

MAMA Sez!

Volume 32, Issue 8

April, 2020

"Serving Delmarva Car Modelers for 31 Years!"



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

Presidential Brief?!	1
Condolences	3
Gov't Motors	4
High School?!	6
T 'n T	7
Philly NNL	8
NNL East	9
Diversified ScalerZ	10
Attention!	11
Ron's Rant	12
Poncho Perfection	13
The End	14



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!!

I'm quite sure that all of us by now are much like junkies, in that we are suffering symptoms of severe withdrawal, what with not having had a meeting since March, and nothing likely until June!?!

Hopefully, you are all doing what is necessary to ensure yours and your family's safety, given the current state of world

affairs. Sadly, time marches on.

Paramount in this issue is the **untimely demise** of **MAMA member Gary Sutherlin**. For those of you not online, Gary apparently fell from a ladder on April 3rd. Drag racer Bunny Burkett is also no longer with us.

Many model shows



have been re-scheduled, while our show in May has been cancelled.

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

There was obviously no raffle.

Please be safe! 🙏

On Friday April 3rd, we lost long-time member (32 years) **Gary Sutherlin**. Gary's wife, Janet, told Jim McGuinness that Gary had fallen from a ladder and struck his head on some concrete at their Manassas, VA home. This was just a week or two after he had recovered from both bacterial and flu virus infections he had dealt with for three weeks in March. Condolences have come in from model clubs (*cars and IPMS*) and model builders all up and down the

Mid-Atlantic area. I even saw some on the club Face-

Book page that were from Canada and Australia! Gary was a terrific friend to all who knew him and he was extremely supportive of every model builder he knew. **Ron Bradley** told me, "Gary was one of the nicest guys I know." Behind the scenes Gary was our club Newsletter

THE PRESIDENTIAL BRIEF?

Proof-Reader. Each month he helped **Editor Tim Sickle** to ensure the integrity of "MAMA Sez!" by freeing it of grammatical errors. Gary never was one to draw attention to himself or his creations, but they got noticed anyway. In fact, **Craig Turner**

(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)

shared a special memory which made the day for him, that was when he got to award the Central Pennsylvania Model Car Club (CPMCC) **Gary Burkey Memorial Award** to Gary at one of the Mid-Atlantic NNL events. He said Gary was **SO** thrilled! **Frank Anderson** recalled that "Gary was a really nice guy - he would show up with a model and his camera at all sorts of model contests."

Gary will be sorely missed and our meetings will never be the same. **Dave Schmitt** shared that he is deeply saddened and said, "Gary showed interest in everyone's models with his photography. There will be a quite a void at meetings without him." Former MAMA Prez, **Lyle Willits** commented, "This is unbelievable. I just don't have the words." I think **Rich Wilson** said it best, "I can't help but shed a tear." Gary's family plans to inter him in Indiana alongside his mother. He was 75 years old.

With our 2020 Mid-Atlantic NNL Model car having been cancelled, I reached out to the very generous sponsors who had already donated items to ask for their direction on what to do with the items they sent. Every one of them said we should hold onto them for next year's show. We're talking about donations totaling more than \$500.00 in retail value from **Automodello**, **Flock-It!**, **Highlight Model Studio**, and **Pro-Tech Model Parts**. **Automodello** even kicked things up a notch and extended their 10% discount off of

any purchase from their ONE24 collection for MAMA members and friends through next years' show date! So, if you've been thinking about buying one or more of their 1/24th scale models for your collection, purchase it at and be sure to enter discount code "NNL2020" at check out and save.

Charlie Saglinbene at **Pro-Tech Model Car Products** donated photoetch hood pins, nuts & bolts, license plate frames, license plates, racing harness, gas caps, braided lines, fittings, and a Barry Grant racing Carburetor.

Flock-It donated flocking, applicator, and adhesive <https://www.flockit.com/>

Eero Kumaten at **Highlight Model Studio** donated products, stickers, and a Large Highlight Model Studio T-Shirt! Products include bomber seats, tool boxes, emblems, license plates and frames, headlight visors, ratchet straps, and Moon-eyes themed license plates and frames, foot pedals, bumper emblems and car club plaques



PRO TECH
FOR THOSE WITH REALISM IN MIND
MODEL CAR AND RAILROAD PARTS

Just
FLOCK IT!



DIECASM

Automodello
DREAMS ENGAGED™



(Continued on page 3)

Brief (cont'd)

James Cowen at **Diecasm LLC**, the parent company of **Automodello**, sent us a 1/24th resin cast 1963 Mustang II Concept car in Wimbeldon White. This stunning model retails for **\$249.95!**

A few other companies I had been talking with about donating confirmed their intent to support us and said they will definitely send donations next year for our 2021 show. A couple of them are planning to have new products available by then.

The pseudo-virtual meeting concept we tried in March worked well. Well enough that we tried it again in April with even better results. So for May, we're going to do it a third time! What's a pseudo-virtual meeting? That's where MAMA members and our friends from other model car clubs send in pictures and a few lines of notes about the model car(s) you

would have brought to show at a meeting, if we'd had one. In March we received four submissions including a 1955 Mercury Montclair 2-door hardtop built by **Rich Manson** of the Long Island Auto Replica Society (**LIARS**), **Tom Jerow's** MPC Pinto "Ridge Runner" Modified, an Esci Fiat 131 Abarth rally car project from **JC Reckner**, and a couple of Ford GT40 racers from **Rex Turner**. I padded the selection out with a couple of blasts from the past. Check out our web site at www.mamasboyz.org/

to see this month's collection of finished model cars and projects.

So how do you participate in our pseudo-virtual meeting concept? Send your photos and notes to me at [mamawebmas-](mailto:mamawebmaster@broadstripe.net)

**This guy is getting
the hell out of
2020**



ter@broadstripe.net. We normally put out the call for submissions and reminders through our club email distribution list. You can email me if you are not already on the distro and would like to be. 🚗

Condolences

(For those of you not on social media, the following was posted by me about my friend and newsletter staff Gary Sutherlin)

This piece will be very difficult for me, so please bear with me. Both myself and the club to which I belong, the Maryland Automotive Modelers Association, recently lost a dear friend and fellow modeler by the name of Gary Sutherlin. He was a quiet, unassuming modeler and all-around car guy. Regardless of whether or not he brought models

to display at our monthly meetings, without fail, he would take photos of everything on display. He could also be spotted attending and photographing nearby shows and events as well, whether they were full-size or scale. He had a small collection of full-size classic cars, that he would choose between driving on a monthly basis, weather permitting, to our meetings.

More importantly, he was my "right-hand" man. You see, for almost as long as the club has been together, I have tried to put my best foot forward in compiling the club newsletter. For some time

now, Gary has been my second pair of eyes. I would send him a draft copy, and he would eagerly tear into it, looking for errors and/or omissions.

He was so thankful, and positive in his feedback. When he thanked me for considering him to help, he would capitalize the words "THANK YOU." Most of you know what that means - it's basically like shouting in an e-mail.

When I took the floor to speak, giving credit to club members for their help, Gary was always uncomfortable. He loved

(Continued on page 11)

The National Highway Traffic Safety Administration (NHTSA) and 'GMC' are recalling **20,352 2020 Silverado/Sierra 1500 pickup trucks** due to a problem with the vehicles' brake calipers.

According to a NHTSA filing, the bolts used to attach the front and/or rear brake calipers on the trucks may have not been heat-treated during the manufacturing process. Without the added strength from the heat-treating process, the bolts may break under load, which can reduce braking performance and cause other damage to the vehicle.

'GMC' says broken caliper bolts can reduce the trucks' braking performance and/or interfere with the wheel rotation, increasing the risk of a crash.

Dealers will inspect and replace the caliper bolts with proper, heat-treated bolts. These repairs will be done at no cost to the owner.

The National Highway Traffic Safety Administration (NHTSA), Transport Canada and 'GMC' are recalling **1,909 US (and 95 in Canada) 2020 Silverado 2500 and 3500HDs and 2020 Sierra 2500 and 3500HDs** due to a problem with the pickup trucks' hood latches.

According to the filing, the hood-latch striker wires on affected trucks were not heat-treated properly during the manufacturing process, leaving them prone to fracture.

If a striker wire fails, the hood may open suddenly. This may cause the hood to flip upward while the vehicle is in motion, increasing the risk of a crash.

'GMC' dealers will inspect and

replace the entire hood assembly, free of charge.

Owners should wait for 'GMC' to contact them, at which point they will be instructed to make an appointment with a certified dealer. This recall is expected to begin in late April.

2,399 2018-20 Isuzu FTRs and Chevy 6500XD low cab forward trucks have been recalled over an issue with the trucks' chassis wiring harness.

According to a filing from NHTSA, the chassis wire harness on affected trucks may have been improperly installed. This may cause the harness to contact the suspension's leaf spring hanger bracket, allowing the harness to become chafed or worn down.

If the harness chafes against the leaf spring, it may wear down and stop relaying a signal. Depending on which wires get damaged, the vehicle "can experience stalling and/or reduced functionality of the ABS, increasing the risk of a crash," the NHTSA says.

NHTSA says Isuzu will notify owners and instruct them to make an appointment with a dealer. The dealer service center will then repair or replace the existing wire harness, if necessary, and install additional clamps to ensure the wire harness remains secured away from the leaf spring hanger bracket. These repairs will be

GOVERNMENT MOTORS

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



AN AMERICAN REVOLUTION™

done at no cost to the owner.

Isuzu will contact owners and instruct them to make an appointment with their dealership.

'GMC' has issued a recall for about **15,000 2019-20 model year Silverado 1500 and GMC Sierra 1500 pickups**, as the trucks have bed cover mounting points that may not hold Rugged Liner-brand tri-fold hard tonneau covers on properly.

On affected pickups, the attachment system used to mount the hard tonneau cover to the bed rails may not have been properly installed by the dealer.

If the hard tonneau cover was not properly installed on affected 'GMC' pickups, it may fly off while the vehicle is in motion. Owners say they have noticed the tonneau cover shifting and mov-

(Continued on page 5)

'GMC' Recall Ticker

of Recalls

179 (!)

of Vehicles Affected

46,127,455

Gov't (cont'd)

(Continued from page 4)

ing on the bed rails and hearing a noise coming from the cover prior to it detaching. The automaker says it has received 85 warranty filings related to the hard tri-fold tonneau covers detaching from their mounting points thus far.

Dealers will replace the tonneau rails and clamps on affected pickups. They will also add tethers to prevent tonneau covers from detaching while driving, even if they have been improperly installed by the dealership.

'GMC' will notify owners of affected vehicles and instruct them to make an appointment with their dealer. The recall is expected to begin on April 13th, 2020. If owners are unsure whether or not their vehicle is affected by this recall, they can visit my.gm.com/recalls and input their VIN to see any open recalls or other actions that may be active on their vehicle.

Meanwhile, a class-action lawsuit has been filed against 'GMC' alleging the brake booster used in its full-size trucks and SUVs is defective.

The plaintiff claims the brake booster found in certain 'GMC' full-size trucks and SUVs may experience a sudden loss of vacuum pressure, causing the brake pedal to become hard and reducing braking power. The person first discovered the issue when backing out of their driveway in their 2015 Tahoe, saying the brakes felt hard and failed to slow the vehicle, causing them to back into another vehicle that was also

parked in their driveway.

Technicians at a 'GMC' dealer inspected the braking system on the vehicle and eventually found the brake pressures were off.

They informed the owner and installed a replacement part for \$400, but the plaintiff does not think the part will fix the braking problems long term.

'GMC' has issued a number of technical service bulletins that appear to suggest it knew about an issue with the brake booster used on 2015 and later full-size trucks and SUVs. In February of 2015, it sent out a technical service bulletin addressing customers who complained about hard brake pedals in their trucks or SUVs, telling dealers that fluid in the brake booster/and or vacuum line may be the source of the problem.

'GMC' also issued a recall for **3.4 million trucks and SUVs** due to braking problems back in September. The recall notice indicated the engine-driven vacuum pump in affected vehicles may lose power over time, resulting in reduced vacuum pressure and thus reduced braking performance.

A recall was also issued in Canada last year for the exact same issue. The recall was for 2015-17 'GMC' full-size trucks and SUVs and alleged a faulty brake pump may cause the brake pedal to become hard, leading to significantly reduced braking performance. A total of **300,655 vehicles** were included in the Canadian recall.

This new class-action lawsuit alleges the following vehicles are



affected by the braking issue: 2015 to present Escalades, 2014 to present Silverados, 2015 to present Tahoes & Suburbans, 2014 to present Sierras and 2015 to present Yukons/Yukon XLs.

It recently came to my attention that German designer Erhard Schnell, who lent his talents to a number of different Opel vehicles, passed away at the age of 92 in Trebur, Germany in mid-February.

He was born in 1927 and started working as a designer with Opel in 1952. Ten years later in 1962, he started work on the Opel Experimental GT, which would become the first concept car from a European manufacturer that was built in-house. He then went onto open the Opel Styling Studio in Russelsheim, where he finished off the Opel Experimental GT before its debut at the 1965 Frankfurt Motor Show. The attractive two-door elicited a strong response from attendees, prompting 'GMC' to put it into production as the Opel GT.

He didn't work alone on the Opel GT, though. As he explained in a 2017 interview with Opel's internal publication [Opel Post](#), many of his colleagues at the Opel Styling Studio also helped with the project, including some recent graduates from the United States.

"We could only turn our atten-

(Continued on page 12)

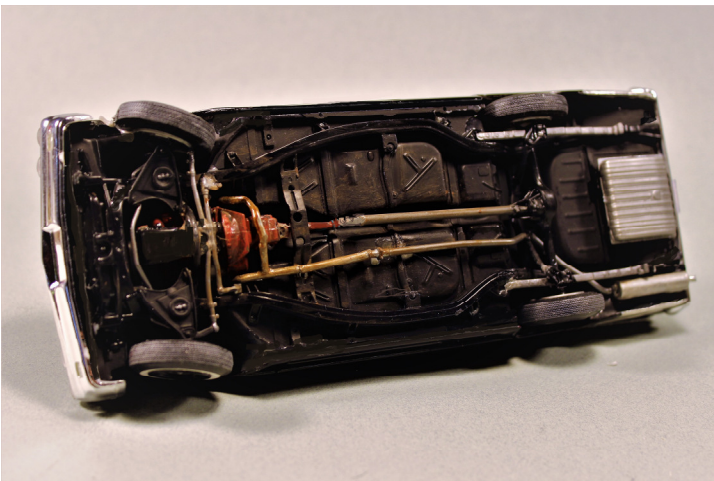
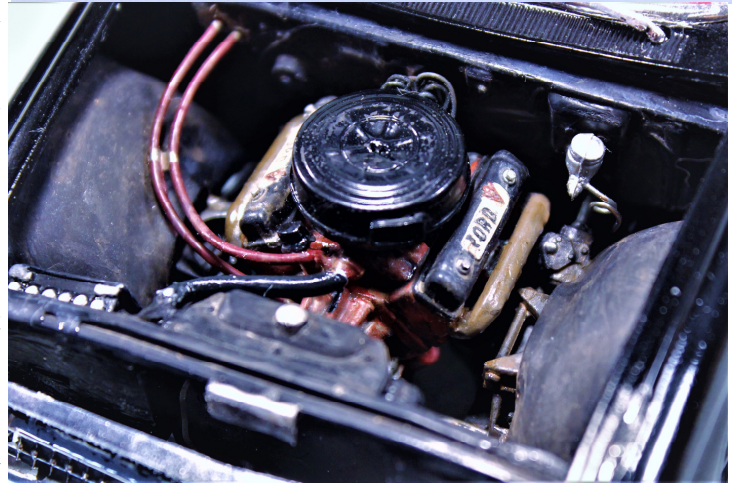
A High School Car Replica...55 YEARS Later!

I spent three of my high school years on a farm in Delaware, after my mother remarried. The main highlight of that experience was, I was able to get a drivers license at age 15, limited to daylight hours. At age 16, it converted to a standard license, but I had to drive my mother's 1960 Dodge Phoenix pink & white 4 door. It was difficult, NO, impossible to be cool in that car. So in December of 1965, a couple weeks before turning 17, I borrowed \$400 and bought a used 1961 Ford Galaxie. It was jet black, red and white interior and low mileage. The 292 Y block, moved the car fast enough for me to get in trouble, as most teenagers are prone to do.

For years, I had wanted to build a replica, using the AMT '61 Ford kit, but I wasn't too happy about the molded-shut hood and lack of detail. Then, about 16 to 18 years ago, I realized I could kit bash the "newer" AMT 1960 Ford for a detailed chassis and under hood parts. I carefully cut the hood from the '61 Galaxie and built and detailed a Y block from

an AMT '57 Ford kit. I drilled out the promo style chrome headlights and inserted the reflector buckets and clear lenses from the parts box. I painted the front and rear seats with acrylic paints (probably Polly-S back then) and did some simple detail painting on the undercarriage. Then.....I, apparently, put it all back in the box. I don't remember why, but like many car modelers, I guess I just had to build the latest new kit purchased from Ron Bradley.

Well, it is now 2020, and I wanted to go to the hobby shop to get some needed items for my Modelhaus '56 Dodge to a '55 Dodge conversion project. But wait. Something happened. A laboratory or a monkey or a bat or a space alien shut down most of the world. I



can't go out and there is nothing open anyway. Hey, I'll pull out the old high school car model. I had Duplicolor Universal Black and clear and I could finish the interior painting, weather and drop in the Y block, make poseable steering, print a Delaware tag, and call it done. I recall running the open wheels because it wasn't cool to run with factory wheel covers. In '65, those new Cragar S/S wheels were for millionaires, I guess.

So finally, after 55 years, I have a model of my first car. Oh, and yes, I paid back the \$400 loan.

by: Lyle Willits 🚗

T 'n T

Drunks Hate Corvettes! Last year's UAW strike lead to fairly lengthy delays for the Corvette C8. The mid-engine sports car was originally set to enter production in December and begin shipping to customers in early 2020, but strike-related delays forced the launch to be pushed back to late February. Understandably, C8 owners were ecstatic to begin receiving their cars after the unexpectedly long wait time, but one Vette owner barely got to enjoy his new car for a full 24 hours before it was totaled by a drunk driver. As *The Drive* reports, Facebook user June Bug took delivery of his new **Sebring Orange Tintcoat Corvette C8 Z51** on April 2nd. The next day, he was driving down Highway 41 near Bradenton, Florida when a suspected drunk driver in a Hyundai Accent pulled out in front of him, causing him to t-bone the black compact car. The impact pushed in the nose of the mid-engine Corvette and completely collapsed the entire side of the Hyundai, but thankfully no one was hurt in the crash. In a post on his Facebook page, June Bug said Chevy did a great job designing the Corvette C8, as both he and his passenger

were able to walk away from the heavy front-end impact without any serious injuries. Photos uploaded to his Facebook page after the fact show the extent of the damage. The crash flattened the front end of the mid-engine sports car and set both airbags off. The eight-speed dual-clutch transmission and 495-horsepower, 6.2L LT2 V8 engine may be salvageable, though we're sure that's little consolation for this heartbroken Corvette owner...**Ford vs. Chevy!** The high-performance EV segment just got a little hotter, with 'GMC's' crosstown rival, Ford Motor Company, introducing the new **all-electric Ford Mustang Cobra Jet 1400**. Offered as the company's first factory fully-electric dragster, the new car is set to rival 'GMC's' own EV race machine, the **Camaro eCOPO**. Produced in a collaborative effort between Ford and a number of specialized suppliers, including MLe Racecars, Watson Engineering, AEM EV, and Cascadia, it is currently just a prototype, but could very well get the green light for production. Unsurprisingly, the all-electric Ford Mustang dragster brings heaps of performance to the table, throwing down more than 1,400 horsepower

and 1,100 pound-feet of torque. Properly applied at the rear wheels, it's enough to propel the racer down the quarter mile in the low-eight-



second range at more more than 170 mph. That ain't too shabby, even when compared to the Camaro eCOPO, which produces 700 horsepower and 600 pound-feet of torque, and runs down the 1320 in about nine seconds. Ford says that the Ford Mustang Jet 1400 prototype will continue testing ahead of a world debut later this year, where the battery-powered speed machine will strut its stuff at an unspecified drag racing event open to the public. Are all-electric dragsters like this the future of drag racing? Should Chevy hit back with an even-faster Camaro eCOPO? (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 'preciate 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 1
DRAG RACING!**



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



**September
26th, 2020**

**VENDORS!
RAFFLE!**

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

All proceeds benefit
the Museum.

★ **Date: September 26th, 2020**

★ **New Location: 1 PAL Drive, Wayne, NJ 07470**

**For Entry Fees, Vendors and Info, refer to www.nnleast.com, or
e-mail nnleast@aol.com**



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

The 34th Annual

NNLTM
East

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

This Year's Theme:

**KNOWN
SURVIVORS**

Original Old Customs
From Our Youth,
Or Modern Recreations

Sub- Theme:

**Box Art
Models**



September 26, 2020

1 Pal Drive, Wayne NJ 07470

Show Information: WWW.NNL EAST.COM

Or Write: nnleast@aol.com

DIVERSIFIED SCALERZ M.C.C.

9TH ANNUAL MODEL CAR MEET & CONTEST

SATURDAY SEPTEMBER 26, 2020

1 PAL DRIVE, WAYNE NJ 07470

9AM - 2PM



**Including 55-57
Chevy Trucks**

SUB THEME/PARKING LOT DIORAMA

TOYOTA DAY



TOYOTA/LEXUS/SCION

FOR MORE INFO: ADMIN@DIVERSIFIEDSCALERZ.COM

HTTP://DIVERSIFIEDSCALERZ.COM

<https://www.facebook.com/DiversifiedScalerzModelClub>

Condolences

(Continued from page 3)

helping out, he just didn't like being in the spotlight. Typical, if you knew him.

I thoroughly enjoyed all of our talks, marveled at his work, and, most of all, appreciated his help, feedback and enthusiasm for the "scandal sheet" I referred to as a newsletter. He will never know how much I appreciated it.

I would just like to express my deepest condolences to all of Gary's friends and family for their loss.

I'll do my best to make sure you keep receiving the monthly newsletters, Gary. Godspeed, old friend. May you find all the full-size and model car shows that you can handle.

We also lost Carol "Bunny" Burkett, one of the most popular and successful female drag racers. She passed away at the age of 74 on April 4th due to natural causes.

Burkett, who got her nickname from her brief stint as a hostess at the Playboy club in Baltimore, gained fame with her Top Alcohol Funny Car victory at the NHRA

Keystone Nationals at Maple Grove Dragway in 1986, which made her the first and only woman (until 2008) to win a NHRA national event funny car title. She also finished fourth in the NHRA Top 10 TAFC standings, trailing only Frank Manzo, Pat Austin, and Brad Anderson. 1986 proved to be a banner season in other venues for Burkett as she won the IHRA Top Alcohol Championship with national event triumphs at Darlington, Martin, and Rockingham, and the Division 2 season title with victories at the Warner Robbins, DeSoto and West Palm Beach tracks.

Burkett began racing in 1964 when her husband Mo bought her a stock 1964 1/2 Mustang, which was later replaced by a race-only 1967 Mustang that she raced in the Sportsman ranks. In 1973, Burkett began racing in Pro Stock with her Lil Cotton Bunny Ford Pinto, and then moved up to the Top Alcohol Funny Car ranks in 1976. During this period, Burkett was always interactive with the spectators and created a legion of fans with her outgoing approach and entertaining style

of racing that also earned her many match race bookings.

In 1995, her career was interrupted when the car she was racing drifted into her lane causing a horrendous crash that resulted in two broken vertebrae, a broken wrist and a hairline skull fracture. After a year in recovery she returned to racing and amazingly continued to race Top Alcohol funny cars until the age of 70 in 2015. Her last final round appearance was at Cecil County Raceway in 2004. She won many awards for her 55 years of drag racing competition and was most recently named as a Lifetime Achievement recipient for the 2020 Holley National Hot Rod Reunion, where she will be honored posthumously.

You'll both be missed. 🏆



To MAMA:

During the down time, while quarantined, I have been going through my inventory and marking down hundreds of kit prices. After we resume meetings, I will be bringing them to the meetings along with all kits released during our downtime. The average savings on most marked down kits is \$5-6 lower than my regular sale prices. Additionally, I have been contacted by Gary Sutherlin's

family to help them with the sale of all of Gary's kits.

My plan is to acquire the sealed kits outright and for the open kits, built-ups, parts, etc. to be auctioned at the club with the funds going to the family.

Details and schedule to be announced later. I am waiting for the pandemic restrictions to be eased before meeting with the family and doing an inventory.

Please post this info on the MAMA website and newsletter to

Attention!

keep everyone informed.

Signed,
Ron Bradley
Bradley's Car Collectibles 🏆

Gov't (cont'd)

(Continued from page 5)

tion to the GT every couple of weeks," Schnell told *Opel Post*. "But when we did, we gave it a lot of our heart. Everybody, including young colleagues who had just joined us from the Art Center of Design in Pasadena (California), contributed their own ideas. The final GT design gradually emerged from all of the proposals. It was really astonishing that the study and the series production model were each developed in less than three years."

In addition to designing the Opel GT, Schnell was also credited with designing the Opel Calibra. He worked on a number of series models for the brand, as well, including the Opel Corsa A, Opel Manta A, Opel Ascona B, Opel Rekord C and Opel Kadett D. Interestingly, though, the Calibra was

Schnell's favorite design, as he was given "complete freedom with the styling." Still, though, he found his original design didn't fully come through on the production Calibra.

"My old passion for graphic design came through here [with the Calibra]," Schnell said. "But sometimes you do something that looks really good on paper but unfortunately can't be realized due to costs."

Schnell continued his creative work into his 90s, telling *Opel Post* that he simply channeled his focus to non-automotive projects.

"I've simply transferred my work to my home, and design the garden or the house," he said. I also still paint in watercolors quite often. I suppose I'll never be able to completely give it up."

Godspeed, Mr. Schnell. 🚗



Two of Gary Sutherlin's "full-size" models



Ron's Rant



Plastic

- Zippo!?

Diecast

- '67 Black/Gold Shelby GT500 "Street Fighter" (ACME, 750/pcs)
- '70 "Mod '71 "Squad" Rallye Red Challenger R/T convertible (Greenlight)
- '71 "Mod Squad" Gold Challenger R/T convertible (Greenlight)
- '67 Chevy C-30 Ramp Truck (ACME)
- '57 "American Express" Chevy Gasser (ACME, 1250/pcs)
- '69 Yellow Mustang "Stinger" Gasser (ACME, 200/pcs)
- '71 Matte Black Nova ("Deathproof" car) (ACME, 996/pcs) 🚗

(1/18th, unless noted)





With the current pandemic craziness, and the “essential” vs. “non-essential” status assigned by federal, state, local governments **AND** businesses, it has been difficult. Thankfully, both Nick and I are classified as “essential”, as is my wife Debbie. Nick drives to work, while Debbie works from home. I, on the other hand, tele-commute. So, I am logging in to my Baltimore machine from Lanham, meaning any long-distance newsletter work is impossible!

Newsletter publication is difficult, as I edited it during my lunch hours at work. So, that means with my current office shut down, I have been forced to



make alternate arrangements at home in order to attempt to keep **SOMETHING** “normal” in our lives right now, for who knows how long.

So, since we have not had a meeting in who knows how long now, and me not being active in the “virtual meetings” on our webpage, I will throw something Pontiac-related at you that I just got published in a Pontiac publication—the ROYAL Pontiac showroom, built by Alan Swearingen (*a Facebook friend*). His plan is to use it as a “display case.”

He was rewarded with a “**Best of Show**” at an IPMS show on his first outing. **Congrats, Alan!**

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

Chapter Contact:

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

MAMAs BoyZ do it in scale!

The End

I found this joke in my archives that came from, ironically, **Gary Sutherland**.

A trucker came into a Truck Stop Cafe and placed his order. He said "I want three flat tires, a pair of headlights and a pair of running boards."

The brand new blonde waitress, not wanting to appear stupid, went to the kitchen and told the cook, "This guy just ordered three

flat tires, a pair of headlights and a pair of running boards. What does he think this place is, an auto parts store?"

"No," the cook said. "Three flat tires means three pancakes; a pair of headlights is two eggs sunny side up; and a pair of running boards is two slices of bacon!"

"Oh, OK!" she said. She thought about it for a moment, and then spooned up a bowl of beans and gave it to the customer.

The trucker asked, "What are the beans for, Blondie?"

She replied, "I thought while you were waiting for the flat tires, headlights and running boards, you might as well gas up!" **Thanks!** 🍷

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 a Red Baron, an 1/8th scale Monogram '79 T/A, '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!

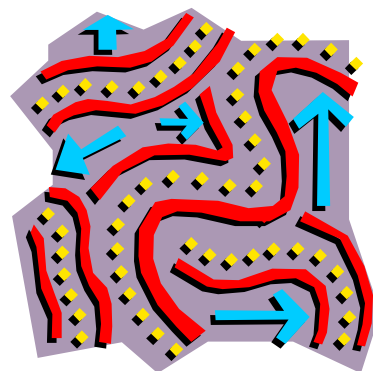
<http://www.mamasboyz.org/>

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

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 Photog: Lyle Willits 🍷

