



# MAMA Sez

Volume 32, Issue 4

December, 2019

"Serving Delmarva Car Modelers for 31 Years!"



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

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## 2020 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 18th
- ☞ February 15th
- ☞ March 21st
- ☞ April 18th
- ☞ May **NONE (!)**
- ☞ June 20th
- ☞ July 18th
- ☞ August 15th
- ☞ September 19th
- ☞ October 17th
- ☞ November 21st
- ☞ December 19th (10 - 3!)

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

## Merry Christmas, MAMA!

With the exception of the Toys for Tots gift gathering, last month was pretty low-key. Club Prez Tim Powers was quick to thank those in attendance for the **THREE** tables' worth of gifts collected! Thanks again to all of you. Thanks also to the MAMA members who delivered same!

There are no reviews

this month, because we are in a release "lull."

The Poncho Perfection Reserved Parking area hosted some nice Ponchos.

Unfortunately, the raffle numbers were not available at press time.

Thanks to the following donors: **Brad, Steve M. Buter, Mike Costic, Chuck Glass, Matt Guilfoyle, Dave Murphy, Steve Scott, Rex Turner,**

**Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.** Thanks guys—we 'preciate it! 🍷



## 'Twas the Night Before Christmas, 1964

'Twas the night before Christmas, 1964  
When an elf came knocking on Santa's office door

"Mr. Claus, there's a problem," was what the elf said,  
"The reindeer are sick and they can't pull your sled!"

"They all caught the flu — they're hacking and wheezing,  
They have stuffy heads and they're coughing and sneezing."  
"Give 'em Nyquil," said

Santa, "is what we should do,  
But it won't be invented til 1982"

"Those reindeer can rest," Santa said to the elf  
"This year I'll deliver the presents myself  
I've got a new beast to pull the big sleigh,  
One I've been saving for just such a day"

So they went around back to Santa's garage  
And walked past a shiny red Super Stock Dodge.  
"This one," said Santa,

"belongs to Aunt Gina. She's a little old lady that lives in Pasadena."

"The Dodge here is quick and my Corvette can run  
But we need more than speed to get this job done  
Delivering presents, we race through the sky.  
These cars are fast but I need one that can fly!

So Santa walked down to the end of the row  
And unlocked the door of a new GTO  
He hooked up the sleigh,

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## View From the Basement

Happy Chrisma-hanakwanzaka!

Welcome to the MAMA December Holiday Feast meeting. I hope you came hungry because we are always so fortunate as to have an abundance of food available.

Well danged if'n y'all didn't go an' do it again! At each November meeting, your Toys for Tots donations are the *highlight* of the day. Two years ago, the gifts you donated covered two entire eight-foot long tables. Last year your gifts covered two tables *and* there was nearly a half table worth of donations on the floor beneath one of those tables. This year? You covered *THREE* full eight-foot long tables with your generosity! Your big-hearted, sharing nature is inspiring and treasured. You make me proud to associate with you.

You should have seen John the manager at the A.C. Moore store in Severna Park when I dropped

off the gifts after the meeting! He had just two expressions: first was that questioning look that seemed to wonder, "Are you *EVER* going to finish pulling stuff out of your truck?" Second was that look people make when they are wondering, "Where in the world am I going to find room to store all this stuff until the Marines come to get it?"

Nonetheless, he was thrilled to see such a large donation so early in the collection season.

Special thanks to *Norman Veber*, *Mike Costic*, and *Sean Kirby* for their assistance with hauling everything out to my truck!

Well, nothing left but to wish you the very best at the holidays and hope for you to have a terrific new year! 🍷





## VeePee Pick



It appears as though **Dave Schmitt** is on an absolute tear! This time, working his magic on an old *All American Models* resin piece, a **1937 Cord 810**.

Dave added the resin bits to a Monogram Cord donor car.

Much like his other recent projects, a litany of modifications followed.

He cut open and hinged all four doors, and the trunk, scratchbuilding the B-pillars from top to bottom using brass. He scratchbuilt inner door panels from brass sheet due to the thickness of the interior tub.

He then soldered hooks on the B-pillars from which to hang the doors. He also had to make win-

dows, and added trunk material.

The Cord 810 was not supercharged, so when Dave scratchbuilt the exhaust from the headers to the pipes, leading to the mufflers, he changed the exhaust routing accordingly.

Detail Master plug wires and eyelets attach to RB Motion spark plugs. Copper tubing that Dave utilized for plumbing is bead wire from Michael's.

The paint is a mixture of Craft Smart acrylics from Michael's,

overcoated with Testor's clear.

Dave has already started on his next long-term project, so you all had better get busy if you want to unseat the current "King"—"All Hail the King." *Nice work Dave!* 🏆



Thanks to Ace MAMA photog Lyle Willits





# Meeting Pix **LOOK**



Willys power!



Quite a diverse lineup!



Toys for Tots donations—wow!



Large-scale Chevy power!



Gary Sutherlin's show car array



Lyle Willits strikes again, with Dave's Cord in the background!



## Toledo Pix



In his haste last month to submit his story on the final Toledo NNL, Lyle Willits neglected to send any pictures, or even a link to his Fotki site. Realizing this, Lyle remedied that oversight with the small selection of photos you see here. For an expanded look, go to Lyle's Fotki album here: <https://public.fotki.com/mamaprez/>.

**Thanks, Lyle!** 🚗



Again, thanks to Lyle Willits for these and the link to others!





## T 'n T

### **SOMEBODY'S on Restriction!**

"With great power comes great responsibility," as the motto goes, which originated well before Spiderman. This context also extends to horsepower. Just because you may own a vehicle with lots of it doesn't give you the automatic right to use it irresponsibly, such as the case of this **Lamborghini Urus** driver. According to the Manchester Evening News, the driver of a new Urus was caught using the city's Stevenson Square "as a race track." It wasn't hard to spot because it was painted bright yellow and, well, Lambos don't look like most other vehicles. The greater Manchester police claim an armed unit on patrol responded to the call and immediately pulled the driver over upon arrival. And then they discovered the reality of the situation. The driver was **NOT** the owner of the hi-po SUV—in fact, the car belonged to his **PARENTS**. A quick background check further revealed he was only insured on their VW Golf, **NOT** the Urus. In other words, he was not insured to drive the Lambo and it was immediately seized by police. The traffic police publicly responded to the incident on Twitter saying: The driver, whose age is not available, apparently "borrowed it" without permission. They are the ones who now have to go to the police impound with proof of ownership and insurance in order to have it released. Responses on Twitter are generally without sympathy for the driver. "No insurance, crush, end of it," wrote one user. "What is it about Lambo drivers that makes them

complete tools," another added. Meanwhile, someone else had this to say: "I imagine everybody offered to drive it back to the pound"...**Mustang Mach UGH-LEE!** The **Ford Mustang Mach-E** has made its official debut, potentially sparking a major shift from traditional cars and crossovers (*CUVs*) to sporty, fully electric CUVs like this new Ford. From launch, the '21 Mach-E will come standard with a 75.7-kWh battery, rear-wheel drive, and a 255 hp electric motor, delivering a 0-60 mph time in the mid-6-second range. A 98.8-kWh Extended Range battery will be available as well, bringing range to "at least" 300 miles with rear-wheel drive. The extended-range model with RWD will also



have slightly more power at 282 hp, although the 0-60 mph time will remain in the mid-6-second range. All-wheel drive will also be available as an option. In standard-range models, AWD will bring the total system output to 255 hp and will lower the 0-60 mph time to the mid-5-second range. Equipped with the Extended Range battery, AWD models will make 332 hp and accelerate from 0 to 60 mph in the mid-5-second range. Standard-battery models with AWD will have a range of around 210 miles, while extended-range models with AWD will be

able to travel about 270 miles on a single charge. Then there's the two performance versions. The **AWD Mustang Mach-E GT** is "targeting" a sub-four-second 0-60 mph time, Ford says, and will be able to travel about 235 miles with the battery fully charged. Meanwhile, the **Mach-E GT Performance Edition** will hustle from 0 to 60 mph in around 3.5 seconds and should have a similar range. Both models will produce around 459 hp. As for charging, Ford says it will be offered with a 'Ford Connected Charging Station' for use in owners' garages, which can add 32 miles of range per hour when running off a 240V outlet. Meanwhile, the included Ford mobile charger can add 22 miles of range per hour on a 240V outlet. The vehicle has a peak charging rate of 150 kW and can add around 47 miles of range in 10 minutes when plugged into a DC fast charging station. That means a standard-range Mach-E will be able to charge its battery from 10 to 80 percent in around 38 minutes using a DC fast charger. Ford appears to have drawn inspiration from Tesla and other electric vehicles when designing the interior, with digital screens taking up a significant amount of real estate. It debuts the next-gen

(Continued on page 7)

## T 'n T (cont'd)

(Continued from page 6)

SYNC in-car entertainment system, which Ford says will ditch “complicated menus” and make it easier to navigate with swipe and pinch controls. Future Fords with this system will also be available with the 15.5-inch, tablet-style in-car display screen that debuts in the Mach-E. This latest version of SYNC enables over-the-air updates as well. It has seating for five, along with a “frunk” (*front trunk*) and sizable rear trunk. With the rear seats down, it has 59.6 cubic feet of storage space, per Ford. It is available to reserve online for \$500, with deliveries expected to commence in **late 2020**. However, only the **\$59,900 First Edition model** and **\$50,600 Premium model** can be reserved right now, with the **\$43,895 Select base model** not available until Spring '21. The performance-focused **Mach-E GT** is expected to start at **just over \$60,000** when it goes on sale. It may be representative of the direction the auto industry is heading. With regulations forcing automakers to build more electric vehicles and consumers leaving cars behind in favor of crossovers, sporty electric crossovers like this may one day represent the core of the market. ‘GMC’ is working on its own sporty electric crossover in the way of the new Cadillac EV crossover, although it will likely be positioned above the Mach-E due its status as a luxury vehicle. Show of hands—how many Mustang guys (*or ANY car guys, for that matter?!* ) are gonna buy one...**FLY Hyundai?!?** South Korean automaker Hyundai is an up-and-coming global competitor for ‘GMC’, and now, the company

has announced a new futuristic research division devoted to creating the next big thing in urban mobility. No, not autonomous vehicles or all-electric drivetrains — **flying cars!** That’s right, Hyundai wants to build flying cars. Their new research group is dubbed the **Urban Air Mobility Division**, and it hopes to reduce traffic congestion by taking cars off the street. Literally. Taking the lead in Hyundai’s new flying cars division is Dr. Jaiwon Shin, a former Aeronautics Research Mission Directorate at NASA. “Having worked on cutting-edge aviation research and development at NASA for 30 years, I am very excited and humbled by the opportunity to now shape urban air mobility strategy at Hyundai Motor Group,” Dr. Shin said in a press release. “The new team at Hyundai will develop core technologies that will establish the company as a driving force in urban mobility, a sector that is expected to grow into a market worth \$1.5 **TRILLION** within the next 20 years.” Hyundai says that Dr. Shin’s “expertise in revolutionary airframe, engine, aviation safety, and air traffic management technologies will allow Hyundai Motor Group to take a lead in the fast-growing urban air mobility sector.” Dr. Shin’s previous work includes involvement with the supersonic X-plane, aircraft electrification, UAS traffic management, and Urban Air Mobility. Dr. Shin also held positions as co-chair for the White House National Science and Technology Council’s Aeronautics Science and Technology Subcommittee, and co-chair for the USAF/NASA Executive Research Committee. Meanwhile, ‘GMC’ seems more concerned with producing electric vehicles and autonomous driving tech than it is flying cars. Indeed, EV’s and

driverless cars certainly seem like more of a near-term project compared to Hyundai’s flying cars initiative, but it’s a pretty cool thought regardless...**Combs’ Crash Aftermath**. Back in August we were saddened to report that the **“fastest woman on four wheels,”** Jessi Combs, was killed while attempting to break her own land speed record of over 483 MPH in the jet-powered North American Eagle land speed record car. Harvey County Sheriff’s Office investigators have now determined that a **front wheel collapse** caused the wreck, which occurred as the car was traveling 550 mph. A report from the sheriff’s office stated: **“...a mechanical failure of the front wheel, most likely caused from striking an object on the desert...”** was the root cause, which would have caused the wheel structure to collapse, sending the jet car out of control. Investigators noted that the cause of death was blunt force trauma to the head, which occurred before the vehicle was engulfed in fire. The wheels on the North American Eagle are solid metal discs, and are arranged in a pattern with two front wheels in tandem along the centerline of the fuselage, then the two rear wheels on either side on outriggers (*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 entertain y’all by sending stuff—I appreciate it!*) 🚗





'GMC' is recalling **638,000 SUVs and pickups** because a wheel-speed sensor could fail and **cause unintended braking**.

The recall covers **2015-20 Suburban, Tahoe, and Yukon** and **2014-18 Silverado/Sierra 1500s** equipped with a 5.3-liter engine, a 3.08-ratio rear axle and 4WD.

The sensor failure could result in unintended activation of the driveline protection system, and cause unintended braking of the wheel on the opposite side of the failed sensor. That could cause the vehicle to pull to one side unexpectedly, increasing the risk of a crash, 'GMC' said.

'GMC' said it was not aware of any crashes relating to the issue but found 150 claims alleging the condition caused unintended braking or lateral-vehicle motion.

A 'GMC' dealer in May submitted a warranty report relating to the issue in an '18 Yukon, and two days later, a 'GMC' brand quality manager submitted the report to 'GMC's' Speak Up For Safety program that tracks potential safety issues, which prompted a 'GMC' investigation and testing.

Owners who own an affected vehicle will be notified by mail by 'GMC' and instructed to make an appointment with their dealer. If vehicle owners are unsure whether or not their vehicle is affected, they can visit [my.gm.com/recalls](http://my.gm.com/recalls) and type in their VIN to see any

open recalls or other actions that may be active on their vehicle.

'GMC' has issued a recall on **341 2019-20 Regals** as they may have faulty front-seat cross-bar welds.

According to 'GMC', affected models may have driver or passenger front-seat frames with a lower crossbar that was not welded properly.

Insufficient or faulty welds on the front-seat structure may "degrade management of occupant loads in certain crashes," 'GMC' says, which may increase the risk of injury in a crash for occupants seated in affected front seats.

'GMC' has not yet provided details on how dealers will fix faulty welds on the front-seat crossbars. For now, dealers will inspect the front crossbar to ensure the welds are up to par. The inspection will be done at no cost to the customer.

A new **class-action lawsuit** has been filed against 'GMC' over claims that the **2016-18 Malibu** may experience reduced engine performance due to issues related to the accelerator pedal and electronic engine control system.

This suit appears to be related to the same problem that a '16 Malibu owner sued 'GMC' for earlier this summer. That case was filed in the US District Court of

## GOVERNMENT MOTORS

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MD, however this case is filed in the US District Court of New York.

Both make similar claims, however. In the Maryland suit, the owner alleged the driver information screen on her '16 Malibu flashed a message saying "engine power is reduced" before the car slowed to a maximum speed of 20 mph. The plaintiff then took the car to their dealership, where the service department found it needed a new accelerator pedal position sensor. The fix was covered by 'GMC,' as the vehicle was still under warranty at the time.

Similarly, the plaintiff in this suit says his Malibu experienced a similar issue, also flashing the "engine power is reduced" message before experiencing an unexpected loss of power. His car was out of warranty, however, so he was forced to pay out of pocket

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#### GMC Recall Ticker

# of Recalls  
**170 (!)**

# of Vehicles Affected  
**45,931,333**



## Gov't (cont'd)

(Continued from page 8)

for the accelerator pedal position sensor repair. The owner now alleges the car dangerous to drive himself and dangerous to other motorists, as it may slow to a relative crawl while on the road.

The plaintiff in this suit claims 'GMC' knows there is a problem with the 2016-18 Malibu, as it has received numerous complaints from owners. It also would have received a multitude of warranty claims related to the same problem.

Like many new cars, the Malibu has an electronic throttle position sensor that determines the driver's throttle input, as opposed to some other vehicles that may use a mechanical linkage. The problem seems to be related to the vehicle's throttle position sensor and/or the engine management software that relays the information between the sensor and the engine.

A **SECOND class-action lawsuit** has been filed against 'GMC' over issues related to the **Cadillac CUE infotainment screens** found in vehicles like the CTS and ATS.

This new suit was filed for the same reason as the suit from last September. It alleges that cars equipped with CUE have screens prone to delaminating and cracking, creating a "spider web" appearance on the screen. It was filed in the US District Court for the Southern District of California.

The delamination also causes electrical issues with the screen, leading to it becoming unresponsive. In the initial lawsuit, filed in the US District Court for the District of New Jersey, the delamina-

tion is alleged to be caused by a separation of the protective adhesive film on the screen from the screen glass.

Both suits allege 'GMC' was aware of issues related to the screens as early as '14—not long after the system launched. The automaker issued **FOUR** Technical Service Bulletins (TSBs) between December of 2014 and October of 2018 related to the issue and included warranty codes in the bulletins in order to expedite repairs. These TSBs say "some customers may report that their radio screen appears bubbled, cracked, or is delaminating. If this concern is encountered, replace the ICS (*Integrated Center Stack*) by following the SI replacement procedure."

Dealer records, customer complaints, internal testing data and warranty records related to the problem serve as further indication 'GMC' was aware screens were prone to delaminating.

The new suit includes customers who purchased the following vehicles equipped with the system from 'GMC' new: **2013-17 ATS, SRX, XTS, 2014-17 CTS, ELR and Escalade.**

The lawsuit claims 'GMC' won't recall the faulty CUE screens and has not offered customers reimbursement for repairs. Some owners have paid **upwards of \$1,500 out of pocket** to fix the issue, even when their vehicles were still under warranty in some cases. The suit also alleges that 'GMC's' fix, as noted under the TSBs, is inadequate, as the re-



placement systems have the exact same defects as the original system. This could leave customers on the hook for more repairs in the future.

Both 'GMC' and Transport Canada (TC) are investigating after a New Brunswick man's **'15 Colorado Z71 suddenly caught fire while he was driving.**

According to CBC, Ransford Lockhart was driving on Highway 8 near Boiestown, New Brunswick when a fellow motorist alerted him that his truck was on fire. As smoke crept into the cabin, Lockhart pulled over to the side of the road, watching as his Rally Yellow truck burned to the ground. Firefighters eventually arrived to extinguish the blaze.

Lockhart allegedly noticed a strange smell when stopped at a convenience store shortly before the fire started, but didn't think anything of it. One of the firefighters later told him he saw him parked at the store, where he noticed a light underneath the truck. The firefighter mistakenly thought the truck had aftermarket underbody lights installed.

TC now has the charred remains of the truck and is trying to determine the cause of the fire. A

(Continued on page 10)



## Gov't (cont'd)

(Continued from page 9)

'GMC' Canada spokesperson told the CBC that it was investigating the fire, which occurred in June.

In a statement, TC said it was looking into the fire to try and determine its cause, and if it may be a more widespread issue.

The report also notes that in June of '18, 'GMC' recalled some '18 Colorados due to a fire risk associated with an improperly welded fuel pump.

As has been the case lately with the first or last of something, the first production **2020 Stingray** will be sold off at **Barrett-Jackson's Scottsdale auction** in January, with all proceeds from the sale benefiting the **Detroit Children's Fund**.

It will carry VIN 001 and will also feature the optional Z51 performance package. Like all '20 Stingrays with the Z51 package, it will feature 'GMC's' naturally aspirated 6.2-liter LT2 V8 engine, which makes 495 horsepower and 470 pound-feet of torque, along with an eight-speed dual-clutch transmission. B-J did not say what color the vehicle will be finished in or what other options it will be equipped with.

As you may remember, B-J

sold off the last production C7 Stingray earlier this year. That sale raised a whopping \$2.7 million for the Stephen Siller Tunnel to Towers Foundation, which builds homes and provides other support for injured service members. This sale should bring in a similar amount of cash, which will go directly to the Detroit Children's Fund – a non-profit that offers training, resources, and supplies to underfunded public schools in the greater Detroit area.

Why doesn't **Rick Hendrick** simply write 'GMC' a big check for the car, and put it with the rest of the "firsts" and "lasts" that he has of 'GMC' vehicles?!

Ending on a high (?) note, **'20 Corvette news**. After weeks of rumors, and, not surprisingly, it's been confirmed that **production of the first-ever mid-engine Corvette has been pushed back to Feb. 2020**, following the **six-week UAW strike**. There also seemed to be some teething issues with the gearbox and tuning of the C8 in the early reviews of the car that 'GMC' may now take some time to work out.

Finally, it seems that the **new Vette's sub-\$60,000 starting price**

was just too good to be true. No, not for us, but for 'GMC,' and they're totally okay with that. A source from 'GMC' has talked to Motor Trend about an interesting revelation; **'GMC' will continue to lose money on every all-new Vette they**



**sell under \$80,000.** The source also confirmed that the price of the new Vette **WOULD** rise by '21, with rumored additional increases in the following years.

We've heard about other manufacturers taking a risk by selling halo cars with weird specs or market pricing, taking a loss on them, and hoping that the bread and butter models take up the slack, so this isn't new. What's interesting is the supposed strategy of 'GMC.' According to the source, the budget set for the C8 project was pegged at **\$79,995**, taking into consideration the new configuration and redesign. This is a huge jump from the previous C7 pricing, and in order for customers not to complain, Chevy is okay with taking the hit. They're also hoping that with a long list of accessories, buyers would turn their \$60,000 Vette into something a bit closer to \$80,000.

Also important is the upcoming Z06 and ZR1 pricing. The source says that the sweet spot for profit and sales volume is between **\$80,000 and \$100,000**. Naturally, once the car breaks into the six digit territory, volume drops considerably. We just have to wait and see how Chevy and 'GMC' play the game with their high price, low volume cars, and hope they don't ruffle too many feathers or lose too much on a risk.

That's all the 'GMC' news fit to print for now. 🍷





## 1964 (cont'd)

(Continued from page 1)

saying, "This one is fine --  
Three deuces, a four-speed, and a  
389"

He then cranked it over -- it rum-  
bled real loud  
He idled outside then spoke to the  
crowd:

"Without any reindeer I'll still  
make my run  
Just me and this Goat, I think we'll  
have fun"

He revved it right up and then  
dropped the clutch  
He wheeled through first, the guy  
was too much!  
By second he's airborne and pull-  
ing some G's  
He power shifts third while clear-

ing the trees

He circled the pole and then head-  
ed South,  
A twinkle in his eye, a smile on  
his mouth  
And we heard him exclaim at 100  
miles per hour,  
When all else fails, you should  
always Tri-Power!"

by: Tom Szymczyk 🇺🇸

## Late Breaking!

It may very likely be "old  
news" by now, but a Facebook  
post in early December painted a  
dire picture for print media (*car  
magazines!*).

The list included below are  
**PRINT** magazine titles that  
**WILL BE DISCONTINUED!**

- 4-Wheel & Off-Road
- Automobile
- Car Craft
- Chevy High Performance
- Classic Trucks
- Diesel Power
- HOT ROD Deluxe
- Jp (?)
- Lowrider
- Mopar Muscle

- Muscle Car Review
- Muscle Mustangs & Fast  
Fords
- Mustang Monthly
- Street Rodder
- Super Chevy
- Super Street
- Truck Trend
- Truckin'
- Vette

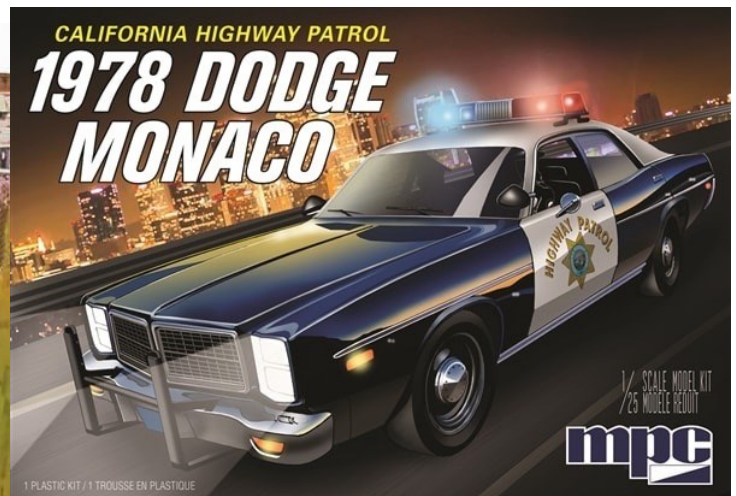
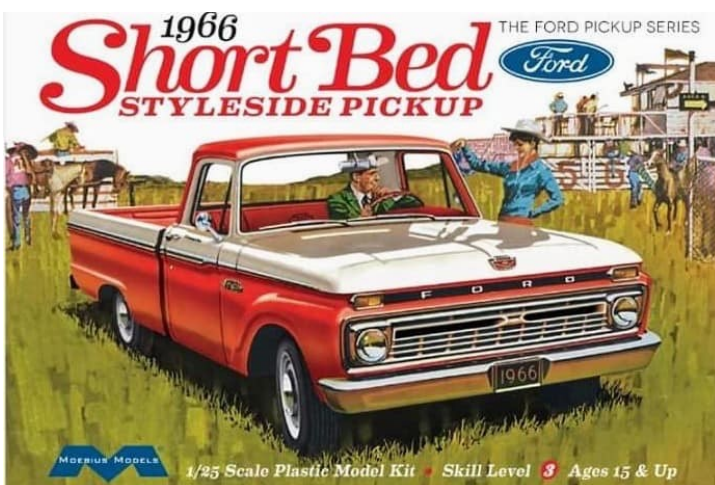
It is interesting to note that  
this is the **SECOND** closing/house  
cleaning of magazines owned by  
**TEN Publishing**. The first go-  
round, they nixed some pretty  
iconic magazines (*Rod & Custom  
comes immediately to mind*).

In their infinite wisdom, they  
also put the kibosh on **High Per-  
formance Pontiac** magazine, with  
the reason stated as being that it  
was "duplicative content" (*it was*

*the ONLY Pontiac magazine on  
the PLANET at the time!!*), while  
keeping alive Muscle Mustangs &  
Fast Fords and Mustang Monthly  
magazines (*nothing "duplicative"  
there, right?!).*

From what I gather, **ONLY  
THREE** magazines—**Motor  
Trend**, **HOT ROD** and **Four-  
Wheeler** will still be printed.  
These titles will be available as  
websites and social media ac-  
counts only. Ironically, I wrote a  
longwinded letter to this publisher  
after their **FIRST** house-cleaning  
suggesting an "e-zine", thereby  
saving postage and printing costs.  
But, hey, what do I know? They  
finally came to this inevitable  
conclusion on their own.

For what its worth, **Poncho  
Perfection STARTED** as an "e-  
zine" and (*at least for now*),  
**STILL** does print magazines! 🇺🇸





## WTF?!

The little *V6 Prowler* is one of history's great mistakes. And it's finally being fixed at a small shop in Tulsa, Oklahoma, where they're making the world's first *Hellcat-swapped Prowler*. The six-person team at *Brand New Muscle Car* is known for cranking out *continuation Yenko Camaros, and Eleanor Mustangs*. The Prowler was never high on their list, but when a valued client wanted one with a modern V-8, it seemed like a worthy challenge.

The build took a hard turn last fall when Mopar *unveiled a crate 707 hp Hellcat engine*. Ordering one was easy; getting it to fit in the Prowler's narrow nose was not. But the block itself slips in with surprising ease and all ancillary systems like A/C and power steering will work as intended. As Morgan put it, "Now it has enough power to hurt itself."

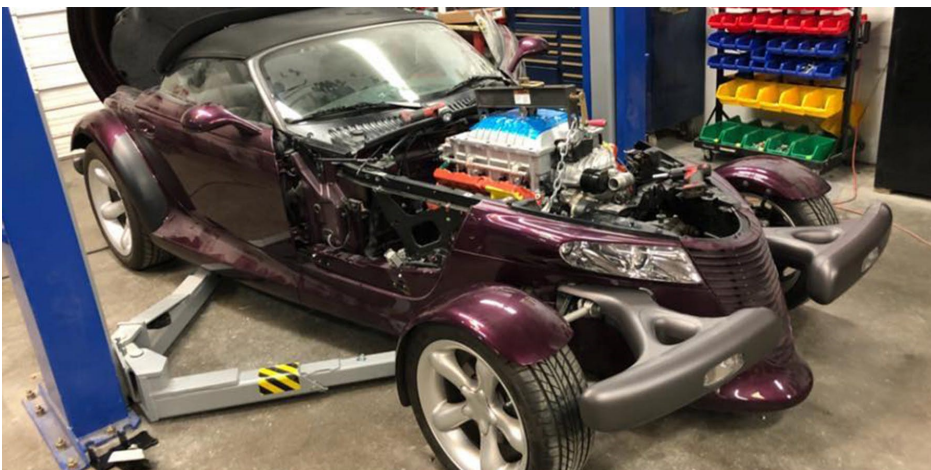
As everything started to come together this summer, the client authorized converting it to a traditional RWD layout with a new, stronger transmission attached directly to the back of the motor—a two-speed Powerglide often used in drag cars. Meanwhile, the rear axle will be replaced with a Getrag limited-slip diff from a '13

Challenger SRT8. A few tweaks to the firewall yields plenty of room to put the gearbox up front.

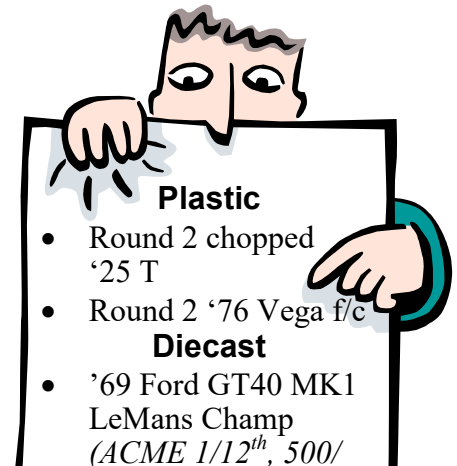
For now, the plan is to retain the original interior in all its plastic glory, right down to the stock shifter. The Prowler Purple Metallic paint job and original alloy wheels will also remain untouched, making it something of a sleeper (*if that can be said about a car that looks like this regardless*). The only hint that this Prowler is a truly sinister one will be a different hood, since the supercharger pokes up through the stock clearance by about an inch. Brand New Muscle Car hasn't settled on a final design for the accommodating scoop. Oh, and the unfortunate front bumpers are also going.

As it sits now, the plan is to have the car done in time to display at this year's SEMA show. There are still a few kinks to work out between the Hellcat's computer and the factory instrument panel, but things are progressing. With parts arriving daily, the rear axle surgery is imminent—soon after that, everything will be hooked up for the first test drive. The world is this close to finally seeing what the Prowler was supposed to be from the beginning.

Watch out for a "loudmouth Prowler," and steer clear! 🚗



## Ron's Rant



### Plastic

- Round 2 chopped '25 T
- Round 2 '76 Vega f/c

### Diecast

- '69 Ford GT40 MK1 LeMans Champ (ACME 1/12<sup>th</sup>, 500/pcs)
- '68 S/S Barracuda test mule (ACME, 750/pcs)
- Red/Black Bugatti Chiron Sport (Kyosho, 1/12<sup>th</sup>, 300/pcs)
- '69 Ford GT40 '66 LeMans champ (ACME, 1/12<sup>th</sup>, 500/pcs)
- '64 "Hemi Hunter" Ford T-Bolt (ACME, 500/pcs)
- '70 White Boss 429 B-J Scottsdale (Greenlight/Highway 61)
- '83 Jeep CJ-7 Renegade – Sarah Connor Terminator ed. w/ figure (Greenlight)
- 1975-77 Sierra Blue Jeep CJ-5 Elvis Presley ed. (Greenlight)
- '77 Jeep CJ-7 "Dharma Lost" ed. (Greenlight)
- '20 RESIN Red

(Continued on page 14)

(1/18th, unless noted)





Last month, we had a variety of Pontiacs.

**Marcos Cruz** was waiting for me so that he could “park” his *gorgeous ‘62 SD Catalina* in the Reserved Parking area.

**Danny Whiting** rolled in with a *late-model Fiero* “black & white” in the display—a novel idea!

An *Unknown Builder* did **NOT** park this *tasty turquoise GTO* with the “street machine” vibe in the Reserved Parking area, because he thought it was **PRIVATE** parking. Let me reiterate—this area is for **ALL** Pontiacs to park in

I added a project that I recently started using the “*Weekend Warrior*” *GTO* (last month’s review).



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!**

(Continued from page 12)

Shelby GT500  
(GT Spirit, 750/pcs)

- '88 NYPD LTD wagon (Greenlight)
- '79 Blue LTD Country Squire wagon

(1/18th, unless noted)



(Greenlight)

- '79 Lt. Blue Charlie's Angels LTD Country Squire wagon (Greenlight)
- '89 White Mercury Colony Park wagon (Greenlight) 🚗

(1/18th, unless noted)



## 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 [gloguy@verizon.net](mailto:gloguy@verizon.net), or see me at a meeting. **Thanks!** 🚗

Were on the web!

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

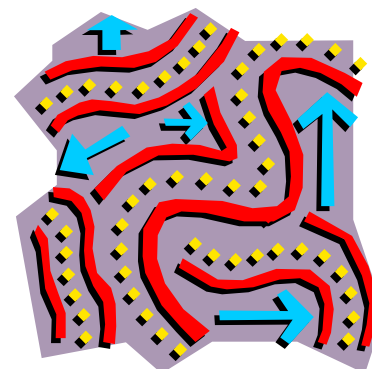
## Directions

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. 🚗

## 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)

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