



MAMA Sez!

Volume 33, Issue 2

October, 2020

"Serving Delmarva Car Modelers for 32 Years!"



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

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"Back to the Workshops!"

I know I probably sound like a broken record, but I am hopeful that you are all **STILL** doing what is necessary to ensure yours and your family's safety, given the current state of world affairs.

Unfortunately, there will again be no column from Tim Powers this month. He will return when he is able.

It appears as I write this newsletter (*early October*) that, the first model car show of 2021 has been cancelled until 2022. COVID-19 claims yet another victim.

This month, you'll have to bear with me, as the Pontiac column takes on a somber note. Pontiac was unceremoniously dumped

10 years ago this month. From what I've seen since then, 'GMC' did them a favor!

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



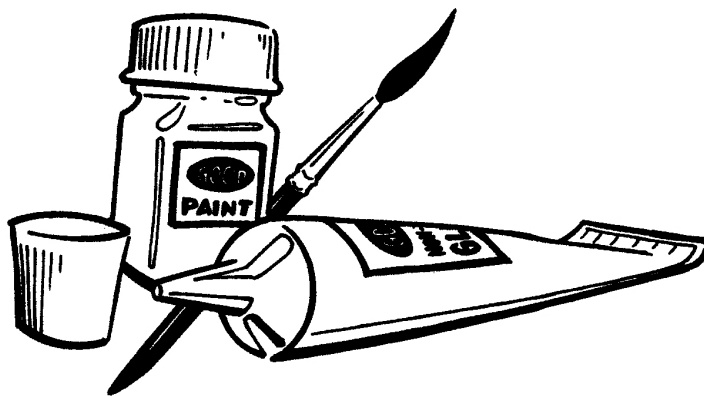
2020 Meeting Schedule

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!)

Kudos!

For the past 30 years, MAMA, CPMCC members and hundreds of other people have enjoyed the convenience and deep discounts provided by Ron Bradley. Collectively, we have saved **MANY** thousands of dollars over the years by purchasing our kits and aftermarket supplies from Ron. Well, all good things eventually come to an end. Ron Bradley has retired from sales and has sold everything, including his trailer. Realize



that the COVID pandemic has shut down every possible place or event that Ron could sell his products since March and, his decision makes sense. We, in the hobby, are all **EXTREMELY GRATEFUL** to Ron for

his friendship over these many years, and we will miss him. (*We all know he'll show up, here and there* 😊) **THANK YOU, RON, FOR EVERYTHING.**

Congratulate Ron at bradcarco@msn.com. 🙏

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.

Virtual Meeting! LOOK



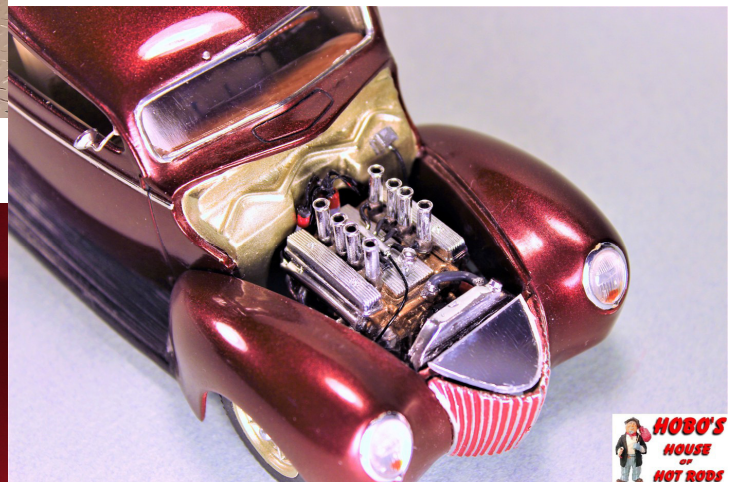
Paul Lee's JJ funny Vega



Lyle Willits' 'chopt '40 Ford Tudor sedan project



Steve Buter's Ice Cream truck...

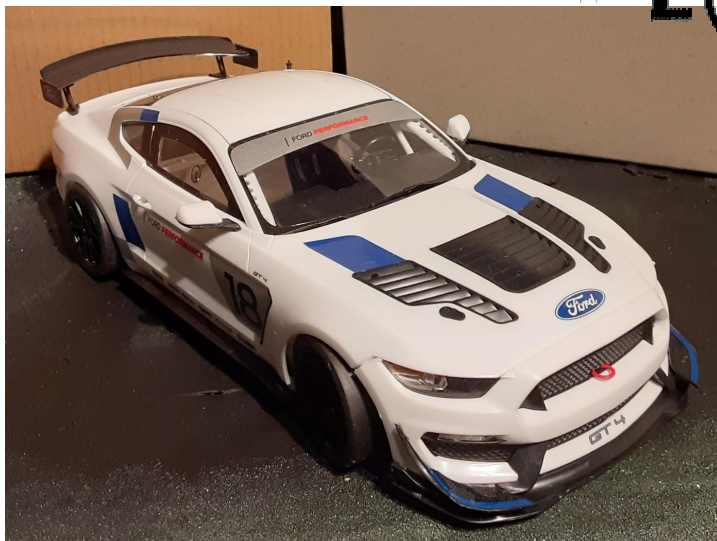


...and "His 'n Hers" Model A Roadsters



Here's a cake we MIGHT have had, if we had met!

Virtual Meeting! LOOK



Paul Lee's AMT Tamiya Mustang



JC Reckner finished up his Ruf CTR



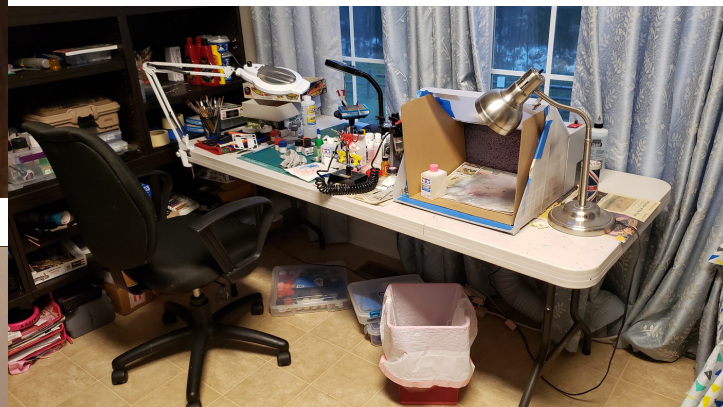
Dan Chicorelli's '68 Hurst Hemi Under Glass



Bobby Reyes' build of the Kawasaki Ninja ZX RR



Paul Lee's "Cop Out" funny cop car



...and here's where Bobby made it happen!



A historical Rex Turner "Retrospective"

AMT 1965 GTO

[A1191M-200, 87 pieces, white, chrome, clear, clear red, vinyl tires, metal axles, decals, \$33.00 retail]

So, how did Pontiac follow up its highly successful first-year offering of the new GTO? Modifications to the intake and head design yielded a more powerful 389, along with the most important part—the release of the Air Scoop Package on August 17th, 1965, which added two of the most prolific words ever spoken to a Pontiac enthusiast’s vocabulary—Ram Air! A few styling tweaks were simply icing on the cake. Some might argue it was a pinnacle for the GTO, combining styling and performance. Were they successful? You be the judge. Their sales better than doubled for 1965 (75,352) over 1964 (32,450), so, yeah, I’d say they did something right. Model manufacturer AMT, as you might expect, did pretty much the same thing, improving on their initial offering (*within the limits of the technology of the period, of course*).

It should be noted here that with advances in technology, that kits from back then could be referred to as from the “stone age” compared to current 20th century offerings. Things such as simple one-piece chassis, with everything molded in, tub-style interiors, and, of course, the much-hated axle-through-the-engine-block arrangement are, if not totally gone, then disappearing. With modern Computer Aided Drafting/Manufacturing, and 3D printing,

things are much different. Models nowadays feature multiple-piece chassis, with separate suspensions, exhaust systems, platform-style interiors with separate side panels, yielding much better detail, and the best part – the metal front axle has been mostly banished! To illustrate my point, just look at that parts count – less than 100 pieces in all, and this kit is billed as a two in one – stock and custom!

That said, this kit is obviously not a newly-tooled kit, but a reissue, similar to the “Weekend Warrior” ’67 GTO from the same manufacturer. This kit also has a long history, dating back to the year 2007, when I believe that it last saw the light of day.

The tool shows its age in some ways, but not in others. For example, there is no apparent change to the basic composition of the kit. It still features the choice of a separate stock or custom hardtops, and the separate chrome hood scoop insert, to name a few. The kit is molded in white (*making painting less of a chore*). I am pleasantly surprised that, given the age of this tool, that flash was not bad at all.

Engine: The basic engine and transmission consists of 15 pieces, and features the standard longitudinal split that was prevalent when this kit was originally designed.



Interesting that the 4-speed attached to the 389 block does not match up to the automatic transmission console-equipped interior. Due to the age of the kit, it also features the old “metal-axle-through-the-block” arrangement previously noted. It includes a base 4-barrel intake and air cleaner, with a poor representation of a carburetor (*along with the distributor*) molded to the intake. The chrome air cleaner is also incorrect (*possibly carried over from the 1964 kit*), featuring a snorkel, as opposed to the proper pancake-style unit. Thankfully, AMT at least included a five piece tri-power intake and carb setup, which looks marginally better. The chrome valve covers still feature the GTO crest from previous issues. Unfortunately, the ram air pan is not included.

Chassis: A *VERY* simplified (*one-piece*) unit with everything molded in, with axle holes for the rolling stock.

Wheels/Tires: There are three choices for rims – the requisite Rally I, a Vector-style rim similar to what ran on the General Lee (*which is totally wrong for this car in almost any form*), and fi-

GTO (cont'd)

nally, a Hurst mag wheel. I believe that this wheel set came from another kit. It looks a bit strange to me though – the outer rim appears flat, with no sculpting. They also appear to have longer axle bosses on two of them, meaning a possible difference in the track on one end (*likely the rear*) of the car.

The tires are the first part of a “three-way” tie as a highlight of the kit. With individual tire sets from this manufacturer available and priced at a shade over \$10, it would seem that maybe you get a bit for your money here - two sets of tires are included. The first set is the more appropriate of the two for this subject – redlines. The second set are Goodyear Polyglas GT lettered tires, something which would be appropriate for a street machine or race version of the car. Oddly, the build choices are listed as “Stock” and “Custom.” Being an older tool, no brake detail is evident on the axle backing plates. They did include Hurst decals for the center caps.

Interior: Tub-style, meaning limited detail on the interior sides. The low-back front buckets are one piece each, while the console and rear seat are molded in. There are four small parts attached to either side of the seats, which I will assume are seat belts, since the parts are not identified by name.

There is a separate chrome automatic shifter for the console. Meanwhile, the dashboard mounts an incorrect 1964 four-spoke steering wheel. There is an op-

tional three-spoke wheel, but it appears to have a heavily padded rim, meaning it would be difficult to adapt it for duty as a proper wood steering wheel. There is also an optional five-point harness for the driver’s seat. There are three sets of gauge face decals included – two normal sets, and a white-faced custom set.

Body: Crisply molded, in one main piece, with a separate hood. It still includes your choice of the convertible top boot, or the separate hardtop. The “custom” hardtop is also included, as is rear glass for both hardtops. Not surprisingly, the hood scoop insert, chrome in previous versions, is still included on the chrome tree on this version. As if to highlight its age, the firewall is still notched for the small metal clip used to hinge the hood in early versions of this kit.

The chrome front and rear bumpers and tail lights are added to finish it off, with the option of a custom front bumper, if the builder desires. If utilized, it would require removal of the headlights from the stock bumper.

Glass: Simple – separate front and rear glass for both hardtops.

Decals: Part two of the “three-way” tie as a highlight of the kit. They include three sets of pin-stripes – red, white and blue, separated by body panel (*rather than being a single piece*), (4) sets of license plates, (3) sets of gauge pods (*stock and custom*), all body crests and scripts (*including “Hurst Equipped”*), Hurst wheel center cap logos, the odd (*for Pontiac guys*) “389-4V” air cleaner callout, and, finally, an odd inclusion – head, parking and

backup light decals.

Box Art: The final highlight of this kit. Despite the fact that the aqua color on the box art is not a proper shade for the car, a closer look yields an Iris Mist hardtop on the side of the box, wearin’ Rally I wheels and redline tires. Finally, in what I believe is a first for AMT, not only does the side of the box list their corporate headquarters address in South Bend, Indiana, but also their manufacturing location in Guangdong Province, China!

Instructions: Simple, easy to follow step-by-step, but parts are only identified by number (*no name*), with painting suggestions, including factory exterior and interior color choices. There are no illustrations for decal placement, but references for their placement are included throughout.

Given the availability of such a nice ’66 GTO from Revell, I’m considering combining these two, utilizing the drivetrain and chassis from the ’66 on the ’65. Who knows – I may even take a crack at building it as a hardtop as well.

Kit Rating System

I had been considering such a system that could provide some feedback at a glance for those interested, instead of having to read pages of text in order to decide whether or not this kit is worthy of your hard-earned bucks.

Being an “old school” kind of guy (*accent on old!*), I will attempt to rate kits with the tube glue system. The cyanoacrylate system just doesn’t roll off the tongue! Here then, in ascending order, is what I propose:

1 tube of glue—Steer clear

(Continued on page 14)

'GMC' has issued yet another recall over the C8 Vette front trunk after several different owners reported the vehicle's hood opened suddenly while driving. The automaker has also issued a **stop-sale** on the vehicle over the reported issue.

According to a National Highway Traffic Safety Administration filing, if drivers "ignore the vehicle's visual and audible warnings that the front trunk lid is open, they can drive the vehicle in that condition at speed, which could increase the likelihood that the wind force is sufficient to inadvertently flip open the hood." NHTSA had previously received complaints from owners regarding this issue, but 'GMC' had yet to address the problem publicly before now.

'GMC' says that if the vehicle's primary and secondary latches are not engaged while driving at speed "the hood could flip open and obstruct the driver's forward view, increasing the risk of a crash."

A total of **5,141 vehicles** are believed to be affected by this problem.

'GMC' says it will update the Body Control Module (BCM) software to limit vehicle speed to 26 mph when the hood is not completely closed and latched. As re-

ported previously, the software previously limited the vehicle's top speed to 82 mph when the trunk was unlatched, but this appears to have been far too high. In addition, the hood release on the key fob will be modified to reduce the likelihood of inadvertent hood release actuation, while the switch and release button located inside the front trunk compartment will be modified to require a longer press-time. The software updates will be available via an over-the-air (OTA) update. Owners can also schedule an appointment with their dealer to have the updates performed if they do not want to perform the update themselves.

Owners will be able to install the OTA update themselves by accepting the applicable terms and conditions when prompted on the infotainment display.

'GMC' has issued a recall for **95 2014-16 Caprice PPV vehicles** due to an issue with the power steering system.

According to a NHTSA filing, certain examples of the car were not properly repaired under the previous Chevy SS and Caprice PPV power steering recall. That recall was over a connector located between the electric power

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steering module and the torque sensor, which is prone to wearing prematurely. If the connector in affected vehicles becomes too worn, the vehicle may experience a loss of electric power steering assist. Vehicles in this new recall campaign did not receive the proper steering gear when they were fixed last time.

NHTSA says "a greater steering effort would be needed to control the vehicle if power steering assist is lost, especially at lower speeds, increasing the risk of a crash." The NHTSA filing did not say if there have been any accidents or injuries related to this problem.

Chevy dealers will be instructed to inspect and replace the steering gear assembly in affected vehicles and will also replace the

(Continued on page 7)



'GMC' Recall Ticker

of Recalls
184 (!)

of Vehicles Affected
46,134,053

Gov't (cont'd)

(Continued from page 6)

steering gear assembly if the part numbers are incorrect. These repairs 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 is expected to begin on October 12th.

'GMC' has issued a **stop-sale order** on **six different models**, including the C8 Vette, over an issue related to the electronic brake boost system.

According to the notice, a material used in a sensor connection in the electronic brake boost system in affected vehicles "may have been contaminated during the material supplier's production process." Contamination of the brake booster connections may cause "an interruption of communication between the sensor and the brake boost system under certain conditions," the automaker says, which can impact braking performance.

Vehicles affected include the **C8 Corvette, 2020-21 Buick En-**

core GX, 2021 Chevy Trailblazer and **2020 Cadillac CT4, CT5, and XT4**. 'GMC' says it has already notified NHTSA about an upcoming safety recall involving these vehicles for the problem.

Owners of affected vehicles may observe a loss of power brake assist in their vehicle. Additionally, if the vehicle's computer identifies a problem with the power brake assist, a warning light and/or message may appear on the instrument panel and vehicle speed may electronically be limited.

'GMC' says a remedy for this problem is not yet available and/or a sufficient quantity of repair parts is not available at this time. A recall bulletin will be released when a solution is found, at which point owners will be instructed to make an appointment with their dealership. Dealers will be instructed to replace the electronic brake boost module in affected vehicles, which will be done at no cost to the owner. Customers who own a vehicle affected by this action can also expect to be notified of the recall campaign by mail.

It's currently not clear how long the stop-sale on affected vehicles, including the Corvette, will be active.

In all cases, owners can visit my.gm.com/recalls and type in their VIN to see any open recalls or other actions that may be active on



any 'GMC' vehicle.

A new **class-action lawsuit** has been filed over alleged recurring problems with the starter motor in the **2010-present Camaro**.

The suit, which was filed in US District Court in the state of Delaware, alleges 'GMC' "knowingly sold Camaros without disclosing that the vehicles are plagued by a starter and/or heat shield defect."

The suit claims the 2010-present Camaro has inadequate heat shields that fail to protect the starter from engine bay heat. The additional heat allegedly puts resistance on the electrical conductors inside the motor, which forces it to use more power than usual to start the engine. This, in turn, can allegedly wear out the motor prematurely. It also says the starter motor issues will typically manifest in hot weather or directly after being driven and that the heating issues can damage the vehicle's wiring and battery as well.

The 40-page suit also says 'GMC' has consistently refused to fix the starter motors under warranty, instead forcing customers to pay hundreds or thousands of dollars out-of-pocket for the repairs.

"'GMC's' failure to disclose the starter defect at the time of purchase is material because no reasonable consumer expects to

(Continued on page 12)



C8 Watch

C8 fever shows no signs of abating just yet. In August, the 2020 C8 led the field to green for the 104th running of the Indy 500.

The official pace car was a Torch Red coupe equipped with the optional Z51 performance package, accessory spoiler and ground effects package, Carbon Flash accents, GT2 bucket seats and an Indy 500-themed livery. Behind the wheel was 'GMC' President Mark Reuss.

The Vette has led the Indy 500 field to green more than any other vehicle. The first time it paced the field for the Greatest Spectacle in racing was way back in '78 and has now done so a total of 17 times. This will also be the 31st time a Chevy has led the field to green, with the first time being way back in '48, when a Chevy Fleetmaster Six convertible took on the responsibility. The Camaro is the second most common pace car behind the Corvette.

Chevy has its roots in motor racing and a special relationship with the Indy 500. Company co-founder Louis Chevrolet first met William C. Durant after being hired on by Buick as a racing driver and would later co-found the company with Durant in 1911. Chevrolet went on to start in four Indy 500s, retiring in all but three of them. His brothers Arthur and Gaston also made two Indy 500 starts apiece.

Last year's race was won by Chevy Team Penske driver Simon Pagenaud, who acknowledged how special it was to win the 500-mile race as a French driver in a

Chevy. Nine drivers with Chevy engines have combined to win the race a total of 11 times over the years, including Rick Mears, Emerson Fittipaldi, Arie Luyendyk, Al Unser Jr., Helio Castroneves, Tony Kanaan, Juan Pablo Montoya, Will Power and, most recently, Pagenaud.

With the capability of low eleven second quarter-miles right from the factory, a lot of C8 owners may be tempted to take their new cars directly to the drag strip so they can really open 'em up.

While it is suggested that C8 owners stretch the car's legs on a closed track rather than a public roadway, drivers still have to exercise caution when at the drag-strip and remember to drive within their abilities.

A C8 owner learned that lesson the hard way after they crashed heavily while racing at Lebanon Valley Speedway recently in New York. The driver in question lined their Elkhart Lake Blue Metallic C8 up alongside an Audi SQ5 crossover for a heads-up drag race, likely expecting an easy



victory. The driver of the Audi timed their launch well, however, and gets the jump on the more athletic C8 to the 60-foot timer. The C8 driver stays in the gas hard and begins to claw the Audi back when the sports car suddenly snaps to the right and hits the concrete barrier lining the side of the track nose-first.

It's possible the driver of the C8 felt the car start to lose traction and decided to stay in the gas out of fear that they were about to get walked by the German crossover. At the same time, though, this appeared to be a fairly sudden loss

(Continued on page 9)



Watch (cont'd)

(Continued from page 8)

of traction, so maybe they did all they could to save it. Photos showing the aftermath of the crash essentially confirm that this C8 will be a write-off, as the heavy impact appears to have bent the entire front end upward and set off all the airbags. Let's just hope the driver was able to emerge from the crash unhurt.

The nature of this front end impact reminds us of the crash that *Mark Reuss had in a C7 ZR1 while leading the IndyCar field to green in Detroit a couple of years back*—although we're sure the C8 driver was happy their embarrassing accident wasn't televised nationally.

Kei Miura and his company, **Rocket Bunny/Pandem**, have generated a huge enthusiast following thanks to his over-the-top, motorsports-inspired widebody kits. Rocket Bunny/Pandem body kits are available for a swath of modern-day vehicles, from everyday tuner cars like the Honda Civic to pickup trucks like the Ford F-150—and now, the C8 is getting in on the fun, too.

Rocket Bunny/Pandem recently debuted its new kit for the C8, which gives the mid-engine coupe a look that reminds us of an old FIA Group 5 race car thanks to its pronounced box flares, huge side skirts, prominent lower rear diffuser and massive rear wing.

One of the more radical parts of this design are the wheel arches, which have a squared-off look that helps to change the design of the C8 from flowing and

fluid to blocky and aggressive. The odd-looking wheel arches house a pair of deep-dish wheels with a yellow/gold lip and gloss black painted six-spoke alloy wheels.

This widebody kit doesn't come cheap, which is unsurprising given how radically it changes the look of the C8. Rocket Bunny/Pandem is asking **\$5,800 USD** for the complete kit without the rear wing and **\$7,000** with the wing included. The parts are also available separately and consist of a front lip (\$1,000), side skirts (\$1,200), front fenders (\$1,800), rear fenders (\$1,800) and the wing (\$1,200).

Those C8 fans who like the look of this kit should be excited for the impending arrival of the new C8 Z06. Just as in previous generations, the new C8 Z06 is expected to feature wider front and rear tracks, a large rear wing and more aggres-



sive styling. That's on top of the new 5.5L flat-plane crank V8 that the car is rumored to be equipped with as well. One could pull the trigger on this \$7,000 widebody kit, but those dollars might be better spent on upgrading to a new Z06.

C8 news—good, bad, and a just bit strange. 🏎️



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

Philly NNL

MODEL CAR SHOW
At The Simeone Foundation Automotive Museum

GIMME FUEL!

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



GIMME FIRE!

THEME 1
DRAG RACING!



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



MARCH
28, 2020

VENDORS!
RAFFLE!

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

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



Posted 3-15-20

Coronavirus Impact

With the uncertainty of the current Covid-19 pandemic, in the interest of everyone's safety, both the Philadelphia NNL and NNL East have scheduled this spring. Our joint team met on 3-14 and discussed our course of action that we hope benefits everyone.

The Tri-Fecta!

We will be holding our shows this year on September 26 in Wayne, New Jersey. If you are building a car for the Philadelphia NNL, Philly NNL theme, all the themes announced by all three of our host organizations will be awarded at this extra special event!

And we hope this announcement is a bright spot during these uncertain times!

Everyone stay safe and we will see you in September!

Thank you,

The Tri-State Scale Model Car Club / NNL East
Philadelphia Area Car Modelers / The Philadelphia NNL
Diversified Scalerz

(as always, please watch this website for the latest announcements)



The Tri-State Scale Model Car Club Presents

The 34th Annual

NNL™

East

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

This Year's Theme:

KNOWN SURVIVORS!

Original Old Customs
From C...
Or M...s

Sub-Theme:

DRAG RACING!



April 25, 2020

10000 Highway Drive, Wayne NJ 07470

Show Information: WWW>NNL-EAST.COM
Or Write: nnleast@aol.com

27th Annual Mid-Atlantic NNL

www.mamasboyz.org

May 9, 2020

9 AM—3 PM

Admission \$10.00 (under age 16, free)

"Tri-Five Vehicles" (ALL!)



Vendors



Sub-Theme:

Door Prizes

"Vehicles of 1970"



Note New Location!



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

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

Make & Take
(Up to age 12)

CENTRAL PENNSYLVANIA IPMS PRESENTS
PENNECON 2020
MODEL SHOW AND CONTEST
 SEPTEMBER 19, 2020 9:00AM TO 5:00PM
 EISENHOWER COMPLEX
 2638 EMMITSBURG RD, GETTYSBURG, PA 17325
 SHOW THEME: **FIRE & ICE**



CANCELLED

Contest fee (up to 3 entries):
 Adult \$15.00 (additional entries \$1.00 each)
 Junior (16 & under) \$5.00
 Walk-in and Display only:
 Individuals \$7.00
 Families \$10.00
 Uniformed individuals admitted free!
 Make & Take for kids 15 and under.

For more information visit: www.cenpennipms.com
 Contact: Chet Mohn (717) 774-4803 e-mail: Magus47@aol.com
 Vendor Contact: Rodden Crossley (717) 439-4353 e-mail: rictho@aol.com

**DETROIT AREA
 AUTO MODELERS**

Present
 Our 60th Show — One of the Biggest Shows in the Midwest!
 Sunday, November 15, 2020
 9am-3pm
 Macomb Community College Sports & Expo Center
 Located at the southwest corner of 12 Mile Rd & Hayes Rd in Warren, Michigan
 Vendors featuring Vintage & New:
 Toys • Models • Books • Accessories • Diecast Models • Collectibles of All Kinds
 Admission is Still only \$5.00!

PLUS! Motor City Madness 16
 Main Theme: **MUSCLE CARS**
 The 50th Anniversary of the Zenith
 of 1970 (All Years Welcome)
 The Classic Muscle Car era



SUB
 THEME:
CORVETTE

People's Choice Awards will be given in each of the theme classes — Plus:
 The Don Borowicz Memorial Award • The Built Bud's Way Award
 For Vendor or Show Information: Please Call (586) 344-9496 (9am-9pm)
 Announcing our 2021 Shows:
 Spring - Motor City Madness 22 • Fall - NNL 17

Len Feinberg & The Central Pennsylvania Model Car Club
 proudly present the:

Super September Showdown

#21

Model Contest & Vendor Show!
 21 Class Trophies & 1st in Show!

2020 Theme:

Military Trucks & Trucks!



ANY Style! ANY year! ANY scale!

September 13th, 2020 / 9AM- 2PM
 at the Convention Hall / 240 N Walnut St, Boyertown, PA 19512
 Admission is STILL JUST \$5 and covers your registration!
 Please limit your entries to 10 per class per person.
 Food will be available on site.

For vendor info, contact Len at 610-923-7534 or
fnplastics@aol.com. For trophy sponsorships &
 contest information, e-mail
centralpmcc@hotmail.com or
 go to www.cpmcc.org



NNL West

2022

CANCELLED UNTIL 2022

Themes:
Big-n-Little
 (Any scale except 1/18)
Gen-X
 (Any vehicle from 1970's-80's)
Show in Place Builds

February 6 • Santa Clara, CA Convention Center
www.nnlwest.org
 9am-4pm • Model Car Display & Swap Meet • Door Prizes • Admission \$15

T 'n T

Knight Rider Returns?! A new big-screen adaptation of this iconic 80s TV series was recently announced. If it comes to fruition, it will join *Charlie's Angels* and *The A Team* as far as making the jump to the Big Screen is concerned. Two burning questions here are whether or not a "black T-top" (*Trans Am*) will play in the starring role, and if "*The Hoff*" (*David Hasselhoff*) will have anything to do with it (*down to a cameo role*).



And then there's *William Daniels*, the voice of KITT. At age 93, he may still be able to reprise his most famous role (*where he is never seen*). There were dark days for the franchise, when, in a re-make, KITT was played by a *shape-shifting Ford!*?! Time will tell 🚗

Ron's Rant



Plastic

- AMT "Grumpy" Jenkins Vega
- AMT '32 Chrysler
- AMT Tiki Trike
- AMT International Payhauler Dump
- AMT '70 1/2 full bumper Z28
- Revell '62 Impala
- Revell '71 GTX
- Revell '78 El Camino

Diecast

- '70 Black "Street Fighter" SS454 Chevelle (*ACME, 750/pcs*)



(1/18th, unless noted)

Gov't (cont'd)

(Continued from page 7)

spend hundreds, if not thousands, of dollars to repair or replace damaged vehicle components that the manufacturer knows will fail well before the expected useful life of the component and damage other components of the vehicle as well," the 40-page complaint reads. "Had 'GMC' disclosed the starter defect, the plaintiff and class members would not have purchased the class vehicles or would have paid less for them."

A number of similar owner complaints can be easily located on Camaro enthusiast forums around the web. One *Camaro6.com* forum user authored a post describing their experiences with their Camaro's starter.

"Had the issue pop up three times so far since new," the post reads. "Once right after I got the car. It was a hot August day driv-

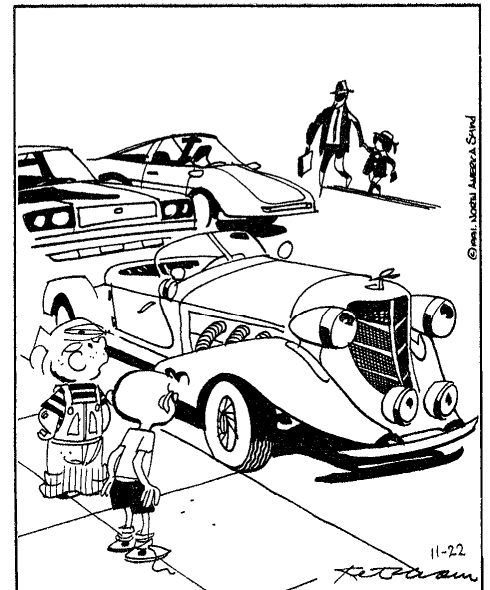
ing around breaking in the engine, tranny, rear axle and brakes. Returned home and parked the car in garage; had to go right back out a few minutes later; slow turnover, pause and it started. Then again this year. A two hr drive to the beach, really hot day, waiting in line to park, stalled car, restart and the starter just barely turned over, started on the 2nd rotation, if a 3rd was needed I don't think it would have done it. Seems like when the starter is heat soaked something goes wrong."

This class action is open to any 2010-present Camaro owners or lessees who have experienced these same issues with the vehicle's starter motor and battery.

With these stop-sale orders and recalls, it appears that "GMC" will not lack for work for the foreseeable future. 🚗

**Driver Carries No Cash
HE'S MARRIED**

DENNIS THE MENACE HANK KETCHAM



"I used to have one of those but Mr. Wilson stepped on it."



It is hard for me to comprehend, but this month marks the *10th Anniversary* of my *beloved Pontiac brand's demise*, at the hands of the government and "GMC's" bean-counters, eager for the bailout money promised only after "GMC" killed Pontiac.

So, with the simple stroke of a pen, they cast off the 83 year history of this iconic brand. A quick

look at the headstone below lists a good number of them for those of you who are not familiar with the brand.

And for what? The Buick brand, which as of late, were merely rebadged Opel models, at least until "GMC" sold *THAT* German brand off to Peugeot, I believe?! I think this leaves the brand with a lineup of cross-overs—not a car among them. In their defense, they are going the

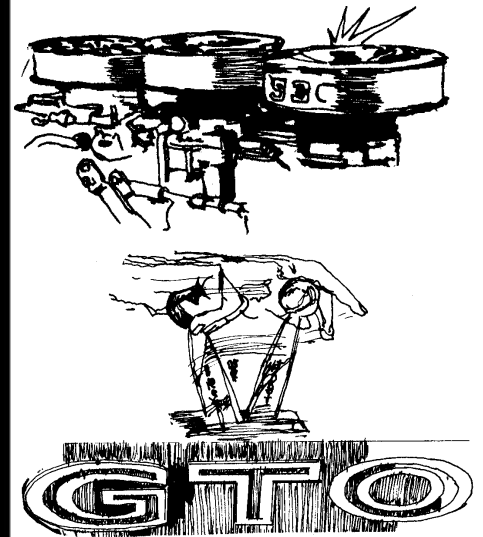


way of other manufacturers, in dumping their car lines.

At this point in time, I am almost glad that Pontiac has been spared what "GMC" has been going through post-bankruptcy bailout, not only with their car and truck lines, but also with the amount of recalls, lawsuits and problems they have encountered.

Oh, how the mighty have fallen.

So, despite our government-imposed quarantine, c'mon—let's continue bringin' 'em and showin' 'em—virtually! *'PoP' (Pontiacs on Parade!)* *Sickle signin' off!* *And don't forget—MAMA may not need all these Ponchos, but I'm diggin' 'em—thanks!!* 🇺🇸



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MAMAs BoyZ do it in scale!

GTO (cont'd)

(Continued from page 4)

2 tubes of glue—A step in the right direction

3 tubes of glue—Holding its own

4 tubes of glue—Close, but no cigar

5 tubes of glue—Words fail me!

With that being said, I don't anticipate seeing too many "5 tube" ratings, as most of these are

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

GTO (cont'd)

likely manufactured overseas, and I don't believe that American cars in general (*and Pontiacs in particular*) are not high on their production lists. We'll see if this system can also be utilized on resin bodies and kits.

Under the system detailed above, this kit would likely receive 1 to 1 ½ tubes of glue, more for the "pluses" in the kit—nice box art, decals, and (2) sets of tampo-printed tires, then for its level of detail, or inaccuracies.

Now, get yer Goat, and get busy. 🐐



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

President: Tim Powers, partsbox@broadstripe.net

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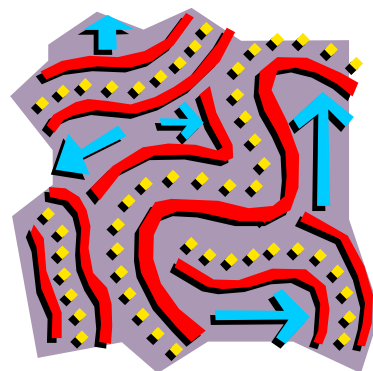
Club Photog: Lyle Willits 📷

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/>



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. 🐐

