



MAMA SEZ!

Volume 23, Issue 6

February, 2010



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

Scale Auction?!?	1
Revell Olds Review	2
Gov't Motors!	4
T 'n T	6
Events—Richmond	9
Events—Big Sit!	10
Events—B'ham!	11
Events—Pontiacs on Parade	12
January Pontiac de Jour!	13
MORE Events?!	13
Classifieds	14

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

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

Time to REALLY Get Busy!

The first meeting under new shorter hours went well. We just can't 'hang out as before. It was eerily quiet with neither **Lyle 'Prez' Willits** or **Treasurer Matt Guilfoyle** present. **VeePee Tim Powers** DID step up and filled the void—thanks, Tim!



This month, **Ron**

Hamilton regales us with (numerous!) words on the new **Revell Cutlass 442 convertible**. Chock full of info—**thanks, Ron!**

Pontiacs on Parade came off OK too, considering zero advance publicity (page 13).

Hope you remembered something for the

rescheduled **Christmas food extravaganza!**

The raffle raised **\$48.00**, while the door box added **\$91.00**. **Missed it by THAT much**—c'mon, guys!

Thanks to the following donors: **Brad, Ron Bradley, Steve M. Buter, Jerry Frazier, Ron Hamilton, Charlie Magers, Rex Turner, and R & M Co of MD.** 🍷

Scale Auction Insanity?!

Looks like we can actually participate in a local 'scaled down' auction.

Got a call recently from Matt from **Old Town Auctions** (oldtownauctions.com), and you guys need to mark your calendars—Mar. 12 and 13. The auction will include a wide assortment of toys and model kits, with, I'm told, about 300 kits on the block. Everything from rebuilders to sealed kits. So, check it out! 🍷



Thanks to **Ron B** for these wild new P/M racers!! For Mopars, I'm diggin' 'em! 🍷



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'72 Hurst Olds Cutlass 442 Convertible 2 'n 1

[Revell # 4244; 1/25th scale; new tool; 122 pieces and decals]

I was shocked and amazed when Revell made the announcement of a totally new tool of the '72 Hurst/Olds convertible. For years, the modeling community had the opportunity to build such a car, utilizing a rare JoHan '70-'72 Olds 442 hardtop, an after-market resin kit (*convertible body, boot, front and rear fascias*), and a set of H/O decals. I did such a thing about 10 years ago. I was never completely happy with it, but at the time, it was the best way to build such a car. Like a lot of modelers in my age group, any well made kit of one of the GM 'A' bodies from '68-'72 would be very welcome, and this kit will not disappoint those with an affection for these cars.

Upon opening the heavy cardboard box, I was pleasantly surprised at the contents. Major components are molded cleanly, in white styrene, along with chrome, clear, clear red parts, vinyl tires, decal sheet, and metal parts for the various assemblies.

The manufacturer designed this kit to build one of two cars, the H/O convertible, and the Cutlass Supreme convertible with the 442 W30 option package. Well, to be honest, the kit will only build an accurate Replica Stock H/O with the kit components, and not the 442 W30 in the strictest sense. While it includes a set of 442 W30 side stripes in white, the W25 hood and stripe package, and 442 emblems in decal form, it will yield a tastefully done "Restified" car, not an accurate factory stock '72 442 convertible. While not mentioned by the kit manufacturer, an accurate '72 Cutlass Supreme convertible, with the W29 hood package can be built, by adding a set of decals or photo-etched "Cutlass" scripts to the front fenders, and O-L-D-S-M-O-B-I-L-E letters to the decklid.

In '72, Oldsmobile marketed the 442 as an appearance and handling package, available on most any Cutlass trim level, to make the car available to those who did not need, nor could afford ownership of a high performance car. When

the convertible was specified, the Cutlass Supreme series was the base package. All Cutlass convertibles in '72 were based on the Supreme model line, including various exterior

and interior trim upgrades, with the W29 442 appearance and handling package (*Oldsmobile Regular Production Option W29*) available as a sub-option. When ordered from the factory, certain distinct components were included, which superseded the items standard on the particular model the car was based on.

According to my sources**, the 442 "Appearance and Handling Package" consisted of the following equipment:

Body-side and decklid striping, 442 radiator grille, black hood louvers and grille and decklid numerals, and options FE2 (*Rallye Suspension Package*), and Y73 (*Paint Stripe Decal*).

These items are not included in the kit, but surprisingly, the 442 grille insert and bumper from the old JoHan annual can fit this kit with a little modification, therefore a very close representation of a '72 442 with the W30 option can be built, if you can get these parts in resin (*available from the Modelhaus*). The only item not currently available in the after-market would be the proper decklid striping decal.

In my opinion, these issues are minor. This is one excellent kit. The included components are well proportioned, and among the best detailed in kit form from any manufacturer. It goes together easily, parts fit is excellent, and with a little effort and proper painting techniques will yield an excellent model. Let's look at what's in the box:

(Continued on page 3)



442 (contd)

(Continued from page 2)

The **engine assembly** represents the venerable 455 V8, which was standard on the H/O version, and optional on the Cutlass Supreme/442. It can be built as either the standard 455 (*as per the instruction's painting directions*), or the W30 455, by painting the intake manifold with flat aluminum metalizer paint. The builder has a choice of a Turbo Hydramatic 400 automatic transmission, or a 4-speed manual transmission with the standard metal **BELLHOUSING**. These items are the absolute best representation of an Olds power team in scale, bar none. The engraving is crisp, and once built up is quite convincing. I would love to have several of them for other Olds projects. The only change I would make is to delete the chrome plating from the fuel pump and carburetor, as these parts were actually a dull brass color from the factory.

The **interior assembly** is an excellent representation of the Cutlass Supreme trim level with bucket seats. The floorboard, rear seat, and front fender wells are molded as a unit, and represent the real car faithfully, with its fine detail. The dashboard, two piece front buckets, operating pedal assemblies, consoles and shifters are all separate parts for easier detailing. The builder gets a choice of a 4-speed manual, or automatic transmission equipped by installing the desired pedals and console. As a bonus, there are proper wood grain decals for the dashboard, console, and door and

side panels, as well as gauge decals for the dash.

In the real world the '72 Cutlass Supreme had three interior color combinations:

- Black
- Saddle (*Medium brown*)
- White seats and door panels, with black dashboard, steering column and steering wheel, carpets (*a floorboard and lower door panel*), and console

There are several exterior color combos, which will coordinate with these interior trims for the Cutlass Supreme/442, but I have never seen one in real life with anything other than the Cameo White exterior, and the black interior.

The firewall is a separate piece, representing an item from an air-conditioned car, with its components, a separate windshield wiper motor, brake reservoir, and power-brake booster. The front fenderwells, wiper motor, brake reservoir, and firewall are semi-gloss black, while the power-brake booster is a dull, greenish, brassy color.

The dashboard is very well engraved, with a separate steering column with stalk and ignition key detail, and includes a very good representation of the Custom Sport Steering Wheel (*R.P.O. N34*). It attaches easily to the assembled door panels of the interior assembly and is quite convincing when properly painted and decaled. The battery is a separate part, which mounts next to the left side fenderwell.

The **chassis assembly** is very well engraved, and sharply detailed. The transmission cross-

member can be installed in one of two positions, depending on transmission choice. The steering box/shaft, front and rear coil springs, driveshaft, and left and right exhaust pipes are separate pieces. There are simplified, well engraved front suspension/cross-member assembly, and a very nicely engraved multi-piece rear axle assembly with detailed control arms, sway bar, shock absorbers, and a 12-bolt rear axle cover. When assembled and properly painted and detailed, this assembly represents the real car very well. Included in the parts, but not mentioned in the directions is an excellent representation of the **Olds W27 rear axle package**, which was not available on the '72 models from the factory on the real cars. Maybe we will get a '71 or '72 variant of this tool in the near future. (*I am hoping for either a '68 H/O hardtop, '70 or '71 442/W30 hardtop coupe, '70 Cutlass Rallye 350 hardtop coupe, or '70 442 Indy 500 Pace Car convertible*).

The **wheel and tire assembly** includes a set of very well executed chrome plated **Super Stock II/III wheels** (*hereafter referred to as S/S II/III*), and no-named bias ply tires with no side wall details, a metal axle pin, and a wheel back with no disc or drum brake detail. The difference between the S/S II (*R.P.O. N66*) and S/S III (*R.P.O. N67*), is the paint treatment, the S/S II painted Gunmetal, and the S/S III painted the lower body color, which the modeler must do. The H/O came from the factory with S/S II wheels, but a lot were painted "**Hurst Fire-**

(Continued on page 8)

'New' US Carmakers?!!

How does a car equipped with **20" wheels and tires, massive Brembo brakes, a 2.0 liter turbo-charged 4-cylinder putting out 255 hp, and Haldex all wheel drive system** to put that power to the ground, via a **6-speed manual trans**? Sound exciting? Well, surprise, surprise—it may be, of all things, a **BUICK!! A Buick Regal GS (with portholes, too!)**, no less. Don't know about you, but it sounds like something more suited for **PONTIAC (remember them—they built Excitement! Believe it or not, the G8 was the benchmark for this concept)**, instead of the 'under 70 set.' I don't see some old man runnin' down the interstate in the fast lane (*with his left turn signal on, natch!*) in one of these (*'SPECIALLY with a 6-speed!*). I think 'GMC' is barkin' up the wrong tree with this one!

'GMC's' Bob Lutz appears to have jumped the gun (*again?*) when he announced recently that **Cadillac** had confirmed the production future for the **Converj (the high-priced two-door version of Chevy's Volt!)**. Now, Caddy's global product director, John Howell, has clarified that the business case for the Converj is **still under review**.

Although Lutz apparently mis-spoke in confirming production plans for the car, it was also reported back in early November of an announcement during a board meeting in which it was confirmed

for production. Whatever the case, looks like it may not get the go-ahead after all. Does **ANYBODY** at 'GMC' know what's goin' on?!

'GMC' **Hummer production** was halted until sale of the brand to a Chinese company is completed. This was done because it was felt that there was enough of them in dealer inventories to tide dealers over until the sale was



completed (*Ya think?!*). 'GMC' agreed to sell Hummer last year to Sichuan Tengzhong Heavy Industrial Machinery Corp. The deal was expected to be

finalized early this year after approval by US and Chinese regulators. Sticker prices start around \$42,500 and rise to about \$63,000, according to data posted at the **Hummer.com** website.

'**El Camino**' to return to Chevy?! Mark Reuss, 'GMC's' new GM North America Prez, says the **Holden VE Ute** may still come to the US. If it does, it could be as the famed **El Camino**. In January '09, 'GMC' killed plans to sell the Ute as a **G8 Sport Truck (SUCH a catchy name—never shoulda been a Pontiac!)**.

He knows the Holden VE Ute intimately. He was the president of 'GMC's' Aussie division at the time the company developed its US export program. 'GMC' had announced it planned to bring the



VE Ute to the US as a **G8 Sport Truck** during the '07 New York auto show. US-specific development, including engineering side airbags to meet federal safety standards, was carried out but the project was cancelled before a single ST made it into showrooms.

Reuss indicated he wasn't convinced the original plan to bring the Ute into the US as a Pontiac, to be sold alongside the VE-based G8 sedan, was the best solution.

As for a possible time frame, Reuss wasn't specific and mentioned he had a lot to do in his new role.

The business case for the Holden El Camino will be aided by the fact Reuss is also looking at ways to return the sedan-based G8 to the US market. He indicated they would need a significant redesign before re returning.

"The exact G8 car coming back, I don't know that we'd do that because we would get crucified for not having some of the uniqueness for another brand designed into that car that we did for Pontiac and we designed a lot into that car for Pontiac. It wasn't just a facelifted VE, it had colors, dials, ride and handling that was dif-

(Continued on page 5)

New (contd)

(Continued from page 4)

ferent and it was for the American market,” he said. Thanks to **[pick-uptrucks.com](http://news.pickuptrucks.com/2010/01/gms-australian-ute-could-still-come-to-the-us-as-a-chevy-el-camino-reuss-says.html)** (<http://news.pickuptrucks.com/2010/01/gms-australian-ute-could-still-come-to-the-us-as-a-chevy-el-camino-reuss-says.html>).

‘GMC’s’ apparent strategy to bring *Cadillac’s dealership network* more in line with its foreign competitors could be ***undermined by arbitration***. If arbitrators rule in favor of many Cadillac dealerships, it would leave GM with far more small-town showrooms than it wants.

‘GMC’ has been quietly pushing Caddy sales in large metropolitan areas and shedding dealerships in less populated regions, dealer lawyers and consultants said.

Caddy dealerships will file a disproportionate share of ‘GMC’s’ arbitration claims because most were targeted for elimination as a result of their small-town location rather than their performance, dealer lawyers said.

As the midnight Jan. 25 filing deadline loomed for rejected dealerships, hundreds of Caddy showrooms prepared to give notice of their intent to seek reinstatement, the lawyers said.

Some rejected dealerships have hired the consulting firm to testify during the arbitration process on the economic viability of their stores.

Watkins said he has spoken with eight rejected dealerships that are current or potential Anderson clients.

‘GMC’ said it wants to cut its Caddy franchises by one-third—from 1,422 on Jan. 1, 2009, to about 500 by the end of this year.

Those 922 Cadillac dealerships account for nearly half the 2,000 ‘GMC’ franchises marked for termination by October.

Thanks to **[autonews.com](http://www.autonews.com/apps/pbcs.dll/article?AID=/20100125/RE-TAIL03/301259949/1260##ixzz0djeBUBca)** (<http://www.autonews.com/apps/pbcs.dll/article?AID=/20100125/RE-TAIL03/301259949/1260##ixzz0djeBUBca>)

‘GMC’ has reached a deal with Spyker for Saab. ‘GMC’ gets \$400 million—\$76 million in cash, \$324 million in preferred shares of the resulting entity. The new company will be called ***Saab-Spyker Automobile NV***, and it will be a legal successor of Spyker Cars NV and will remain a public company listed in the Netherlands. Key shareholders will be Victor Mueller, current CEO of Spyker Cars NV (38%), the Abu Dhabi sovereign fund (22.5%), and another investment fund. Victor Mueller has personally bought out Vladimir Antonov’s (*the Russian businessman behind Convers Group, who previously was Spyker Cars main financier*) shares, clearing a key hurdle. Jan-Ake Jonsson, the CEO of Saab Automobile AB prior to the wind-down, and his management team will be reinstated once Saab exits the liquidation proceedings.

‘GMC’ will build the 9-4X crossover for Saab-Spyker, supply powertrains, some engineering/know-how support, and assist in providing warranty and post-warranty service and fulfilling other obligations to Saab owners, to maintain full continuity.

Unions representing auto workers in Belgium recently accused ‘GMC’ of breaching an agreement to build a small SUV at its Antwerp plant, and said they had filed a lawsuit.

The court action is a further sign of friction between ‘GMC’ and its European labor force as the it tries to push through a restructuring plan for Opel/Vauxhall that would involve closing the Belgian plant.

‘GMC’ recently said that it intended this year to wind down the plant, which employs 2,606 people. ‘GMC’ also declined to comment on the lawsuit.

‘GMC’ ambitious? ‘GMC’s’ Chevy brand wants to ***more than double its European sales to one million vehicles within five years***, the head of its European operations has said.

“In the next five years (‘15 & ‘16), we intend to sell one million Chevis per year in Europe,” Chevrolet Europe president Wayne Brannon was quoted as saying.

The fourth largest automaker in the world (*4.5 million vehicles sold last year*), its European sales skidded 16 percent last year (*426,000 vehicles*), mostly due to falling sales in Russia, their largest market on the continent.

‘GMC’ was able to boost sales in western Europe however, which he attributed to “very good offerings in the mini and small segments”.

With new models due to hit the road in the next few years, including the ***Cruze*** and ***Volt***, he expressed confidence Chevy would continue to win new customers in Europe. We’ll see. ☺

This n That

A pace car OTHER than a Camaro?! For the first time in 40 years, a **Ford** was the *pace car* for the NASCAR season-opening **Daytona 500** (a job Pontiacs held for quite a few years!). The new pacer will be based on the **'11 Mustang GT** and will be a Race Red glass roof coupe with an all-new 412hp. 5.0-liter V-8. It will have a special Daytona 500 paint scheme, new Ford Racing suspension, strut tower brace and mufflers, unique painted wheels, and special interior treatment, with specially branded lit sill plates. It's one of **only 50** that will be built and sold to the public. For those with short memories, the last time a Ford served pace duty for the Daytona 500 was back in '70 when a **Torino GT convertible** led the field to the flag...**Auction Sanity?!** The roster of cars at the Barrett-Jackson auction in Scottsdale, Ariz., was cut by at least two. B-J dropped a **'71 Hemi Cuda recreation** because the VIN on the car did not match the VIN on the title. Legwork revealed that the car had been reported **stolen in 1976**. B-J also removed a **'58 Impala** from the lineup. The consignor of the car said it had been owned by rock legend **Buddy Holly**. But questions have been raised as to whether Holly actually owned the car and B-J says it hasn't been able to validate this claim.



Sounds like they're (*understandably*) covering their butts...**Cheap Duesenbergs?!** Troubled auction house **Kruse International** sold two **Duesenbergs**, both believed to be part of, or formerly part of Dean Kruse's personal collection, recently at the first of the Arizona auctions. And they went cheap—real cheap. The first, a handsome **'30 Model J Willoughby-bodied long-wheelbase limousine**, was restored in '91 and, despite the age of the resto, is still a stand-up example. Selling at **\$335,500**, including commissions, it was the least expensive complete, restored Duesenberg to cross the block in recent memory. Said to be rated a Category 1 car by the **Auburn Cord Duesenberg club**, the car also carried a Classic Car Club of America senior badge (*ACD Category 1 cars carry their original body as well as motor and chassis*). The other, a **'35 Model JN**, was a **Rollston-bodied convertible sedan**. Sold at a reported **\$792,000**, including 10 percent commission, this very late open car has a tasteful body that, despite being a four-door, has a sporting look to it. Last reported offered for sale at the Kruse Fall Auburn event in Sept., '09, the car was marked a no-sale at a reported high bid of \$1.7 million. Does this mean that prices will be down for the new year? Not necessarily, as Kruse's own troubles might have led to these low-buck sales more than a drop in the general

market. The sale was billed as Kruse's 39th Scottsdale event (*although it's now held across town in Glendale*). And, while on the subject, didja hear about the **'collective heart attack'** numerous classic car owners had in Scottsdale? High winds in the Phoenix area ripped tents from their anchors at the **Russo and Steele auction**, causing damage to several cars at the sale. One person was treated for minor injuries. Fire and police were called to the site and the auction was temporarily closed for the night. Portions of at least one tent blew onto a nearby freeway, stopping traffic and forcing the road to be closed for a short time. At the B-J auction, about 2 miles from Russo and Steele, the sale continued but the auction closed vendor stands due to weather...**MORE Auction News.** **GM** will donate the proceeds from the sale of a **limited-edition Z06 Corvette** that crossed the auction block in late January to help fund **relief efforts in Haiti**. GM design boss Ed Welburn introduced the car at the B-J auction in Scottsdale, AZ. GM will donate money from the sale to the American Red Cross to fund its work in earthquake-devastated Haiti. The **GM Foundation** already donated **\$100,000** to the Red Cross for Haitian relief efforts. The Vette up for auction is the **last of the 427s built for North America** and the **only '08 Red Metallic Z06**. It wears spider-designed Z06 wheels, a stinger-style hood stripe, chrome exterior badging and a rear spoiler. The interior is dark titanium leather and a red center

(Continued on page 7)

T n T (contd)

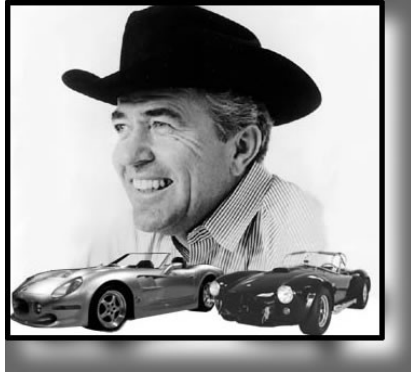
(Continued from page 6)

trim plate. All of the limited-run Vettes were signed by **Corvette plant manager Will Cooksey**, who retired in '06 after leading the Bowling Green, Ky., facility for 15 years... **'Shelby American' is Back**. Shelby's performance-car business is returning to its roots. **Shelby Automobiles** is changing its name to **Shelby American**—

the original banner used by his sports-car business and the historic Le Mans-winning cars in the '60s. He says the switch is in honor of the **45th anniversary** of two of his most famous cars, the

427 Cobra and the **Shelby GT350**.

The company says fans have clamored for the return of the name for years. Shelby American traces its roots to '62, when Shelby founded the company to make sports cars after his own racing career was cut short because of a heart problem. The company found fame in the '60s with the 289 and 427 Cobras, as well as a slew of custom Mustangs. Shelby was tapped to lead the team of racers that beat Ferrari in the historic '66 and '67 24 Hours of Le Mans. Shelby American is a division of **Carroll Shelby International Inc.** The modern version of Shelby Auto was formed in Dec. '03. Oh, and while on the subject of Ol Shel, he celebrated a **Birthday** on January 11—**Happy Birthday, Shel...**
Condolences. Bob Tasca Sr., an



NHRA innovator and prominent Ford dealer, died Jan. 8. He was 83. He was the grandfather of NHRA f/c driver **Bob Tasca III**. Tasca Sr. is credited with bringing the **428 Cobra Jet** to drag racing in the '60s and helping with the development of the **Ford T-bolt** drag racer. He started working at a Ford dealer in '43 and bought his own shop in '53. He had stores in Rhode Island and Massachusetts. Cobra Jets modified at his shops were

legendary at the track, and Tasca Sr. coined the phrase **"Win on Sunday, sell on Monday."** He was also a force in Ford quality for years, maintaining a close relationship with **Henry Ford II**. Tasca Sr.

penned a '96 book, "You Will be Satisfied," which was the slogan for his dealerships. He also had a long friendship with **Carroll Shelby** after helping him assemble an early Cobra... **No More Runaway Toyotas?!** Toyota was to have installed a **brake override systems** on all **Toyotas, Lexuss (Lexi?!)** and **Scions** by years end as a way to prevent **unintended acceleration**. The system will be put in all vehicles globally, said Yoshi Inaba, president of Toyota North America Inc. This follows a **recall last fall of 3.8 million Toyota and Lexus vehicles** in the US to correct the problem. Several instances of runaway vehicles were reported, causing injuries and some deaths. Toyota concluded that those cases were the result of **floor mats becoming**



lodged under accelerator pedals. But the National Highway Traffic Safety Administration has said the floor mats were not necessarily the only cause. Toyota says the brake override system will shift the engine to idle if it detects the driver is attempting to apply the brakes without success. **This just in**—Toyota is recalling **2.3 million vehicles** to correct a sticking gas pedal problem. This new recall is separate from the **'loose floor mat recall'** mentioned above. The new recall is to correct a situation in which the gas pedal could stick **without the presence of a floor mat**. This is rare, according to Toyota, but can occur when accelerator pedal mechanisms become worn. The pedal may become harder to depress and slower to return when released. Worst case, it gets stuck in a partially depressed position. Vehicles covered under the recall are: **'09-'10 Toyota Rav4s, Corollas, Matrixs, '05-'10 Avalons, '08-'10 Camrys, '10 Highlanders, '08-'10 Tundras and '08-'10 Sequoias**. Sounds like that about covers the entire Toyota line, eh? No idea on the cost of these **TWO** recalls (Thanks to autoweek.com, and other Internet sources for this insanity! Ya just can't make some of it up!! Thanks also to those of you in the Peanut Gallery who have helped me entertain y'all by sending stuff—I 'preciate it!) 🍌

442 (contd)

(Continued from page 3)

frost Gold” to match up with the exterior stripe package. Decals are provided for the Rockets in each of the chrome wheel centers.

An interesting aspect of this kit, and common with most recent Revell kits is a **separate, chromed windshield frame**. This is the first application of this set-up on a model of a ‘68 through ‘72 GM ‘A’ body, and it comes off very well, saving the builder a lot of extra work foiling the frame. The windshield is separate, as well as the sunvisors and rear view mirror. However, not mentioned in the instructions, the upper part of the windshield frame and sun visors is painted either black, or saddle, depending on interior color. The windshield/frame assembly fits snugly in the body, and looks excellent once installed.

The well-engraved **radiator assembly** includes upper and lower hoses, and attaches to the front of the chassis assembly, which goes into the most accurate rendition of a ‘68 through ‘72 GM ‘A’ body I have ever seen in a kit. To be fair, the AMT ‘68 El Camino is also very well done, and in its own way surpasses this kit in overall detail and execution in the chassis assembly with its separate frame, and front suspension assembly.

The **body** in this kit is just ‘drop dead gorgeous’ in execution. Right from the box, it is set up as a Cutlass Supreme/H/O, but not a 442. Whenever a 442 was specified, the rocker panel moldings were deleted and mid-body

stripes were included. The rocker panel moldings molded to the body are accurate for an H/O, or a Cutlass Supreme convertible, without the 442 options, so in order to do an accurate 442, you must carefully remove the rocker panel moldings prior to painting.

The well-done **front assembly** consists of a well-engraved bumper and grille, with separate clear head and parking lamps, a separate grille divider which must be painted to match the exterior, and a separate chrome license plate. Not mentioned in the instructions, the grille mesh (H/O), and most of the headlamp bezels must be finished in flat black, except the very edge on both. As mentioned earlier in this review, a proper 442 grille is not included in this kit, but is available from the aftermarket, and will fit after slight modifications. Unfortunately, the JoHan kit-derived grille has molded in headlamp detail, and doesn’t show as well as a unit with separate clear lenses.

The **convertible boot** is well-executed, and should be painted to match the seats in the interior, no matter which version you build. No up-top is included. I am quite sure that there is an aftermarket (resin) item, which will fit the car. I know of one from **Time Machine Resin**, but as of this writing, I cannot verify its fit.

The **rear assembly** consists of a well-engraved rear bumper, with proper red-clear ‘72 Cutlass tail-lamps, a separate chrome license plate, an after-market rear spoiler, and separate chrome metal tips for the exhaust pipes. While the real metal tips are a nice touch, I would rather use plastic tubing for

the tips, as I can slash cut them, as on the real car. Not mentioned in the instructions, the dividers on the tail-lamp lenses should be done in flat black on the H/O.

The **air cleaner assembly** represents Olds’s ram-air item, and is very well engraved. The A/C evaporator and hose are also installed at this point. Not mentioned in the instructions, the solenoid should be silver, and the foam seal on the edge should be flat gray. Another air cleaner included in the kit, but again not mentioned in the instructions.

The **hood assembly** consists of a well-done ram-air hood, with separate hood hinges, and chromed hood pins. Not mentioned in the instructions, the inlets should be painted flat black.

The **final assembly** includes separate chromed door handles, body-color sport mirrors, with separate mirror heads, and an exterior thermometer. The exterior decals are for two versions, the H/O, and a “Restified” 442 convertible, either version will yield a stunning model once built. Pick up a kit or two, and have at it. You won’t be disappointed. I would like to thank Revell for having the foresight to market this excellent kit, and **Bill Coulter** and **Len Carsner** for taking the time to do a pre-release build and review of this kit, as posted on various online modeling boards.

by: Ron Hamilton

** 1972 Oldsmobile brochure
** Oldsmobile 4-4-2 and W Machines Restoration Guide, by T. Patrick Sullivan 🍷

2010 Old Dominion Open

Scale Model Show and Contest

Proudly hosted by IPMS Richmond and AMPS/IPMS 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.

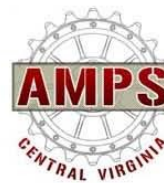
For Additional Information Please Contact

Aaron Winer
IPMS Richmond 2010 ODO
PO Box 2544
Glen Allen, VA 23058
Phone: 804-270-7898
Email: alw727@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





THE BIG

SIT

FEBRUARY 27, 2010

MAINLINE HOBBIES

EAST NORRITON, PA.

Go to <http://www.pacms.org/> for further details and directions! □

Magic City Car Modelers, IPMS Birmingham Presents

THE GREATER BIRMINGHAM CLASSIC

NEW LOCATION! SAME GREAT SHOW!

MODEL CAR SHOW AND SWAP MEET

MARCH 6TH, 2010, 8:00AM-4:00PM
CITY MEETING CENTER - ANNISTON, AL

THEME:

Any vehicle built in the 1940s
 and any "Short Track" Race Car.

BEST OF SHOW!

Sponsored by: BSR Replicas & Finishes

TOP FIFTEEN!

Come vote for your favorites!

BEST JUNIOR!

13 YEARS OLD AND YOUNGER

Sponsored by: The Model Box



PRIVATE AWARDS ARE
 WELCOME AND ENCOURAGED!

Registration

\$10.00 Adults and \$4.00 Juniors for an unlimited number of entries. We encourage you to bring a bunch! General admission is \$1.00. Models will be displayed by class for presentation purposes. Registration is day of the show only.

For show information contact: Tim Kolankiewicz at (205) 901-5266; E-mail: timkustom@aol.com

Vending

Vendor tables are \$20.00 for the first and \$15.00 for an additional. Please reserve your tables by February 5.

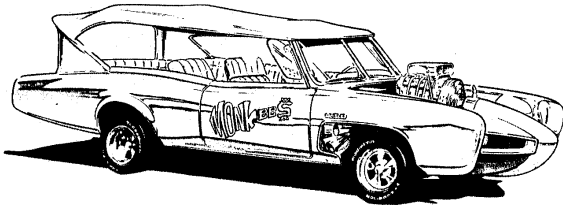
For vending information/packets, contact Paul Farley at (205) 221-7774, or write 2966 Pineywoods-Sipsey Road, Jasper, AL 35504-5417

Accommodations

Baymont Inn & Suites, Oxford, AL, is the host hotel for The Greater Birmingham Classic. The hotel is one block south of I-20. Consider making reservations immediately, as this hotel can fill up fast!

For reservations call: 256-835-1492 or go to www.baymontinns.com. Rates are \$47/night for a King room.

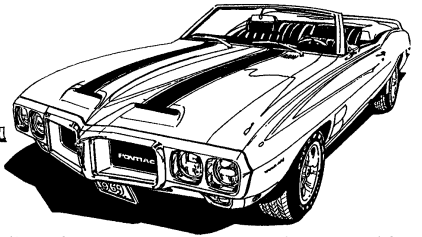
Pontiacs on Parade!



With the demise of the “Excitement” division of General Motors after the 2010 calendar year, I am proposing a *year-long celebration of Pontiac power.*

What I propose is simply this: Every month next

year (*twelve in all*), I exhort you all to bring your pint-sized Ponchos to the monthly MAMA meetings, to be displayed in the ‘Reserved Parking’ area for all to see. I don’t want to sound as though I am overstating my credentials at this point, but I believe that if I am if not *THE* Pontiac expert



PONTIAC
Firebird
TRANS AM

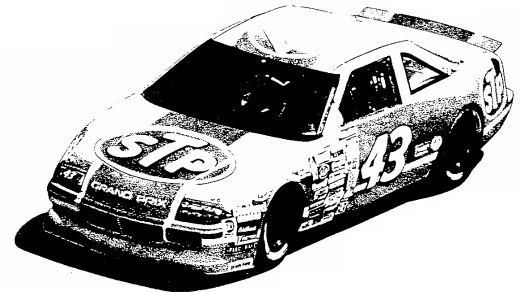
of the group, then at very least, it could definitely be said that I am *ONE* of an elite group of Pontiac experts. I will attempt to recognize one entry per month (*hopefully, I don’t sound TOO egotistical—don’t want the membership to tar and feather their fearless editor!!*).



How serious am I about this ‘celebration’? Not only will the monthly winners be featured on the MAMA website (*alongside Tim Powers’ Model de Jour*), I will also attempt to include a blurb (*with pix, if possible*) on it in the newsletter. But it don’t stop there! I’ll also put some of my own *hard-earned dough* where my big mouth is. I propose to at least partially subsidize (\$10.00) the purchase of a new kit *EVERY* month next year for the owner of the Pontiac chosen for recognition! And, the best part is that you are not required to buy a Pontiac, either—you can buy whatever you want!

It would be nice to see new builds for this ‘Parade’ rather than bringing out something previously displayed, but I will not bar *ANY* Poncho from the ‘Reserved Parking’ area. Street, race, or concept—the more, the merrier! So, “just bring ‘em”—ya just might get paid!

So, I’d like to think that I’ve given you at least a little bit of lead time to get started on those Pontiacs. So, let’s get crackin,’ ‘cuz 2010 is obviously here! And, may the ‘Best Pontiac’ win! If I can’t get any- thing built, at least I can live vicariously through you guys (*Ha! Ha!*) ☺



Getting’ paid for
buildin’ a model?!



Note: Not sponsored
by MAMA—paid for
by yours truly!





☞ Feb. 27th—**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—**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, timkustom@aol.com.

☞ Mar. 6th—**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.

Git Busy!! ☞

Jan. Pontiac de Jour!

Well, it looks as though the inaugural **Pontiacs on Parade** was a rousing success, given the fact that four Pontiacs showed up with no advance warning on this promotion (*due mainly to the 20” of snow which cancelled last month’s meeting, keeping me from speaking about my plans at that time!*)

Pontiac reserved parkers were as follows:

Joe Bush: Late model Hurst Firebird (*modified diecast*)

Marcos Cruz: Barrier Blue ‘66 GTO hardtop

Ron Hamilton: Aquamarine ‘64 GTO hardtop

Dave Henja:

‘04 ‘GeeTo Tiger’ GTO

To round out the field, I brought along my **Lime Ice ‘72 Pro Touring GTO hardtop**, and a **‘65 Bonneville hardtop** built by the *late, great Harry Charon*.

This month’s lucky recipient of the **Pontiac of the Month** was **Marcos Cruz**, for his Revell ‘66 GTO hardtop.

Marcos tells me that this beauty was a **three-month build (!)**. It is covered in Dupli-Color GM Dark Blue, airbrushed form the touch-up bottles and Odds and Ends clear, wet-sanded, polished and waxed. It features a wired and plumbed engine, **Model Car Garage** detail set, and resin red line



tires from **Replicas and Miniatures of MD**.

Marcos was somewhat surprised at being picked, and tried his best not to accept the cash award. His rationale was that the car was not a new build. In my initial posting, I did mention that it would be nice to see new builds, but the bottom line is, that for the remaining 11 months of this year, there’s gonna be a reserved parking area at every club meeting for Pontiacs. So, ya might as well bring ‘em and park ‘em! ☞



This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

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

MAMA's BoyZ do it in scale!

"New" Stuff this month:

- Auto World/Round 2 Double Dragster set
- Auto World/Round 2 '62 Catalina 2 'n 1 (Beswick!)
- (Monogram) Classic Cruiser '55 Ford F-100 street rod
- (Monogram) Classic Cruiser '56 Chevy® Bel Air®
- (Monogram) Muscle Buick™ Grand National™
- Revell Universal Monsters Creature from the Black Lagoon (1/8th)
- Revell '37 Ford Pickup street rod 2 'n 1 (Special Ed.)

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 always on the lookout to purchase unbuilt and/or rebuildable Pontiacs in general (and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I also have an extensive collection to trade from. 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 Prixs, 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 C-

3500 dually kit (not promo), 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, or see me at a meeting. Thanks!

FOR SALE/TRADE:

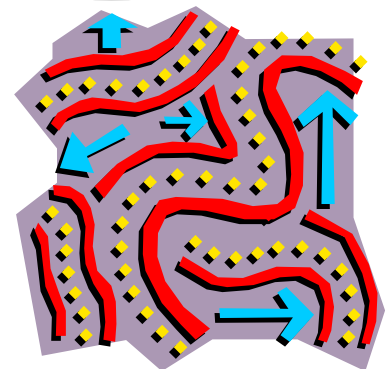
Thinning/narrowing focus, not quitting. Contact Tim Sickie. 🗣️

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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Newsletter Editor: Tim Sickie
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