



# MAMA Sez!

Volume 31, Issue 11

July, 2019

"Serving Delmarva Car Modelers for 30 Years!"



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

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## 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.** ☎

## Hot Fun in the Summertime!

Last month's meeting consisted mainly of a good dialog on future locations for our NNL, due to the club quite literally being priced out of our current location by the management at the Columbian Center.

Several good options were put forth and discussed. A decision will be made and publicized.

There was also some discussion about the club

fundraiser in September. Hopefully, you will all scour your collections for donations for this good cause and present them accordingly.

This month, **Rich Wilson** gives us all a peek at the **new Revell AAR Cuda**. Thanks, **Rich**.

The raffle raised **\$67.00**, while the door kicked in **\$95.00**, mean-

ing that we barely made the rent—thanks!

Thanks also to the following donors: **Brad, Steve M. Buter, Matt Guilfoyle, Ron Hamilton, Rich Meany, J.C. Reckner, Dave Redzensky, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.**

Thanks guys—we 'preciate it! 🍷



## View from the Basement

Recently, I was searching a model kit vendor's website when I ran across an image of Lindberg's 1/32nd scale 1957 Chevrolet convertible. That sparked instant memories of having received and built one when I was in the second grade.

'Way back in the olden days (*ye olde days*?) when you could still use words like "Christmas" and openly participate in post-paganism era Anglo-Saxon religion-acknowledging events in

public schools, my second grade teacher conducted a form of "Secret Santa" gift exchange during a class Christmas party. It was a simple premise, the boys contributed wrapped gifts for boys and the girls contributed wrapped gifts for girls. This system worked well, as in those days, us kids knew, without doubt, who and what we were.

All the gifts were placed in two piles (*you know, one for boys, one for girls*) and everyone

drew a number lottery-style to ensure fairness.

When your number was called, you went to the appropriate pile and selected a gift from among the mound.

My number came up somewhere in the middle of the range. Most of the boys who selected before me went for the biggest boxes. Some of them got okay stuff; quite a few couldn't have cared less for their gifts once opened. As I made my way to the gift pile, I remembered the old saying we've all heard all our

(Continued on page 2)

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## VFTB (cont'd)

*(Continued from page 1)*

lives, that good things come in small packages. But I didn't want to become known as the guy with the smallest package, so I chose one that was below the median size, just not too small.

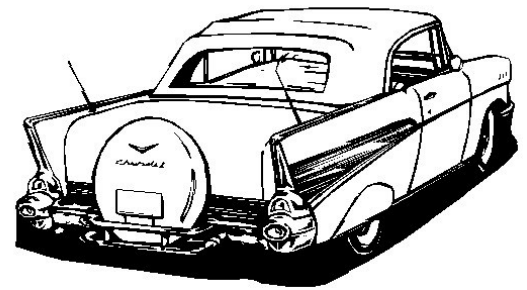
When I unwrapped my gift, I was very happy to have gotten a model car kit. It was a Lindberg 1/32 scale 1957 Chevrolet convertible and, even better, the car pictured in the box art was light blue, just like the 1957 Chevy my dad once drove!

Now, my dad never was what you'd call a car guy. He did routine maintenance and small repairs on them – when he had to, but it was a chore to him, not fun like it is for me. Even though he wasn't a car guy, he always seemed to wind up with cars that car guys really liked. His first car was a gray 1949 Ford. He followed that with the light blue 1957 Chevy, a medium blue 1962 Impala, a gold 1965 Mustang, a red/white 1956

Ford Pickup, and a green 1971 Torino. His cars tended to be brown and lackluster after that lineup. I don't know what happened.

My happiness sagged a bit, though, when on opening the box I saw that the kit was molded in red plastic. My first thought was that I would have to learn how to paint a model. The handful of models I'd assembled before that one had really been built out-of-the-box: they were bare white plastic and the only color on them came from whatever decals were included.

I had only ever seen one photo of Dad's '57 Chevy. It was light blue. That's about all I knew of it when I was in second grade and got the Lindberg kit. Looking over the kit with me, he said his car's interior was also blue with light-colored inserts on the seats. I took



that to mean white – what did I know? I was only seven or eight years old.

With Dad's guidance, I spread some newspapers on the concrete basement floor, laid out the kit's parts and spray painted at least one side of everything light blue. When that paint dried, I "detailed" the model by brush-painting the seat inserts with white paint and glued it together.

About a decade later, I helped my dad lay linoleum tile over the concrete basement floor to cover up the overspray from that '57 Chevy and many subsequent models when I just didn't have enough newspaper to fully protect the floor. I don't know whatever became of the model. 🚗



## VeePee Pick



Last month's pick was something that I think is outside of Dave Toups' comfort zone—a non-Ford model!!

It was Steve M. Buter's "showroom stock" version of the "lil Red Wagon," built straight out of the box.

Based on a pic he saw in either Car Modeler or SAE back in the '90s: a short blurb on how great it was for Lindberg to have brought the kit back out. As the A 100, it looked really good, and he vowed, at the time, to build one like it.

He did this (*finally!!*) in 2015. The real item of note is the paint: He thinks the truck in the magazine pic was yellow, and he wanted to match this.

He took a chance on Rust-Oleum Painter's Touch 2X Ultra Cover 299092 Gloss Sun Yellow. Straight from the 'ol rattle-can.

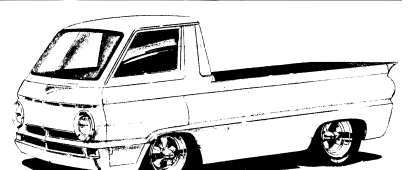
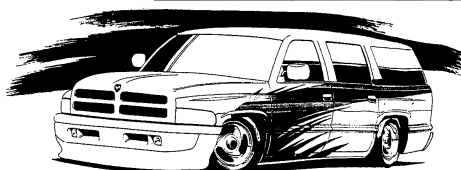
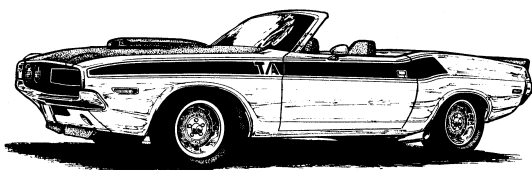
He was very pleased with how well this went on over the primed body and fender works, and he recommends the product line to

any and all "rattle-can fans" looking for alternative options just outside "regular" model/hobby spray paints.

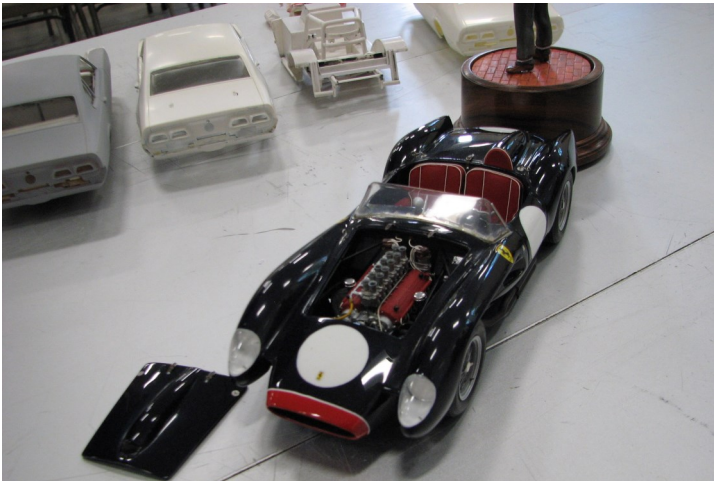
He thinks the model's tires are AMT Parts Pack stuff, those thin-line white-walls.

As an added bonus, Steve had on display, a custom build of this kit that he also gave attendees the low-down on. I didn't think anyone would mind seeing this study in contrasts, so it is included here as well.

**Congrats, Steve, and thanks!** 🚚



# Meeting Pix **LOOK**



It's a Ferrari, so, it MUST be Harold Bradford, right?!



Nice Buicks, Matt!



Paul Lee has also been on a mission, it appears!



Howdy Hoffman been a busy guy, eh?

# Revell '70 Plymouth AAR Cuda

We've gotten this kit a few times before, but it's (*almost*) always welcome. Even more so since the recent passing of Dan Gurney, which is what I intend to build from it. His Trans-Am race car, that is. It seems strange that as great as an engineer/race car builder/driver/bike builder as he was, that this car never won a single race.

This 1/25th scale kit is from the molds that gave us the correct shape car and not the previous one that was *SO* bad. Most of that came from peoples' mistaken belief that the Barracuda and the Challenger are based on the same inner structure/sub-frame. As I said in my last review of this kit, they are two totally different cars. There are 135 parts total in this kit with 34 of those chrome. The tail-lights are on the chrome tree, meaning some very precise detailing with a small brush will be necessary.

**Engine:** It consists of 26 parts, very well done, but only the fan clutch is chrome. There are other chrome engine parts, but they are for the Hemi version. The separate carbs, oil filter and starter are very welcome.

**Chassis:** The upper front suspension arms are cast to the frame (*which I prefer*) and the lower suspension, torsion bars and "K" member are all one-piece, though the tie rod is separate, as is the sway bar. The rear suspension is a four-piece unit with separate shock absorbers and driveshaft. The exhaust system is correct for this car, but has always seemed like an afterthought on Mopars in

part due to its' reverse flow design. There are brakes for all corners trapped between the suspension and the wheels. There are also shocks for the front suspension.

## Tires/wheels:

The tires are probably the biggest change as are the stock wheels in that they are of the hollow tire type. They are nice in that they require no glue and can't fall apart, but they are a problem to swap into other kits. There are no custom wheels. Four steel pins are included for mounting.

**Interior:** It's as we have come to expect in newer kits—platform style. It is especially great for its' ease in detailing. The front seats are two-piece and the rear seat is a separate piece. With the console being separate, it makes the job of building something non-stock much easier. There are decal gauges and wood grain for the dash and console. There are separate pedals, steering column and wheel. The inner front fenders are cast to the front of the interior which also makes the completed model much stronger. There are "Cuda" decals for the inside of the doors. Oddly, the pistol grip shifter is not chromed, as is so often done.

**Body/glass:** The body is very well scaled and shaped, which makes it much more of a welcome



build. The ceiling even has upholstery seams. The glass is in its' now expected own plastic baggy, thanks. I do get very tired of sanding and polishing out scratches in the windows (*of old kits*) which the baggies prevent. The separate firewall gets a two-piece master cylinder and wiper motor. Also separate are the three-piece radiator assembly, battery, heater hose, hood latch, dual horns and clear washer bottle. The kit comes with two sets of bumpers, one chromed the other not. Body color bumpers were an option for 'Cudas. The grille is plain plastic which is correct, since it gets painted completely anyway. Ignore the rocker panel trim; it doesn't go on the AAR Cuda. The rear stone shield has the tail pipe notches correctly filled and there are spoilers for the front and rear.

**Decals:** For a relatively small sheet, it packs a big wallop. Needless to say the side stripes and tags are included, but #19 left me confused. I had a hell of a time locating it, but it's the air cleaner

(Continued on page 12)

## WTF?!?



One of the perks of working at GM Authority is that every so often, they come across something legitimately, head-scratchingly strange. This customized Caddy ATS most definitely falls into that category.

The pictures you see here were taken by GM Authority's friend, Scott V., and when they first saw them, they did a double take. Those wheels are just nuts! They make it look like the owner participates in roman chariot races on the weekend, or like he's ready to mow down some infantry at the Battle of Kadesh.

They also noticed the self-placed Cadillac badge on the front fender, just like the latest CT# and

XT# models, so clearly the owner pays attention to the latest Cadillac trends, not to mention the latest trends from the Roman friggin' empire. Seriously, if it looks like the driver is in a hurry, he's probably just on his way to feed some Christians to the lions.

All kiddin' aside, they did a little digging and believe it or not, this car is actually a good example of an automotive enthusiast sub-culture known as "**Slab Cars.**" Loosely related to Lowriders, Slabs are an evolution of car culture from the '70s, and typically capture American luxury cars with bright candy-colored paint jobs, a slammed ride height, and bangin' sound systems.

And of

course, they boast those elaborate wire wheels (*also known as "swangas"*) that stick out from the body. The more the wheels stick out, the more "poke" they have.

Truth be told, there's a whole lot more to say about Slab Culture beyond a few paragraphs and Roman Empire wisecracks. And hell, compared to some of the other more eccentric car culture fads out there (*looking at you, Japanese Bosozoku*), this stuff isn't even all that crazy.

Still, ya gotta say: Spartacus would be proud of this Cadillac

(Continued on page 14)



And, for all you Bosozuka guys (Nick)!?!



The National Highway Traffic Safety Administration (NHTSA) is opening an investigation into a 'GMC' recall from 2014 that sought to fix potentially faulty seat belts in **1.4 million vehicles**.

As reported by the *Associated Press*, the initial recall was issued **five years ago** and covered **1.4 million Traverse, Enclave, Acadia and Outlook vehicles** built between 2009-14. In affected vehicles, the flexible steel cable that anchored the driver and front passenger seatbelts to the vehicle was prone to separating. A broken cable would of course prevent the seat occupant from being restrained in the event of a crash.

NHTSA has since received a total of four complaints that the seatbelt failed after they brought it in for repairs at their authorized 'GMC' dealer. One complaint noted by *AP* was from a customer in Ohio who said the cable in his '10 Traverse snapped while his wife was attempting to fasten her belt. When he tried to contact 'GMC' about the problem, he was informed that this was classified as "**normal wear and tear (!).**"

In a statement, 'GMC' said it was prepared to co-operate with the NHTSA investigation. The US government safety watchdog is also currently investigating whether or not a 2016 recall of the '15 Colorado/Canyon included enough trucks. The recall swept up 3,000 pickups, but it may be extended to include as many as 115,000 after NHTSA's review, reports indicate.

If you own an affected vehicle, you may contact 'GMC's' customer service department at 1-866-694-6546 or visit NHTSA's website at [www.safercar.gov](http://www.safercar.gov).

'GMC' faces a new lawsuit surrounding faulty accelerator sensors in the **2016-18 Malibu**.

The litigation arose from

plaintiff Katrina Hutchinson, who purchased a '16 Malibu new in May of '16. While driving the car, she claimed the driver information screen suddenly flashed "Engine power is reduced" and the car slowed to a top speed of 20 mph. Upon taking it back to the dealership, technicians found it needed a new accelerator pedal position sensor. At the time, it was covered under warranty.

However, at 45,000 miles, the issue occurred again, and this time, it was out of warranty. The plaintiff allegedly spent nearly \$500 to replace the accelerator sensor.

The Malibu does not feature a mechanical linkage for the accelerator pedal. Instead, **electronic throttle control** is responsible for engine acceleration. This includes an accelerator pedal position sensor, which tells the powertrain how much acceleration the driver requests. Hutchinson's lawsuit claims the problem puts everyone on the road in danger since the loss of power comes unexpectedly and instantly.

Her lawsuit alleges 'GMC' knows of the problem but hasn't acknowledged the issue thus far. She added 'GMC' also supposedly did not offer any assistance when her Malibu needed a new sensor for the second time. The part, per the lawsuit, is supposed to last the lifetime of the car.

The lawsuit has been filed in US District Court for the District of Maryland, Greenbelt Division.

## GOVERNMENT MOTORS

IN SOVIET AMERIKA, THE CAR DRIVES YOU... BANKRUPT!



### AN AMERIKAN REVOLUTION™

Transport Canada has opened an investigation after receiving reports of **braking issues** in several different **full-size truck** and **SUV models** from 'GMC.'

The investigation covers 249,700 vehicles from 2015-17, including the **Escalade, Tahoe/Suburban, and Yukon**. The light-duty **Silverado** and **Sierra** trucks from 2014-17 model years are also affected.

Owners of affected trucks and SUVs report significantly reduced braking performance, resulting in harder braking effort and longer stopping distances. The problem is related to the vehicle's engine-driven brake assist vacuum pump, which is crucial to stopping power and may be prone to failure.

NHTSA opened a similar investigation into the matter last year. The American safety group's

(Continued on page 8)

#### GMC Recall Ticker

# of Recalls

**158 (!)**

# of Vehicles Affected

**41,639,131**

## Gov't (cont'd)

(Continued from page 7)

investigation covered about 2.37 million 'GMC' trucks and SUVs built between 2014-17 model years. The agency said it received 487 reports of reduced braking performance in the SUVs, along with nine low-speed collisions that came as a result of the problem and two injuries.

An update on the investigation into the matter is not yet available. NHTSA is investigating to determine just how widespread the problem is, which should help decide if a recall is required. 'GMC' is assisting with the investigation while monitoring complaints and warranty claims. Those who pay to have their vehicle repaired out of warranty are advised to hold onto their receipts, as they may be reimbursed for the work should an official recall ever be issued.

In addition to a class-action lawsuit surrounding 'GMC's' eight-speed automatic transmission, 'GMC' faces a pending class-action lawsuit over what owners have deemed the **"Chevy shake."** However, 'GMC' lawyers have begun arguments in court to move to dismiss the pending litigation.

[Carcomplaints.com](http://Carcomplaints.com) detailed 'GMC's' response to the lawsuit and said it's a "classic example of overreach." In the lawsuit, the plaintiff alleges his '15 Silverado experienced vibrations and shaking within a year of owning it. Specifically, the shake becomes violent between 75-80 mph. The plaintiff took his Silverado to Firestone to have the tires, rotors, and brakes replaced, an alignment, and the wheels trued. The shaking persisted and the plaintiff returned months later.

Eventually, he made an ap-

pointment with a dealership, which told him the shaking was due to the brake rotors, even though they'd been replaced. The dealer also said the vibrations **"were within normal limits (?!)."**

'GMC' poked at the arguments made and said the plaintiff didn't seek out answers or possible repairs until 19 months after the truck allegedly began to shake. Although the repair supposedly didn't fix the problem, 'GMC' noted he waited three and a half months before trying to remedy the issue again.

"Throughout the entire 27-month period between the time in which he claims he first experienced the shaking to the time when he first sought repair at an authorized 'GMC' repair facility, he does not claim that he was unable (or unwilling) to drive his vehicle," 'GMC' lawyers argued.

Further, 'GMC' lawyers said he is unable to make arguments that every other Silverado, Sierra, Tahoe, Suburban, and Yukon also exhibit the defects. 'GMC' pointed to other cases where lawsuits were tossed out as plaintiffs made assumptions about vehicles he or she never owned. Finally, 'GMC' noted there is no breach of warranty because he does not have evidence that "the Silverado was not fit for its intended purpose of providing transportation."

'GMC' also dismissed the notion it knew about the "defect" ahead of time and evidenced the 109 complaints filed surrounding the "Chevy shake." Only 24 were made before the plaintiff's problems and just seven of them refer to the Silverado specifically.

The pending lawsuit alleges the aluminum driveshafts are the source of the issue in the vehicles and cause the shaking. Only a **customer-made steel driveshaft fixes the problem**, per the documents.

The plaintiff and the class-action lawsuit argue for reimbursement for out-of-pocket repairs.

Either we have just devolved into a very litigious society (likely), or 'GMC' is just building crappy vehicles (more likely!).

The **sixth-gen Camaro** and the **C7 Vette** will soon **be pulled out of the EU, as they do not meet stricter World Light Vehicle Test Procedure regulations** that will be implemented starting August 31, 2019.

The new EU emissions regulations will include changes to the approval tests and procedures and will require existing vehicles to be re-certified. Guess 'GMC' elected not to spend the money required to re-certify the Camaro due to its relatively small sales figures in the EU, while the C7 Corvette was already on its way out to make room for the C8.

Meanwhile, 'GMC' introduced the **EU-exclusive C7 Vette Final Edition** earlier this year, which serves as the last hurrah for the C7 Corvette (and likely front-engine Corvettes altogether) in Europe. It is available as both a Grand Sport or a Z06 and is set apart by its Final Edition decals and Sebring Orange Tintcoat Metallic or Ceramic Matrix Gray Metallic paint. The Final Edition is offered in Germany and Switzerland only, with the Grand Sport Final Edition starting at 116,500 euros (\$102,500 US) and the Z06 Final Edition starting at 139,500 euros (\$122,760 US).

The **mid-engine C8 Vette** will debut this month during a special event in California. 'GMC' has remained tight-lipped on official information, so it's not yet clear if the next-gen Vette will be offered in Europe.

The **2021 Chevy Trailblazer** made a surprise online debut in

(Continued on page 9)

## Gov't (cont'd)

(Continued from page 8)

May following the announcement of its corporate cousin, the **2020 Buick Encore GX**. Both, the re-born Trailblazer as well as the Encore GX will be produced in **South Korea**.

The country of origin isn't much of a surprise for two main reasons: GM Korea has produced the Chevy Trax and Buick Encore for years for the US market. Both models will continue being built in South Korea and exported to North America, since the Trailblazer and Encore GX are new entries to the lineup, rather than direct replacements for the Trax and Encore. 'GMC' promised two

new vehicles (*Trailblazer and Encore GX*) for the South Korean unit to manufacture as part of a bailout and restructuring plan.

The South Korean auto union agreed to wage freezes and benefit cuts to keep costs in check last year. The Trailblazer and Encore GX were the carrots in the deal. The promise of two new cars for local production likely also helped swallow the end of production at the 'GMC' Gunsan assembly plant, which 'GMC' has shuttered. GM Korea received, in total, a **\$7 billion bailout** in the restructuring deal. The reorg was necessary following 'GMC's' exit from Europe, which deeply impacted the automaker's South Korean production.

While the reasoning behind Trailblazer and Encore GX pro-

duction in South Korea are clear, both vehicles seem like ideal candidates for production at the **'GMC' plant in Lordstown, Ohio**. 'GMC' idled the plant this past March where the Cruze sedan was made specifically for the US market. Canadian and Mexican-spec Cruze sedans were assembled in Mexico. The Cruze hatchback was also made in Mexico.

Infamously, 'GMC' shed the second shift at the Lordstown plant the same day it announced the new mid-size **Blazer** would be built in **Mexico**.

Production of the 2021 Trailblazer will start this year in South Korea for local sales. In early 2020, GM Korea plants will begin exporting the model to the US.

All the 'GMC' news that's (un)fit to print this month! 🚗

## Toyota Tough!

**ANOTHER** Toyota Tundra pickup has hit a milestone—**one MILLION miles!** Let that sink in for a bit—number two!

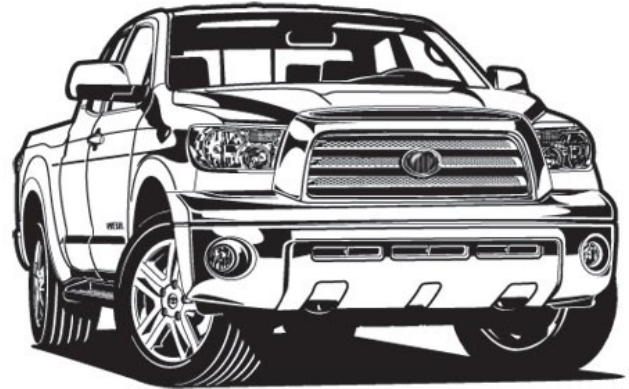
It still has many original mechanical components, including the engine.

This '07 Tundra SR5 is a bit battered, but the scars are well-earned from a life on the road that's added up to no less than one million miles on the odometer. Sure, any vehicle can be kept alive and running with enough maintenance, but this plucky Toyota still has all kinds of original parts – including the 4.7-liter V8 under the hood. Folks, whether or not you're a fan of Toyota, that's seriously impressive.

**Pickup Truck Plus SUV Talk** on YouTube brings us this story, and it's a good one. Louisiana resident Aaron Morvant is the owner of this truck, and he doesn't lei-

surely travel the highway of America seeing the sights. He's in the logistics business – a "hot shot driver" as the kids say. In short, he's on-call 24/7 to pick up and deliver various cargo to pretty much anywhere in the country at any time, and we do mean **any** time. In fact, during the taping of this video, he got such a call and had to jump on the road ASAP.

Presumably, it was during that trip when the Tundra rolled one million miles. Morvant recorded the moment (*which is featured in the video*) and yes, it was as undramatic as you'd expect. That's actually what makes this milestone so impressive, because the Tundra is still rolling with its fac-



tory-assembled V8 having undergone no major repairs or rebuilds. The transmission isn't quite as robust – it **only** lasted 792,000 miles before Morvant had it rebuilt over concerns of a slight slip in third gear, something he now believes could've been remedied with a fluid swap. Obviously, the truck has been well-maintained over the years.

All things considered, the Tundra has held up pretty well. It

(Continued on page 12)

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 8<sup>th</sup>, 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](http://www.cpmcc.org)



# **DIVERSIFIED SCALERZ** M.C.C.

**8th Annual Model Car Meet & Contest**

## **LOWRIDER**

*Main Theme*

**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**

## Tough (cont'd)

(Continued from page 9)

certainly wears some battle damage on the outside, and Morvant conceded in the video that he's exceeded the pickup's rated cargo and towing capacities on occasion. Aside from a bit of grime inside the cabin, the only issue we can spot with the greenhouse is a tear in the driver's seat. Honestly, we've seen more than a few vehicles with seats blown apart after just 100,000 miles, never mind a million.

What's the future for this truck? At this point it's unknown. It's the second known Tundra to eclipse the million-mile mark, with the first one ironically also being a 2007 model from Louisiana. When Toyota learned of its existence a few years back, the automaker gave the owner a new truck and took that one back to examine how the mechanicals weathered the mileage.

If Toyota decides to swap out Morvant's ride with a new truck, we suspect the company will have to track him down somewhere on the highways of America. 🚚

## Late Breaking!

**Condolences! Lee Iacocca**, one of the true legends of the auto industry, died on July 2nd at his home in California. He was known for many things, but likely best remembered as the driving force behind the *Mustang*, and the CEO that managed to save *Chrysler* from near-certain destruction

in the early 80s. **Godspeed, Lee.** You have your choice of any Ford or Chrysler product to make your journey in style.

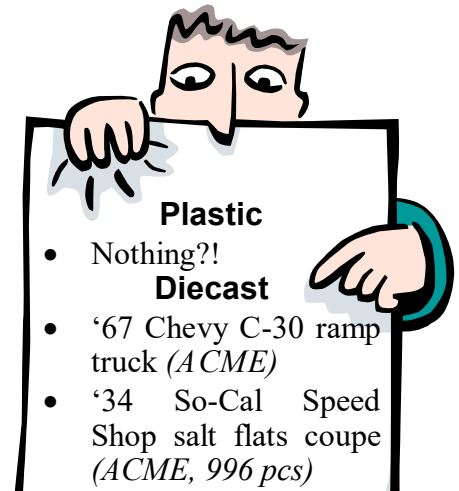
The hammer just dropped on the **last C7 Vette** at the **Barrett-Jackson Northeast auction**, with the final price a whopping **\$2,700,000**. All proceeds go to the **Stephen Siller Tunnel to Towers Foundation**. The C7 that crossed the block isn't the actual car, as it hasn't been built yet; this was an identical car. The final C7 will be a black Z06. 🚗



(Continued from page 5)

element!! But #16 is the funniest; it's the battery caps. There are other decals for the dash, battery and hoses. I won't take credit for the seat belt decals for the front and rear, but I have mentioned the lack of them many times in the past. The ones for the rear seat were not required from the factory. The remaining decals are scripts and signs for various spots. Very well done.

## Ron's Rant



### Plastic

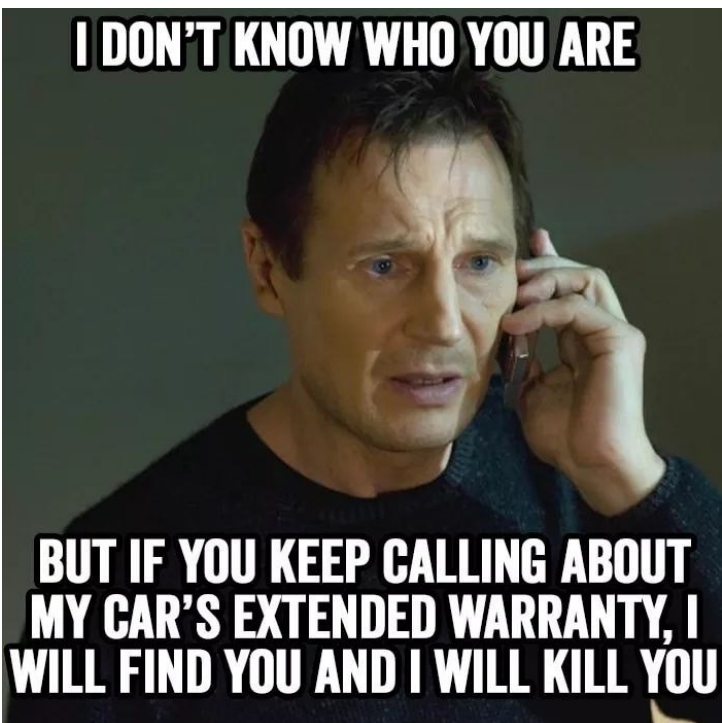
- Nothing?!

### Diecast

- '67 Chevy C-30 ramp truck (ACME)
- '34 So-Cal Speed Shop salt flats coupe (ACME, 996 pcs)
- '67 Chevy C-30 Ramp truck (ACME)
- '69 B5 Blue Dart GTS 440 (ACME, 750 pcs)
- '70 Allan Moffat Racing Ford F-350 ramp truck (ACME, 1,500 pcs)
- '63 Spruce Green/white Riviera (ACME, 600 pcs)
- '69 John Wick Boss 429 (?!) (ACME)
- '32 Washington Blue Ford Roadster (ACME, 500 pcs) 🚗

(1/18th, unless noted)

## Cuda (cont'd)



by: Rich Wilson 🚗

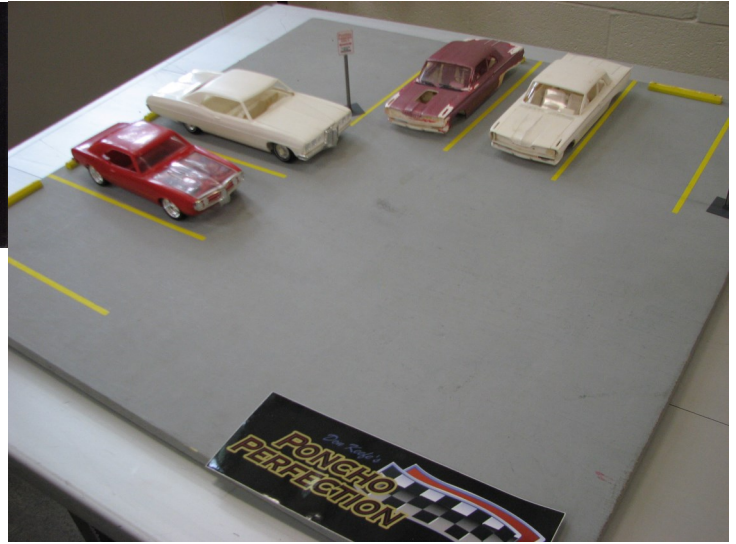


Last month, we had a nice mix of Pontiac's glorious, historical labels (i.e., *Bonneville* and *LeMans*).

**Ron Hamilton:** Ron has been plinkin' away on this "dynamic duo" consisting of a '68 *Firebird*, and '70 *Bonneville* *hardtop*. He is currently evaluating his wheel/tire and color options on both.

I supplemented Ron's work with a pair of *re-buildable* '62 *Tempests*, that recently found their way into my "stash." Thanks again, Matt!!

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!!* 🍷



This is the newsletter of the  
Maryland Automotive Modelers  
Association

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**MAMAs BoyZ do it in scale!**



## Websites

**Central PA Model Car Club:**

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

**LIARS Model Car Club:**

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

**Philly Area Car Modelers:**

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

**NNL East:**

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

**Carlisle Events:**

<http://www.carlisleevents.com>

**East Coast Indoor Nationals:**

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

**Maryland Intl Raceway:**

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

**York US30 Musclecar Madness:**

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

**Online Event Calendar:**

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

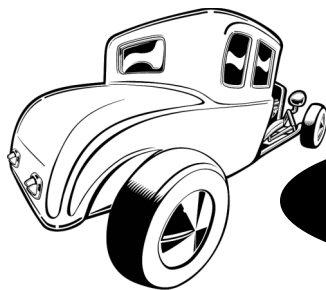
## WTF (cont'd)

(Continued from page 6)

ATS Slab.

For those of you still with them, here's an video with some more info on the subject:  
[https://youtu.be/Brg\\_M9YAL8](https://youtu.be/Brg_M9YAL8)

**THIS** is for you "Bosozoku guys" (Nick!):  
[https://www.hiroboy.com/124/Bosozoku Style Parts cw Decals Wheels and tires—product—8067.html](https://www.hiroboy.com/124/Bosozoku%20Style%20Parts%20cw%20Decals%20Wheels%20and%20tires-product-8067.html)!. Thanks, Tim! 🍷



## Classifieds

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

Were on the web!

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

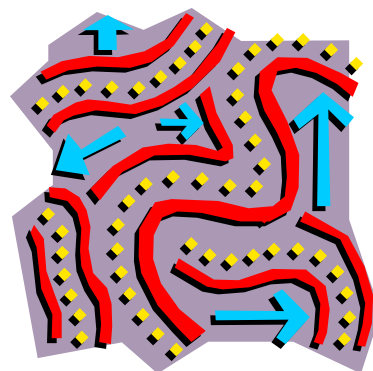
## Directions

**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. 🍷

## Club Contact Info

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