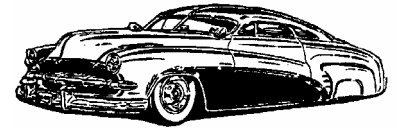


# MAMA SEZ!

Volume 23, Issue 12

August, 2010



## Summer & Car Events—Yowza!!

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

Roush Injured!	1
Ferrari California	2
Auction News	3
'New' Carmakers?!	4
Condolences	6
T 'n T	8
Model Buffet	8
eBay Miracle!!	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

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

Another low-key meeting last month which found our 'Kit Pusher' **Ron Bradley MIA!!** Seems as though he was doin' a Super Chevy show. Missed

ya, Ron! Hope ya made some money!

This month, **Rich Wilson** checks out the

**Pontiac PARKING ONLY**

ALL VIOLATORS WILL BE CRUSHED!

new **Revell of Germany Ferrari California**. Thanks, **Rich!**

**Pontiacs on Parade** continues to entertain. A soft-spoken **Dave Zinn** struck again in the display (details—see page 13).

The raffle raised **\$58.00**, while the door

box added **\$86.00** (thanks to a few extremely generous donations!). C'mon guys (and gals), we barely made the rent.

Thanks to raffle donors **Brad, Gary Frazee, Ron Hamilton, Phil Jones, Charlie Magers, Howard Weinstein, & Replicas & Miniatures Company of MD**. Tanks, guys! ☺

## Roush Uninjured in Plane Crash!

NASCAR team owner and Mustang guru **Jack Roush** crashed while landing his plane in late July in Oshkosh, WI. He was in serious but stable condition and his injuries weren't life-threatening.

He was landing his Hawker Beechcraft jet at the Oshkosh airport about 6:15 p.m. local time when the accident happened. He was there for the EAA AirVenture show.

Roush, 68, is the co-

owner of Roush-Fenway Racing and chairman of Roush Enterprises.

Roush Fenway Racing president Geoff Smith acknowledged some injuries to Roush, including facial lacerations, and added that surgery is possible. "But he walked out of the plane," Smith said via text message to the AP.

Spokesman John Clark said Roush was hospitalized for several days. He also crashed a plane in '02 in Alabama.

The jet made hard contact on landing and cracked the fuselage. Brenda Strickland, a Roush friend, was the only other person on board.

Bob Margolis, who's writing a book about Roush, said the two-time Cup-winning owner was not seriously hurt. "Apparently he bumped his head and they were taken to a local hospital for observation, but I've been told they are OK," he said. ☺

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.

## Ferrari California (*Open Top*)

[Revell #85-4291; 1/24th scale; 111 pieces]

The name is borrowed from the original Spyder California offered from December 1958 through June 1963. All together, 104 cars were built. It was so named because of the market that was expected to purchase the most. Today, those cars command prices from \$3.5 to \$8.5 mil. This new California is intended to fill a price gap between the high-end cars (*599 GTB* and *612 Scaglietti*) and the low-end cars (*F430*) and provide a Gran Turismo as well. The engine is the 4.3 litre V-8 borrowed from the *F430*, but with a 30 horsepower deficit (*460hp*). At present the only transmission available is the paddle shifted 7-speed computer shifted transaxle, but a more conventional 6-speed tranny will be available later. The 7-speed shifts itself faster than the *F-1* gearbox in essentially zero seconds. It rolls on 245/40ZR and 286/35ZR tires on 19" wheels and is stopped by 15.4" carbon ceramic brakes in front and 14.2" in the rear.

The **engine** builds up from 13

pieces, about half what we're used to. The block is four pieces, consisting of an upper and lower, a front piece with belts and accessories and the oil pan/bell housing. None of these parts are very well detailed though they won't be seen because of the full length belly pan and the fancy inner wheel well tops. The accurately detailed parts are the cam covers and the intake plenum assemblies.

The **chassis** is really the belly pan to which all the suspension mounts. I have no pictures of this car's suspension, but they are made of die cast aluminum very similar to the Corvettes. The arms, spindles, tie rod and springs are very generic in appearance and again won't be seen in the end anyway. But for me that spoils half the enjoyment of the build. The model ends up not much better than an unassembled promo in my mind. The steering is poseable; I guess that makes up for it. The inner fenders (4) are generic also. The exhaust system goes only as far as the rear axle, but there are exhaust tips that fit into the rear fascia. The brakes fit in

between the wheel halves and fasten those assemblies to the suspension.

There are "Ferrari" decals for the calipers. As usual, the wheels are brightly chromed and should be dulled down a bit. The tires have very nice tread detail and no brand name on them, but no decals for them, either. The kit really shines with separate door panels for the interior, along with separate door pulls, too. The dash is two pieces, which will make it easier if you are doing a two-tone interior. It has several decals for the gauges and more for scripts on the dash and seats. There is a two-piece console and separate foot pedals. Strange that there is no shift lever or clutch pedal, but there is a shiny chrome shift paddle. The seats are two-piece, but there are no seatbelt/shoulder harnesses—the kit just screams for them. I'd suggest photoetch from **Model Car Garage** (Ed. Note: *How 'bout Replicas & Miniatures Co. of MD?*).

One of the neater parts and a first (*I think*) for 1/25th scale is the A-pillar trim for the inside. It goes up one side, across the windshield header and down the other side. The windshield fits from the outside and has a faint outline for the black edging typical on modern cars.

Another part I'd like to see other kit manufacturers adopt is the working hood hinge in these Revell of Germany kits. It's only a dogleg type but it's much better than nothing and works very well.

The **body** is spot on perfect in scale fidelity. The mold lines follow the crests of the fender lines

(Continued on page 3)





## CA (contd)

(Continued from page 2)

and are somewhat hard to see. I did find two small sink marks in the front fenders.

The grille is cast open, which is a nice touch. There are chrome plated projector beam headlights with clear covers, but the “Ferrari Enzo” type taillights are clear as well and will need to be painted. But there are chromed reflectors for the taillights.

The dashboard fits onto a shelf in the body for a positive fit. I’ve bitched and moaned about the packaging of kits and I’ve given credit where it was due, but the packaging of this kit is crap. The body in this kit is a convertible

which means the A-pillars are very fragile. Some manufacturers put a piece of cardboard in the body to protect the windshield. Revell of Germany had a Polish company cast the parts and package them in bags. Some idiot decided to wrap the bags with scotch tape pulled down as tight as possible. Yup, you guessed it—the windshield frame was bent down to the interior opening. Fortunately, I was able to bend it back up where it belonged without damage. Revell needs to check out the Round 2 packaging. There is no need to wrap the parts so tightly, since the American size box has plenty of room.

The decal sheet is small but has many decals on it. There are prancing horse decals for the mags

and steering wheel as well as scripts and horses for various locations on the body. There are several under hood spec decals, but the gray mirror faces seem useless. The paint callouts for most part are accurate, but this car is available in colors other than red. It would be helpful if Revell would supply a complete list of colors available, as I know of no other source for this information. If you can get your hands on recent back issues of *Forza* magazine—issues # 91 (Feb. ‘09) and #97 (Nov. ‘09)—they have great pictures. Despite the packaging issues, this kit should be a rewarding build for even those with less experience.

By: Rich Wilson 🐾

## Auction News

This, ahem, rather ‘unique’ ‘63 *Bonneville convertible* was part of the recent *Roy Rogers auction* conducted by *Christie’s of New York*. It went off for ‘only’ \$254,500 (!!). The sale total was \$2,979,250 (including buyer’s premium). The auction was held on July 14th & 15th. Happy Trails to the Roy Rogers museum, which is, unfortunately, now closed. 🐾



## 'New' US Carmakers?!!

Chevrolet's *fleet-only Caprice* will likely be sold to the general public after a tide of interest forced 'GMC' to reconsider their plans to restrict sales to fleets—**surprised?!** It is essentially a stretched version of the Pontiac G8, a sedan based on the Australian Holden Commodore. The G8 lasted two model years before 'GMC' pulled Pontiac's plug.

According to a report from [Carenvy.ca](http://Carenvy.ca), a "very reliable source" confirmed it will be sold in dealerships, but gave no details on trim levels or how it would be positioned. That nameplate has a ton of cachet among a few demographics, as boomers remember the car of their youth, and young people associate it with hip-hop music, lowriders and "donks."

**G8s illegal in MD?!** A Maryland judge issued an **\$85 fine** to the owner of a G8 GT for **illegal tail lights**, despite being factory-installed and approved by the US Department of Transportation. She's promised to keep fining him. An online G8 forum member (at [G8Board.com](http://G8Board.com)) was ticketed by a Maryland cop who claimed he was sporting illegal tail lights. After amassing a healthy amount of evidence proving he hadn't modified his car and it was approved for sale by the DOT, he went to court confident the ticket would be dismissed, only to find the contrary.

The judge actually told him she didn't care **WHAT** the manufacturer said, **WHAT** the federal government said, **WHAT** the DOT # stamped onto the taillights

said—if the cop said his lights aren't legal, then they're not legal! He took the sales brochure along with pix of his car and other GTs and the VIN trace by three different dealers saying his lights were factory—none of it mattered—she found him guilty of failing to display or reflect red light on the rear of the car (*BTW, the V6 cars' lights aren't legal either*). "**Judge Stoopid**" told him that maybe he should consider trading or selling it, since it's not legal in MD (!) and that he's going to continue to get the \$60 tickets 'til he gets rid of it!! He contacted Pontiac's 1-800 # and has an appointment to have his car examined by them and see if they can help or at least repay the fine and court costs.

The problem centers around the clear lens tail lights and bumper-mounted reflectors. Because the red area in the lenses is reduced in the G8 GT, there are reflectors mounted in the bumper to reflect additional light and bring reflective requirements into spec. The officer, and by extension, the judge considered them illegal. The owner's got legiti-



mate cause to be pissed. He bought a car he assumed to fall within the operations laws of all states and which was in reality approved for nationwide sale by the government. According to the judge, the opinion of an officer of the law supersedes what the federal government approved for sale and the design somehow doesn't jive with what Maryland considers legal. Makes you wonder if all the G8 GT drivers in Maryland now have something to worry about. Should motorists who've bought a car approved by the fed be worried about being arbitrarily fined by a judge who seems to side with the *opinion* of an officer over the law? Thanks to [Jalopnik.com](http://Jalopnik.com) for this bit of insanity.

"**Car Guy**" Jay Leno, who has been '*schmoozed*' by 'GMC' to help build buzz for the **Volt**, zinged them with a backhanded compliment to the highly anticipated electric. 'GMC' execs gave him a Volt late last year to test drive, but Jay—who says he's excited about its launch later this year and hasn't ruled out buying one—compared it to an underwhelming compact being phased out by 'GMC's' Chevrolet brand.

"If you didn't know, you

(Continued on page 5)





## New (contd)

(Continued from page 4)

might think it's a Cobalt or a Camry," he said in an interview promoting a recent charity performance at the Chrysler Museum.

"I don't think there's a lot of cachet in having the first one," said Leno, who owns a **17,000-square-foot garage stocked with rare and exotic vehicles**. "It's meant to be a people mover, not a people impresser."

"It's not like when you pull into Bob's Big Boy parking lot with the Volt, you're going to open the hood," Leno said.

Yes, you do, 'GMC' spokesman Rob Peterson said.

"We've pulled into Bob's Big Boy parking lot, opened the hood and drawn some great attention," he said, noting the car was at the diner late last year in conjunction with the LA auto show.

"There is a particular audience that is all about advanced technology and green transportation," he said. "For these people, the Volt has that cachet. It's kind of like an iPhone—it's still a cell phone, but with a lot of capability in it."

A so-so endorsement from Leno won't likely have much impact on Volt buzz, said an auto analyst from [Autoconomy.com](http://Autoconomy.com). "If I were 'GMC,' I don't know if I'd be courting Leno for an endorsement on the Volt." "Don't get me wrong, he's a big car guy, but he's not your Prius, Volt, or green car guy."

Leno said 'GMC' needs to wow the public with the car's performance. "For it to be a success, it can't be equal. It has to be su-

perior," he said. *Amen, Jay.*

The Volt, which will get up to **40 miles on electric power alone**, will have a range of 300 miles on its **gas engine**. The engine kicks in after its battery is drained by about 70 percent to sustain the remaining charge and keep the car running for several hundred miles.

"I think it's great technology," Leno said. 'GMC' says other celebs are clamoring for it, though they declined to name names.

After months of speculation—'GMC' finally let the cat out of the bag: The '11 Volt extended range plug-in hybrid **base price** will be **\$41,000**.

There had been plenty of guesstimating that 'GMC,' faced with a weak economy and competition from *Nissan's battery-electric '11 Leaf* for at least some Volt shoppers, would bring it in around \$35,000 before any federal, state or local incentives.

The Leaf, which seats five versus the Volt's four-occupant capacity, carries a base price of **\$32,780**, jumping to \$33,720 (*SE model*), before any incentives.

'GMC' says it doesn't consider the Leaf, with its **100-mile range** on a battery pack that must then be recharged—a process that can take from four to 10 hours, depending on the voltage available—to be any competition for the Volt (*'specially since it's gonna to be cheaper, and go further on a single charge!'*).

'GMC' says it will buy **auto finance company AmeriCredit** to increase leasing and make more loans to buyers with low credit scores. CEO Whitacre said the deal will make 'GMC' more competitive in auto financing. 'GMC'

execs said their sales have been hurt by a lack of subprime and lease financing (*Ed. note: aren't sub-prime loans a contributing factor to previous GMAC, and by extension, 'GMC' problems?!'*)

'GMC' says that **Ally Financial**—a.k.a. **GMAC**—will continue to finance dealer inventories and make loans to buyers with good credit.

According to the Detroit News, a former 'GMC' engineer and her husband conspired to **steal hybrid vehicle trade secrets** and make deals with Chinese competitors, according to a recent federal indictment.

Shanshan Du and Yu Qin were indicted on conspiracy and other charges. They had been under investigation for years and were charged in '06 with destroying documents, a case that was dropped while a broader probe was ongoing.

The indictment says Du, who was hired in 2000, purposely sought a transfer in '03 to get access to hybrid technology and began copying documents by the end of that year. In '05, she copied thousands of pages, five days after getting a severance offer.

By that summer, Qin was telling people he had a deal to provide hybrid technology to **Chery Automobile**, a Chinese 'GMC' competitor through his own company, Millennium Technology International.

"Theft of trade secrets is a threat to national security," the head of the FBI in Detroit said.

'GMC' estimates the stolen documents value at **\$40 million**, according to the US attorney's office. ☹

## Condolences

It is with great sadness that I announce the untimely passing of **MAMA's Boy Ray Wickline** due to a stroke. Sadly, the news came immediately following last month's meeting. A service was held July 23rd in Chambersburg, PA. His obituary was run locally in the (*Hagerstown*) **Herald Mail**, **The Washington Post**, and **The Greenbelt News Review**.

**Peter Fernandez**, who provided the voice of ***Speed Racer*** when that animated Japanese TV series came to the US—and who wrote the American lyrics for the show's theme song—died July 15th at his home in Pomona, NY. He was 83. The cause was cancer, his wife, Noel, said.

The 52-episode "Speed Racer" series was first seen in the US in '67 after it appeared in Japan as "***Mach Go Go Go.***" Speed Racer is a high-spirited teenage race driver who seeks out dangerous competition; rollicks with his true love, Trixie; and wonders about his mysterious older brother, who disappears for years and returns as ***Racer X***. Mr. Fernandez not only did the voice of Speed Racer; he also provided the ominous voice of Racer X, wrote some of the



scripts and directed the dubbing cast.

"He took a quintessentially Japanese title and made it so Americans could enjoy it," said Egan Loo, news editor of the Anime News Network. "'Speed Racer' was one of the first titles that turned Americans into fans of Japanese animation."

Those fans relished Mr. Fernandez's rapid-fire delivery. "A lot of syllables were used in Japanese," Mr. Loo said, "and to match the mouth flaps, he filled in the English dialog with as many words as were needed."

The most fun in writing scripts, Mr. Fernandez told *The New York Times* in '08, was "thinking of the villain names," like ***Light Fingers Clepto***. Born in Manhattan on Jan. 29, 1927, Mr. Fernandez was one of three children of Pedro and Edna Fernandez. Besides his wife, he is

survived by a sister, his brother, two children from his first marriage, a stepdaughter, and nine grandchildren. His marriage to Marion Russell ended in divorce.

Fred Ladd,

a producer importing "***Astro Boy***," another animated Japanese cartoon series, hired him to write English dialog for that series. Writing and dubbing for "***Gigantor***" followed, leading to "Speed Racer."

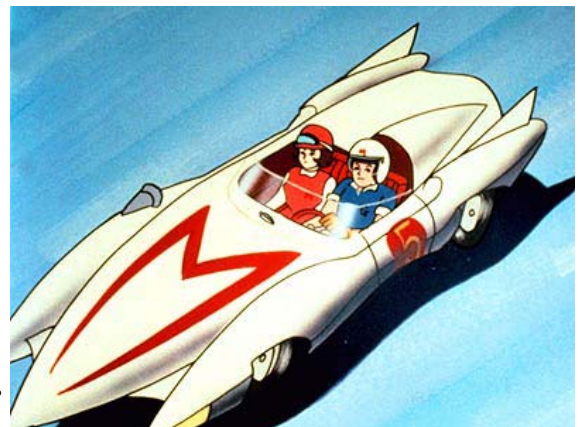
Two years ago, directors Larry and Andy Wachowski released a live-action film adaptation of "Speed Racer." Mr. Fernandez had a cameo as a race announcer.

When the movie came out, Mr. Fernandez and Corinne Orr, who played Trixie, visited anime conventions around the country. "People were excited to meet us," Ms. Orr said. "When he signed autographs he just lit up." (*thanks to The New York Times—<http://www.nytimes.com/2010/07/17/arts/television/17fernandez.html>*)

Another of the legendary leaders of our hobby has passed away. ***Larry Watson***, the kid who changed the way we paint customs (*and hot rods*), died of cancer on Tuesday morning, July 20th.

He was born in '39 and grew up in the LA community of Bellflower. By the time he was in high school, his talent was already emerging and he was gaining notoriety among his friends by 'striping their cars.

(Continued on page 7)





## Condolences (contd)

(Continued from page 6)

He was still a teen when *Watson's House of Style* opened in Long Beach in '56 and had already built the '50 Chevy, now known as *Grapevine*, that has become one of the world's favorite and most famous customs. His panel-painted '58 T-bird, '59 Cadillac (*fresh from the dealership*), and '57 Cadillac quickly followed the Chevy into custom car history. Exposure at local cruise spots like the Bellflower Clock drive-in brought Watson local attention, and exposure in numerous custom car magazines of that period stretched his fame to the rest of America.

After his remarkable start in the '50s, he was not left behind by the changes brought by the 60s, and continued to innovate. By that time, he had already created or perfected many of the paint styles and techniques that are cop-

ied today. He has been credited with inventing scallops (*to cover up some paint runs, as the story goes*), panel paint, seaweed flames, and lace painting. He experimented with new looks including fades, veils, and cob webbing, and new materials including metallics, candies, and pearls.

His influence and his talent never faded. When *Ed Roth's Orbitron* was discovered and restored in '08, Watson—who had painted several of Roth's customs, including that one, in earlier years—was consulted regarding the correct paint, based on personal recollections of the original formula.

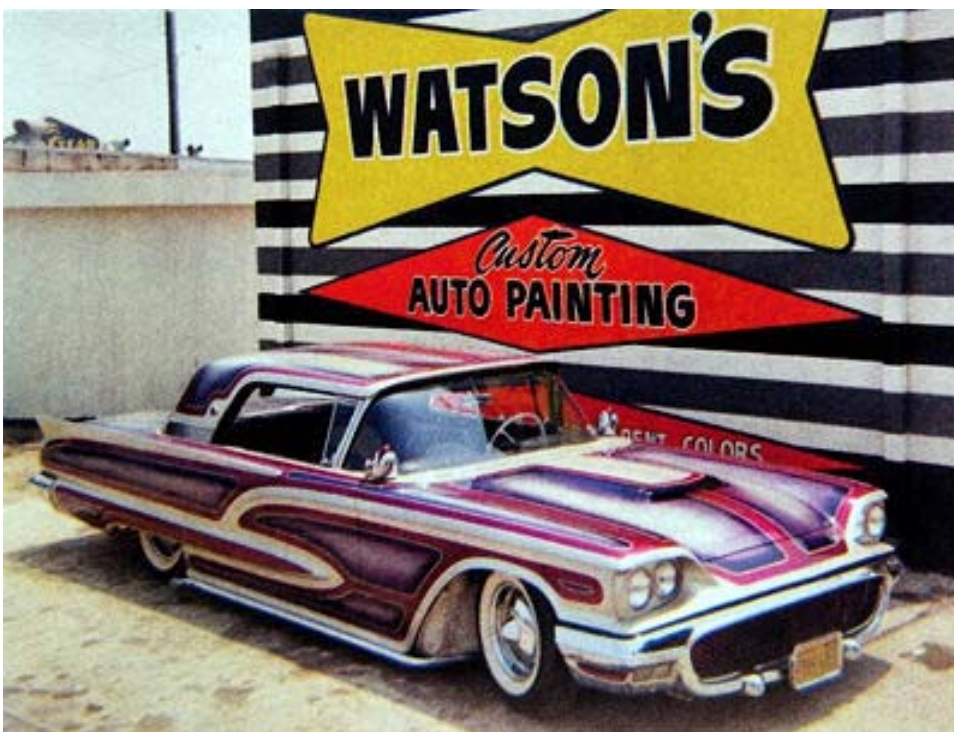
Two years ago, he paired up



with the equally legendary *Gene Winfield* to host the first *Winfield and Watson Custom Car and Hot Rod Gathering*. That successful event was repeated in '09, and the third annual Gathering has been scheduled for October.

Thanks to *club Prez Lyle Willets* and *Street Rodder* (<http://www.streetrodderweb.com/>) and *Kustomrama* ([http://www.kustomrama.com/index.php?title=Larry\\_Watson](http://www.kustomrama.com/index.php?title=Larry_Watson)) for the scoop. Check out this YouTube video: <http://www.youtube.com/watch?v=UbX3pcfhDGY>

You will all be missed. 🍷



# This n That

**ANOTHER Special Mustang?!?** Jack Roush and Carroll Shelby are two men linked with the Mustang for decades. Amazingly, they have never worked together—‘til now. They teamed up to create a unique **‘11 Ford Mustang** (surprised?!?) named the **SR-71**, which was auctioned to raise funds for charity. The SR-71 Mustang—S for Shelby, R for Roush—was sold at auction July 29th during AirVenture, the Experimental Aircraft Association’s annual air show in Oshkosh, WI, with proceeds going to the **Young Eagles**, a group that helps kids get involved in aviation. They were inspired by the **SR-71 Blackbird**, a spy plane built by Lockheed Skunk Works in ‘66. It holds all official airspeed and altitude records. The SR-71 packs the new aluminum 5.0-liter V8, fitted with a Whipple twin screw supercharger and Roush intake. It gets the Ford Racing Handling Pack, along with custom 19-and 20-inch rims, a custom paint job,



racing steering wheel, performance gauge cluster and Recaro seats embroidered with Roush and Shelby signatures. No word on how much was raised. Speakin’ of Mustangs, time’s a’wastin’ to get an **‘11 Shelby GT500**.

3,300+ orders have been placed so far—and **Ford is capping orders for this model year at 5,500 to maintain exclusivity...** **Mustang 2, Camaro ZIP!!** Guess the gang at **Road & Track** concurred with **Motor Trend**, awarding the **Mustang** (both V6 AND V8 versions) the win over its’ pony car competitor the **Camaro**. The Mustang was a bit slower in the quarter, but a bit faster on the road course, due to better balance. Judiciously equipped, the Mustang offers better performance at a lower price—**what’s not to like?!...** **Limited Edition Challenger** (Surprised?!?). Dodge and Mopar are teaming to create a limited-edition Challenger for ‘10 that wears **triple black** with **popping blue stripes** and a pumped-up Hemi for go. The **Mopar Challenger** was revealed at the Chrysler museum near Detroit and at the NHRA’s Mile-High Nats in



Colorado. It’ll be in dealers this month and limited to **just 500 copies**. It will sticker for **\$38,000** for an **automatic** and **\$39,000** for the **manual**, including destination. So what do you get? The 5.7-liter Hemi gets a cold-air intake, functional hood scoop and new hood venting system that adds

about 15 hp to about 387 ponies. It also gets 20-inch forged gloss-black wheels, black chromed grille, functional Trans-Am style hood with vintage pins, chromed fuel door and Mopar graphics. The manual gets a pistol grip **Hurst shifter** while the automatic is fitted with a **Mopar T-**

**handle**. Inside is more black with blue, red or silver accents and Katzkin leather. Mopar fans will be able to order nearly all the parts, such as the black chrome grille and wheels, through the catalog, and the car is a showpiece for the debut of the Trans-Am style hood. On top of the looks, it’s fortified with the **Super Track Pack suspension**, with unique sway bars, bushings, springs and shocks, and Mopar front and rear powder-coated strut tower braces. It rides on Goodyear **245/45R-20” tires**. It also comes with an autographed sketch of the car by designer Mark Trostle, a certificate with the VIN number and build date and other Mopar goodies... **Record-setting Lambo!** Lamborghini has achieved a production record by producing its **10,000th Gallardo**—a number

(Continued on page 9)





## T n T (contd)

(Continued from page 8)

they have never before accomplished with any other model. Before being delivered to its owner, it was displayed in Shanghai during **Lamborghini Day** on June 25th... **Racy Brit.**

**Aston Martin** is notorious for racing street-legal cars in events such as the Nürburgring 24 Hours. Now, it's bringing a bit of the 'Ring to Pebble Beach. A **motorsports-bred limited-edition model** called the **V8 Vantage N420** will make its US debut in August at the famed California concours. Packing 420 hp from Aston's 4.7-liter V8 and capable of a top speed of **180 mph**, it will be available in the US late this year in coupe and roaster forms.

It follows in the skid marks of the special-edition N400 from '07 and builds on the brand's tradition of competition and road-going prowess. It will get A-M's sports pack, which includes revised springs, dampers and antiroll bars to sharpen handling. It's topped off with an imposing-sounding exhaust note. It also gets wider sills, carbon-fiber splitter, side strakings and a diffuser. It rolls on gloss-black finished 10-spoke alloys. It comes with a six-speed manual or

automatic. Inside, it gets graphite instruments, sill plaques and adjustable sports seats. There's "race track"

stitching also seen in the V12 Vantage. To really add to the racing feel, buyers can select a traditional Aston Martin paint scheme, including blue, yellow, green or black and white—a nod to

Aston's racing approach. It has run road-registered cars at the Nürburgring 24-hour race since '06... **Super Coupe?!** German-based engineering specialist Xenatec has announced plans for an exclusive new **Maybach coupe** to rival the **Bentley Brooklands** and the **Rolls-Royce Phantom Drophead Coupe**. The

new two-door, which will ride on the same underpinnings and draw power from the same engine as the Maybach 57S, is planned to be built in a **limited run of 100 cars** at the company's workshop in Weinsberg, Germany, all with the blessing of Maybach parent company, Daimler. Powered by the same **twin-turbo'ed 6.0-liter V12 engine** as the Maybach 57S, the new coupe will pack **612 hp**.



No performance claims have been made yet, though Xenatec hints that it won't give anything away to the sedan, which is claimed to hit 62

mph from standstill in 5.0 seconds and reach a top speed of **171 mph**. Supporting the new car is a re-tuned air-sprung suspension with wider tracks and 20-inch meats for a more sporting character than today's Maybachs. The price for such exclusivity—**about \$816,000**... **New, Racy Ferrari.** Ferrari took the wraps off the **458 Challenge** recently in Maranello, Italy, at the company's annual dealer meeting. The new car replaces the F430 Challenge in the '11 Ferrari Challenge Trofeo Pirelli, which is being extended to include a new **Asia-Pacific series**. Based on the 458, the Challenge shares the direct-injection 4.5-liter, 562-hp V8. The car's gear ratios and dual-clutch gearbox have been modified for higher torque at lower RPMs. It has the 458's E-Diff electronic differential, a first for Ferrari's track-only cars. Significant work also went into weight reduction, though Ferrari didn't say how much it weighs. The body panels are thinner, with extensive use of carbon

(Continued on page 10)



## T n T (contd)

(Continued from page 9)

fiber and Lexan. It also has its own suspension setup with solid aluminum bushings, stiffer springs, single-rate dampers and center-nut 19-inch racing wheels, new-gen Brembo brakes from the 599XX. It has the F1-Trac traction control system, developed in-house by Ferrari which constantly monitors grip levels for maximum road-holding. Two track calibrations, wet and dry, have been developed. The F1-Trac is integrated with the E-Diff for better acceleration out of corners. It can all be controlled via the manettino on the steering wheel. Ferrari says the 458 Challenge is two seconds a lap faster at Fiorano, turning a record lap of 1:16.5 seconds. No price has been set, but expect it be far north of the 458's **\$220,000 sticker...Numbers vs. Letters—Be Careful!!** **Kia Motors** is considering changing its US lineup nomenclature from **product names** to **alphanumeric**s. The move is being considered at the highest levels of the **Hyundai-Kia Automotive Group**. In a recent interview, Hyundai Vice Chairman Chung Eui-sun said the company is considering the change. Kia's lineup in South Korea and some other markets already are partially alphanumeric—the mid-sized



sedan based on what was known as the Optima (K5), a large sedan known as Cadenza (K7) in some markets—but not yet sold here—and the Forte could become the **K3**. But many Kia vehicles (*i.e.*, *Morning, Pride, Koup, Soul and Sportage*) still retain English names in South Korea. **Hope they have better luck with it than 'GMC' did with Pontiac—not once, but TWICE...Happy Birt'day Miata!!** Hard to believe, but the *Miata* is **20 years old**. And Mazda didn't let the birthday pass without a party. On July 17, parked in the inner courtyard of Mazda R&D in Irvine, CA, were examples of every significant Miata and MX-5 Miata ever made. Miata clubs from all over Southern CA came, too, parking their cars in the lot outside R&D and setting up camp for a day of Mazda history. Mazda brought together the original Miata team for the occasion: product planner Bob Hall, designers Mark Jordan and Tom Matano, and engineer Norman Garrett, to name just a few. They all took the stage to relate how the roadster came to be. "We were sitting here, hired in the early '80s by Mazda to come up with ideas specifically for the US market," said Garrett. "It was easy to come up with four-door sedans and two-door cars. What we all missed (*in those days*) were sports cars." The rest is, as they say, history...**Happy Anniversary, 'Z'**. It's one of the most iconic names in the auto world: The Z car. No matter the number—240 to

370—that singular letter rings true with enthusiasts. The style, power and fun of Nissan's famous sports car were celebrated recently in Nashville. The **23rd annual international Z car convention** was held the end of July. The festivities marked the **40th anniversary** of the **240Z**, with the very first one imported to America, serial no. 006, on display. **Mr. K, Yutaka Katayama**, also known as the father of the car, appeared via video feed. There was a day-long show on the front lawn of Nissan's HQ, with hundreds of privately owned Z-cars, plus the full range of current models. **Peter Brock** headlined the list of **former Z-car racers**. Nissan debuted the redesigned Rogue crossover (*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!*) 🍷

**Panoz Abruzzi—WHAT are they Smokin'?!?**





## eBay Pontiac Miracle!

For those of you who missed it, eBay had a listing for a VERY ratty '63 *Tempest* sedan, along with a few parts. As the auction progressed and questions were asked, the bidding went higher and higher. Eventually, it was determined that the car in this bidding war was one of *SIX* (6!) original *Super Duty* race cars, complete with aluminum front end. This one was driven by Stu Antlocer, out of Stan Long Pontiac, in Detroit, Michigan.

To make a long story short, it was eventually sold in the neighborhood north of \$200,000 (an expensive neighborhood)!!

Thought you all might enjoy seeing 'before/after' pix which I just found on a message board last month. They were taken at the *Meadow Brook Concours de Elegance of America* in Rochester, MI (<http://www.meadowbrookconcours.org/>). The incredible resto was performed by *Scott Tiemann*. *Kudos, Scott, on a truly magnificent job on a significant Pontiac!* 🏆



### 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)

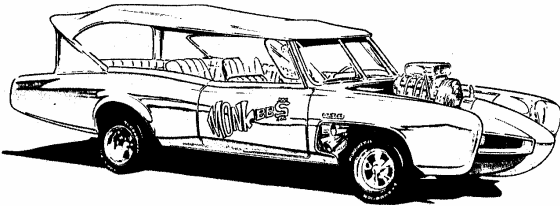
Meetings are scheduled for 11 AM to 2 PM—**NO EXCEPTIONS!**

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





# Pontiacs on Parade!

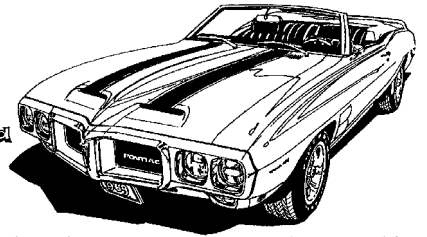


With the demise of the “Excitement” division of General Motors after the 2010 calendar year, I am proposing a *year-long celebration of Pontiac power.*

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 29th to Oct 3—**Fall Carlisle**, in Carlisle, PA
- 🚗 Oct. 9th—**NNL Nationals #31**, sponsored by the Cleveland Automotive Modelers Society, at the Sylvania Exhibition Center at Tam-O-Shanter, 7060 Sylvania Ave-

nue, Sylvania, OH 43560.  
**Theme: Bikes, Trikes, and Motorcycles.** Info: SASE to Glenn Marek, 512 Abbyshire DR, Berea, OH 44017.  
 🚗 Oct. 15th & 16th—**IPMS Region 2 Convention**, at the Hospitality House hotel in Fredericksburg (I95, exit 130). Info: Mike Forrester, [bluz-boy66@comcast.net](mailto:bluz-boy66@comcast.net).

## Pontiacs on Parade!

The Poncho Parade is still alive and well, even though the division isn't.

Yours truly brought a **'70 Orbit Orange Judge convertible** (a GMP diecast—sorry!), and a **'78 Mayan Red T-top Trans Am**, as 'fill in.'

**Dave Zinn:** *Cameo White '70 Trans Am*, and a *Solar Gold '78 Trans Am*.

**Dave Hejna:** *Dark Gray '66 GTO hardtop* (autographed by Royal guru Milt Schornack).

**Lyle Willits:** *'25 Pon T Yak street rod*.

This month, **Dave Zinn took home the Gold** (sorry, I couldn't resist!) for his **Solar Gold T/A**. Here's Dave with details:

"The model was partly in-

spired by the *Spike TV series 'Bullrun.'* It was named **'Goldbird'** after series host, car guy, and former pro wrestler **Bill Goldberg**. It's based on the Monogram kit, featuring a radically adjusted stance to achieve that now **(in)famous 'Arter Rake'** over Aoshima Blitz wheels."

"In this case, no Chevies were harmed in the construction of this one (*Drat!*)—rather, I parted out a Toyota MR-2 for its side scoops."

"The unique powerplant started with the kit engine block,



to which I added parts box heads and Arias valve covers. Various pieces of colored wire and clear tubing add more visual interest."

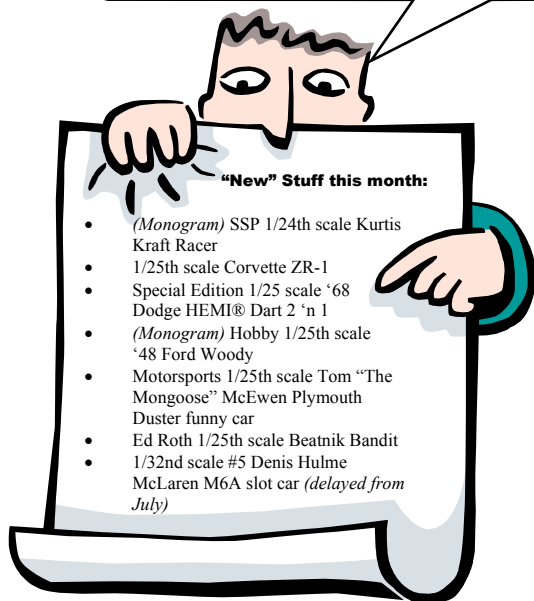
So, remember—for the remainder of the year, there's gonna be reserved Pontiac parking at **EVERY** meeting—for **Pontiacs ONLY!** Thanks guys, and keep it up!! 🚗



**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!**



- (Monogram) SSP 1/24th scale Kurtis Kraft Racer
- 1/25th scale Corvette ZR-1
- Special Edition 1/25 scale '68 Dodge HEMI® Dart 2 'n 1
- (Monogram) Hobby 1/25th scale '48 Ford Woody
- Motorsports 1/25th scale Tom "The Mongoose" McEwen Plymouth Duster funny car
- Ed Roth 1/25th scale Beatnik Bandit
- 1/32nd scale #5 Denis Hulme McLaren M6A slot car (delayed from July)

## 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](http://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](http://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](mailto: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.

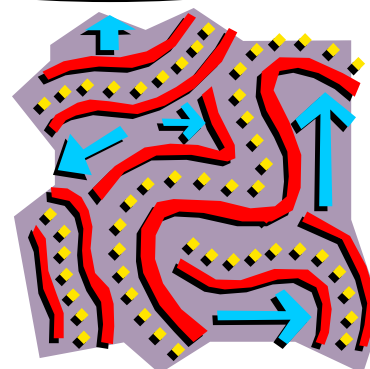
**Got an ad? E-mail me, and we'll see if we can fit it in!** 📧

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](mailto:mamaprez@aol.com)  
Vice President: Tim Powers  
[partsbox@verizon.net](mailto:partsbox@verizon.net)

Treasurer: Matt Guilfoyle  
[blackbuick1941@yahoo.com](mailto:blackbuick1941@yahoo.com)  
Newsletter Editor: Tim Sickle  
[gtoguy@verizon.net](mailto:gtoguy@verizon.net)