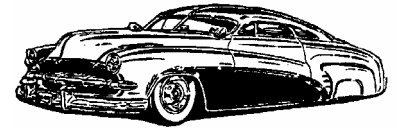


MAMA SEZ!

Volume 23, Issue 7

March, 2010



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

Inclement weather phone number: (301) 474-5255. ☞

"Big Go East" A'Comin'!

Sure hope all you guys 'n gals got enough food to eat at last month's *postponed Christmas food extravaganza*. Thanks not only to those who brought something to share, but all those responsible for setting up and tearing down, too (*ladies!!*)!

This month, **Rich Wilson** takes a peek at a couple'a show rods—the

Depth Charger and **Fire Truck**. **Beswick's '62 Cat**, too. Thanks, Rich.

Pontiacs on Parade seemed to garner more entrants and comments too. A stunned **Joe Bush** accepted the Feb. kit 'subsidy' for his **Sunset Orange '02 Trans Am** (see page 13).



The raffle raised **\$99.00**, while the door box added **\$106.00**. Thanks, guys (*and gals*)!

Thanks also to the donors—I'd list you all by name, but I saw no sheet to acknowledge you. But, you know who you are—Tanks, MAMA 'preciates yer support! ☞

B-J 'Official' Top Sellers

1. 1929 Hamilton Metalplane H47 - \$671,000
2. 1964 Shelby Cobra Roadster - \$478,500
3. 1963 Shelby Cobra Roadster - \$401,500
4. 1935 Cadillac Series 40 Fleetwood Imperial convt - \$302,500
5. 2011 Mustang GT glass roof coupe Daytona 500 pace car - \$300,000
6. 1970 Hemi Superbird - \$286,000
7. 1952 Watson Roadster (*Blastolene custom*) - \$280,500

8. 2008 Mustang FR500S Racer - \$275,000
9. 1970 Boss 429 Mustang - \$275,000
10. 1967 Custom Mustang Fastback - \$253,000
11. 1956 Custom Bel Air convt. - \$247,500
12. 1966 Shelby GT350 - \$247,500
13. 1941 Lincoln Zephyr custom - \$239,250
14. 1970 'Cuda hardtop - \$231,000
15. 1970 442 W30

- convertible - \$222,200
 16. 1937 Cord 812 Phaeton - \$220,000
 17. 1954 Kaiser Darrin Supercharged convt. - \$220,000
 18. 1958 Corvette convt. - \$220,000
 19. 1966 Shelby GT350 - \$214,500
 20. 1970 Boss 429 Mustang - \$214,500
- If I remember, I hope to have some pix next month of the **'infamous' R-S tent incident**. Definitely not for the faint of heart, believe me!! ☞

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

Depth Charger Aqua-Rod

[AMT/ROUND 2, 109 parts]

When I first saw this kit announced, I decided I wanted one just out of curiosity, especially since I'm a certified scuba diver. I really didn't expect much and I wasn't disappointed, but it might make a fun build if you're "burned out" from contest builds. I was surprised by the high parts count, but if you realize 24 of them are the windows and lights (*four colors*), then the count drops down to 85. Seven more are just "scene setting" pieces. There are probably more decals than plastic.

The engine isn't too bad, but the transaxle is awful. It looks like a power glide in 1/32nd scale with a hole through it for the solid half-shafts. The fan belt is mitered together in two pieces. The only useable parts are the chromed and finned valve covers and oil pan. The block is good as are the one-piece cylinder jugs. I'd recommend replacing the rest with those from one of the many parts pack 'Vair engines.

The rear tires are two-piece, though I've never been able to

find any glue that would bond vinyl together. The wheels are three-piece American mags, unchromed. The front tires look like tricycle tires, but the wheels are twelve spoke drag type 18" diameter.

The frame reminds me of the Ed Roth Mysterion frame, but has the straight tube front axle cast with it. The rear radius arms are a scale 12"-14" tall and have a flat piece that glues between them for the engine to mount on.

Why the front axle has radius rods I'm not sure.

The body, if you can call it that, is four pieces with chromed portholes on three sides. As per usual with these AMT/Round 2 goofy kits we get **FOUR** sets of clear parts for the windows and lights. One set of course, is clear, and the others are amber, turquoise and purple. If you save the unused pieces they could be used for other projects, as they are large and flat. Large hoses connect the tanks to the old fashioned regulator mounted on the cab front.

Most of the rest of the pieces are scuba related

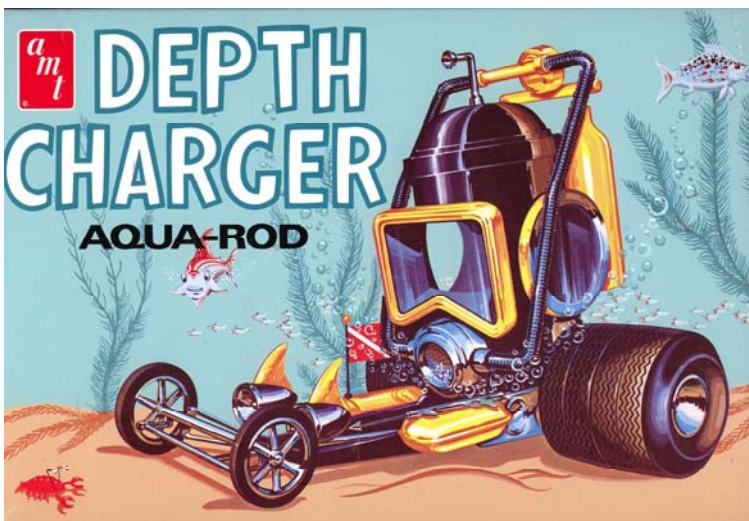
and a bad joke. The arrowhead on the spear gun is an unsharpened triangle. The jokes continue with the anchor, propeller and fins that look like they were

cut from flat sheet, cookie cutter style.

The *decals* are too many to mention. There are three sets of flags, at least eight sets of names for the air tanks and warning labels; every conceivable script one could ever think of. There are even day and night scenes for the windows.

Obviously this kit was designed for a much, much younger audience than myself, but I believe it demonstrates a poor lack of confidence in our youth's level of intelligence. I'd recommend the builder trash the crappy parts and replace them with parts more believable and build a rod like the Barris or Reisner Bathtub Buggies or Milk Truck, Fire Truck, Munster Coach and Drag-U-La and so on. Hell, if you connected the air tanks to the engine it could propel the rod on compressed air—really, its been done. Or, put a small block engine up front with a solid rear axle and paddle tires and have a kool beach buggy.

by: Rich Wilson 🍷



Fun Links

You Mopar guys'll like this *YouTube link*—the *Legendary Motor Cars 208 mph (!) Super Cuda*: <http://www.youtube.com/watch?v=p1cLfiVSyrw>. Cool!

For those of you wanting an alternative to *HobbyLink Japan* for foreign kits, try *Hobby Search*—<http://www.1999.co.jp/eng/>. I recently used 'em to order my *Super Pursuit Mode KITT model*. It was in stock, and I had it within three days! 🍷

Fire Truck

[AMT/ROUND 2, 109 parts]

Musta been our club's second annual show that I found a model box on a vendor's table with several broken up street rods in it. What got my attention was a red C-cab body with no other parts. I was unaware of any such kit at that time, so I paid **10 bucks** for the parts and started planning what my C-cab would become.

It took **10-12 years** to decide, but in the interim, I stumbled across this kit. I restored it as best I could, but many detail parts weren't available, so I substituted.

This past Fall, I was cruising the R-M auction list and found **Chuck Millers' Fire Truck rod** for sale and saved a picture and description of it. It still looks as good as ever; someone didn't neglect it like so many others. This is my kind of show rod, not those silly Tom Daniels rods.

For me, opening the box was like looking at a 'new release,' since all I've ever seen is the box art. The first thing I noticed was the entire frame is from the 'King T' kit. The only exception is the rear radius rods, which are added. I can't verify from the pix I have whether or not the frame is correct; I tend to believe not for several reasons. For one, how many show rods do you know of that have identical frames (*or any other part, for that matter*)? For another, this rod is the '68 'Ridler' award winner, and the 'King T' is the '64 AMBR winner. Neither event organization would allow winning rods to be copied like that. One of my pix seems to

show a chrome plated frame rail and it looks like a model T frame with the common "Z'ed" rear section. The front spring should be the transverse 'buggy' type and again I'm not sure, but I think it's a solid

rear axle on a buggy spring. Both buggy springs should be chromed. The kit front axle does have poseable steering, though. The rear axle unit is a customized E-type Jag, needing only brake calipers. In the end, the model 'sits' right from my pix.

The **engine** is the same **small block Chevy** from the King T, but my pix clearly show a **small block Ford**. The intake and exhaust are correct, so replacing the engine and tranny is all that's necessary. The only problem is the headers need to be chromed.

The **front tires** are wrong; they should be 12-spokers on small tires, ala funny cars or gassers of the era. The rear wheels are correct, and tires are the right brand (*M&H*), but the wrong width. They should be wider (**10"-12"**) rather than 8." On the other hand, the tires in this kit are the new ones that were just released and the rumors **ARE** true—they are **very, very nice, with tampo printing that requires a magnifying glass to read**. There is **NO** visible mold line or sprue point on them, and they are perfectly round, and square across the tread. I recommend replacing them and saving



these for some other build.

The **cab** is multi-piece; the only minor fault I see is at the corners of the cowl above the dash. They need to be more square. All body panels need to be block sanded smooth (*not hard*) since the cast-in upholstery causes shallow sink marks; a problem the original release had. In my pix, the seat looks more centered than the kit, but the first aid kit is correct. All interior parts (*i.e., tiller steering, barefoot gas pedal, and soda acid fire extinguisher*) are correct, but carpet and upholstery should be medium tan ala the leather in a Ferrari or other high-end car. The pix I have shows no windshield, but I think the directions are right—the smoked glass monacle is the proper one (*the kit has a clear one as well*). The fire-wall isn't chrome plated, but needs to be. One thing I've noticed in these Round 2 kits is the **licensing is tampo printed** rather than **raised**, which means it will be easier to cover with paint.

This may seem silly to mention, but I think it should be. **Round 2 has brought packaging to a new level of excellence**, and I for one am glad to pay a bit more

(Continued on page 9)

'New' US Carmakers?!!

'GMC' named *former CEO Fritz Henderson* as a *special company adviser* for international operations. CEO Ed Whitacre, who shuffled top managers in December, told employees he may make more changes because the automaker's transformation has been too slow. Whitacre's total annual compensation is being set at \$9 million, one person with knowledge of the amount said. He will receive a \$1.7 million cash salary, \$5.3 million in stock that begins paying in '12, and \$2 million in restricted stock, the person said. Quite sure that 'ol Fritz is makin' more now as a consultant than he did as CEO, too!

'GMC' was actually able to do something right and *complete the sale of its Saab brand* to Dutch luxury sports car maker *Spyker Cars NV*, marking the first successful sale of one of its four unwanted U.S. brands. The transaction combines Saab Automobile and its 3,400 employees with Spyker Cars and its 110-plus workers. The sale saves Saab from what appeared to be doom after Swedish supercar maker Koenigsegg Group AB backed out of a planned purchase in November. But Spyker—whose logo bears a Latin phrase that translates, "For the tenacious, no road is impossible"—made an offer during Saab's wind down. Negotiations took weeks, and skeptics included 'GMC' CEO Ed Whitacre. But in late January, Spyker inked an agreement to buy Saab. A mere 24 hours after Spyker Cars competed its acquisition of

Saab Automobiles, Spyker's CEO Victor Muller received a *fully loaded 9-5 sedan*. Outside the factory in Trollhattan, Sweden, Saab's CEO Åke Jonsson handed his new boss the keys to a 300 hp V6 model, with all-wheel-drive, adaptive chassis control, a head-up information display, a lane departure warning camera and surround sound hi-fi. Just goes to show—*RHIP (rank has its privileges!)*

Spyker is paying GM \$74 million in cash and \$326 million in redeemable preference shares. Muller had already secured the \$50 million needed to close the deal with GM, with the remaining \$24 million due in July. He has also vowed that the new group will reach profitability in '12, although neither Saab nor Spyker have made any money in the past decade. Muller said today the company will focus on "real Saabs, Saab Saabs" and draw on the Swedish brand's heritage. Saab's revival centers on a new 9-5 that launches this year, the arrival of the 9-4X crossover in '11 and the debut of a new 9-3 in '12.

The Swedish brand produced just 20,791 cars last year as global sales slumped to 39,903 from 94,751 in '08. But Muller aims to raise production to pre-crisis levels of about 100,000 to 125,000 within two years.

Meanwhile, in late February, 'GMC' announced that Sichuan Tengzhong Heavy Industrial Machines Co., Ltd. (*Tengzhong*) was



unable to complete the acquisition of Hummer. As a result, 'GMC' was supposed to begin the orderly wind-down of Hummer operations. However, according to a Wall Street Journal report, 'GMC' is looking at two previous Hummer offers. The original deal to offload the brand onto China's Sichuan Tengzhong Heavy Industrial Machinery for \$150 million was apparently rejected by the Chinese government, although the reason for the rejection is still in question. It's hard not draw comparisons to the Saab saga that played out over the course of the last year, with 'GMC' finally selling the brand to Spyker after prolonged negotiations. Then again, we could have a Pontiac or Saturn situation on our hands, with Hummer set to go the way of the Dodo if a deal isn't reached within the next few months.

'GMC' is *recalling the Cobalt* to fix a problem with the *power steering*. A problem with the power-steering system is prompting 'GMC' to recall 1.3 million small cars. There have been reports of 14 crashes and one injury related to the steering problem. The recall covers '05-'10 Cobalts and '07-'10 Pontiac G5s sold in

(Continued on page 5)

New (contd)

(Continued from page 4)

the US. It also covers the '05-'06 Pontiac Pursuit sold in Canada and the '05-'06 Pontiac G4 sold in Mexico. US safety officials say they have received more than 1,100 complaints about steering failures in the recalled cars.

Just when it seemed like the Caddy Converj extended-range electric vehicle ('GMC' speak for *Chevy Volt!*) was going to make it to production, it now appears that it might be dead. Strictly speaking, although 'GMC' execs had indicated that the Volt-based coupe would be produced, it had never officially been announced as a production program. Nonetheless, Bloomberg is reporting that the program has been canceled for business reasons. Apparently, Cadillac came to the conclusion that even as a Cadillac, the car couldn't be profitable with the level of amenities that customers would expect. The extra equipment would apparently have **cut the electric range to only 20 miles**, defeating some of the purpose of an ER-EV and its ability to cover most driver's needs without using gas. Instead of the Converj, Cadillac will reportedly focus on less expensive plug-in hybrids like the XTS concept that was shown in Detroit.

'GMC's' **Vice Chairman Bob Lutz** plans to retire (*again?!*) effective May 1, according to a recent statement released by 'GMC'. Lutz, 78, had been serving as a senior adviser to 'GMC' Chairman and CEO Ed Whitacre after shelving retirement plans to

take charge of the automaker's marketing after it emerged from bankruptcy in July '09. An outspoken exec who challenged global warming and championed 'GMC's' all-electric Volt, Lutz is credited with revitalizing 'GMC's' product development efforts after being hired by former 'GMC' CEO Rick Wagoner in '01. For more details, go to <http://www.autoblog.com/2010/03/02/report-cadillac-converj-production-program-killed/>.

Will Saturn rise from the ashes?! Could the **Vue Plug-In hybrid** be reincarnated as a **Chevy?!** There is apparently some validity to this rumor, if the camouflaged Saturn Vues spotted in Michigan recently are any indication. They still have Saturn badging in the back, but what's with the taped over Chevy grille and Buick wheels? And then there's the hybrid badging down the side. This almost certainly suggests that 'GMC' is considering a two-mode hybrid version of the Equinox, where you'd have a gas engine joining forces with a pair of electric motors built into the transmission. But there's a chance this hybrid might be a plug-in, judging by the camo over the fender vent—this is where the plug was on the Saturn Vue PHEV. That vehicle debuted at the '08 Detroit Auto Show. 'GMC' officials had

said the plug-in Vue would use lithium-ion batteries and go on sale late in '10, about the same time as the Volt. Notably, though, it was only going to have a 10-mile all-electric range, which almost defeats the point of having plug-in capability. The other curious thing about the prototypes is that they all have a single exhaust outlet. The Vue Two-Mode hybrid and PHEV were slated to use a directed-injected 3.6-liter V6, and the show cars all had dual exhaust tips. The switch to a single could indicate that GM has decided to use a four-cylinder engine instead—perhaps the direct-injected 2.4-liter. We'll have to wait and see how this project develops, but it's clear 'GMC' hasn't given up on the idea of building hybrid crossover SUVs (*or Saturns, either!*).

Cadillac, the brand 'GMC' acquired in 1909, is **distancing itself from the Detroit-based automaker** to avoid the stigma of the parent company's \$50 billion US-backed bankruptcy last year. Caddy is erasing the 'GMC' name from its marketing and dealerships, changing e-mail addresses to @cadillac.com from @gm.com and exiting companywide promotions such as the **Red Tag Event**, said a spokesman. The separation strategy was "absolutely" driven by GM's restructuring. Apparently, Cadillac, which has really turned itself around with new levels of quality and exemplary products (!?), doesn't want to be associated with something that will drag it down. "With GM's bankruptcy comes lower credibility in the ability to build quality products." **Ya think?!** 🗣️



This n That

Moebius Kits a'comin'! The '55 Chrysler 300, '53 Hudson Hornet, and Lonestar Truck are scheduled for the 4th quarter of this year. List on the cars are \$28.99, and \$69.99 on the truck. Thanks to our own **Ron B.** for the scoop...**History Maker!** For the first time in the history of the **Ridler Award**, the trophy was won by a **woman**. The '33 Ford Phaeton, named **Gold Digger**, owned by **Tammy Ray** of Dahlonaga, GA, was judged the best of the **Great Eight** at the Detroit Autorama on Feb. 28. "We've tried before, but it goes to show if you keep trying, you will succeed," said a teary-eyed Ray. Working with Ted Thomas of **T & T Customs** in Canton, GA, it took **three years** to get it ready to show. First, there were months of planning and rendering. Then Thomas took over and spent the next two years building it. "In my shop we used one to three guys, pretty much every day for two years," he said. This was an emotional win for Thomas, too. This was the seventh time one of his cars made the Great Eight, but the first to win. Gold Digger almost made it to last year's Autorama to compete against Doug Cooper and Alan Johnson's winning '32 Ford. Thomas said they were close to making the deadline, but didn't want to compete until the car was absolutely perfect. The Ray/Thomas partnership almost never came to be. Ray first met Thomas



on the show circuit, when she was competing against his '32 Ford T-Bucket. "I figured, if you can't beat 'em, join 'em." Next for Gold Digger, per Thomas, is possibly the Legends Cup at the Chicago World of Wheels show in early March. It will hit the entire show circuit next year...**Mini-Mercury**. Ford Motor Co. confirmed that **Mercury** will get a **new car** on the same platform as the **Ford Focus**. Ford execs told

dealers recently at the NADA convention in Orlando, Fla., that the small Mercury is coming in '11, the same year as the Focus. Word is that it'll be called the **Mercury Tracer**. Ford also told dealers they can start ordering the new **Fiesta** small car on Monday, Feb. 15. It will hit showrooms this summer. Ford has started training dealers to sell and service the pair. It's also training them on selling and servicing the redesigned Super Duty truck to be launched midyear. It will offer a new 6.7-liter diesel engine that dealers say is critical to Ford's quality reputation. "Ford realizes it has to

do a better job with diesels," said **Bob Tasca Jr.**, owner of Tasca Automotive Group in Cranston, R.I., and chairman of the Ford-Lincoln-Mercury National Dealer Council...**M-B Boat?** Two performance 'gurus'—**AMG** and **Cigarette**—are teaming up on a boat project (*you know—those holes in the water that you pour money into?!).* Though it's based on **Cigarette's 46' Rider**, Cigarette says a clean-sheet approach was used for the all-new boat. A **pair of twin-turbo'ed, 552-cubic-inch V8s** provide motive force, developed by **Mercury Racing** and cranking out and **unbelievable 1,350 hp—EACH**. The quad-cam V8s are port-fuel-injected and use water-cooled turbos on each cylinder bank. **Top speed** is estimated at **130 mph**—flat flyin' on water. Even the paint is special: It's hand-painted in AMG silver (*also available on the SLS*). It is painted with a process AMG uses exclusively, imbedding tiny color pigments designed to cover the boat's body surfaces in a way that



targets reflections to highlight the hull's character lines and design details. The silver is accented with AMG white metallic. Inside, it features marine-grade

(Continued on page 7)

T n T (contd)

(Continued from page 6)

upholstery that resembles the two-tone AMG leather from the SLS. Cigarette president and CEO Skip Braver said the link between Cigarette and AMG is natural, and he's right: Both are highly respected performance brands. Cigarette, founded by legendary ocean racer Don Aronow, has won numerous *American Powerboat Association* and world Offshore powerboat titles and owns several speed records, while AMG started as a company that raced Mercedes-Benzes successfully before moving into tuning in the '70s...*Hybrid Racer?* Porsche will bring its latest hybrid know-how to the racetrack in the form of the *new 911 GT3 R Hybrid*, planned to premiere at the Geneva auto show in early March. Developed by a team of engineers at Porsche's Weissach R&D center, Porsche plans for the stripped-out race car to act as a rolling lab. Porsche wants to explore the hybrid drivetrain potential in a racing environment before an expected announcement of a return to the 24 Hours of Le Mans in a factory capacity, perhaps in '12, with a car boasting technology based on that used in the 911 GT3 R Hybrid. Based on

Porsche's recently revealed 911 GT3 RSR, the R Hybrid avoids conventional hybrid technology for an advanced new electro-mechanical flywheel system. Porsche said the company is considering the system as a means of boosting the performance of future race cars, and the technology could end up on selected road cars, including a planned *hybrid version* of the *911*. The new technology forms part of a broader program that goes under the name *Porsche Intelligent Performance*. Similar in principle to the system that the Williams F1 team researched last year—prior to the FIA abandoning its push for the inclusion of hybrid technology on F1 cars—the flywheel is mounted in the space reserved for the passenger seat on road versions of the 911 to provide the car with a low center of gravity. Charged by kinetic energy created under braking and capable of operating at speeds of up to 40,000 rpm, the flywheel is used in place of a conventional battery to provide electrical energy to a pair of 60-KW motors mounted within the front axle assembly and driving the front wheels—a layout that effectively provides the car with *four-wheel-drive capability*. The two motors assist the engine, a *480-hp* naturally aspirated 4.0-liter Porsche flat-six that drives

the rear wheels, providing a maximum eight-second burst of propulsion to the front wheels for added acceleration out of corners and increased overtaking ability at the press of a button. Porsche has made no official performance

claims for the car. Instead, its engineers point to the benefits its new system brings in overall fuel economy, something Porsche considers crucial to establishing a winning formula for future success in long-distance sports-car racing. Following its unveiling at the Geneva motor show, Porsche plans to run the it in this year's Nürburgring endurance racing series, culminating with a factory-backed entry at the circuit's famed 24-hour race May 15-16...*Oops!* Racing legend *Stirling Moss* is recovering after *falling three floors down an elevator shaft* in his Mayfair, England, home. The 80-year-old *broke both ankles* in the fall, as well as *four bones in his feet*. He also suffered *injuries* to his *vertebrae*. Paramedics transported him to Royal London hospital, and according to a statement on his website, "With the assistance of former FIA medical delegate Professor Sid Watkins, he was moved to a hospital closer to home where he underwent surgery on both ankles, which were plated and pinned." The statement said he is "comfortable and recovering," and that "his immediate family were present with him at the time of the accident." He fell down the shaft after a malfunction caused the doors to open before the elevator had arrived on his floor. His recovery is expected to take about six weeks. *Get well soon* (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!) 🍷



Model Buffet

Shifting gears just a bit, you NASCAR guys'll like this.

Kenny 'KDog' Shores has just begun offering a **'74 NASCAR Monte Carlo transkit** that can be used with either AMT or Monogram GM NASCAR kits. Kit consists of the body with hood molded in, front and rear bumpers (*unplated*), and vacuformed windows. It is priced at **\$38.00 bucks**.

Please check with him on availability before ordering. Most orders are usually filled within two weeks. Allow 2-8 weeks for delivery. Check or money order only please.

Download and print the mail

order form out and send it to: Bandit Resins, c/o KDog Graphix, 4240B Kernersville Rd, Kernersville, N.C. 27284. A new order form will be sent with each order.

If you want to pay by PayPal email them at kdog@banditresins.com for their account info.

As usual, a special thanks goes to Matt Guilfoyle for creating this monster of a column. If you see something you like, contact the



company. If you find something that everyone might want to know about, send it to me for inclusion in a future column! 🍷

Bandit Resins

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

'Horse' Auction

Car collector **Tom Price**, owner of **Price Family Dealerships** in Marin County, CA, recently bought **21 classic Ferraris**. The collection hit the market last year as **Dutch vehicle-distributor Kroymans** entered into bankruptcy.

Broker Thomas Hamann, owner of Hamann Classic Cars in Riverside, Conn., said he had been working to sell the collection since **last May**. The deal closed on Feb. 2, he said.

Hamann said this was one of the **largest lots of Ferraris to be sold in recent years**. A larger sale happened in '92, Hamann said, when Swiss businessman Albert Obrist sold his collection of factory racing Ferraris to F1 chief Bernie Ecclestone.

No comment on the sale price of the collection, but speculation puts the **sale price** at **about \$30 mil.** Price intends to sell some of the cars. The list of Ferraris includes:

- 250 Europa GT
- 375 America
- 250 Boano
- 250 GT Berlinetta SWB
- 250 Testa Rossa
- 250 GTO
- 330 GTC
- 365 GTS
- 365 GTB/4 Daytona Coupe
- 365 GTB/4 Daytona Spyder
- 246 GTS Dino Spyder
- 365 GT4/BB
- 512 BB
- 550 Barchetta
- 275 GTB/4 driven by three-time Le Mans winner Luigi Chinetti

Must be Nice! 🍷



Beswick's Beast!

You know the old worn out adage about the 'forest for the trees;' well I opened this box maybe three times, noting how bright and shiny all the parts were and didn't notice the most obvious. We've all seen this kit before in two separate issues, stock and custom. It finally dawned on me that this kit is cast in very white plastic not gray—fantastic, Round 2 has really been listening. This issue gives us all the stock pieces as well as the custom. I've said for years that the 'Little 3' should package these multiple versions in one box to save money and give us extra parts or optional builds. There's even some duplication of parts. I'm not complaining but there is a !@# \$ load of parts in this box.

The kit is labeled as a '2 in 1,' but it's only the lack of four stock tires that keeps it from being a '3 in 1.' Included is a set of smaller wide whitewalls and a pair of skinnies with narrow lines and a pair of slicks.

The engine assembly is abso-

lutely the best, bar none, Pontiac ohv V-8 ever in 1/25th scale. It only needs the substitution of the valve covers to replicate any of PMD's V-8s from '55 to present, from 326-455SD. I only wish AMT/Round 2 had done a single four-barrel intake. The cast fuel line from the fuel pump to carbs has no equal.

And with both suspension systems (*stock & lowered*), the builder can choose how the model should sit. There are actually **only three new parts in this kit**, the most notable being the new tooling of the **M & H Racemaster slicks**. They **ARE** worth the price of the kit alone; they are that well done!! The tampo printing even has the M & H address on the tires, but you may need a magnifying glass to read it. Round 2 also includes patterns for the rear side windows and a piece of ace-



tate. And lastly, there is the sheet of Arnie Beswick decals, very complete and colorful.

I've built four of these kits so far, and if you're not interested in either of these versions, you should check out Shawn Carpenters' '62 Grand Prix conversion, if it's still available. It's very well done and complete. Just ask the editor. But I have one question: If I did a bad review of a Poncho product would I ever be heard from again? Just kidding.

by: Rich Wilson

(Thanks Rich! You're prob'ly right about doin' a bad review—Just kiddin' - Ha! Ha!) 🍷

Fire (contd)

(Continued from page 3)

for it. The boxes are stronger than other manufacturers, and all the parts are in different bags according to finish. The clear parts are separated in a segmented bag to prevent scratches. The decals not only have protective paper but are also bagged. The new slicks are wrapped in tissue **THEN** bagged. IMHO, the usual kudos are not

enough. This packaging guarantees a perfect kit to everyone. **Thanks Round 2!!** Oh, yeah—there's an address for free replacement parts; just in case.

The **decals** are complete and correct according to my pix. The down side is there are **38 pieces of gold pin striping!** But four are for that **"Oops"** moment. And before you ask, they even included a 4" by 6" post card of the 'real' rod in the kit to go by for all these needed changes. It bears mention-

ing that all the incorrect parts in this kit are MPC circa '68 boo-boos, and not Round 2's fault.

For those interested, go to rmauctions.com, click on 'auction results' on the left, 'automobiles of Arizona,' 'event list 2009,' Sept 26th, '(auction result).' Go straight to page two (if you can) to lot # 235 to see the real rod. For those interested, it sold for **\$90,750**—not bad.

by: Rich Wilson 🍷

NNL East Theme Ideas!

Builder's block for NNL East? Here's a few ideas—now, get busy on your own!! 🚗



The **Tri-State Scale Model Car Club**

Presents:

THE **24th** ANNUAL

NNL TM
East

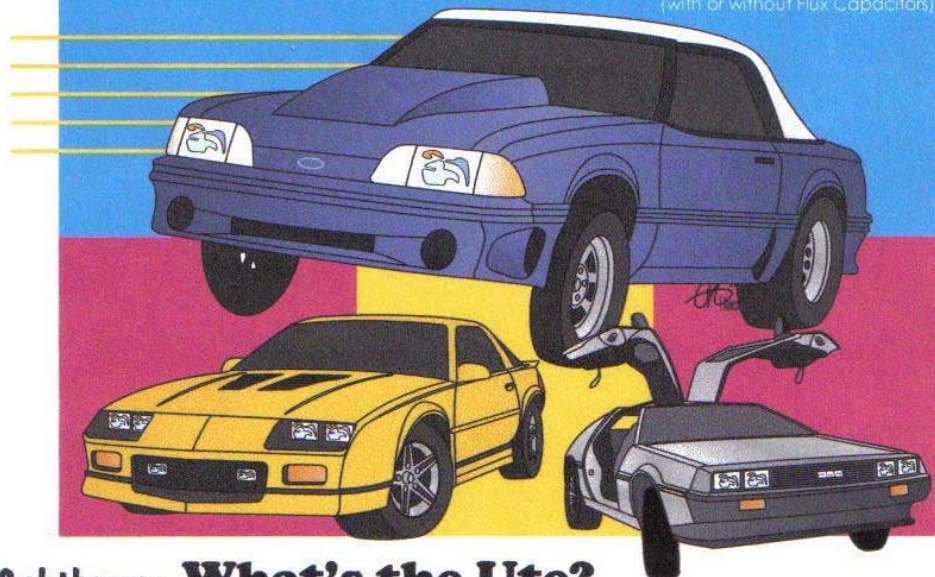
- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

This Year's
Theme:

Back to the Future

Cars of the 80's

(with or without Flux Capacitors)

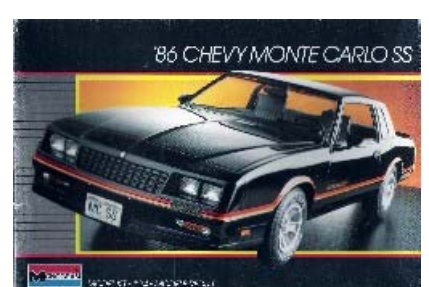
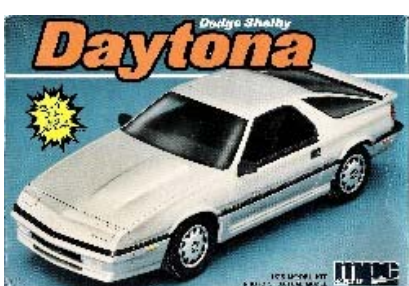
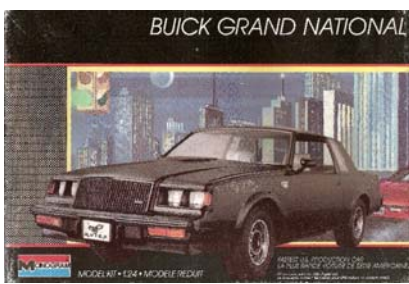
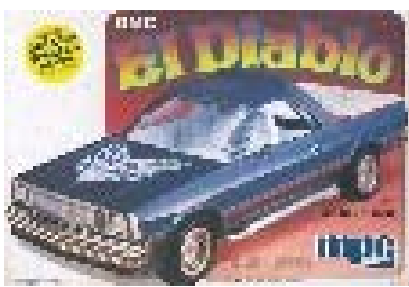
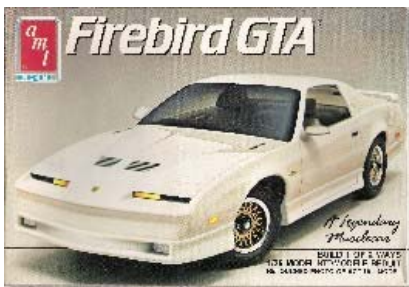
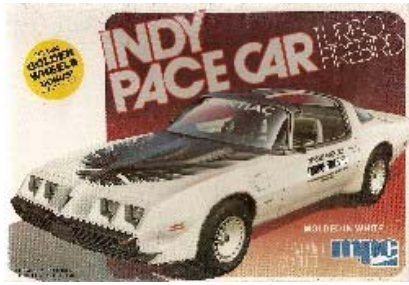


Subtheme: **What's the Ute?**

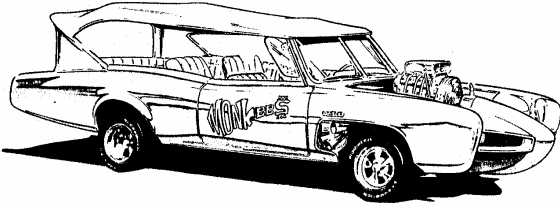
(That would be pickups for those up over)

SATURDAY, APRIL 17, 2010
WAYNE, N.J. USA





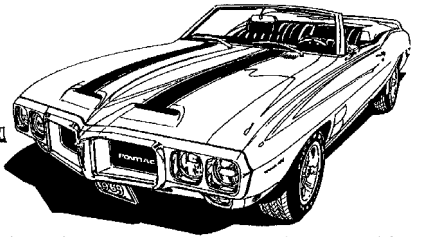
Pontiacs on Parade!



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!





☞ April 17th—24th Annual NNL East, at the Wayne, NJ PAL bldg, from 9 a.m. to 4 p.m. **Themes: 1985: Back to the Future** (any vehicle from the 80s); and **Pickup Lines: What's the Utes?** (any form of pickup).

Info: NNLEast@aol.com, www.nnleat.com.

☞ May 8th—**Mid-Atlantic NNL model car show and swap meet**, at Ruhl Armory, in Towson, MD. **Themes: Modern Muscle** ('00 to present), and **Diecast Replicas** (w/ diecast!). Info: www.mamasboyz.org/.

☞ May 22nd—**Model Classic 2010**, at Fairfax high school, 3600 Old Lee Hwy, Fairfax, VA, from 9 am to 4 pm, by the Northern VA Modelers. **Theme: Heroes & Villains.** Info: Tom Henderson, Tomhenderson51@vrizon.net, or Mike Neyland, mjneyland@aol.com.

Pontiacs on Parade!

The Poncho Parade continued unabated this month with several more attendees.

Joe Bush: Late model ('02) Sunset Orange WS6 T/A (actually a replica of his wife Debbie's car—lucky gal!). He also brought out an in-progress Verdoro Green '69 Grand Prix, a red '92 Formula (another replica of his real one), and several unpainted (and glue-free!!) cars, specifically, '62 **AND** '64 **Bonneville convertibles**, and a '63 **Bonneville hardtop**. I was hopin' one of you guys coulda distracted him while I made off with 'em (Ha! Ha!)

Steve Buter: '93 Trans Am

Dave Henja: '04 'GeeTo Tiger' GTO

To round out the field, I

brought my **Cameo White '74 SD455 T/A**, and **Silver '84 Fiero 2M4**. I also displayed a resin '50 **Pontiac** from **new Pontiac 'Bud' Tom Coolidge** (a.k.a. *Pro-molite*). Hopefully, there will be a bit more on it in the near future in the Model Buffet column.

This month's lucky recipient of the cash was **Joe Bush**, for his T/A. He started with a Revell kit, finished in GM rattle can Sunset Orange. It features the correct charcoal/buckskin interior. It rolls on a set of Pegasus

wheels, toned down a bit with dullcoat. He actually pirated a better exhaust system from Revell's '02 Camaro. My kinda guy—partin' a Chevy out fer a Pontiac!

The offer



still stands—for the remainder of 2010, there's gonna be reserved Pontiac parking at *EVERY* club meeting. Might as well bring 'em and park 'em, and maybe get paid if yours is chosen as the car of the month. Matter of fact, someone asked me if there was any charge to park. Nope—it's free, but **ONLY** if you got a Pontiac!! ☞



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MAMA's BoyZ do it in scale!



"New" Stuff this month:

- Auto World/Round 2 Double Dragster (box)
- Auto World/Round 2 '25 Ford Model 'T'
- Auto World/Round 2 Munster Coach/Drag-U-la Tins
- (Monogram) Classic Cruiser 1/24th scale '32 Ford Street Rod
- (Monogram) Classic Cruiser 1/24th scale '57 Chevy Nomad
- (Monogram) Car Show 1/25th scale '55 Chevy Bel Air hardtop 2'n 1
- (Monogram) Hobby 1/24th scale Ford F-250 Super Duty Pickup

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

FOR SALE: Car/vendor trailer—white .030" aluminum, 8.5 X 30 Pace Aerosport V-Nose enclosed trailer (32ft. overall length), (2) 6000lb axles w/ electric brakes, Bogey 8-bolt wheels w/LT23585R16 tires (tires 2 1/2 yrs old), (2) spare wheels/tires, 4' X 6.5' curbside, diamond plate front stoneguard, stainless trim on V-nose, (2) 4' X 6' vendor doors w/curbside supports, (3) roof air vents w/MaxAir rain covers, 20' curbside awning black/white checkerboard fabric (new in '09), black/white checkerboard vinyl flooring (inside & ramp), dia-

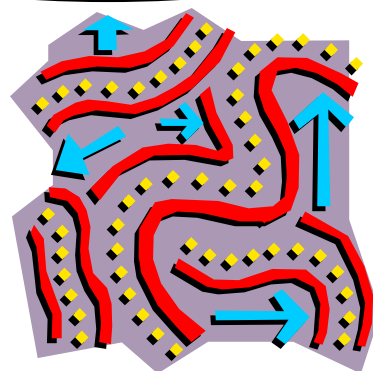
mond plate rear ramp flap and floor runners incl. rear ramp, 30" extra height (105" inside), white vinyl ceiling, (4) 4' ceiling lights, new 12V electric tongue jack ('09), aluminum fenders, R7 ceiling/R5 wall insulation, 36" roadside V-front access door, white mod wheels w/stainless trim rings, conspicuity treatment, all lights replaced in '09 w/LEDs, 2 5/16" hitch ball, 7-way plug. \$24,000 in today's dollars, super sale price is less than half that—**\$10,000**. Call **Ron Bradley**, 410 551-8960 (office), 410 916-3239 (cell) **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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