

# MAMA Sez!

Volume 32, Issue 7

March, 2020

"Serving Delmarva Car Modelers for 31 Years!"



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

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**CANCELLED!**

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

## 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!)

## Show Season is Here—NOT!!

Tim Powers' NNL report showed 60 companies solicited, with very good responses of support! See his "Brief."

MAMA member **Jerry Flynn's family—Nina, Anthony and AJ**, appeared, bringing some of Jerry's collection to sell.

The "Handout Box" will continue to appear at

meetings, where it will be available to the public. Consider donating parts that you have no use for.

The Poncho Perfection Reserved Parking area was well stocked with a variety of Ponchos—thank you all!

The raffle raised **\$110.00**, while the door kicked in **\$132.00, PLUS** a special donation of

**\$100**, meaning that we more than made the rent.

Thanks to the following donors: **Brad, Bruce Black, Steve M. Buter, Mike Costic, AJ Flynn, David Fuller, Matt Guilfoyle, Ron Hamilton, Rich Meany, JC Reckner, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.** Thanks guys—we 'preciate it! 🚗

## THE PRESIDENTIAL BRIEF?

As most everyone knows by now, in the best interest of our show participants, vendors, and club members, the Maryland Automotive Modelers Association (MAMA) has **canceled** our annual Mid-Atlantic NNL model car show for 2020.

The club's leadership team closely monitored

county, state, and federal reports and guidelines

related to the Coronavirus/COVID-19 pandemic. We re-evaluated the situation at the end of March/beginning of April. Key factors we considered included:

- The health and safety of our show participants, vendors, and club members is more

important than the fun and enjoyment of the show

- The majority of model car builders who normally participate in our show fall within the CDC's category of those at highest risk for COVID-19
- The spread of the disease increased rapidly throughout March and continues to do so
- Some estimations don't have the COVID-19 peak

(Continued on page 2)

## Brief (cont'd)

(Continued from page 1)

happening until late June or July

- Most halls and other meeting/event facilities are currently closed through the end of April, and that will likely be extended
- NNL Philly, NNL East, and Diversified Scalerz have combined their shows into one big Tri-State Trifecta event in Jersey on September 26<sup>th</sup>
- The Super September Showdown is still planned for September 13<sup>th</sup>
- If the COVID-19 concerns were somehow to have gone away by the end of April, many people would likely still feel uncomfortable going out and mingling in large gatherings anywhere, for any reason as early as May 9<sup>th</sup>
- If we were to reschedule to a realistic timeframe, we'd have just a one- or two-month window before the Tri-State Trifecta show and we'd be within just a couple of weeks of the Super September Showdown, not to mention the nearby IPMS shows, MosquitoCON and PENNCON

Given the still evolving situation and its effect on the factors above, holding our show as planned is not only unlikely, but carries too great a health and safety risk, and rescheduling it is just not feasible.

We encourage everyone to attend/participate in the Super

September Showdown and the Big Three event, assuming things are back to normal by then and that those events are still held.

Because we had to cancel our show, I have begun reaching out to all the generous sponsors who already provided products for use in our raffle to ask what they prefer that we do with those items, as we want to be respectful of their wishes. Those from whom I've already heard back have been very understanding about the situation and said they'd like us to store their donated items for use in the 2021 edition of the Mid-Atlantic NNL.

Dave Toups is also contacting the vendors who've already paid for tables/spaces at our show to see if they'd prefer refunds for now or to have us hold their reservations for the 2021 show.

Since our March meeting was cancelled due the COVID-19 concerns, we tried something different for our website: a *pseudo-virtual meeting!*

We put out the call through our club email distribution list (*give your email address to me if you are not on the distro and you would like to be*) for members and friends of the club to send photos of what they would have brought and displayed at the meeting along with a short description. We received four sub-

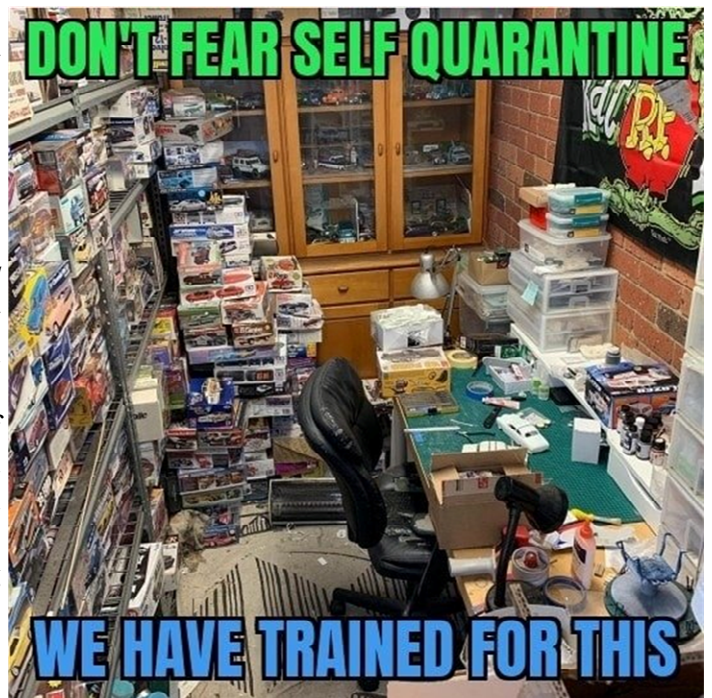
missions and I padded it out with a couple of photos from the vaults. In all it worked out well.

Because we're having no physical meeting in April, we're doing the pseudo-virtual meeting thing again. We already received the first two submissions before the end of March. Keep 'em coming. And since there's no show or scheduled meeting in May, I expect we'll do the same thing a third time.

The entire MAMA leadership team thanks you for your understanding and patience in these most extraordinary times.

Please continue to follow the 15 Days to Slow the Spread guidelines issued by the White House. Please be safe and stay healthy.

I can't conclude without sharing at least some levity from the brighter side, here's a photo that Gary Sutherlin sent which applies to self-quarantine or shelter at home for model car builders:





## VeePee Pick



The February pick was **Brian Schindler's '56 Ford Crown Victoria** ("Vic" for short!).

"While flipping through a back issue of Street Rodder magazine, I came across an article about a '55 Ford Crown Victoria Street Rod. I set my sights on finding the '55 in kit form. After being disillusioned with inflated Ebay prices, I turned to George Bojaciuk, a longtime friend in Philly, well known in the automotive diecast and model industry. George had an original issue AMT '56 Crown Vic. We negotiated a beneficial price, and the kit was in my hands in under a week."

"After a quick inspection, the first order of business was to separate the chassis pans from the frame due to the molded-in exhaust. This was just the start of what would be numerous changes and mods including kit-bashing a Kevin Harvick NASCAR Taurus, a '14 Mustang as well as the Revell Chip Foose '55 Ford Pick-up."

### Chassis/Suspension/Wheels

"I didn't want to stay with a

stock suspension, so the front of the chassis was modified to receive the front suspension components from the Harvick Taurus. The rear frame was removed and replaced with the rear frame and suspension from the Foose Pick-up. I scratchbuilt the gas tank to fit within the frame rails."

### Body/Wheels/Tires

"The additional custom front and rear body pieces that were included in the kit were used. In the wide gaping mouth, I used Detail Master's mesh for the grill with a scratch built frame. The Giant "V" was modified from the '56 kit and epoxied in the center of the grill. Wheels and tires are from Steve "Z-Wheels" Zimmerman and as a result, were much wider than I anticipated. So wide that they would not fit within the fenders. Z-Wheels are built on a three-piece design, two outer rims and a center resin design. I tried sanding down parts of the outer rims but it needed more. I even tried to narrow the track of the front and rear suspension but I **STILL** could not get the clearance I needed."

"I then turned to the body and tried removing some of the plastic from the inner fenders but it still wasn't enough. Using some .60 mm Evergreen sheet plastic, I fabb'ed panels to attach to the outside of the fenders, widening them just enough to allow the wheels and tires to



fit in the wheelwells. While I was adding the sheet plastic, I dropped the panels 2mm to give the illusion of a lowered suspension. It worked and was just enough. Some polyester body filler and a bit of sanding finished it off."

"Paint is Tester's white and yellow enamel decanted from the rattle can and airbrushed. The Bare Metal Foil was new to me and trust me, the Crown Vic was the wrong kit to use for my first foray into BMF since there was so much chrome trim! It did make me understand why in some species of life, mothers eat their young! BMF has to be the most frustrating yet rewarding modeling detail trick ever done!"

### Interior mods

"The stock dash was painted white with a black dash pad and Model Car Garage photoetched dash treatments. Front buckets seats from the '14 Mustang surround a completely scratch built center console. To maintain continuity in the seat patterns, the rear seats from the Mustang fit right over the rear "Vic" molded in seats. The inside door panels of the "Vic" were modified to receive the armrest center section of the Mustang inner door panels. The lower portion of the inner

(Continued on page 18)





# Meeting Pix **LOOK**

Numerous cars this month were not identified because I didn't know who built them!



Lyle is at it again, this time with a replica of his 1:1 ride





# Richmond ODO

# LOOK



Courtesy of Lyle Willits Photography—thanks! For more, visit





## "Obituary"

Jeff Tucker had found the car he'd been searching for, the exact model he had when he was 17: a 1966 Chevy Impala SS convertible in Marina Blue.

It took him years to track down and eight hours to drive from Buffalo to Montreal to see it, but once he did, he knew it was his. That first night he took it out for a cruise in '09, it was like re-living his past.

"So many years later, and it was still turning heads," the now 58-year-old said. "It took me right back there."

Production of the Impala ceased in late February after six decades, making the Impala yet another Detroit sedan to be laid to rest as buyers switch to cross-overs, SUVs and pickups.

Introduced in 1958 and produced continuously except for gaps in the 80s and 90s (*Ed. Note: How can you claim continuous sales with gaps?!), the final Impala will roll down the line at Detroit-Hamtramck Assembly. Seen by many as emblematic of the all-American car, more than 16.8 million have been sold globally (not*

*including the 1994-96 Impala SS, which was counted as a Chevy Caprice).*

Impala enthusiasts around the country are sad to see the nameplate hit its expiration date and cherish even more the Impalas they have found and made their own.

"I think I'll probably have one until the day I die," said Ferras Sabo, his heavily customized low-rider '62 Impala resplendent in Viper Red in his Sterling Heights driveway.

He could talk for days about his first love. The 39-year-old remembers his neighbor telling him to come outside when he was 12 to show him a '64 Impala he had just purchased.

It was the shape of the car, its body lines, its design that hooked him.

"I was in love," he said. "That was it. There was nothing else that meant anything to me."

Sabo is a 16-year member of the Majestics lowrider car club from Detroit's west side. True to the style that grew out of the Mexican-American lowrider culture of 60s Los Angeles, the Impala that Sabo purchased in 2002 has



been lowered so it hugs the pavement. Tiny 13-inch rims bring it even closer to the ground, and the rear wheels are hidden behind fender wells that create an unbroken line across the bottom of the car.

Early Impalas like Sabo's have an X-frame that makes it ideal for lowering and fitting with hydraulic pumps that allow the body to be lowered or raised with the flip of a switch.

Four pumps and the massive batteries that power them take up the entire trunk of Sabo's Impala. They allow any of the four corners of the car to be jacked up independently. And worked in the proper sequence, they can make it jump. At its apex, the tires have bounced 62 inches off the ground.

It took four years to get the car the way he wanted it.

"This was my art," he said. "This was my canvas, and I

(Continued on page 7)





## Obit (cont'd)

(Continued from page 6)

painted it. This is mine now.”

[‘GMC’ placed the Detroit-Hamtramck Assembly plant](#) on a closure list in November 2018. The Lordstown Assembly complex in Ohio was also on the list. Both plants produced cars that were being chopped from ‘GMC’s’ lineup: the Impala and Cadillac CT6 at Detroit-Hamtramck and the Chevy Cruze at Lordstown.

The Impala’s US sales had dropped 25.5% to 56,556 the year of the announcement. In 2019, they fell to 44,978.

“Just as the Impala evolved

over the years, the market has shifted dramatically and demand for sedans has declined and we adjusted to meet customer needs,” said Steve Majoros, vice president of Chevy marketing.

Some Impala owners hope that one day ‘GMC’ will bring back the Impala — and maybe even pay homage to one of its past renditions, especially an SS performance version.

“That’s what I would like to see them do:

make a race version rear-wheel-drive Impala 10 years from now,” said Gersch, the owner of the 1996 SS.

Back in Buffalo, Jeff Tucker is hoping for a retro 60s Impala comeback like the one he fell for when he was a teenager.

“It was such a good model for them for so many years, it wouldn’t be surprising,” he said. “The Impalas are about as American as apple pie. It’s been around forever.”

(Thanks to the Detroit News for this piece) 🍷



## New Stuff!

Word reaches me from our “*Plastic Pusher*” Ron Bradley, of some “*new*” 2020 *announcements* from the gang at AMT.

- 1995 Mitsubishi Eclipse
- 1964 Plymouth Belvedere (6-cylinder)
- 1966 Nova SS
- 1964 Olds Cutlass convertible
- American LaFrance Ladder Chief fire truck

- 1957 T-Bird (1/16th)
- International Payhailer 350 dump truck
- “Milk Trike”
- Schwinn Continental 10-speed bicycle (1/8th)
- “Moonraker” space shuttle w/boosters (1/200th)
- “Star Trek” Galileo shuttle (new tool—1/32nd)
- “Rodan” flying dragon (Godzilla—1/800th)
- “Rat Fink” decal pack
- HO Thunderjets slot car assortment (12 cars)

Scale is 1/25th, or as noted.

No further info is available on release dates. Get your orders in now! **Thanks, Ron!** 🍷



'GMC' has just announced *it will withdraw Chevy from the domestic market in Thailand by the end of 2020*. It will no longer operate any manufacturing facilities in the country either, signing a binding agreement to sell its Rayong plant to **Chinese company Great Wall Motors**. The company first established its Thai operations in 2000. Rayong currently builds the *global Colorado* and *Trailblazer*, which are also exported to Australia and New Zealand as Holdens. 'GMC' says it "undertook a detailed analysis of the business case for future production at the Rayong manufacturing facility in Thailand," and decided that "low plant utilization and forecast volumes have made continued 'GMC' production at the site unsustainable.

'GMC' has also announced *plans to retire Holden in Australia and New Zealand by 2021*, while also winding down sales, design and engineering operations in both countries. Instead, 'GMC' will focus its strategies for the market on the 'GMC' specialty vehicle business (*high-priced models?!).* The Detroit-based (*for now!)* automaker painted the move as being a "decisive action to transform its international op-

erations, building on the comprehensive strategy it laid out in 2015 to strengthen its core business, drive significant cost efficiencies and take action in markets that cannot earn an adequate return for its shareholders."

The decision to pull out of Thailand comes as 'GMC' is looking to free up cash to invest in new technology such as *electric* and *autonomous vehicles*. Its operations in Thailand, along with those in Australia and New Zealand, would have also required investment to keep them competitive going forward, so 'GMC' is instead focusing on markets that are already driving significant returns, such as China, Latin America and South Korea.

"I've often said that we will do the right thing, even when it's hard, and this is one of those times," said 'GMC' Chairman and CEO Mary Barra. "We are restructuring our international operations, focusing on markets where we have the right strategies to drive robust returns, and prioritizing global investments that will drive growth in the future of mobility, especially in the areas of EVs and AVs.

GWM is expected to build vehicles from its Haval brand at the former 'GMC' Rayong plant, which will be sold locally and exported to Australia. Haval pro-

## GOVERNMENT MOTORS

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



### AN AMERICAN REVOLUTION™

duces a range of crossover and SUV models that will fill the gap that will be left by the departure of the Chevy brand.

'GMC' President Mark Reuss added that the company explored various options to continue Holden operations, but could not find options that would overcome "the challenges of the investments needed for the highly fragmented right-hand-drive market, the economics to support growing the brand, and delivering an appropriate return on investment."

"At the highest levels of our company we have the deepest respect for Holden's heritage and contribution to our company and to the countries of Australia and New Zealand," said Reuss.

"After considering many possible options – and putting aside

(Continued on page 9)



# HOLDEN

#### 'GMC'C Recall Ticker

# of Recalls

175 (!)

# of Vehicles Affected

46,087,700



## Gov't (cont'd)

(Continued from page 8)

our personal desires to accommodate the people and the market – we came to the conclusion that we could not prioritize further investment over all other considerations we have in a rapidly changing global industry.

“We do believe we have an opportunity to profitably grow the specialty vehicle business and plan to work with our partner to do that,” he concluded.

‘GMC’ says it “will honor all warranties and continue to provide servicing and spare parts.” It also said local operations “will continue to handle all recall and any safety-related issues, working with the appropriate governmental agencies.”

The National Highway Traffic Safety Administration (NHTSA) and ‘GMC’ are recalling **148,055 '19 Chevy Silverado** and GMC Sierra pickups due to a problem with the vehicles’ electronic brake control module (EBCM).

This recall is related to a '19 recall that 'GMC' issued for **over 460,000 Silverados, Sierras and Cadillac CT6s**. Vehicles included in that recall left the factory with faulty EBCM software that may cause the anti-lock braking system (ABS) and electronic stability control (ESC) to become disabled. The fix for the problem was a re-flash of the EBCM software, however, the software update from the first recall can disrupt the electronic brake control module when the vehicle is started using the On-Star app, so it must be re-programmed once again. The

NHTSA filing didn't go into detail, only saying the “software has an error, and as a result, the vehicle’s electronic brake assist may be disabled.”

A loss of assist can lead to reduced braking performance and increase the risk of a crash.

‘GMC’ says dealers will re-flash the EBCM software. This will be done at no cost to the owner.

‘GMC’ will notify owners of affected vehicles and instruct them to make an appointment with their dealer. The recall was expected to begin in early February. If 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’ recently announced it would reintroduce the **Hummer** brand as a new all-electric pickup truck under the 'GMC' umbrella. Dubbed the 'GMC' Hummer EV, ‘GMC’ provided a few details on what the all-electric pickup would offer, and now, we have new specs regarding the powertrain.

According to 'GMC' President Mark Reuss, it will offer three different powertrains, each with unique motor combos and output.

He also shed some light on the different powertrain setups of the forthcoming truck:

“When we go to market, we'll have one-, two- and three-motor versions, with different ranges, and performance at different price



points to meet customers’ needs whatever they may be,” he said.

The statement was made after ‘GMC’s’ claim that the new truck would produce upwards of 11,500 lb-ft of torque, while previous ‘**GMC Authority**’ reports have indicated that it will make upwards of 1,000hp, while sprinting to 60 mph in 3 seconds. As we previously noted, that 11,500 pound-feet figure is likely calculated using some non-standard methodology, and is designed to grab attention, with a standard measurement placing the EV’s torque figure somewhere in the ballpark of 1,100 to 1,400 lb-ft.

Regardless, these head-spinning numbers will most likely be tied to the top-tier, three-motor setup Reuss mentioned to investors, which opens up the possibility for more accessible trim levels with the single- and double-motor configurations. Additionally, the new EV will offer “incredible on- and off-road capability,” with the multiple motor setups suggesting both RWD and AWD to put the power down.

Look for the new truck to debut May 20<sup>th</sup>, 2020, at the Detroit-Hamtramck plant in Michigan.

What’s old is new again, eh?



## T 'n T

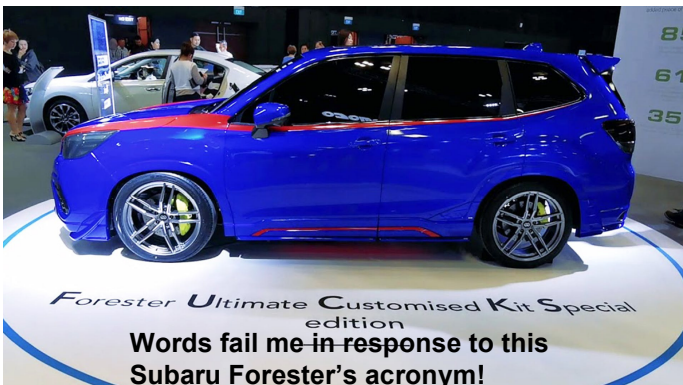
**Batman Arrested?!** In a city like Moscow, where flashy armored vehicles and flouting traffic laws is plenty common for the city's well-off, you'd think Batman would have no problem at all with the Batmobile. Turns out he doesn't have it so easy. The BBC reports that Moscow traffic police have impounded a Batmobile. Built to resemble the Dark Knight's ride in *Batman vs Superman*, it rides on impressively wide off-road tires front and rear, and appears to be in excess of fifteen feet long. A statement from Russian Interior Ministry officials cited by the BBC explains that the custom-built vehicle was not registered and wouldn't meet Russian roadworthiness restrictions. The owner of the car (*vehicle?!*) is reportedly facing three charges related to the vehicle, which authorities say breaks a number of Russian road regulations relating to documentation as well as the design of the car itself. Now, I don't doubt that a custom-built replica of a high-powered superhero car isn't all that safe for pedestrians and occupants alike, even if it reportedly cost **nearly \$850,000**. Look at it—the sight-

lines are atrocious out of that slit of a greenhouse, the partially-open front wheels will kick up all manner of road debris from pothole-strewn winter streets, and I suspect that someone who doesn't see the flat-black thing coming their way won't fare too well in a collision. But there's got to be a bit of a double-standard at play here. The Russian market is still home to dangerously old designs like the Lada Niva, which, as iconic as it is, it is one of the last places to be in a collision. It's also a driving environment where sharing the road with large military vehicles like the Ural-4320 **6x6 truck** isn't uncommon. With a conscript at the wheel, one might worry about ending up in one of those blindspots too, but its doubtful they're getting impounded any time soon. If you want to drive something scarily huge and intimidating in Moscow traffic, you better find yourself working for the state (*the Russian Strategic Missile Forces, perhaps*), not around its edges like the Caped



Crusader. If you don't mind trading black for green, of course ... **New NASACAR Look.** Despite the new partnerships, the Cup Series will not feature a title sponsor now. In preparation for the 2020 season, NASCAR has signed **Busch Beer, Coca-Cola, Geico, and Xfinity** as the company's "premier partners," according to the Associated Press. Despite the new partnerships, the Cup Series will not feature a title sponsor now—it will just be known as the NASCAR Cup Series. The four new sponsors will be featured in several capacities throughout the company, including on NASCAR broadcasts, digital and social avenues and in-market promotion. Busch, Coca-Cola, Geico and Xfinity will also be seen at the championship and All-Star Races throughout the NASCAR schedule. "This has been a monumental year for our sport, one highlighted by significant changes in our business model to ensure long-term viability and growth," NASCAR president Steve Phelps said in a statement. "As we begin this new

(Continued on page 11)





## T 'n T (cont'd)

(Continued from page 10)

chapter, we are joined by four incredible brands with deep-rooted histories across all levels of our sport. We are honored to have this elite group represent our NASCAR Cup Series for years to come.” Following the 2016 season, NASCAR decided to end its partnership with Nextel and began using Monster Energy as the title sponsor for the Cup Series. Nextel, Sprint, and Winston have served as title sponsors in the past. In NASCAR’s new model, the four new sponsors will be featured in the majority of the company’s signage and markings. “This new model will provide our premier partners with a heightened level of integration and visibility across all aspects of our sport,” NASCAR executive vice president Daryl Wolfe said in a statement. “Each of these partners have demonstrated their commitment to our brand-loyal fan base, and we are excited about how these brands will elevate the NASCAR Cup Series”...**Fingerprinted Porsche?!** Porsche customers have had the freedom to customize their cars since the early days as someone commissioned a 356 all covered in fur back in the 50s. No, we’re not joking—this is it. But it wasn’t until the late 70s when taking special requests from buyers became an official thing, and this personalization program eventually got a name in 1986—**Porsche Exclusive**. We now know it as **Porsche Exclusive Manufaktur (PEM)**, and through this special division, you can build a purple

Panamera Sport Turismo with matching interior air vents. Now, the skilled folks from Zuffenhausen are taking the personalization program to a whole new level by introducing a **fingerprint option**. In a bid to create a truly

personal 911, your fingerprint can be transformed into a graphic on the car’s hood through a direct printing method developed by Porsche. Initially, this option is limited to the hood, but will be eventually offered in other areas and you won’t necessarily have to opt for the fingerprint as other customer-specific designs will be available. The company will have to remove the hood and then the owner’s biometric will be applied onto the body panel by a robot, with a clear coat added afterward and then the hood will be polished to a high-gloss finish to ensure the utmost quality. After that, the hood goes back on and it looks something along the lines of the 911 depicted here. “The operating principle is similar to that of an inkjet printer: using a print head, the paint is applied to three-dimensional components automatically and without overspray. ‘The ability to control the nozzles individually permits targeted application of every paint droplet,’ explains Christian Will, VP Production Development at Porsche AG. ‘The complexity is due to the necessity of harmonizing three technologies: robot tech (*control, sensors, programming*), application tech (*print head, graphic han-*



*dling*) and paint tech (*application process, paint*).” PEM will begin taking requests for the fingerprint design this month and is asking between **\$8,000 and \$9,000**. That might seem pricey—and probably is—but Porsche justifies the price by saying direct printing is superior to regular paint in terms of look and feel...**Wanna Buy a Wienermobile?!** I recently stumbled on this ad from **Calgary Cars** in Alberta: “Wienermobile. 2 available, once in a lifetime buy. \$12,000 obo (*Canadian funds*). **How much do we have in the MAMA treasury?!** (Thanks to GM Authority 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!) 🍌



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

# The Third Philly NNL MODEL CAR SHOW

At The Simeone Foundation  
 Automotive Museum

**GIMME FUEL!**

**GIMME FIRE!**

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



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



**MARCH**  
**28, 2020**

**VENDORS!**  
**RAFFLE!**

**Rescheduled!**

Philly Area Car Modelers (PACM) sponsored by 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 Norwiche 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

The 34<sup>th</sup> Annual

**NNL**<sup>TM</sup>  
**East**

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

**This Year's Theme:**

**KNOWN  
SURVIVORS**

Original Old Customs  
From Our Youth,  
Or Modern Recreation

**Sub- Theme:**

**BOX**

**MC**



**April 25, 2020**

**Local Drive, Wayne NJ 07470**

Show Information: [WWW.NNLEAST.COM](http://WWW.NNLEAST.COM)

Or Write: [nnleast@aol.com](mailto:nnleast@aol.com)

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

[www.mamasboyz.org](http://www.mamasboyz.org)

## ***May 9, 2020***

9 AM—3 PM

Admission \$10.00 (*under age 12 free*)

### **“Tri-Five Vehicles”**



Sub-Th



### **“Vehicles c**



Lev  
3/  
Fire Company  
age Rd  
ace, MD 21078

Ven. Show Info—Contact Dave Toups  
E-mail: [davetoups351@gmail.com](mailto:davetoups351@gmail.com)  
Phone: (410) 239-7081



**CANCELLED!**



## Preview!

What you see here are a combination of test and in-progress shots that I have cribbed from social media of the upcoming **JR Salvino's Grand Prix 2+2**.

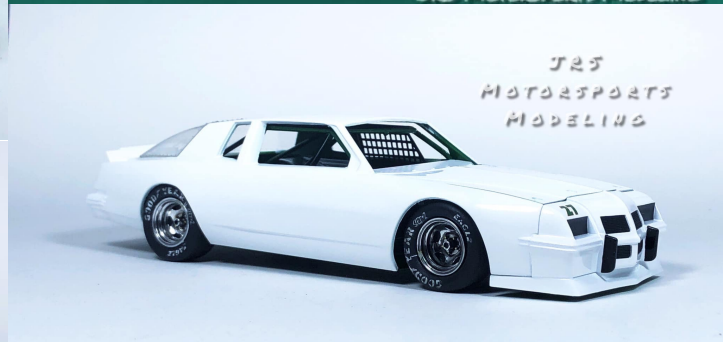
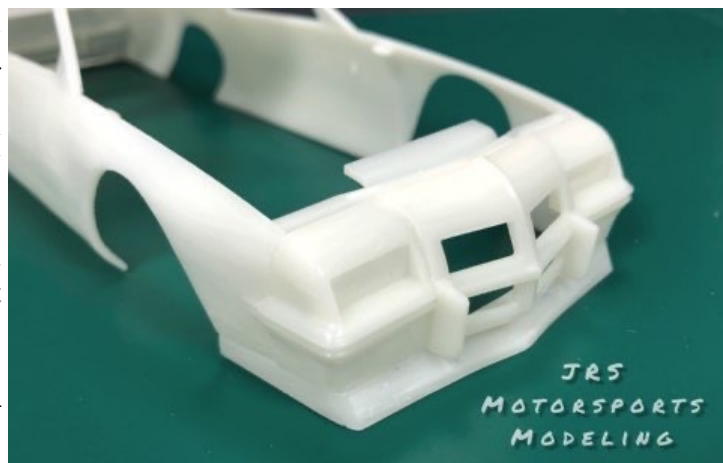
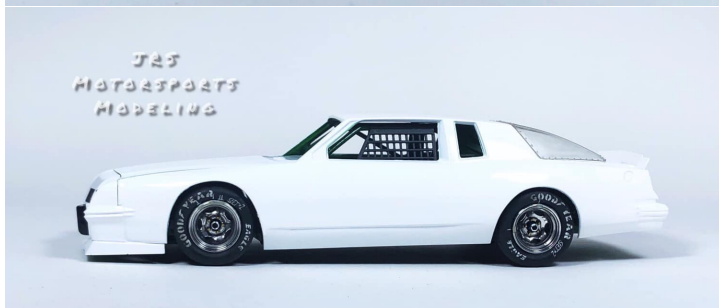
If I recall correctly, it should be hitting in March or April, in a multitude of sponsor markings.

When available, I would expect our own "**Plastic Pusher**" **Ron Bradley** to carry them.

**Mike's Decals** will be another source.

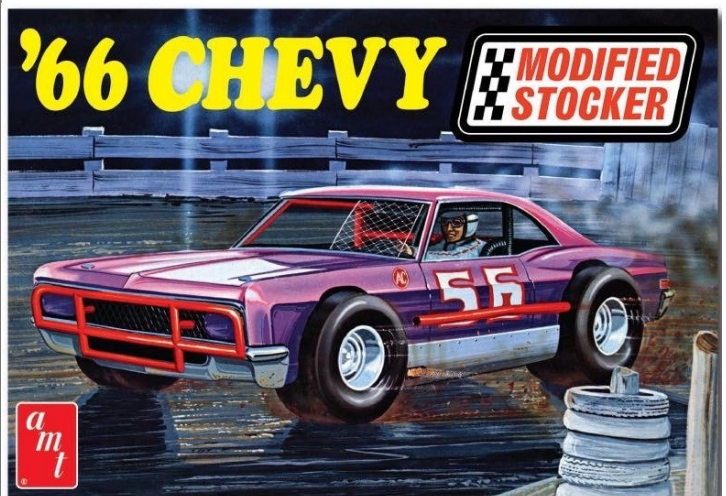
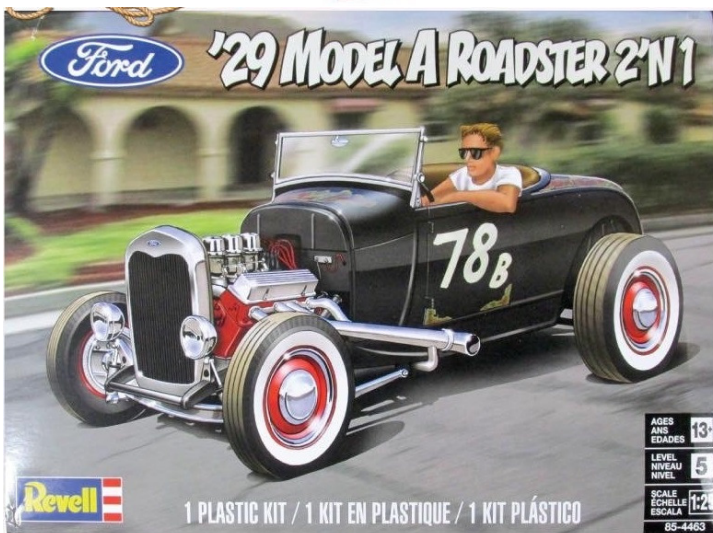
From what I see, I'll be into these **DEEP**.

I understand one of his next projects will be the '81 **Le Mans** — **ANOTHER** one that I'll in line for! 🍷





## Previews

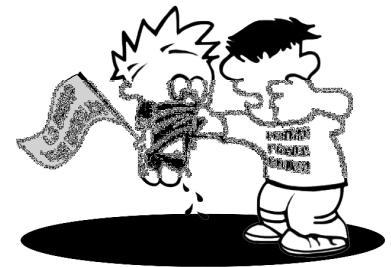


## Ron's Rant



- Zippo!?
- “Lemans” #8 512S Longtail (ACME, # ordered, \$399.95)
- ‘17 Magnetic Metallic Gray/black stripe Shelby F-150 Super Snake (ACME/GT

Spirit,  
500/  
pcs) 🚗







With the exception of the “Professor’s” GTO, it was a big Pontiac show day.

**Don Stone**, appropriately enough, given that the *Daytona 500* was this weekend, brought out his recently completed “Cat” Grand Prix.

**Ron Hamilton** brought along a few “*previews of coming attractions*”—the *primered ‘62 and ‘68 Bonneville convertibles*.

**Steve Buter’s** “entourage” included his “*blue ‘62 Catalina brigade*,” consisting of his custom and Gasser Cats, and his “*support crew*.”

Thanks, y’all! As noted, I added the Warren Johnson Pro Stock GTO diecast.



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!**

## Pick (cont'd)

(Continued from page 3)

door panels and floor were flopped."

### Under the hood

"The Coyote 5.0L engine was used from the Mustang and I pirated the modified radiator from the Foose pick-up and scratch built a mounting bracket then plumbed the engine and A/C."

Kudos Brian, and thanks for sharing! 🍷

## 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:**

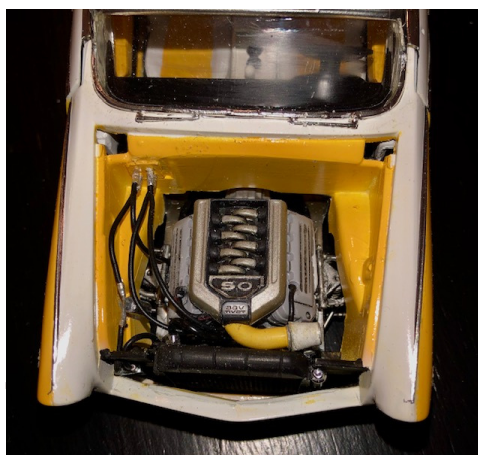
[www.eastcoastindoornats.com](http://www.eastcoastindoornats.com)

**York US30 Musclecar Madness:**

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

**Online Event Calendar:**

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



## Classifieds

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

a

**Were on the web!**

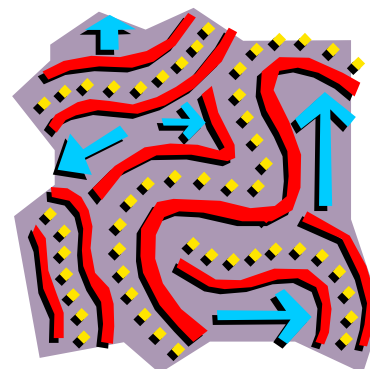
<http://www.mamasboyz.org/>

## Directions

**From the Baltimore Beltway (RT 695):** Take Exit 7, Route 295 (*Baltimore-Washington Parkway*) south towards Washington approx. 18 miles to Route 193 (*Greenbelt Road*), and exit. When on the off-ramp, stay to the right and merge right onto Southway (*see below*).

**From the Washington Beltway (RT 495/95):** Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (*Greenbelt Road*). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (*at the light*) onto Southway (*read on!*)

**Once on Southway:** Go



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

## Club Contact Info

**President:** Tim Powers, [partsbox@broadstripe.net](mailto:partsbox@broadstripe.net)

**Vice President:** Dave Toups, [davetoups351@gmail.com](mailto:davetoups351@gmail.com)

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