manager Vince Piggins would often misuse Chevrolet's Central Office Production Order (COPO) program in order to circumvent the corporate racing ban Chevrolet had in place at that time. COPO was intended for ordering commercial fleet vehicles (e.g., taxis and police

cars). Piggins and Illinois Chevy dealer/race car sponsor Joe Gibb used the COPO program to put the ZL-1 engine in a Camaro as a way to make factory-built race cars available to drag racing teams, well-funded teams that is. The ZL-1 sticker price was over \$7,200.00! At that time, MSRP for a base model was just \$2,726.00 and a Z-28 stickered at only \$3,184.00.

This was a fairly easy conversion. I just had to

(Continued on page 2)

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View (cont'd)

LOOK

(Continued from page 1)

paint the engine differently, relocate the alternator, delete the radio (*and speakers*), add correct emblems, apply accurate pinstripes, attach the right rolling stock, modify a pair log-style exhaust manifolds from a Monogram Chevelle kit, and fabricate an exhaust system. The exhaust used MPC Firebird mufflers, a Monogram '37 Cord muffler and some solder. The steel wheels and Goodyear Polyglas GT tires came straight out of my partsbox. And the correct poverty caps came from a local cottage industry (*that's what we called the aftermarket back in them days*) called **Resin Casting Specialties**. Ring any bells, Brad?

So how did this model contribute to starting a Resin casting business? Well, this was the first time I ever made a casting. My method was crude, but it worked. As mentioned above, this build needed appropriate emblems added to the grille and backlight panel. They had to be blue bowtie emblems with silver outlines. Looking through my Chevrolet kits, I found the correct emblem

on the grille of a Chevy pickup truck kit. Not wanting to waste the kit by hacking the grille to pieces and also having only one emblem where I needed two, I had to take a mold and make castings.

I went to the workshop where I keep my full-size car tools and materials and grabbed a tube of Permatex Ultra Blue RTV silicone Gasket Maker. Back at the model bench, I applied a reasonable sized dab all over the emblem on the grille. Thinking ahead, I laid a small piece of card stock on the silicone blob to form a flat spot so that when I made the castings, the mold wouldn't be rocking around or tipping over.

The next day, I peeled the silicone mold from the truck grille, and then mixed up some Devcon two-part epoxy and carefully spread it into the mold. Later after the epoxy had cured, the thought occurred to me that we use Devcon epoxy to **glue** things together because it is an **adhesive**.

Doh!

I carefully peeled the mold away from the resin and it came out just fine. So I cast the second one. A small chunk of the mold tore away and stuck to the edge of the part, but that was okay, I had the two emblems I needed and I now knew how to cast simple parts.



If you'd like to read more about my ZL-1 Camaro model, ***Car Modeler*** magazine published an article about it in their November 1992 issue.

The other Camaro model that even more directly launched SRD was a drag racer built to the greatest extent possible in accordance with the 1989 NHRA Rules for a Super Pro bracket racer. Despite having used more than a dozen aftermarket products in building this Camaro, I still needed ten more unique parts to turn it into a racer capable of 10.27 second ETs. These parts were: brake backing plates, fuel cell, electric fuel pump, dual batteries, header collectors, heavy-duty 9" Ford rear axle, big block Chevy single-plane hi-rise intake manifold, blow-proof bell housing, electric fan, and MSD 6-A ignition module.

All ten parts started as parts from various kits. I changed or added details to each, and then made molds so I could reproduce them if I ever needed them again.

(Continued on page 10)



“VeePee” Pick

I have been told that the MPC 1927 Lincoln Roadster kit had been reissued many times, but I never had one in my stash. I bought this one from Dirk Johnson when he was liquidating his old kits collection.

Naturally, I immediately envisioned one of those rare, very high dollar street rods built **FOR** someone who had a few less dollars than Oprah has in the bank.

The body is stock, except for filling in and smoothing the golf bag storage door on the passenger side. A fine mesh material was added to the grille shell. Stock headlights were used but two King Bee lights with amber tinted lenses were added for running lights. Out back, I used two '46 Ford taillights. The huge, clunky bumpers, both front and rear, were left in the box in favor of the much simpler '32 Ford bumpers. I woodgrained the very fiddly trunk rack pieces and (*about 6 times*) assembled and mounted it. Two scratch built, outside mirrors were fastened to the doors. Paint is two colors of Tamiya spray paint with Testors Wet Look Clear.

The interior is “standard” tuck & roll hot rod fare using modified side panels and a seat from a Revell Model A roadster kit. A couple of gauges were placed on the dash and I used a parts-box steering wheel.

To make the street rod transition, almost everything on the kit chassis was removed. A couple cross members were added for the transmission and suspension mounting. A chrome dropped axle from a 24th scale Monogram phaeton is up front with a 9 inch Ford coil over setup in back. Steering set up, 4 bars

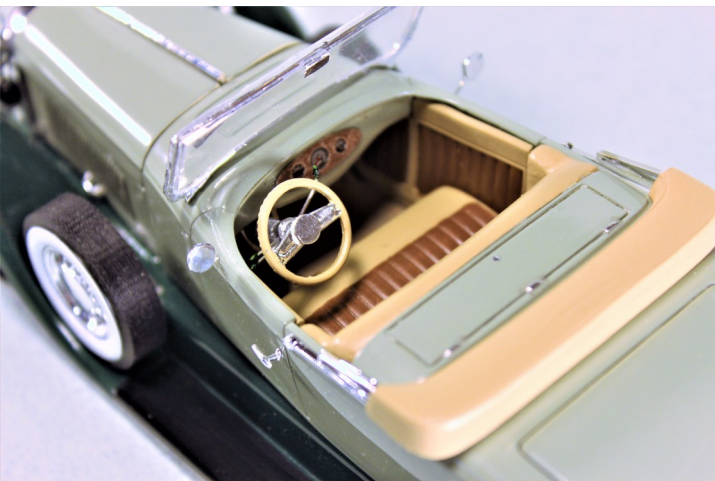


and a mostly scratch built exhaust completed the chassis. The very nicely detailed wire wheels from **TWO** Mobius

'54 Hudson kits gave the model a classic look, but with “normal” sized wheels.

Thanks, Dave, for picking “**BIGBUX2**” (*Remember the '32 Chrysler from 15 years ago?*).

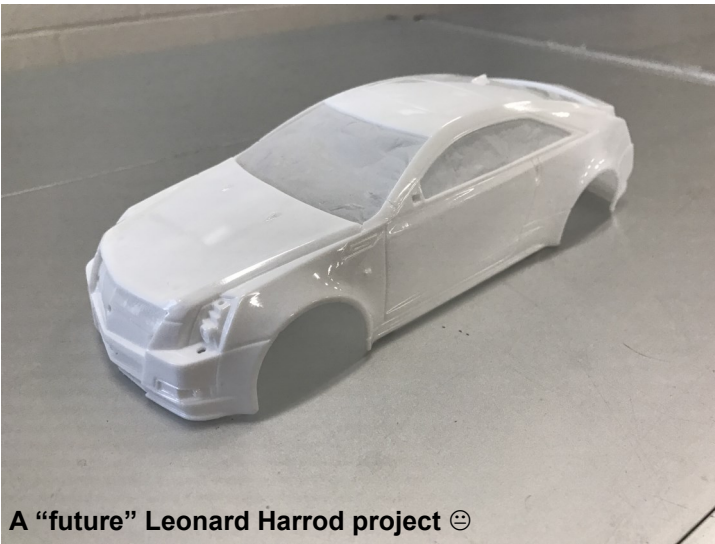
Good work, Lyle, and well deserved! 🏆



Meeting Pix



But a small portion of Howdy Hoffman's collection 😊



A "future" Leonard Harrod project 😊



Another Kevin Kovach "original" 😊



Some resin (both raw & finished!) from Ron Hamilton 😊



Some small-scale stuff (1/64th!) from Nick! ⓘ



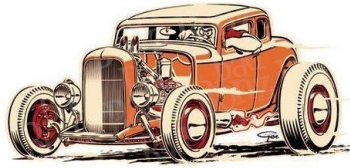
Thanks to the editorial staff and photog Lyle Willits!

Showtime!

With our eagerly awaited NNL finally here, with the theme *"The Race of Gentlemen (a.k.a. TROG),"* just thought I would take this final chance to show you all a few examples of the genre, as built by our resident *"TROGlodyte (!)"* Lyle Willits.

And, speakin' of Lyle, this unretouched photo appears to depict him at a "car" show (a.k.a. Jalopyrama?!) as opposed to making his annual appearance at *NNL East*.

Thanks, Lyle! 🍷



Lyle & Mike Dube, enjoyin' the Jalopyrama "experience" 😊



New Stuff!

Due by early Summer! Get yer orders in now 😊



Chevrolet Police Van

I got an inspiration for a model that needed a van of no particular vintage or make and that slowed me down as much as anything else. I finally decided to use a Chevy van kit that I had no other use for, but I needed it as a base model stock van. The body had flares on the wheel openings, no stock seats or wheels and I had nothing in my parts box to replace them. But then while reading *Fine Scale Modeler*, I noticed *this* kit. Since I don't build fire/rescue/police kits, I hadn't noticed it before. I don't even know if it's a re-issue or a modified re-issue, for all the difference that makes. But I realized it had all I needed for my planned build up. I didn't notice that the box is bigger than average. As I went through the parts, I came to understand the box is bigger and why. There are 213 parts total, 100 of which are white plastic, 36 chrome, 28 clear-colored and 31 emergency related parts.

Engine: For all it matters, it has 23 pieces with chrome valve covers and air cleaner. Although it appears to be a small block engine, it's actually a big block with incorrectly-sized heads. It does have separate oil filter and starter, but a truck this size needs a power steering pump. I suggest replacing the whole engine with one from your parts box. If a "Ford Guy" has one you certainly have one!

Tires/wheels: There are four tires that appear to be 83 series tires (*from the '50s*) and two nice snow tires, though I'm not sure

why a police van would have them. There is a set of so-so looking mags probably left over from previous issues. But the steelie wheels and correct "dog dish" hub caps are the ones to have. There's an optional covered spare tire that brings up the rear.

Chassis: It comes totally separate from the floor and has several small cross-members and out riggers to attach. The suspension, both front and rear, are reasonably well done, though I don't understand the chromed front coil springs. The front spindles can be posed to your taste, though the tie rod won't help. The one-piece exhaust system has the cross-over pipe already fixed to it. There is a separate two-piece drive shaft with mid-support. It also has a decent trailer hitch. The battery and vapor can attach to the firewall and it and the floor attach to the chassis.

Interior: It doesn't have one!! It doesn't have inner door panels/cards, but it does have a "ton" of stuff to make up for it. The thing that is unclear to me is how will you or anyone else see all the neat stuff. The side cargo doors have no windows, and there is a fence screen that goes directly behind the driver seat. The rear doors do have windows, but there are de-



cals that replicate more fence screening for them and so, won't allow you to look in that way. For you detail freaks, the fence screen that goes behind the driver seat, is solid but has nice raised detail with, by my guess-estimate 3,500 holes to be drilled out!! It comes with a five-piece rolling stretcher which would seem to make it an ambulance, but then why is there a rifle? There is a soft-cushioned bench seat for one side and what looks like a park bench for the other side. There is a two-way radio, first aid kit, oxygen tanks, loud speaker and "crash" hatchet and coiled rope. The emergency light and siren look like something Andy would have on his car in Mayberry! If you're building this out of the box, there are plenty of outside sources for more up to date sirens and emergency lights.

Body/glass: The clear-colored parts are in blue, amber and red; the taillights being amongst the red. There are several clear pieces for a sunroof and portholes, just not for a police van. There are amber lights to replace the headlights

(Continued on page 10)

‘GMC’ faces a new class-action lawsuit after owners claimed the automaker’s **8-speed automatic transmission** houses a **major defect**. Per the information posted to Classaction.org, drivers have experienced violent shakes, jerks, or a “hard shift” when selecting a gear with the automatic transmission.

The information also says 13 technical service bulletins have been filed about 8-speed automatic transmission problems, though none of them have remedied the problem absolutely.

The technical name for this transmission is either the 8L90 or 8L45 automatic transmission, which is found in numerous ‘GMC’ vehicles. The transmission pairs to cars on a rear-wheel-drive architecture, meaning owners of ‘GMC’s’ sports cars, luxury sedans, trucks, and SUVs have the 8-speed automatic transmission in question.

Specifically, the transmission is found in: **2015-19 Silverados, 2017-19 Colorados, 2015-19 Corvettes, 2016-19 Camaros, 2015-17 Escalades and ESVs, 2016-19 ATs and ATS-Vs, 2016-19 CTSs and CTS-Vs, 2016-19 CT6s, 2015-19 Sierras, 2015-19 Yukons and XLs and 2017-19 Canyons.**

The problem is most common when a driver accelerates or decelerates and the transmission moves to shift a gear. Drivers reported a hesitation, then a shudder or jerk with the gear change. However, it’s not exclusive to gear changes as some owners reported the issue within a single gear. According to the information compiled so far, some drivers said the event has been so violent it felt like another

car had hit them.

One owner reported that moving from the “reverse” to “drive” gear was so violent that the car nearly drove through a garage door.

It’s worth noting the NHTSA has also received numerous complaints about the transmission

found in the number of ‘GMC’ vehicles. The lawsuit claims the issue’s source is the torque converter, which may be exposed to undue friction. Eventually, the gears may not function properly as metal shavings move throughout the transmission. This is not a definite conclusion, but an alleged issue in the lawsuit. One NHTSA complaint does cite a failed torque converter after 16,000 miles in a GMC Canyon.

ANOTHER class action lawsuit has been filed against ‘GMC’ in Detroit by three plaintiffs who allege that moisture can become trapped in the headlights of the **Cadillac SRX crossover**, posing a potential safety hazard.

According to **Bloomberg**, the lawsuit claims the headlights found in 2010-15 Cadillac SRX crossovers have weather seals that may erode prematurely. This can allow moisture to enter the headlight casing, which may cause the bulb to either dim or burn out entirely.

“Such malfunctions will necessarily result in low visibility at

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best, which can contribute to injurious, or even fatal, traffic accidents,” the lawsuit says.

Bloomberg’s report also alleges that some SRX owners are “afraid to drive their cars at night” due to this issue.

The filing indicates ‘GMC’ issued a service bulletin for the 2010-15 SRX headlights, but because the vehicle was never officially recalled for the issue, it did not notify owners or lessees of the problem. It says the automaker didn’t upgrade to better production components once discovering the problem, either, and instead choose to replace the components with new versions of the same ones when they broke.

The issue is believed to affect **more than 300,000 examples** of the Cadillac SRX. If the suit

(Continued on page 12)

GMC Recall Ticker

of Recalls
158 (!)

of Vehicles Affected
41,639,131

Len Feinberg & The Central Pennsylvania Model
Car Club proudly present the:

Super September Showdown

#20

Model Contest & Vendor Show!
21 Class Trophies, PLUS Best in Show!

2019 Theme:

Mustang! Falcon! Nova!



ANY Style! ANY year! ANY scale! Honoring the memory of Mike Tate!

September 8th, 2019 / 9AM- 2PM

Keystone Fire Hall / 240 N Walnut St, Boyertown, PA 19512

Admission is STILL JUST \$5 and covers your registration!

Please limit your entries to 10 per class per person. Food will be available on site, and we'll be on TWO floors in 2019.

For vendor info, contact Len at 610-923-7534 or
fnplastics@aol.com. For trophy sponsorships &
contest information, e-mail
centralpmcc@hotmail.com or
go to www.cpmcc.org



DIVERSIFIED SCALERZ M.C.C.

8th Annual Model Car Meet & Contest



Domestics Only



Time: 9am - 3pm

Date: Saturday September 28, 2019

Location: 1 Pal Drive, Wayne NJ

Sub Theme

EUROFEST



**Parking Lot:
Any European Cars
1/24 - 1/25
Scale Only**

Admin@DiversifiedScalerz.com

View (cont'd) Van (cont'd)

(Continued from page 2)

Norm Veber at *Replicas and Miniatures Company of Maryland (RMC of MD)* very graciously sold me enough mold-making rubber and epoxy resin to be able to duplicate my parts. He also very openly taught me what I needed to know about planning molds and working with the materials. After casting one of each item, I stored the original parts in zip-lock bags, and used the resin reproductions in constructing the model.

When I began showing the finished model at club meetings and model cars shows, I realized I'd inadvertently touched a nerve. It turned out I wasn't the only one who wanted those parts with the kind of corrections and details that I'd made. I wound up casting copies for several other modelers. Then the thought occurred to me that others might want them, too. After several discussions with Norman, we decided it made sense for me to become a cottage industry resin caster.

I quickly came up with a few other items to cast and along with the items from my Camaro, they formed the initial lineup of SRD products. As my side business grew, Norman was always there coaching me as I encountered new challenges along the way.

So that's how a couple of Revell '69 Camaro 427 Yenko coupes issued in 1990 launched my resin casting business.

Some of those old SRD products are still available today from Norman at RMC of MD. Check them out at a meeting. 🚗

(Continued from page 6)

as fog lights, though there are off-road lights for that. Given the kits' age, I am amazed that there are clear colored lights for the side markers. Interestingly, the body is all in one piece including the hood, but there is a separate hood if you care to open it. Fortunately there is a chromed rear bumper, since the step bumper is horrendous. It's 1/2 inch tall (*12.5" full scale*) and if you cut the lower 2/3 of it off, you wouldn't have the step unless you moved it up. Probably not worth it. Separate wipers, west coast mirrors and radio antenna are also included.

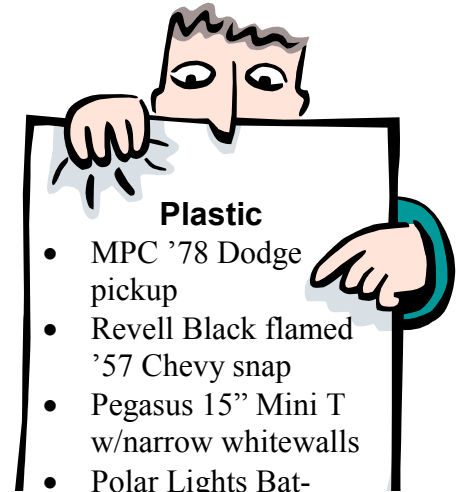
Decals: It's quite a large sheet with a variety of police and ambulance/rescue decals. The police decals are done in blue, black and white. The cities of New York, Troy, Hillsdale, Midland, Greenville and Atlanta are represented, along with New York and Michigan license plates and numbers from 0-9 in the aforementioned colors. There's also red ambulance decals with a reverse "RESCUE" available.

This isn't the boring kit you might have thought it was. It might be just the kit you need for a change of pace and you're bound to end up with tons of spare parts.

by: Rich Wilson 🚗



Ron's Rant



Plastic

- MPC '78 Dodge pickup
- Revell Black flamed '57 Chevy snap
- Pegasus 15" Mini T w/narrow whitewalls
- Polar Lights Batmobile w/figures

Diecast

- '67 "Sunoco" T/A Camaro (*ACME/750 pcs*)
- '69 Chevy K5 Blazer (*ACME/996 pcs*)
- '79 "Bigfoot" Monster truck (*Greenlight*)
- '79 "King Kong" Monster truck (*Greenlight*)
- '79 "Goliath" Monster truck (*Greenlight*)
- Destroyer Gray '18 Demon Challenger (*ACME/750 pcs*)
- '41 "Stone, Woods & Cook" Willys Gasser (*ACME/750 pcs*)
- '56 Green/White New Yorker St Regis (*ACME/750 pics*)
- '53 F100 So-Cal Speed Shop (*ACME/750 pcs*)
- So-Cal Speed Shop Trailer (*ACME/500 pcs*)

(1/18th, unless noted)



The Poncho Perfection reserved parking ebbs and flows, but always seems to draw someone out with their current project for display.

Dave Schmitt: As you can see, Dave is making very good progress on his “*Project ‘60” Bonneville*.” It is now much more “colorful” than it used to be, and coming together nicely.

To these I added a diecast racing *Firebird funny car* driven by *Scotty Cannon*. It is what I refer to as coming from the “bullet” age (*a.k.a. aero*), as opposed to later Chargers and the new Camaros, coming from the “block” age (*a.k.a. bricks!*).

So, c’mon—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!!* 🏆



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MAMAs BoyZ do it in scale!

Gov't (cont'd)

(Continued from page 7)

moves forward, the plaintiffs will be able to pursue 'GMC' on behalf of anyone who bought or leased an SRX in the 2010-15 model years.

'GMC' has yet to release an official statement on the class action lawsuit. It did not immediately respond to a request for comment when asked by *Bloomberg*.

Remarkable. 🚗

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.nnleat.com/>

Carlisle Events:

<http://www.carlisleevents.com>

East Coast Indoor Nationals:

www.eastcoastindoornats.com

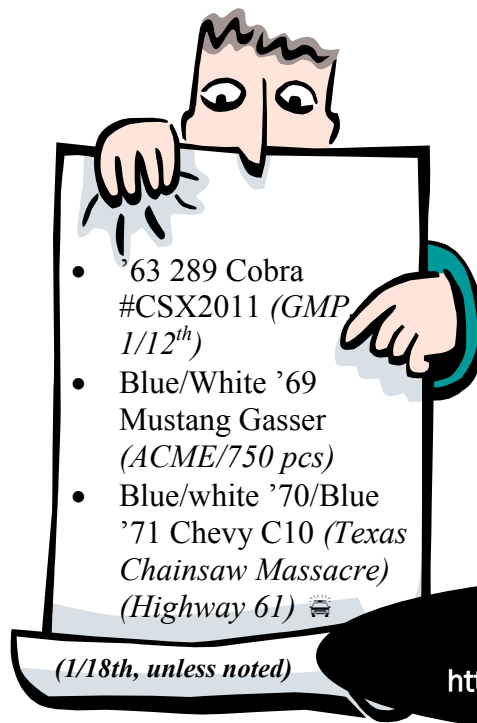
Maryland Intl Raceway:

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

York US30 Musclicar Madness:

www.yorkus30.com 🚗

Rant (con'td)



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 Prixs, '70-'81 Firebirds, and empty *Pontiac kit boxes*. Would like to buy/borrow *old model car catalogs*. Contact me at gtoguy@verizon.net, or see me at a meeting. *Thanks!* 🚗

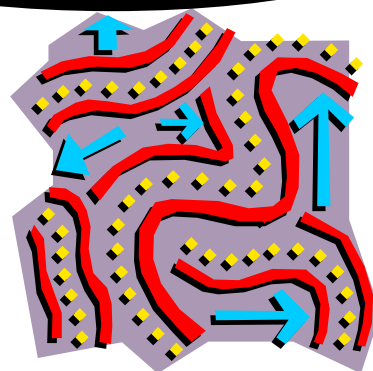
Were on the web!

<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. 🚗

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