



# MAMA SEZ!

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

Intimidating Coaster?!	1
Ford GT40	2
Gov't Motors!	4
T 'n T	6
What th' !#\$@?	8
eBay Insanity	9
Model Buffet	10
Free Stuff!	10
Takin' it Wit' Ya?!	11
Let's Go Racin'!	12
Events	13
Classified	14

## 2009 Meeting Schedule

Meetings are scheduled for the third Saturday of the month (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- ☞ January 17th
- ☞ February 21st
- ☞ March 21st
- ☞ April 25th
- ☞ May 16th
- ☞ June 20th
- ☞ July 18th
- ☞ August 15th
- ☞ September 19th
- ☞ October 17th
- ☞ November 21st
- ☞ December 19th



**Inclément weather phone number: (301) 474-5255.** ☎

## Happy Anniversary to Us!

The main topic of conversation last month was **MAMA's boy Dave Roehrle**. Contrary to what was reported last month, Dave did **NOT** have a **brain tumor, but a tumor in his head**. Sorry 'bout that, Dave!

Seems like this month is **'Wagon Month,'** with **TWO** '62 Dodge eBay auctions inside.

Thanks to **Rich Wilson**, we take an extended 'Peek' at the incredible **1/12th scale Trumpeter Ford GT-40**. **Thanks, Rich.**

The raffle and door numbers were unavailable at press time, except that **we didn't make the room rent again**. C'mon guys, dig in if you wanna

keep meeting here!

Thanks to the following donors: **Don Banes, Brad, Ron Bradley, Bob Dudek, Ron Hamilton, Charlie Magers, Rich Meany, Howard Weinstein, Replicas & Miniatures Co. of MD, and Model Roundup (Atlanta, GA!).** ☎



## 'Intimidating' Coaster?!

Yup, **King's Dominion** officials recently announced the debut next Spring of their **\$25 million "Intimidator 305" 'Gigacoaster.'**

It will be the largest single capital investment in park history. The 5,100-foot long steel roller coaster is named for **Dale Earnhardt** and

its **305-foot high first hill**, and will be the highest and fastest of its type on the east coast. It

was designed by Intamin AG of Wollerau, Switzerland, and should be open next Spring. ☎



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## Ford GT-40 MK II

[Trumpeter, 1/12 scale, 400 pieces, \$260.00]

This is, of course the long awaited kit we've been anxiously looking for; wondering whether or not Trumpeter would 'get this one right.' With 400 parts (*more or less*), and 190 of those chromed (*very nicely, too*), it's a huge kit in every sense of the word! It's just a shame most of that chrome needs to be stripped. Like maybe a whole can of oven cleaner?! Parts like the rear frame triangles that straddle the transaxle, the luggage boxes, the engine block sides, the fan belt and exhaust dumps. There are **21 small bags** of *loose parts* like screws, valve stems, nuts, tubing, and rubber brake duct. It reminds me of a Pocher kit. There are two frets of photoetch, mylar, black cloth, miniature 'hair pins,' clevis pins, and coil springs. **Overwhelming!**

The basic body is packed in a corrugated box with foam rubber protection for the front jack points. This box should be sufficient for storage or to transport the completed model to shows.

The tires are in their own corrugated box with Goodyear decals. The blue streaks are very accurate and feature deep, well done tread detail. The remaining sidewall lettering is quite legible. They include foam rubber rings that are inserted into the tires to keep them from collapsing.

**Really kewl!!**

Each piece of glass is wrapped in tissue and individually bagged. They are half the thickness of what we get in 1/25th

scale, and extremely clear. They all fit to the outside of the body with an incredibly tight fit.

There are problems with this kit, but they are small compared to the whole kit and what you get. Let's take a look.

The **engine/bell housing/transaxle** is made up of basically five pieces. The upper half includes the heads, intake manifold, bell housing, and trans. The lower is the oil pan, bell housing, and trans. They glue together at the trans on a rib so there will be no visible glue seam. The three other pieces are chrome which will need to be stripped, then painted an iron color of your choice. I'm not all enthused with this assembly; the intake is incorrectly shaped and too tall. It looks to be made for a two 4-barrel carb setup that is incorrect for this car. The heads are not quite the right shape either. But in the long run, by the time you complete the engine with all its detail parts (*and I'm talking just the parts in the box*), the slight incorrectness will go unnoticed. One thing that is noticed is the **complete lack of a distributor** or spark plugs and plug wires.

**Very odd!** The distributor couldn't be seen in its location anyway, due to sheet metal surrounding it. A block of plastic to plug aftermarket wires into and aftermarket plugs should solve this shortcom-



ing. The **carb** is not much more than a blob, but again, is fairly well covered by other parts anyway. The chrome valve covers are fairly close to the real thing, but exhibit slight sink marks (*which, ironically, may give them a more realistic look*). The **"bundle of snakes" exhaust system** is the **jewel** of the kit. The pipes are individual pieces and very cylindrical in shape and not squashed out of round like we usually get. The collectors are separate pieces and only need the bolt clamping detail to make them perfect. The dumps are chrome (*strip them*) but perfectly cylindrical and hollow at the end. They are cast incomplete on the bottom to prevent sink marks more than likely; the anal-retentive of us can easily fill them. But the really cool detail part is the **in-scale spring** that holds the collector/dump assembly in place. The fan belt assembly is chrome, but otherwise well done. There are water coolant hoses from the engine block to the central tunnel then from the other end of the tunnel to the radiator. The two-piece radiator includes three photoetch parts to detail it. To fully understand

(Continued on page 3)

## GT-40 (contd)

(Continued from page 2)

some of the parts included in this kit you need to understand that the 'restored' '66 LeMans-winning car was measured and as such some parts were changed for safety reasons. Included in the kit is woven string that has the look of stainless steel braided hose. It's the right size but is white in color, and I question whether it could be painted. But for the vintage racecar that's all wrong anyway, but there are rubber replacements in the kit; these make up all the external oil lines. The oil coolers are five pieces each not counting the hoses or connectors.

The *monocoque* has an upper and lower half that screw together, which some of you that build large scale kits may appreciate in that you don't have to depend on glue to hold such a large unit together. There are several double etched pieces that detail the tub ends. The suspension parts are very nicely done though some may feel them to be a bit 'heavy handed.' I don't see that but they might have been helped if some of the moving points weren't snap together like 1/25th scale kits. The spring shocks are multi-piece with metal springs. All the suspension moves and steers via the steering wheel. The wheel is two pieces with a chrome three-spoke piece and separate rim, with a decal for the steering hub. The steering shaft is a steel shaft that fits a cog on the far end that engages with a rack on the tie rod. It should work fine but it looks a bit childish. A nice touch would have

been an alternate, more accurate steering box, but maybe some aftermarket company may help here. Brake rotors are vented two-piece units with separate calipers. The rotors exhibit concentric rings that if they were real would throw the driver through the windshield. Again I suspect an aftermarket photo-etcher will eventually field replacements. The half-shafts snap into the trans so they can move with the suspension. The vented discs are correct for the vintage builder, as are the solid ones; check your sources.

The *interior* builds up pretty much like 1/25 scale counterparts, though there is more detail such as panel ribs. Dash gauges are very legible decals. The seats are generally correct, though I feel the grommet detailing is a bit small. I've got a set of photoetch grommets for 1/25th scale, so I find it hard to believe that no one will do a set for this kit. I just don't want to be the one to attach either set. Photoetch seat belt hardware and black cloth for the belts is included. As I explained before, the real car has been restored, probably to compete in vintage racing and therefore, the kit includes a roll bar that follows the contour of the A-pillars. There's also an Optima battery that's supposed to be put in the interior. This, of course, is wrong for two reasons; the more obvious being that there were no such batteries in '66, and the correct battery should go in the left rear of the chassis. If you can't find a scale battery, it shouldn't be hard to build one from scratch, but the kit does have photoetch clamps. There are rather plain, but quite accurate,

inner door panels.

The *body* is the best I've ever seen in any scale. All panels (*hood, bonnet, doors*) are hinged to open. The spare tire compartment cover lifts off, but with a large oil tank where the tire should be. I'm not certain at this time if that is accurate or if this is another quirk of the restored car. I've always thought the LeMans rules required a spare. I'm almost sure they do and short of a resin caster helping out here—I'm not sure what to do. Likely the coolest assembly in this kit are the hood pins for the spare tire cover. It has two clevis pins located inside the body that fit through holes in the cover. There are miniature 'hair pins' that fit through holes in the clevis pins and a small wire lanyard to secure the hair pins to the car. **Look out Bill G!** LeMans rules also required luggage boxes that seem to be chrome plated (*and 'way too shiny anyway*). It struck me that a better alternative would be to make these out of empty beer/soda cans. They would have better scale accuracy in metal and would have the correct finish. The front bonnet hinges on a wire axle in the lower front tub. The doors have hinges that make up part of the inner door panel and have upper and lower pins that fit in holes in the tub and body and should work very well. Another really cool detail is for the upper part of the door. The roof has a lip on the inner edge for the door to slam on, but there is a "J" shaped piece flattened out that goes around three sides of the opening. The result is a slot that the door fits

(Continued on page 11)



## 'New' US Carmakers?!!

When **'GMC'** CEO Fritz Henderson was recently asked about Bob Lutz's comments on the **G8** becoming a *new Caprice*, his response was much different than what he gave when asked the same question later by two print journalists. "We've been looking at it for police applications. As for whether or not it's broader than police applications, ***I am not a believer in re-branding and re-badging.*** We've been talking about in terms of potential police applications and we'll leave it at that." Then, to the two print journalists, his comment was: "No. It's not going to happen." Then, when pressed for a specific comment about "Maximum" Bob's remarks, Henderson retorted in his best "I'm the decider" voice: "Bob Lutz says a lot of things, but he works for me." Awesome. Way to tell off Bob for straying off the reservation.

Just four days after Bob Lutz, 'GMC's' new marketing honcho, raised the possibility of the G8 living on as a new Caprice, he shot it down. "The G8 will not be a Caprice after all," Lutz wrote on 'GMC's' Fastlane blog on July 16th. "I'd mentioned it, and said we were studying it, giving it a serious look, because a car like the G8 was just too good to waste. That's all still true. But I have to say that, with my new 'marketing' hat on, upon further review and careful study, we simply cannot make a business case for such a program. Not in today's market, in this economy, and with fuel regulations what they are and will

be." There had been talk that 'GMC' wanted to keep a version of the rear-drive G8—which is built by Holden in Australia—in the US market to make a pitch at police agencies. Lutz the car guy says he's not happy that the G8 is going away. But Lutz the marketing guy says it doesn't make sense. "With budgets being what they are for the time being, the resources must be allocated elsewhere," he said. The move is not a sign that 'GMC' will back away from rear-drive performance vehicles, he said. "We have a tremendous RWD team in Australia that gave us the beloved G8, a team that we will tap into at some point again in the future for its expertise and sheet metal." As good a car as it is, ***Buick doesn't seem to want it either***—"not as a ***Grand National*** or anything else," according to Susan Docherty, GM of Buick and GMC. So, GM has possibly one of their best cars in years, and can't do a thing with it—***VERY*** typical!

The new board of 'GMC' turned their attention recently to the cars and trucks they hope can quickly restore 'GMC' to profitability.

'GMC's' new chairman, Edward E. Whitacre Jr., the former AT&T chief exec, vowed the car-maker would not give up more market share even as it continued to streamline operations after a 40-day trip through bankruptcy court.



"This company should not be shrinking," Mr. Whitacre said. "It should be growing."

He recently led his first meeting of the 'GMC' board, with more than half of the 13 directors being new to the company, several of them hand-selected by the government to oversee its long-awaited (!) turnaround.

The Obama administration has committed about \$50 billion this year to rescuing 'GMC', in turn holding a 60 percent stake in the company.

Mr. Whitacre repeated previous comments that the government would take a hands-off approach as a major owner. But he left no doubt that he would be driving the company's team hard to reverse 'GMC's' ***decades-long slide.***

"I think one of the things that 'GMC' has not done very well is change quickly," he said.

A critical component of the government-led restructuring of 'GMC' included cutting four of its eight domestic brands—***Saturn, Pontiac, Hummer and Saab.***

By reducing brands, 'GMC' is also risking a ***significant loss in its US market share,*** which once

(Continued on page 5)

## New (contd)

(Continued from page 4)

stood at **50 percent** in the '60s. The company's share has slipped to **just below 20 percent** in the first seven months of this year. Analysts predict that once the brands have been closed or sold, that share could fall **as low as 15 percent**. A 15 percent share, he indicated, would not be acceptable (Ed. Note: I should hope not!).

Back in late '05 'GMC' announced that the '06 model-year would start the beginning of the **GM "Mark of Excellence" badge** being placed on all vehicles. The little chrome badge was first added to the '06 G6 and eventually trickled down to every product in the stable. This was an effort to build the brand up in perception and be a symbol of quality from 'GMC'. Immediately following the addition, controversy erupted. Some were in favor of the apparent marketing push, others hated the idea and went so far as removing the badges from their vehicles. Well, three years later 'GMC' is planning to remove the badges from **ALL** vehicles.

Speculation is that it could be to cut unneeded costs (*how much can that little sucker cost?!*) or it could be newly-placed marketing czar Lutz's call. It would seem that in an effort to promote the individual 'core' divisions (*Buick, Cadillac, Chevy and GMC*) identities, they may be wanting to separate them from each other by removing the badge.

The badge has already been removed from the all-new '10 Chevy Equinox, on or around

Aug. 19th, so any units built after that will not feature it. It is expected that the rest of the '**GMC**' lineup will be follow suit. '**Truth in Packaging**' - *whatta concept!*

'GMC' sets a new record—**killing a car in eight days!!** The mystery of the disappearing "**Vue-ick**" has auto industry folks flabbergasted. Vue-ick is the name that automotive chuckleheads have coined for a short-lived **compact Buick crossover design**, derived from a **Saturn Vue**, that 'GMC' recently declared it would build—but then decided to kill eight days later. Remember, 'GMC' was a chaotic place during the year preceding its bankruptcy filing, as the **Saturn, Hummer, Pontiac** and **Saab** brands were dumped. As 'GMC's' top execs juggled multiple crises—a critical cash drain, angry bondholders, collapsing suppliers—they had to keep a cadence of future car and truck models coming. Building a compact Buick crossover with a plug-in option had two things going for it:

- 'GMC' had invested a ton of money into plug-in technology for a future Vue, a sister design of the Equinox and Terrain
- The Buick brand desperately needed a product that might bring someone **younger than 60** into showrooms (*like Pontiac?!*)

Maybe a high-mileage compact vehicle with edgy new technology would do the trick. But trying to quickly dress up the Vue's design to pass for a Buick didn't fool the customers and pundits who panned the Vue-ick they were shown. 'GMC's' top execs

were happy with feedback they heard about two dozen other Cadillac, Chevy, Buick and GMC designs they showed off Aug. 10 and 11. But critics zinged the Vue-ick as another example of **rebadging similar models across multiple brands, a bad habit that had caused the old GM lots of heartache over the years**. Fritz Henderson, 'GMC's' president and CEO since March, is said to be an **outspoken foe of rebadging**. So when feedback from the Aug. 10-11 events labeled the '**Vue-ick**' as an obviously rebadged Saturn Vue, Henderson asked in internal e-mails whether GM should revisit plans for that model. That's exactly what happened at the Aug. 14 meeting of 'GMC's' executive committee, and the Vue-ick got the ziggy. It's good that 'GMC's' brain trust stopped the Vue-ick, as earlier bosses should have done (*in retrospect!*) with the Pontiac Aztec, 'GMC's' first crossover in '01. But now 'GMC' must get its product development house in order, to avert such embarrassing late vetoes in the future. Thanks to Tom Walsh of the Free Press.

More news as it comes in. Thanks to the GM Inside News website, as well as other, assorted sources. 🚗

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### Top 10 Cash for Clunkers Car Sales

1. Toyota Corolla
2. Ford Focus
3. Honda Civic
4. Toyota Prius
5. Toyota Camry
6. Hyundai Elantra
7. Ford Escape (4WD)
8. Dodge Caliber
9. Honda Fit
10. **Chevy Cobalt**

## This n That

Condolences. Just heard that **MAMA's Boy Gordon Holsinger's sister** passed away in early September. Our thoughts go out to you and your family, Gordon...**Pontiac ain't dead just yet!! Trans Am Depot** ([www.transamdepot.com](http://www.transamdepot.com)) and **Kevin Morgan Designs** (<http://www.kevinmorgandesigns.com/>) displayed the '10 **Phoenix Trans Am** at the '09 Trans Am Nats, last month in Dayton, Ohio. Based on a **production 'donor' Camaro**, the Phoenix T/A will feature a '77/'78-style nose, shaker scoop, air extractors, spoiler, honeycomb wheels, and specific interior. Be sure to pick up the new issue of **High Performance Pontiac** (November '09) for details. Best part is, you won't see **NEARLY** as many Phoenix T/As as Camaros out there!...**Fast (Red!) Company**. Ferrari has drawn from the visual spirit of the Enzo to create a power-packed F430 replacement that shuns the rounded curves of its past V8s in favor of chiseled, unmistakable aggression. Boasting a new 4.5-liter V8 engine, a seven-speed dual-clutch gearbox and a **202-mph top speed**, Ferrari has revealed that the car—code-named F142 and long rumored to be named the F450—will be called



the **458 Italia**. Following Ferrari lore, it stands for a 4.5-liter engine with eight cylinders. It was unveiled at the Frankfurt motor show. It has picked up more racing technology than any Ferrari before. Ferrari claims the engine has the **highest specific output in the motoring world**. It produces so much power from the all-alloy, direct-injection V8 that its specific output has smashed the old **100-hp-per-liter mark** and is pushing beyond even high-output turbo'ed cars. Where **Audi's twin-turbo RS6 V10** huffs and puffs its way to **114 hp per liter**, Ferrari's V8 howls out **127 hp per liter**. The high-revving V8 has light internal parts, resulting in low-rotation inertia, a **12.5:1 compression ratio** and it rips out **570 hp** at an astonishing **9,000 rpm**. No Ferrari road car has ever revved higher nor had a higher output. It means that it will be ferociously fast, with claims of a sprint to 62 mph in **less than 3.5 seconds**. No word on price...**Green Means Go**. A top exec is trading in his **Ferrari red** for the **green of Lotus**. Dany Bahar will take over as the CEO on Oct. 1st. Bahar, a Swiss national, fills the spot vacated by longtime Lotus CEO Michael Kimberley, who retired in July due to back problems. He was senior VP for Ferrari, responsible for global car sales, overseeing marketing for the car and Formula

One businesses, licensing and merchandising...**Auction Insanity** (where people seem to have 'way more money than they know what to do with!'). A collection of **classic woodies** at **The Sports and Classics of Monterey auction** recently net-

ted **\$7 million**. The **Nick Alexander Woodie Collection** featured **51 pristine pre- and postwar Ford and Mercury wood-bodied station wagons**. The event was staged by **RM Auctions** in advance of the **Pebble Beach Concours d'Elegance**. The top seller was a **rare '46 Mercury Sportsman convertible** that sold for **\$368,500**, and was followed by a **'48 Ford Super Deluxe Sportsman convertible** (\$275,000), a **'46 Ford Super Deluxe station wagon** (\$247,500). Alexander, a Southern CA BMW salesman, built one of the largest and most well-restored woodie collections, and decided to put them on no reserve now that his collection is "complete." A **'39 Ford Deluxe station wagon** was also sold (*unknown sale price*) with proceeds to benefit the **Midland School** in Santa Barbara, CA. The 24th annual event was held at the Portola Plaza Hotel in Monterey, CA in mid-August. Some top sellers include: **'65 Shelby Daytona Cobra Coupe CSX2601** (\$7,250,000, *believed to be a record for an American car at auction*), **'52 Jag C-type** (\$2,530,000), **'55 Aston Martin DB3S** (\$1,980,000), **'35 Duesenberg SJ Disappearing Top Convertible Coupe** (\$1,430,000), **'38 Talbot Lago T120 Roadster** (\$900,000), **'73 Ferrari 365 GTB/4 Spyder** (\$880,000), **'52 Ferrari 225S 'Sport' Berlinetta Vignale** (\$781,000), **'39 Lagonda LG6 Rapide** (\$632,500), **'65 Ferrari 275 GTB** (\$605,000), **'37 Rolls-Royce Phantom III Henley Roadster** (\$605,000), and a **'31 Miller V16 racing car** (\$600,000). **Bob Bondurant** drove the Day-

(Continued on page 7)



## T n T (contd)

(Continued from page 6)

tona Coupe to victory in the 12 Heures du Reims—fittingly on the Fourth of July in '65 to secure the FIA title. It was the first championship for an American team in the GT class, beating the Ferraris. It's string of successes that year included winning the GT class at Monza and Nürburgring and taking second at Spa. It also appeared in the *movie Redline 7000* and was briefly owned by Bondurant, who sold it in '69. It was sold wearing its title-clinching markings from '65, and is one of six Cobras from that era whose success helped establish Shelby—and the US—as a force in world-wide motorsports...*Mini Coupe*. Mini is celebrating the **50th anniversary** of its original model by confirming plans for a new **compact performance-oriented coupe**. The two-seater, revealed **50 years to the day** after the premiere of the first Mini back in '59, will make its public debut at the Frankfurt motor show. At the show, Mini also will unveil a similarly styled **two-seat roadster**, which sources say will go into production as part of a strategy aimed at further raising the appeal of the popular and iconic small car. Confirmation of the duo comes within a year of Mini revealing it would build a

*new four-wheel-drive SUV* in the mold of its high-riding Crossman concept. Together, this trio will double the number of Minis on sale within three years—a move that could help boost worldwide sales to **400,000+ annually**, despite increased competition from upcoming Audi, Citroën and Alfa Romeo models. Although described as a concept with no decision on production made yet, the Coupe to be revealed in Frankfurt is no mere fantasy destined to be toned down before it reaches dealers. High-ranking insiders revealed the production version due in '11 will be a virtual carbon copy. Traditional touches include blackened pillars to giving the coupe the same floating roof design ala other Minis. Inside, it loses two seats, with the space in back used to extend trunk capacity. While the concept boasts leather, production versions will use the same materials and trim of existing models. Ditto the mechanicals—same platform. It is expected to cost **about \$36,000** when US sales begin in '12. Mini has packed the car with the same turbo'ed 1.6-liter, 208-hp four-cylinder gas engine used in the Cooper S John Cooper Works model. Nothing official yet, but expect the top-of-the-line Coupe to hit 60 mph in under 7.0 seconds and reach a **top speed near 150 mph**. Production versions of the car should also be available with the less powerful turbo'ed 1.6-liter, 172-hp four from the Cooper S...*VW Porsche?! VW will pay \$4.7 billion for its initial stake* (42 percent) in *Porsche* en route to a full merger by the end of '11. It positions the new company to

have **10 brands** and global sales of 6.4 million, and VW CEO Martin Winterkorn is likely to lead the entity. Porsche tried—and failed—to takeover VW, but the attempt left Porsche debt-ridden and forced to seek a deal with VW. It also led to the departure of Porsche CEO Wendelin Wiedeking. With cutbacks and sales dips by **'GMC'** and **Toyota**, the merged VW could challenge for the title of **world's largest automaker**. Porsche will keep its HQ and retain some independence, similar to Audi's arrangement under VW...*Name Change*. Carroll Shelby's charity that helps young people is changing names and expanding its reach. It will now be called the **Carroll Shelby Foundation** (formerly known as *Carroll Shelby Children's Foundation*), to reflect its broadened reach into education while maintaining its work with children battling life-threatening illnesses. It will now fundraise to help children with scholarships and educational programs in areas of automotive study. The first program will be with Shel's auto-technology center at Northeast Texas Community College. It will continue to raise money to help sick children and support coronary and organ transplant research. He started the foundation in '91 after receiving a life-saving organ transplant (*Thanks to the Washington Times, autoweek.com, and other Internet sources for the insanity! Ya just cant make some of this up!! Thanks also to those of you in the Peanut Gallery who have attempted to help me entertain y'all by sending stuff along—I 'preciate it!*) ☺





# What the F#@&?!

This item recently showed up on *ebay*, by way of Jeremy Korzeniewski and the autoblog web-site (<http://www.autoblog.com/2009/07/09/ebay-find-of-the-day-the-nunrunner-v10-powered-eight-door-dodge/>). I'll let the pix and text speak for themselves ('sides, this one defies description anyway!').

And now for something **completely different**. We can't recall ever seeing another vehicle quite like this '62 **Dodge Dart**, which was converted into a limo wagon that was supposedly intended for the Vatican and later sold to a Catholic church in Kentucky—and that's probably for the best.

As scary as the beast may be

to look at, the team from *Wicked Rides Inc.* reports that it's actually a trouble-free driver thanks to the **modern V10 engine** yanked from a Dodge Ram and **T56 six-speed manual transmission** from a Viper it was blessed with when converted into **The Nunrunner**—reliable enough, in fact, to have

taken part in the last **Hot Rod Power Tour** with nary a breakdown.

Underneath the rusty outer shell sits a chassis that's been fortified with the K-frame and suspension bits from a '04 Corvette Z06, though we doubt it handles anything like the pilfered sports car from

which those bits came.

Hot rodders—whatta group!



This is none other than **Joe "The Hat" Atwell's** (and his lovely wife **Kathy!**) **Dodge Daytona**, complete w/Shaker hood scoop. Club Prez Lyle ran into him at the Laurel car show. Joe is a long-time member who **PROMISED** to get to a meeting soon!





# MORE Ebay Insanity

Another recent ebay find: *The “Behemoth” Max Wedge Dodge Dart station wagon* collector car?!

Vehicle Description as listed: I am offering for auction my Behemoth NHRA Stock eliminator race car, which is loaded with NHRA ,IHRA and AHRA history (as well as Mother Mopar history, and a long list of racers owners and builders that were involved with the car).

The car is presently equipped with a 410 hp 413 ci Max Wedge legal NHRA race engine and a race 727 transmission. This car has all of the latest stocker technology and has run as fast as **10.72 at 123.00** mph at D/SA weight (3925 lbs).

The paint on the car is 21 year

old black and candy red lacquer, and has

some cracking due to its age, but is still nice. The interior is just black carpet and a black bench seat, black factory door panels and stock dash.

The car has a Dana 60, cal tracs , and composite springs, front disc brakes and rear drums to stop it. I run Hoosier tires front and rear mounted on monocoque wheels. It has an MSD ignition and a magnafuel pro star 500 fuel system. It is a very basic car—easy to maintain and very consistent over the course of a weekend



or single race day. This car does not break parts!!! Basic maintenance is all that is needed.

My father’s health is forcing the quick sale of the Behemoth and his *two S/S Hemi Belvederes*. Please make me an offer on this car or all three.

I will provide further pictures upon request. Please check out my other auctions. I am selling my *‘64 aluminum nose Hemi Belvedere* and my *‘65 A990 Hemi Belvedere*.

So, whatcha ya waitin’ for—bid on the *new MAMA wagon!* 🏆





## Model Buffet

Good news for you Mopar fans as **Keith Marks** is gonna re-release markings for the '74/'75 **Hang Ten Dart**.

Also, using selected items from this set, he plans to produce a **Spirit of '76 Dart**.

Other kits that will not escape his attention are the '07 **Shelby Mustang** (with the correct metallic blue stripes), the '09 **Challenger** (Hurst AND Mr. Norm's), the '68 **Mustang**, and the '70 **Twister Mustang**. Contact Keith for shipping and handling info.

Meanwhile, I recently received a few **Pontiac items** from **Kevin Lutz** of **Missing Link Resin**. I recently spotted them on ebay—a flat, **non-scooped Firebird hood** (1970-76), a **twin-scooped** (1977-81) **Formula hood**, and an **SD hoodcoop** (a.k.a. a Ford tractor scoops!) as used on the early **Pontiac Super Duty racers**. The hoods will set you back \$4.50 each, while the SD hoodcoops are \$2.50 a pair. A bargain at twice the price! Contact Kevin for shipping and handling info.



ding info.

As usual, a special thanks goes to Matt Guilfoyle for creating this monster of a column. If you see something you like, contact the company. If you find something that everyone might want to know about, send it to me for inclusion in a future column! 🚗

**Keith Marks**

<http://public.fotki.com/mofobow/mofobow@hotmail.com>

**Missing Link Resin**

<http://www.missinglinkrc.com/kawifreek@msn.com;kevin@missinglinkrc.com>



## Free Stuff!

OK guys, here's yer chance. Revell is offering **free '68 Mustang GT interior kits!** Yeah, you heard right. And, yeah, there **IS** a catch.

In order to get this **free replacement interior**, you **need to have purchased Revell kit #85-4215**. Only fair, right? But wait, there's more.

In order to get your kit, you



must **do it by mail only by sending the bar code and end panel from the box to Revell Inc. Attn: Angie Pannarale, 1850 Howard St., Unit A, Elk Grove Village, IL 60007**, and requesting **Interior Parts bag 85421509020**.

Now, wasn't that easy? Even though I'm a Pontiac guy, I gotta get me one 'a dese, cuz I see that '68 Cobra Jet racer! Guess I'd better get my order in now, eh?

Thanks to **MAMA's Boy Ron Bradley** for the straight scoop! 🚗

## You CAN Take it With You!



In the most unusual burial in Saluda county history, **Lonnie H. Holloway**, 90, was laid to rest Tues., Sept. 8, *sitting behind the wheel of his '72 Pontiac* (guns in the trunk!). Logan Funeral Home was in charge of the service, which attracted a tremendous crowd at Rock Hill Baptist Church. The Saluda Body Shop brought the car to the cemetery on the back of a rollback, and assisted in the burial of the car following the funeral. In order to be considered 'green' (read: *environmentally conscious!*), the motor, trans and gas tank were removed from the classic car. **That's what I call going 'home' in style!** (thanks to Matt Guilfoyle, and the Saluda, SC Sentinel—[http://www.saludastandard-sentinel.com/public\\_html/saludastandard-sentinel/](http://www.saludastandard-sentinel.com/public_html/saludastandard-sentinel/) for this one! Try here—<http://www.wbalv.com/video/20808911/index.html> for a possible video link!) 📺

## GT40 (contd)

(Continued from page 3)

into to keep it from being ripped open at high speed. If you look at a 1/25th scale kit this detail is there but goes unnoticed. Another detail is the **'Gurney hump'** (cast as a separate piece) that fits into a recess in the top of the right door. If the builder cut out the recess, the door would look a bit more realistic from underneath. The rear bonnet side scoops are cast closed for simplicity, but would be easy to open up. The kit also has all the ductwork that goes on the inside of the bonnet, but is rarely seen. Another rarely seen part is a thin, silver colored blanket that looks like something from NASA. It goes on the underside of the aluminum panel under the rear window. The kit includes a

piece of chrome mylar to duplicate this, but its too stiff, smooth and shiny. A better choice might be a piece of common kitchen foil. A photo-etch mesh makes up the grille for the rear of the car and it includes a chrome rim. Clear red taillights complete the rear.

The odd thing is that some pieces are pre-painted (*i.e., the engine upper and lower*). The transaxle is dark metallic gray and the heads and intake platinum colored. My question—why? But the most embarrassing part for me is in the decals. I've followed Ford's GT-40 project since '64; that years' Le Mans race, to be exact. I thought I was the 'biggest fan,' but now I find that the '66 winning car was/is black with silver stripes **NOT** white as in all previous kits and pictures. Just goes to show you that you can't trust the color shades you see in

pictures. It seems silver is correct.

As much as I like this car, I have yet to buy one. I spent three+ hours at Brads' house, both of us pawing through the kit, critiquing it, figuring out where each goes, is it correct or incorrect? Bottom line—as expensive as it is, **it's just too darned big**. I'd have to buy a bigger house for it. Is it worth it? **HELL yeah!** If you are wavering about it, find a friend with one and examine it in detail as we did—it's very impressive. The parts list is enormous, and diverse materials unreal. Just packing one of these kits must be a **MAJOR** undertaking. I have to wonder how they can sell it for so little. Then you **NEED** to factor in the cost of the aftermarket parts you will buy before it's completed. You know you will! Highly recommended!

by: Rich Wilson 📺



## Let's Go Racin'!

The **NHRA** hit drag racer **John Force** with a **\$10,000 fine** for touching a race-series official while arguing with rival **Tony Pedregon** during the finals of the US Nationals in Indianapolis on Sept. 7. Force and Pedregon jawed at each other in front of TV cameras after the semifinal round of funny car eliminations. Pedregon claimed that Force purposely lost his semifinal match against team driver **Robert Hight**. The win qualified Hight for the NHRA's **Countdown to One playoff** and eliminated Pedregon's brother, Cruz, from the playoff. Tony Pedregon lost to Ashley Force Hood in the other semifinal race. Force had to be restrained from charging at Tony Pedregon by NHRA and team officials during the argument. Force can appeal the fine. You can see video of the Force-Pedregon argument at [www.youtube.com/watch?v=HB3BqQ65nbc](http://www.youtube.com/watch?v=HB3BqQ65nbc).

NASCAR star **Carl Edwards** drove the race in Atlanta with a **broken foot (!)**, a casualty of a game of **Frisbee!!** In the same race, **Bobby Labonte** of Yates Racing was listed as driver for **TRG Motorsports**. He was pulled from his Yates ride for seven of the last 12 races of the year.

NASCAR and Atlanta Motor Speedway announced Sept. 5th's Nationwide Series crowd at 57,500. That figure was so over-inflated that it brought into serious doubt their estimate of 110,000 for Sunday night's Cup race. Granted, the crowd was enormous compared with recent Cup races at

Atlanta, but why should anyone believe 'em when Saturday night's was so preposterous?

**David Gilliland**, summoned at the last minute last week to drive for **Wood Brothers Racing** near Atlanta, has another one-race deal. He'll drive the No. 7 Toyota at Richmond while owner-driver **Robby Gordon** is busy with a **SCORE off-road** obligation in Nevada. Later this fall, he is scheduled for a handful of starts for **Joe Gibbs Racing** and a possible return to **TRG Motorsports**' No. 71. His plans for '10, though, remain very much in doubt.

There's nothing like winning to make everything look just a little better. Two days after giving **Team Red Bull** its first-ever Sprint Cup victory, driver **Brian Vickers** signed a multiyear contract extension to stay in the No. 83 Toyota Camry.

Vickers's status with the team had been the subject of speculation in recent months. Team GM Jay Frye repeatedly assured the media and all other interested parties that negotiations were ongoing, that it was only a matter of time before the team and its lead driver came to terms. As the season progressed, rumors grew that Vickers might want to jump ship.

Contract terms were not disclosed on Tuesday, but the Red Bull announcement said Vickers "will continue to drive the No. 83 car under the leadership of crew chief Ryan Pemberton." Vickers, a former Nationwide Series champ, has been with Team Red Bull since its debut in '07. His victory at Michigan International Speedway came in his 82nd start for the team.

All told, Vickers has 11 poles, two wins, 18 top-fives and 45 top-10 finishes in his Cup career. Seven of the poles, one of the wins, eight of the top fives and 22 of the top-10s have come with Team Red Bull. He's 13th in points, just 12 points out of the top 12 and a spot in the season-ending, 10-race, 12-driver Chase for the Championship.

Team owner **Richard Petty** will switch from **Dodge** to **Ford** for the '10 NASCAR season, joining longtime Ford loyalist **Yates Racing** to form a **four-car team**. The announcement came shortly before both teams left for the Sprint Cup race at Richmond International Raceway.

Yates Racing will meld into Richard Petty Motorsports, apparently ending the long-standing use of the Yates name in NASCAR via the Robert and Doug Yates families.

"This is a pretty big deal for us," Petty said while confirming the change. "We're thrilled to partner with Ford. We've talked with a lot of folks, but in the end, it came down to the success that the Gilletts (*co-owners of RPM*) and I think we can achieve with Ford."

"This deal is real new, and there are lots of details still left to be ironed out. We don't have a lot of answers for anyone right now. We'll be working on all that in the coming days, weeks and months, but we do intend to have everything in place before the start of next season. I've won races with Ford (*in 1969*) and plan to again."

Said Max Jones, co-owner of Yates Racing: "This is a great op-

(Continued on page 13)



☞ Sept. 30th to -Oct. 4th—**Fall Carlisle**

☞ Oct. 3rd—**Toledo NNL**, at the Sylvania Center at Tam-O-Shanter, Sylvania, OH.

**Theme—Tribute to Pony Cars.**

☞ Oct. 10th—**4th Annual East Coast Regional Nostalgia Drags & Car Show** (under the

lights!) at Capitol Raceway. Jungle Pam will be on hand for autographs too. Rain date—Oct. 11th.

☞ Oct. 17th—**UPS Classic Car, Truck, & Motorcycle show**, 10 a.m. to 5 p.m. at 14841 Sweitzer Lane, Laurel, MD. Live music, Halloween costume contest, vendors, carnival games, dyno, food. \$2.00 spectator admission. Info: Jim (301) 390-9085,

Vendors—Nicole (301) 604-4570.

☞ Nov. 14th—'09 Model Car Challenge, presented by the LI-ARS club, at the Freeport Rec Center, Freeport, NY.

**Theme—Modern Muscle Cars.** Info: Rich Argus (516) 884-2270, [liarsclub@mchsi.com](mailto:liarsclub@mchsi.com).

**Gotta run, get Busy on those projects, OK?! Ta Ta For Now!** ☞

## Racin' (contd)

(Continued from page 12)

portunity for Yates Racing and Ford Racing. I've had a long-term relationship with Ford and look forward to continuing that relationship at Richard Petty Motorsports. Over the coming weeks, we'll continue to work with Ford and Petty to lay out the best plan for Menard and the Yates Racing employees. We'll continue to field (two) Fusions for the remainder of the season and look forward to continued success on track."

It appears Yates driver Menard will stay with the new organization, along with Petty drivers Kasey Kahne, Elliott Sadler and A. J. Allmendinger. The futures of Petty driver Reed Sorenson and Yates driver Bobby Labonte are unknown.

Arrington Manufacturing has sued suspended owner-driver **Jeremy Mayfield** for **\$71,000 in unpaid engine bills**. Company owner Joey Arrington provided engines for his Toyota team for the spring Sprint Cup races at Phoenix, Talladega, Richmond, Darlington and Charlotte. Ac-

cording to the complaint, Mayfield paid for Phoenix and Talladega, but not the other four events. He is also being sued by **Triad Racing Technologies** for unpaid bills of **\$86,304**.

**Fiat** and **VW** appear to be on the verge of entering the **FIA World Rally Championship**, joining **Citroën** and **Ford**. "I've got one or two (manufacturers) I think will come in," affirmed Neil Duncan, the CEO of North One, the London-based TV production company that owns the commercial rights to the series. At the end of '08, the **WRC lost Subaru and Suzuki** to the financial recession.

**Hot Water Hot Footin'!** One of the world's **oldest speed records** has gone up in smoke—er, steam. **Charles Burnett III** drove a **steam car** to an average speed of **139.843 mph** over two runs in California to beat the **103-year-old record** of Fred Marriott. He peaked at 136.103 mph on the first run, then accelerated to 151.085 mph on the second less than an hour later. The run is still subject to certification by the FIA. The British driver was well ahead of the mark of 127 mph set by Marriott, an American, in 1906. Burnett drove a **25-foot British**

**Steam Car** made from carbon fiber and aluminum, with a steel space-frame chassis. It had **12 boilers**, and steam that was heated to **400 degrees Celsius**. Though fast, he may not be the fastest ever. Another 'steam team' recorded a **145.607-mph average** in 1985, though not in an FIA record attempt.

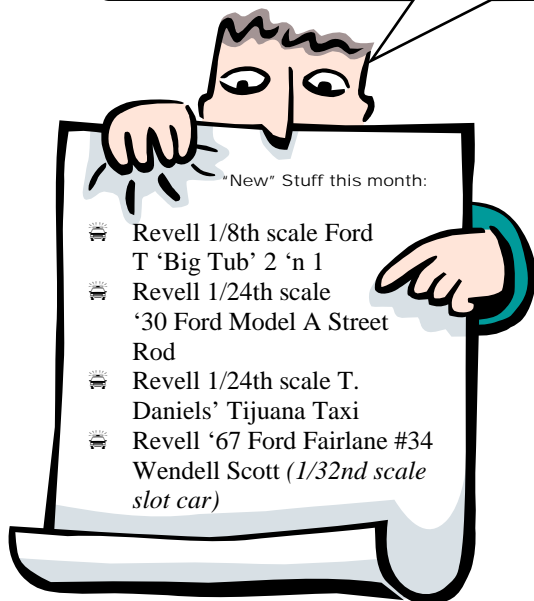
A **McLaren Group company**, McLaren Applied Technologies, has entered into a not-for-profit partnership with **UK Sport**, the English Institute for Sport and the Scottish Institute for Sport, to supply high-end motorsport technology to British athletes.

They will provide instrumentation, telemetry, modeling, simulation and tech advice to sports such as cycling, canoeing, rowing and sailing, in order to help coaches understand and use telemetry with a view to developing programs and working methods that will benefit future athletes.

Using telemetry to improve performance is a natural for McLaren but, as a British company, it's fantastic to be able to use their skills and expertise to help future athletes to achieve their very best. London will host the next Olympics in '12. ☞

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

**MAMA's BoyZ do it in scale!**



## Websites

**Philly Area Car Modelers:**

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

**Central PA Model Car Club:**

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

**NNL East:**

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

**East Coast Indoor Nationals:**

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

**Maryland Intl Raceway:**

<http://www.mirdrag.com/>

**Old Toyland Shows:** <http://www.oldtoylandshows.com/>

**Carlisle Events:**

<http://www.carlisleevents.com>

**York US30 Musclicar Madness:**

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

## Classifieds

**WANTED:** I'm gonna do the equivalent of throwing chum into shark-infested waters, if you'll pardon the analogy. I am looking to purchase mint, unbuilt and/or rebuildable GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops. I also have an extensive collection to trade from, including but not limited to some mint, unbuilt kits such as an **MPC '71 Demon**, and **'77 Volare**. Also want 1/8th scale Monogram '79 T/A & 1/25th scale '81 Firebird (*snap*), and Revell Sunbird, 5-spoke & Minilite-style wheels, in both 1/32nd and 1/24th

and/or 1/25th scales, '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prix, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70 -'81 Firebird Formulas and T/As, '82 KITT Firebirds, '88 Chevy Silverado, Polar Lights funny cars, empty **Pontiac kit boxes**. Would also like to buy or borrow **old AMT/MPC/Monogram/Revell model car catalogs**. Contact Tim Sickle at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting. Thanks!

**FOR SALE/TRADE:**

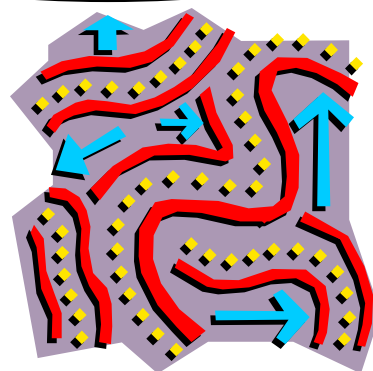
Thinning/narrowing focus, not quitting. Contact Tim Sickle. 🚗

We're on the web!  
<http://www.mamasboyz.org/>

## Directions

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

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



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

## Club Contact Info

President: Lyle Willits  
[mamaprez@aol.com](mailto:mamaprez@aol.com)  
Vice President: Tim Powers  
[partsbox@verizon.net](mailto:partsbox@verizon.net)

Treasurer: Matt Guilfoyle  
[blackbuick1941@yahoo.com](mailto:blackbuick1941@yahoo.com)  
Newsletter Editor: Tim Sickle  
[gtoguy@verizon.net](mailto:gtoguy@verizon.net)