

# MAMA Sez!

Volume 32, Issue 9

May, 2020

"Serving Delmarva Car Modelers for 31 Years!"



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

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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!)

## Sheltering in Place (Workshops)?!

Hopefully, you are all doing what is necessary to ensure your family's and your own safety, given the current state of world affairs. Time marches **SLOWLY** on.

So sorry that I have "missed the boat," so to speak, with regard to the club's "Virtual Meeting" concept as put forward by Tim Powers, whether by

participating, or covering it for the newsletter. So, this month, let's take a look at some of the entrants. **Thanks, Tim!**

My goal this month was to post a review of a "new" race car in the form of a 34-year-old **Grand Prix 2+2 stock car** from **Salvinos JR Models**, accompanied by a buildup of it by

**John Stancliff**, a Facebook friend. This review was done for the upcoming issue of **Poncho Perfection**. Sadly, I ran out of space, so I added a few pages back in to bring it to you **THIS** month.

**Please be safe! With any luck, things will be getting back to some semblance of normal VERY soon!** 🙏

## Diesel Debacle!

The stars of **Discovery Channel's Diesel Brothers** TV show are being ordered to pay **\$851,451** for their role in producing and selling modified diesel pickups that wreaked environmental havoc in the state of Utah. David "Heavy D" Sparks, Joshua Stuart, Keaton Hoskins, and Dave Kiley—a.k.a. "Diesel Dave"—were the targets of a case that reached a federal judge after being initiated by

Utah Physicians for a Healthy Environment.

The judge ruled that the defendants must pay the amount to the US government and Davis County with additional restitution potentially on the way.

The **Salt Lake Tribune** reports that US District Court Judge Robert Shelby announced in his ruling that the plaintiffs may also submit their attorney fees to be paid by Sparks and Co. Per

Cole Cannon, a lawyer for the Diesel Brothers, the opposing party claimed **\$1.2 million in fees** when speaking with the judge.

Shelby confirmed that the defendants must pay **\$761,451** to the US government with the remaining \$90,000 going to Davis County. This comes less than a year after Shelby found those involved with the TV program guilty of violating the Clean Air Act and Utah state law by stripping diesel pickups of

(Continued on page 3)

As we've noted previously on the club web site and in our mass emails to members, the NNL Philly, NNL East, and Diversified Scalerz have combined their shows into one big Tri-State Trifecta Model Car Show, Swap Meet, & Contest in New Jersey on September 26. We've confirmed that MAMA will also be there to present the "1955-1957 Vehicle" theme award that Ron Bradley previously had built for our 2020 Mid-Atlantic NNL before we had to cancel it. I'd like to thank the Tri-State Scale Model Car Club, Philly Area Car Modelers, and Diversified Scalerz Model Car Club for their show of unity in inviting MAMA's participation as we all continue dealing with this still evolving national COVID-19 crisis.

Don't forget that the Super September Showdown Model Contest and Vendor Show presented by Len Feinberg and the Central Pennsylvania Model Car Club (CPMCC) is still planned for September 13th.

I encourage everyone to attend/participate in the Super September Showdown and the Tri-State Trifecta events, assuming things are back to normal by then and that those events are still held.

I also continue to recommend that everyone follow the [15 Days to Slow the Spread guidelines](#) issued by the White House. Please be safe and stay healthy. We want to see you there when we can have meetings again.

The pseudo-virtual meeting concept we've been using for the March, April, and May meetings has been working very well, so we'll keep on doing it until the

COVID bug gets defeated and we can resume normal in-person meetings. For those unfamiliar with our pseudo-virtual meetings, 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 display at a meeting, if we'd had one. Check out our web site at [www.mamasboyz.org](http://www.mamasboyz.org) to see this month's collection of finished model cars and projects.

If you would like to participate in our pseudo-virtual meeting concept send your photos and notes to me at [mamawebmaster@broadstripe.net](mailto:mamawebmaster@broadstripe.net). We normally put out the call for submissions and reminders through our club email distribution list. You can also email me if you are not already on the distribution list and you would like to be added.

A few folks have suggested using an on-line video conferencing service called Zoom to hold a real virtual meeting. The concept seems good and simple: everyone who wants to participate in a meeting just has to log into Zoom, enters a meeting code, and they can all see and hear each other. However, there appear to be some considerations and issues.

The considerations include things like many of our members aren't very technically savvy. Using a service like Zoom won't necessarily be so easy for some members. Then there's the fact that not all of our members even have computers or smart phones. Of those who do have such devices, not all are equipped with

## THE PRESIDENTIAL BRIEF?

cameras and microphones (*mine isn't*). Even though using our web page does require a computer or smart phone, it is accessible to more members than Zoom would be.

The issues with Zoom are more disconcerting to me. In researching the service, I found that it has problems. Some of their security practices have been shown to fall short of modern expectations. For instance, I read that their installer software turns your computer into their local server by taking administrative privileges to gain root access. This can enable them or others using their tools to compromise your computer by installing software on your computer without you knowing it. Or they could access your web camera and microphone for some unapproved observation (*spying on you*).

I also read about security flaws in their software platform that have allowed users' iPhone data to be sent to Facebook, even for those who don't have Facebook accounts. And a bug in their URL generator that enabled hackers to eavesdrop on private meetings. Oh, and I read that they've also been known to mistakenly route private meeting data through China.

According to ZDNet, because of these and other issues, some major corporations, municipali-

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## Diesel (cont'd)

(Continued from page 1)

their legally required emissions equipment.

This includes components such as diesel particulate filters (DPF) and exhaust gas recirculation (EGR) systems, both of which have been the focus of multiple regulation enforcement operations by the EPA.

Court documents show that **NONE** of the fines can be avoided or dismissed in bankruptcy.

The Diesel Brothers reality show chronicles the adventures of Heavy D, Diesel Dave and their crew as they work on various larger-than-life vehicle projects. Whether it be modifying customers' trucks or building their own to give away in sales-related sweepstakes, essentially everything is tied to making pickups bigger, louder, and more outrageous than the rest. The Discovery program is more or less the result of a diesel-related retail empire that Sparks and the others have created with customization culture at its core.

Prior to their TV days, the crew made a name for themselves through YouTube and social media with all sorts of antics, often

tied to or directly through "rolling coal" on other cars and, sometimes, each other.

Cannon explained to the Tribune that his clients wished for more of the court-ordered payout to benefit the state of Utah. His explanation as to why, though, was more than questionable. "My clients have always been committed to restoring air quality in Utah," he said.

In direct contradiction to Cannon's statement, the Utah Physicians for a Healthy Environment found the pickups built and modified by the Diesel Brothers to be grossly over-polluting. The plaintiffs actually purchased a truck from Sparks Motors and promptly sent it to Denver for testing, in which the results showed it emitted 36 times more pollution and 21 times more particulate matter than if it was equipped with proper emissions systems.

Heavy D and his colleagues also manage and operate their own online truck marketplace, **Diesel-Sellerz**. The website provides a

platform for customers to buy and sell their diesel pickups, many of them modified in the same way that the Diesel Brothers are now being punished for. That said, this



started before environmental activist groups and regulatory agencies declared all-out war on tuned rigs that spew unburned fuel into the air.

Reed Zars, an attorney representing Utah Physicians, previously questioned Sparks about his company's social presence that was largely centered around heavily polluting trucks. There was one video in particular with a description that read, "What do you do when you see a dorky Prius driver? Watch the #BuiltDiesel smoke out a Prius." Sparks explained that the video was "created by an employee I fired after I saw that video."

The clip, which has racked up over 800,000 views at the time of publishing, was never removed.

The duo and their fellow defendants are banned from removing diesel emissions equipment as well as selling vehicles that have been modified as such. From here on out, if they violate pollution standards they could be found in contempt of court.

Guess the Diesel Bros. "gang" are "bent over" all over again, eh?! 🚗





# Virtual Meeting!



Quite a “meeting”! 🗨️

# LOOK

Paul Lee's Vandal



Rick Martin's '48 Plymouth "Rocky"



Tom Jerow's SOGO KEIBI version of Tamiya's Porsche 911 GT2



Lyle Willits' old Monogram Early Iron Series '30 Ford Touring Phaeton build (circa '73)



Bobby Reyes Tamiya Mercedes Benz AMG GT3



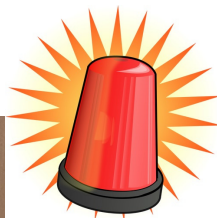
Another from Don Strong is this “phantom” version of a Jack Bland Late Model Sportsman team



Paul Lee's very yellow Ferrari



# Virtual Meeting!



Paul Lee's VW camper—he's been VERY busy!

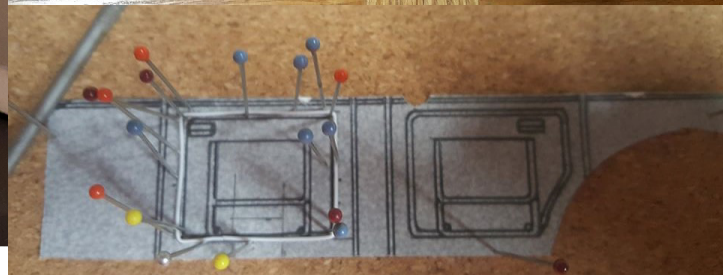
JC Reckner's Esci Fiat 131 Abarth replica of the Jean-Claude (JC) Andruet rally car



Paul Lee's build of the MPC Ed Roth's Mail Box Chopper Trike. He's been workin' non-stop!!!



Here's a herd of Mustangs that Rex Turner would have entered in the 1970 theme category of our NNL



Mike DuLaney's '31 Packard Phaeton—a "Scale Models" reissue of an old Hubley diecast metal kit



Don Strong's '62 Plymouth modified racer based on a chassis from the reissued MPC/Model King/AMT modified kits



Help yourself to some cookies!



'GMC' is looking to have a **class-action lawsuit dismissed** that alleges there are defects with its 8L45 and 8L90 eight-speed automatic transmissions.

The lawsuit, filed in the US District Court for the Eastern District of Michigan, alleges 'GMC's' eight-speed automatic transmissions may shift violently into gear. The filing claims the problems are caused by some type of hydraulic systems failure, which can wear down the gears and allow metal shavings to become caught within the transmission. 'GMC' has sent technical service bulletins to dealerships, which plaintiffs say are an indication the automaker has known about the defects since at least 2015. The lawsuit also claims 'GMC's' suggested fixes, such as flushing the transmission system, are only a temporary solution.

'GMC' claims the problems with the transmission do not fall under the factory warranty, as it is a design defect and not a manufacturing defect. According to 'GMC's' motion to dismiss, which was obtained by *Car Complaints*, the automaker's warranty is only for vehicles that have "a defect that is so basic it renders the vehicle unfit for its ordinary purpose of providing transportation." It says the plaintiffs in this class action suit "make only conclusory allegations that their vehicles are 'unfit for their ordinary and intended use,' but allege only inconvenience and mild discomfort."

It also points out that no injuries or deaths have been attributed to the problem and that no one has stopped driving their vehicle com-

pletely due to the rough shifting issue.

The 8L45 and 8L90 eight-speed automatic transmission was used in a wide variety of previous-generation 'GMC' vehicles with rear-wheel drive or four-wheel drive. The full list of affected vehicles in this class-action suit includes: **2015-17 Cadillac Escalade and ESV, 2016-19 Cadillac ATS and ATS-V, CTS and CTS-V, CT6, 2015-19 Chevy Silverado, 2017-19 Colorado, 2015-19 Corvette, 2016-19 Camaro, 2017-19 GMC Canyon, 2015-19 Sierra and Yukon, and Yukon XL, 2015-17 GMC Yukon Denali and Denali XL.**

A year ago, Cadillac said it was moving to a new naming convention that utilized **engine torque ratings** as a means of identifying particular model variants. Now, all new Caddy models have adopted that new convention.

Previously, the various Cadillac model variants were identified via engine displacement numbers – for example, 3.6, 2.0T, or 3.0TT, with the "T" and "TT" denoting aspiration type (*turbocharged and twin-turbocharged, respectively*). By comparison, the new naming convention uses the torque rating, as measured in newton-meters and rounded to the nearest 50. The "T" for turbocharging designation is

## GOVERNMENT MOTORS

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### AN AMERICAN REVOLUTION™

still used where applicable (for example, 350T).

To note, all 2020 model year Cadillac models use this new naming convention, with the exception of the hot-to-trot V-Series models, which instead rock a V-Series badge.

The new badging is located on the rear of each Cadillac model, either on the trunk lid or liftgate, depending on the body style. The badges include designations such as 350T, 400, 500T, 550T, 600, 650T, and 800T.

Who **REALLY** cares about torque ratings on **ANY** car, much less Caddys?! Sounds like when GM decreed that Pontiac would ditch all their great model names for numbers. The beginning of the end, I felt at the time.

All the 'GMC' news that's fit to print for this month. 🚗

#### 'GMC' Recall Ticker

**# of Recalls**

**179 (!)**

**# of Vehicles Affected**

**46,127,455**



## Rat Truck?!

No one who builds a rat rod is concerned with taste. When the goal is to be as weird as possible, who cares if the paint is scuffed, or if the wheels are all match? Better yet, just throw some parts at a thing that roughly resembles a car and call it good. That seems to be what happened with this obnoxious, haphazard, wild-looking Ford F-250 for sale online.

It was built by the owner of Nick's Metal Fab, and I recently had a chat with him to find out more about the slammed truck.

The uncovered engine is actually original to the Ford and, while you probably couldn't tell from looking at it, it's a 6.9-liter, indirect-injection (IDI) diesel V8 that's had two turbos bolted on. Only one of them works, though—the other is there strictly for looks. When asked exactly how much power it made in its current form, Nick replied, "Not much." Perfect!

These compression-ignition lumps were choked to 170 horsepower, while torque was rated at 338 pound-feet from the factory. There's no telling how much oomph the turbo adds, but the gain in cool points is infinitely more important than performance in this case. Power is sent to an automatic transmission, as if it matters, before exiting at the rear wheels only.

Other doohickeys you can spot from the pictures include the exhaust that exits front and center while doubling as a nose for the truck's menacing face. Two tiny headlights make up the eyes,

while strategically placed metal rods that also look to be welded to the exhaust form the "mouth."

Don't forget the blinkers mounted above the shocks which are held up by skeleton hands, flipping the bird to everyone on the road. Classy.

Airbag suspension controls the ride height, which can either slam the frame-mounted body to the ground or help it ride just high enough to avoid stray pebbles. While the General Grabber tires could technically help the truck drive off-road, the fact that it's so goshdarn low essentially negates that feature—but that's kind of the point.

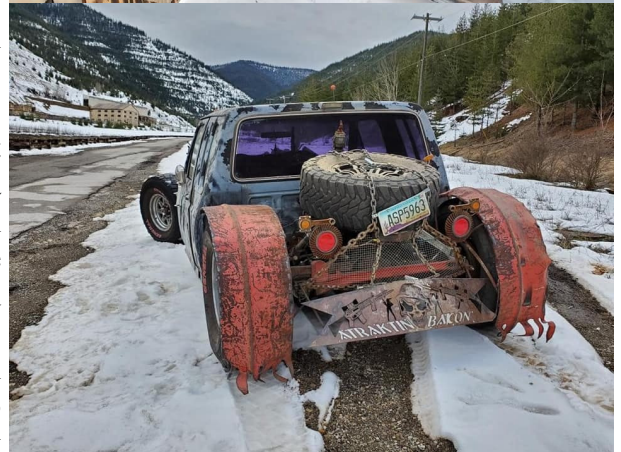
Lastly, the interior is a work of art...if you liken a La-Z-Boy to the Mona Lisa. The armrests have even been replaced with those from a recliner, while the steering wheel is a blown subwoofer. The switches inside are the exact same ones you'll find on your home's living room walls, and the shifter has a pistol grip.

There's no bed out back, though there is a set of fenders, unlike in the front. They're made from jagged metal and resemble that of a semi's rear drive wheels, though chains and what looks to be chicken wire bring



back the aesthetic.

You wouldn't be alone in thinking this truck is a bit out there, but all things considered, it deserves at least a nod of appreciation. It takes gusto to cut into a perfectly usable pickup and turn it into a rolling form of expression, and for **\$9,500**, you could be the star of your local cruise night...if they even have those anymore. 🚚



## T 'n T

### *"Another one bites the dust!"*

With nearly 500 horsepower and a mid-ship layout, the '20 Corvette is hugely capable with regard to performance. However, when that performance is improperly applied on public roads, the end result could be disaster, as evidenced by this new C8 Vette crash photo. Posted recently online, there's no backstory to these new images. That said, there are a few things to piece together just by examining the pictures. First, it looks like the roads around the crash site are wet, undoubtedly contributing to the accident. Although a mid-engine layout helps to push the rear wheels down into the pavement, increasing traction, it also tends to make a vehicle more "tail-happy," rotating with less provocation and potentially causing a spin. That said, it's unknown if the driver is even at fault here. It's entirely possible he was avoiding an animal in the road, or another vehicle. Either way, the end result is pretty clear—this new Vette is smashed to pieces. The high wing spoiler in back is dented, the fenders are falling off, the front truck is exposed, and the entire fascia is gone. It also appears as though it may have slid some distance across the field, as the side body panels have collected quite a bit of grass. Either way, we hope the driver of the car walked away unscathed from the incident. This isn't the first time we've seen the new mid-engine Vette end up on the wrong side of a physics equation—back in August of 2019, a pre-production

model crashed near Yosemite, California, while in April, a drunk driver totaled a C8 after just a single day of ownership. That car was recently purchased from the insurance company, and it will soon be the recipient of a **4-rotor wankel rotary engine**, similar to the old 'GMC' show car... **Vette Agin?!** As the number of vehicles on America's roads has decreased due to the coronavirus lockdown, the number of **speeding tickets for 100 mph+ drivers** is said to be increasing. We've charted a few super-speeders on these pages over the years, but nothing like this from a 31-year-old Corvette driver in Washington state. It was actually a good thing that less people were on the roads recently in the town of Snohomish. That's when Trooper Willard of the Washington State Patrol clocked the speeding Corvette driver at **192 MPH** on US2 near State Road 9 (*more than triple the posted 60 mph speed limit on that particular stretch of road!*). The driver was apprehended and booked on **DUI** and **Reckless Driving charges**. The name of the driver, and perhaps, more importantly, the year and model of the Vette, have yet to be identified. **Update:** Trooper Axtman gave more details to **The Drive**, and says the driver told the arresting trooper that he **"on his way to breakfast"** when apprehended. We also learned his Vette was an '08. And though Trooper Axtman didn't mention the model, most likely it



was the **505-hp Z06** which was rated for a top speed of 198 mph. ***What is it lately with Vette drivers? ...Corvette Envy?!*** A 23-year-old man from New Jersey has been arrested and charged after hitting **145 mph** in a **65 mph** zone while behind the wheel of a **'09 Challenger**. **Record Online** reports that the man was nabbed in the town of Wallkill in New York when a New York State Police trooper parked in a U-turn area on Route 17 near Exit 122 spotted the speeding car. Police claim that after the driver passed the trooper, he continued to accelerate and passed another vehicle in a reckless manner. The 23-year-old behind the wheel, Jeremy Vanleuven, soon pulled off the highway and was stopped by police on Route 17K westbound. Authorities charged him with second-degree reckless endangerment and reckless driving while also hitting him with misdemeanors and issuing him with a speeding ticket. The specific Challenger model driven wasn't ID'ed, but it was likely an **SRT8**... ***"If it had wings, man, I know she would FLY?!"*** Most of us will lean on the internet for quick answers, but it takes a special kind of bravery to Google your way through building an entire vehicle, let alone a jet-powered one. Ryan "Lightning"

*(Continued on page 9)*



## T 'n T (cont'd)

(Continued from page 8)

McQueen, whose name is perhaps the most fitting for someone of his ilk, did just that when he spent over a decade and **nearly \$100,000** building a **working jet-powered, Ferrari Enzo-looking monster**. Something tells us the sonorous crescendo of Maranello's V-12 isn't going to come out of those "exhaust pipes." He said that Google and YouTube were his best-friends over the years it took him to build the car, which is appropriately named **"Insanity."** "The car took 14 years to build because I had to teach myself all the skills required as I progressed in the project," he told ***The Drive***. The results of his Googling speak for themselves as he's now the proud owner and builder of a jet-powered beast, complete with **18,000+ hp**, thanks to two Rolls-Royce Viper engines. The engines were originally designed in the 50s and used on a number of experimental jets for the British Royal Air Force and America's own Air Force. At full tilt, the twin Vipers equate to about 14,000 pounds of thrust. Part of that decade-plus build was due to the remarkable story behind

the car's body panels, too. McQueen took the body from a scale radio-controlled Ferrari Enzo and cut it into 26 carefully measured pieces. He then took them to an overhead projector to scale the pieces up by ten times. The larger template pieces were then used to cut panels out of plywood, which were then filled with Styrofoam before the bodywork was placed on top. McQueen's calculations say that the car should be able to achieve a top speed of **over 400 mph** once it's completely dialed in. As you'd imagine with a jet-powered Ferrari Enzo build, things didn't go all that smoothly—case in point, it took **14 YEARS**. On the first test fire, one of the two starter motors failed, causing a "hot start," which means that the amount of fuel in the combustion chamber prior to ignition was too great. That meant an entire rebuild of not just the starter motor, but also the turbines as well. Ever the optimist, he did it and says he's hopeful that the car will be ready to make some "slow speed" runs this month. If



says that his plans for the car include plenty of drag races and exhibition runs at air shows. As for the final price of McQueen's fiery baby, he told ***The Drive*** that the project only cost around \$90,000 to complete, which isn't all that much when you consider it's an 18,000 hp, twin jet-engined Ferrari that was built in a man's garage. Heck, we'd call that a bargain. We'll be watching for McQueen and Insanity to start making runs soon because there's nothing we love more than homemade jet cars breaking the sound barrier at a county fair. **Bring your earplugs...Happy Birthday Mazda!** Mazda is turning 100 years old in 2020, and it's commemorating the occasion by releasing eight retro-inspired limited-edition models in Japan. Some of them might be available in the US. Cars weren't initially on the company's radar. It started life as a cork manufacturer named Toyo Kogyo, and it branched out into the transportation sector when it introduced a three-wheeled, **motorcycle-based pickup** called **Mazda-Go** in 1931. Its first car, the R360, was unveiled in 1960 as a two-door four-seater whose tiny dimensions fell in line with Japan's strict kei regulations. It's the

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those runway passes are successful, they'll bring the car back to his shop for a full top-to-bottom diagnostic before it heads back out for higher speed runs. McQueen

## 1986 Grand Prix 2+2

You will have to forgive me, but I'll need to "geek out" for just a bit regarding this month's subject. Why? What we have here this month is a scale replica of a 34-year-old race car that was never replicated back in the day. Sure, there were a few different cottage industries offering resin transkits, but the medium requires a bit more skill than regular plastic kits for a good result. To me, it seems to be a bit more brittle than stock kit plastic. Add to that the fact that the rear window in these resin kits was usually vacuum-formed, and that bumps up the difficulty factor just a bit more. I currently have several of these resin transkits in my collection - I am unsure what will happen with them if I start on a buying binge of the Salvinos JR kits.

So, thanks to Salvinos JR Models (<http://salvinosjrmodels.com>) and Mike's Decals (<http://www.mikesdecals.com>), we now have a regular production 2+2 race car. Mike's Decals proprietor Mike Herman partnered with Salvinos JR models to bring this kit to market. Mike put up tooling money in advance, and in return, got the first 2,500 pieces as a "Mike's Exclusive" offering.

Going in, let me just say that for anyone who has built one of the "Revellogram" (*Monogram, and later Revell*) stock cars, this kit will be very familiar to you. You see, the current Revell is split into two companies - Revell USA (*includes the Monogram brand*), and Revell of Germany. American

Revell recently declared bankruptcy, and was bought by a German firm. They then sold off portions of the line that were of no interest going forward. The stock car tooling was purchased by Salvinos JR Models. So, Salvinos repurposes a majority of this Revell stock car tooling in their kits, enhancing it with different bodies.

With some of their offerings to date - **1979-80 Olds 442, 1973-77 and 1981 (flat-nose) Monte Carlos**, they found a way to expedite the process by creating a digital "buck" utilized by their 3D CAD design program, to design their bodies to fit the standard Revell stock car chassis. If I recall correctly, with proper reference, a body could be designed with the CAD program within a month! And this buck assures that the body and chassis should mate up without a problem.

Salvinos JR Models started their 2+2 "tree" at the "top," if you will excuse the pun, by kitting "King Richard" Petty's "STP" car. This review kit is another iteration of it - the "Mike's Exclusive" version. It is a "blank," if you will, that is, without decals. There are numerous possibilities for future kits, including Rusty Wallace and longtime Pontiac stalwarts JD McDuffie and HB Bailey, just to name a few. Based on the fact that we now have a Grand Prix 2+2



kit, I believe there is a good chance we'll see some of these drivers. A more complete 2+2 roster for 1986 and 1987 is an issue for another time..

**Engine:** The 18-piece powerplant is done in the normal Revellogram style - split longitudinally down the middle, so there will be a seam to attend to. It is interesting to note that the kit rightfully does not include any chrome-plated parts, but the instructions note them as such, harking back to the Revellogram line of kits. In the "good 'ol days," the entire upper portion of the engine (*air cleaner, carburetor, intake manifold, valve covers and breathers*) were molded in chrome, so there was a need to strip or dull the finish, to make them more correct. After all, that much chrome is just extra weight for a race car, where every ounce counts!

The 180 degree headers will pose a problem, where the opposing sides meet under the oil pan in that there will be a seam on the bottom of the engine after assembly.

**Chassis:** The chassis builds up off a flat plate. The "jungle

(Continued on page 11)



## T 'n T (cont'd)

(Continued from page 10)

gym" (a.k.a. the roll cage), seems to be pretty complete, down to and including the "Petty" bar, for added safety. From front to rear, a radiator and separate shroud reside, a four-piece front suspension, eight-piece rear suspension and the fuel cell mount bring up the rear.

**Wheels/Tires:** Included are a set of 10-slot rims, which mount into a set of unmarked Revellogram tires. Goodyear Eagle markings are not molded on the tires as in the past. This is backed up by an inner wheel disc - no brake detail.

**Body:** 11 main pieces in all, and they appear to capture the lines of the car very well. This is obviously the main focus of the kit - the all-new 2+2 body, modeled as noted earlier by a 3D CAD program. There was no way to rework the old Revellogram body to this configuration, without a 3D CAD file to start with.

**Interior:** A two-piece racing seat provides the driver the optimum location to grip the racing steering wheel and view the gauges set into the two-piece instrument panel in front of him, while a water jug is positioned adjacent to him on the floor. An optional camera is also included.

**Glass:** The glass features integrally molded window bracing, so, it may be a challenge to detail paint it. Separate quarter windows are also included.

**Decals:** They appear to be pretty complete, and well done, lacking only the two-tone paint

treatment. Major and minor sponsors, numerals, gauge faces, Goodyear fender markings all seem to have made the cut. There is also a placement guide included (in full color, no less!) in case there are any questions.

**Instructions:** Printed on glossy paper, they are step-by-step, by sub-assembly (engine/transmission, etc). Parts are identified by name and suggested color. And, yes, they include the GM trademark license, age disclaimer (i.e., beer and/or tobacco content), and Salvino's contact info, for questions or comments. The best part? They proudly proclaim "Made in the U.S.A."

A shoutout here, if you don't mind, to the gang over at Mike's Decals. After ordering this kit from his website, it arrived only three days later, and upon unpacking it, found it to be completely wrapped (as in taped up) in a thin layer of bubblewrap inside the box. Thanks, Mike!

It is unfortunate that this car was largely ignored when Revellogram was big in the stock car business, especially since it's sister "aero" car, the Monte Carlo SS Aerocoupe, was kitted both stock AND in several different race versions. Thankfully, that oversight has now been rectified!



**Late-Breaking Update:** As I was finishing up this review, I received an e-mail notification from Jim Rogers (the "J" of Salvino's JR Models) at Salvino's JR Models promoting the release of the 1986 "Alugard" 2+2 driven by Rusty Wallace.

That's about it for this month, but I'm quite sure Salvino's JR Models will have several more Pontiacs up their sleeves in the near future. Thanks to the good folks at Salvino's JR Models and Mike's Decals for not only working with me in bringing this significant Pontiac racer to you, but also for filling this hole in my collection. Oh, and I have it on very good authority that there will be **ANOTHER** forgotten Salvino's JR Models Pontiac is slated for re-

lease later this Summer, filling **ANOTHER** hole in my collection. Life is good!

In the meantime, I've got to run - I recently reorganized my workshop, and I am anxious to see how some of these pieces go together.

by: Tim "Poncho" Sickles



## T 'n T (cont'd)

(Continued from page 9)

model Mazda's celebratory cars are inspired by. The range of special-editions includes the CX-3, CX-30, CX-5, CX-8, Mazda2, Mazda3, Mazda6, plus hard- and soft-topped variants of the MX-5 Miata. They all feature a white exterior and a burgundy interior, though the Miata and the CX-30 also get a red roof. The 100th Anniversary logo, which combines Mazda's current emblem with Toyo Kogyo's, appears on the wheels and on the front headrests, among other places. White and red was one of the combinations available on upmarket versions of the R360. No mechanical mods are planned, which is just as well. Paying homage to the humble R360 would require replacing the Miata's 181-horsepower, 2.0-liter four-cylinder with an air-cooled, 356cc V-twin rated at 16 horsepower. It would need to be mounted in the trunk, too. The full Anniversary range is on sale in Japan, and will be available

through March 2021. Mazda announced availability in other markets, like England, but hasn't revealed if it will offer the cars in the US yet due to "the global crisis." The 500 examples of the head-turning Miata 30th Anniversary introduced in 2019 were spoken for so quickly that the company allocated 143 additional units to our market, so we wouldn't be surprised to see the newest special-edition models land in showrooms in the near future. For context, the UK will receive 100 examples of the Miata, the CX-30, and the Mazda3. The Mazda6 and the CX-5 might join the roster later on. Pricing info will be published later (*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!*) 🍿



## Ron's Rant



### Plastic

- Revell Lowrider Caddy
- Round 2 '41 "Coke" Plymouth
- Round 2 '33 Willys panel (snap)
- Revell Car Hauler trailer
- Tamiya Mustang GT4

### Diecast

- '82 GMC K-2500 "Fall Guy" Sierra Grande pickup (*Greenlight*)
- '69 "Big Red Camaro" (*ACME, 996/pcs*)
- '71 Black/black Cutlass SX (*ACME, 5000/pcs*) 🍿

(1/18th, unless noted)

### To MAMA:

I have been speaking to Gary Sutherlin's daughter and I will be going to assess his kit collection on May 30th.

Gary had a large inventory of kits, both built and unbuilt. My plan is to acquire the sealed kits outright and for the open kits, built-ups, parts, etc. to be auctioned at a club meeting with the funds going to the family.

They also have a large amount

of assorted parts which are going to be donated to our club parts box effort.

My advice to the club is to closely monitor the news and the MAMA website, for notice of an upcoming club meeting, once the pandemic has eased sufficiently to allow for a gradual lessening of restrictions.

The notice of an auction will likely be posted either on our website, Facebook, or possible blasted out via e-mail.

## Attention!

Thanks for your patience in this unique circumstance we find ourselves in.

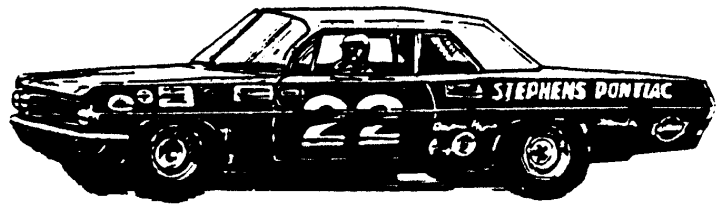
Signed,  
Ron Bradley  
*Bradley's Car Collectibles* 🍿





With the lack of meetings, due to the government lock-down, it is obviously difficult to present *ANYTHING* in person at meetings. So, I'm going to include a selection of "*STP*" 2+2 *pix* from *John Stancliff*, a new social media friend that I recruited to help with build *pix* on this kit. He worked with the *Salvinos JR Models* crew to build it. I will try to include a bit of info on John in the next issue. Great work, John!

So, c'mon—bring 'em and show 'em! 'PoP' (Pontiacs on Parade!) Sickie 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!**

## Brief (cont'd)

(Continued from page 2)

ties, and governments (including Australia and Germany) have banned their employees from using the Zoom service.

While Zoom has made some changes to address some security flaws and says they are fixing others, I am leery. They also claimed previously that they used secure AES-256 encryption when in reality they were using a substandard

AES-128 encryption key.

There are things you can do to help mitigate some of the security problems, like the meeting organizer starts the meeting, locks it, and then gives each individual participant approval to join in, one-at-a-time. I do not feel a confident level of trust with Zoom, so I cannot in good conscience recommend using it as I believe it could place your computer at risk. I know I personally will not use it. 🚫



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

**Were on the web!**

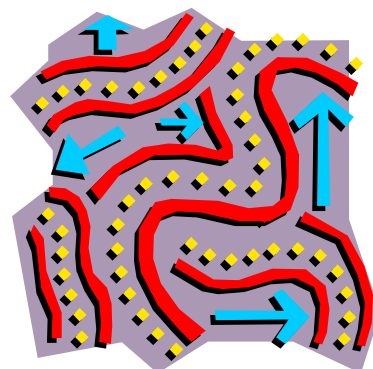
<http://www.mamasboyz.org/>

## 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](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)

## Club Contact Info

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