

MAMA SEZ!

Volume 23, Issue 10

June, 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.!) **NOTE!**
- ☞ May 15th
- ☞ June 19th
- ☞ July 17th
- ☞ August 21st
- ☞ September 18th
- ☞ October 16th
- ☞ November 20th
- ☞ December 18th

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

Dog Days of Summer!

Conspicuous by their absences last month were **BOTH club Prez Lyle Willits AND 'Founding Father' Norman Veber.** Never fear though—**Club VeePee Tim Powers** did an excellent job! Hope everything came out A-OK, you two.

WoW—now, Mercury bites the dust!

This month, **Ron Hamilton** checks out the

new **Revell '66 Impala**, while **Rich Wilson** takes a peek at another Impala—this time, the reissued **Revell '60.** **Thanks, guys!**

Pontiacs on Parade has a mind of its own, and continues to entertain. **Dave Zinn** admitted to building his Cameo White Trans Am specifically for the Pontiac Parade display

(details—see page 11).

The raffle raised **\$27.00**, while the door box added **\$98.00** (thanks to a few extremely generous donations!). C'mon guys (and gals), we didn't make the rent!

Thanks also to the raffle donors: **Ron Bradley, Brad, Ed Brown, Matt Guilfoyle, and Rich Wilson.** ☞

RIP Mercury!

Ford Motor Company recently announced it will **kill off its Mercury division** while expanding its Lincoln line. The 71 year-old brand was created by Edsel Ford to fill a gap between Ford and Lincoln.

The move is an effort to streamline Ford's domestic operations. Over the past few years, Ford has rapidly shed all of its European brands, although the decision to shutter Mercury is the first division closure

since the Blue Oval ended its failed Merkur franchise in '89.

Ford says it will cease Merc production across the board by the end of 2010, dropping all four of the division's products. Mercury hasn't had a unique model since the slow-selling **Cougar** was dropped af-

ter '02., so Ford says it hopes buyers will find what they want either in Ford or expanded Lincoln showrooms.

Guess Mercury'll be in good stead with **Plymouth, Olds, Pontiac, Saturn, and Hummer**, eh? Where's it end?! ☞



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'66 Chevy SS396 Hardtop

[Revell #4250; 122 pieces plus decals; modified reissue]

We have not had a newly released tool of the 1966 Chevrolet Impala Super Sport from a major model manufacturer since 1966. This new offering from Revell is a pleasant surprise, as it was modified from their line of very nice '65 Chevrolet Impala SS series of kits. If you had the pleasure of building one of the versions of the '65 Chevrolet Impala SS kits, you found a well detailed, straightforward to assemble kit. It had a few detail problems, that were not necessarily a deal-breaker to me, as I worked around them. I call this kit a "modified reissue" in that the general engineering of this kit is a carry over from the '65 kit, the same as the actual one-to-one car. Revell graced this kit with a new body, and interior, with their attendant parts, and did an excellent job with those changes. The new body is crisp, with delicately scribed emblems, and a reshaped

roof and rear back-light, which is much more faithful to the actual car.

The 22-piece *engine assembly* represents the *Mark IV V8 engine* very well, depicting the 396 cubic-inch/325 horsepower version, with a 4-speed manual transmission, power steering and air conditioning.. Proper and careful detail paint and aftermarket wiring and plumbing can yield a "contest quality" engine with this assembly, as it is that good. This kit manufacturer does excellent work in this regard, but inclusion of brackets for the alternator and attendant pumps would make the assembly more accurate.

The 47-piece *chassis assembly* has the wheel-wells, floorboard, and frame molded together in a single unit, which is very well defined. The front suspension unit consists of a separate cross-member, a lower front suspension unit, separate springs, tie-rod, upper "A" arms, and a steering box.

While it does not have the option of steerable wheels, or an adjustable ride height, it is well detailed, and looks good when mounted in the chassis. The separate exhaust and rear suspension components allow the modeler the opportunity to paint the various parts the appropriate colors easier, thus yielding a better looking model.

The 20-piece *interior assembly* consists of a textured floorboard with the rear seat and package tray molded together as one unit. The well engraved 2-piece "Strato" bucket seats, floor console (*chromed?*), shifter, rear speaker grill, accelerator, brake and clutch pedal, two-piece dashboard, steering wheel with a separate column and chromed horn ring. The firewall with a separate A/C and power brake booster/master cylinder mounts to the front of the interior tub. The gauges and trim parts are handled with decals. Very accurate indeed.

The 'separate' glass parts, interior rear view mirror, and clear dome light mount into the very well done 1966 Chevrolet Impala SS body. However, while there is a very good headliner detail, it is marred by four ejector pin marks, which will take a fair amount of filling and sanding to eliminate, if the modeler chooses to.

The well-engineered radiator and core support assembly consists of the core support, radiator, fan shroud, hood striker plate, battery, upper and lower radiator and A/C hoses, and a clear windshield washer jar. When painted in the same semi-



(Continued on page 3)

Impala (contd)

(Continued from page 2)

gloss black as the firewall and wheel-wells, this is an outstanding assembly.

The completed interior assembly mounts into the body, with separate chromed windshield wipers, door handles, two-piece dual outside rear view mirrors, rear fender mounted radio antenna, front bumper-grille assembly, license plates, and the rear bumper. The separate head lamps are clear, and the rear tail lamps are clear, with a red tint. The hood has a set of separate hinges, which allow the hood to be opened and closed, and the upper A/C hose round out the assembly. However, there were a couple of short-cuts taken in this assembly, in that the roll pan under the front bumper should be a semi-gloss silver finish instead of chrome, and the tail lamps are too simplified in its engraving. The various emblems are handled with kit supplied decals.

Note: I hear that *Model Car Garage* is developing a photo-etch set for this kit, which if it is like the set supplied for the '65 kit, will be a welcome addition for this kit. Of course if you choose to do a factory-correct color combination for this model, *Model Car World*, *Scale Finishes*, or

your choice of a reputable paint vendor can fill the bill, as well as your local hobby vendor, if paint made especially for modelers is your cup of tea.

The *wheel and tire assembly* consists of a nice set of black-wall "No-name" bias ply tires with a good tread pattern, along with a very well engraved set of '66 Super Sport wheel covers, and wheel-backs, which snap onto the axles. A set of decals are provided on the decal sheet if the builder chooses to add a set of white-walls to the tires.

Back when I was a kid, one of the premier model car kits available was the AMT '66 Chevrolet Impala SS hardtop (*or convertible*). AMT did a credible job with the kit, as it represented the real car very well, with multiple building versions, such as:

- Replica Stock
- Custom-Styled by the Alexander Brothers
- Drag Racer
- NASCAR Racer

The parts included in that kit were crisp, well defined, and once carefully assembled, made for an excellent model. As a matter of fact, AMT converted the original tooling of this kit into a "Modified Stocker" round track racing car, using a lot of the parts from the NASCAR version, wide steel wheels with slick racing tires, a

radically modified body, and other parts unique to this genre of racing. In making these modifications, AMT was able to get some more usage out of the "old" '66 Chevy Impala tool. However, the "Modified Stocker" modifications made it a very expensive proposition to return the tooling of the kit back to its original form, thus making the availability of a un-built kit a rare, and expensive proposition.

Up until the release of this kit, if the modeler wanted to build a model of a '66 Chevrolet Impala Super Sport hardtop, one would have had to purchase a rare, original, AMT plastic kit at over \$100.00, a resin body kit, based on the AMT kit which cost anywhere from \$40.00 to \$90.00, depending on the caster, or restore an old built-up. In a comparison of the old AMT kit versus the new Revell kit, the execution of the new kit is so far ahead of the old kit that it is hard to find the exact words to describe it. Every separate assembly of the new kit is superlative in comparison to the older one. However, the multiple building versions of the old AMT kit make that kit an interesting proposition. I see Revell offering a "Low Rider" version, and a "Street Machine" version of this tool in the near future, as well as maybe, an alternative body style. Can we say a Biscayne 2-door sedan? **Puh-LEEZE???**

If you are into this car, the purchase, and building of this kit to your liking is a no-brainer. I highly recommend this kit as a "must buy"!!!!

by: Ron 'Big Car' Hamilton 🍷

Note:

Please remember: **NO** congregating in the halls (*thereby creating a possible fire hazard!*) prior to the meetings

NO admittance to the meeting room until 11 AM (*NO exceptions*)

Meetings are scheduled for 11 AM to 2 PM—**NO EXCEPTIONS!**

We **MUST** be out of the room by 2 PM, or we will be charged additional fees 🍷

'New' US Carmakers?!!

13 of Buick-GMC dealer Kim Borcharding's customers had *Pontiac leases* that ended in March, but *none of them bought or leased another new vehicle from her. Six bought an import. Three bought a Chevy*, which her store doesn't sell. *One* bought a *used vehicle* from her, and *three bought out their leases*. Not very good odds, eh? Those were their only options if they wanted to remain customers. Her current inventory is "just nothing that is in their league," since the lowest priced new vehicle she has costs nearly \$25,000. Like most Pontiac owners, Borcharding's customers need moderately priced sedans not found in the current Buick-GMC showroom. As a result, 'GMC's' retention efforts are attempting to shift most of its former Pontiac owners to Chevy. "They have nowhere else to turn because we don't have anything else to offer," Borcharding says. "They're not going to wait forever." "None of them are buying a Buick-GMC because there's nothing really comparable in the Buick-GMC line," says Mark Frost, general manager of Jim Ellis Buick-GMC outside Atlanta. The GMC Terrain small crossover (starting at \$24,995, including shipping), has the lowest starting sticker price in the brands' line-ups, not counting pickups. The least-expensive car, the Buick LaCrosse, starts at \$26,995, including shipping. Dealers will have to wait until the '12 model year to sell a less expensive sedan: the base version of the new Regal. A

premium-trim-level version is on its way to dealers with a \$26,995 price tag, with the base level costing less. Frost also manages a Chevy store, and 10 of 14 Pontiac trade-ins he has seen since November have been for Chevys. I'd rather eat worms than drive a Chevy (*or any other 'GMC' vehicle!*) at this point!

'GMC' said it dropped a plan to sell the seven-seat *Chevy Orlando* crossover in the US and will concentrate on existing models at its biggest division. 'GMC' in January '09 said it would start offering the Orlando in the US in '11. The model is based on the same basic vehicle structure as the Cruze small car. 'GMC' still plans to sell it in Canada, Europe and Asia. In lieu of adding the Orlando in the US, Chevy will get more production capacity for the Equinox and Traverse SUVs and the Malibu. They have added third shifts at plants that make these models and also plan to build the Malibu and Equinox elsewhere.

Now that 'GMC' has announced that its *future Chevy crossover*, the *Orlando*, will no longer have a future in the US market, looks like Buick will offer a small crossover of their own, despite previously saying that they had canceled plans for one (*'badge engineering' at it's finest. Wouldn't Fritz 'Badge Engineer' Henderson be proud?!*). According to Car and Driver, Buick re-



vealed their intent to build a sub-Equinox-sized crossover, in addition to the already revealed *new Excelle small car* that will share the *Cruze platform*. In late '09, 'GMC' announced they would cancel the Buick CUV after very poor initial feedback on their prototype. It will be smaller than the Equinox, and won't use the same platform.

'GMC' is *recalling* about *40,000 '05 and '06 Corvettes* for a steering-column problem. The problem is that repeated movement of the tilt-and-telescoping steering column could cause a signal interruption, resulting in a warning message appearing and the brakes engaging. This could make the car pull right or left. If the driver doesn't respond, a crash could occur, NHTSA said. Then, there's the problem of the *leaky fuel-tank* on an estimated *33,000 '04 Corvettes*. There have been 30 reports from consumers alleging either leaking liquid or fuel vapor coming from a tank, NHTSA said. There have been no accidents or injuries associated with the problem. 'GMC' has been notified and will comply with the investigation, which is an early step in determining if a re-

(Continued on page 5)

New (contd)

(Continued from page 4)

call could be required.

A Rose by any other name? ‘GMC’ is talking with **GMAC Financial Services** about keeping the GMAC brand for ‘GMC’ financing when the lender changes its name to **Ally Financial Inc.** GMAC has a license from its former parent to use the name for its automotive operations until ’16. GMAC told dealers that its automotive operations would continue to do business under that name for the foreseeable future. The global financial crisis has taken its toll on GMAC, which has **received more than \$17 billion in US bailout money since December ‘08.**

‘GMC’ announced recently that it is **recalling all Hummer H3s produced since the ‘06 model year to fix a portion of the hood that can detach during driving.** The voluntary recall affects 164,190 H3s and H3Ts in the US and 198,404 worldwide. A device on the hood called a **hood louver can come loose and possibly detach while driving.** It was actually functional on older Hummers but is decorative on the H3. In a recall document filed with NHTSA, ‘GMC’ said the tabs holding the louver could break, causing it to rattle against the hood and detach, possibly striking another vehicle. The repair involves applying an adhesive to refasten it to the hood. They’re gonna **GLUE** it back on?! **With Hummer shut down, who’s gonna fix all these trucks?!**

Mark Reuss, ‘GMC’ president, and other top execs

meet weekly outside Ann Arbor for what they call ***Knothole Rides*** (*not to be confused with ‘KnotHEAD Rides?!’*). They test drive new ‘GMC’ vehicles and their competitors, offering frank assessments to vehicle line executives and chief engineers. Recently, they were focused on the **Cruze**, a compact that arrives in September and is designed to outperform the **top-selling Honda Civic** and **Toyota Corolla** (*a daunting task!*). The Cruze chief engineer said discussions at these rides are frank and sincere. **“We have never really built good small cars,” Reuss said. “But we are now”—what changed?! While driving a Cobalt,** the veepee of global vehicle engineering, was blunt: **“Look at this car, it’s horrible. How did this get through so many people.”** Don’t you know—you built the darned thing!

Computer envy is driving ‘GMC’ to partner with **Google**, similar to the **Microsoft** and **Ford Sync system.** ‘GMC’s’ OnStar unit is bringing Google mobile nav technology to the Volt. Drivers whose smartphones use Google’s Android operating system will be able to use their phones to pinpoint their vehicle’s location on Google maps. They can then request a destination by speaking it into the phone, and have it sent right to the car. OnStar would then guide them to it using turn-by-turn spoken directions. Always a follower, never a leader.

No more union payoffs. That’s what ‘GMC’ told the United Auto Workers (**UAW**)—it will no longer **pay workers to leave**, the Wall Street Journal said.

‘GMC,’ which has spent billions over the years coaxing workers to quit, has indicated it has no intention of using such a program, per officials who attended recent UAW meetings with union leaders. The UAW has been pressing ‘GMC’ to consider another round of buyouts and retirement incentives similar to programs that have encouraged **66,000 hourly workers to leave since ‘06.** ‘GMC’ told Wall Street Journal that rather than launching a new buyout program, they would use flexibility allowed under its UAW contract to adjust manpower up and down. In addition to being able to move workers more freely from plant to plant, they can hire temporary short-term labor as necessary.

‘GMC’ rewarded the **now-retired vice chairman Bob Lutz with a sendoff** recently in downtown Detroit and at the Warren Tech Center, the heart of its global product operation. He officially hung it up on April 30 after more than five decades in the business. He was most recently an adviser and served an extended stint as ‘GMC’s’ product boss. He was also briefly in charge of marketing last year after ‘unretiring’ following the company’s emergence from bankruptcy. Lutz, wearing a suit and a yellow tie—and his GM identification badge (*funny, even the cars don’t wear them anymore!*)—shared some remarks with the crowd. **Buh-bye, Bob.**

Looks like ‘GMC’ has **greenlighted the Buick Regal GS, a rebadged Opel Insignia.** If another rebadged Opel (**Astra**) couldn’t help Saturn from going under, why does ‘GMC’ think it’ll work for Buick?! 🚗

This n That

Medical Update! Philly Boy Tommy Kortman was recently released from Lourdes Medical Center with **congestive heart failure**. They stabilized and he is doing OK. Ariel, Fernando, Steve and Bob Doebly recently visited him to cheer him up. His mother and sister showed up and they all had good time making him laugh. Follow doctor's orders and get well, Tommy...**Ferrari Scales Back?** Word out of Italy is that **Ferrari** is looking at cutting production and eliminating nine percent of its workers after sister company **Maserati** cut engine orders. Ferrari made only about 4,500 engines for Maserati last year, compared with nearly 9,000 in '08. According to Automotive News Europe, workers walked out for four hours recently because Ferrari wants to cut 120 office positions and 150 factory jobs. Ferrari employs about 3,000 people. Ferrari also is cutting 2010 production to 11,000 cars, from 20,000. The company claims it is focusing its money on product development, technological innovation and reaching new customers, although their first-quarter profit was down 28 percent...**More is Better, Right?!** A formal press conference probably won't happen 'til summer, but word is that Audi dealers have received their '11 order guides, and beginning in the fall, the company will be going from 0 to about 70 percent of US sales being equipped with **eight-speed automatic transmissions**...**Lexus Special Edition = \$\$\$!**

The most extreme Lexus supercar you can buy—the **LFA** outfitted with the **Nürburgring package** (see the April T 'n T column)—will cost **at least \$445,000**. The package adds **\$70,000** to the 'base (!)' price of **\$375,000**. Destination has not been set. To get the car in **matte black**, that's another **\$20,000**; black, orange and white paint carry no additional charges. It will be a '12 model...

Coming to America? Thanks to enthusiasts, the most powerful road-going **Aston Martin** ever is crossing the ocean. The British sports-car maker recently confirmed that the **510 hp V12 Vantage** will be sold in North **AND** South America. This is a reversal from a year ago, when Aston tantalizingly showed off the car and promptly said it wasn't coming here. Now the company says that it has no choice but to respond to the huge demand from enthusiasts to bring the car to the Americas. Why the change? Aston had said race-style bucket seats lacked airbags and the engine was so monstrous it filled the engine bay, interfering with federal crash-test performance. Now, they have modified the structure to meet safety requirements. The V12 Vantage is available for order now, and deliveries are expected to begin late this year. Pricing was not announced but has been estimated at about **\$200,000**. It has a **top speed of 190 mph** and can hit

62 mph in 4.2 seconds. It will also be available in a limited-edition, **Carbon Black**, which adds black metallic paint, carbon-fiber accents, gloss-black 10-spoke alloy wheels and other sin-



ister finishings. Sounds **MORE** expensive...**Corvette Landmark For Sale. Zora Arkus-Duntov's house** in suburban Detroit in up for sale. For devotees of the Corvette, what price can you put on a unique piece of history? There is only one house in which the undisputed godfather of the Corvette, Zora Arkus-Duntov, and his model-beautiful wife, Elfie, lived in the Detroit area. It's up for sale in Grosse Pointe Woods, three blocks from Lake St. Clair. Since Duntov's passing in '96 at age 86, Elfie lived in the house on the corner whose road sign "Duntov Way" told Corvette faithful that this was Mecca. The 2,600-square-foot, three-bedroom/1.5-bath home has, like the owner himself, a unique style. Who knows what kind of goodies could be squirreled away in this Corvette castle? Asking price: **\$325,000**. To see the listing, go to www.weichert.com/31081539/?ldview=ldsummary...**Buy EXPENSIVE American?!** Enthusiasts who want to take the new

T n T (contd)

(Continued from page 6)

GT350 Mustang racing in SCCA events are getting a little help from *Shelby American*. The Las Vegas-based company, which up-fits the '11 Mustang GT to create the **GT350 Mustang**, will add a normally aspirated version to the lineup. When they first announced the program in January, it centered on a supercharged version of Ford's new 5.0-liter V8 that would make about 500 hp. But SCCA rules disallow such post-title modifications as the supercharger. So they will offer a supercharger-free version. That makes it possible for it to be equipped with the factory six-speed automatic. Supercharged versions come with only a six-speed. With the expansion, there will be **three versions** of the GT350: a naturally aspirated version for SCCA racers will use the 412-hp version of the 5.0-liter V8 from the factory, mated to a six-speed manual transmission; a naturally aspirated version for street use. Shelby American will tune the engine output beyond the factory 412 hp, but final numbers haven't been set. It will be available with either a manual or automatic; a supercharged GT350, making about 500 hp and mated to a six-speed manual. All GT350s are white with blue Le Mans stripes. Interested? **In addition to the cost of a Ford Mustang GT, you'll spend \$26,995** for a naturally aspirated GT350 Mustang. If you want to step up to the **supercharged version, be ready to spend \$33,995, PLUS** the cost of

the car. For more info, go to www.shelbyamerican.com... **Here We Go!** Four months after its Scottsdale, AZ, auction was disrupted by severe weather, **Russo and Steele** is **suing tent company Tri-Rentals** for damage caused when a tent collapsed on several hundred collector cars. In a statement, R&S said that it was forced to file suit against the rental company to protect its reputation. The auction firm says its lawsuit cites negligence, gross negligence, breach of duty of good faith and fair dealing. The statement does not say what R&S is seeking from the tent-rental company. R&S's four-day auction was disrupted on its first night, Jan. 21, when severe weather swept through the Phoenix area with rain and high winds. Scottsdale's Flood Planning Department had warned the auction house of a potential flooding hazard earlier that afternoon. According to auction firm's statement, Tri-Rentals told R&S that it was reinforcing the tents at the auction site and said they were secure. The auction company also brought in industrial water pumps, ordered concrete barricades and arranged semis and trailers to act as wind blocks. As we all know by now (*by way of the Feb. and April MAMA newsletters*), one tent was launched onto a nearby freeway, while the other one unceremoniously collapsed onto the collector cars that were supposed to be protected by the aforementioned tent... **Nassau Dumped!** It was recently announced that the **Chrysler Sebring** would be renamed the Nassau. Well, in a move rivaling the wafflers at 'GMC' (*General Motors, natch!*),

Chrysler has ditched the idea of the reamne. Apparently they are trying to save some money, as industry analysts estimate that the effective launch of a new nameplate in the US market costs as much as **\$100 million** more, on marketing, than it would to promote a new vehicle using the old name. Money well saved, I say... **Speakin' of 'GMC'**. They recently sent a memo to Chevrolet employees at their Detroit headquarters, promoting the importance of "consistency" for the brand, which **WAS** the nation's best-selling line of cars and trucks for more than half a century after World War II. And one way to present a consistent brand message is to **stop saying "Chevy,"** though the word is one of the world's best-known, longest-lived product nicknames. Mr. Worthington, the branding expert, said Chevrolet seemed unclear what the brand stood for. But ultimately, he said, consumers "will call you whatever they want to call you." But not Chevrolet staff members. A postscript to the memo says a sort of **cuss jar**—a **plastic "Chevy" can**—has been situated in the hallway. **"Every time someone uses 'Chevy' rather than Chevrolet," the note said, the employee is expected to put a quarter in the can.** Guess they're plannin' ahead to those 'high-end' Chevy, er 'Chevrolet' Cruze (*a.k.a. Daewoo*) compacts, eh? (*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!*) 🍵

'60 Impala Hardtop

This is at least the third re-issue of this kit and, while it still builds as a custom, at least this time we get the stock wheel covers. Personally, I've always thought the '60 Chevy was the best looking of all the Impalas. It bugged the hell out of me when

this kit first came out in '93-'94, that Revell didn't include them. That problem is now fixed. All of the stock pieces are included as well as most of the lowrider parts. Missing is the trunk floor that was covered with batteries for the hydraulic suspension, but the pumps are included. Most who know me know my dislike of

'wagon wheels with rubber bands,' but the 20" custom wheels in this kit remind me of the '05 Bul-

litt Mustang wheels. They're not bad looking, especially when the spokes are painted as in the box art pix, but just not on this car.

Included are small disc brake rotors that double as retainers, but these and the wheels are not shown in the instructions. Need I repeat myself for the "millionth" time that the only reason wheels were made to a larger diameter was to clear the larger brake rotors? The remaining new parts consist of a chromed radiator shroud, oval air cleaner, generator and finned valve covers. In addition to the upholstery decals and "scripts and flags" there is the choice of black or white gauge faces and two pairs of traditional flames. There is also the choice of black, red or white decals for the side spears, and wheel cover center decals as well.

by: Rich Wilson 🚗



NNL Notes

Well gang, on balance, our recent NNL show was successful. Here it is, by the numbers (*thanks, Matt!*):

- 350 models were displayed
- 184 people through the door
- Without further ado, here are the lucky award winners:
 - **Competition:** '23 T AA/FA—David Sherman
 - **Curbside:** '60 El Camino, John Dell'Osa
 - **Custom:** '53 F100 pickup—Bill Stillwagon
 - **Replica Stock:** '62 Corvette—Larry Boothe
 - **Street Machine:** '69

Torino—Terry Adams

- **Street Rod:** 'Predator'—Gary Kulchock
- **Truck/Lt. Commercial:** '85 Ford LTL 9000—Hunter Selby
- **People's Choice—Diecast Replica:** '65 A/FX Dodge—Ron Dreschler
- **People's Choice—Modern Muscle:** '10 Camaro—Bill Stillwagon
- **People's Choice—Junior:** '63 Tempest AWB "Funny Farmer"—Alex Forrester
- **People's Choice—Adult:** 'Predator'—Gary Kulchock

At this point, it is important to point out that it is not enough to simply vote to have the show each

year—it needs to be adequately staffed (*and attended*) as well. Otherwise, we end up with the very real prospect of not having the NNL due to poor participation. If you don't that, then I suggest that you all make plans for next years' show, which has as its' two themes *Movie and TV Cars*, and *Indy Pacers and Racers*, a celebration of *Indy's 100th Anniversary*, a class being sponsored by *Harold Bradford, Norman Veber*, and *Ron Hamilton*, which will consist of **THREE** separate awards—one for front-engine cars, one for rear-engine cars, and one for pace cars. So, there's plenty of variety—get busy now, OK?! 🚗

Wacky Racers

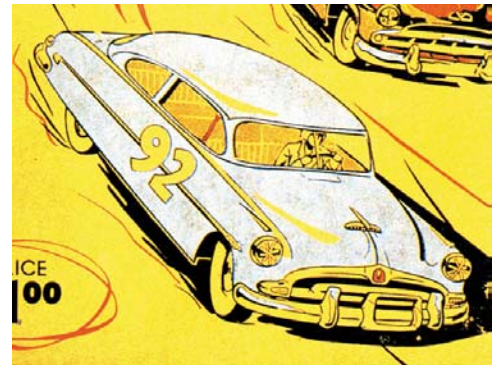
For those of you who **STILL** follow NASCAR, here for your inspection are some **test shots** of the new **AMT/Round 2 COT cars**. Sadly, they are only doing Chevies—I might actually do a Camry, just to piss off a buncha NASCAR fans (*although, with the spec nature of these bodies, if you had Fusion, Charger, or Camry decals, guess it'd be pretty easy to*

build something OTHER than the Chevy?!). Oh, and just in case you didn't know, the 'Tooner boy' rear wing has been banished in favor of the old standard rear spoiler, meaning that these guys are not correct for the current cars!



Another interesting note is that it appears as though NASCAR may be dragged kicking and screaming into this decade, with the possible addition of **fuel injection** to their spec sheets

within the next year. More ways to 'interpret' the rules, eh? Thanks to Jayski.com for **THAT** bombshell! 🚗



'Street' Racin' in B'more?!

Program this date into whatever electronic device you care to—**Aug. 11th, 2011**. That's the date that *some of the world's best IRL drivers will be navigating the streets of Baltimore, MD*.

About 50,000 temporary

bleacher seats will be available, with possibly 40,000 more sold inside Oriole Park.

While the race will shutter several prominent city streets during the three-day race weekend, officials said the boom in tourism will help Baltimore, potentially producing **\$65 to \$70 million** in economic benefits.

"This race will do as much for Baltimore as the Preakness has in the last 100 years," Baltimore councilman William H. Cole IV said.

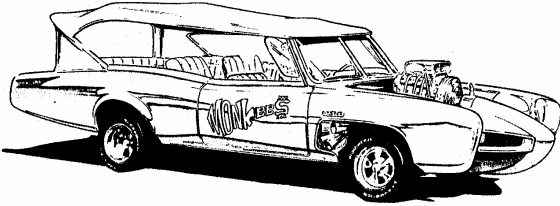
Two-time Indianapolis 500 champion **Al Unser Jr.** is serving as a race consultant. Unser Jr. said this is his first foray into planning an event of this magnitude.

He said he found out creating a temporary road course event requires much more than paving streets, erecting stands and putting up walls.

Organizers and politicians met with all the neighborhood communities along the race route in the hopes of avoiding noise complaints before moving forward with planning the race events. Bring on Danica! 🏎️



Pontiacs on Parade!

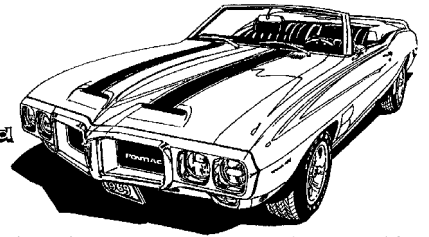


With the demise of the “Excitement” division of General Motors after the 2010 calendar year, I am proposing a *year-long celebration of Pontiac power.*

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!





- 🏆 June 25th to 27th—**All-GM Nationals**, in Carlisle, PA.
Win a '79 Monte Carlo or a Chevy engine (surprised?!) on Sunday. And, don't miss the **Pontiac Pavilion!** 🏆
- 🏆 July 9th to 11th—**All-Chrysler Nationals**, in Carlisle, PA.

- 🏆 July 23rd to 25th—**Bike Fest**, in Carlisle, PA.
- 🏆 July 24th—**Applebee's Restaurant show**, 9501 Liberia Ave, Manassas, VA, from 9 am to 3 pm. Rain date July 25th.
- 🏆 Aug 6th to 8th—**All-Truck Nationals**, in Carlisle, PA
- 🏆 Aug 27th to 29th—**Corvettes** at Carlisle, in Carlisle, PA

- 🏆 Sept 29th to Oct 3—**Fall Carlisle**, in Carlisle, PA
- 🏆 **Oct. 15th & 16th—IPMS Region 2 Convention**, at the Hospitality House hotel in Fredericksburg (I95, exit 130). Info: Mike Forrester, bluz-boy66@comcast.net.

Get Busy on those projects, OK?! Ta Ta For Now! 🏆

Pontiacs on Parade!

The Poncho Parade continued unabated with more 'new blood.'

Dave Zinn: Cameo White '70 and Solar Gold '78 Street Machine T/As.

With the exception my '62 **Tempest built-up**, it appeared as though it was a 'Firebird show,' with my '78 and '79 **Firebird Type K Trans Am wagons** and Dave's 'Birds of Prey.'

Other Ponchos there but not in the 'Reserved' area—**Howdy Hoffman's '70 "Boss Bird" funny car** (along with a few other 70s racers), and a '63 **LeMans** of unknown origin.

This month's lucky recipient was **Dave Zinn**, for his **70 Trans**

Am street machine.

Dave used the R/M '70 as his starting point for this beast. It features a **one-off Pontiac 'big block'** built using parts box heads upside down and Revell's '55 Chevy P/M Pontiac script valve covers (*Ed. Note: Just keep kitbashin' those Chevies to build Pontiacs, guys!*). The Novi style supercharger was built by Virginia Beach modeler Freakintiger for Dave several years ago. He built the top part of the intake manifold, intake tube and throttle body as well as the headers and exhaust. The wheels are Tamiya Subaru WRX STi wheels in Pegasus 23" aluminum sleeves. He also used the Subaru kit's Brembo brakes. The calipers were repainted gunmetal and APracing decals



applied to them. The interior features seats from a Tamiya Nissan 350Z kit and a sequential shifter from a Tamiya Nissan Primera JTCC racecar. The stock hood was notched to clear the supercharger's intake tube and a Competition Resins Outlaw hood scoop was molded in.

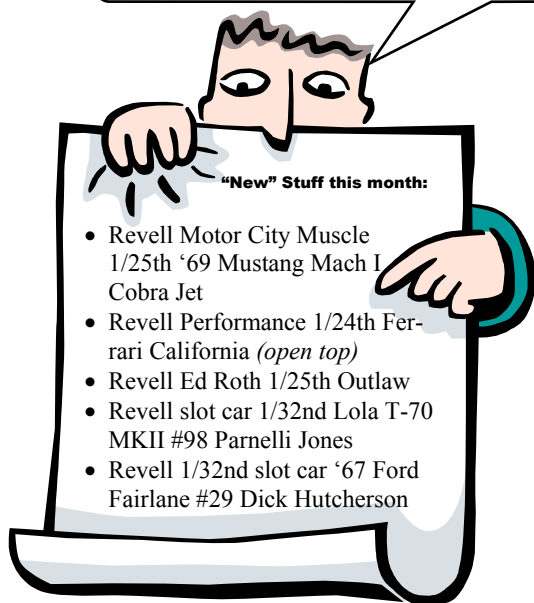
So, remember—for the remainder of the year, there's gonna be reserved parking at **EVERY** meeting—for Pontiacs **ONLY!** **Thanks guys, and keep it up!** 🏆



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MAMA's BoyZ do it in scale!



- "New" Stuff this month:**
- Revell Motor City Muscle 1/25th '69 Mustang Mach I Cobra Jet
 - Revell Performance 1/24th Ferrari California (*open top*)
 - Revell Ed Roth 1/25th Outlaw
 - Revell slot car 1/32nd Lola T-70 MKII #98 Parnelli Jones
 - Revell 1/32nd slot car '67 Ford Fairlane #29 Dick Hutcherson

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. Also want *Mickey Thompspon Attempt I/Challenger I kits*, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), Revell Sunbird, '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 Fire-

birds, 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 Sickle at gtoguy@verizon.net, or see me at a meeting. **Thanks!**

WANTED: Someone interested in attempting a repair to a Franklin Mint diecast Deussenberg (*filled with sentimental value*). Contact Kurt Wenzing at (410) 857-8444.

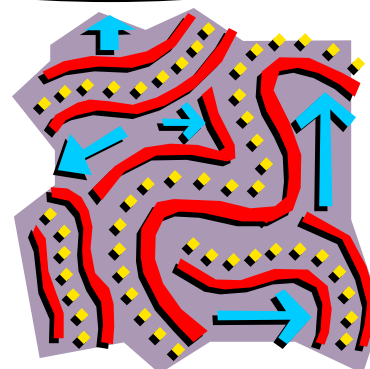
Got an ad? E-mail me, and we'll see if we can fit it in! 📧

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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