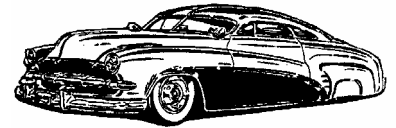


MAMA SEZ!

Volume 23, Issue 11

July, 2010



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

Arter Rake!?	1
Revell '62 Impala	2
'New' Carmakers?!	4
T 'n T	6
Big Stuff!	8
Dept. of Corrections	8
Auction News	10
Condolences	10
Black Widows?!	11
Pontiacs on Parade	13
Events	13
Classifieds	14

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. ☞

Hotter Dog Days of Summer!

Last month's meeting was a typical low-key one, with both Lyle *AND* Norman returning. Welcome back, guys.

This month, **Ron Hamilton** checks out the new **Revell '62 Impala**, while **Rich Wilson** imparts some info on **Black Widows** from some old **HOT ROD mags**. **Thanks, guys!**

Pontiacs on Parade

continues to entertain. A surprised **Bonnie Crittenden** accepted the award last month in the display (details—see page 13).

The raffle raised **\$47.00**, while the door box added **\$115.00** (thanks to a few extremely generous donations!).



Thanks also to the raffle donors: **Ron Bradley, Steve M. Buter, Bonnie Crittenden, Bob Dudek, Ed Brown, Matt Guilfoyle, Charles Magers, Rich Meany, Nick, and Replicas & Miniatures Co. of MD (a.k.a. Norman Veber).** ☞

MAMA's Boy Makes Good!

The recent **GMs at Carlisle event** marked the debut of **'MAMA's Boy' Irv Arter's '69 El Camino**, fresh off a 'restification.'

Thanks to club prez **Lyle Willits**, I am happy to report that Irv won **Best '68-'72 El Camino** for his family's hard work! I also heard that his dad won a judges personal choice award for his **Grand Am-style El Camino**. For more photos, go to Irv's Fotki page—[http://](http://public.fotki.com/IrvArterJr/1969_el_camino_pr)



public.fotki.com/IrvArterJr/1969_el_camino_pr

object/progress-2010/its-finished-first-/. **Kudos, Irv!** ☞

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.

'62 Chevrolet Impala Hardtop

[Revell Kit # 4246; New Tool]

I was pleasantly surprised that Revell made the decision to offer a kit of the '62 Chevrolet Impala two-door hardtop. The reason for the surprise was that AMT had been marketing a pretty good kit of a '62 Chevrolet for over a decade, as a Bel Air 2-door hardtop in various guises, and an Impala SS convertible. AMT also marketed the '62 Impala as an annual, and promotional models back when the actual car was new. To acquire an original, built-up, or unbuilt annual kit, or a pristine promotional model of the '62 Chevrolet is quite expensive, so this kit makes marketing sense. It would not have been too much of a stretch for AMT to modify the Impala SS convertible tool into a two-door hardtop, as was done during the time that the models were marketed as promos and annual kits. *Model Car World* had marketed a resin transkit of a '62 Impala SS two-door hardtop, which was meant to be used to modify the AMT convertible kit. This kit was not expected by the modeling community prior to the announcement made by Revell, and I am happy that the decision was made.

In looking over the kit, Revell has done an excellent job of representing the subject matter. Let's take a look at what comes in the kit.

ENGINE: The assembly is an excellent representation of the '62 Chevrolet 409 cubic inch, 400 horsepower V8 with a 4-speed manual transmission. There is a

factory stock version, as well as a "modified" one, with block-hugger headers, and a chromed finned oval air cleaner for the dual 4-barrel carburetors. Highlights are separate pieces for the fuel pump, oil filter, starter, ignition coil, distributor, oil fill tube, and a generator with upper and lower brackets (*yay!*). Once built up,



and accurately plumbed, wired and painted, this assembly is possibly the best example of this engine in scale.

CHASSIS: The well engraved chassis incorporates the floorboard and frame in one assembly. The front suspension, while simplified has separate coil springs, upper "A" arms for each side, and a part which incorporates the spindles, lower "A" arms, sway bar, tie rods, and the lower chassis in one assembly, which does not allow for poseable steering, but looks good never the less. The rear suspension consists of a rear axle assembly with a rear stabilizer bar, rear control arm, tube

shocks, and coil springs. There are also parts included to raise the rear suspension for drag slick clearance. There are also two sets of exhaust pipes included, the "Factory Stock" system, and a "Drag Race" system.

INTERIOR: The interior is very well done, consisting of a two-piece front bench seat, a rear seat with a separate chromed speaker grille, well engraved left and right door panels, the floor-

board incorporating the front wheelwells, a floor shifter, a firewall with a separate windshield wiper motor, brake master cylinder, and windshield washer bottle, and a well engraved dashboard with separate chromed accent parts for the lower dash bezel and glove compartment door (*which should be dull-coated with clear flat paint to represent anodized aluminum*), a steering column and a steering wheel. The brake, clutch and parking brake pedals are molded to the bottom of the dashboard, while the accelerator pedal is molded to the floorboard. Decals are used to represent the

(Continued on page 3)

Impala (contd)

(Continued from page 2)

speedometer, gauges, insignias, and the Impala specific “cloth” seat upholstery pattern, which should be over-coated with flat clear after the decals have set up. There is also a roll bar included to replace the rear seat for the “Drag Race” version. Once the interior floor is attached to the chassis, a separate steering box and column is attached, completing the assembly. With proper paint and detailing, an excellent replica will be the result.

CORE SUPPORT: This assembly consists of a radiator wall, to which a well detailed radiator, three-piece fan shroud, upper and lower radiator hoses, and the battery attach.

WHEEL ASSEMBLY: Included in this kit are three wheel/tire options, the “Factory Stock” standard equipment steel wheel with “Dog Dish” hub cap, the “Factory Stock” optional full wheel-covers (*with decals for the center emblems*), both of which mount to “no-named” bias ply black-wall tires. The optional “white-walls” are done with decals. The “Drag Race” version consists of the front steel wheels and tires used with the “Factory Stock” version, and a set of wider steel wheels for the rear, which mount to a set of slicks. The wheel assemblies mount to the axle with metal pins.

BODY ASSEMBLY: The glass mounts into the crisp, well engraved, one-piece ‘62 Chevrolet Impala two-door hardtop body, as separate pieces for the windshield,

rear window and the vent windows, which is uncommonly thin for cast glass. There are separate sunvisors, rear view mirror, and dome lights, which mount to a well-engraved headliner.

The front grille assembly is executed with a separate bumper, a filler panel which is meant to be painted the same color as the body, the grille and headlamp bezels in chrome, with separate clear headlamps. There is also an optional separate license plate mount furnished. With proper detail painting of the center of the bumper and grille with clear semi-gloss paint to represent anodized aluminum, this assembly will come out very nicely finished.

The hood assembly consists of a hood, a separate front edge molding in chrome, a pair of hinges, and a separate chrome ‘Chevrolet’ crest, with a decal insert, which mounts to the center of the hood at the top.

The clear-red tail lamps mount into the rear panel and rear bumper, which is a one-piece chromed assembly, which then mounts to the rear of the body. For accuracy, the rear panel should be painted with a flat aluminum paint to dull down the chrome for accuracy. Curiously, the rear panel does not include the C-H-E-V-R-O-L-E-T letters across it, as it is on the one-to-one. There is also a separate chrome ‘Chevrolet’ crest, with a decal insert, which mounts to the center of the trunk lid at the top.

The body itself is a builders delight, in that there is a minimum of trim molded on it, making it easy to paint and polish, before adding items such as the afore-

mentioned hood and trunk crests, the outside rear view mirror, windshield wipers, hood ornaments, door handles, and rocker panels, all of which are separate parts on the chrome tree. The only exterior trim molded on the body is the upper side spears. All of the other emblems and scripts are handled with kit supplied decals. Doing the body this way will also make it easier for the modeler who likes to build a mild custom, or “Low-rider” version of the car the hassle of removing the various molded in emblems and trim.

The *Model Car Garage* offers a photo etch detail set, which is meant for use on the AMT ‘62 Chevrolet kits. I would venture to say that most of that set could be easily adapted to this kit, with minimal modification, and in my opinion, would be a better way of handling the emblems, and other trim items than decals.

Speaking of decals, there is a set of period decals included for this car, which represents a fictional race team, as well as period speed part decals, which can be used per the instructions, or mixed and matched to the builders discretion.

Overall, in my opinion, this kit is the absolute best representation of a ‘62 Chevrolet in scale, bar none. AMT’s annuals and subsequent issues are also very nice, and are worthy of the modeler’s consideration, but in execution, and the look and feel of the product, there is no comparison. This kit is the perfect compliment to the AMT ‘62 Pontiac Catalina and Chevrolet kits, and is a must have.

by: Ron Hamilton 🍷

'New' US Carmakers?!!

Chevrolet, days into its new ad agency partnership, soon will scrap its *weeks-old "Excellence for All" print tag line*, Chevy (Ed. Note: *Do you mean CHEVROLET?! Put a quarter in the 'cuss' jar!*) spokesman Klaus-Peter Martin recently announced.

"It's not something you're going to see for much longer," Martin said of the tag line, which debuted in print ads this spring.

The print-only slogan was part of a new ad campaign whose tagline-free TV commercials launched recently, Martin said. They tout Chevrolet's "Red X" engineers, whom the TV spots say are "obsessed with quality. Because everyone deserves excellence."

Chevrolet created the new commercials with Publicis Worldwide, an arm of France's Publicis Groupe (*spit, Matt!*), which last month won all US ad contracts for the brand.

But last week, 'GMC's' new U.S. marketing chief moved the Chevrolet account to the San Francisco shop Goodby, Silverstein & Partners.

Goodby is Chevrolet's *third ad agency this year*. Last month they severed ties with its partner of 91 years, Campbell-Ewald, after soliciting ideas from new agencies in October.

A 'GMC' marketing effort may have been just a bit too smart. The Hebrew University of Jerusalem, which owns all property rights to *Albert Einstein's name and likeness*, is unhappy with an ad for the GMC Terrain.

The ad includes a large picture of an underwear model with Einstein's likeness and a tattoo that reads: " $e = mc^2$."

The four-page ad ran in People magazine last fall with a picture of the new SUV and headlines that said: "Ideas are sexy too... That's why we gave it more ideas per square inch."

The university, which is suing 'GMC', is anxious to protect its rights to Einstein's image. In '08, Forbes magazine ranked Einstein as the *fourth-highest earning deceased celebrity*, earning \$18 mil annually.

Rumors have circulated that *Cadillac* would be getting a *large 7-passenger crossover* based on 'GMC's' Lambda platform (*already used for the Buick Enclave, Chevrolet Traverse and GMC Acadia*), but that was before 'GMC' went bankrupt and emerged as a leaner, cleaner company with government backing.

Karl Stracke, veepee of global engineering recently announced that the Caddy crossover is *absolutely a go. Badge engineering at its finest! Good 'ol GM—can't teach an old dog new tricks!*

Karl Stracke also had this to say recently regarding Volt batteries: "Right now, the propulsion system is *too expensive*, even with the existing (*1.4-liter gas*) engine. He said the Volt's 16 kilowatt-hour battery pack cost now is "roughly *\$10,000 per car* and that 'GMC' is aiming to cut that to *\$5,000* for the second-gen car."



'GMC' says it's working with banks and financial institutions so it can sell and lease more cars to buyers with poor credit. *Isn't that part of the reason they got into trouble in the first place?!*

The talks lessen the chance of 'GMC' trying to buy the auto finance business from *Ally Financial*, its main lender. They also make it unlikely 'GMC' would start its own auto finance unit.

'GMC' considered both options earlier in the year because Ally was reluctant to fund loan and lease deals to buyers with subprime credit. About 16 percent of all loans for new cars and trucks go to subprime buyers. 'GMC' recently has been unable to tap that market.

Meanwhile, Chrysler raised concerns about reports that 'GMC' is interested in buying back the auto financing business from the former GMAC Financial Services.

CEO Sergio Marchionne told reporters that Chrysler was wary of being put at a competitive disadvantage with 'GMC' when it comes to offering lease and loan deals to consumers. GMAC, now called Ally Financial, is the preferred lender for both 'GMC' and

(Continued on page 5)

New (contd)

(Continued from page 4)

Chrysler after the Obama administration wound down Chrysler's lending arm, Chrysler Financial.

"One of the things we do not wish, under any circumstances, is to have an uncompetitive relationship with regard to 'GMC',"

Marchionne said after a meeting with Michigan lawmakers.

"In other words, if they control the lending practices and the degree of penetration and support that they gave to Chrysler, that would make us very, very concerned and we would have to look for alternative ways of financing our portfolio," he said.

"GMC" execs are exploring the possibility of buying back the auto-financing arm from the former GMAC or starting their own lending operations, an official who asked not to be identified because the plans have not been made public recently told The AP.

"GMC" sold a 51 percent stake in GMAC Financial Services in '06. The new owners, led by private equity firm Cerberus Capital Management LP, ran into problems in '08 with bad mortgage loans and were bailed out by the federal government, which now owns 56 percent of the company.

GMAC has received more than \$16 billion in loans from the federal government, which considers the lender a major component to the rebirth of "GMC" and Chrysler Group LLC, which have received billions in federal aid.

Auto manufacturers can benefit from having a captive financing arm because the company can dic-

tate lending terms to help their bottom line. Competitors, such as Ford Toyota, control their own financing arms.

Marchionne said Chrysler would need "to transition into a permanent, stable solution for Chrysler going forward."

"And once they tell me that GMAC is going to go back into 'GMC', we need to have the time, the space, to find alternative long-term solutions to the financing of Chrysler," he said.

Late-breaking: "GMC" may have decided against creating its own finance unit and is instead talking with banks including JP Morgan Chase, Bank of America and Wells Fargo about bolstering its lending capabilities. The banks would write car loans and leases, helping to spur sales.

Lotus Cars Ltd. is poised to tap **former 'GMC' product guru Bob Lutz** and **retired BMW executive Tom Purves** to advise the British niche carmaker on a five-year turnaround plan.

Lutz, who left "GMC" as vice chairman two months ago at age 78, has had discussions with Lotus but hasn't received a formal offer, two people familiar with the situation said.

Purves, 61, said in a telephone interview that he "would be happy" to be involved, but his talks with Lotus aren't final.

"The goal is to make a contribution to projects of the future—improving the quality, the product offerings and the operations of the company," said Purves, who led BMW North America before becoming CEO of the Rolls-Royce unit. "It's exciting, and there is no question it is a great brand with a

good future."

Lutz and Thomas Hofmann, a spokesman for parent Group Lotus, declined to comment.

The addition of Lutz and Purves would allow Lotus CEO Dany Bahar to tap a combined 90 years of industry experience in his bid to boost worldwide sales to 8,000 in 2015 from about 2,500 cars last year.

"Our aim is to raise the Lotus brand equity back to its rightful place as it existed in the 70s when it competed with the likes of Ferrari, Porsche or Aston Martin," Lotus said. "Maintaining the unique Lotus DNA is crucial, but with more relevance, greater efficiency and even more sustainability than we have had in the past."

Group Lotus is owned by the Malaysian carmaker Proton.

Bahar, a former Ferrari sales chief, joined Lotus in September. He has since hired managers from Porsche, Ferrari, Aston Martin and the German engineering and design company EDAG.

Lutz retired in May after steering product development at "GMC" for nearly a decade. He also worked at BMW, Chrysler and Ford during his career.

Purves headed BMW US Holding Corp. for nine years starting in '99, leading them to record US sales. He became CEO of Rolls-Royce in July '08 and retired in March.

Proton bought Lotus in '96. Proton's third attempt in six years to collaborate with VW AG failed.

"GMC" owned Lotus from '86 until '93, when it sold the company to Bugatti International. The Lotus Engineering is also part of Group Lotus. 🇸🇬

This n That

The Next Big Thing?! Articulated car emblems. Huh?! A website known as **Emble-mAlive.com** (<http://www.emblemalive.com/main.html>)

Is touting them as the innovative new way to customize your vehicle. Their invention makes your emblem **come alive** by giving it any combination of **sound, action, motion, and activation**. As an example, the Camaro bowtie emblem actually throbs (*as in "the Heartbeat of America"*), while the Mustang emblem 'gallops' and whinnies. If you have **absolutely nothing else useful to do with your money** (like, for example, performance enhancements!), then check 'em out... **New Dodge Logo?** With Ram and Dodge going their separate ways, the Ram brand is keeping the distinctive ram's horns logo that adorned Dodges. That left Dodge to search for a new symbol as it tries to reinvent itself as a sporty, youth-oriented brand—sans pickups. So,

Dodge CEO Ralph Gilles adopted the **twin red slashes** of Chrysler Group's SRT performance brand (*kinda looks like Chevy's Gran Sport, don't it?*). The red slashes will be on new dealer signs, ad materials, owner's manuals and merchandise. On vehicles, the Dodge name will stand by itself in a new script that will appear prominently but without the red slashes. The first to get the new treatment will

be the '11 Charger and a seven-seat Dodge crossover that will replace the Durango (*both set to debut in the fourth quarter*). The ram's horns will gradually disappear from other Dodge vehicles... **Flaming Fillies?! Ford** is offering



custom vinyl graphics (remember the PT Cruiser?) for two of its spotlight vehicles—the Mustang and the F-150. Nearly 50 graphic designs are available through

www.fordcustomgraphics.com, and will visually enhance each vehicle. The program launched on the Fiesta in November, and Ford expects it to take off on the Mustang and F-150, which are



two of its most customized vehicles. "You click on your vehicle and its exterior color, select the graphics you like, and then the web-

site will show you exactly how the designs will look on your vehicle," Jim Abraham, Ford's Licensed Accessories manager, said. The program will expand across Ford's product line, and the website has spots for the Fusion, Focus and Taurus. Look for the F-150 to offer camouflage or diamond-plate aluminum appearances, while the 'Stang could get stripes, flames or matte-black graphics. The benefits of this pro-

gram allow drivers to customize cars at a lower cost than paint jobs. It also helps re-sale: the buyer can simply remove the graphics, which are covered by a three-year 36,000-mile warranty... **Chevy Behind AGAIN?!** The July, '10 issue of **Motor Trend** magazine had a comprehensive test of '11 pony cars (*a.k.a. Mustang, Camaro, and Challenger*) - both V6 and V8 versions. Guess what? The '11 Mustang soundly trounced the Camaro and Challenger, despite being down a bit on power. Better yet, even the V6 Mustang outscored its rivals. To be fair, I should mention that the magazine threw a **Hyundai Genesis coupe** into the V6 fray, and it handily outpointed all second tier comers. Another instance where 'Less is More' (*weight and horsepower, in the Mustang's case*), and 'GMC' comes away lacking. If this were 'Old GM', they'd probably infuse the Camaro with even **MORE** horsepower in order to win succeeding shootouts. So, it'll be interesting to see if the thought processes at 'GMC' have changed in this regard... **Final Snake?** It's the end of the line for an icon. Clad in custom bronzed gold paint, the final current-gen Viper recently rolled off the assembly line at a Detroit factory. The last one was tailored to the tastes of a loyal Viper owner, D'Ann Rauh, who with her husband, Wayne, owns **more than 40 Vipers**. The Texas couple is recognized as owning the **largest personal collection of Vipers in the world**. This final Viper makes the end of production for the supercar,

(Continued on page 7)

T n T (contd)

(Continued from page 6)

which launched in '92 and was a pet-project of *then Chrysler exec Bob Lutz*. The car also had a custom leather interior and dark graphite, five-spoke forged aluminum rims. On top of all of this,

significant Viper race tracks have been air-brushed into the custom-painted copper stripes. 400+ Viper owners and Dodge CEO Ralph

Gilles were present at the Connor Avenue plant, dubbed the "Snake Pit," for the end. A new generation of Vipers is under investigation, a spokeswoman said... *'Intimidator' Reincarnated?* Not hardly, but his son, Dale Jr. *DID* make it seem that way when he recently ran the *#3 Wrangler Impala* in a Nationwide race at Daytona speedway. He started third, stayed within striking distance all night and led the final 33 laps. He beat Joey Logano, Ricky Stenhouse Jr., pole-winner and point-leader Brad Keselowski, Kevin Harvick, Clint Bowyer, Kyle Busch, Ryan Newman, Brian Ickler and Steve Arpin. Scheduled for 100 laps, the



race went 102 laps after a debris caution at lap 97. Junior apparently wanted to run the number and color scheme at least once before he retired. He can now retire a happy man... *A FASTER Veyron?!? Bugatti* is claiming a *new production-car top-speed record* with a combined two-run average of **267.9 mph** with a new

Veyron 16.4 Super Sport model, smashing the **253.76-mph** record set by a 'standard' Veyron in '05. It also betters the existing

world-record mark of **256.23 mph** established by *Shelby SuperCars* with its *Ultimate Aero* on a 12-mile stretch of road in Nevada in '07. Confirming details of the attempt under tight security at parent company VW's 13-mile Ehra-Lessien test track in late June, Bugatti says the new car set the record with its test driver, Pierre-Henri Raphanel at the wheel, and under the auspices of officials from the *Guinness Book of Records*. In the first round of the attempt running counterclockwise against a prevailing wind, the car hit 265.96 mph. It then went on to reach a wind-assisted 269.86 mph in a clockwise direction, giving the pumped-up Veyron a combined average of 267.91 mph...

EXTREME High-End Car Dealers. McLaren Automotive has set up a North American operation and named six of 10 dealers that will sell the *MP4-12C*. The named dealers are: The Auto Gallery (Beverly Hills, CA), Lake



Forest Sportscars (Chicago), Park Place (Dallas), Miller Motorcars (Greenwich, CT), Price Family Dealerships (San Francisco), and Dew Luxury Motor Cars (Tampa Bay, FL). McLaren plans to name more dealers in the near future. US sales of the 592-hp, two-seater will begin next summer, with a base price between **\$225,000 to \$250,000**. Their North American headquarters will be in New York City... *Gimme Money! State Farm* wants *Toyota* to *reimburse it for its payments to auto insurance policyholders who suffered damages from crashes caused by unintended acceleration* of the automaker's vehicles. Other companies are likely to follow State Farm in making the requests, according to USA Today, which reported that Mark Bunim, a lawyer with Closed Case, a mediation company, estimated Toyota's total payouts on insurance claims could reach \$30 million. If Toyota doesn't pay the claim of State Farm and any other auto insurers who make the request, the insurers are likely to increase the rates for insuring Toyotas, State Farm officials told the newspaper (*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!*) 🍷



A REALLY Big Engine!!

If you like engines—and if you were ever curious about what a modern ship's power plant looks like—this is really incredible.

The **Wartsila-Sulzer RTA96-C turbocharged two-stroke diesel engine** is the most powerful and efficient prime-mover in the world today. The Aioi Works of Japan's Diesel United, Ltd built the first engines and is where this picture was taken. It is available in **6 through 14 cylinder versions**, all inline engines. They were designed primarily for very large container ships. Ship owners like a single engine/single propeller design and the new generation of larger container ships needed a bigger engine to propel them. The **cylinder bore is just under 38" (?)** and the **stroke is just over 98" (?)**. **Each cylinder displaces 111,143 cubic inches (1820 liters)** and produces **7780 horsepower**. Total displacement comes out to **1,556,002 cubic inches (25,480 liters) (?)** for the fourteen cylinder version.

Some facts on the 14 cylinder version:

- Total engine weight: 2300 tons (*The crankshaft alone weighs 300 tons*)
- Length: 89 feet
- Height: 44 feet
- Maximum power: 108,920 hp at 102 rpm
- Maximum torque: 5,608,312 lb/ft at 102 rpm
- Fuel consumption at maximum power is 0.278 lbs per hp per hour (*Brake Specific Fuel Consumption*)
- Fuel consumption at maxi-

mum economy is 0.260

lbs/hp/hour. At maximum economy the engine exceeds 50% thermal efficiency. That is, more than 50% of the energy in the fuel is converted to motion

- For comparison, most automotive and small aircraft engines

have BSFC figures in the 0.40-0.60 lbs/hp/hr range and 25-30% thermal efficiency range

- Even at its most efficient power setting, the big 14 consumes **1,660 gallons of heavy fuel oil per hour**

For more info, Google it—you'll be amazed! Thanks to **MAMA's Boy Gary Sutherlin!** 🚚



Dept. of Corrections



Lyle 'Bowtie' Willits has an update to Rich Wilson's review last month of the Revell '60 Impala regarding its hubcaps.

There IS a difference between 1959 and 1960 Impala wheel covers and the Revell kit simply re-

sues the '59 chrome tree in the '60 kit, so in fact, the wheel covers provided are '59 Impala covers. Pictures of the '59 wheel covers on the left, '60 on the right.

Thanks, Lyle, fer settin' the record straight. 🚗



Miscellanea!

McLaren Automotive celebrated the **20th anniversary** of the start of the **F1 program** by inviting F1 owners past and present to a celebration dinner at the McLaren Technology Centre in Woking, England. The owners were treated to a display of 21 McLaren F1 road and race cars, the largest number of F1 cars ever assembled in one place.

It all started in '88, when McLaren made the decision to expand from Formula One and design and build what it called "the finest sports car the world had ever seen." In March '90, the team created to build that car came together for the first time.

Just two years later, the McLaren F1 road car was launched on May 28, '92, in Monaco, with the first production car delivered to its owner in December '93.

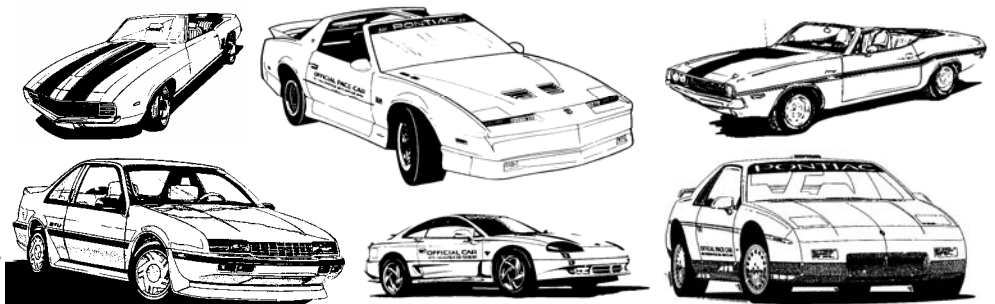
McLaren's celebration of the 20th anniversary of the F1 will continue throughout the year. 🏁



'69 GTO: Best 1/4 Mile ET: 8.29, 165.00mph—Pure Pontiac! A local MD car, too



With our NNL themes for next years' show of "**Pacers and Racers**" - consisting of two **classes of race cars** (front- and rear-engined), and a separate class for **pace cars**, several MAMA members are hard at work comin' up with info to jog your 'gray matter' with suggested subject matter. So, watch for it! 🏁



Auction News

A piece of *Penske Racing history* will appear at Russo and Steele's 10th-anniversary Monterey auction in August. Driven by **Mark Donohue**, the '71 *Javelin* won the '71 Trans-Am Championship with **seven victories** in 10 races. Upon Donohue's completion of the Lime Rock race, the second-place car was still **FIVE FULL LAPS** from the finish. This is the only car Penske built for the season, and was the last Trans Am car driven by Donohue. It was restored by MAECO Motorsport and maintained by McGee Motorsports.



Meanwhile, two '64 *Aston Martin DB5s* were featured in the *James Bond Goldfinger* and *Thunderball* movies. One survives, and is up for grabs at the RM Auctions Automobiles of London sale in October. Known by its original UK registration number, FMP 7B, it was modified to include a **bulletproof shield**, **oil-slick sprayer** and **smoke-screen**. That means the winning bidder can truly feel like 007. This is the first time it will be available to the public. Jerry Lee, a Philadelphia radio broadcaster, originally bought it directly from the Aston Martin Lagonda factory in '69 for **\$12,000**. It's expected to fetch **\$5 million+**. The other



car featured in the films was stolen in '97 and believed to have been destroyed. Proceeds will benefit the Jerry Lee Foundation, which focuses on solving social problems linked to poverty, with an emphasis on crime prevention.

Finally, a '36 *Bugatti Type 57SC Atlantic* was sold to an undisclosed buyer, according to the Gooding & Co. auction house. The price was not revealed, but it was rumored to have been **between \$30 and \$40 million—a record**. This is one of just **three** built—**ever**. Each is distinct, and all were derived from the *Bugatti Aerolithe Electron Coupe* prototype shown at the '35 Paris auto salon. This is the first in the series, and was named **Best in Show** at the '03 *Pebble Beach Concours d'Elegance*.

RM Auctions has **bought** the *Kruse International Auction Park* in Auburn, IN, from financially troubled auctioneer Dean Kruse and plans to hold the site's annual Labor Day weekend car auction in September. The Auction CEO said they'll spend a few weeks upgrading the facility and lining up consignments 🏠



Condolences

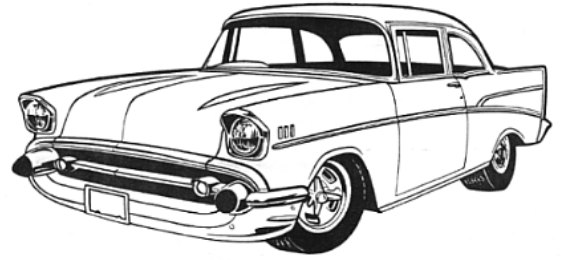
Nicolas Hayek, the engineer who founded the *Swiss watch company Swatch* and brought the world the *Smart car*, died on June 28th at age 82 of heart failure at his office in Switzerland.

He saved the Swiss watch industry from lower-priced Asian competition in the early 80s by offering colorful, inexpensive watches backed with equally colorful marketing. He wanted to do the same thing with the car.

The first Smarts were to have removable body films that would let owners change car colors like changing watches. He also wanted a diesel-electric drivetrain to maximize the 1,800-pound car's efficiency. The original spec for the car was to be **"big enough to hold two people and a case of beer."** When a planned deal between his firm SMH and *VW* fell through, a deal with *Mercedes-Benz* followed. He dropped out of that one too, when M-B didn't pursue his hybrid drivetrain. It went on sale in Europe in '98, but took 10 years to reach the US.

Charles Spencer 'Spen' King, British engineer and **father of the original Range Rover**, died on June 26th at age 85. He passed away from injuries sustained when his bike collided with a van. He entered the auto business in '42 as an apprentice for *Rolls-Royce* before going to work for his uncles at *Rover*. After they acquired Standard-Triumph, he helped develop the *Stag*, *TR6* and *TR7*. Range Rover honored him in '90 with the **special edition Range Rover CSK**. 🏠

The Merry Black Widow



I was cleaning up my basement a little the other day when I came across a stash (*no not that*) of old **HOT ROD** magazines. Thought I'd go through them to see if they contained any useful info on current or future projects. In the March '97 issue, I found a short article about an actual '**barn find**' **Black Widow**. It turns out rumors of the car had circulated for several years but had been ignored because of the seeming impossibility of it being true. It took 40 hours of driving around in the Arizona desert to locate the collapsed barn. The two men looking for the car are tri-five fanatics having owned over 400 '55-'57 Chevys over the years. When they carefully crawled into the barn they found the boxed lower a-arms that were only on SEDCO prepared '57 Chevys. Excited, they crawled around to the rear and found that the spare tire well was cut out so that a larger gas tank could be installed; another trait of the Black Widows. The final clue was the 'SEDCO' tag still fastened to the firewall.

In a conversation with the late Vince Piggins, SEDCO manager Jim Rathman, shop manager Louis Clements and Chevy Craft boss Bill Clements, the two men found

out that this particular car was one of two test mules used for testing the fuel injection unit for high speed racing (*i.e. NASCAR*). It turns out a North Carolina bootlegger found out that an earlier test mule could not sustain speeds of 100 mph and would 'hit a wall' at 80 mph.

Apparently Smokey Yunick, who had been helping Chevy test the new small block engine for a few years knew all about this problem. Smokey had tested pre-production '56 fuelies on the Daytona Beach and found the car wouldn't exceed 110 mph. Ever the supremely clever mechanic, he removed the engine hood and the car went 25 mph faster. Turned out that an air bubble was trapped under the hood at speed and was causing the Rochester unit to go haywire. Also turns out **Pontiac** knew about the problem but didn't bother to mention it to Chevy/SEDCO. They put a box over the injection unit to keep it from going 'nuts'. SEDCO used a Plexiglas cover and cut huge holes in the fenders to release the air pressure. The holes were located just above the 'Chevrolet' emblem on the front quarter panel. Believe it or not, SEDCO covered the holes

with HVAC heat grilles from the hardware store. From the picture, I'd say they were about 14" by 6".

SEDCO tested the cars well into June of '57, but by August, the AMA/Chevy racing ban was in effect. SEDCO closed its doors, and the cars were sold for one dollar each to racers. No sponsorship was offered officially, but it is believed that funds were made available to these cars/racers; no records exist today to confirm or deny. It's believed that 12-13 sedans were built as well as 6-7 convertibles. Strangely, two station wagons (*used as tow cars*) were built to confuse tech inspectors. It was believed that all have disappeared because of extreme use at least until this test mule was located and restored.

SEDCO cut holes in the foot wells and installed mirrors so that the driver could view the tire wear as the race progressed. Other improvements included panhard bars on the rear axle and sway bars on the front suspension as well as ceram-metallic brakes. The brake drums and backing plates were vented and fans inside to help cool the brakes (much like the later '63 Z06 Vette brakes, I suspect). Early style seatbelts were used in the grille to hold the engine hood from blowing off. It seems hood pins hadn't been invented yet!!

Note:

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

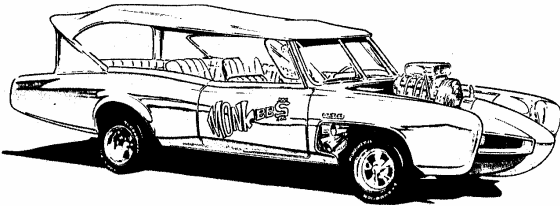
NO admittance to the meeting room until 11 AM (**NO exceptions**)

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 ☹️

By: Rich Wilson 🍷

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!





- 🚗 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. 18—**Penncon 2010 Model Show**, hosted at the Silver Spring Banquet Center, 6471 Carlisle Pike, Mechanicsburg, PA by the Central PA IPMS, from 9 am to 5 pm.
Theme: The 1970s. Info: <http://www.cenpennipms.com>

🚗 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.'

Yours truly brought along a '65 *Iris Mist GTO convertible*, and a '76 *Formula built-up*, as 'fill in.'

Bonnie Crittenden: *Starlight Black '65 GTO convertible*.

Howdy Hoffman: '63 *Tempest convertible*, '63 *Beswick AWB sedan*, '70 *Beswick "Boss Bird"*, and '73 *Mickey Thompson Grand Am*.

Other Ponchos there but not in the 'Reserved' area:

Lyle Willits: '29 "*Pon T Ak*" *street rod*. I know—it's a Ford, but it IS Poncho powered, and sports a Pontiac-style grille shell!

This month's lucky recipient

was **Bonnie Crittenden**, for her '65 *Starlight Black GTO convertible*.

Here's husband Pat with details:

"The AMT (prepainted) '65 GTO has a homemade, pre-wired distributor, *Replicas & Miniatures Co. of MD Accel super coil*, *Microscale* interior details, *Detail Master dice*, and *MAMA license plates*. Otherwise, it was built straight from the box. The interior was also outlined in (*Testor's*) pink paint. Build time—two to three



months." Thanks Bonnie (and Pat)!

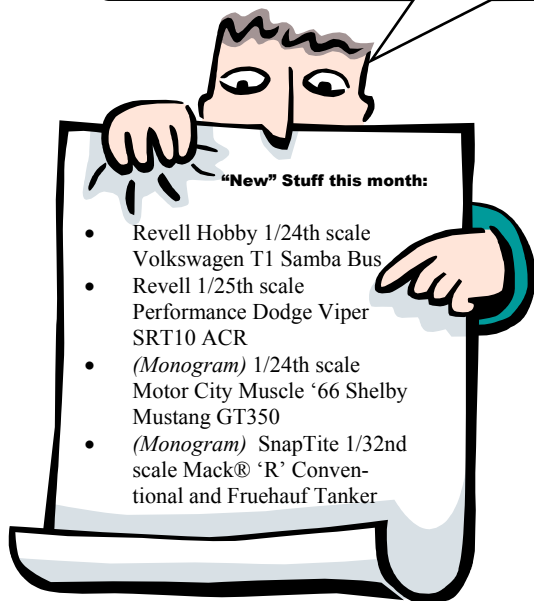
So, remember—for the remainder of the year, there's gonna be reserved Pontiac parking at **EVERY** meeting—for Pontiacs **ONLY!** And, thanks guys!! **Keep it up!** 🚗



Chapter Contact:

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

MAMA's BoyZ do it in scale!



- Revell Hobby 1/24th scale Volkswagen T1 Samba Bus
- Revell 1/25th scale Performance Dodge Viper SRT10 ACR
- (Monogram) 1/24th scale Motor City Muscle '66 Shelby Mustang GT350
- (Monogram) SnapTite 1/32nd scale Mack® 'R' Conventional and Fruehauf Tanker

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.

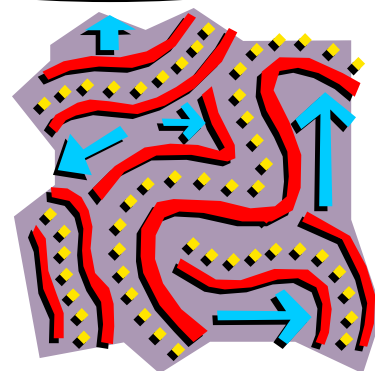
Got an ad? E-mail me, and we'll see if we can fit it in! 📧

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. 📧

Club Contact Info

President: Lyle Willits
mamaprez@aol.com
Vice President: Tim Powers
partsbox@verizon.net

Treasurer: Matt Guilfoyle
blackbuick1941@yahoo.com
Newsletter Editor: Tim Sickle
gtoguy@verizon.net