



MAMA Sez!

Volume 34, Issue 8

April, 2022

"Serving Delmarva Car Modelers for 30+ Years!"



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

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2022 MAMA Schedule

In the near-term, with our Greenbelt location unavailable (alternate locations are being considered, including the Fire museum), interested modelers may "show up" at the Fire museum on the schedule listed below (based on their comfort level), from **10 am to 1 pm**:

- ☞ January 15th
- ☞ February 19th
- ☞ March 19th
- ☞ April 16th
- ☞ May—**No Meeting!**
- ☞ June 18th
- ☞ July 17th
- ☞ August 21st
- ☞ September 18th
- ☞ October 16th
- ☞ November 20th
- ☞ December 18th

Hope to see you there 🚗

Time For Show Season?!

Another MAMA meeting took place last month at the MD Fire Museum. We **ARE** starting a trend here! And I must say, more people seem to be showing up for "business as usual" with raffle and door box collections, and the friendly banter we became accustomed to at regular monthly meetings.

Again, for those interested, refer to the schedule below for dates and hours, and the last page for museum location details. **See you there!**

The raffle raised **\$83.00**, while the door kicked in **\$122.00**, and **\$61.00** for an award, meaning that we more than made the rent. Thanks to the following

donors: **Brad, Steve Buter, Mike Costic, Mal Douglas, Matt Guilfoyle, Ron Hamilton, Rich Meany, Ron Shirey, Tim Sickle, and Replicas & Miniatures Co. of MD. Thanks guys—we 'preciate it!**

As of this moment, our NNL show is a go. So, with the lack of shows so far this year,

(Continued on page 16)

This time I thought I'd do something a little different: a book review. I figure what the heck; there are no rules in our club, right? So, here goes.

In October, 2021 my friend Vinny and I drove up to Hershey, Pennsylvania together to attend the Eastern Division AACA National Fall Meet, which is held each year on the enormous expanse of grounds and parking lots surrounding Hersheypark and The Giant Center.

While shopping

through the vast sea of swap meet vendors, we stopped at one spot where they were selling a wide variety of automotive-related paper products. You know, dealer brochures, marketing materials, repair manuals, coffee-table books about cars, and many other car-related printed materials. That day Vinny was on

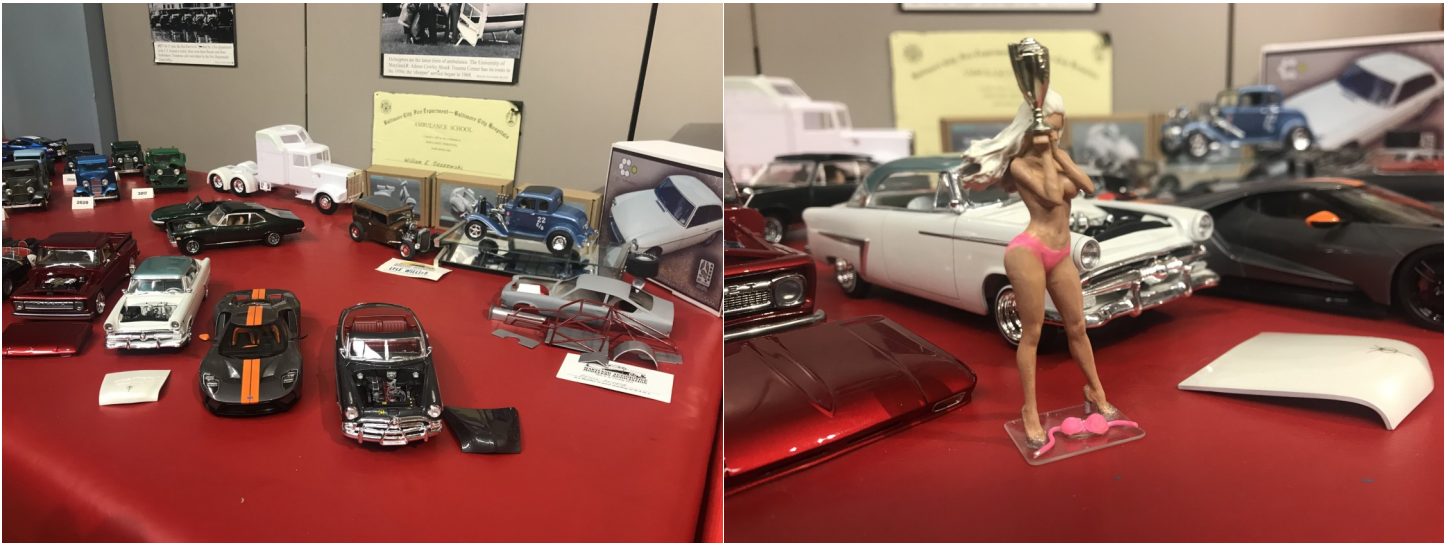
the look-out for factory Brochures for his 1974 Plymouth Duster Twister. While Vinny was pawing through the dealer brochures, I looked through a few stacks of coffee-table books. As I was moving them around, I uncovered the one and only book that vendor had about

(Continued on page 11)

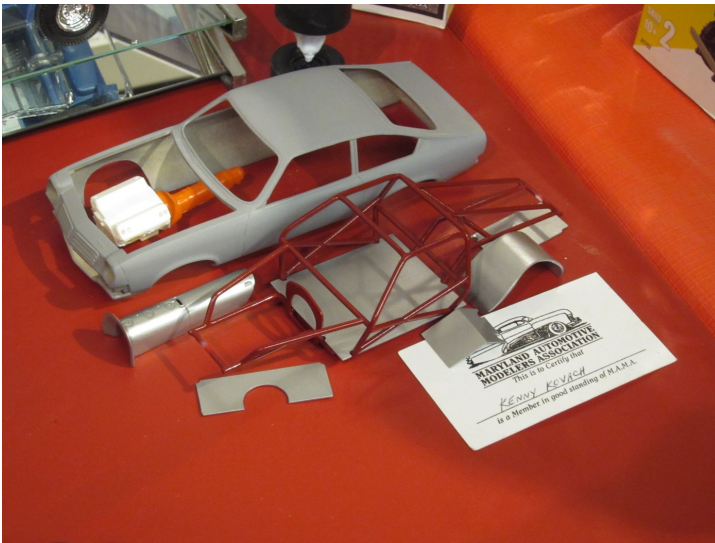
VIEW FROM THE BASEMENT

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MAMA Meeting LOOK



Virtual Meeting LOOK



VeePee Pick

This month, a feature returns after an approximate two-year hiatus due to the lack of official MAMA meetings as a result of the pandemic. Looking at this month's recipient, **David Fuller**, to paraphrase John Wick, "Yeah, I guess we're back!"

David started with the Lindberg '53 Victoria, to which he added aftermarket parts from **RMC of MD** (flathead hop-up kit), **Parts by Parks** (air cleaners and finned oil filter), **Scale Motorsports** (teal Brocade upholstery decals), **Pegasus Hobbies** (chrome "mini T's"), **Gofer de-**

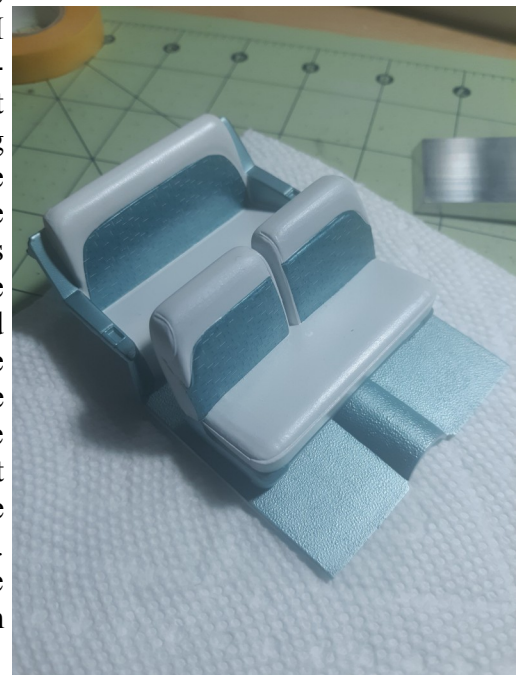
cals (pinstriping decals), and, most importantly, **Splash paints**. Specifically, Misty Turquoise, over Diamond White (discontinued), covered in 2K clear.

The kit flathead was detailed with the RMC of MD Hop Up kit, Parts by Parks air cleaners and oil filter. White spark plug wires, black and red battery cables were also added, and the brake line coming from the master cylinder was created from lead wire normally used for tying fly fishing lures.

The chassis was kept at the stock ride height, but I added the second exhaust pipe using parts that were included in the kit. Pegasus wheels were used, but I had to cut down the post on the back of the wheel to get it to fit inside the wheel wells. Cutting the post flush with

the back of the rim proved to be a perfect fit.

The stock side body trim locations were filled in with epoxy putty and new custom trim pieces were scratchbuilt from sheet and strip styrene. Once the body was painted, these pieces were covered in Bare Metal foil. The interior was painted in the same two-tone scheme as the exterior, and the seat back inserts were cut from a Scale Motorsports decal sheet. Teal colored flocking was used on



(Continued on page 14)

'GMC' is recalling **682,000 2014-15 Chevy Equinoxes** and **GMC Terrains** because their windshield wipers could fail.

The recall is focused on ball joints in the wiper control module that could corrode. The corrosion could lead to a failure of one or both wipers, impairing visibility and increasing the possibility of a crash.

'GMC' says dealers will inspect the wiper modules and repair or replace the unit if needed, at no cost. Owners will be notified by letter starting May 2nd, but if you bought your Equinox or Terrain used, there's a chance you won't get a letter. Go to NHTSA's recall website and enter your vehicle's VIN to see if it is affected.

'GMC' and NHTSA have issued a product safety recall for the **2022 GMC Hummer EV pickup** over an issue related to the vehicle's taillights. Only **ten vehicles** are believed to be affected by the issue at this time.

The software that operates the taillights may cause one or both rear taillights to become inoperative, or to remain fully or partially illuminated.

A vehicle with taillights that are inoperative or only partially illuminated fail to comply with the requirements of Federal Motor Vehicle Safety Standard number 108, which is related to "Lamps, Reflective Devices, and Associated Equipment." NHTSA also says that a taillight that fails to illuminate or illuminates incorrectly may reduce the visibility of the vehicle, or communicate incorrect information to other drivers, thereby increasing the risk of a crash.

Dealers will be instructed to inspect and replace the left and/or right rear taillight assemblies as necessary. These repairs will be performed at no cost to the vehicle owner.

'GMC' will mail notification letters notify to owners of affected vehicles instructing them to make an appointment with their dealer. If owners are unsure whether or not their vehicle is affected by this recall, they can visit my.gm.com/recalls and type in their VIN to see any open recalls or other actions that may be active on it. An owner notification letter mailing date has not been finalized, 'GMC' says.

A class-action lawsuit has been filed against 'GMC' by owners of **2015-19 Chevy Tahoe, Suburban, Silverado, GMC Yukon, Yukon XL and Sierra** over peeling exterior paint.

Plaintiffs in this class-action suit, which was filed in the US District Court for the Middle District of Florida, say the exterior paint on affected vehicles is prone to delaminating, peeling, bubbling, flaking and/or blistering,

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according to **Car Complaints**. They also allege the paint peels and delaminates without any external or environmental influence, as the paint and clear coat were not able to bond properly due to their opposing chemical properties.

Plaintiffs say this problem has decreased the value of their vehicles and that a repaint will not suffice, as hand-painted vehicles often do not have the same consistent finish as ones painted in the factory by a robot. They also say 'GMC' was aware of the paint defects and "failed to provide



(Continued on page 6)

Gov't (cont'd)

(Continued from page 5)

truthful information,” regarding the paint’s condition to customers. The lawsuit calls for ‘GMC’ to repurchase affected vehicles at full cost, reimburse lessees based on how much they’re paid toward their leases and to recall all vehicles with defective paint.

Interestingly, the class action complaint itself contains a reference to an online complaint that was submitted to CarComplaints.com by the owner of a 2015 Tahoe. This individual says the topcoat on the hood and roof of their Tahoe “started to fade/grey and crack on the black undercoat,” after three years of ownership. The ‘GMC’ dealership they took the vehicle to quoted them \$2,300 to have the hood repainted. This person says they expected the paint to “last well into a decade,” and that this happened despite the fact they wash their vehicle weekly and get it detailed professionally every six months.

In October last year, ‘GMC’ opened the all-new Ultium Center factory in the city of **Shanghai** to support the production of **all-electric vehicles based on the Ultium architecture in China**. Although only the production of battery packs and electric propulsion systems at the facility was officially announced, the new Ultium Center will also manufacture the Cadillac Lyriq.

SAIC-GM, the automaker’s main joint venture in China, recently revealed that the new Cadillac Lyriq is not only the first model based on Ultium battery

and drive motor technology to arrive in the Asian country, but it will also be the first vehicle built at the all-new Ultium Center factory. As such, the so-called “super factory” is responsible for **supplying Cadillac’s electric crossover units to the world’s largest automotive market**.

Until now, it was assumed that the new Lyriq for the Chinese market would be manufactured at the Cadillac Jinqiao plant that SAIC-GM operates in the same locality. The reason is that, in addition to being the manufacturing center for all current models of the luxury brand in China, the first pre-production units for testing the Lyriq in the country were assembled at the Cadillac Jinqiao plant before the inauguration of the Ultium Center.

Notably, production of the Lyriq at the all-new Ultium Center factory cements the crossover’s pioneering role in ‘GMC’s’ roll-out of Ultium-powered vehicles in China. The Lyriq is the most revolutionary model in the modern history of the American brand and a key element in consolidating Cadillac’s image in the Asian country, which today has the largest electric vehicle market and the greatest growth potential.

In addition to being the first fully electric vehicle in the history of the century-old brand, the Lyriq is a global model that introduces the next-gen design language and the latest evolution of Cadillac’s corporate image. Additionally, it also launches a new direct sales



model for the luxury brand in China through the establishment of the all-new Cadillac IQ Store network, which already has more than 20 stores throughout the country.

As the executive VeePee of ‘GMC’ and president of GM China, Julian Blissett, has just told local media, the new Lyriq will begin its official marketing in the Chinese market during the third quarter of the year. As such, serial production of the crossover at the Ultium Center factory is due to begin in the middle of this year in order to support its launch. The Lyriq was officially presented in China on November 17th, 2021—

Assorted sources 🍷

‘GMC’ Recall Ticker

of Recalls

239 (!)

of Vehicles Affected

55,291,376

C8 Watch

A C8 driver in San Diego was arrested in mid-March after a high-speed chase that ended with a brief highway standoff.

According to a report from local news affiliate Fox 5 KSWB-TV, the chase began around 9 p.m. local time after the C8 driver failed to yield to police officers. The driver was suspected of operating the C8 while under the influence.

According to police, the chase lead east on Interstate 8 through the Mission Valley area, later exiting the freeway in the College Area where the C8 driver led police through winding side streets.

Police successfully damaged the Corvette's tires using a spike strip, but the driver continued the chase by heading west on state Route 94.

The chase ended after the C8 crashed into a freeway embankment near Euclid Avenue. According to footage of the ensuing standoff, a fleet of police vehicles blocked westbound traffic as the driver refused to exit the vehicle, instead sticking his arms in and out of the window and revving the engine.

Finally, after approximately 10 minutes, the driver exited the C8 through the vehicle window, stumbling after apparently throwing something at the car.

Luckily no injuries were re-

ported. The C8 reportedly reached speeds of 100 mph during the chase.

As a reminder, the C8 features the mid-mounted, naturally aspirated 6.2L V8 LT2 gasoline engine, which is rated at 490 horsepower. Under the body panels is the Y2 platform, while production takes place at the 'GMC' Bowling Green facility in Kentucky.

In related 'GMC' news, a recent study identifies several 'GMC' pickups as models with the *most DUIs*. According to researchers at the auto insurance website Insurify, the top 10 car models with the most DUIs includes four 'GMC' trucks, including the GMC Sierra and Chevy Silverado—*Assorted sources* 🚗

Condolences

According to Fort Worth Police, on March 15 at about 11 pm, 22-year-old Bryce Abernathy was driving his Camaro on westbound Interstate 20 at *157 mph* when he slammed into the back of a silver Lincoln crossover. The violent wreck killed 19-year-old Shaundi Kyree Smallwood and injured two others in the Lincoln. Abernathy, however, wasn't reportedly injured. He was arrested and charged with two counts of aggravated assault and one count of manslaughter.

Police say they were able to read the airbag control module from the Camaro, which indicated how fast Abernathy was going at the time of the crash. Now a family is left mourning the loss of a loved one in a senseless crash.

There's no indication that

Abernathy was racing another car, but it wouldn't be surprised to learn he was. Too often, guys in performance cars go out looking to show other guys in performance cars what they can do while traveling urban highways. To race in such conditions, both drivers have to constantly weave through dense traffic. It's incredibly selfish and dangerous, but we have all witnessed these situations more times than we can count.

We hate seeing news like this for several reasons. First, we drive on public roads with our families and we have loved ones who do the same. That there are people



who think because they have a Camaro (*or Mustang, Challenger, or Charger*) they have the right to turn roadways into racetracks is just maddening. Nobody should be traveling 157 mph on a public road, especially one that's choked with traffic. At that speed, things happen quickly; the smallest wrong move can end tragically. Condolences to the victim and their family—*Assorted sources* 🚗

T ‘n T

Baby Raptor?! The next-gen 2023 **Ford Ranger Raptor** has made its official debut, arriving as a direct answer to the Chevy Colorado ZR2 and GMC Canyon AT4X. The truck, which was recently shown in European spec, is powered by a 3.0-liter twin-turbo’ed V6 producing 284 hp. Additionally, the 2.0-litre EcoBlue bi-turbo diesel engine will continue to be available in the European-spec Ranger Raptor from 2023, although technical details on this updated version of the oil burner are not yet available. To be clear, these engine options and power figures are specific to the European-spec model, and it is anticipated that the North American model will have slightly different specs and/or offerings. Power in the off-road-ready mid-size pickup is sent to a new full-time four-wheel-drive system with a two-speed transfer case through a 10-speed automatic transmission. The pickup also features front and rear locking differentials, a selectable drive mode system with an off-road-focused Baja mode and Ford’s TrailControl system, which essentially acts like cruise control for rock crawling, automatically managing the vehicle’s throttle and brake inputs as it traverses rocks and other obstacles. The new truck has a slightly different chassis than the standard 2023 Ford Ranger with Raptor-specific mounts and reinforcements, along with unique frames for the jounce bumper, shock tower and rear shock bracket. The truck features different lightweight aluminum

upper control arms, long-travel front and rear suspension and a redesigned Watt’s link rear suspension setup, as well. All Ranger Raptor models also come standard with 2.5-inch Fox Live Valve internal bypass shock absorbers. Other typical off-road OEM equipment is standard, too, including underbody skid plates and front and rear tow hooks. Inside, the truck will come with a 12.4-inch digital instrument cluster and a 12-inch touchscreen display with Ford Sync 4 and Apple CarPlay/Android Auto. A 10-speaker Bowers and Wilkins sound system is also standard. European customer deliveries of the truck will commence in late 2023. We expect Ford to release info on the North American-spec model sometime in the near future...**No More OTAs?!** A bill introduced in the West Virginia House in March seeks to ban over-the-air updates for vehicles, likely in order to help safeguard automotive dealers’ profits. The bill, HB4560, aims to prohibit automakers from issuing over-the-air updates on vehicles that would alter software to change the vehicle’s functionality. As the law currently states, warranty and recall



repair work on vehicles are not to be performed “by any entity other than a new motor vehicle dealer.” This bill would introduce new text to the existing law that would also prohibit automakers from offering “post-sale software and hardware upgrades or changes to vehicle function and features,” over the air, as this circumvents automotive dealer service centers. The bill also says the language “shall not include any post-sale software upgrades to the motor vehicle’s navigation or entertainment system,” which indicates automakers would still be free to push updates to vehicles regarding their infotainment system operation, so long as they did not impact overall vehicle performance. This bill was introduced by West Virginia’s

(Continued on page 9)

T 'n T (cont'd)

(Continued from page 8)

automotive dealership trade association. From the outside, it seems as though these dealers are worried that increasingly common over-the-air updates in new vehicles will reduce the chances that owners will come into the dealership for physical repairs, which could negatively impact profits. The bill goes beyond addressing over-the-air updates and would also prohibit manufacturers from engaging in direct-to-consumer sales and even “advertising to sell, lease, exchange or convey a new motor vehicle.” As first reported by Clean Technica, a major automotive industry lobbying group called the Alliance for Automotive Innovation has written a letter hitting out against HB4560, which says that many of the proposed changes in the bill “would benefit dealers but would ultimately impose costs and inconvenience on the citizens of West Virginia.” The Alliance for Automotive In-

novation represents a handful of major international automakers, including Toyota, Honda, Hyundai and Nissan, among others. “Over-the-air updates allow consumers to update their vehicles from the convenience of their driveways, without the need to travel all the way to the dealership,” the Alliance for Automotive Innovation also said in the letter. “This language would prevent manufacturers from utilizing those over-the-air vehicle updates in West Virginia.” “This is a complex and cutting edge topic, but the biggest concern here is that restricting software updates would needlessly harm consumers and potentially create safety risks,” it added. This bill, if signed into law, would prevent GM from offering over-the-air updates in West Virginia that alter or change



the performance of its vehicles, a capability that its recently introduced Global B architecture implements. This would also prevent GM from rolling out its new Linux-based Ultifi digital vehicle platform over the air in West Virginia, which it describes as “a powerful hub for vehicle systems,” including the infotainment system and hardware controls. Ultifi will be particularly important to future EVs, enabling GM to update, change or improve a vehicle’s running operation remotely....**MAMA Kudos! MAMA’s Boy Dave Schmitt** was able to attend one of very few scale model shows held so far this year, and the news is good. Seems as though he snagged second place in Showroom Stock, for his 1937 Cord 810 at the MDA show in Roanoke, VA, in early March. In case you don’t recall, Dave’s hard work was recognized as **Dave Toups’ VeePee Pick** in the December, 2019 issue of MAMA Sez. Kudos, Dave (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 by sending stuff—I ‘preciate it!)—Assorted sources



“We’re Back!”

Between the pix on pages 2 and 3 and these “crowd shots”, it is very obvious that MAMA is back in a big way! We are filling a

modeling “void” the good ‘ol fashioned way—at a club meeting! It was great to see everyone, and I really hope that we carry this type of momentum to our NNL

show in early May! Remember—be there, and bring display items, sale items, or cash to buy **MORE** stuff—Tim 🍷



VFTB (cont'd)

(Continued from page 1)

model cars. As soon as I picked it up he said, "Five dollars" and I said, "Sold."

I was intrigued as this was a book I'd never before seen, nor had I even heard of it. It's a small format (4 3/4 in. by 7 1/4 in.) paperback and seemed to be cheaply printed, like an old-time dime novel. The back cover of the book is blank. I mean totally blank. When was the last time you saw a book, any book, with a blank back cover?

This 79 page, 12-chapter book's title is "**Scale Model Cars.**" It was written by a British Alfa-Romeo engineer named Harold Pratley and published in England in 1956 by The Model Aeronautical Press (MAP), Ltd.

I'll admit when I first started reading this book I was disappointed and my interest waned to the point that I nearly stopped reading it altogether. The first eight chapters are not about building scale model cars at all. The first chapter is an introduction that differentiates scale models from toys and describes the use of scale models in the automotive industry. The second chapter gives a brief evolution of motorcars, including a short treatise on the work of Gottlieb Daimler and Wilhelm Maybach in advancing the gasoline engine along with five paragraphs on selecting a car to model based on your inherent skills, such as sheet metal forming or wood-working. Chapters three and four discuss how to take measurements of cars and how to draw mechani-

cal diagrams. The fifth through eighth chapters elucidate the different eras of British motorcars: Veteran, Edwardian, Pre-War, and Post-war.

Chapter nine describes some notable models that were built in England in days of yore.

Chapters ten, eleven, and twelve are finally what I initially thought the book would be about: tools, materials, methods, workshops, equipment, and the finer points of building model cars from scratch with only raw materials to work with. But it was written from the standpoint of having selected your subject(s) based on matching them to your inherent skills, taken measurements, and prepared your mechanical and G.A. drawings. The book was becoming less disjointed. Reading chapters ten through twelve helped explain the need for chapters one through eight. (*The jury is still out on the value of chapter nine, although it does briefly mention how some things were done during construction of one model.*)

In order to appreciate this book, I had to remind myself over and over that this book wasn't written for the modern-day kit assembler, kit-basher, or plastiholic. This book was written before our kind existed. It was written for those who aspired to become highly skilled engineers and craftsman of miniaturized automobiles at a time when the basic materials available were little more than steel or aluminum sheets, wood, leather, and paint.

With this realization in mind I finally understood why three-quarters of the book is focused on understanding the different eras of

vintage cars and selecting a subject that is matched to your abilities. I finally got why the majority of the book stresses measuring cars and parts to collect data, and creating engineering drawings. It finally made sense, but it wasn't any easier to digest or envision how to apply the knowledge he was sharing to my own modern-day kind of auto modeling.

Even after grasping the intent of the book it was still a difficult read because of the errors and Bricitisms it included. I can understand that a book written, proofread, edited, and published in England would be written in British English and so a US reader would have to work through some translation. However, basic errors should have been noted and corrected by the proofreaders and editors before publication.

The most egregious in my opinion was introducing the term "G.A. Drawing" at the beginning of Chapter four, and then waiting seven paragraphs to explain that the acronym "G.A." stands for "General Arrangement." To assure clarity in writing, acronyms must always be defined on their first use. Even knowing what G.A. meant and having read the text about it, I still had to research the term to find that it is a higher-level drawing in the engineering/design process than the mechanical drawings I learned to do in high school shop class. The G.A. drawing shows where the individual parts or sub-assemblies detailed in the mechanical drawings fit within the grand scheme of the overall design.

Another problem that in-

(Continued on page 12)

VFTB (cont'd)

(Continued from page 11)

creases the reading difficulty of this book is that several of the illustrative figures are presented out of order, for example, Figure 19 is presented before Figure 16, and Figure 41 comes after Figure 42. Figures 23, 21, 20, and 22 are presented in that order. Figure 13 is between Figures 14 and 15.

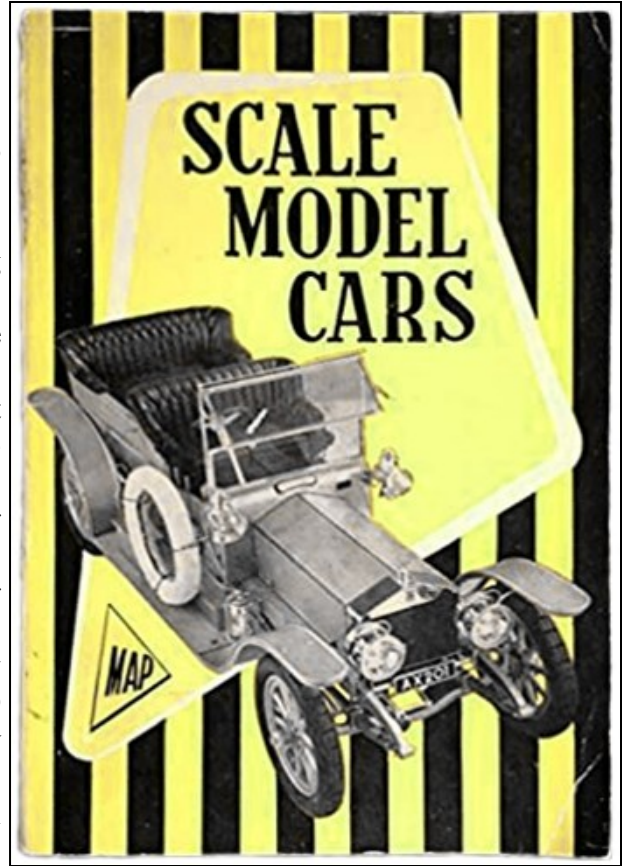
In chapter three, Mr. Pratley mentions "collecting the gen" but never defines what the abbreviation "gen" stands for (*I still don't know*). He also references using "H.B. Pencils" without defining them. I found through research that means a pencil with a medium graphite core, so it is hard and black. According to the Eberhard Faber pencil company these pencils are good for technical drawing.

Some of the Briticisms for which I had to stop reading and go do research included "sweet pa-

pers" (*best I can tell, those are candy wrappers*) and "Columbus gauge" which seems to be the tool we know as vernier calipers.

Despite the reading difficulties I found reading this book to be worthwhile. What I ultimately gained from it was a much better understanding of what the people who design our coveted plastic kits have had to contend with over the past 65 or so years while developing new models. While new 3-D techniques are finally making their jobs go faster, kit designers still have to account for all the steps outlined in this book. They still have to make sure the dimensions are right and all the angles and curves are correct. They still have to make sure the correct number of degrees separates the lug nuts around the bolt pattern on the wheels.

I also gained enlightenment to what our hobby was like before the plastic kits we rely on today became so massively available and deep insight to how the most skilled engineers and craftsman throughout model car build-



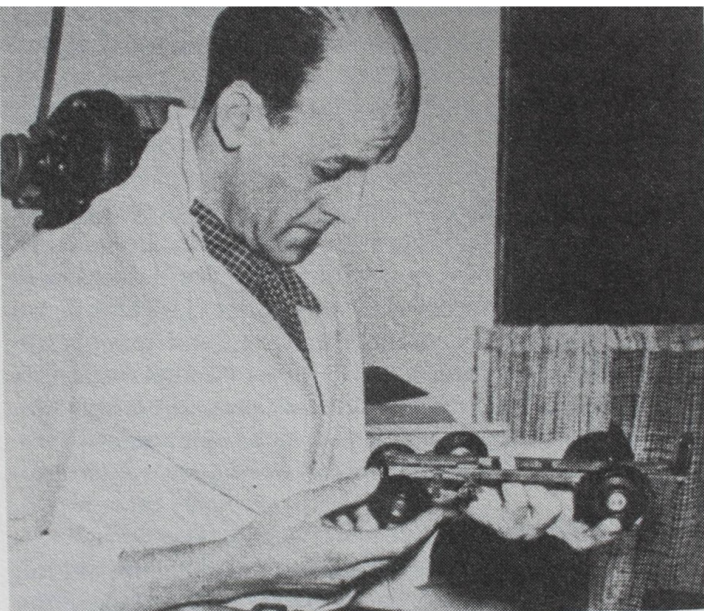
ing history have approached their work.

Another benefit of reading this book was that in researching to learn more about it and its author I learned about several other, old model car related books and the skilled engineers and craftsman who wrote them.

Would I recommend that you read this book? Only under certain conditions:

- ♦ You are just curious to gain some insight about what it takes to scratch build a model car when there are no kits available, or
- ♦ You are looking for that first step toward elevating your engineering skills and craftsmanship to compare with those of the great names in model car build-

(Continued on page 14)



Harold Pratley working on a race-car chassis a quarter of a century ago in London. Though a British Alfa-Romeo engineer, he started making model airplanes, not cars, but soon found his proper niche and a long waiting list of customers.

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

www.mamasboyz.org

May 14, 2022

9 AM—3 PM

Admission \$10.00 (under age 16, free)

“Tri-Five Vehicles” (ALL!)



Vendors



**Door
Prizes**

Sub-Theme:

“Vehicles of 1970”



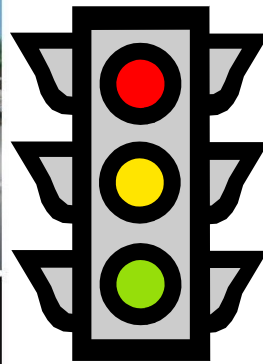
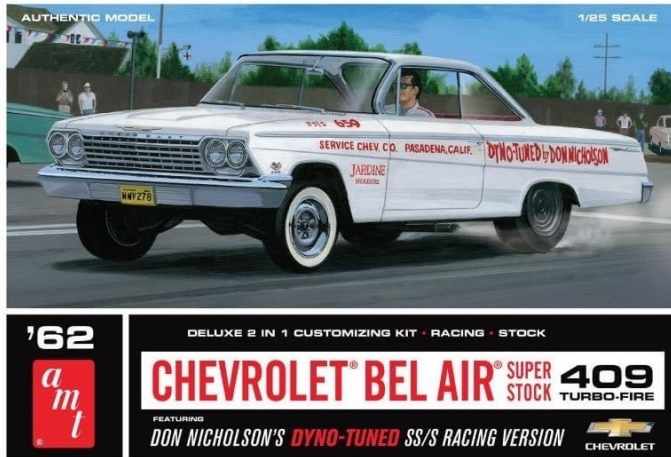
**Note New
Location!**



**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)**



Ron's Rant



- AMT Original Art Meyers Manx
- AMT "Ala Impala" '58 Impala 3 'n 1
- AMT '64 Marauder hardtop 3 'n 1
- Atlantis "Jungle Jim" Camaro f/c 🚗



VFTB (cont'd)

(Continued from page 12)

ing (e.g., Michele Conti, Manuel Olive Sans, Don Oreck, Carlo Brianza, Guiseppa Da Corte, Rex Hayes, Saul Santos, Henri Baigent, and Gerald Wingrove)

I think a review of this book from 1957 described it best: "This is a book for advanced students and no plans from which to build your first model car will be found, although there are many diagrams to improve advanced technique" and "...avid model makers, especially the advanced students, will not wish to be without this book"—Tim Powers 🚗

I ❤️ MODEL CARS



VeePee (cont'd)

(Continued from page 4)

the floor. The kit comes with spotlights, but I preferred the look

of the ones that come in the Revell '49 Mercury kit so I used those instead. All of the other window trim was done with Bare Metal foil.

Congrats, David. Nice work—
Dave Touns 🚗





This month, we'll look at a car that came from possibly the most unlikely place where you would expect to find vintage plastic.

We all know that Nick is a "Hot Wheeler" (*NO!?!).* Well, he just returned from the latest *Hot Wheels diecast convention*, held in Charlotte, NC, where he ran across this one (*and a few others*) in the swap meet.

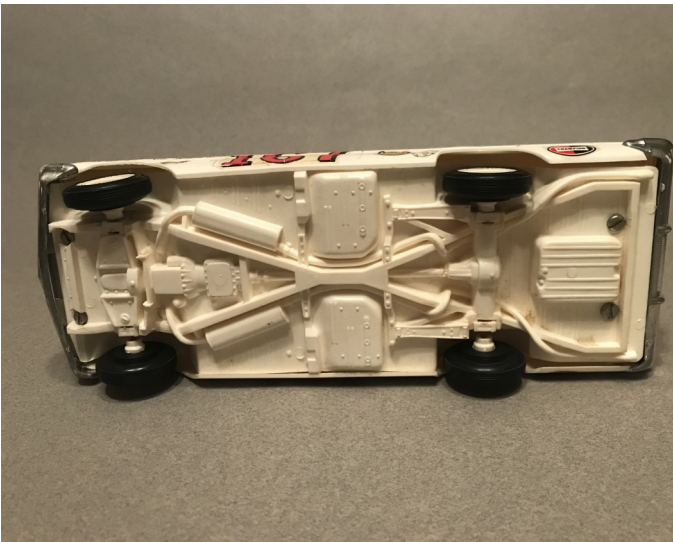
Being "schooled" somewhat in vintage kits, he reluctantly asked the price. The guy shot back,

"\$45." Nick texted me, and offered \$40, which was accepted! He carefully wrapped it up for its journey back to the "Free" state. She will be carefully packed away, to be unpacked sometime in the (*near?!.*) future, to be "renovated." Thanks, Nick!

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!! Here's looking for a better year in 2022—Tim 🍷



This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMAs BoyZ do it in scale!

Show (cont'd)

(Continued from page 1)

you may want to plan on being there early, as it could be crowded with modelers frustrated at the dearth of shows to this point in the year.

Poncho Parade this month shares pictures of a vintage Pontiac kit find by Nick, in the most unlikely of places.

I hope all of you are still doing whatever is necessary to be safe.

Bring on the MAMA NNL!!—Tim 🍷

Websites

Central PA Model Car Club:

<https://www.freewebs.com/cpmcc/>

LIARS Model Car Club:

<https://www.liarsmodelcarbuilders.com/>

Philly Area Car Modelers:

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

NNL East:

<https://www.nnleast.com/>

Carlisle Events:

<https://www.carlisleevents.com>

East Coast Indoor Nationals:

<https://motoramaproductions.com/east-coast-indoor-nats>

Online Event Calendar:

www.NortheastWheelsEvents.com

Club Contact Info

If you would like to attend the monthly "Get-together," here is the necessary info:

The Maryland Fire Museum is located off York Road (1301) at the Beltway I-695, Exit 26B, in Lutherville, 410-321-7500. Go north on York Road and make the first right to go behind the Heaver Plaza Office Building. Free parking is available, and it is handicap accessible. No RSVP is required.

FYI—current Maryland COVID-19 guidelines will be respected and enforced.

Come join the fun! 🍷



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

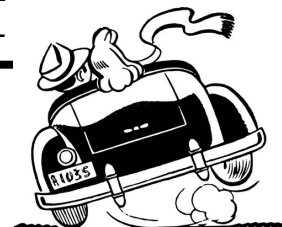
Route
295

(Baltimore-
Washington
Parkway) south to-
wards Washington approx. 18 South-
way (see be-



miles to
Route
193

(Greenbelt
Road), and
exit. When on
the off-ramp,
stay to the right
and merge right onto



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