



MAMA Sez!

Volume 32, Issue 6

February, 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. ☞



There was a snow alert, but, thankfully, no snow for this month's meeting.

The "Handout Box" (*championed by Prez Tim Powers*), meant to collect and/or disburse parts at our NNL show, was present, and active, in advance of our show later this year.

The Poncho Perfection Reserved Parking

Time to Go Racin'!

area was present, as usual, celebrating Pontiac.

The raffle raised **\$62.00**, while the door kicked in **\$75.00**, meaning that we nearly made the rent.

Thanks to the following donors: **Brad, Steve M. Buter, Matt Guilfoyle, Rex Turner, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.** Thanks guys—we

'preciate it! ☞



Recently my attention was drawn to a Monogram 1939 Mercedes 540K Cabriolet kit that I've had since the early 1970s. It was part of Monogram's "Museum Pieces" series in 1972. I originally built it straight out of the box, with no paint or detailing whatsoever. It was all bare black, silver, and vacuum-plated plastic. Later, I disassembled it using the Neanderthal method of model car disassembly: insert an X-Acto knife between two parts and pry to break the glue joints (*or often times the parts themselves*). The



second time I assembled it I painted a few highlights, but still no overall paint job. I used the same primitive approach to disassembly the next time I took it apart. This time the plan was to hot rod it. I found some nice Monogram slicks and a pair of little for the front all mounted on a set of matching chrome-plated five-spoke wheels. That's

about all the further that project went. Some years later those hot rod wheels and tires got pulled for some other dead-end project. I'm not sure which model kit box they are in today.

That rekindling of interest also led me to start searching the internet for good, detailed photos of the 540K series

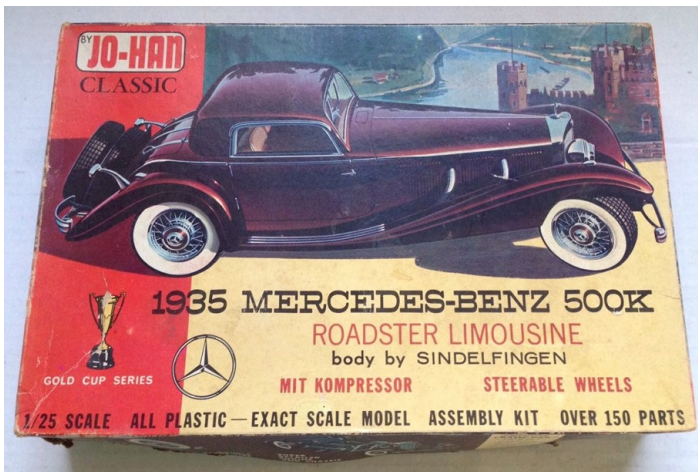
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VFTB (cont'd)

(Continued from page 1)

as I have several of those Monogram kits in both roadster and coupe form. While looking for 540K photos I kept running across photos of earlier 500K series cars and that reminded me of the Jo-Han 1934 500K Roadster and 1935 500K Roadster Limousine kits. Then that got me to researching the differences between the 500K series and the 540K series. I won't bore you with those details.



What I did find that was interesting is that the Jo-Han 1935 500K Roadster Limousine kit issued around the 1965 time frame is actually a replica of a real one-of-one Mercedes that still exists – at least somewhat.

In the 1930s Otto Wilhelm Rudolf “Rudi” Caracciola was Mercedes-Benz’ top driver. He won hill climbing Championships in 1930 and 1931 for Mercedes and he won the 1931 Mille Miglia in a big supercharged 200 hp SSKL known as the *White Elephant*. He also drove their W series Grand Prix race cars, dubbed “Silver Arrows” by the German press, between 1934 and 1939. (Guess what color they were painted!) This included winning

the 1934 Grand Prix in a newly-designed W25 racer.

In appreciation for the many victories he gave them, Mercedes commissioned a custom Sindelfingen-bodied 1935 500K as a gift for Rudi.

The two-seater was referred to as a Roadster Limousine, though to my untrained eye it looks like a 3-window coupe.

There’s a well-known photo of Caracciola and Mercedes’ Grand Prix Team manager, Alfred Neubauer with the car as he was preparing to ship it the US in 1937 so he’d have it with him as he

came to participate in the Vanderbilt Cup race. In practice for the cup race, he ran the fastest lap times, but got sidelined by a supercharger failure in lap 22 of the event.

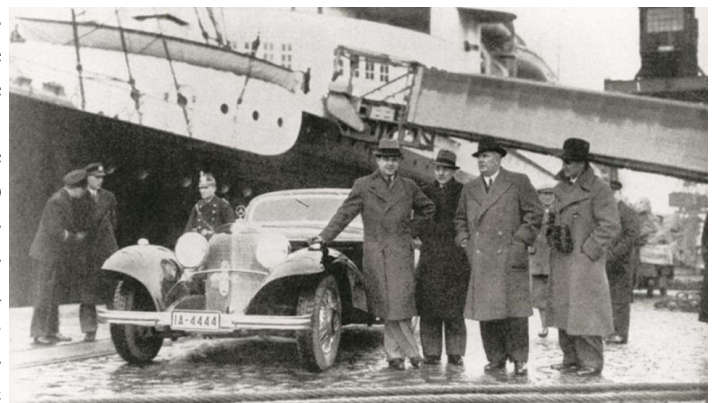
Following the Vanderbilt Cup heartbreak, Caracciola gave Mercedes the world record for the fastest speed ever recorded on a public road on January 28, 1938. He was clocked at 268.9 miles per hour in a mirror-polished

Rekordwagen across 20 miles of a



newly paved highway called the Autobahn, between Frankfurt and Darmstadt. That record stood for 79 years until Niklas Lilja ran 276.9 miles per hour on a closed highway in Nevada on 05 November 2017.

At some point prior to World War Two (*WWII*), the Roadster Limousine and Caracciola parted ways. It was later purchased from a Paris dealership by Benito Mussolini as a gift for his son-in-law Count Galeazzo Ciano. After Ciano sided with others to remove Mussolini from power during WWII he was executed for treason and the car was shipped to Ethiopia where it was covered with tarps and hidden beneath a large



Rudi Caracciola, Alfred Neubauer, and others with Caracciola's on-of-a-kind 1935 Mercedes 500K in 1937 as they prepare to sail from Bremerhaven to the United States for the Vanderbilt Cup race.

W125

(Continued on page 16)

Editor's Pick



With the VeePee MIA, yours truly made this month's pick. This month's honoree is **Kevin Kovach**, and this very cool '61 *Olds Gasser*!

I am not a huge Gasser fan, but the thing that attracted me to this one is the simple fact that it is an "alternate" bodystyle (*i.e.*, *NOT A Willys or a tri-five Chevy!*).

The funny thing here is that Kevin didn't build this one to this point—it is an EvilBay purchase!

I have scant few details on it, but in the briefest of conversations with Kevin at last month's meeting, a few things came out.

First off, the fact that it is obviously a '61 Olds. It is believed

that it was a four-door converted to two-door status. Once this was done, the obvious wheel-base change could be affected.

It is actually molded in Orange, and not painted.

The roof **MAY** possibly be a Chevy bubbletop roof grafted on.

The chassis is a bit crude, and Kevin added that he would be focusing some attention there.

Sadly, the bumpers, while included in the sale, did not arrive with the kit, so Kevin is doing his

best to complete the kit as purchased, so he can set about building his Olds "Street Freak."

Kudos Kevin, and I'll be watching to see this one get completed! 🏆



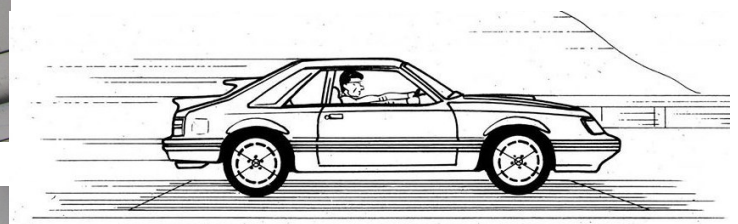
Meeting Pix **LOOK**



Lyle Willits continues to crank out the hits!



Dave Schmitt's next project



Decisions, decisions, eh guys?!



Meeting Pix **LOOK**



Wild Bunch indeed!

“Ford vs. Ferrari” comes alive



Believe it or not, a pair of Diecast wonders



Kevin Kovach trotted out a neat assortment



Dave Redzensky is a “Truck guy”



This one's making a return, I understand

Obituaries

Edd Byrnes, who gained fleeting fame as Kookie, the ultra-hip, wisecracking parking attendant on the jazzy 1950s-60s ABC detective series *77 Sunset Strip*, died last month. He was 87.

The New York actor was a finger-snapping, hair-combing, teen-idol sensation who parked cars on the swanky ABC detective series.

Byrnes, who years later played the smooth-talking Vince Fontaine, a Dick Clark-like dance contest host, in *Grease* (1978), died unexpectedly Wednesday of natural causes at his home in Santa Monica, his son, San Diego TV news anchor Logan Byrnes, said on Twitter.

On *77 Sunset Strip*, Kookie parked cars at Dino's Lodge, a Hollywood nightclub that was owned by **Dean Martin** and served as a backdrop on the show. The club was next door to the private detective agency run by the suave duo of Stuart Bailey (*Efrem Zimbalist Jr.*) and Jeff Spencer (*Roger Smith*).

When he wasn't "piling up the Zs" (*that would be sleeping*), the finger-snapping Kookie was running a comb through his wavy ducktail, and Byrnes became one of television's first heartthrobs, in an Elvis kind of way. He elicited shrieks of delight from young female fans everywhere and parlayed that teen-idol fame into a gold record, "Kookie, Kookie,

Lend Me Your Comb."

Recorded with actress Connie Stevens, the song (*on Warner Bros. Records*) made it to No. 4 on the Billboard Hot 100 chart in May 1959.

At the peak of his popularity, Byrnes received more than 15,000 fan letters a week, exceeding the record that Warner Bros., the studio behind *77 Sunset Strip*, had ever received for any star (*yes, more than even Errol Flynn and James Cagney*). The actor said he once appeared on 26 magazine covers in one week alone.

"As Kookie, I was one of the first young fellows on television, one of the first that the young could identify with," he said in 1969.

His contract prohibited Byrnes from accepting plum roles in such movies as *Ocean's Eleven*, *North to Alaska* and *Rio Bravo*, and John F. Kennedy was said to have objected to having someone known as Kookie play him in the 1963 film *PT 109*. The role went to Cliff Robertson.

At one point, Byrnes walked off the show and retreated into a heavy drinking period. He returned in an "upgraded" role in May 1960, with Kookie now a partner in the agency and sporting a coat and tie.

After *77 Sunset Strip* ended its



six-season-run in 1963, Byrnes moved to Europe to star in a string of spaghetti Westerns and spy thrillers. He sporadically returned to Hollywood to capitalize on his Kookie notoriety.

In 1975, Merv Griffin signed Byrnes to host a new game show, and two half-hour pilots were filmed. NBC liked it but insisted on another host, and so Chuck Woolery got the gig on *Wheel of Fortune*.

Edward Byrne Breitenberger was born in New York City. After his alcoholic father died when Byrnes was 13, he took the surname of his maternal grandfather, a New York City fireman. He developed an interest in performing and after high school landed summer-stock work. At age 22, he set out for Los Angeles, arriving in September 1955, one day after James Dean died in a car crash.

(Continued on page 7)



Obit (cont'd)

(Continued from page 6)

Byrnes landed a number of minor parts, then was cast as a killer who compulsively combed his hair in *Girl on the Run* (1958), which effectively served as the pilot for 77 Sunset Strip. The actor was such a hit, producers decided to keep him around as another character, Gerald Lloyd Kookson III. His pre-Fonzie, cool-guy persona soon caught on like wildfire.

He also appeared in such films as *Reform School Girl* (1957), *Darby's Rangers* (1958), *Marjorie Morningstar* (1958), *Life Begins at 17* (1958), *Up Periscope* (1959), *Yellowstone Kelly* (1959), *Beach Ball* (1965), Michael Apted's *Stardust* (1974) and *Troop Beverly Hills* (1989) and on TV shows including *Cheyenne*, *Maverick*, *Honey West*, *Mannix*, *Police Woman*, *Charlie's Angels*, *Fantasy Island* and *Murder, She Wrote*.

Byrnes was married from 1962-71 to actress Asa Maynor (she played the stewardess in the famous *Twilight Zone* episode "Nightmare at 20,000 Feet," starring William Shatner). In addition to his son, survivors include his longtime partner, Cathrine.

In his 1996 autobiography, *Kookie No More*, he detailed his addiction to drugs and alcohol.

Famed race car driver **John Andretti** has lost his battle with cancer and also passed away last month, Andretti Autosport confirmed on Twitter.

John had a huge career that included wins in CART, IMSA GTP, Rolex Sports Car Series, and NASCAR.

John was a member of one of the most famous families in racing.

He was the son of racer Aldo Andretti, who is the twin brother of Indianapolis 500 winner Mario Andretti.

He was the older brother of Adam Andretti, and first cousin to Michael and Jeff Andretti.

He was an active member of the community, being part of *Race For Riley* during the weeks of the Brickyard 400.

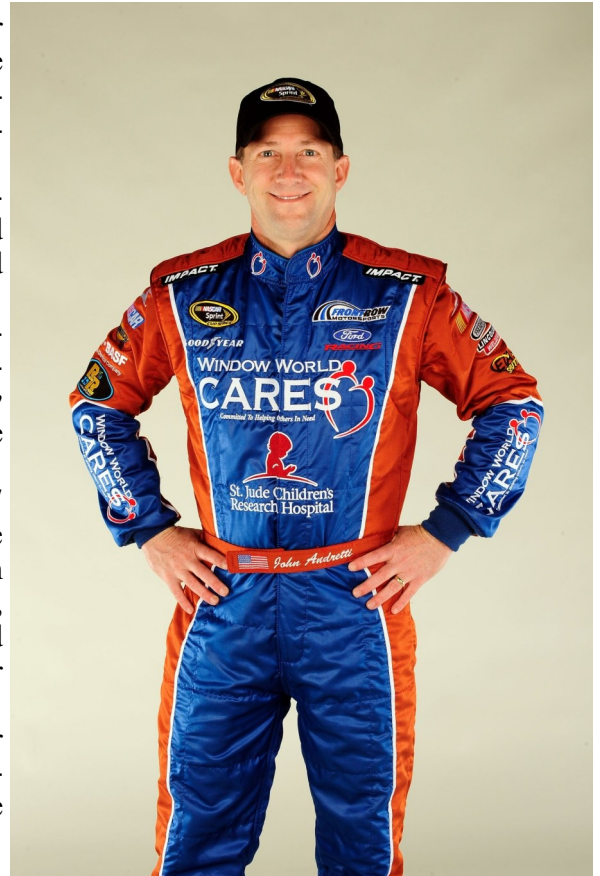
He disclosed in 2017 that he was battling stage four colon cancer, which was believed to be gone, but relapsed in 2018 and again in 2019 after another round of treatment.

His battle with cancer spared his awareness campaign, which started the hashtag #CheckItForAndretti.

"The thing that was great about John is he never forgot where he was from. He never forgot what his name allowed him to do, what his talent allowed him to do. And he used that platform to give back," said Indianapolis Motor Speedway President Doug Boles. "The Riley Children's Hospital here in Indianapolis benefited every year from what John gave back. Even in his battle here with cancer, John used that to say #CheckItForAndretti. Colonoscopies were important. In fact, I just had mine and did it because of John."

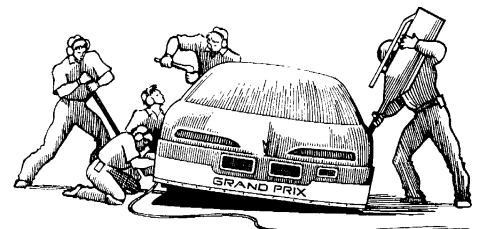
Penske Entertainment Corp. President & CEO Mark Miles released the following statement regarding Andretti's passing on behalf of INDYCAR and the Indianapolis Motor Speedway:

John Andretti's skills behind the wheel of any kind of race car were admired by his millions of fans around the world, and he al-



ways returned that loyalty and kindness to become one of the most popular drivers of his generation. But John's true mission was helping others, whether through his countless hours of charity work, especially with Riley Children's Hospital here in Indianapolis, or by the colon screening campaign he started in April 2017 after he was diagnosed with cancer. John's positive attitude and selflessness throughout his brave fight inspired all of us and will be a legacy that will continue forever. We extend our deepest condolences to his wife, Nancy, their three children and the entire Andretti family.

Godspeed to both of you. 🙏



The National Highway Traffic Safety Administration has upgraded its probe into **roughly 1.7 million 'GMC' vehicles** that may have been equipped with faulty windshield wipers.

We first reported on this matter back in November of '18, when NHTSA was deliberating whether or not to have all vehicles fitted with the potentially faulty wipers recalled. Prior to that in '16, 'GMC' recalled **roughly 367,808 '13 Chevy Equinoxes** and GMC Terrains for the same problem, but kept receiving complaints from owners of newer vehicles and believed that not enough vehicles may have been included in the original recall.

The new NHTSA engineering analysis probe includes 2010-12 and 2014-16 Equinoxes and Terrains. If NHTSA demands a recall following the probe's completion, 'GMC' could will be forced to repair the wipers and wiper assembly ball joints in over 1.7 million vehicles.

NHTSA claims it has received 1,900 reports on the wiper issue. In affected vehicles, water and debris may work its way into the windshield wiper assembly ball joints, which can wear them down and lead to the eventual detachment of the wiper ball joint from

the vehicle. In the recall of the '13 model year vehicles, 'GMC' installed an improved windshield wiper motor and transmission assembly and relocated a drain hole at the base of the windshield to allow trapped water to escape.

In a statement sent to *Reuters*, 'GMC' said it will "fully cooperate to support their investigation," and that it does not "believe these windshield washer systems are defective."

It is not clear when the NHTSA's probe into the defective wipers will be complete.

A new class action lawsuit filed over the widely reported "**Chevy Shake**" problem with 'GMC' full-size trucks and SUVs blames the issue on the vehicles' driveshafts.

This class action lawsuit includes all US owners of affected vehicles that do not live in Florida. As we reported previously, a class action suit was filed in Florida over the problem in November, however that case was based around a certain Florida state law and could not include residents from out of state.

The nationwide class action lawsuit, which was filed in the US District Court for the Central District of California, blames the problem on the vehicle's driveshafts. The Flor-

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ida lawsuit blames the issue on the same component, with both saying the driveshaft may "deteriorate" in some fashion and cause the vehicle to shake violently. Plaintiffs say the problem only occurs when driving at highway speeds and could eventually cause the driveshaft to drop from the vehicle completely. The suit also says that the problem can be fixed by replacing the aluminum driveshaft with a steel one.

The problem was first reported on back in late '15 and affects certain K2XX 'GMC' trucks and SUVs. Owners of some of these vehicles say they will shake and vibrate when in motion. The nationwide suit says 'GMC' is attempting to conceal the problem and instead of issuing a recall and fixing the vehicles has instead only put out technical service bulletins. Some dealers have also made

(Continued on page 9)



GMC Recall Ticker

of Recalls
174 (!)

of Vehicles Affected
45,939,645

Gov't (cont'd)

(Continued from page 8)

unnecessary repairs to affected vehicles in an attempt to diagnose the problem, which have come at the cost of owners.

The problem has been known to occur in K2XX-platform Escalades, Silverados, Suburbans, Tahoes, Yukons/Yukon XLs and Sierras. The new T1-based Silverado, introduced for the '19 model year, is not affected.

1,130 3500/4500 Chevy commercial trucks built by Isuzu on behalf of 'GMC' have been recalled due to a manufacturing issue with the seat belt assembly.

According to a National Highway Traffic Safety Administration (NHTSA) filing, certain Isuzu/Chevy commercial trucks equipped with the dual-mode belt locking mechanism seat belt assembly may use belts with improperly manufactured webbing.

The NHTSA filing says the seatbelts pose an increased risk of injury, as they may not be able to properly restrain vehicle occupants in the event of a crash.

Dealers will inspect the seatbelts and replace the seatbelt assembly as necessary. These repairs will be done at no cost to the owner.

Owners should wait for Isuzu to contact them and make an appointment with their dealer. If owners are unsure whether or not 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. This recall is expected to begin on February 28th.

Speaking to *Motor Trend* at the recent launch of the '21 Chevy Tahoe and Suburban, 'GMC'

North America president Barry Engle said 'GMC' plans to build **40,000 '20 Corvettes** this year, **all of which have been sold.** This includes both the standard Corvette and the new convertible.

He also said that dealerships are being encouraged to sell the car for MSRP, but added that Chevy dealers are private businesses and can sell them for a price they see fit. The car starts at \$59,995 for the entry-level 1LT model.

It's not very surprising to hear that 'GMC' has sold out all of '20 Corvette build slots. Back in August, the automaker's Vice President of Global Design, Michael Simcoe, said the car was close to being completely spoken for and "that it's bound to be sold out soon." The car has since won a number of automotive industry accolades, which may have driven up the demand even further.

A previous report from *Motor Trend* claimed that 'GMC' loses money on all C8 Corvettes that are sold for **less than \$80,000.** 'GMC' had allegedly developed the car with a \$79,995 base price in mind, but didn't want to lose traditional Corvette buyers in switching to the mid-engine model and priced it from \$59,995. Luckily for 'GMC,' the price of the car can rise quite quickly once the customer begins to tack on options like the **\$5,000 Z51** performance package and **\$1,150** high wing rear spoiler.

The car is expected to start rolling off the assembly line in Bowling Green in early February. The plant is currently idle, with



'GMC' re-tooling it to produce the next-gen car and also re-training assembly line employees. It was originally scheduled to start rolling off the line in December, but the 40-day UAW strike delayed its arrival by a couple of months.

The rights to the first '20 Stingray off the production line were auctioned at the Barrett-Jackson event in Scottsdale recently for **\$3 million.** The base price for the model is just \$59,995.

NASCAR team owner Rick Hendrick was the winning bidder. Hendrick has one of the largest Chevy sports car collections in the world and has purchased several significant examples at past charity auctions.

All of the proceeds from the sale were earmarked for the Detroit Children's Fund, which is aimed at improving the city's schools. A red pre-production prototype stood in for VIN001 on the auction block, while the actual car will be black with a black interior, red seat belts, GT2 performance seats, performance data recorder and outfitted with both the 3LT trim and Z51 performance packages.

The price paid sets a record for a new Corvette sold at a charity auction, eclipsing the \$2.7 million that the final front-engine Corvette went for at a Barrett-Jackson event last summer. 🏆

T 'n T

“Number ONE With a Bullitt”! Last month, the “star” of the cult classic movie **“Bullitt,”** the ‘68 **Mustang**, sold for a whopping \$3.4 million dollars, with a 10% buyer’s premium, for a grand total of **\$3,740,000!** Too bad they couldn’t have paired it with the bad guys’ Charger, but they couldn’t find enough of it left... **New Stuff!** Looks like **Revell** has an all-new tool of the **Jaguar XKE** in 1/24th scale coming! Rumor also has it that cross-town (?) rival **AMT** will be re-releasing the venerable ‘65 **GTO**, likely in the vein of the recently released **“Weekend Warrior”** ‘67 **GTO**. There is also new release news from Tamiya—a late-model Mustang racer. No word on release dates on any of them... **Fast & Furious 9—REALLY?!** The trailer recently dropped for the latest installment in this franchise. A certain defunct ‘GMC’ franchise will get some attention (*unwanted?!*) in it. It **APPEARS** that it will feature a

rocket-powered Fiero!?! Just so you know, and for what its’ worth, Nick and I swore off this franchise LONG ago, for very good reason. The sad thing is, that I believe we will have to endure at least one more installment, as they talked about a 10-part “series.” The end can’t come soon enough for this one...High-

priced Hot Wheels! Many people who have an interest in cars as adults played with Hot Wheels as a kid and have fond memories of picking out the \$1 miniature cars at the store. For hardcore Hot Wheels enthusiasts and toy collectors, though, the brand is more than just a kids’ toy, with rare models sometimes selling for thousands of dollars on eBay or at trade shows. Joe



Pawn Stars, recently uncovered one of the rarest and most valuable Hot Wheels toys ever made: a ‘67 **Chevrolet Camaro ‘Hong Kong.’** The car, which is just one of **SIXTEEN ever built**, was originally cast as a test prototype for Hot Wheels designers. The designers would coat these test vehicles in white paint to check for body imperfections before approving the design for production. As such, they were never meant to be sold to the public, but some were



Magee, a toy collector known as The Toy Scout and who has appeared on shows like History Channel’s

mistakenly packaged and sold. Magee said he found this one, believed to be the only one left in existence, while sorting through another Hot Wheels collection and

(Continued on page 11)

T 'n T (cont'd)

(Continued from page 10)

later verified its authenticity with a Hot Wheels expert. "I've collected toys forever and this Hot Wheels Camaro is the Holy Grail of collectibles," Magee said. "I am beyond excited to have found it to add to my vast collection. This car is so extremely rare that there is only one known example which is this one. Imagine something that originally sold for 59 cents now being worth upwards of \$100,000! Wow!" The white prototype Hot Wheels Camaro is three of the most desirable 'Redline Hot Wheels' in the world, all of which were manufactured between 1968 and 1977. The other two "holy grail" models in the Redline series are the Oldsmobile 442 and the VW van-based Beach Bomb. Magee intends to add this new Hot Wheels Camaro prototype to his collection, which he takes with him around the country to fairs, media appearances, appraisal and toy events...**OOPSIE! THIS** is

why you can't have nice things! Every enthusiast knows the agony of waking up to find your precious ride scratched or its wheels stolen. But it's even worse when the ride in question is *all-new, like this '20 C8 Corvette*. Not many people have even seen the new Corvette in person, which is why this is likely the first example in the world of a C8 *sitting on cinderblocks*. It happened in Detroit. While stolen wheels are nothing new in impoverished Motor City, it's



hard to imagine the 'Vette hadn't taken any precautions. Wheel theft feels like it's become a global epidemic. The police are doing less and less about it, since insurance covers stuff like that, but maybe automakers should make Sentry Mode standard or develop better bolts. This image shows the black beast resting on just two cinder blocks. Because so

much of the weight is over the rear, the car's body is now on the ground back there, so some parts may need fixing. So how much does the thief stand to gain from this? Well, he'll have the only set of C8 Vette wheels for sale, and there's no running from the fury of the Internet. But the wheels and tires should be worth *around \$5,000*. This piece notes the problems tracing the source of these pictures. They kept coming across *Motor Trend*, so we'll assume for now that it was their test car. Production isn't supposed to start until this month anyway (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!) 🙏





IPMS RICHMOND

OLD DOMINION OPEN

SCALE MODEL SHOW & CONTEST

FEBRUARY 29, 2020

RICHMOND RACEWAY COMPLEX

Henrico Hall

600 E. Laburnum Ave.

Richmond, Va. 23222

Doors Open at 8:30 am

**Registration Closes
at 12:00 pm Noon**

Over 70 Model Categories

Hobby Vendors Galore

Huge Kit Drawing



2019 Best in Show



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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/



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

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

The 34th Annual

NNLTM
East

This Year's Theme:

**KNOWN
SURVIVORS**

Original Old Customs
From Our Youth,
Or Modern Recreations

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)

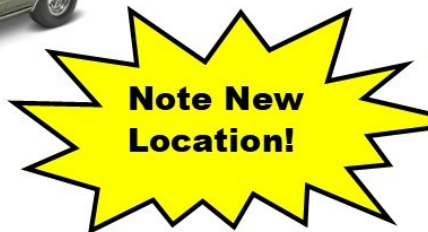
“Tri-Five Vehicles” (ALL!)



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**



VFTB (cont'd)

(Continued from page 2)

pile of manure for the duration of the war.

Sometime after the war, Dr. Milton Roth, a dentist and Bugatti collector from Long Beach, California, bought the 500K at auction and had it shipped from Ethiopia. After his death, the car changed hands a few more times until it was owned by Rolls-Royce collector Bill Post. In 1965 Post had the car restored by Dale Hanson, who specialized in restoring luxury cars. Hanson spent 16 months working his magic on the car. Although the restoration was intend-

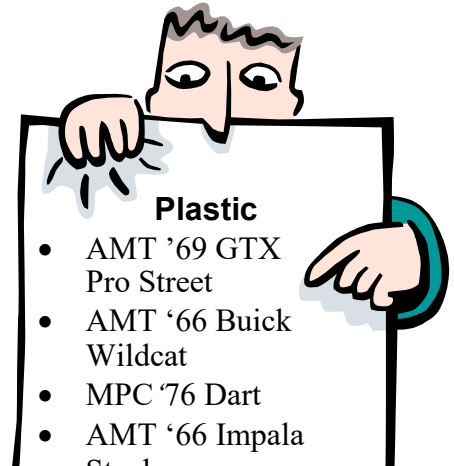
ed to put the car into as original a state as possible, Hanson did make one non-stock change: he put white wall tires on it. Most folks agree that it looked better that way.

From Hanson's shop, the Caracciola Benz went on the show circuit, collecting lots of trophies and blue ribbons, and changing hands some more. Eventually James Packer sold the car to a gruff, eccentric, German-born, retired butcher in California named Rudi Klein. Supposedly after the car wouldn't start following a 1980 Newport Beach car show, Klein parked it in his Foreign Auto Wrecking yard, a dismantling operation (i.e., junkyard) that he'd owned since 1967 in

South Central L.A., and it hasn't seen the light of day since. In fact, only a handful of people have ever been permitted inside the yard to see it. Today it reportedly rests on four flat tires, covered in nearly 40 years of dust and dirt.

Many people feel that this could be the most valuable Mercedes in history, possibly in the \$10M range if restored. Mercedes-Benz themselves agree. They offered to fully restore the car at no cost. Klein's heirs, who cur-

Ron's Rant



Plastic

- AMT '69 GTX Pro Street
- AMT '66 Buick Wildcat
- MPC '76 Dart
- AMT '66 Impala Stocker

Diecast

- '70 Blue/White Ford F-350 Shelby ramp truck (*ACME*)
- '70 Candy Red Metallic "Street Fighter" Boss 429 (*ACME*)
- '57 "American Express" Chevy Gasser (*ACME*)
- "Porkchop's 190 Proof" '32 Ford 5-window (*ACME*, 996/pcs)
- Toyota TRD 3000GT Supra (*Kyosho/GT Spirit/Ottomobile RESIN*)
- '83 GMC A-Team van – weathered version (*Greenlight*)
- '73 Falcon XB – weathered version (*Greenlight*) 🚗

(1/18th, unless noted)

rently own and maintain the auto dismantling operation, have refused.

Way back in the mid-1960s John Haenle measured and photo-

(Continued on page 18)



Caracciola's restored Benz at the 1978 Pebble Beach Concours d'Elegance



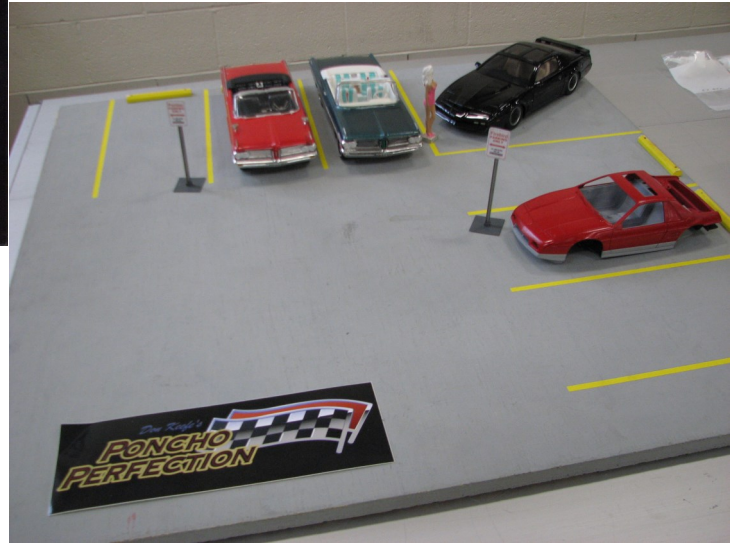
An undated photo of the Caracciola Benz in a storage garage at Klein's Foreign Auto Wrecking Yard



With all of the uncertainty in the world right now, I pulled a few strings to enhance the security of meeting attendees. Luckily, my friend **Michael Knight** and his *crime-fighting pal KITT* were available—*thanks, guys!*

Steve Buter brought back his green '62 *Bonneville convertible*, and you can imagine his surprise when I “matched” him with a recent addition to my collection in the form of the *red '62 Bonneville convertible!*

I also added another “red” project that is making slow progress—my '86 *Fiero GT*. I am hopeful to ramp things up a bit this year, on my projects!



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

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MAMAs BoyZ do it in scale!

VFTB (cont'd)

(Continued from page 16)

graphed the Caracciola Mercedes-Benz either during or after it's restoration in order to produce the Jo-Han kit. The car's owner at that time supposedly offered to sell it to Haenle. Though the asking price at that time was likely nowhere near the crazy high prices that classic cars have sold for over the last 30 years, he passed on the offer. This was in the first heyday of modeling and Jo-Han was big



and prosperous with active contracts to produce promos for several full-size auto makers, so Haenle likely could have afforded it, but he was reputed for not easily parting with his cash. He is said to have often expressed regrets for not having bought the car as it would have provided him with a nice retirement fund. ☹

Classifieds

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

Were on the web!

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

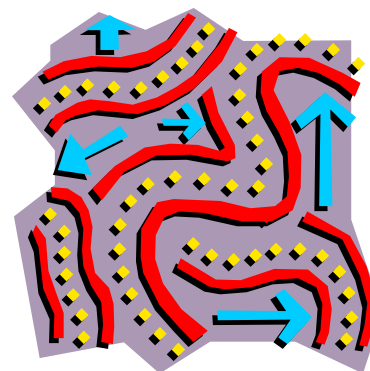
Directions

From the Baltimore Beltway (RT 695):

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

From the Washington Beltway (RT 495/95):

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



Once on Southway:

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

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

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Club Photogs: Lyle Willits & Gary Sutherlin

