



MAMA SEZ!

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

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2010 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- 🔊 January 16th
- 🔊 February 20th
- 🔊 March 20th
- 🔊 April 24th (4th Sat.!) 
- 🔊 May 15th
- 🔊 June 19th
- 🔊 July 17th
- 🔊 August 21st
- 🔊 September 18th
- 🔊 October 16th
- 🔊 November 20th
- 🔊 December 18th (11-3!)

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

Ready For Santa's Visit?!

Well, the wife and I made it back from our *Caribbean cruise* re-charged (after a stint as the *Indian from the Village People* performing 'YMCA' on stage. Don't ask, and I won't tell!) and rarin' to get busy!

It must be '*Dirkember!*'—*Dirk 'Elf' Johnson* was there, helpin' us with *calendar sales*—*Tanks, Dirk!*

Richmond IPMS modeler *Chazz Clanian* regaled us last month with details of a new model contest early next year (flyer inside). *Tanks, Chazz!*

2010 meeting schedule and duration changes were also approved. *Hours* are now **11 am to 2 pm**, except for December, for obvious reasons.

The raffle raised

\$111.00, while the door box added **\$143.00**. We made the rent—*Yessss!*

Thanks also to the following donors: *Brad, Ron Bradley, Ed Brown, Bubba, Steve Buter, Bob Foster, Jerry Frazier, Matt Guilfoyle, Ron Hamilton, Stephen W. Scott, Jr., Bill Stillwagon, Howard Weinstein, Rich Wilson, and R & M Co of MD.* 📧

Stick a Fork in Pontiac!

The ride is over for Pontiac, the brand that put rolling excitement on the road for generations of Americans.

'GMC' recently built the *last Pontiac* for the US market—a *white, G6 sedan* that rolled off the assembly line in Orion Township at about 12:45 p.m. in the afternoon.

There was no cake or commemorative banner or senior 'GMC' official on hand; no media were permitted: Just a group of "final process" workers

to oversee the last 100 G6 models assembled.

"We're focused on a quality build-out for the customer," said 'GMC' spokesman Kevin Nardrowski.

Many workers stopped to pose for photos with the last cars as they moved down the assembly line.

It was a subdued goodbye for an *83-year old brand* that debuted under the bright lights of the New York Auto Show in 1926.

'GMC' announced in April that it would phase out Pontiac as part of a bailout orchestrated by Obama and the Fed.

Unlike the last Olds, an *Alero* signed by hundreds of plant workers and donated to the *R.E. Olds Transportation Museum* in Lansing, the final G6 models will be sold as part of a fleet order.

The plant will be idled and retooled to produce a new small car

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'New' US Carmakers?!!

'GMC' could one day be *Chinese owned*. A shocking concept for the ultimate (!) all-American company, but one some auto industry experts say isn't too far-fetched.

As Chinese automakers eye bargains around the world, some think they could make a play for 'GMC' once it goes public.

"I can tell you right now the Chinese are shopping heavily in the U.S. auto sector," said David Cole, chairman of the Center for Automotive Research, a Michigan think tank.

Cole said such a deal isn't imminent and wouldn't happen until 'GMC' starts selling shares publicly, likely a year or more from now. But he says buying 'GMC' would be a major opportunity for the Chinese auto industry.

"The Chinese have a lot of our money and they're looking to invest it," he said.

The Chinese have already shown an eagerness to buy some of the damaged brands being cut loose by U.S. automakers. 'GMC' is finalizing the sale of its *Hummer* unit to Sichuan Tengzhong Heavy Industrial Machinery. Ford Motor is in talks to sell its Swedish car unit *Volvo* to Chinese automaker Geely.

The Chinese industry is extremely splintered, with *more than 100 automakers*, some no more than regional players. But the Chinese government is pushing the industry to consolidate; something experts think will greatly reshape the industry in the next few years. And the new lar-

ger players will become even better positioned to make a play for troubled automakers around the globe.

Cole isn't saying that 'GMC' would be China's top purchase target in the near term. Other experts see it as more likely for the Chinese to buy a *second-tier Asian* or *European manufacturer*, or perhaps even *Chrysler* if its combination with Fiat Group doesn't go as well as planned.

But a Chinese-owned 'GMC' wouldn't be a shock to Bob Schulz, the top automotive credit analyst at Standard & Poor's, not after all the other changes the company and the industry have seen in recent years.

"Assuming there's no government restrictions on something like that, anything is possible," said Schulz.

It wouldn't be a cheap purchase, despite all the company's losses in recent years. Rod Lache, auto analyst for Deutsche Bank, recently estimated that based on the company's bond prices, the market is now valuing it at about **\$42 billion**. That price could rise assuming sales improve and the company returns to profitability before it sells shares.

Michael Robinet, VP, global vehicle forecasts, CSM Worldwide, wouldn't comment on which global automakers the Chinese might be interested in, but agreed there's a lot of interest within the industry for such purchases beyond the few small dam-



aged brands purchased so far.

Such purchases would give the Chinese access to needed technology, as well as auto plants around the globe to serve various markets. He said the dealership and other distribution networks are also very important for China's hopes to eventually become a global player.

"It's all about ease of entry into new markets," he said. "It's much easier if they buy an established distribution channel rather than introduce their cars into the US or European market."

China has moved ahead of the US this year as the world's largest market for sales of cars and light trucks. Even if there is a rebound in U.S. sales in coming years that puts American car buyers back in the lead, no expert thinks they'll be able to stay ahead of Chinese buyers for very long, especially with so many Chinese still without cars.

"The potential for US auto sales is dwarfed by the growth potential of China," said Kim Corth, president of auto consultant IRN.

China is already the most important market for 'GMC', in terms of both growth and profits.

(Continued on page 3)

New (contd)

(Continued from page 2)

The company has sold 1.5 million vehicles in China through the first 10 months of the year, up 60% from a year earlier. By some measures 'GMC' and its joint ventures have the largest market share in China, and its China sales now trail U.S. sales by only 14%.

While 'GMC' officials say they expect Chinese sales growth to slow and US sales to rebound in the coming years, it's not tough to see 'GMC' selling more vehicles in China than in its home US market, perhaps as soon as the next decade. Already the company sells far more vehicles overseas than it does in North America.

More importantly, China is already in the lead for 'GMC' in terms of profits. While it does not break off earnings from China specifically, the country was the major driver of the \$429 million it made in the Asia-Pacific region in the third quarter, which ran from its emergence from bankruptcy July 10 through Sept. 30.

The rest of 'GMC's' overseas auto operations lost a combined \$192 million in the same period, while its North American losses came to \$651 million during that period.

All that strength in China could leave 'GMC's' US ownership somewhat vulnerable. If 'GMC's' major Chinese partner, SIAC, wanted to buy a controlling stake in 'GMC', the company would have a difficult time saying no, given its importance to the company's future.

The federal government took a

61% stake in 'GMC' in return for the \$50 billion in pumped into the company to keep it operating last year and through its bankruptcy reorganization earlier this year.

Officials from both the Obama administration and 'GMC' have said the intention is for 'GMC' to have an initial public offering as soon as the second half of '10 in order to let shareholders, including the Treasury Department, sell their shares as soon as possible. But it is also unlikely that even those eager sellers would dump all their shares at once, so it could take some time after the IPO for a majority of 'GMC' to be available on the open market.

'GMC' spokeswoman Renee Rashid-Merem wouldn't comment on the idea of a Chinese-owned 'GMC'.

"Clearly we've had successful partnerships with the Chinese joint ventures and we're looking to that market for growth," she said. "But relative to an IPO and who might buy into the company, we're not going to comment on any of those particulars."

Of course there are plenty of hurdles to a Chinese purchase of a company as large and symbolically important as 'GMC'. One would be political.

"I think there would be a national outcry in that regard," said IRN's Corth, who points out the backlash when Chinese oil company CNOOC tried to buy Unocal in '05. 'GMC', despite its troubles, is far more of a US icon than Unocal.

But when the China-Unocal deal was blocked, there was a US buyer, Chevron, ready to step in and buy the company. There's not

likely any U.S. company that would be interested in buying control of 'GMC'.

The Treasury Department, the union-controlled trust funds and the former 'GMC' bondholders who got stock in company in the bankruptcy process are all on record wanting to sell their stakes in the automaker as soon as possible. Those three groups hold almost all the 'GMC' shares.

Beyond those political considerations though would be the question of whether any Chinese automaker feels it is ready to take on a challenge the size of 'GMC'.

"They're a little ways away from a purchase of that size," said Tim Dunne, an expert on the Chinese auto industry at J.D. Power & Associates. "They're still getting their own feet wet in terms of being automakers. They know how tough it is to manage a company the size and complexity of 'GMC'."

Kinda gives all those little "Made in China" labels a scary new meaning, eh?! Thanks to CNNMoney.com for this tidbit.

Looks like 'GMC' **CEO Fritz Henderson** has gotten his '*walking papers.*' 'GMC' Chairman Ed Whitacre stated he will take over as Chairman and CEO of 'GMC' until a new CEO can be found. Details surrounding Fritz's exit are unclear and unannounced. The only comment out of 'GMC' is that Fritz and the Board of Directors met and felt it was best for him to resign. Maybe it was simply due to his being a part of the previous 'GMC' regime (*with pal Rick Wagoner*), putting 'GMC' in its current position, hmmm? Anyone surprised? ☹

The New Chrysler?!

I've been on such a rant about 'GMC', that it was kinda refreshing when *MAMA's Boy Ron Hamilton* sent the enclosed link (<http://autos.aol.com/article/chrysler-business-plan-2009?ncid=AOLCOMMautogenlfpg0006>) regarding Chrysler's restructuring plans, I thought you might like to hear something else for a change—*thanks, Ron!*

Chrysler

Chrysler, which debuted a new logo, is set to return to the notion of American excellence. The brand's CEO is eager to debut a new marketing campaign, a new website and new catalogs, all in an attempt to reposition Chrysler as an American icon.

- **PT Cruiser**—Gone: The retro city car will wave goodbye at the end of '10
- **300**—New: There's a new model coming in '10
- **A new Fiat-sourced small car**: Timed to arrive in '13
- **PT Cruiser replacement**—New: A vehicle, sourced from Fiat
- **Midsize crossover**—New: Timed to arrive in '13, sourced from Fiat
- **Town & Country**—New: Timed to arrive in '14
- **Special models**—New: Special models of the 300, Grand Caravan and Sebring will launch early next year
- **Mid-size sedan**—New: A replacement for the Sebring is scheduled to appear in the latter part of '10

While once great, Chrysler, Jeep and Dodge were starved for

products and the technology within their vehicles became dated. Ironically, Chrysler and Dodge are brands that were built on great engines and great technology. Jeep, while never a technical powerhouse, was nonetheless considered technically sophisticated for its decades-long reputation for off-road capabilities. In light of these brand hallmarks, it makes all the sense in the world for Chrysler's brands to receive a shot in the arm for technology. And that's exactly what Fiat is going to deliver.

Fiat's expertise in powertrain technologies, such as diesels, turbos and direct injection will start appearing in Chrysler, Dodge and Jeep products very soon. In fact, if you look at the engine plans for the three brands over the next five years, you see more Fiat-sourced powertrains than American powertrains. In addition, Chrysler will introduce the small **Fiat 500** in North America. It will launch in 'key metro areas' and at select dealers throughout the country. It's possible that the brand might not even display the Fiat logo (*nor will it carry the Dodge, Jeep or Chrysler logos*) and instead create a brand new 500 logo unto itself.

So, is this a good day or a bad day? If you're a fan of Chrysler, Dodge and Jeep brands this is undoubtedly a bright day. If you're an owner of one of the models going away, though, it's bittersweet. The company will live on but in a different form. But, finally, Chrysler has a teammate that wants—no, needs—to see increased global growth and is willing to act like more of a partner in

the future. This is different from Chrysler's previous link up with Mercedes-Benz.

"Mercedes really couldn't use anything they got out of Chrysler," said Jim Hall, an analyst with 2953 Analytics in Birmingham, Michigan. "The water really didn't flow from America to anything of value for Mercedes. But now, Fiat gets the company for a song, gets them the volume they need to maintain critical mass purchasing and the ability to sell Jeep around the world. It's a win, win."

It's the first day of the new Chrysler. There are many more changes to come, and more products and concepts to see.

Dodge

Dodge is splitting its car and truck groups, creating a new "Ram brand" which will focus only on trucks. All Rams will still feature Dodge branding, but those emblems will be downplayed. Ram Brand CEO Fred Diaz told AOL Autos that when customers were asked about what the Dodge brand meant to them, they nearly always responded by mentioning the trucks.

"Dodge was trying to be all things to all people," Diaz said. Now, he said, the cars can grow on their own and the trucks can get unique Ram branding. All dealerships will sell Ram trucks.

In addition to this split, expect the following:

- **Viper**—Gone: In the summer of '10, while company officials say a return in '12 is under consideration
- **Caliber**—Gone: Gone in '12, but a vehicle of a similar seg-

(Continued on page 5)

'Chrysler (contd)

(Continued from page 4)

- ment is set to arrive around the same time
- **Dakota**—Gone: Wound down in '11, but a new mid-size truck using a unibody construction will arrive around the same time
 - **Small car**, in partnership with the Fiat Group—New: Timed to arrive in '13
 - **Charger**—New: All new Charger is expected in '10
 - **Mid-size truck**—New: Under construction for an '11 launch in a unibody construction
 - **Large commercial van**—New: Timed to arrive in '12
 - **Small commercial truck**—New: Timed to arrive in '12, shared from the Fiat Group
Unknowns:
 - **NASCAR**: Ram Brand's support for the **NASCAR Craftsman Truck series** isn't known right now, but Ram's Diaz says he personally feels like it would be a good match. Dodge's support of the **Challenger** in NASCAR is secure, at the Sprint Cup level and Nationwide level next year
 - **Hybrids**: Hybrids will likely be a part of the Dodge cars, but not a part of the Ram brand plan right now, but could be. Diaz indicated that the jury is still out when it comes to fitting hybrid power-trains into trucks; quite simply, he's not sure truck buyers want 'em right now, but says that could always change
 - **SUVs**: With Ram becoming a truck-only brand, one might

imagine that full-size trucks will be a part of the Ram brand (*as GMC does—it only sells trucks and SUVs*).

Diaz says SUVs will stay with Dodge car, though, and not be a part of the Ram brand

Jeep

Jeep is positioned to become quite a jewel in Chrysler (*and Fiat's*) crown, but it has a ways to go. The high time for the brand was the '90s, when they sold 629,000 units with only three models; in the new millennium they expanded the model lineup to seven but sales actually dropped by over 150,000 units. Clearly, the strategy failed.

But the future of Jeep looks bright, with the Wrangler rightfully positioned as the centerpiece. Among the other changes:

- **Jeep Compass** and **Patriot**—Gone: Will be consolidated into a new vehicle that will debut in '13. Until then, both will undergo "major mods" next year
- **Jeep Commander**—Gone: As of the end of '10, with "international reallocation" for it occurring around the same time. This could mean that the Commander would live on in a different country with different equipment
- **Jeep Wrangler**—New: New diesel model at the end of '10
- **Small SUV**—New: '13 launch, appears to be even smaller than the Patriot and Compass and will likely be imported from Fiat
- **Small crossover**—New: '13 launch, consolidating both the Compass and Patriot, imported from Fiat

- **Jeep Liberty**—New: Will be replaced by a Fiat product in '13, but will likely carry on the Liberty name
- **Jeep Grand Cherokee**—New: Timed to arrive at the end of '10 as an '11 model
Unknowns:
- Jeep could become a key way for Chrysler and Fiat to export more products around the globe, but those plans were not discussed

Guess when (*if?*) this is all implemented, we'll see if they do any better than 'GMC' (*or, to borrow an old Prince trick, "the company formerly known as General Motors!"*). Maybe all their cars will simply be **rebadged Fiat 500s?! 🚗**

Fork (contd)

(Continued from page 1)
starting in '11.

In December, 'GMC' will end production of the **Pontiac G3 Wave**, a sub-compact built in Mexico and sold only in Canada—marking the official end of production for the brand. Thanks to the Detroit News. **Goodbye Pontiac, it's been a Grrrrreat ride! 🚗**



This n That

No Way to Treat a Veyron?!

A man blamed a *low-flying pelican* and a *dropped cell phone* for veering off the road in his *million-dollar sports car* and into a salt marsh near Galveston. The accident happened early in the afternoon on the frontage road of Interstate 45 about 35 miles



southeast of Houston. The Lufkin, Texas, man told of driving his *French-built Bugatti Veyron* (*go ahead, Matt—spit!*) when the bird distracted him. He dropped his cell phone, reached to pick it up and veered off the road and into the drink. The car was half-submerged about 20 feet from the road when police arrived. Gilchrist said he doesn't know if the car was salvageable, but in his words, "Salt water isn't good for anything." He says the man, whose identity hasn't been released, was not injured (*Ed. Note: Just REALLY embarrassed!!*)...

KIA Racer. Kia will enter *two Forte Koups* in the Street Tuner category of the '10 Grand-Am KONI Challenge Series. Kinetic Motorsports has been tapped to spearhead KIA's first US racing effort to build and campaign cars for the season. It will face stiff competition from the likes of the BMW 3-



series, Honda Civic Si, Mazda MX-5, Mini Cooper and Mazda RX-8. Nic Jönsson and three-time Grand-Am Rolex Sports Car champ Andy Lally will partner to drive one car. The other will be driven by the '07 Grand-Am

Daytona...**Happy B'Day!** *Soichiro Honda*, founder of *Honda Motor Company*, was born in Hamamatsu, Japan on Nov. 17, 1906...**Lexus Supercar Speculation Protection Insurance!?** Lexus has a plan to head off speculators when its *limited LFA sports car* goes on sale in January '11. They will offer *two-year leases only* for the **\$375,000 two-seater**, said Brian Smith, VeePee of sales and dealer development. Lexus will hold the titles. "If someone buys it the first month and then decides to sell it, that could be damaging for the ownership experience," he said. "If it is not controlled and hits the speculation market, all bets are off." Only **500 will be built** over a two-year period beginning December '10. No car will be built until it is ordered. Rumor has it you can personalize it right down to the stitching in the car. Lexus wants every-

body to pay about the same price for the car, which will be powered by a **4.8-liter 10-cylinder engine**. At the end of the lease, customers can opt to buy them. "We want people out driving the car and not just parking it in a museum or selling it at an inflated price," Smith said. About 15 employees will get extensive training on it before meeting with prospective customers starting in March. LFA specialists will be stationed at each of Lexus' four regions around the country—Chicago, New Joisey and Atlanta—and headquarters in sunny CA. Customers can choose the delivery dealer. Dealers will not have to invest in special tools or training—Lexus will purchase the tools and hire techs to service them...**A Roguish Rogue?!** Nissan will introduce an accessorized **Rogue compact CUV** in hopes of attracting more male buyers. The **Krom Rogue** will sticker for about \$2-4,000 over models sans accessories. It will feature an entirely new front end with a mesh grille, fog lights, rear spoiler, tinted glass, center exhaust and 17-inch alloy rims. It has become Nissan's second-best seller after the Altima. But sales have been skewing more toward **female buyers** than expected (*approx. 55 percent*). "The Krom Rogue will look a little more masculine," he said, standing alongside a black prototype at Nissan's US HQ. "We think it will attract a higher percentage of male buyers. "Krom allows us to expand our reach with the model." The sub-brand, managed through Nissan's accessory sales operation, debuted

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T n T (contd)

(Continued from page 6)

this year as a decked-out option package on the new *Nissan Cube*. Word is more Krom products are coming... **Kruse Auctioneer Bankrupt?!** Auburn, Ind., auctioneer **Dean Kruse** has been ordered by a local court to pay **\$1.3 mil+** to an Indiana bank, and a leasing company asked a federal judge to **repop his '85 Cessna**, insured for \$3.5 mil. These two recent events are on top of several months' of financial woes for one of the classic-car world's best-known auctioneers. AutoWeek reported recently that people country-wide were complaining they hadn't been paid for cars sold at various Kruse auctions. Some who finally received checks say they bounced. Some have re-

tained attorneys; several complained to state attorneys general. The Arizona DMV issued a "cease-and-desist" order against Kruse Int'l, and the state's inspector general's office is investigating. Kruse, who launched his auction company in '71, cited the economy and cash flow for the slow payments. "We auction 11,000 vehicles a year," said Kruse. "Our receivables usually run \$300,000 to \$400,000. Now, they're \$6.5 mil," he said. In the most recent cases, a bank near his operation in Auburn said the auctioneer's loan for \$4.5 mil (from '05) was due to be repaid by Aug. 31. According to Ft. Wayne newspaper the Journal Gazette, nearly \$1.2 mil remained unpaid on the loan by the end of July, and the note continued to accumulate interest of **more than \$223 a day**.

DeKalb Superior Court Judge Monte L. Brown ruled recently Kruse must pay \$34,325 in attorney fees, plus court costs and more than \$1.2 mil. But it doesn't stop there. According to the paper, two foreclosure lawsuits are pending. Kruse and his wife allegedly **owe more than \$6.5 mil in unpaid loans**, and the company holding the note on his auction park says another loan for \$7.8 mil is in default. The creditor filed for foreclosure on that property in May. Kruse was not available for comment (*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!*) 🍷

Bugatti Veyron Grand Sport Factoids (per Sept., '09 Motor Trend)

- Base price: Approx. **\$2 mil (!)**
- **150 will be made**, with estimates of only 3-6,000 people with the money/desire for one
- The steeper angle of the pop-up rear wing requires the open car's **top speed to be drag-limited to 220mph (compared to 253mph in the hardtop)**
- Two German techs hand-assemble each engine which **makes a guaranteed 1001 hp**. In perfect conditions, output is closer to **1,050 hp**
- It has **12 cooling radiators**, with **26 gallons of fluids, excluding fuel (!)**
- It might do **253mph**, but it can't cover 253 miles in an hour—it's **26-gallon tank will be empty in about 50 miles**
- **Tires** have a tread depth of **4mm**, and **need replacement every 10,000 miles**, and **rims every 30,000 miles**. Total cost—**\$73,000 (tires AND wheels)!**
- The **Seven-speed twin-clutch gearbox** made by Ricardo in the UK, shifts in **less than 150 milliseconds**, costs **\$172,000**
- **Front grilles are titanium** to survive bird strikes at 253mph
- **Ultra-lightweight titanium bolts are \$85 per**, and are **discarded if they have to be removed after being tightened**
- **Paintwork** is by the German company that worked on the **Porsche Carrera GT**, and **takes two days to inspect in a light tunnel**
- **One piece of glass in 30 is acceptable to be fitted to the car**; the rest are stored for spares and future restorations
- At the **60,000 mile service**, the **car must be split in half**. This work can only be done in **five locations, or a mobile workshop can be flown to your car**. No Veyron has done more than 30,000 miles
- Three Veyrons were **terminally damaged in accidents**, two (UK), one (Japan). Another was destroyed in a delivery truck crash in the US 🍷

Model Buffet

Looks like *MAMA's Boy Howard Weinstein* is raisin' another ruckus!

Remember his '71 *Galaxie 4-door hardtop* in a recent *Scale Auto*? Well, Howard hits another one outta the park—a '64 *Galaxie 500 4-door hardtop!*

The transkit is set to include body, interior bucket, and rear glass, and should be available as you read this from Kevin and the gang at *Missing Link Models*. Maybe if we ask nice enough, these guys can provide us with a *police car version—hmmmm* (*Whaddaya say, Howard and Kevin?*)? Contact MLM for pricing, shipping and handling details.

Replicas and Miniatures Company of Maryland (our own *Norman Veber!*) has been *positively smokin'* gettin' a whole buncha new products lined up, including both street rod and musclecar vintage items. So, take a close look and plan your purchases accordingly. I would be remiss if I did not note the hard work of creating masters for these parts—**Bob Dudek** (*BD-106, BD-107, and BD-108*); **Lyle Willits** (*P-117, RM-96B*); and last, but certainly not least, **Rik Hoving**



(*RH-206, RH-704, RH-705, RH-706, and the '36 Ford chopped top*). Thanks, dudes!

- Finned Buick-style brake drums w/radial finned backing plates (*BD-106, 8 pcs, \$10.95*)
- '40 Ford drum brakes w/Ford backing plates (*BD-107, 8 pcs, \$9.95*)
- '40 Ford drum brakes w/radial finned backing plates (*BD-108, \$10.95*)
- 6-cylinder black pre-drilled distributor caps *RM-142A, \$5.95*)
- 6-cylinder dark red pre-drilled distributor caps (*RM-142B, \$5.95*)
- Floor shifters – set #1 – w/that famous 'H' brand logo (*RM-143A, 5 PCS, \$5.50*): It seemed there might be a need for some nicely detailed floor shifters, so we scoured many old kits and badgered several friends (*possibly now former friends?*) to do the same. The results are these sets. This set has that famous word, associated with racing and street rod shifters, engraved on the handle of each one. The four shifters in this pack are as

follows. One is the 'Pistol Grip' type; a 'T' handle w/line lock; a two-piece, ball knob 'standard Competition Plus' w/floor mount boot; and finally, a ball knob 'Competition Plus' for console mount. We leave it to you to figure out all the possible uses for these shifters

- Floor shifters – set #2 – various brands (*RM-143B, 6 pcs, \$5.95*): For the second set of shifters, again four different ones, there is a mix of brand names. Two are that famous 'H' brand; a three-piece, 'T' handle w/Roll Control, reverse lockout & boot, and ball knob for console app. w/leather-like boot; a Ford 4 speed shifter w/Reverse lockout & boot; and finally, an Eelco shifter. Bet'cha can't figure out where that one came from!
- Floor shifters – set #3 – more famous 'H' brands, but no logos (*RM-143C, 8 pcs, \$6.95*): Four more shifters in this set, from that famous brand, but no logos here. Included are a three-piece Dual Gate shifter & consolette; a two-piece 'T' handle for console installation (*for Ford apps*); a two-piece 'T' handle for floor installation; and, finally, a 'T' handle (*for GM apps*). We want to thank Tim, Rich and Ron for their help finding these great old kit (*and not so old kit*) pieces. It took awhile to bring these to you, as we put the original parts in a temporary "safe" place at one point, then forgot where we hid them. It was six months before we

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Buffet (contd)

(Continued from page 8)

found the tiny polybag of shifters again!

- Headers for Hemi engines (*P-117*, \$7.50)
- 'I' beam front axle kit for traditional Hot Rods (*P-118*, 12 pcs, \$8.95)
- Kinmont front wheel disc brakes (*P-119*, 6 pcs, \$7.95)
- '57 Chevy hood w/filled 'gun sights' (*RM-96B*, \$5.95)
- '36 Ford 3-window chopped top for R-M 1/24th scale kit (\$9.95)
- "Flipper" single bar custom hubcaps on rims (*RH-206*, 4/ \$5.50)



- '32 Ford 5-window dash w/ photoetch 8 gauge panel (*RH-704*, \$6.50)
- '32 Ford 5-window dash w/3 & 5 gauge panels (*RH-705*, \$6.50)
- '32 Ford 5-window dash w/ auburn gauge panel (*RH-706*, \$6.50)

I did not include RMCM of MD's detailed descriptions with this listing, so, if you have any questions, contact Norman for further details!

Model Car World (a.k.a. *Dave Dodge*) has something new for you Ford guys—stock and racing '62, '63 and '65 Ford Fairlanes,

as shown below:

- '62 Ford Fairlane 2dr. sedan (*FRL-62sd*, \$38.00): Incl. stock body, hood, bumpers & grill, interior & vacuformed glass (see *PAR-17* for 221/260 small block conversion)
- '62 A/FX Fairlane drag car (*FRL-62afx*, \$38.00): Incl. stock body, hood, bumpers & grill, 406 eng. parts, & vac. Glass, and Tasca Ford drag decals
- '63 Ford Fairlane 500 Sports Coupe (*FRL-63ht*, \$40.00): Incl. body, stock & drag hoods, bumpers & grill, interior, wheel covers, & vac. glass (see *PAR-17* for 260/289 small block conversion). Same as above, with Tasca Ford A/FX drag decals (\$48.00)
- '65 Ford Fairlane 500 Sports Coupe (*FRL-65ht*, \$40.00): Incl. body, stock & drag hoods, bumpers & grill, interior, wheel covers, & vac. Glass (see *PAR-17* for 289 small block conversion). Same as above with Drag decals (two '65 Thunderbolts were made—\$48.00) (specify *Paul Harvey Ford E/XS* or *Darrel Droke's B/FX Downey Ford*)

These kits all source Revell's '64 Fairlane T-Bolt for chassis, wheels, tires, and engines. As in the past, MCW kits do not include chrome. Any normally chrome-plated parts would be included in bare resin, so plan accordingly. Unless otherwise specified, all kits are 1/25th scale. Be sure to check MCW's website for shipping and handling info. You might also wanna be addin' some color (*i.e.*,



paint!) from Dave's extensive lineup while you are at it!

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! 🍷

Missing Link Models

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

kevin@missinglinkrc.com

Replicas & Miniatures

Company of MD

normanveber@aol.com

Model Car World

www.mcwautomotivefinishes.com

mcwautofinishes@cs.com

Long Lost VW Bus Found!

A VW van *stolen 35 years ago* in Washington state (*Spokane, to be exact*) was found in a shipping container at the Los Angeles/Long Beach seaport.

Customs agents found the '65 van on Oct. 19 when they opened a shipping container going to The Netherlands. They ran the VIN and found it was listed as stolen.

Law officers said the van, which is in great shape, was stolen from an upholstery shop in Spokane on July 12, 1974—while Spokane was hosting the '74 World's Fair.

The operators of a vehicle restoration business in Arizona were the latest to have possession of the van, which they refurbished and planned to sell overseas, said Michael Maleta, an investigator with the California Highway Patrol.

Maleta said the shop is also considered a victim in the case, and he declined to identify it.

The van now legally belongs to Allstate Insurance Co., which paid off the original owner's theft claim back in '74. The Highway Patrol turned over the van to them.

Maleta said the van had been restored to pristine condition.

"Now it's probably *worth 27 grand*," he said. "It's beautiful."

The company will likely have the van appraised and go through the process of getting a replacement title before selling it at auction, she said.

Authorities said the van has had several owners in several states over this period, but the in-



urance company has legal claim to it.

The van was auctioned on Dec. 18th, with proceeds to benefit *Lydia Place*, a non-profit organization in Washington state that helps homeless women and children who are victims of domestic violence.

Thanks to *MAMA's Boy Matt Guilfoyle* for this one (http://news.yahoo.com/s/ap/20091106/ap_on_re_us/us_recovered_van).



Next-Gen 'GMC' (Gov't. Motors) Cars?!

It's easy for a gear-head to be discouraged about the state of the world, especially in times of *Car-pocalypse* and *Cash for Clunkers*. Occasionally, a bright light of awesome renews the spirit. *Road-legal bumper cars* do just that.

Yep, you read that right; these little beasties are *street legal*. Cycle engines for power, and retired vintage bumper car bodies transform these puppies into the most

awesome mini-car ever.

There's seven of these little monsters floating around sunny CA, and they're all the creation of Tom Wright, a gyro-gear loose builder on the outskirts of San

Diego who felt the leftovers of the Long Beach Pike amusement park needed a more dignified end than the scrap heap. They were powered by Harley engines but rattled like heck and Tom re-



placed 'em with Honda or Kawasaki 750s...and a couple have been 'measured' (*not run at*) theoretically as capable of *160mph* (!) which is 'way fast enough'!

Thanks to *MAMA's Boy Gary Sutherlin* for *THIS* one! 

2010 Old Dominion Open

Scale Model Show and Contest

Hosted by IPMS Richmond and AMPSPMS Central Virginia

February 27, 2010

Richmond International Raceway Complex, (Old Dominion Building)

*We're rattling the
Establishment (again)!!!*

NEW FOR '10!

**NNL Style Judging
Format for all
Automotive Categories!**

"Best of" and "Runner-Up" awarded
for each category. Theme and Sub
theme also awarded... see our web
site for details!

- Last year we had 158 contestants with 621 model entries, 45 vendors with 129 tables of great modeling stuff for sale; especially automotive!!!
- We've added more categories for 2010!
- We've also added a "People Choice's" Most Popular Model Award!

The VERY Popular AMPS style
judging for Armor returns for a
3rd straight year!

- Show opens at 9am and ends around 5:30pm
- Contestant Registration 9am to 1pm;
- Fees:
 - Adult Category Entrance fee: \$10 for the first three models and \$1 for each additional model. Junior Category Entrance fee: \$3 for unlimited entries
 - General Admission \$5 per adult, \$2 for those under age 18.
 - Uniformed Service Members, Boy & Girl Scouts : *Free Admission*
- Raffle drawings throughout the day. Make-n-Take model program for young and new modelers. In house food vendor for lunch and snacks!
- Armor judging begins at 9am, all other model judging begins at 1pm. Awards presentation begins around 4:45pm.

For Additional Information Please Contact

Aaron Winer
IPMS Richmond 2010 ODO
PO Box 2544
Glen Allen, VA 23058
Phone: 804-270-7898
Email: aw727@verizon.net

Contact Aaron for all your inquiries especially regarding Vendor participation, Raffle donations, and general contest information.

Check for the latest updates downloadable
flyers, rules, directions, registration forms plus
other good stuff, see our site at:

www.IPMSRICHMOND.org
&
www.AMPSCV.org



Let's Go Racin'!

Toyota withdrew from *Formula One* in early November, leaving Japan without a team in the series. Company Prez Akio Toyoda apologized for the team's failure to record a *single race victory* since joining F1 in '02 despite an estimated annual budget of around **\$300 mil.** "This was a difficult but ultimately unavoidable decision." Since last year with the worsening economic climate, we have been struggling with the question of whether to continue in F1. We are pulling out of F1 completely. I offer my deepest apologies to Toyota's many fans for not being able to achieve the targeted results." The world's largest carmaker's decision to pull out of F1 comes as the auto industry starts to stabilize following a sales crunch following the financial crisis. In July, Toyota's Fuji International Speedway circuit surrendered Japanese Grand Prix hosting rights in '10 and beyond to reduce costs. Their exit leaves just three manufacturers in F1—Ferrari (*Fiat*), Mercedes and Renault. Toyota signed an agreement earlier this year committing to F1 until at least '12, so a pullout could also have legal ramifications. Toyota has forecast an *operating loss of 750 billion yen* (\$8.3 billion).

Tiremaker **Bridgestone** chose the morning after the final grand prix race of the season to announce it's *withdrawal from F1* at the end of the '10 season, leaving the sport searching for a new supplier. Bridgestone arrived in F1 in '97 and became sole supplier in

'06 after winning a bid from the FIA. It is required to give a year's notice of its intent to withdraw so that the process of finding a replacement can begin. In a statement, Hiroshi Yasukawa, director of Bridgestone Motorsport said, "It is with deep regret that Bridgestone Motorsport confirms that the Bridgestone Corporation (*has*) announced its decision not to enter into a new supply contract with the F1 World Championship series. The decision made by the board of directors of Bridgestone comes after considerable and lengthy evaluations and has been based on the company's need to redirect resources toward the further intensive development of innovative technologies and strategic products. While we understand and respect the reasons for this decision, it has nevertheless come as a great disappointment." It's not clear whether the FIA, Bernie Ecclestone or the teams had much advance warning, although if the teams were told, the news didn't leak out earlier. If they had advance warning, they may have made moves to find a replacement tire source. But it won't be easy. While there are other interested companies, the logistics and technology demands involved in an F1 operation are massive. A new tire would be so different that it would present the teams with a huge challenge as they design their '11 cars over the course of next season. Bottom line is Bridgestone has spent a big bucks on its F1 program and may feel that it has been taken for granted—and this move could be an attempt to rectify that situation.

Clothing maker **Izod** was *recently confirmed as the IndyCar Series' latest title sponsor.* Financial terms are not expected to be announced, but it's believed to be about a **\$10 mil** commitment per year for at least the next five. IndyCar has not had a title sponsor since **Northern Light** left in '02. Northern Light, a search engine, followed **Manny, Moe, and Jack** (a.k.a. *Pep Boys*) as the Indy Racing League's primary backer. IndyCar can certainly use a financial boost, although it will not get all of Izod's commitment. Included in the deal are minimum levels of sponsorship and the cost of TV naming rights.

Last month's column mentioned a *final, bittersweet championship* for **Pontiac** from the **Grand American Rolex Sports Car Series.** Well, looks like I lied. **Mike Edwards** drove his **Pro Stock G6 GXP** to an **NHRA Pro Stock Championship** at the Automobile Club of Southern California NHRA Finals at Pomona in mid-November. **Kudos Mike—and Thanks!**

To no one's real surprise, **NASCAR driver Jimmy Johnson** *wrapped up his record-setting fourth straight championship* at the season's final race in Homestead, FL. He 'stroked' his way to a fifth place finish, only needing to finish 25th place or better to clinch. Team Hendrick, consisting of Johnson, Mark Martin, and Jeff Gordon, celebrated a 1-2-3 finish in the final points standings, only the second time in history that a team owner has swept the standings. **Nothin' like stinkin' up the show, Rick and Jimmy!**

(Continued on page 13)



🏆 Feb. 27th, 2010—*Old Dominion Open scale model show and contest*, at the Richmond Int. Racing complex, in VA. **Themes:** *My First Car (real or scale)*”, and *Rust ‘n Dust (rust and/or dust weathering)*. Info:

www.ipmsrichmond.org, and www.ampscv.org.

🏆 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.

🏆 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.

Racin' (contd)

(Continued from page 12)

Engine-builder **Doug Yates** found no major issues when he examined the *new Ford FR9 engines* used by Matt Kenseth and David Ragan in the last race at Talladega. The AMP Energy 500 was the first on-track test of the engine that Ford Racing spent more than a year planning, designing and building.

Rumor has it that owner **Chip Ganassi** is ready to *abandon the Chevy team*, most likely moving to *Toyota*. He is co-owner of **Earnhardt Ganassi Racing**, and has enjoyed some sports-car racing success with Toyota, and they would likely welcome him. There is even talk that EGR might merge with Team Red Bull.

Some in NASCAR have suggested Toyota also wants to *add Juan Pablo Montoya* to its roster, which currently includes Kyle Busch, Denny Hamlin and Joey Logano (*Joe Gibbs Racing*); David Reutimann and Michael Waltrip (*to be replaced by Martin Truex Jr. at Michael Waltrip Racing*); Brian Vickers and Scott Speed (*Team Red Bull*); and Robby Gordon on his own team.

VW is watching development of *new F1 technical regs for '12*, with a view to building a *new engine* and supplying it to “customer” teams. With Audi’s dominating success at Le Mans, and SEAT in the World Touring Car Championship, VW Group has discreetly increased its motorsports portfolio over the last few years. Its competition division under Kris Nissen, is now an established supplier of Formula Three engines and recently scored a 1-2 finish in the big F3 Grand Prix at Macau, where VW announced an increased commitment to the F3 EuroSeries in ‘10.

Hans-Joachim Stuck, former F1 driver and World Sports-Prototype champ who was recruited as VW’s motorsport rep last January, made it clear there is no way VW would get involved in operating its own F1 team.

Danica Patrick has emphasized her desire to drive stock cars, but for now, she’s happy in the Izod IndyCar series. In confirming a *two-year commitment to Andretti Autosport (the third year is a joint option)*, she recently said talks continue with NASCAR teams. And she said the only deadline for a deal is the start of action at Daytona International

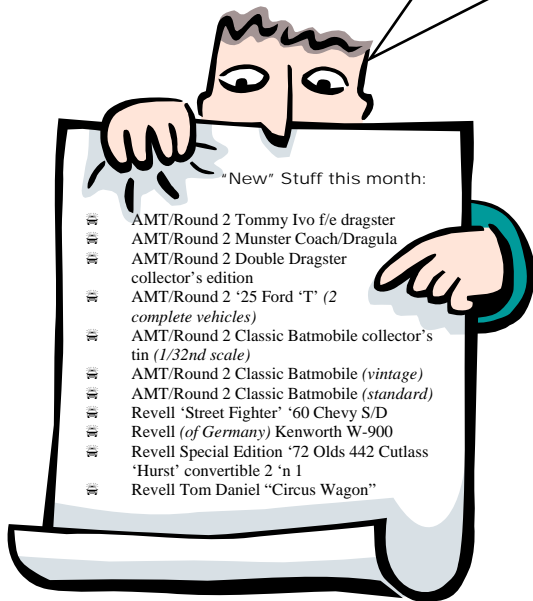
Speedway. “I think we still have time,” she said on a teleconference with reporters. “Obviously, it’s February when (NASCAR) starts, so there’s not as much time as for an IndyCar season, but there’s still time.” Her best bet seems to be with **JR Motorsports** through a partnership with Rick Hendrick’s organization. She said she’d likely run a mix of Nationwide and ARCA/ReMAX races.

She stressed her focus will be on Indy cars, and her NASCAR efforts will be focused “around the IndyCar season,” which begins March 14 with the series’ inaugural race in Sao Paulo, Brazil, and ends Oct. 2 in Homestead, Fla. She said the time is right to try stockers. “It’s come up in the past to run NASCAR and my heart wasn’t there.” I didn’t want to at all; I wasn’t really curious. Trust me, there were financial reasons why it would have been a much better idea, so that takes that out of the equation. I’ve always thought the most important thing for my career was to go with my gut and I go with what I want and not worry about the rest. Now my curiosity is there, and I’d like to try and see how I get on with the cars. I just think the racing looks fun.” **TTFN.** 🏆

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

Maryland Intl Raceway:

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

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

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

www.yorkus30.com 📧

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*), '59 Chevy El Camino, 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 gtoogy@verizon.net, or see me at a meeting. **Thanks!**

FOR SALE/TRADE:

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

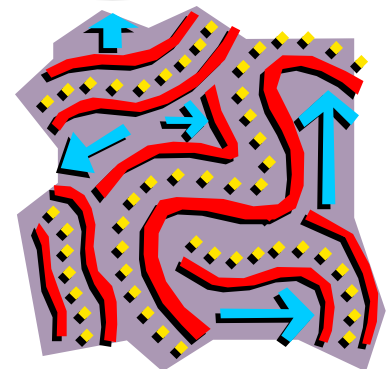
Got an ad? E-mail me, and we'll see if we can fit it in! 📧

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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