



MAMA Sez!

Volume 32, Issue 5

January, 2020

"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. ☞

Happy New Year, MAMA!

There was no shortage of food last month (refer to the Meeting Pix page!). Thanks to the "**Lovely Ladies of MAMA**" for their diligence in feeding a ravenous group of MAMA modelers! We appreciate their efforts! Thanks also to the many people who contributed to the festivities, in whatever capacity.

This month, **Rich**

Wilson is back with build comments on the **Foose pickup**. Thanks, **Rich!**

The Poncho Perfection Reserved Parking area was back, celebrating Christmas in scale.

The November/ and December raffles raised **\$82.00/\$118.00**, while the door kicked in **\$94.00/\$140.00**, meaning that we handily made the rent—thanks!

Thanks to the following donors: **Bruce Black, Brad, Ed Brown, Steve M. Buter, Mike Costic, Tom Faletti, Gary Frazee, Matt Guilfoyle, Ron Hamilton, Kevin Kovach, Jim Maness, Jim McGuinness, Rich Meany, Dave Redzensky, Lyle Willits, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.** Thanks guys—we 'preciate it! ☞

The Presidential Brief?

At our December meeting, I had the very sad duty to report that our friend from Pennsylvania, **Duane "Buzz" Lockwood** had passed away on December 5th. Most of us who knew him only casually, knew him simply as a U.S. Army veteran who was an avid builder and collector of model cars, motorcycles, and helicopters. What few of us knew was that during his service in Vietnam, Buzz was a helicopter pilot who rose to the rank of

Captain while flying Bell AH-1G Cobra gunships and Hughes OH-6 Loaches. He got shot down 13 times, was wounded in action, and received 3 Purple Hearts. Buzz was just 71 years old.

Buzz' official obituary can be viewed on the Bean Funeral Home website at: <https://www.beanfuneralhomes.com/notices/Duane-Lockwood?fbclid=IwAR1CU8Q6El88bvgegwYLBbpPaeCBW->



[ClxDnVVASLrXTh73IUl](https://www.beanfuneralhomes.com/notices/Duane-Lockwood?fbclid=IwAR1CU8Q6El88bvgegwYLBbpPaeCBW-)

(Continued on page 2)

MAMA Sez is the official monthly publication of the Maryland Automotive Modelers Association. Articles as attributed by author and source, and may be reprinted with proper credit given. Opinions expressed are those of nobody of any importance. Any correspondence or contributions should be sent to: Timothy Sickle, 15905 Ark Court, Bowie, Maryland 20716.

Brief (cont'd)

(Continued from page 1)
[cPeXEnr0w](#).

On a happier note, I got to report that while visiting John Boettger's vendor space at the East Coast Indoor Nationals on Pearl Harbor day, 07 December 2019, I ran into an old friend of ours – **Vinny Tufano**. He's spent the past three years living in Peru helping his wife care for her elderly parents. They were back in Maryland for a short spell and planning to soon head off to Puerto Rico. Vinny told me there are no plastic model car kits in Peru, but he did find a die-cast model car collector's club there, so he was still getting some kind of scale model car fix. He asked me to say, "Hi" to MAMA for him, so "Hi from Vinny." He also emphasized that while he's been away and hanging with the die-cast club, his heart has always been with MAMA.

Let's not forget that the December meeting was our annual Holiday Feast meeting. As usual, we were blessed with an abundance of food. A huge thank you goes out to everyone who pre-

pared, bought, and/or contributed food, drink, ice, and/or serving materials (plates, cups, plasticware, etc.) A very special thank you goes out to the Ladies of MAMA who every year put significant effort into setting up the serving tables so that the food is presented in a sensible order and easily loaded on our plates.

Lastly, I'd like to thank Mike Costic once again for sharing his retirement cake with us so that MAMA could be an integral part of starting the next phase of his life on a festive and happy note. Best wishes on your retirement, Mike! We are expecting to see a lot more finished models from you now!

Beginning with the January meeting I'll start bringing a box into which you can contribute any unused and unwanted spare model car parts for use in our upcoming Mid-Atlantic NNL show's free parts give-away. We very quietly started this new feature at last year's show and with no announcements or signage, people found it and made it a success! The concept is simple: we place a



Artist's rendering of a MAMA member at the buffet table

box of our unwanted, unused parts where people visiting our show can dig through and take what they want for free. They are also welcome to contribute parts too.



Vinny Tufano sez "Howdy!"



Thanks again, Mike, and "Happy Retirement!"

VeePee Pick



This month's honoree is **Don Stone**. It was him who parked the '57 *Black Widow Chevy* on the front table.

He started with the Revell 2' n 1 '57 Chevy (150 Utility sedan/ *Black Widow*). It was completed mostly out of the box, but with the following modifications:

- Plastic Performance Products wheels and tires. Slightly too large, but look much better than the kit pieces and fit with very minimal trimming
- Bare Metal Foil for trim and raised lettering on the valve covers
- Modified bench seat to replicate a period correct racing

seat

- Ran medal tubing through the frame for a racing exhaust
- Stretched thread to simulate bungies holding down trunk and hood
- Mike's Decals

The primary source material was a YouTube video of a complete restoration of a Jack Smith '57 Chevy NASCAR race car. It was over 20 minutes and filmed the complete inside, outside, and

underhood area.

The painting was made easier due to the simple fact that the two colors are almost completely separated by chrome trim.

Kudos Don, and it was in good company! 🏆



Decisions! Decisions!



Meeting Pix **LOOK**



Plenty of food is an understatement!



Again, if you went away hungry, it was your fault!



Not just ONE cake...



...but TWO! !

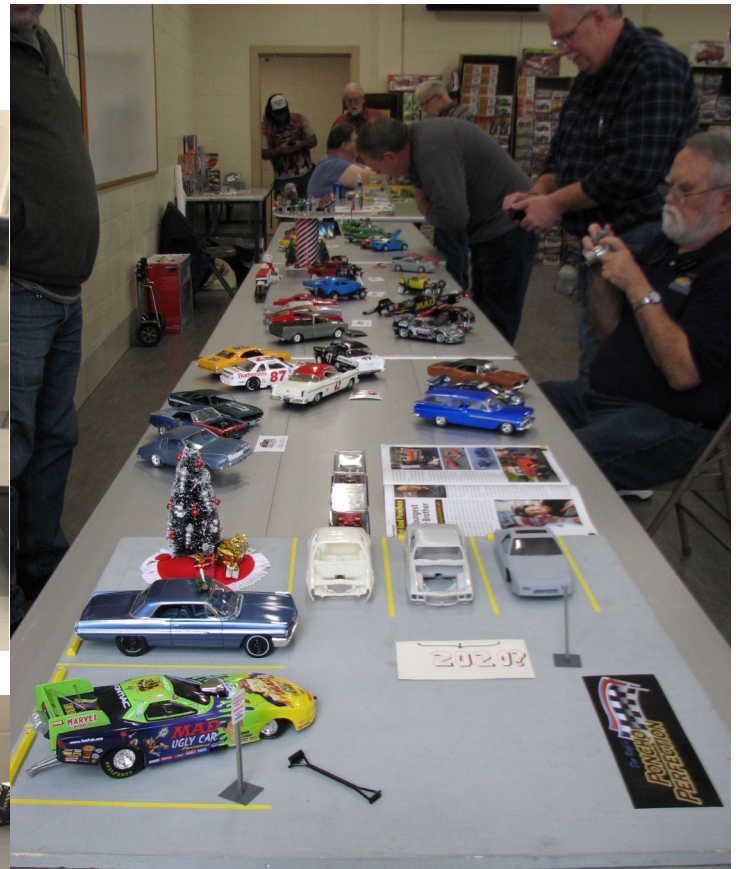
Meeting Pix **LOOK**



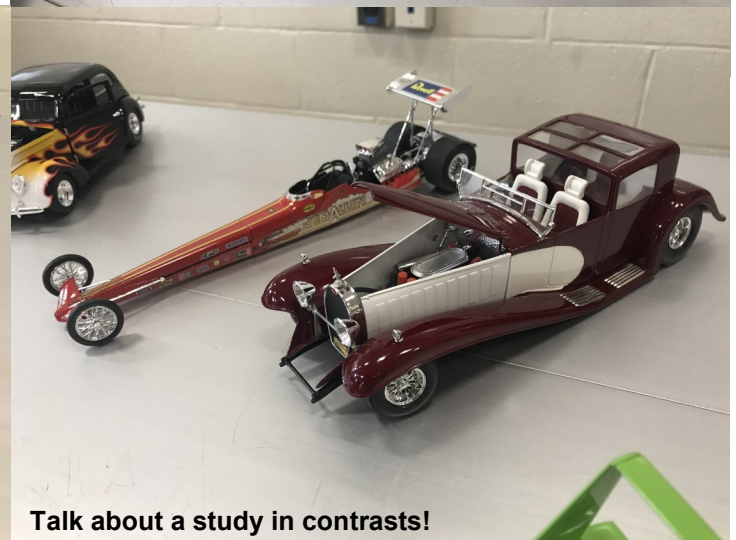
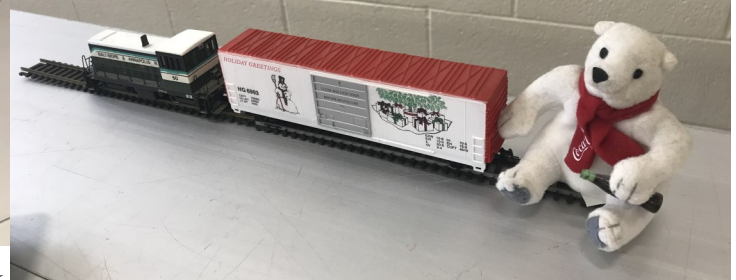
Merry Christmas, from Steve M. Buter!



A good assortment here...  ...and here! 



Plenty of models to complement all that food!



Talk about a study in contrasts!

Post construction report: Chip Foose '56 F100

If you watched “Overhaulin’” on TV, then you remember Chips’ dad overhauling Chips’ truck. Personally, I thought the plain black paint wasn’t much, but then I’m not a big fan of black paint. I used gloss black, but went over it with clear with metal flake.

At first, I thought the gas tank behind the seat was just totally wrong, so I put one at the rear of the chassis.

I don’t understand why the roof was a separate piece. Several manufacturers have cast this cab in one piece.

And I don’t mind the wire axle all the way through the rear housing; I rather prefer it. But a wire axle through the front suspension, a la 1960, is just wrong. Why not use the short metal pins as in other kits? Admittedly, they made it a very tight fit and rather hard to see, but really.

There’s no detail inside the

bed of the truck which may be correct, but I doubt it. And the tailgate is cast with no chain locks

and very small hinges; the gate doesn’t open.

I had to replace the steering wheel from the stock unit to one with a little more flash. But the biggest mistake is in the decals for the seats. They used a yellowish-orange and it should be red. Google the real thing and you’ll see what I mean. I did the seats in two-tone gray and left it at that.

The gas cap and door handles needed to go as well.



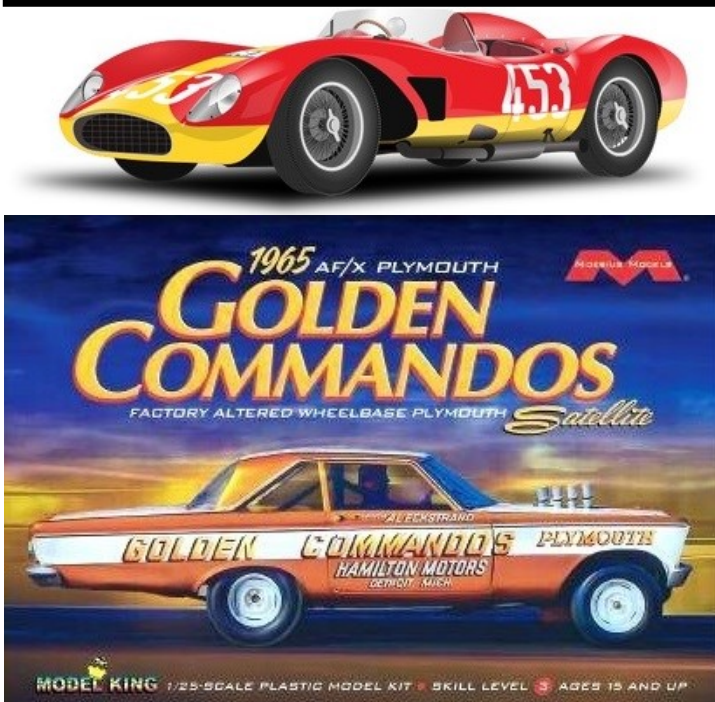
The engine was fine, but I thought two four barrel carbs were better than the one.

The decals for the engine were a nice touch.

The hood hinges didn’t work so I didn’t use them.

All together it’s a nice kit, it just needed some help.

by: Rich Wilson 🇺🇸



It should be noted here that with ongoing constraints on my time due to work and personal issues, I am unable to devote sufficient time as in the past to fine tune our monthly newsletters. Consequently, whatever appears herein is fully provided by the noted reviewer without undue attention from the editor (*beyond simple formatting*). This is, as I have said *MANY* times *YOUR* newsletter—I am simply the messenger. We all do what we are able to do in support of it. Thank you for your submission!

Obituary

Junior Johnson, the son of a North Carolina bootlegger who became one of the first superstars of NASCAR in the 1950s and 1960s, died late last month. He was 88.

NASCAR announced Johnson's death. No cause was given, but a statement from the racing association said Johnson "had been in declining health and entered hospice care."

"He was an inaugural NASCAR Hall of Famer, a nod to an extraordinary career as both a driver and team owner. Between his on-track accomplishments and his introduction of Winston to the sport, few have contributed to the success of NASCAR as Junior has. The entire NASCAR family is saddened by the loss of a true giant of our sport, and we offer our deepest condolences to Junior's family and friends during this difficult time."

Born in 1931 outside North Wilkesboro, N.C., Johnson honed his driving skills running moonshine through the nearby hills, a crime for which he received a federal conviction in 1956 and a full pardon from President Ronald Reagan in 1986.

Johnson won 50 races over a driving career that began in 1953 and ended in 1966, and he remains the winningest driver who never won a series championship. He also won the 1960 Daytona 500, which was run in a time of four hours and 30 seconds, still the slowest edition of "The Great American Race."

As a car owner for drivers that included Darrell Waltrip, Cale Yarborough, Bill Elliott and Terry Labonte, Johnson claimed six Cup championships. His last race win

as an owner was the 1994 Southern 500 with Elliott.

"He became my boss and made me a champion, I loved that man, God Bless Jr and his family. You were the greatest!" Waltrip said on Twitter.

Johnson also is credited with bringing the R.J. Reynolds Tobacco Company to NASCAR, which then led to Winston sponsoring its premier series from 1971-2003.

"The Last American Hero is gone and so leaves a huge dent in NASCAR racing. Junior Johnson was one of American sports' great characters and one of the best racer and car owners ever. His mountain man drawl and tricks were legendary," former race promoter Humpy Wheeler said. "He'll go down as one of racing's great ticket sellers."

Johnson is credited with discovering drafting—using the slipstream of the car in front of you on the track to keep up or sling-shot past. He won the Daytona 500 using that maneuver to outrun several cars that were about 10 mph faster.

As a young man, Johnson built a reputation as a moonshiner who could outrun the law on the mountain roads like no one else. He's credited with inventing the Bootleg Turn, a maneuver that spins the car into a quick 180-degree turn and sends it speeding off in the opposite direction.

Johnson began driving at age 8, long before he had a license.

"I didn't need one anyway," he often said with a laugh. "They weren't going to catch me."

Johnson walked away from the sport in 1996 to concentrate on



his other businesses, including a line of fried pork skins and country ham.

"I had done just about everything in racing that I wanted to do," Johnson said in an interview with The Associated Press before driving the pace car for the start of the 2008 Daytona 500, the 50th running of that event. "I do miss being in the garage sometimes, but I just wasn't excited about going racing anymore."

Johnson was never caught on the roads during his moonshining days, but he was arrested by federal authorities in 1956 when he was caught working at his father's still. He was sentenced to 20 months but was released after 11 months in federal prison in Chillicothe, Ohio.

Although a lifelong Democrat, Johnson was pardoned by Reagan. In his later years, Johnson often said that the pardon in December 1986 was "the greatest thing in my life."

Johnson is survived by wife Lisa, daughter Meredith and son Robert Glenn Johnson III.

Godspeed, "Junior." 🚗



'GMC' has issued a recall for **476 2014-16 Chevy SS sedans** due to an issue with the vehicle's electric power steering module.

In 2017, 'GMC' recalled **6,204 2014-16 Chevy SS sedans** after receiving customer reports of power steering loss in the cars. It later found that "corrosion of the connector between the electric power steering module and the torque sensor connector may cause a loss of electric power steering assist," and ordered the cars to be inspected and, if necessary, repaired. This recall is for the same problem, but the vehicles included this time only received an inspection in the 2017 recall, when they actually needed to be fully repaired.

According to the NHTSA filing, if the connector between the electric power steering module and the torque sensor connector corrodes, it may lead to loss of electric power steering assist.

'GMC' will notify owners, and dealers will replace the steering gear assembly free of charge.

'GMC' will notify owners, at which point they will likely be instructed to make an appointment with their dealership. The automaker has not yet provided a notification schedule, so it's not clear when it may begin reaching out to owners.

'GMC' has issued a **stop sale order** on **about 2,000 2020 Camaros** with the 3.6L V6 engine due to a potential issue that could re-

sult in an emissions-related recall.

'GMC' is currently investigating a concern with emissions from the evaporative emissions canister exceeding emissions standard specified for the Bleed Emissions Test Procedure (BETP).

It is a violation of federal law for a dealer to deliver a new motor vehicle or any new or used item of motor vehicle equipment (including a tire) covered by this notification until the potential emissions issue is remedied.

'GMC' is currently investigating the potential emissions issue. Once the investigation is complete, 'GMC' will release a bulletin publishing the repair and contact owners, if a remedy is needed.

If 'GMC's' investigation identifies that a recall is needed, 'GMC' will notify owners and dealers.

Until further instructions are received, involved 2020 Camaros that are in dealers' possession must be held and not delivered to customers, dealer-traded, released to auction, used for demonstration purposes or any other dealer use. All 'GMC' Certified Used vehicles currently in the dealers' in-

ventory within the Certified Pre-Owned Inventory System (CPOIS) will be de-certified.

'GMC' has issued a recall for **502 2020 Escalades/ESVs, Silverados/Tahoes/Suburbans, Sierras/**

GOVERNMENT MOTORS

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Yukons/XLs and Camaros in the US and Canada, as the vehicles may be equipped with a faulty fuel pump.

The fuel pump on affected vehicles may have been manufactured with a missing pressure regulator, enabling the fuel system to over pressurize and potentially crack the fuel pump.

Cracks in the fuel pump can cause the fuel to leak from the pump and may cause a fire.

'GMC' dealers will replace the faulty fuel pump free of charge. It is not clear if all vehicles subject to the recall will be repaired as a precautionary measure or not.

'GMC' will contact owners, at which point they will be instructed to make an appointment with their certified 'GMC' dealership. If owners are unsure whether or not

(Continued on page 9)



GMC Recall Ticker

of Recalls
173 (!)

of Vehicles Affected
45,938,515

Gov't (cont'd)

(Continued from page 8)

their vehicle is affected, they can visit my.gm.com/recalls and type in their VIN to see any open recalls or other actions that may be active on their vehicle.

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** this month 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 last 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.

'GMC' brands and vehicles struggled in the 2019 **Consumer Reports Auto Reliability Survey**.

The annual **Consumer Reports** list ranks brands and vehicles using data from surveyed **Consumer Reports** members. This year, it

gathered data on 420,000 different vehicles spanning the 2000 to 2019 model years, with members able to report vehicle problems across 17 "trouble areas" including engine, transmission and in-car electronics.

Consumer Reports then uses the survey data to calculate a "reliability rating" for every major mainstream brand and vehicle.

'GMC' did very poorly in this study. **Cadillac** was **ranked 30th** among the mainstream auto brands—which is **dead last**. Its other brands didn't do too well, either. **Chevy** was **25th**, **GMC** **22nd** and **Buick** **18th**. **Lexus**, **Mazda** and **Toyota** occupied the **top three** in that order, while Porsche and Genesis completed the top five, respectively. Joining Cadillac at the bottom of the order were two other luxury brands: **Alfa Romeo** was **29th**, while **Acura** was **28th**.

Some 'GMC' vehicles were also included in **Consumer Reports'** ranking of the least reliable vehicles. The **Chevy Colorado** and **GMC Canyon** were found to be the least **reliable vehicles overall**, with a "reliability score" of just 4 out of 100. The **Camaro** was the **second least reliable vehicle** according to the survey, with a reliability score of 5 out of 100. The **Chevy Traverse** also found itself **10th** in the **bottom ten ranking** with a reliability score of 18.

This survey takes small problems into account, such as squeaky brakes and broken interior trim pieces, along with major problems such as engine and transmission problems. Issues



with in-car electronics are also accounted for, such as a buggy infotainment screen. It's unclear what specific problems **Consumer Reports** users had with the Colorado, Canyon and Traverse, but they could range from fairly minor to major, as the survey scope is quite wide.

The **most reliable** vehicle in the survey was the **Mazda MX-5 Miata**, with an overall reliability score of 95. The **Toyota Prius Prime** was second with a score of 94, while the **standard Prius** was third with a score of 92.

Another takeaway from this survey, **Consumer Reports** said, is the clear drop off in reliability of a model when it receives a major update or when a next-gen version is introduced.

"CR's proprietary analysis shows that vehicles tend to be most reliable by the final year of any particular model run (typically five to seven years), after many of the bugs have been worked out, and least reliable in the first year of a redesign, when freshly reconfigured and often touted as 'all-new'," the publication said.

Take the preceding info with a grain of salt. New vehicle prices and maintenance are far too expensive not to make an informed decision. 🚗

T 'n T

Go Big, or Go Home?! At last year's SEMA Show in Las Vegas, President and CEO of Brembo North America, Dan Sandberg, was interviewed about a number of things, including his podcast, **Brembo Red**, which hosted 'GMC' design chief Michael Simcoe back in September. During the podcast, Sandberg and Simcoe discussed the design of the "**corners**" of the vehicle – the **wheels and brakes**. One of the more intriguing topics is the move towards larger wheels. Sandberg discussed the importance of wheel design with regard to consumer perception of a vehicle, noting that the wheels are some of the most attention-grabbing features in terms of aesthetics. Prior to Brembo, Sandberg was with Maxion wheels, so the importance of a good-looking wheel package isn't lost on him. Simcoe agrees, saying "any designer you'll talk to will talk about how to make a vehicle look good and lower, longer, wider. And you add to that large-diameter wheel and tire." "Where we are today, an **18-inch wheel is a small wheel**," Simcoe added. Later, Simcoe indicated that the future of wheel design, and naturally 'GMC' design as well, will be bigger and bigger – **upwards of 24" and 26" wheels, in fact**. "We're headed toward 24" and 26" wheels," the head of 'GMC' design said. Sandberg also asked Simcoe about the look of the wheel itself, and whether he thought the future was in open designs, or a more closed design. "The wheel style will be styled to suit the vehicle itself, so pretty much anything goes. Clearly as we brand the vehicles, we style the wheels too," Simcoe said. De-

sign chief Simcoe also talked about mating wheel style with brakes, mentioning how Brembo has worked with 'GMC' in colors and styling of calipers. Simcoe mentioned that brakes "used to be just a functional item," but are now part of the overall aesthetic of a vehicle. To note, Brembo has provided braking components for a number of high-performance 'GMC' vehicles in the past. Some of the most recent examples include the new '20 C8, which offers black, bright red, edge red and yellow calipers. Other examples include the **Cadillac CT5** and **CT4** in the **Sport** and **V trim** levels, which offer red, blue, and black calipers. Meanwhile, the **Cadillac CTS-V** offered a yellow brake appearance package, while the current line of 'GMC' full-size SUVs on the K2 platform (**Tahoe/Suburban**, **Yukon/Yukon XL** and **Escalade/Escalade ESV**) offer an optional high-performance brake package with red calipers...**Ugh-a-lee Corvette!** The mid-engine C8 Corvette may have been drawing a crowd at the Chevy SEMA exhibit last year, but just across the aisle was a Vette that was far more radical. It's called the **Valarra**, and it starts at **\$30,000, PLUS the C6 you need**



to get started with it. It comes from the mind of Matthew Mcen-tegart of Mattao Concepts. His credentials include designing the Vaydor exotic bodykit that was featured as the Joker's car in the "**Suicide Squad**" movie, but even a movie car has nothing on this. Any C6 will do for a Valarra body kit. Which means an abundance of aftermarket support throughout the vehicle. Especially under the hood, where an LS-based engine can be pushed into the 1,000 hp range without spending too much money in the process. The design of the car is simply extreme. It's both minimal, yet completely brazen. Up front is a gaping maw for

(Continued on page 11)



T 'n T (cont'd)

(Continued from page 10)

optimized airflow, while the rear is even more extroverted. A massive rear wing is fixated up top of the rear deck, while center mounted exhaust is lifted up from the stock location, with all of the plumbing exposed. Keeping with the theme is a rear diffuser of a size that's normally reserved for race cars. For those interested in the body kit, pricing starts at \$30,000, before options, which include the carbon-fiber reinforced plastic you see on the show car pictured, as well as a performance wheel and Pirelli P Zero tire installation. Check out the photos of both the front and rear tire width. Up front measures **275/25 R24**. In the rear is a humongous **405/25 R24**. A Corvette with 24-inch wheels. But considering the radical nature of this supercar body kit, you almost don't even notice them. Installs will start at the company's shop (or an approved vendor) next year, with pre-orders opening up soon. The

company is not shipping out kits for homebrew installation.

Whatever floats yer boat...

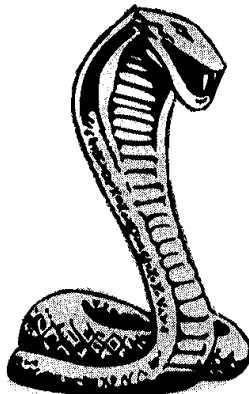
Shrink Ray Shelby!

What you see below is a **Shelby GT350 H Junior**, it's almost certainly the cheapest drivable Shelby in the world, but

it's also designed for kids so you won't be able to use it as a daily driver. That is unless you're quite small or very good at yoga. The car you see here is also a clone of sorts, it's a gas-powered children's car called the **Mustang JR**, developed by the Powercar Company of Mystic, Connecticut. This one has been modified to look like a GT350-H, albeit without a roof. The engine appears to be either a 25 or 50cc air-cooled, single-cylinder motor. It's mounted in the rear and powers the rear right tire via a chain drive – the car also has a small battery with an electric



starter. The pint-sized passenger compartment has a black vinyl seat, a centrally-mounted steering wheel with Hertz branding, a stick-on faux dash, and presumably accelerator and brake pedals in the foot well. RM Sotheby's offered the Shelby GT350 H Junior in mid-January with no reserve price (Thanks to GM Authority and Autoweek, 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!) 🙏



Hemi-fied!

Only 50 of Mopar's new *Challenger Drag Paks* will be made, each with a serialized plaque for the sake of collectability (*REALLY?!).* This master of the 1320 is powered by a supercharged 354-cubic inch V8 through a 3-speed manually-shifted quick auto to a super sturdy Strange-built 9" rear stick axle. While Dodge didn't say exactly how much horsepower it makes, or how fast it'll go, or what kinds of times it will run, it is improved over the outgoing Drag Pak, which was capable of running *7.60s* in the quarter mile.

Unveiled at last years' SEMA show in Las Vegas, the Drag Pak is rumored to be cranking out *over 1,500 horsepower*, if you believe *HOT ROD magazine*. The roll cage inside this car is certified

with the NHRA to run *at least 7.50s*, so it's pretty likely that Mopar is aiming for that number or quicker. The rear suspension is a custom 4-link. The wheel package is a lightweight Weld Racing aluminum wheel wrapped in massive Mickey Thompson wrinkle wall slicks. That should put the power down alright.

This car will be eligible for competition in NHRA Stock and Super Stock as well as the [SAM Tech.edu](http://SAM.Tech.edu) Factory Stock Showdown. Unfortunately most of the 50 cars here will be sold to collectors who sock them away in climate controlled



collections, never once setting tire to a sticky quarter mile. You hate to see it, folks. 🚗



Fakerrari!

We've all seen our share of Fiero-based supercars, but it's rare for the Fiero's front-engined sibling, the venerable Firebird, to be given the same treatment. Rare, but not unheard of, as proven by this 1982 Firebird Trans Am masquerading as a Ferrari F40.

Posted in Florida's Facebook Marketplace by Michel Filiatrault, this funky Fakerrari is based on a Trans Am but sports a Ferrari F40 replica kit, whose time on the market was *allegedly cut short by a lawsuit* from the Maranello-based automaker. It's not hard to see why, with all those Ferrari motifs on the bodywork and interior, and not to mention the sea of red leather.

While both the Trans Am and F40 used V-8s in their original

forms, that's where the engine similarities ended. The F40 featured a 2.9-liter twin-turbo V8 connected to a five-speed manual whereas this Trans Am had a naturally aspirated 5.7-liter small-block paired to an automatic. The former is mounted behind the cabin, and the latter ahead of it, which is one reason why the F40's design simply doesn't work with the T/A's proportions.

This car will undoubtedly appeal to a small niche of the car world no matter its asking price, but at **\$21,000** it's actually more than double what similar 1982 Trans Ams are going for. Its own-



er, however, banks on selling this car to a fellow kit car enthusiast, and uses the conversion's rarity as well as its historic significance to justify the price.

Cars are only worth what people will pay for them, and the kind of person who buys and builds a kit car tends to value looking like a million bucks on a shoestring budget. And \$21,000, my friends, ain't no shoestring budget. 🚗

★ **THE PHILLY AREA CAR MODELERS (PACM)** ★

Present...

The Third Philly NNL MODEL CAR SHOW

At The Simeone Foundation
Automotive Museum

GIMME FUEL!

THEME 2
"That '70 Show!"
(THE YEAR 1970)

GIMME FIRE!

THEME 1
DRAG RACING!



THEME 3
PORSCHE 917s!
(Remembering
Le Mans 1970)

MARCH
28, 2020

VENDORS!
RAFFLE!

Philly NNL is
sponsored by
PACM to benefit the
Simeone Foundation
Automotive Museum.

All proceeds benefit
the Museum.

- ★ **Date:** MARCH 28, 2020 ★ **Time:** 9:00 AM - 2:00 PM
- ★ **Location:** The Simeone Foundation Automotive Museum
6825-31 Norwitch Dr., Philadelphia, PA 19153
- ★ **Entry Fee:** \$12 includes Museum admission plus unlimited model entries
- ★ **Vendors:** Please email Tommy Kortman at kortmatr@yahoo.com
or Bob Doebley at rdoebley@comcast.net
- ★ **Info:** Visit simeonemuseum.org, email kortmatr@yahoo.com,
or on facebook at facebook.com/PACMSimeone/

Mark Your Calendar Now!



The **Tri-State Scale Model Car Club** Presents

The 34th Annual

NNLTM East

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

Next Year's Theme:

KNOWN SURVIVORS



Original Old Customs From Our Youth, Or Modern Recreations

Next Year's Sub- Theme:

Box Art Models

April 25, 2020

1 Pal Drive, Wayne NJ 07470

Show Information: WWW.NNL.EAST.COM

Or Write: nnleast@aol.com

27th Annual ***Mid-Atlantic NNL***

www.mamasboyz.org

May 9, 2020

9 AM—3 PM

Admission \$10.00 (under age 16, free)

“Tri-Five Vehicles” (ALL!)



Sub-Theme:



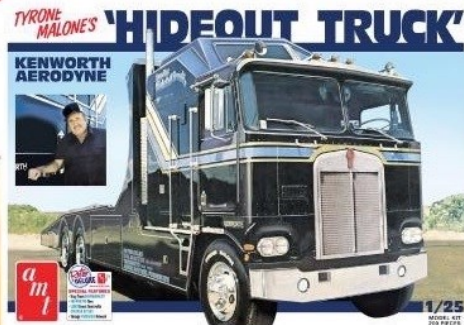
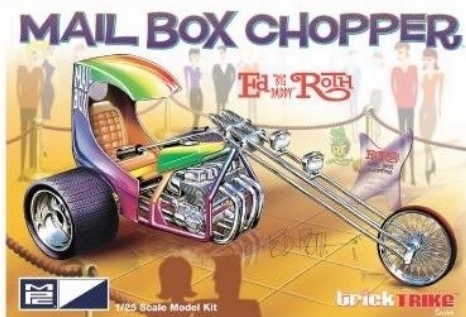
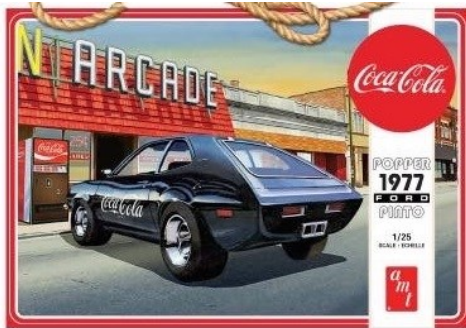
“Vehicles of 1970”



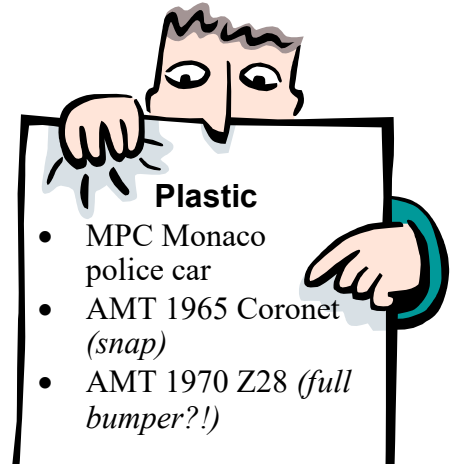
**Level Volunteer Fire Company
3633 Level Village Rd
Havre De Grace, MD 21078**

**Vendor/Show Info—Contact Dave Toups
E-mail: davetoups351@gmail.com
Phone: (410) 239-7081**





Ron's Rant



Plastic

- MPC Monaco police car
- AMT 1965 Coronet (*snap*)
- AMT 1970 Z28 (*full bumper?!)*

Diecast

- Ford Mustang by LB-Works (*GT Spirit*)
- 1983 A-Team GMC van (*Greenlight, 1/12th, \$399.99!*)
- 1967 Eleanor Mustang (*ACME, 1/12th, \$399.99!*)
- 1970 Mint Turquoise Judge (*ACME, 750 pcs*)
- 1952 Admiral Blue/Boston Ivory Hornet convertible (*ACME, 750 pcs*)
- 1957 Gold Mist Olds Super 88 (*ACME, 500 pcs*)
- 1974 "Bigfoot" F-250 monster truck (*Greenlight*)
- LB Works Mustang (*Kyosho/GT Spirit/Ottomobile RESIN*)
- Subaru STI (*Kyosho/GT Spirit/Ottomobile RESIN*) 🏎️

(1/18th, unless noted)

"Supernatural" Impala, due this month!



Marcos Cruz brought back his gorgeous '62 SD Catalina one final time, and you can imagine my surprise when he "gifted" it to me, and told me *it was going home with me!* I was totally blown away! *Thanks again, Cruz!* It will take its place of honor in my mancave.

I added a few projects that I had recently been plinking around with, along with a hopefully optimistic goal of completion next year. In a positive move, the Fiero GT is now more "colorful."

I also got the chance to talk about my new long-distance modeling buddy Evan, whom I penned a column on for Poncho Perfection magazine.



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!! Lookin' forward to 2020! 🎄



This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

Timothy Sickle
15905 Ark Court
Bowie, Maryland 20716
Phone: 301-249-3830
Email: gtoGuy@verizon.net

MAMAs BoyZ do it in scale!



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, or see me at a meeting. *Thanks!* 🍷

Were on the web!

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

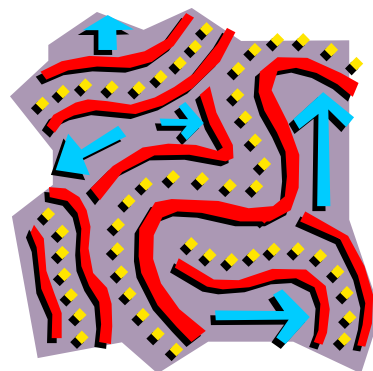
Directions

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

Maryland Intl Raceway:

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

York US30 Musclecar Madness:

www.yorkus30.com

Online Event Calendar:

www.NortheastWheelsEvents.com

Club Contact Info

President: Tim Powers, partsbox@broadstripe.net

Vice President: Dave Toups, davetoups351@gmail.com

Treasurer: Matt Guilfoyle, blackbuick1941@yahoo.com

Newsletter Editor: Tim Sickle, gtoGuy@verizon.net

Club Photogs: Lyle Willits & Gary Sutherlin

