



# MAMA SEZ!

Volume 23, Issue 2

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

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## 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.** ☎

## Those Workshops Ready?!

The main thrust of last month's meeting was *MAMA's 21st Anniversary extravaganza!* Thanks a bunch to *Dawn and Tim Powers* for the *dee-lish 'Rolling Tribute'* to MAMA.

This month, we can thank *Rich Wilson* and *Norman Veber*. We have two model reviews, and a model mag review! *Thanks, guys!*

The raffle raised \$72.00, while the door box kicked in \$51.00. Do the math—we didn't make the rent—c'mon, guys!

Thanks to the following donors: *Brad, John Bowers, Ron Bradley, Jerry Frazier, Bob Frias,*

*Phil Jones, Rich Meany, JC Reckner, Lyle Willits, and Replicas & Miniatures Co. of MD.* 🍷



## Caprice Cop Rod?!

An all-new *Chevy Caprice Police Patrol Vehicle (PPV)* will join the ranks of law enforcement departments across North America in '11. It's a modern, full-size, rear-drive sedan that will offer both V-6 and V-8 engines, as well as a host of specialized equipment and features.

Chevy made the announcement at the annual *International Association of Chiefs of Police* convention, in Denver, Colorado. The Caprice

PPV will be available for ordering next year and will hit the streets early in '11.

Unlike other police cars on the market, the Caprice PPV is not based on an existing 'civilian' passenger-car model sold in North America. It has been developed in key areas specifically for police duty, containing modern equipment and features:

The Caprice PPV is based on GM's global rear-drive family of vehi-

cles that also underpins the Chevy Camaro (*i.e., Australia!*). It uses the longest wheelbase of the architecture—118.5 inches—along with a four-wheel independent suspension that delivers responsive high-performance driving characteristics that are crucial in some police scenarios.

Caprice PPV's long wheelbase also contributes to exceptional spaciousness.

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## '62 'Deuce & a Quarter'

[Round 2/AMT #AMT614;  
1/25th scale; 132 parts; white,  
clear, chrome, vinyl tires, decals]

This kit was re-issued last fall I think, and it had only enough parts to call it an unassembled/unpainted promo; something that upset a great deal of people that wanted the more detailed version. Round 2 seems to have kept its promise to give us kits we want. This kit has more than all its parts restored.

While not the most attractive car even in the day, this two-ton plus tank of a car had plenty of power and torque as Buick's are known for.

The **engine** builds up from a grand total of eight parts. If you overlook this, it is fairly accurate (*other than the chrome valve covers and air cleaner*). Instead of the huge hole through the block for the front axle, there is an even bigger notch through the oil pan and block. The bitch of it is there are no other kits around that can be robbed for corrective parts. The Revell Tommy Ivo 4-engine dragster can supply the block, heads and nothing else. You'd still need the oil pan, intake, and front cover.

The **chassis** is, of course, the old school type—all parts cast together. There is only one choice of tires; the **Firestone Supremes**. I thought this mold died decades ago—Oh well! You get two choices of wheel covers, stock and what look like '63-'64 Impala SS wheel covers that need the steelies to mount up. For display purposes, there is a scissors jack and

finned,  
chromed  
brake drum.

The **interior** is like the chassis—all cast together except for the dash, steering wheel and console. "Back in the day" we would criticize these kits because AMT would give us the convertible interior with the hardtop kit. For once it pays off, in that Round 2 gave us the convertible boot. For **custom parts**, there are a stuffed elephant, gauge pod, floor shifter, telephone, and tachometer. There are headrests that mount to the seat backs with boomerang shaped pieces. I've had both of these pieces knocking around in my hellbox for decades and didn't know they went together.

There are actually **three** building versions, stock, custom and advanced custom. Personally, I think as detailed as modern kits are today they still can't match the detail of the old annual kit bodies at least in the proportions of the body, the scripts that have more relief, and the window moldings that are sharper. The stock version can really come alive with some modern detailing and a few extra small parts. There is a five-piece continental spare, though I'm not sure how AMT ever expected us to mount it on the bumper without making a mess. Try pinning it together. The advanced custom version seems to lack all the pieces necessary for com-

pletion and it doesn't help that there is no exploded view of it in the instruction sheet. I've test fitted the pieces and they just don't fit. The rear piece has 'way too much chrome and needs either the body cut out or some extra pieces in between. And the front piece is worse—the custom roll pan doesn't work with the advanced chrome bumper. The more normal Lucas headlights seem to go with a pair of odd shaped grilles, but I couldn't figure it out. The real attraction in this kit is the custom version. The headlights are six individual pods to be placed at the builders' discretion and a toothed grille to be cut as necessary. There is a pair of dagmars for the grille as well. Customizing of this sort is a dead art in the real world. It's a very personal thing in that very few people can ever agree on what looks best. The "cruiser skirts" help make the car look even longer and lower than stock. And all the really useless scoops make it look kool as well. There are sunken antennas, but no swept antennas; this car really cries out for swept antennas.

The kit includes side pipes with shrouds, which go with the

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## '09 Challenger

*Yeah, But Does it Have a Hemi?* [Revell #85-4220, 1/25th scale, white, chrome, clear, vinyl tires]

These new Dodge Challengers seem to be as popular in scale as full size. Chrysler Corp. did a much better job at updating its pony car than did Chevrolet with their Camaro. I needed to build something a little simpler and unmodified so this kit seemed a good choice.

The first thing I prefer to do in a build up is glue the body together and get any bodywork started. But good sense tells me to check to see if I will be able to get the chassis into the body without ruining the paintwork. I'm glad to say the chassis slips right in with very little effort or damage.

The nose and tailpieces fit with amazing precision. I found no bodywork needed there but there was a small sinkhole on the right front fender near the base of the windshield. For some reason, I got the idea to cut a *sunroof* in this car, so I started to draw it on the roof, but it didn't look right, so I went to the computer and Googled auto sunroofs and WOW! It took me right to ASC, and I found a list of three sizes. I laid it out and cut it.

That looked a great deal better—I may do it again on another build. Bob Downie is right though, masking the body to paint the flat black areas *IS* a pain in the a!#@. I masked and sprayed the lower portions all around the body, but I decided to hand paint the grille, taillight surround. I ad-

mit I did have a problem with rub throughs when I was polishing it because of all the sharp body angles.

The *engine* went together very well,

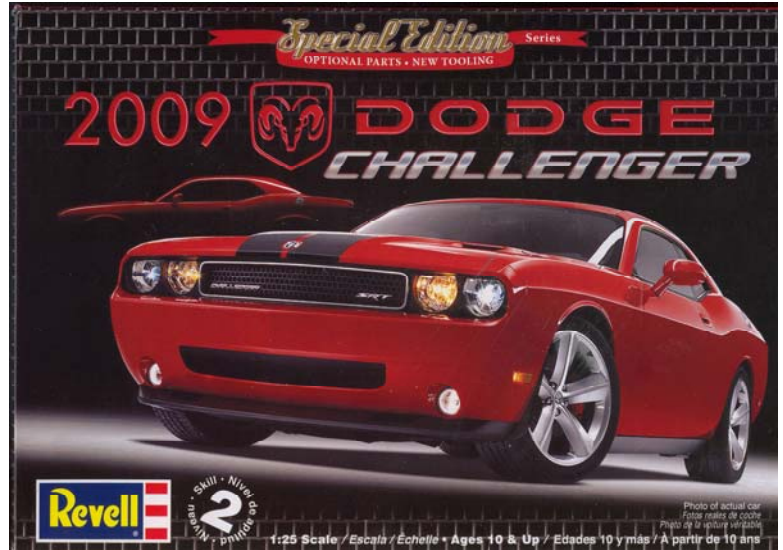
the heads are open where the exhaust manifolds locate, so they fit into the block and not the heads. The way it's done they still look accurate. But lets get one thing clear—*ITS NOT A HEMI*. It's really a semi hemi (*Ed. Note: Thank you, Rich—that's been gnawing at me ever since the 'Hemi' resurfaced early this decade!*)

The valve covers have a top and a bottom, but there is no way to tell other than inserting the coil packs. That will show which way is up. I only wish it had a five- or six-speed manual transmission. I couldn't find any hole for the upper radiator hose in the radiator, either.

The *interior* went together very well. I decided to add seat-belt/shoulder harness combination to the front seats. I'm too lazy to do the rear seat. Don't forget to install the rearview mirror with the sunvisors as I did.

The chassis is a bit of a pain to paint as Bob did, but it can be done without silly putty.

The *front suspension* has no locating pins to help fasten it. Mine fell out later and I had to re-



glue it. The wheels fit into the tires quite easily, which was a surprise; my thumbs were glad. I decided to leave them with a polished finish which may not be factory correct but that's too bad.

The *rear suspension* lines up very well for the metal axle to go through, but keeping the wheel assemblies on is proving to be a big problem. The axle needs to be maybe 1/16th of an inch longer. And the attachment points of the rear shocks interfere with the sides of the tires. The front wheel assemblies fall out of their locating points also; I ended up putting glue on the end of the pins, hopefully that will keep them attached.

Having put the front and rear body pieces on out of order meant I had to install the headlights and taillights, lower front grille and front turn signals before I stuck the chassis in. Stick the chassis rear in first then work it forward. I had a little problem with the radiator interfering with its support and the very end of the chassis caught on the rear end of the body.

But it went in and it was worth

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## 'New' US Carmakers?!!

'GMC' (*General Motors Company*) released a press release recently stating that talks with *Penske Automotive Group* (PAG) regarding the sale of the Saturn brand to them. According to 'GMC', PAG's decision to terminate talks regarding Saturn was not based on interactions with GM or Saturn, but because of the inability to source new products beyond what it had asked 'GMC' to build for them. ***In other words, looks like Saturn joins Pontiac on the corporate scrap heap!***

'GMC's' effort to sell new cars on *eBay* in California generated interest but recorded few sales. In the first nine days of the program, 'GMC' dealers listed 16,228 vehicles on eBay and completed 45 sales, according to data on the Web site. But 'GMC' said the eBay exposure is prompting customers to visit dealerships to complete sales that aren't recorded on eBay. "It's way too early in the program to have any concrete understanding of what's going on," said GM spokesman John McDonald (*in other words, they don't have a clue!*).

The Chevy, Pontiac, Buick and GMC vehicles are not being offered in eBay's traditional auction format. Instead, they are listed at MSRP, along with any incentives. A consumer can either buy the vehicle immediately at that price—which no one did—or submit a lower offer. It's up to the dealer to accept or reject it.

Neither eBay or 'GMC' would say how much was spent to promote the program.

The *future* of the *Impala* has been one of constant question since the Zeta replacement for the car was axed back in late '06. There was speculation a few months ago that the car would *merge* with the *Holden Commodore* several years from now on a variant of the Alpha rear-wheel drive platform; however it appears that those plans have been axed as well. Fortunately this time the bosses at GM have spoken and approved which direction the Impala will go. The GM Inside News website recently reported that the GM Executive Committee (*the new governing body at 'GMC' that makes all product decisions*) approved plans to build it on the dubbed "Super Epsilon II" platform. The platform that will underpin the car is going to be dimensionally similar to the upcoming Cadillac XTS. The XTS will have unique suspension and a high end all-wheel drive system to differentiate the two platform versions. The car is slated to go into production in '13 as a '14 model-year vehicle at the Oshawa, Ontario plant. What will happen to the Impala between now and '13 is still a mystery. Some have indicated that 'GMC' will have a stop-gap Impala on the market sometime between now and then, but it has not yet been confirmed. The current car dates back to '06 and is showing its age. Rear-wheel drive fans may still get their chance of glory going forward. Rumor is that if Chevy



gets a rear-wheel drive sedan, it won't be named Impala anyway.

'GMC' is taking a page from the retail industry with its latest marketing blitz in an effort sell more cars: a ***60-day money-back guarantee***. Customers can return the cars between 31 and 60 days, and the vehicles must have less than 4,000 miles on the odometer. Customers must take delivery by Nov. 30.

The initiative—unorthodox for an automaker—started in mid-September and covers '09 and '10 model-year cars from Chevy, Cadillac, Buick and GMC. The program will run through Nov. 30 as part of a "***May the Best Car Win***" campaign aimed at convincing consumers to return to 'GMC'.

The company once held ***half of the US market***, but quality issues on some (*some?!*) of its models in the '70s through the '90s put a damper on 'GMC's' rep among car buyers. It now has about 20 percent of the market.

***GM Daewoo***, the South Korean subsidiary of US giant General Motors, said recently it has ***launched a court action*** to prevent a ***Russian*** automaker's local unit from allegedly ***copying one***

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## New (contd)

(Continued from page 4)

**of its cars.** The petition seeks an injunction to stop TagAZ from developing, manufacturing, selling and exporting copied products and from using and disclosing GM Daewoo's trade secrets, he said. Prosecutors said this month that two former GM Daewoo engineers now working for TagAZ Korea have been arrested for allegedly leaking core technology to the Russian firm. Investigators said one man was suspected of stealing 6,000 computer files containing information on engine and parts designs and other key technology linked to GM Daewoo's Lacetti compact sedan. They said the data is believed to have been used to develop a new model unveiled in Russia this summer. Police said a third man, an exec of TagAZ Korea, committed suicide after leaving notes asserting his innocence. The cost of developing a model such as the Lacetti averages around 300 billion won (245 million US dollars), GM Daewoo said. A TagAZ Korea official said his company had no comment pending completion of the investigation by prosecutors.

'GMC' has dropped plans to develop a **unibody pickup** similar to the **Honda Ridgeline**, the automaker's top product development exec said. As gas prices rose and pickup sales fell, 'GMC' sought an alternative to the standard body-on-frame pickup. A mid-sized unibody pickup on 'GMC's' mid-sized, front-drive platform had been intended for buyers who do not need the hauling and tow-

ing capabilities of full-sized models. Honda's mid-sized Ridgeline is the only unibody pickup sold in the US. Also, 'GMC' research showed buyers would expect the sticker price of a less capable mid-sized pickup to be lower than that of a full-sized pickup (*Doh!*).

Autoguide.com recently performed a **five-car 'shootout'** that included the **Toyota Yaris sedan, Honda Fit, Hyundai Accent GLS sedan, Nissan Versa sedan, and Chevrolet Aveo5**. Bottom line is that the Aveo5 managed a **mid-pack finish**, beating the Hyundai Accent and the Nissan Versa. The testers were actually surprised at the Aveo5's finish. I don't know about you, but 'GMC' needs something better than mid-pack finishers (*behind the winning Honda Fit and second-place Toyota Yaris*) in order to get customers to return to the brand!

And, speakin' of customers, 'GMC' has appointed a team of marketing, warranty, customer relations and sales execs to devise plans to retain customers from all of the brands 'GMC' is shedding, including Pontiac, Saab, Saturn and Hummer. 'GMC' calls these customers 'free agents'. But Pontiac's **million customers with cars under warranty** is by far the biggest chunk of free agents. Providing outstanding parts and service to Pontiac drivers will be a huge factor in whether these customers stay in a GM vehicle, according to a spokesman at J.D. Power and Associates. 'GMC' has another motive for making sure those drivers stay happy: It wants to shift Pontiac owners to one of its four surviving brands—Chevy, GMC, Buick or Cadil-

lac—for new purchases. That will be difficult. At a recent dealer meeting in suburban Detroit, 'GMC' officials told Buick-GMC-Pontiac dealers that the company must do a better job of retaining Pontiac owners than it did keeping **Oldsmobile buyers** when that brand died in '04. In the past five years, **80 percent of Oldsmobile drivers have defected to non-GM brands**. "We have to do a better job of focusing on what the customers' needs are and how we can respond better than we have in the past," GM spokesman John McDonald says.

Not only is 'GMC's' **pickup inventory** lean, but analysts also predict that sales will start to recover while the **Duramax engine plant is down**. 'GMC' is scheduled to stop building the current version of the Duramax in mid-December. Production of a re-engineered '10 Duramax is scheduled to restart in late April. During the pause, 'GMC' will retool the Moraine, OH, plant where the engine is built, and GM engineers will tune the 6.6-liter turbo'ed diesel V8 to meet tough new emissions rules that take effect Jan. 1st. The revised engine will add a system to inject urea into the exhaust periodically. The chemical reduces oxides of nitrogen or NOx. The pickups will add low-fluid alerts to prompt drivers to refill the urea tank. Some dealers worry they may run out of diesel-powered versions of the Chevrolet Silverado and GMC Sierra because of the gap in production.

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

## This n That

**Kudos! MAMA's Boy Bill Stillwagon** had a good time at the recent **CKM NNL Summer Classic**.

They twisted his arm to take home a **Top Ten plaque, the Pro Touring award** for his '66 **Nova Speedster**, and the **Nostalgia funny car award** for his '60 **Ford funny car**—

**Congrats, Bill!** Next years' show will be on Aug. 21st, '10, and the themes are **Rat Rods** and **Long-roof sedans**, so, be there, or be octagonal...

**Christmas Wish List Item.** The Halloween candy is still fresh, but the folks at **Neiman Marcus** are gearing up for Christmas. And one of the stars of this year's Christmas book from the upscale retailer is the redesigned **Jaguar XJ sedan**. When wishing for a flat-screen TV just ain't dreaming big enough, there's the **Jag XJL Supercharged Neiman Marcus edition**. Jaguar will build **only 50 copies** of the car. Want one for you or someone special on your list? Be ready to dial fast on Oct. 16, which Neiman Marcus begins taking reservations. You'll need **\$105,000** to get one off the shelf. It comes with the supercharged 470 hp, 5.0-liter V8, and a six-speed ZF automatic transmission. In the trunk is a **five-piece set of**



**matching Jaguar luggage** in navy blue leather. The only color choice is **Celestial Black metallic**, with the interior trimmed in navy and ivory leather and Zebrano matte wood accents. There's also

a plaque to remind you that you're driving one of 50 Neiman Marcus cars. This is the third time a Jag has been on the N-M wish list. The others were a '68 **XKE Grand Touring coupe** and a '97 **XK8 convertible**...

**Chrysler (a.k.a. Fiat!) News.** Fiat will invest **\$215.9 million** over three years in the struggling contract

manufacturer **Bertone** that has produced models ranging from the Lamborghini Miura to the VW Polo during its 96 years in business. Fiat CEO Sergio Marchionne says he is interested in Bertone's plant in Turin, Italy, for niche vehicle production. Fiat declined to say which niche model or models it would make in Turin. The only detail the company gave was that the vehicles would be sold in Europe and North America. Fiat has a controlling stake in Chrysler Group and plans to relaunch the Fiat brand in the United States in early '11. The U.S. relaunch of Fiat-owned subsidiary Alfa Romeo is planned for the end of '11. The Italian press has speculated that starting in the second half of '11 Fiat could use the Bertone plant make everything

from convertibles to large sedans. The Bertone family lost control of the coachbuilding business when bankruptcy administrators took control in February '08. The design business, which remains in the hands of the Bertone family, was not affected by the collapse of the contract manufacturing unit. This was Fiat's second attempt this decade to take control of Bertone's coachbuilding business. In '06, Fiat started negotiations to buy a controlling stake in the company. It planned to make a coupe/cabriolet for the Lancia brand at the plant. For undisclosed reasons, the talks between Fiat and Bertone collapsed in spring '07. Shortly after that, Fiat scrapped plans to make the Lancia which was known as the Fulvia. Bertone, founded in November 1912, is Italy's oldest contract manufacturer. The company stopped volume production in December '05. They still employ about 1,140 people, down from the 1,450-person work force it had at the end of '07...**(Expensive!) Turbo Fun.** So you want your daily commute to be as much fun as a track day, and to be as confident on the track as during the drive to and from work? Porsche has the car for you—the **RS version** of the '10 **911 GT3**. It made its formal debut—complete with giant wing and colored wheels—at the Frankfurt show and hits US showrooms early next spring. Base price? Just **\$132,800**, Porsche says, not including shipping. It is a race car that's street legal, that gets Porsche's new 3.8-liter six-cylinder, rated at **450 hp**—15 hp more than the standard GT3 (if

*(Continued on page 7)*



## T n T (contd)



(Continued from page 6)

that car could be considered as merely standard!). Porsche says the engine in the RS reaches its 8,500 rpm redline faster than the one in the GT3. Dynamic engine mounts, that change stiffness depending on driving conditions, connect it to the body. The only transmission available is a six-speed manual, with shorter throws and gear ratios and less weight than other 911 manual gearboxes. Porsche chose to sacrifice a higher top speed for lower-speed performance. It also gets a specific version of Porsche's active suspension system, with wider front and rear tracks. Front wheels are nine inches wide, and the rears are 12. Porsche engineers put an emphasis on cutting weight in the RS. A lithium-ion battery that weighs 22 pounds less than the lead-acid one is optional (*track use only*). There's also a titanium exhaust and that large carbon fiber rear wing. But that's the view that only other drivers are likely to see. Porsche will also roll out the new

911 Turbo in coupe and convertible versions. Claim is that it will rip from 0 to 62 mph in **3.4 seconds**, with a top speed of **194 mph**. Yet it won't get hit with a gas-guzzler tax in the US. It goes on sale in Germany in late November...**Electric Audi**. Audi of America President Johan de Nysschen says an electric vehicle based on the high-performance e-tron concept will debut in the US in two to three years. The sleek



two-seater was unveiled at the Frankfurt auto show last month, but at the time Audi would not confirm plans to produce it. Now de Nysschen says the car is on its way. The concept is powered by four electric motors, one on each axle. Audi says the car has a range of 154 miles using a lithium ion battery positioned behind the passenger cabin. The show car is 168 inches long—about midway between Audi's TT and R8 sports cars—and 75 inches wide. The car uses a space frame. All the added-on body parts, including the doors and roof, are made of a fiber-reinforced plastic. Audi also is developing hybrid vehicles. The first on the U.S. market will be the Q5 crossover, scheduled to debut in the '11 model year. The closest any of us may get to this one (*unless we hit the lottery!*) is **Sony**. **Huh?!** The e-tron will be added to the Audi Space in the



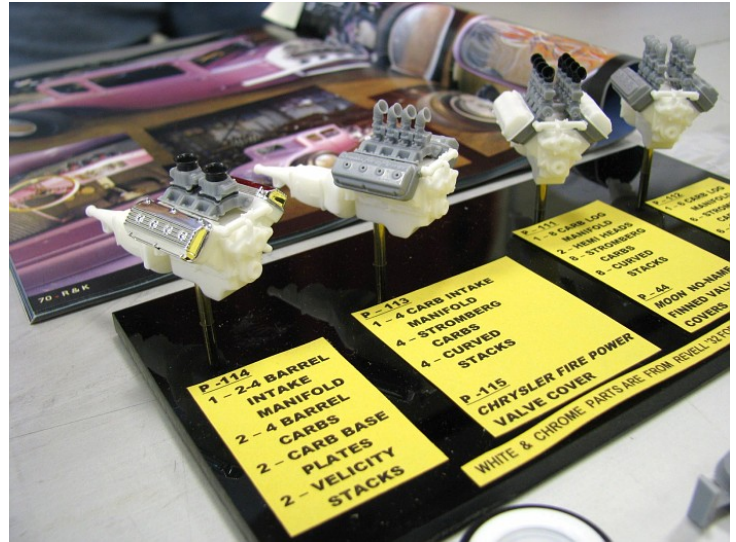
online **PlayStation Home universe** in December. Visitors can drive the car in the game **Vertical Run**. The goal of the multiplayer game is to collect energy to record high speeds. The best-scoring drivers get access to Audi apartments, located on the top floor of the central skyscraper in the game's virtual city. Find more at [www.playstation.com](http://www.playstation.com)... **Condolences**. The car world has lost one of its legends. **Elio Zagato**, son of Ugo Zagato, died last month at the age of 88. The Zagato name is linked with a slew of legendary European sports cars, including the Alfa Romeo 1900 SSZ, the Ferrari 250 GTZ, the Aston Martin DB4 GTZ, and Elio's favorite, the Fiat 8V Zagato. He also was an enthusiastic racer. That blended with his creative passion in a Zagato design trademark—the double bubble roof, which gave more headroom for helmeted race drivers. He won 82 of the 150 races he ran, including the Targa Florio. The Zagato design firm continues on with Andrea Zagato as CEO (*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!*) 🍵

## Model Buffet

Well gang,  
we won't have to  
stray too far from

home for this month's aftermarket goodies. Norman Veber, proprietor of *Replicas & Miniatures Company of MD* has been *veeeeery busy* (as have been Lyle Willets, Rik Hoving, and Bob Dudek!), which is a good thing for you street rodders (or, more specifically, the Revell '32 5-window kit)! 'Specially if his recent visit to the Toledo NNL is any indication. Apparently he was 'purt near wiped out on almost all of the new items in the listing shown here! All items are 1/25th scale except as noted. Check out the pix and list, and get with Norm for your order! Dig in!

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! 🍴



- P-111—8-Carb Log Manifold (19 pcs, \$9.95): This induction setup fits the *Hemi* in the *New Revell '32 5-Window coupe kit*. Included are 8 Stromberg carbs and 8 curved stacks. Also included are a set of modified heads that work with the log manifold and still fit the 5-Window kit's block and accept the kit's valve covers.
- P-112—6-Carb Log Manifold (13 pcs, \$7.95): Another induction setup that fits the *Hemi* in the *New Revell '32 5-Window kit*. Included are 6 Stromberg carbs and 6 curved stacks. This intake setup will fit the heads in the 5-Window kit. It also will work with our valve cover/head kits, P-115 & P-116, listed below.
- P-113—4-Carb Intake Manifold (9 pcs, \$6.50): Here is still another intake setup for the *New Revell '32 5-Window kit*. Included are 4 Stromberg carbs and 4 curved stacks. As with P-112, the 4 carb intake fits the heads on the kit's Hemi and also the Hemi heads in our valve cover/head kits, P-115 & P-116, below.
- P-114—2-4 Barrel Intake Manifold (7 pcs, \$5.95): As with the other intake setups listed above, this dual 4 barrel Intake is for the *New Revell '32 5-Window kit*. However, if you have the kit, you know that it already has this type of intake setup. So, why do it again? Indeed, you also probably noticed that the kit 4-barrels seem a bit small! At least that was our impression here at RMCM. So we upgraded the intake manifold with larger 4-barrel carbs, separate carb base plates and added some neat velocity stacks. Or you could use the air cleaners from the kit, as those are pretty neat. This intake manifold will fit the kit heads or can be used with the valve cover/head kits, P-115 & P-116, listed below.
- P-115—"Chrysler Fire Power" Hemi Valve Covers (4 pcs, \$4.95): For those looking for an alternate valve cover for the Hemi engine in the *New Revell '32 5-Window kit*, we offer these "Chrysler Fire Power" covers with the spark plug holes exposed. This setup will work with the kit intake or the intakes listed above, P-112, P-113 or P-114.
- P-116—"Dodge" Hemi Valve Covers (4 pcs, \$4.95): Another valve cover alternative for the *New Revell '32 5-Window kit*, this time with "Dodge" prominently displayed. And, again, the spark plug holes are exposed. The kit head had to be modified slightly for the valve cover to fit, so they are included. This setup will work with the kit intake or the intakes listed above, P-112, P-113 or P-114.
- P-50—Custom Hub Caps w/ 8-Bar Spinner Center Cap (4 pcs, \$5.50): The pattern for this custom hub cap was done by *Rik Hoving*. The 8-Bar Spinner area is about the size of a dog dish hub cap, with the area between that and the rim being kind of recessed. This hub cap represents the one used on the 50's custom Chevy known as the "Moonglow".

(Continued on page 9)



## Buffet (contd) (Continued from page 8)

**Replicas & Miniatures  
Company of MD**  
[normanveber@aol.com](mailto:normanveber@aol.com)

- P-109—'37-'39 Ford Wheels w/ Wide-5 Lug Pattern (8 pcs, \$6.75):

When Revell did their stock, '37 Ford pickup kit a few years ago, the wheels had no lug detail, because the hub caps would hide it. **Lyle Willits** took that wheel and added the wide-5 lug detail from another wheel. These wheels fit the Firestone tires that come in the Revell '37 Ford pickup or sedan delivery kits. Diameter is .710". Wheel backs are included.

- P-110—Custom Exhaust Deflectors (8 pcs, \$5.50): One of our customers found these custom exhaust deflectors, or tips, in his parts box. We are not sure which kit they are from, but similar 1:1 items have been found in old "J.C. Whitney" and "Honest Charlie's" catalogs. This kit contains two sets of these exhaust deflectors, one pair as they came from the parts box. A second pair with a hole in the center of the ribs accepts one of our Blue Dot or Red Dot Reflectors. This last feature is remembered by several people who remember seeing these on cars in the late 50's. Our thanks go to **L. Davis** for finding this neat old kit part.
- RH-203A—'53 Studebaker Hub Caps w/ Cast-In Cady Crest (4 pcs, \$5.50): The '53 Studebaker hub cap makes a pretty neat custom piece. Add a Cady crest in the center and deepen the offset; now you have a cool custom cap for many types of street rods and lead sleds. **Rik Hoving** did the pattern for this one.
- RH-204—Saturn 'Ripple' Hub Caps - .625" Dia - w/Bullet Centers (8 pcs, \$8.50): You have all seen these hub caps on customs and other cool cars. It's the one with the concentric rings going from the rim to the hub, like Saturn's rings...get it?!! Anyway, there's kind of a bullet at the center. **Rik Hoving** suggested this one awhile back. This hub cap fits into shallow and deep steel wheels, with a 5/8" diameter. This wheel will fit several of our street rod tires and many tires from early AMT and other kits. We provide the wheel/rim as a separate piece, so you can easily paint it an accent color while having the hub cap vacuum plated or painted with Alclad Chrome.
- RH-205—Saturn 'Ripple' Hub Caps - .670" Dia - w/Bullet Centers (\$8.50): This set is the same as RH-204 above, except that the wheel/rim is .670" diameter and all are the same offset. They fit the Firestone tires in Revell's '40 & '48 Ford kits. Thanks, **Rik**, for a great idea.
- BD-103—Cylindrical Gas Tank w/Elliptical Ends (3 pcs, \$6.50): This gas tank is in the family of tanks used on dragsters, but at a scale three feet long, looks like it would hold enough fuel for a regular street driven hot rod. That scale 3' equates to an actual length of 1-1/2". One suggestion for its use would be in the pickup bed of a rat rod or custom pickup. The pattern was done by **Bob Dudek**.
- BD-104 —Cylindrical Gas Tank w/Conical Ends (3 pcs, \$6.50): Similar to BD-103, but this one has conical ends. Everything else said for BD-103 applies here. including that the pattern was done by **Bob Dudek**.
- F-10—1/12th Biker Guy - From Those Euphoric Days Of Yore!! (6 pcs, \$15.00): A leather jacket and blue jeans pretty much says "biker dude", OK? 'Course, this **IS** a resin figure, so you could paint him in any colors you like. He came to us from an old 1/12 scale motorcycle kit, so that might confirm "biker dude". He is in a standing position, with one leg up a bit; resting on a motorcycle foot rest, no doubt! There are two left arms, but you should only use one, as our biker dude isn't a mutant, OK? One arm is slightly bent and the hand is in the "thumbs up" position. The other arm is more outstretched and the hand open, as if resting on the motorcycle handlebars. An excellent companion for the Revell chopper kits, OK?

**Ahaaaaa—thanks, Dave!!** 🍷



## Deuce (contd) Hemi (contd)

(Continued from page 2)

custom theme, but lake pipes could work as well. The kit includes a big sheet of gold scallops which work well with the theme. And there are a pinstripes for a somewhat muted theme. I can't wait to see some of these cars on the contest tables.

by: Rich Wilson 🍷

(Continued from page 3)

the extra effort. **OOPS!! I totally forgot the grille (!)** and I ain't taking the chassis out to put it in.

The only pieces left were the light lenses, the mirrors and the spoiler. I covered the spoiler with carbon fiber decal to match that on the engine hood. The best idea is to insert brass pins in the side

mirrors to keep them in place. And wouldn't it be a surprise if they numbered the headlight lenses correctly. I think I'd faint. Just go by their shape and you'll get it. I thought this '09 Challenger was bigger than the '70 car, so I got out my AMT and Monogram Challengers and compared them, but they are really the same size (*no, REALLY!*).

by: Rich Wilson 🍷

## Cop (contd)

(Continued from page 1)

A host of complementary features are also offered, including special equipment packages such as spotlights; lockouts for the power windows and locks; and an 'undercover' street-appearance package (9C3).

To allow more room for interior equipment, the standard radio can be relocated to the trunk, allowing for an in-dash, touch-screen computer to be used.

Uh, if you don't mind, I'm gonna give credit where credit is

due on this one. If youse guys will refer to your backissue collection of *MAMA Sez* (June, '09, to be exact, page one!), you'll be reminded of the Holden that was dressed in black and white **G8 sheetmetal** by **National Safety Agency** (a Melbourne company). It may not have been done **BY** Pontiac, but once the seed was planted, I had no doubt that 'GMC' would be unable to resist a Chevy version of one of their best platforms in years! So, even in death, **'Pontiac Builds Excitement!'** Bad news for police car buffs, this platform **will Not be available to the public—sorry!** 🍷





## A New Model Car Magazine (!)

### *Kustom & Hot Rod Models*

Ya know, new model car magazines are few and far between these days, like once in a blue moon! Well, I just checked, and ol' Luna has a bit of a *Candy Blue tint* to it. That's 'cause there *IS* a new model car mag out there! Yes sir, guys & gals, there *IS* a Santa Claus, and his name is *Don Graham*. And the new mag is *Kustom & Hot Rod Models* and Don is it's editor.

Don is a car modeler from 'way back, kinda like the rest of us. There's a pic of him with his models and awards in his opening editorial...from '63! In this inaugural issue, Don explains that he decided to put together this mag 'cause the mainstream mags just aren't giving much ink to this subject. So, instead of the occasional article on customs and hot rods, how about **32 pages**, all in one issue. If this is your favorite area of modeling, then I hope you will support this undertaking. If you are a musclecar or Ferrari kinda guy, this mag probably isn't for you. But you guys might want to check it out anyway—ya never know when the kustom bug'll bite!

You aren't gonna find model car subjects later than about '65. Don says "...as a general rule you won't see 'musclecars.'" However, "replica stock...vintage factory 'dream cars' as well as early race cars..., including early drag racers and salt racers" are always a possibility for an article, as long as it is "something '**KOOL**'! As far as the mag itself goes, we can

hope for about two issues a year. No subscriptions will be taken for now. You will have to buy it direct from Don with a postal money order, made out to Don Graham, or go to his website and get it with a credit card. By the way, that web address is <http://koolkat/magcloud.com>. This is a model car mag *BY* a life-long car modeler, *FOR* life-long car modelers! Don sez as long as this is fun, there will be a mag; when it gets to be a 'job 'the ride's over.

So, what's in this issue? Well, I guess you will probably think all this a bit biased, as our own *MAMA custom guru, Bill Stillwagon*, has one of his creations on the cover. *Waytogo, Bill!* On the Premiere issue cover, no less! And the spread on page 14 is pretty kool, too. There are other names from our hobby that you will recognize. Like *Brad Leisure*, who did the cover logo. And *Tim Boyd*, with a quick review of Revell's new '32 Ford 5-window coupe kit.

There are eleven other articles, each from one to two pages, on a particular model or modeler with a few examples of his work. Another article covers the Santa Maria '09 show and there's a few pages of 'Gallery' photos. If you're wondering if Don will include 'how-to' articles, well, there is a two-page spread on choppin' a '40 Ford coupe. *'Way too cool, man!* Did I mention that this is an *all color*

*mag*, from cover to cover?! Like that commercial sez, "you're gonna love this stuff!"

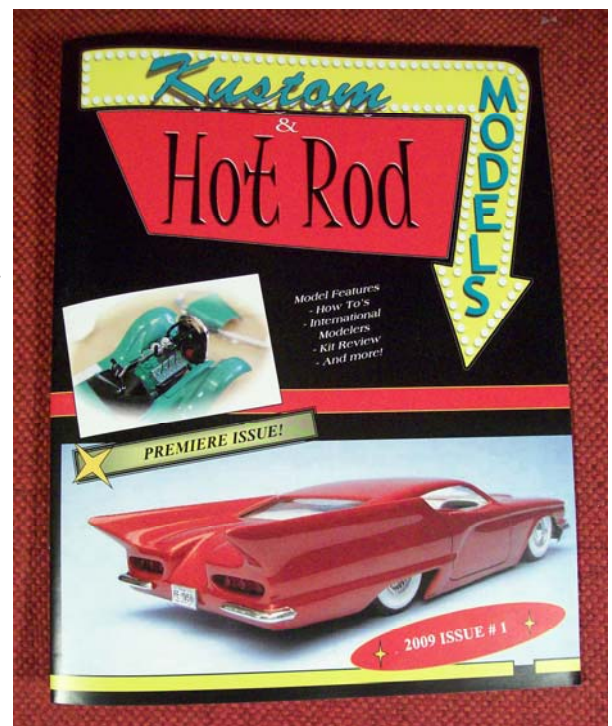
So, maybe you should check out this latest effort in model-car-mag-land. I don't think you will regret it.

It's about \$10.00 through the web site, around \$12.00, for postage, ya understand, if you order directly from Don. That address, by the way, is: **23 West Alexander Ave #78, Merced, CA 95348**.

In a recent email with Don, I got word that issue #2 is in the works. So if you want the Premiere issue, ya better get to it, daddy'o, or you're gonna miss out.

by: Norman 'Daddy-O' Veber

(Ed. Note: I might also point out that I recently received an e-mail from club Prez Lyle Willits that he had received issue #2, and that he was actually featured therein—if ya needed a reason to go out and buy it—Ha! Ha!) 🍷





## Let's Go Racin'!

**J. C. France**, the 43-year-old son of **Jim France**—founder of the Grand-Am series and brother of late **NASCAR head Bill France Jr.**—was arrested just past midnight on the morning of Oct. 8 after police stopped him following an alleged street race in Daytona Beach, Fla. He was charged with **driving under the influence** and **possession of cocaine**.

The other participant in the alleged street race, Russell Van Richmond, is France's roommate in a million-dollar mansion and apparently is the son of an ex-wife of Jim France, according to the Daytona Beach News-Journal. Van Richmond was driving a Cayenne, and France was driving an '07 **Lamborghini**. Van Richmond also was charged with **DUI**, **possession of cocaine** and **possession of a controlled substance, hydrocodone**. It was reported that he was additionally charged with **threatening an officer after telling her, "I want your commander now. I am a France. Do you know what that means? We own this city."** France was released from jail on \$4,500 bail.

The Middle East will gain another presence in major-league US motorsports if the **King** from **North Carolina** and a **prince** from **Saudi Arabia** complete a commercial pairing. That's the scenario if part of stock-car legend **Richard Petty's four-car NASCAR team** is sold to Prince Faisal bin Fahd bin Abdullah al-Saud, a member of the Saudi royal family. Sept. 30th, Canadian businessman George Gillett, a primary share-

holder in Richard Petty Motorsports, signed a commercial collaboration agreement with al-Saud. Under the agreement, a **NASCAR-type track could be built in the Saudi Republic**, with the Richard Petty Racing Experience setting up driving schools.

According to speculation within NASCAR circles, the Saudi-based group wants to buy out Gillett, who appears anxious to free himself from NASCAR. It also is believed that British soccer team Liverpool (*Gillett owns 50 percent of Liverpool, along with Texan Tom Hicks*) is involved in some way.

If al-Saud does buy Gillett's stake in RPM, he will not be the first wealthy Middle Easterner to throw his crown into the US racing ring. **Sheikh Khalid bin Hama Al-Thani**—a member of Qatar's ruling family—teamed with world champion crew chief **Alan Johnson** to start a **two-car NHRA professional drag-racing team** in fall '08. Alan Johnson Al Anabi Racing fields a top fuel dragster and a funny car and has won in both NHRA classes this season. Al-Thani's drag-racing involvement has led to the construction, or plans for construction, of drag strips in Qatar, Bahrain, the United Arab Emirates, Saudi Arabia and Kuwait.

NASCAR Sprint Cup driver **Juan Pablo Montoya 'dissed' a TV sportscaster in Sacramento, CA**, and maybe a few fans in northern California recently when he stopped doing interviews before the Sacramento station got its turn to ask questions. The station, KTXL, posted video of the aborted interview on its web site.

Watch it at [www.fox40.com/videobeta/watch/?watch=027b811e-6268-4c76-b8eb-a0bfc822efd2&src=front](http://www.fox40.com/videobeta/watch/?watch=027b811e-6268-4c76-b8eb-a0bfc822efd2&src=front).

In the video, sportscaster Jim Crandell is waiting for his turn to ask Montoya questions as the station is the last of several lined up by NASCAR to interview him. After completing an interview with an LA station, Montoya notes that it is 5:01 p.m. and says he's done, then stands and removes his earpiece. An off-camera voice asks if he will do one more interview, but Montoya says no. No information on whether NASCAR has fined or sanctioned Montoya for his actions. He is one of 12 drivers in NASCAR's **Chase for the Championship playoff**.

**Motorsports Authentics (MA)** needs extensions to pay off royalties and to renegotiate contracts with various teams or it could end up in **bankruptcy**, according to a Speedway Motorsports Inc. filing with the U.S. Securities and Exchange Commission. Owned 50-50 by track operating rivals **Speedway Motorsports** and **International Speedway Corp.**, They hold the rights to sell clothing, diecasts and other merchandise for many of the top drivers and teams in the sport, including **Dale Earnhardt Jr.**, **Hendrick Motorsports** and **Stewart-Haas Racing**. They stopped paying certain guaranteed royalties under several license agreements during the summer when royalties on the projected sales were less than the guaranteed minimum royalties, according to the SEC filing. The company has received notice from li-

(Continued on page 13)



🏆 Oct. 23rd to 25th—Ford Fever Classic, at MIR, in Budd's Creek, MD.

🏆 Oct. 24th—TAMS 17th Annual Model Car/Truck contest/swap meet, from 9 a.m. to 3 p.m. at the VFW Post #4809, 5728 Bar-tee St., Norfolk, VA. **Show theme**—“*Novacaine Hurri-*

*cane*” (Nova-related). Info:

[www.vabiz.com/tams](http://www.vabiz.com/tams)

🏆 Oct. 31st—11th Annual Pontiac Fall Nats Show & Go from 9 a.m. to 3 p.m.. Judged car show and racing, at Atco Raceway.

Info: Tom (856) 524-2588,

[goatguytom@aol.com](mailto:goatguytom@aol.com).

🏆 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).

🏆 Mar. 6th, 2010—The Greater Birmingham Classic Model Car Show & Swap Meet, in Birmingham, AL. **Themes**—

“*Shorties (short-track racers)*

*and Forties (Forties-era vehicles)*”. Info: Tim Ko-

lankiewicz, (205) 901-5266,

[timkustom@aol.com](mailto:timkustom@aol.com).

## Racin' (contd)

(Continued from page 12)

censors alleging default if they don't pay the unearned royalties by certain deadlines. Florida-based International Speedway and Speedway Motorsports spent approximately \$247.5 million in '05 to buy *Team Caliber* and *Action Performance* to form Motorsports Authentics. They combined to **write down \$69.499 million** in '07 and recently combined to **write down \$111.2 million**. A write-down is a devaluation of the company. Motorsports Authentics **lost \$7.878 million** in '06 and **\$42.975 million** in '07, not including the **\$69.499 million write-down**, before **turning a profit of \$3.199 million** in '08. I been sayin' for some time, “*Get it while you can get it.*”

**Honda Performance Development** has extended its contract with the Indy Racing League to remain the sole supplier of engines for the IndyCar Series through '11. IRL officials have said for months that the current engine platform will remain, along with the current chassis (*Dallara*) and tire (*Firestone*) manufactur-

ers, until a new formula is in place. They have pushed back the introduction date for a new car/engine to '12 at the earliest. Honda has been the sole engine in the series since *Toyota* and ‘*GMC*’ **bailed following the '05 season**. Honda's last contract was good through '10. Its 3.5-liter, eight-cylinder, normally aspirated engine produces roughly 650 hp.

After months of investigation, consultation and negotiation, **Danica Patrick** is rumored to be **staying in the IndyCar Series**. One of the sport's most recognizable names has signed a three-year contract extension with Michael Andretti's team, which she first joined in '07. She will continue to drive the No. 7 car, likely sponsored by Boost Mobile. Andretti still has not said what his re-vamped team will be called—team co-owners Kim Green and Kevin Savoree are out next year—but it will again include Patrick, Kanaan, likely Marco Andretti and maybe Hideki Mutoh. Despite the new contract, she remains interested in exploring NASCAR options, having met with Tony Stewart on at least two occasions. Stewart, who co-owns a team, does not have a Nation-

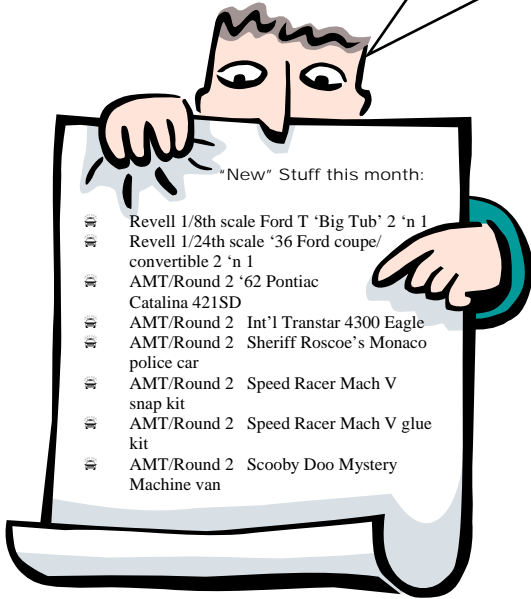
wide or Truck Series operation to let her 'test' the stock-car waters. It's expected her contract with Andretti will allow her to run other races that do not conflict with the IndyCar Series schedule.

**Team Lotus** has been awarded the 13th slot by the FIA for next year's **Formula One World Championship**. The new outfit replaces BMW Sauber on the team roster, as the Lotus name returns to Formula One for the first time since '94. However, the FIA has given Sauber a reserve slot on the basis that other teams—a manufacturer such as Renault or Toyota or perhaps one of the four newcomers—fails to make it. The new Lotus team is backed by the Malaysian government and a group of Malaysian businessmen, officially known as **1Malaysia F1 Team**. Its technical director will be former Renault and Toyota man Mike Gascoyne, who left Force India at the end of last year. They will be based at a facility in Norfolk—not far from the Lotus road-car factory, which was originally built for the aborted Toyota F1 program in the early '90s. More recently, it was the base of the successful Bentley Le Mans project. 🏆

This is the newsletter of the  
Maryland Automotive Modelers  
Association

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**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 Musclegar 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. Also want 1/8th scale Monogram '79 T/A & 1/25th scale '81 Firebird (*snap*), 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, late '80s Chevy Silverado (*kit, not promo*), '53-54 Chevy Bel Air, Polar Lights funny cars, and 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. 📧

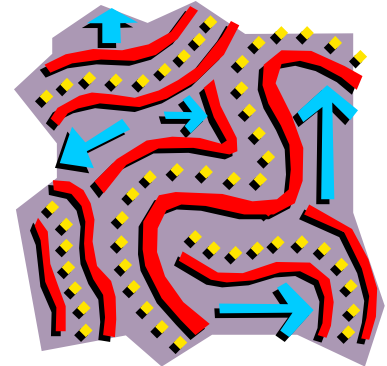
**Got an ad? E-mail me, and we'll see if we can fit it in!** 📧

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. 📧

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