



# MAMA SEZ!

Volume 23, Issue 3

November, 2009



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

PMD Ain't Dead Yet!	1
New Stuff	2
Gov't Motors!	4
T 'n T	6
Builder's Review	8
Quarter Mil Camaro!	9
BETTER Camaro!	10
Condolences	11
Let's Go Racin'	12
What's New	14
Events	14
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.** ☎

## Crank Up the Buildin'!

The main thrust of last month's meeting was the *Toys for Tots collection* this month, *along with monthly MAMA meeting hour adjustment*, to take place when more of a quorum is present to decide the issue.

Thanks again to **Rich Wilson**, this month we examine the *Model King/AMT Kenz & Leslie Cougar f/c.* Thanks,

**Rich.**

The raffle raised \$76.00, while the door box kicked in \$60.00. Do the math—we didn't make the rent—c'mon, guys!

Thanks to the following donors: **Brad, Ron Bradley, Phil Dutch, Jerry Frazier, Ron Hamilton, Kevin Kovach, Charlie**

*Magers, yours truly, Robert Voyles, Howard Weinstein, Lyle Willits, Rich Wilson, and Replिकास & Miniatures Co. of MD.* 🏠



## Pontiac Ain't Dead Yet!

Looks like the new Camaro has spawned several *Firebird alternatives* (better lookin' too, IMHO—Ha! Ha!).

They range from the **Kevin Morgan design** ([www.transamdepot.com](http://www.transamdepot.com)), mainly based on the '77 S/E (a.k.a. 'Bandit'), to the **ASC design** in a recent issue of High Performance Pontiac. Well now, none other than **Lingenfelter Performance** ([www.lingenfelter.com](http://www.lingenfelter.com)) has jumped into the fray

with their ideas on what a new Firebird should be. Ironically, all of these designs are based on the second-gen 'Bird (unlike the First-gen Camaro redesign), which is most likely why they look better. The second-gen bodies were more rounded and aero, making a 21st century version a much easier proposition. I see why Chevy decided to go with the first-gen '69 Camaro as their basis, as it was arguably their most popular version. I

just think it's cartoonish.

At any rate, check inside to see some photos of the Lingenfelter 'Bird (and others), hot from this years' SEMA show. Man, if I had cash burnin' a hole in my pocket (I'm quite sure it won't be cheap!)

Lingenfelter's 'big' numbers:

- 455, as in *cubic inches*
  - 650, as in *horsepower*
  - 7.5 liters, LS7 heads, and LSX FAST intake
- Yowza!** 🏠

MAMA Sez is the official monthly publication of the Maryland Automotive Modelers Association. Articles as attributed by author and source, and may be reprinted with proper credit given. Opinions expressed are those of nobody of any importance. Any correspondence or contributions should be sent to: Timothy Sickie, 15905 Ark Court, Bowie, Maryland 20716.

## New Stuff!!

Well gang, what follows is a listing of new stuff from the recent *iHobby show* for 2010. Thanks to **Ron Bradley** for the text, and **Gerry Paquette** from the Spotlight Hobbies message board for the pictures. If you wanna see more, go to his Photobucket albums: [Photobucket.com/albums/s110/exotics\\_builder/2010%20Ihobby%20Expo/](http://Photobucket.com/albums/s110/exotics_builder/2010%20Ihobby%20Expo/), and [http://s150.photobucket.com/albums/s110/exotics\\_builder/2010%20Ihobby%20AMT%20Addendum/](http://s150.photobucket.com/albums/s110/exotics_builder/2010%20Ihobby%20AMT%20Addendum/).

### AMT/AUTOWORLD ROUND2

- '61 Ford Galaxie Styline kit
- Double Dragster in std. packaging
- Munster Koach (*original box w/bonus figure*)
- Dragula (*original box w/ bonus figure*)
- White Road Boss truck
- Fruehauf Van trailer
- Ford C-900 Stake Bed truck
- Myers Manx dune buggy
- Jeff Gordon COT Impala (*two versions-snap/glue, w/possible other brands/drivers later*)
- Dale Jr COT Impala (*two versions-snap/glue, w/possible other brands/drivers later*)
- Fire Truck C-cab street rod
- Fire Truck C-cab street rod collector tin
- Zingers (*all 8 will be released*)
- Zingers (*all 8 will be released as special editions molded in Metalflake*)
- Road Runner & Beep Beep T
- Wile E Coyote & Wile E Willys

- Road Runner & Rail Rider
- Batmobile 1/25th (*two versions-snap/glue*)
- Bat Boat
- Classic Batmobile 1/32 (*three versions— standard, vintage, and collector tin*)
- '49 Mercury

### Lindberg

- D Jag
- 'Lawman' '64 Plymouth drag car
- 1/20th Chevy Vega

### MOEBIUS

- '53 Hudson Hornet
- '56 Chrysler 300
- Navistar Lonestar truck

### REVELL-MONOGRAM

- '62 Chevy Impala hardtop (*new tool*)
- '55 Chevy Belair (*rebox*)
- 'Hawaiian' '69 f/c (*new tool*)
- 'Chi-Town Hustler' f/c (*new tool*)
- Tom McEwen Duster f/c
- '57 Nomad
- '56 Bel Air
- '39 Chevy coupe
- '67 Charger 2 'n 1
- '37 Ford Sedan
- '10 Corvette ZR1
- '82 Corvette
- Volkswagen T1 21-window Samba bus
- '55 Ford PU
- Ferrari California open top
- '32 Ford St. Rod Roadster
- Bugaboo VW drag car
- GMC Syclone PU (*Old Mold*)
- Dodge Viper ACR
- '66 Shelby 350
- Roth Outlaw (*original box*)
- '69 Mustang Cobra Jet
- '48 Ford Woody
- Ford Super Duty F250 PU
- Kurtis Kraft Indy Racer

- Snap Mack R Conv. w/Frue
- '87 Buick Grand National
- Freuhauf Tanker
- Ford Expedition Custom
- 3 New slot cars—Parnelli Jones Lola, Dick Hutchens' '67 Fairlane, and Dennis Hulme's McClaren M6A
- '57 Cadillac Brougham SSP

### **Fall '09**

### AMT/AUTOWORLD ROUND2

- Daisy Dukes' Plymouth (*Nov.*)
- Munster Koach/Dragula Two-Pack (*Dec.*)
- Depth Charger Aqua Rod
- '62 Pontiac 421 w/Beswick decals (*Dec.*)
- '25 T 3 'n 1 collector version (*Dec.*)
- Double Dragster collector tin (*Dec.*)

### REVELL-MONOGRAM

- Street Fighter '60 Chevy sedan delivery (*Nov.*)
- Pearson '67 Fairlane slot car (*Nov.*)
- Donohue Lola T-70MK II slot car (*Nov.*)
- Kenworth W900 truck (*Dec.*)
- Tom Daniels Circus Wagon (*Draggin Wagon*) (*Dec.*)
- '72 Cutlass convertible (*Dec.*)

### **'09 Carryovers-1st Qtr '10**

### REVELL-MONOGRAM

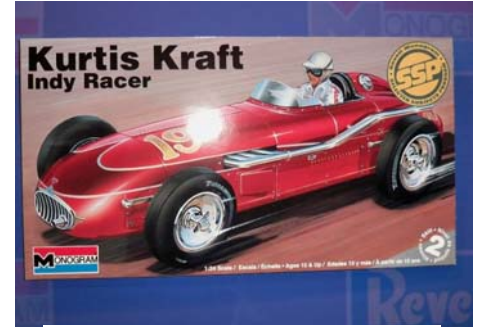
- '66 Chevy Impala
- '60 Chevy Impala
- '37 Ford Truck street rod 2' n 1
- '68 Dodge Hemi Dart 2 'n 1
- '57 Chevy Bel Air 2-door sedan
- '26 Mack Bulldog tanker

Now, start plannin' yer purchases—looks like another good year (*even tho there ain't no significant, new Pontiacs!!*) 🍷



# Stuff (contd)

Lindberg Charger cop car



MPC732 Super VW Zinger



MPC736 Super Dune Zinger



AWMK004 NASCAR 24 Jeff Gordon - Clax



AMT623 1962 Pontiac Catalina 421SD



MPC733 Super Vette Zinger



MPC737 Super Drag Zinger



AWMK005 NASCAR 24 Jeff Gordon - Snap



AMT604 1960 Ford Starliner



MPC734 Super Van Zinger



MPC738 Little Red Zinger



AWMK006 NASCAR 88 D. Earnhart Jr. - Clax



AMT608 1951 Chevy Bel Air Convertible



MPC735 Super Semi Zinger



MPC739 '67 Chevy Zinger



AWMK007 NASCAR 88 D. Earnhart Jr. - Snap



AMT614 1962 Buick Electra 225



## 'New' US Carmakers?!!

Owners deserted by **Pontiac** and **Saturn's demise** will take different paths for their next cars.

A new study finds that owners of today's Pontiac and Saturn vehicles will take decidedly different paths when it comes time to buy their next cars. They've got to go somewhere because 'GMC' is giving both brands the boot.

Pontiac owners will remain flag wavers. Their **top choice** will be **Ford**, followed by **Toyota**, **Honda**, **Nissan** and **Dodge**, the study by Experian Automotive finds. Saturn owners, however, will look **overseas**, first to **Toyota** and **Honda** before they'd buy a **Ford**. **Nissan**, **Hyundai** and **Dodge** round out the list. Perhaps that's fitting since Saturn was created as a free-spirited brand aimed strictly at stemming 'GMC's' losses to foreign makers.

'GMC' will lose about two-thirds of owners to brands other than remaining Chevy, Buick, Cadillac and GMC. Saturn will lose better than three out of four. The defections aren't trifling numbers. If **Pontiac** were a **stand-alone brand**, it would be **next in size after Mercedes-Benz**. **Saturn** is smaller, but handily **larger than Mitsubishi**, **Suzuki** or **Land Rover**.

Pontiac owners have shown slightly more loyalty to the GM brand in the past year. Saturn owner loyalty has dropped somewhat. Based on second-quarter sales, Experian predicts 'GMC' will see its **market share shrink from 20% with all its brands to 17.5%** with just the four core

brands. Ford, Toyota and Honda all will pick up about a half-percentage point in market share with the rest spread among other automakers.

Possibly one of the most anticipated new car launches for 'GMC' in the '10 calendar year is that of the **'11 Chevy Cruze**. It will replace the aging Cobalt in the Chevy lineup in North America, even though the new Cruze has launched in just about every other world market either as a Chevy, Holden or Daewoo product. Unfortunately, according to GM Inside News, it has run into a delay.

Initially, it was supposed to launch in April '10, with production taking place at the Lordstown, Ohio assembly plant. As of now, it has been pushed back to August due to a 'supplier issue.' No further details are available.

GMAC Inc., the lender that received **two government bailouts totaling \$13.5 billion**, is negotiating with the Treasury Department for a possible **third lifeline**, people familiar with the matter said.

The U.S. is studying a capital injection of \$2.8 to \$5.6 billion, according to the people, who declined to be identified because the transaction hasn't been agreed upon.

GMAC may get more govt. money because the administration regards them as crucial to the survival of the U.S. auto industry. 'GMC', its former parent, and



Chrysler Group LLC rely on the firm to finance their vehicle buyers. GMAC reported **losses in seven of the past eight quarters**.

The old GM plant in Delaware that until July cranked out sports cars for Pontiac, Saturn and Opel will be sold and retooled to build plug-in hybrids with UAW workers.

**Fisker Automotive** will buy the plant, located in Wilmington, Del., from Motors Liquidation Co.—the old General Motors Corp.—for \$18 million. If Fisker's plans come to fruition, production at the plant could start in late 2012.

Another \$175 million will be spent to refurbish and retool it over the next three years, Fisker said in a statement. The company has qualified for \$528.7 million in federal loans from the Advanced Technology Vehicle Manufacturing program.

Fisker plans to build a mid-sized plug-in hybrid family sedan that will sell for \$39,900 after federal tax credits. The company plans to sell between 75,000 and 100,000 units per year, with about 50 percent to be exported.

But a lot has to go right before that can happen.

(Continued on page 5)

## New (contd)

(Continued from page 4)

The company has to hire and retrain a work force; design, develop and certify the car; and establish a supply base. So far, Fisker has sold only a few hand-built luxury cars based on BMW underpinnings. Its **first higher-volume car**, the **\$87,000 Karma**, is slated to start production in Finland next year.

CEO Henrik Fisker said Wilmington was selected for its production capacity, world-class paint facilities, access to modern shipping ports, rail lines and skilled work force.

GM built the plant in 1947. Over the years it has built 8.5 million+ cars. Production capacity is 300,000 per year.

Given an improving business environment for 'GMC' over the past few months, and the importance of Opel/Vauxhall to GM's global strategy, the 'GMC' board of directors decided to **retain Opel** and will initiate a restructuring of its European operations in earnest.

General Motors Europe head Carl-Peter Forster is quitting in disgust at GM's decision to hang on to its European Opel/Vauxhall unit, as reported by a German magazine.

GM executive vice president David Reilly would replace Forster, as 'GMC' seeks to soothe anger over its decision to abandon a sale of Opel to Canadian group Magna and Russian partner Sberbank, Spiegel said.

The **latest SEMA** show had, to no one's surprise, a **few Mustangs**, **Challengers**, and a **whole**

**gaggle of Camaros**, and, **gasp!** Even a **Firebird**. Yes, you heard me right. Legendary tuner **Lingenfelter Performance** is attempting to help the Phoenix rise from the proverbial ashes before they are even cold (*see related story on page one*).

'GMC's' and Chrysler Group's dealer cuts will erode the companies' market share in small- and mid-sized markets, an automotive-industry researcher recently told federal auditors.

David Cole, chairman of the nonprofit Center for Automotive Research (*and son of former GM President Ed Cole*) in Ann Arbor, MI, said he was interviewed by the special inspector general's office for the federal bailout.

Cole said he told auditors that the automakers are cutting into their strengths, which are rural areas and modest-sized markets rather than large metropolitan areas.

"These cuts didn't make any sense to me," said Cole, whose research specializes in auto manufacturers and suppliers rather than dealers. "By pulling out, 'GMC' and Chrysler are giving a beachhead to Ford and some imports."

Cole added that he had no quarrel with the dealer reductions in metropolitan areas.

He wrote a letter to the administration's auto task force making similar points and calling for a review of dealer cutbacks.

"The dealer is the face of the manufacturer to the average customer," his letter said. "I would suggest that the distribution network for these manufacturers be revisited by the automotive task force."

Cole said he didn't know if the call from the inspector general's office, led by former prosecutor Neil Barofsky, was triggered by his letter to task force chief Ron Bloom.

Cole said he has no research expertise or experience with dealers, but that his personal interest in the issue was piqued and that he has spoken with a number of dealers and 'GMC' execs.

Kris Belisle, spokeswoman for the special inspector general for the Troubled Asset Relief Program, did not immediately respond to a request for comment, nor did task force spokeswoman Amy Brundage.

'GMC' CEO Fritz Henderson was pushed by reporters on 'GMC's' financial status in a recent Q & A session, but declined to elaborate much. He did state that they are outperforming the plan that originated from bankruptcy. He got fairly confident by saying that in mid-November 'You'll see it (*improved finances*) directly' when we announces third quarter earnings.

'GMC' considers the business case for a **retail Chevy Caprice** (*Pontiac G8/Holden!*) (*as opposed to police-only*), according to the GM Inside News website. Surprised?! Yet another flip-flop.

According to a report, **backorders** for the **new Camaro** are **up to 19,000**, with a **three-month waiting list**. Once it hits peak production, the plant will be producing 2,200 a week. No current plans by 'GMC' to ramp up production. Go ahead—ramp it up to as many as three shifts if possible. That way, there'll be more raw material for those **Firebird conversions**. 🚗

## This n That

**Yellow Speed.** On Aug. 16, a 71-year-old Vienna, VA, man set a new world land speed record in the under two liter modified sports class (*G/BFMS*)

on the Bonneville Salt Flats. Bill Lightfoot, a northern VA businessman, drove a **turbocharged Alfa Romeo**



**roadster** to an average two-run speed of **225.839 mph** to set a new world record. His highest timed speed over the two runs was 228.853 mph. The previous record for this class, held by a team from Las Vegas, NV, was 221.252 mph. Unhappily, this year's event was marred by the death of longtime land-speed competitor Barry Bryant, 46, of Anderson, CA. He died when his racer went out of control at approximately 200 mph. Thanks to [vernarker.com](http://vernarker.com)...**High-Profile Cop Car**....At least one sheriff's deputy in North Carolina won't have any trouble catching speeders. Multiple media outlets reported that the Wake Co. Sheriff's dept. has a **505 hp. Z06 Corvette**. Sheriff's spokeswoman Phyllis Stevens said the car didn't cost the county anything since it was seized from a drug dealer. Wake Co. isn't the first to use souped-up cars. Former Davidson Co. Sheriff Gerald Hege once had an **Impala SS**. Former Forsyth Co. Sheriff Ron Barker used several **Z28s** for traffic enforcement...

**Toyota a Big Loser?** Toyota finally seems to be out of options now that the US Supreme Court has allowed a lower court's ruling to stand which will **award Paice LLC roughly \$4.3 million in a hybrid technology lawsuit**. That

amount works out to \$25 for every vehicle that Toyota has sold which uses the **Hybrid Synergy Drive**. According to the lawsuit, Toyota made use of a microprocessor which accepts torque information from the electric motor and internal combustion engine. Fortunately for Toyota, though, the ruling does not preclude them from continuing production and sales of their super-popular hybrid vehicles, which would, of course, include the Prius. There were three patents in question, though only one of Paice's patents was ruled to be infringed upon. For the record, there are two other possible hurdles for Toyota and their hybrid technology, one from **Solomon Technologies** and the other from a seventy-five year old engineer in Seattle named Conrad Gardner. **Oopsie, anyone else hear of this?...****Guinness Fuel Sipper**. An Australian couple has broken their own record for fuel economy, light-footing it across the **'lower 48'** (*American*) states to the tune of **67.90 mpg**, beating their '08 run by 9 mpg. Helen and John Taylor beat the mark of **58.82 mpg** they set last year, landing them again in the Guinness Book of Records. They drove an

**'09 VW Jetta TDI** for both runs. The record-setting drive was not an accident. They hold **more than 80 fuel-economy and driving world records**. Their three-week journey started and finished in Virginia. Along the way, they clicked off 9,000+ miles, hitting 14 checkpoints and obeying speed limits as the Guinness record book requires. Their record-breaking run highlights fuel-saving innovations available now, including the potential benefits of diesel. Their Jetta gets 30 mpg city and 41 mpg highway, per the EPA. They also credit tires with a fuel-saving tread compound for improved performance this year. Made by Goodyear, they reduce energy lost as they roll. They also avoided idling and higher speeds to maintain fuel economy. "We hope our record-breaking journey helps educate the public that decisions such as choosing the right tires, the right fuel and fuel-saving driving techniques can help anyone save money and fuel, and reduce carbon emissions," Helen Taylor said in a statement...**Rent-A-Sports Car?! Looking for something slick to drive the next time you're in Europe (Ha! Ha!)?** **Hertz** is filling out its lineup with some possibilities: The **BMW Z4 sDrive 23i**, the **Lotus Elise** and **Exige**, and the **Fiat 500 Rossa** will be available at various locations. The Z4 can be rented in Madrid, Barcelona and Malaga, while in Italy, enthusiasts can now book the Elise and the Exige. Look for the **bright pink (!)** Fiat 500 Rossa to be available in the Netherlands...**Crooked Blue Oval Engineer?** A former Ford

(Continued on page 7)



## T n T (contd)

(Continued from page 6)

engineer has been charged with stealing trade secrets from the automaker after accepting a job in China in '06. Xiang Dong Yu, 47, was arrested at O'Hare International Airport in Chicago after traveling to the US from China. A federal indictment charges Yu, a Chinese national living in Beijing, with theft of trade secrets, attempted theft of trade secrets and unauthorized access to a protected computer, the US attorney for the Eastern District of Michigan, said in a statement. He was a Ford product engineer from '97 to '07. In Dec. '06, he accepted a job at the China branch of a US company, according to a Justice Department (DOJ) release announcing the charges. The indictment, filed under court seal July 8, follows an FBI investigation. It alleges that he copied 4,000 Ford documents, including sensitive design documents, onto an external hard drive after accepting his new job but before notifying Ford of his departure. "We are aware of the issue and cooperating fully with authorities," a Ford spokesman said in an e-mail. According to the DOJ, the documents included design specs for engine and transmission mounting subsystems, electrical distribution systems and electrical subsystems. The indictment alleges he also tried to use Ford documents to get a job with a Chinese auto company twice (in '05 and again in '08). He continues to be held in Chicago. Each count of theft and

attempted theft of trade secrets carries a maximum penalty of **10 years' in prison** and a **\$250,000 fine**, the DOJ statement said. The count charging unauthorized access to a protected computer carries a maximum penalty of five years in prison and a \$250,000 fine...**Buh-Bye Buell?! Harley-Davidson** is axing two notable brands as it refocuses on its core business. The American motorcycle producer said recently that it will **kill the 26-year-old Buell brand** and **sell recently acquired Italian motorcycle company MV Agusta**. The announcement came as Harley revealed its third-quarter financial results, which saw its earnings and sales slip, given current economic conditions. Buell was to have wound down production by Oct. 30 and sell off its inventory of motorcycles, accessories and gear. About 180 employees will lose their jobs, mostly in

December. It will cost \$125 million to close the brand. Harley dealers will continue to service and offer parts for Buells, and warranties remain valid. Buell was founded in '83 and carved a niche with its designs and technology, while also finding success in racing. It's been a wholly owned subsidiary of Harley since '98. It was founded by Erik Buell and has produced 135,000+ motorcycles over its history. Harley bought MV Agusta in August '08 in an effort to expand in Europe. But 14 months later, Harley is reversing

course, though during the brief ownership period, the Italian company resumed production at its Varese factory and jump-started product development... **Happy Anniversary Z.** Forty years ago, America was introduced to the Z car. It gave Datsun—now Nissan—a 'rep' in the US. And it elevated to revered status **Yutaka "Mr. K" Katayama**, the man who fought his bosses in Japan to replace the **Fairlady** name with **240Z**. He celebrated his **100th birthday** on Sept. 15 in Japan. Nissan is commemorating the car's US arrival with a **40th-anniversary model** next spring. It is a **370Z Touring coupe** with the six-speed manual transmission and the Sport package—which adds automatic rev-matching, a limited-slip diff, bigger brakes and



19-inch Rays forged wheels, red leather seats and door inserts, red stitching in the cabin and a handful of commemorative

badges inside and out. Each car is painted in "40th Quartz" and comes with a red satin car cover. The engine is the standard issue 332-hp, 3.7-liter V6. Price? Nissan says we'll find out next spring. 'Sides, you know what they say—"if you hafta ask, you can't afford it"...(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 King/AMT Kenz & Leslie Cougar f/c

[Parts count: too many/not enough]

When **Model King** first re-issued this kit a year ago, I wanted one but didn't want the truck and trailer that came with it. So I passed on it in hopes that they would bring it back out by itself. My initial plan was to get aftermarket decals to build it as either the "Fast Eddie" Schartman or the "Dyno Don" Nicholson cars.

When I opened the box, I was surprised to see so many extra parts. There are parts from at least three different old MPC funny car kits. But there are several parts that go to a Model A hot rod. There are two different interior sheet metal sets and two steering systems, but I guess that gives us extra flexibility with the kit.

When I built these funny cars as a teen, I assembled them with very little painting or detailing. This time I wanted to do a much better job.

The aftermarket decals are available cheaply enough, but as I

looked at the kit box art I was intrigued by the '**World's Fastest Cougar**' and the GTE body version that the kit decals provided. It struck me that I was one of a few that had a mold to cast the correct GTE hood not supplied in the kit. And the fast Eddie paint job was a bit more complicated than I cared to think about. First, I cut out the hood and inserted my GTE hood. I decided to strip the chrome from the front and rear bumpers/grilles. I'm glad I did, since when I test fit them to the body, it was obvious they would need a great deal of work to fit and look right. The real funny cars, of course, didn't have chrome bumpers anyway. It was only after I had the body in the paint process that I noticed the kit decal sheet had the horizontal grille stripe that was exclusive to the GTE; what a break!

The **chassis** needs a fair amount of mold line clean up but isn't hateful. I decided to strip the chrome from the cross-members that had the spring shocks on them

and paint them with the chassis for a more accurate look. One thing that had always bugged me about these kits 'back in the day' was the lousy way the wheels attached, so I trashed the **entire rear axle** and replaced it with a resin unit from **Scale Resin Detailers**. That allowed me to replace the wheels with better looking mags and get rid of the crappy hollow slicks.

I found a pair of brake rotors in my spare parts box and a pair of **Resin Casting Specialties** calipers also to finish the rear axle. I built the front axle assembly as per the instructions but replaced the chrome wheels with identical wheels that I had cast in resin. That gave me chrome wheels for a later street rod build and this funny car could have the more correct magnesium painted wheels. I drilled a slight recess on the back of the resin wheels and glued a short 1/8" tube in the recess. That took care of the sloppiness and is undetectable when assembled.

The **engine** has a few shortcomings as well. The stock appearing oil pan was replaced with one with a deeper sump and the kit pan was saved for some car more appropriate. I didn't like the cam covers, since, to me, they looked 'toy-like.' I replaced them with a pair from the old Johan "Dyno Don" pro-stock Maverick. The distributor wasn't much either, so I combined a **Replicas & Miniatures** cap with a Mallory distributor so I could wire it. I

(Continued on page 9)





## f/c (contd)

(Continued from page 8)

thought about replacing the blower drive with an *M.A.S. unit* (under new management), but decided not to and ended up removing the idler pulley bracket from the kit piece and turning it around ½ turn so it would mount to the chain cover rather than open air. There is a starter cast into the block that I believe is wrong, but is hard to see once the model is finished. The kit has two different pairs of exhaust headers; one set correct for this generation of funny car and the second more appropriate for an altered wheel-base funny car.

The *cockpit* needed help as well. I remember when these

Logghe chassis were state of the art, but to look at it now, I wonder why anybody would risk their life in it. I added two diagonal bars to the roll cage and one across the front of it as well to mount a different brake pedal assembly from my parts box. I replaced the huge steering wheel with one a little smaller that looks correct. The gauge pod was badly cast because of a misaligned mold, but I planned to use decal gauges anyway. The interior sheet metal needed a fair amount of clean up fitting and re-shaping to get a good fit in the body and to the chassis. It needed to be adjusted front to rear to align it with the wheels and their openings. I then test fit the body to the chassis and found that the top of the roll cage interfered with the hinge I had

fashioned earlier for the escape hatch. I studied the problem for a bit and it dawned on me to lower the front legs of the roll cage just ever so slightly and that would allow the hatch to work fine. Out of sheer laziness, I used a set of plastic seat belts and shoulder harnesses, but hey that's more than the kit supplied. The hooks on the interior missed the hinge pins on the rear of the chassis, and I had to re-engineer them as well.

The best part about this kit is that there is no chrome foiling needed anywhere on the body. So, I polished it and applied the decals. With just a few parts left to attach, it was done! Despite the fact I used probably only ½ the parts in the kit, it was still a fun build.

by: Rich Wilson 🍷

## Quarter Mil Camaro?!

Did you guys hear about *Papa John's founder' John Schattner's* search for his *old Camaro?*

Apparently, he sold his '71 Z28 Camaro years ago to partly save his dad's tavern, with the remainder used to start the *Papa John's pizza franchise*.

He missed it so much that he actually built a clone of it (and used it in a pizza TV commercial).

That was not enough, so he set up a website,

made promotional appearances, and eventually offered a **\$250,000 reward** to anyone who found it.

Amazingly enough, he didn't have to leave Kentucky (*the chain is based in Louisville*). It had only changed hands twice. The original buyers heard about the search from a TV interview, and began an online search, which led to the Jalopnik website.

Current owner Jeffrey Robinson bought the car about five years ago for **\$4,000**, recently delivered it to John, earning the **full reward**. The original buyers got **\$25,000** for their tracking help.

It was drag raced, with a different motor and slicks being a few of the changes made.

It will be displayed at headquarters, replacing the 'clone.'

In honor of the reunion, Camaro owners were treated to a free pizza the next day, too. 🍷



Here's a shot of *MAMA's Boy Zoli Honecny* and his 'Hot Rod Miata.' He loves to tinker, having done this one on his own. And **NOW** I hear he's preppin' the engine bay for a V8—you go, Zoli!





# A Better Camaro (!)





## Condolences

**MAMA's Boy Ron Hamilton** lost his father after a protracted illness in early November. **Lyle Willits** also recently informed me of the passing of drag racer (*both in-scale, and full-size, with his 1/1 Malibu*) of **Bud Lefevre**. Sadly, he lost his battle with throat cancer in mid-October.

Sadly, that ain't all. Britain lost another champ of its specialist sports-car industry, **Graham Nearn**, 76, who died in late Oct. Originally a Lotus dealer, he built a highly successful sports-car business around the **lightweight two-seat Lotus Seven**, which he bought from Lotus founder Colin Chapman in '73. He devoted all of his energy over the following 32 years into nurturing and perfecting the simple two-seater into a giant-killing sports car called the **Caterham 7**. Its latest incarnation boasts a 263-hp engine, a 0-to-60-mph time of 3.1 seconds, and a **near \$70,000 sticker**. He

started out running one of Chapman's original Lotus Centers in '59, in a humble location behind a gas station in the south London suburb of

Caterham, from which Nearn took his car's name. He showed a canny ability to see a business opening, and so it was when he persuaded Chapman to hand over rights to the Seven, the model that launched Lotus as a maker of road cars but didn't fit Chapman's am-

bitions in the mid-70s. The motoring world may have been on the verge of its first oil crisis, but Nearn knew that the Lotus Seven had a strong following and offered a unique driving experience with an unbeatable lightweight performance formula. Over the years, the secret of Caterham's success has been to exploit that simple strategy by concentrating constant development on the basic spaceframe chassis and running gear, backed by clever marketing. For example, Caterham developed its own de Dion rear axle and six-speed gearbox and dug through Ford, Vauxhall and Rover parts bins for engines to keep the model fresh and ahead of legislation. Nearn also excelled at marketing the 7 and exploited motorsports not only as a window on the 7's capabilities, but also to generate a profitable parts business. The **Caterham One-Make series** now plays out at circuits across the globe every weekend in the race season. Another highlight in the



'90s was Caterham's rivalry with **TVR** to build the best specialty British sports car. Sadly, Nearn's rival at TVR, **Peter Wheeler**, also passed away this year. But success

also brought problems, and imitators began copying the 7, forcing him to fight and win a bruising legal battle with British company Westfield. Less successfully, a plan to launch a **fully enclosed body version**, the **Caterham 21**, to compete with the Lotus Elise

failed. Undeterred, Nearn stuck to what he knew best, and sales trickled along at an average of about 300 a year, enough to add up to **9,300 cars built during family ownership**. In the best years, annual production peaked at about 750 cars. As he approached retirement, he handed over the reigns to his son Simon, who eventually sold the company to a group of investors. A deal was completed in '05, and the 7 continues to go from strength to strength, Caterham being one of a handful of overseas car companies represented at this year's Tokyo motor show.

Texas attorney and car collector **John O'Quinn**, 68 (*at one time he owned 600+ vehicles!*), died after the SUV he was driving ran off the road and hit a tree. A police investigation continues, which happened on wet roads. A passenger in the SUV, Johnny Cutliff (*O'Quinn's personal assistant*), also died. Neither man were wearing seatbelts.

O'Quinn's car collection is massive, including a **1911 Rolls-Royce Silver Ghost** used in the movie **Titanic**, a **1937 Bugatti Type 57 Atalante** and **seven Duesenbergs**, as well as a **rare, wood-bodied 1911 Benz 37/90HP Skiff**.

His legal fame came from winning a **\$1 billion verdict** in '06 against the **maker of the diet drug fen-phen**; a **\$17.3 billion settlement** for the State of Texas against **tobacco companies**, and **\$100 million** from **Dow Corning**, the maker of **silicone breast implants**. His law firm has filed lawsuits against **Ford Motor Co.** related to **rollovers of Explorer SUVs**. Godspeed. ☹



## Let's Go Racin'!

Two Pontiac factory-supported teams raced to success in the **Grand American Rolex Sports Car Series** '09 season finale at Homestead Miami Speedway, one of them ironically bringing GM's discontinued nameplate a final, bittersweet championship. GAINSCO/Bob Stallings Racing drivers Alex Gurney (*son of motorsports icon Dan Gurney*) and Jon Fogarty brought the no. 99 **Pontiac Riley Daytona Prototype** home to a fourth-place finish to capture their second DP championship—**Pontiac's final racing championship, ending a tradition of victory that dates back to stock car and drag racing in the early 1960s.**

It was the **second DP championship** for Fogarty and Gurney in the no. 99. They finished six points ahead of Scott Pruett and Memo Rojas, who finished second in the no. 01 TELMEX Lexus Riley.

Pontiac factory drivers Kelly Collins and Paul Edwards took the checkered flag in GT class, registering their first victory of the '09 season in the no. **07 Team Drinkin' Mate Pontiac GXP.R.** There was no championship for Pontiac this year in GT class—that honor went to a Porsche team—but the Edwards/Collins victory was a fitting ending for a long string of triumphs for the **GXP.R** and its predecessor, the **GTO.R.**

In the modern era, Pontiac-based racecars have captured championships and set records in several categories—**NASCAR**

**Sprint (Winston) Cup, NHRA Pro Stock, Grand-Am Rolex GT and DP classes, and Formula D drifting.** The modern GTO has been a standout: Greg Anderson and Jason Line won Pro Stock championships in '05 and '06, respectively. In '06, the no. 65 GTO.R campaigned by TRG and driven by Andy Lally, Marc Bunting and R.J. Valentine captured the Rolex Series GT class driver's championship, and with sister TRG GTO.R no. 64 piloted by Paul Edwards and Kelly Collins, gave Pontiac the team and manufacturer's championships.

The **GXP.R** will be transformed into a **Camaro-bodied racecar** (*not surprisingly!*) by builder Pratt & Miller Engineering for the '10 Rolex Series season; and will compete with Mustang and Challenger-based cars. But there will be **at least one Pontiac** competing, and it will be a **GTO**: the no. 21 Matt Connolly Motorsports GTO.R (*the former no. 64*), the only one of its type remaining in competition.

**Dodge motorsports** faces a '10 NASCAR Sprint Cup racing season with **only three Dodge teams**, all owned by Penske. Dodge spent much of '09 developing a **new engine**, and the company needs at least one or two more teams for '10 to give the brand some additional presence and help amortize that powertrain investment.

Enter Kevin Buckler, who happens to own a NASCAR team, **TRG, or The Racers Group.** He made his name fielding sports cars, including three Porsches in the Grand-Am Rolex Series' season-ending Grand Prix of Miami

at Homestead-Miami Speedway.

But while he sat on the pit box in Homestead, he was on the phone constantly to California, where his No. 71 Chevy was getting ready to race in the Pepsi 500 at California Speedway. A team that didn't really exist until a few weeks before the '09 Daytona 500, Buckler and TRG have qualified for 29 of 30 races this year, using a list of available drivers including **David Gilliland, Mike Bliss** and—for seven races, including the final four of this season—**Bobby Labonte.** Labonte has run several races for TRG and likes what he sees, especially being teamed with veteran crew chief Slugger Labbe.

Buckler acquired most of his cars and equipment from Richard Childress, and consequently is a Chevy team by default.

So, Dodge, appears to be very interested in Buckler. 'Specially if he could bring Bobby Labonte for the full season." And that, Buckler said, is a strong possibility.

Buckler has been running the team on a shoestring. Bringing Labonte on full-time for '10, as a semi-factory Dodge team, could go a long way toward signing some of the sponsors Buckler has been courting. The team sits 37th in owners' points, just two spots behind 35th, which would guarantee it a starting spot at the '10 Daytona 500 and the next four races. Plus, Labonte's "past champ" provisional starting spots—he was the 2000 champ—would appeal to a sponsor, too.

There are a handful of other teams that likely would leave Toyota, Ford or Chevy for any kind of

(Continued on page 13)



☞ 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 Kolankiewicz,

(205) 901-5266, [timkus-tom@aol.com](mailto:timkus-tom@aol.com).

☞ Mar. 6th, 2010—MDA Model Car Contest, in Roanoke, VA, from 9 a.m. to 4 p.m. 25 classes, swap meet. **Theme:** *Barris Customs* (any vehicle built, customized, or owned by George AND Sam!). Info: [www.mdacarshow.com](http://www.mdacarshow.com).

☞ April 17, 2010—24th Annual NNL East, at the Wayne, NJ PAL bldg, from 9 a.m. to 4 p.m. **Themes:** *1985: Back to the Future* (any vehicle from the 80s); and *Pickup Lines: What's the Utes?* (any form of pickup). Info: [NNLEast@aol.com](mailto:NNLEast@aol.com), [www.nnleast.com](http://www.nnleast.com). **Get Busy on those projects, OK?! Ta Ta For Now!** ☞

## Racin' (contd)

(Continued from page 12)

factory deal with Dodge, but it is unlikely that the company will pass out checks just to get a few more backmarkers on the grid.

NFL Hall of Fame quarterback and ABC TV analyst **Bob Griese** sez he's a big NASCAR fan and follows the sport “closely.” So why didn't he know that **Juan Pablo Montoya** was not included in a recent promo spot because he was not in the top five in points? The graphic featured the top five in points: **Jimmie Johnson, Mark Martin, Jeff Gordon, Tony Stewart and Kurt Busch**. When game announcer Chris Spielman asked where Montoya was, Griese quipped, “*He's out having a taco.*” The comment immediately created a firestorm of criticism

and brought at least two apologies. Toward the end of the game, Griese offered his first.

“Juan Pablo Montoya, he's one of the best drivers in NASCAR,” he said. “[I] just want to apologize for the comment I made earlier in the ballgame.” Later Saturday night, during another broadcast, the former south Florida Dolphins star did it again.

“Earlier today, I made an offensive comment regarding Juan Pablo Montoya,” he said. “It was regrettable and I should not have said it. I really enjoy NASCAR and follow it closely, and would like to apologize to Juan, NASCAR and everyone else who heard my comment.”

Montoya brushed off questions about the comment after the race.

“Football coach? I don't know who he is, but somebody mentioned it to me,” he said. “I don't really care, to tell you the truth. Yeah, I don't. I could say I spent the last three hours eating tacos, but I was actually driving a car. That's OK. I don't care.” A few days later—that's in fact,

exactly what he was doing. Montoya recently tweeted: “Guess what I'm having for lunch... *tacos!!*...and I'm serious about it!!” Good to see he kept a sense of humor—and an appetite—about the situation.

Hold on to your butts, people. **Ford Racing** and **Roush Fenway Racing** have unveiled their new stock car based on the poniest of pony cars. Prior to this, NASCAR Ford teams have driven Fusions. Well, all right, none of them were actual Fusions, or will be actual Mustangs. Rather, they'll be normal stock cars like everyone else in NASCAR that are covered with enough stickers and fake grilles to make you think that you might be looking at a Mustang from the stands. Man, ‘stock car’ has really become a contradiction in terms. The new car will compete in four races next year and only in the Nationwide Series, not the Sprint Cup. As such, it won't be based on the Sprint Cup Car of Tomorrow platform, but rather the newer, different Nationwide Series Car of Tomorrow platform. This first new Mustang to race in the Nationwide Series will be the **No. 16 Con-way Freight Mustang** driven by **Colin Braun** for Roush Fenway Racing. ☞



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 Musclecar 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*), '51 Chevy Fleetline (*fastback*), and Bel Air (*hardtop*), 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 Sickie at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting. **Thanks!**

**FOR SALE/TRADE:**

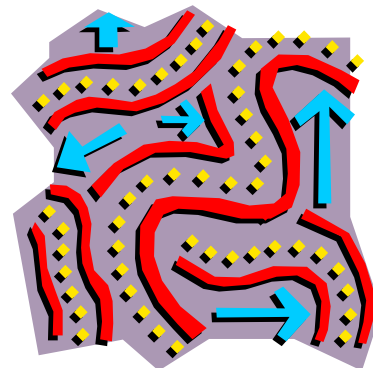
Thinning/narrowing focus, not quitting. Contact Tim Sickie. ☼

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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