

MAMA SEZ!

Volume 24, Issue 1

September, 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

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

Happy Anniversary To Us!

Another low-key meeting last month which saw our 'Kit Pusher' **Ron Bradley** as **MIA—again!!**

Actually, I understand that, in addition to myself and Nick also being MIA, Ron Hamilton was as well, meaning that we



were '**Ron-less (!?)**' last month—**Horrors!!**

This month, **Rich Wilson** checks out the **Revell Hemi Dart and Viper SRT10 ACR**. **Thanks, Rich!**

Pontiacs on Parade took a small hiatus last month, but should be back in September,

as strong as ever.

The raffle raised **\$64.00**, while the door box added **\$68.00**. C'mon guys (and gals), we barely missed the rent.

Thanks also to the raffle donors: **Ron Bradley, Brad, Ed Brown, Phil Jones, Rich Meany, Rich Wilson, and Replicas & Miniatures Co. of MD.** 🍰

Life Imitates Art?!

Older MAMA's BoyZ will remember **long-time MAMA member Larry Boothe**. Well, he has always been one to push the modeling envelope for realism in his builds.

Years ago, he had a '**67 Mustang** which he decided to replicate when **AMT/ERTL** released it. Not only did he rework many aspects of the kit for accuracy (which were copied and sold by our own **RMCM of MD!**), he

also closely (as possible!) replicated the car's color, affectionately re-

ferred to by many MAMA members as "**Baby Shit Brown.**" Thanks to **Rex Turner** and **Irv Arter** for the pic! **Comments, Larry?!** 📷



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'68 Dodge Hemi Dart

[Revell #85-4217; 1/25th scale; modified reissue; 163 pieces]

It seems like at least three or more years ago that this kit was announced. I know plenty of builders have been asking for it just like me. Hemi Darts were never built for street use. They were built by the Hurst Performance Corp. for Chrysler and came with a disclaimer warning against street use (*and with NO factory warranty—for obvious reasons, if I recall correctly—Ed.*). Somewhere between 50 and 150 were built, but that figure includes the equally fast **Hemi Cudas** and all were stripped of everything that didn't help the cars go faster. The doors were acid-dipped and the front fenders and hood were done in fiberglass. The window mechanisms were replaced with web straps to raise and lower the .080" Corning chemcor Plexiglas. The cars were delivered in white

primer and the fiberglass pieces were in gray with 15" by 8" steel wheels sans hubcaps. The rear axle was replaced with a 9.75" Dana 60 axle with 'unique' (*high arch*) leaf springs for the 4-speed option. The Torqueflite automatics got the 8.75" Chrysler rear. The Hemi came with 10.25 compression or optional 12.5:1 and Hooker headers. And we can't forget the famous A-100 derived bucket seats. A simple roll bar was added in place of the rear seat. But I'm a little confused at the moment over the 'K-member' part. In an article in the November '79 issue of **HOT ROD**, our late great friend Gray Baskerville wrote that the cars front cross-member was replaced with a 'special front K-member to support the 'Hemi.' I've thought that meant it was different shaped and unique compared to the standard piece, but maybe it was only made of thicker steel to handle the added torque and weight. This needs further

research.

The brake master cylinder had to be relocated as well. In the day, you could walk into the local Dodge dealer and pay \$4,100.00 and order one of these Spartan monsters that would run in the 11s at over 120mph 'out of the box!!'

Chassis: Revell seems to have done their homework well given the gestation period of this kit. Originally, this kit was a '69 Dart GTS with the 383 engine from '95. The second version of this kit was the 'Mr. Norm's' car of 2000, consisting of 117 pieces. Next up was the cigar-chomping Dick Landy version with 115 pieces. This new kit has 163, which means there's a difference of 48, but I counted 51 new parts. My biggest surprise is that the front cross-member is **NOT** one of the replaced pieces. I wonder if Mr. Norm replaced the standard Dart cross-member, meant for slant 6s and 318s with the stronger unit when he swapped in the 440 engines and that's what's been in this kit all along? It certainly would have been needed for the added torque of the 440 engine. This new kit comes with all the parts of the original, though I don't know why anyone would want to build it instead of the Hemi car unless they missed out 15 years ago. The original rear axle is cast with the leaf springs while the new one is separated from the springs and a pair of longer shocks is included. The wheels are two piece 'Cragar-like' mags that mount on M & H slicks, 13.00"-16"—non pie crust, to be exact. The four remaining tires are the Goodyear Polyglas GTs

(Continued on page 3)



Hemi (contd)

(Continued from page 2)

sans the lettering, of course.

Engine: The engine is, as one might expect; an accurate 23-piece affair, very well done except that the carbs are not much more than blobs, and since they have velocity stacks over them, they **WILL** be noticed. This seems like a good chance to use those really nice carbs we've been saving. The headers look great, but I'll have to reserve judgment on them until they are successfully installed. When the first version came out 15 years ago, I was determined to build a Hemi-powered sleeper (*an oxymoron?!—Ed*), and I can remember I had tremendous difficulty finding headers that would fit. I figured at the time, this was because I had the wrong 'K' member. The rest of the exhaust system consists of a short straight tube with glasspack-style mufflers. Apparently, these seemed to get destroyed early on because they hung so low. The chrome valve covers seem to be correct for once.

Interior: Revell gave us a new interior floor pan with the console and rear seat removed. The only place that they dropped the ball on is the A-100 bucket seats. We'll have to find our own source for them. The door upholstery is correct but detail freaks will want to remove the window cranks and replace them with a short piece of seat belt material over the door. A three-piece roll bar takes the place of the rear seat and has a fire extinguisher cast to it. The Baskerville article is about

an automatic car and has a small box like console with a Hurst shift lever, but Revell included a generic type manual shift lever for the 4-speed transmission. Shouldn't it be a classic Hurst synchroloc shifter?

Body: The body is unchanged, but some scripts will need to be removed as instructed. Revell thoughtfully included a new trunk piece that fits between the taillights on the new rear bumper. These cars were built from base model Darts and not GTSS, which could help the builder of the slant 6 car. There is a new two-piece hood that has a scoop with the three small supports for it.

Included are four chromed hood pins as in the NASCAR kits. Revell thoughtfully did not enlarge the rear wheel openings as the Hemi Dart had. Instead, they marked the inside of the body similar to the way AMT and MPC used to do. This preserves the mold for future use; smart thinking.

There is a new firewall that has the master cylinder relocated. The Baskerville photos clearly show a windshield wiper motor, but no wipers. I'd be surprised if these cars were raced with a brake booster since the engine wouldn't have very much vacuum to operate the brakes, but I have no information on this.

Decals: The graphics are of a "Hemi Thunder" car I've never heard of which may not mean much. I'd want decals of a well-known team/driver. There are two bumblebee stripes for the GTS car as well as side marker lights and wheel cover centers.

There are decals for the gauge pod and tachometer, console (*GTS version*), and radio (*GTS*). There is a decal for the inner fender that I suspect is the 'disclaimer' mentioned earlier, but is too small for me to read, but is still very welcome. There are redlines for the stock tires but no lettering, and the white marks race teams put on their slicks supposedly to check tire rotation. Several 'GTS' scripts and an air cleaner decal are included.

Packaging: The packaging is the usual very good as with all Revell (*US*) kits. Would it be too much to ask if they could put the decals in a sealed bag as well? I have several Revell kits that are basically useless and unbuildable simply because the decals have dried out and cracked (*in only a few years time*) in a kit that the decals are very necessary for the build. I'll have to locate replacements.

As I remember this kit goes together very easily, and this version will be a welcome addition to my Dodge collection. The builder only needs to track down decals of his favorite driver/team and a pair of A-100 seats; neither should be a problem.

UPDATE: I contacted our 'resident Mopar Guru' Ron Dreschler who was able to verify that the Hemi K-member was the same shape but heavier built and slightly to one side for clearance. Thanks, Ron!

By: Rich Wilson 🍷



'New' US Carmakers?!!

'GMC's' IPO may require hefty incentives. The initial public offering of recently bankrupt and nationalized 'GMC' looks to be one of the trickiest deals in memory.

The Wall Street underwriters, likely to be Morgan Stanley (*MS*) and JPMorgan Chase (*JPM*), are so keen to participate that they are accepting a 75 percent discount on their fees, says one person briefed on the matter. Various estimates peg the flotation, including about 20 percent of the government's 61 percent stake, at \$12 billion, which would make it the **second-largest in a decade**, after Visa's \$19.7 billion deal in '08. And do not underestimate 'GMC' Chief Executive Ed Whitacre's resolve. "The new management team desperately wants to feel like a legitimate company again," says Steve Dyer of Craig-Hallum Capital Group, a Minneapolis-based trading and research shop. "That can only happen if they get rid of the perception that they're still reliant on the government."

All great, save for one thing: **It's not clear that investors are pining to buy 'GMC' (a.k.a. GM 2.0).** This could be an IPO unlike any other, and not only because Uncle Sam is hawking the shares. The main selling point will not be a quick return on investment. Instead, it will be that 'GMC's' limited record of success—the company just reported its **first quarterly profit since '07**—is only the beginning. Throw in contrition and appeals to hope and patriotism, and 'GMC' just might have a

successful offering.

Then there's the let-by-gones-be-by-gones part of the IPO sales pitch:

'GMC' must persuade investors burned by the government takeover and unconventional bankruptcy to buy its shares again.

That might require mediation by the UN after a bankruptcy proceeding in which the United Auto Workers union received more of the newly issued stock than some bondholders—a rearranging of the stakeholder pecking order that would not have happened in a traditional court-managed filing. " 'GMC' and Treasury will pay a price for that," says Maryann Keller, a veteran auto industry analyst who advises large investors. "Three words," says William Smith of New York-based Smith Asset Management, a former holder of 'GMC's' old shares: **"Smoke and mirrors."** He calls the preference given to the UAW in the bankruptcy "dirty pool," something "unprecedented in a democratic country with bankruptcy rules."

Even after restructuring, 'GMC' has a troubling pension burden. Its **retirement plan is underfunded by \$26.8 billion.** While 'GMC' doesn't have to make a payment for three years, at some point more money will have to go into the plan.

There are other questions: The reception for 'GMC's' much anticipated **all-electric Volt**, which the company says will roll out at the end of next year, is uncertain.



So is 'GMC's' plan to fix its **European operations, which lost \$506 million in the first quarter.** Another unknown is what kind of auto market 'GMC' needs to stay in the black. The sales levels of 16 to 17 million cars a year of a few years ago, or the current 11 million?

The underwriters have a tricky assignment: **Unless the stock market ultimately values the 102-year-old automaker at a truly impressive \$80 billion, taxpayers will not break even.** With confidence flagging in the economic rebound and the auto industry's wobbliness in recent months, **"the risk remains high that an IPO in this environment is unlikely to generate the best returns for the taxpayers,"** writes Bill Visnic, a senior editor at Edmunds' AutoObserver.com. As any good dealer will admit, you need heavy incentives and smooth talking to move a rebuilt car off the lot.

The bottom line: Despite a shaky economy, the White House is eager to refloat 'GMC' after its government takeover and bankruptcy.

'GMC' plans to offer shares of preferred stock when it launches a public offering later this year.

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New (contd)

(Continued from page 4)

The automaker also plans to trade on the New York and Toronto Stock Exchanges, a person briefed on the matter said.

Bloomberg first reported the disclosures, citing a draft of 'GMC's' planned 'registration statement' that will allow them to launch an initial public offering before the end of year.

The filing, which initially was expected last Friday, was delayed after 'GMC' announced that its **CEO, Edward Whitacre Jr.**, will step down on Sept. 1 and be replaced by a board member, Daniel Akerson, who is also a managing director at Carlyle Group.

The Treasury Department, which gave 'GMC' a **\$50 billion bailout**, holds a 61 percent equity stake in 'GMC' and \$2.1 billion in preferred stock.

The Canadian and Ontario governments loaned 'GMC' **\$12 billion** and hold an 11.7 percent stake. Canadian officials said previously they expected 'GMC' stock to trade in Canada.

Whitacre said the government plans to sell at least 11 percent of its stake to reduce its holdings in 'GMC' to under 50 percent. But Whitacre hopes the government will sell more than that.

'GMC' has reported net income of \$2.2 billion in the first six months of the year—its strongest performance in five years. 'GMC' **lost \$88 billion** in the four years leading up to its June '09 bankruptcy filing.

'GMC's' IPO is code named 'Project Dawn,' Bloomberg said,

citing draft documents.

But the government won't disclose how much stock it plans to offer or the price it intends to seek for the shares. The Canadian governments, the United Auto Workers health care trust and the former GM bondholders won't disclose how much stock they intend to offer until later in the process.

Chevy (no quarter for the 'cuss' jar!) recently announced that **actor** and **car guy Tim Allen** will be their new brand spokesperson. Starting in early September, his voice will be on ads for the '11 Chevy Cruze.

"Tim Allen brings the right combination of a recognizable voice with the credibility, likeability and humor that will connect with viewers," said Joel Ewanick, vice president, U.S. marketing, 'GMC.' "His passion for all things cars makes him the perfect match for the Chevrolet brand."

Allen will soon debut on a Chevy Cruze commercial. The spot will include accolades from the news media and comparisons to Cruze's competitors. Ewanick states the Cruze will be the focal point of the commercial though.

"Tim Allen will be the voice in our Cruze ads, but the car will be the star," Ewanick said. "Our communication on the Cruze will highlight the car, its features and its competitive advantages."

The TV ads were produced by Goodby, Silverstein and Partners and include four 30 second spots. Guess they gave up on **preeminent car guy Jay Leno**, eh? 'Specially when he didn't fall all over their new Volt (*see last month's column*).

'GMC's' new CEO told em-

ployees that they need to make cars and trucks better than those of competitors such as BMW.

Former telecommunications executive Daniel Akerson, in his first webcast to employees since taking over as CEO Sept. 1, said the company needs to go into 'attack mode' to stay ahead of rivals, according to a worker who watched the speech.

The speech comes just before 'GMC's' board meets this week. Directors may set a date for the sale of 'GMC' stock to the public, perhaps in November. That sale would make 'GMC' a publicly traded company again after a radical overhaul in bankruptcy court.

Akerson, 61, told employees that 'GMC' needs to keep competitors on their heels rather than responding to what they do.

He used BMW as an example, saying that 'GMC's' Cadillac brand has to make cars that are better than BMW's 3, 5 and 7 series sedans.

Through August, BMW has sold 139,236 vehicles, **beating Cadillac by almost 47,000 cars and trucks**, according to Autodata Corp. Looks like they definitely have an uphill battle.

Speakin' of Caddy and BMW, 'GMC' manages to again pull defeat from the jaws of victory. The September, '10 issue of ***Motor Trend*** magazine had a three-way comparo pitting the new CTS-V coupe against a **BMW M3** and an **Audi RS5**. I don't think they liked the **'fake chrome and shiny black plastic'** on the interior appointments—'specially in a car costing **\$64,000**. The outcome? **BMW, Audi, THEN Caddy. Better luck next time?! 🍀**

This n That

Speedy Recovery! Car enthusiast **Barry Meguiar** was released from the hospital in Monterey, CA, after 17 days of treatment for a rare form of **viral pneumonia**. Meguiar, 67, left the hospital Aug. 30, according to a press release. The statement discloses that he was in an induced coma for eight days and was brought out of the coma five days before his release. 'It's a miracle I am alive,' he said in the statement. His hospital stay began during the events leading up to the **Pebble Beach Concours d'Elegance**, when he sought medical treatment for "some unusual pain conditions he was experiencing," the statement says. An earlier statement from Meguiar's Inc., the company that bears his family name, said he contracted the virus while outside the US recording his TV show, **Car Crazy**. The statement said he expects to be back hosting his Car Crazy stage at the SEMA show in Vegas in October...**Christmas is Comin'!** The **Skip Barber Racing School** is offering a **lifetime pass** to its various driver-training and racing programs. The cost: **'only' \$295,000**. Barber's **Fast Pass for Life** allows drivers to fill available seats at any of the school's programs—racing, high-performance driving or Mazda driving schools and race-series activities. Fast Pass holders can register for an entire season in advance or show up on an event-to-event basis, sez the school's marketing manager. But Barber won't bump another student for a

Fast Pass holder. The schools provide vehicles and hold classes or races at 10+ tracks around the country. The lifetime pass is an addition to a group of all-in-one passes that Barber launched earlier. Those programs are a Regional pass (\$75,000), a National pass (\$100,000) and an Unlimited pass (\$150,000). In comparison, Barber's Intro to Racing class costs \$699; the two-day High-Performance Driving School costs \$3,199, and the three-day National Championship Race Weekend costs \$6,999. The school is waiting to see how many people want a lifetime pass. If there's an overwhelming response, it may cap the number of available passes (*don't hold yer breath!*). For more info, go to www.skipbarber.com...**Ferrari Track Tours**. The general public can now get a bit closer to the daily reality of life inside Ferrari. Ferrari recently launched a program offering visitors **tours of its historic test track**. Starting the middle of last month, tours will run every day, taking about half an hour. The first tour kicked off from the in-house museum called **Galleria Ferrari**. A shuttle toured the track with stops at historic markers. Until now, the site has been closed per Enzo Ferrari's wishes. It has its own TV system and timing and telemetry equipment. The original layout is still used, but has been expanded to accommodate modern F1 cars. It was built in the early 70s to shake down Ferraris. A favorite stop on the tour is Enzo's original office. The tour also includes the buildings where the F1 cars are built for the Scuderia. Another tour

highlight is the **fighter jet Gilles Villeneuve raced against in 1981—and beat—in an F1 car**. Something for all of our 'Bucket lists'...**Jeep World**. Jeep and Mopar are teaming up to create a line



of **rugged trailers** to go anywhere and haul anything. The **Jeep Trail Edition** campers will match the Jeep in colors and ruggedness, including 32-inch tires, diamond plating and raised suspension to navigate big ruts. They will pop open to sleep four adults while offering 76 inches of headroom. They are also made to accommodate Jeep parts, including bumpers and spare tires. The cost of the aftermarket package is **\$9,995**. The **Extreme Trail Edition campers** will be even more hard-core, offering even bigger tires and full underbody skid plates. The Extreme package costs **\$11,995** and is available from Mopar dealers. Both will feature a 110-volt converter for cooking and heating, a pop-up table and cabinets for camping gear...**New iPhone App**. **Rolls-Royce Motor Cars** said its first app for the **iPhone** and **iPod Touch** is now available. It allows you to configure your own Ghost, Rolls' newest model. The **Ghost app** allows you to choose from the thousands of design combos available at R-R dealerships—12 paint finishes, three wheel styles, visible exhaust tips and a Silver Satin

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T n T (contd)

(Continued from page 6)

hood. The interior can be specified in eight different leather colors and five wood designs. After designing your ideal Ghost, you can save it in your virtual garage. The app also provides a Ghost gallery and video, plus full specs. The app is free from the App Store and is available now. All I need now is the *'virtual money' to pay for it...ANOTHER Mustang.* With the magical five-point-oh menacingly back on the quarter panels of 'Stangs, it didn't take long for tuners to saddle up performance steeds for '11. **Saleen Performance** has goosed the '11 Mustang GT with a slew of enhancements to create the **S302**, including a short-throw six-speed manual, optional brake upgrades that measure 14 inches with six-piston calipers and a Racecraft suspension that lowers ride height by 1.5." The body gets rockers, a scooped hood, front and rear fascia, complemented by a redone interior with piano-black finishings. Sound familiar? These are the same upgrades for the '10 Mustang S281, but the reason is simple: It allows enthusiasts a chance to get their hands on the freshly minted and more-powerful

GT for '11 with custom enhancements. The S302 pumps out 425 hp from 5.0 liters. A supercharged version is coming. The S302 will come in coupe and convertible forms. Saleen is already at work outfitting the new models at its Michigan base. The 302 moniker is, of course, magical for the Mustang mafia. It summons the spirit of the 1969-70 cars, the **Boss 302s**, which were sold to the public to allow Ford to race them in Trans Am. Additionally, a racing model called the **302R (NOT street legal)**, is also available in a limited run of 50 copies through



Ford dealers later this year. Meanwhile, Steve Saleen, the founder and namesake of the company who left it a few years ago, has also crafted a version of the '11 GT which makes 440 hp from a supercharged V8. It's called the **SMS 302...Hot rod SHOES?!** **Chip Foose** has designed hot rods, concept and production cars for the Detroit 3, and has a room full of **America's Most Beautiful Roadster** and **Ridler awards**—the pinnacle for a hot rodder. He's even designed a casino, the **Motor City Casino** in Detroit. And he has now penned a shoe. Oakley chose the NHRA's U.S. Nationals (where Chip was Grand Marshal) in Indy as the location for the release of **Oakley Three Palms**

(OTP), a casual shoe with Foose design signatures all over it. OTP is not the first collaboration between Foose and Oakley as he has worked with the company to design eyewear in the past. Accented with stitch detailing and thermoplastic rubber highlights, OTP footwear combines full-grain and polyurethane coated leather and the art of a Foose original. A double stripe on the sole pays homage to the open highway. Foose often styles his customs with a horizontal two-tone coloration that gives the effect of hovering, and he chose the same layout for one of the two editions of shoes. Contrast stitch lines salute upholstery and leatherwork on Foose's custom vehicles. The Three Palms logo on the footbed is from one of the famed designer's own brand logos, and his signature is combined with the Oakley icon. Foose graduated with honors from the Art Center College of Design in CA and began his career as a designer and fabricator for the **Asha Corp.** His talents later served **Stehrenberger Design**, **Baker Sportronics** and **Hot Rods by Boyd**, where he became managing director and president. In November '97, he was inducted into the **Hot Rod Hall of Fame**. He started his own company, **Foose Design**, the next year. The shoes will retail for **\$100** a pair, and it is on sale at www.oakley.com. Another shoe will be released next spring. (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!) 🍌



Dodge Viper SRT10 ACR

[Revell #85-4243; 1/25th scale; modified reissue; 107 pieces]

This is another kit I've been waiting for none too patiently since it was announced at the top of the year. For some dumb reason, I was thinking it would be a new kit of the car that has competed in endurance racing for several years. But it's not; it's a modified reissue of a kit that came out in '06. It doesn't seem that long ago that it was displayed at NNL East.

Like probably a great number of us, I haven't paid much attention to the Viper in recent years. So I had to do some quick mental updating. Interestingly, it is as fast as a ZR1 and SL65 Black series and has a quarter mile time within one tenth of a second of these cars. On the skid pad, it is good for 1.02 Gs. With all that performance, it still has rated gas

mileage of 13/22. I've been under the impression that the ACR was faster, lighter, and more powerful than the SRT10, but such is not the case. I guess this car was made to homologate the race car. Interestingly, the horsepower, torque, gear ratios top speed, gas mileage, engine displacement, are all the same for both cars. The only difference I can see is visual—front splitter, rear wing, wheels.

Despite that, there are **16 new parts** in this kit. And since all of the original parts are still included except for the wheels—it's almost a two in one kit. These new wheels seem specific to the ACR.

ENGINE: The engine is the same 16-piece affair as before, but there is an extra pair of two-piece valve covers, a new intake and air box assembly. The valve covers remind me of the current generation small block Chevy valve cov-

ers. I'm confused because from the pictures I have of the ACR engine, it's identical to that of the SRT10. Are the new parts for a race version?

FRAME: The frame is the same well-detailed assembly as before, but there's an extra front sub-frame/suspension piece that upon comparison, the only difference is the front wind splitter (*chin spoiler as I like to call it*).

This is a much better way to mount the splitter than trying to make it stay glued to the body. An interesting note is that the splitter is illegal for street use, which begs the question—why put it on the car? But it unbolts in seconds with just eight bolts and fits in the trunk as well. The tires (*rubber bands?*) are a carryover and are 'hollow' with very nice tread detail. The brake rotor/calipers are no longer on the chrome tree and will need paint. My eternal question is what color/finish will make them look real?

There is a new twin electric fan assembly for the radiator. The SRT10 exhaust system is still included as well as a side exhaust system. The chromed wheels will need to be stripped and painted gloss black.

INTERIOR: The interior is unchanged with no new parts. But it is accurate for both the ACR and the SRT10.

BODY: The body is unchanged as well. The engine hood has been updated and has 'dogleg' hinges like the opening trunk lid. I'd like to see more models have hinges like these. The side mirrors have been extended with taller

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ACR (contd)

(Continued from page 8)

stalks. Other new parts include two small nose spoilers that mount under the driving lights. The big new item is the rear wing, which is composed of five pieces and two carbon fiber decals.

DECALS: The decal sheet is 50 percent new with two sets of (*red only*) stripes, though only one goes on the car. The carbon fiber decals already have the red stripe on them but there are separate red stripes for it as well. There's also a small red stripe for the top center of the steering wheel.

PACKAGING: Revell should

take a lesson from itself in packaging. This kit demonstrates the acceptable way to pack a kit; not at all like the Ferrari California kit. The two most important trees are the clear and the chrome trees, each wrapped separately here. None of the bags are wrapped with scotch tape so tightly as to ruin the model. By chance, I had this ACR kit stacked on top of the '06 SRT10 kit. I noticed that the background art on both kits is identical, only the box art car was changed; no harm/no foul.

For pictures of these cars (*SRT10 and ACR*), check out *Car and Driver*—issues August and November '08 (*ACR*) and March '09 (*SRT10*).

This is a very well done kit, but I'm still disappointed it isn't the full race version that I saw as a companion to their Corvette C5R and C6R. The box art car seems to be well built, but in my humble opinion is ugly in the red paint. Black is a much better color (*and MUCH stealthier*) for this car, and the red stripe decals still work for it. Not having pictures of a race version, I guess modifying it to race specs would be a great deal of work. I had hoped some resin caster would make a trans kit for these Viper kits years ago, but I'm not aware of any at this time.

By: Rich Wilson 🍷

Model Buffet

The *Missing Link* '64 Ford 4-door sedans mastered by *MAMA's Boy Howard Weinstein* are shipping, or so I'm told by 'Mr. Missing Link' himself, *Kevin Lutz!*

It is my understanding that the tub-style interior may have been have been the 'sticking point (*pun intended!*),' and was converted to a platform-style arrangement, but don't quote me on that.

As usual, a special thanks goes to Matt Guilfoyle (!#%&*@) for creating this monster of a column. If you see something you like, contact the company. If you find something that everyone might want to know about, send it to me for inclusion in a future column!



Missing Link

<http://www.missinglinkrc.com/>
kawifreek@msn.com



Condolences

Larry Alexander, who with his brother Mike ran the *famed Alexander Brothers car customizing shop* in Detroit, died Aug. 25. He was 79 years old. The Alexander brothers created dozens of stylized and concept vehicles in the 1950s and 60s—for automakers and private customers—that were featured at auto shows and on the covers of national magazines. Among them was the **Dodge Deora**, which won the coveted **Ridler Award** at the '67 Detroit Autorama—one of three Ridlers they won. It was a model for one of the *original Hot Wheels* released in '68. Other noted cars from them include: **The Silver Sapphire**, a '32 Ford Coupe for Clarence Catallo, which

was pictured on the cover of **"Little Deuce Coupe"** by *the Beach Boys*, **The Grasshopper**, a '31 Ford Model A pickup, **The Victorian**, a '55 Ford Crown Victoria for Sy Gregorich, **The Venturian**, a '56 Chevy for Bobby Massaron (*that won the brothers their first Ridler Award in '65*), **The Alexa**, a '64 Ford Galaxie fastback, **Top Banana**, a '23 Ford Model T (*third Ridler award in '69*). The Alexander brothers learned their bodywork skills in trade school in the mid 50s and began working in their dad's garage. The business grew quickly and in '57 they opened the original **Alexander Brothers Custom Shop** in Detroit, one of three locations the business



would be based at during its history. Larry left the business in '68 to work as a metal model maker at Ford Motor Co. The business closed in '69 when the building on Schoolcraft Road in Detroit was razed to make way for freeway expansion. Mike went to work for Heinz Prechter at American Sunroof Corp. For more on the Alexander Brothers, go to www.kustomrama.com/index.php?title=Alexander_Brothers. 🏠

Hot Ferraris!!

Ferrari is recalling 1,248 copies of the **458 Italia** to replace an adhesive prone to *catching fire*. It is used in the wheel-arch assemblies. If it overheats, it can ignite.

Ferrari says it has received five reports of 458s catching fire; some of those burning cars have become Internet stars.

The Italian automaker began looking into the situation in August after five 458s caught fire in California, Paris, Switzerland, China and one other unnamed location.

Ferrari is asking the owners of all 458s built before July 10 to take them to the dealership to have the glue removed and fasten-

ers installed.

If it's too late and your 458 was damaged by fire, you will get a new one, Ferrari said. So, those of you in this predicament have nothing to worry about! **That's one hot ride!!** 🚗🔥



IPMS Region 2 convention (mid-October in Fredericksburg) awards



Automotive 'X Prize'

The Automotive X Prize is nearing the finish line. The **\$10 million contest** to produce a highly fuel-efficient car has moved to the validation stage, where the competitors will be tested on a dynamometer. The entries that exceed **100 mpg** and meet performance and emissions requirements will win. Cash will be given out this month.

The competition began drawing entrepreneurs, small companies and university squads from around the world in '08, and had an original field of 136 vehicles from 111 teams all vying for the cash. Now, just nine vehicles from seven teams remain. They recently completed on-track testing at Michigan International Speedway and passed technical inspections.

"These finalists highlight true innovation in fuel efficiency, and prove that their vehicles have the ability to withstand strict safety, performance and emissions requirements," said Eric Cahill, senior director of the X Prize. "These cars redefine what is possible and set a new standard of efficiency that promises to revolutionize the industry."

Tata Motors could not

present its **In-*vica Vista EX* vehicle** for testing because of a technical issue. They will demonstrate its abilities, though it won't advance.

The event is organized by the X Prize Foundation and is sponsored by **Progressive Insurance**. X Prize also did a **space competition**, and an entry backed by billionaire Paul Allen won in '04.

The finalists are:

Mainstream Class (Two vehicles, one team)

- Edison2, Very Light Car #97 (Charlottesville, Va.), Internal Combustion Engine
- Edison2, Very Light Car #98 (Charlottesville, Va.), Internal Combustion Engine

Alternative Class--Tandem (Two vehicles, one

team)

- X-Tracer, E-Tracer #72 (Switzerland), Battery Electric
 - X-Tracer, E-Tracer #79 (Switzerland), Battery Electric
- Alternative Class--Side-by-Side** (Five vehicles, five teams)

- Aptera, Aptera 2e (San Diego, Calif.), Battery Electric
- Li-ion Motors, Wave II (North Carolina), Battery Electric
- RaceAbout Association, Race-About (Finland), Battery Electric
- TW4XP, TW4XP (Germany), Battery Electric
- ZAP, Alias (Santa Rosa, Calif.), Battery Electric

May the most fuel-efficient (as well as the weirdest lookin'?!) car win (Thanks to Autoweek for this item). 🏆



Note:

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

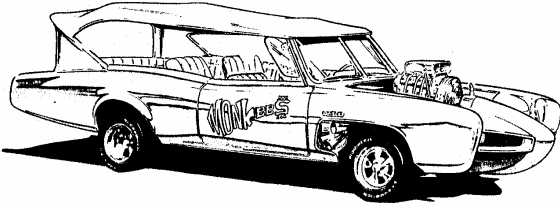
NO admittance to the meeting room until 11 AM (NO exceptions)

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!

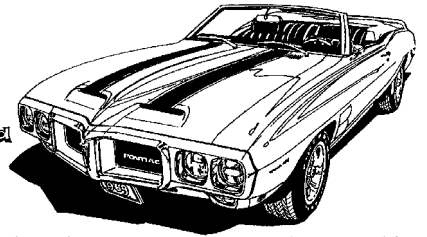


With the demise of the “Excitement” division of General Motors after the 2010 calendar year, I am proposing a *year-long celebration of Pontiac power.*

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!





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.

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

The (in)famous 'Arter Rake?!'



Pontiacs on Parade!

How 'bout that? Yours truly and Nick were not even in attendance last month (*didja miss us?*) and the 'Pontiac Parade' continued seemingly unabated!!

Even though there was no formal 'Parking Area,' Tim Powers selected a deserving candidate in the form of **Marcos Cruz's '62 Super Duty Catalina hardtop**.

Here, in Cruz's own words, are the details.

"I used Scalefinishes Bristol Blue paint—it was originally supposed to be the Arnie Beswick build, but I think I used a slightly darker gray primer which is why the color turned out the way you see it. I loved it so much I decided to keep it."

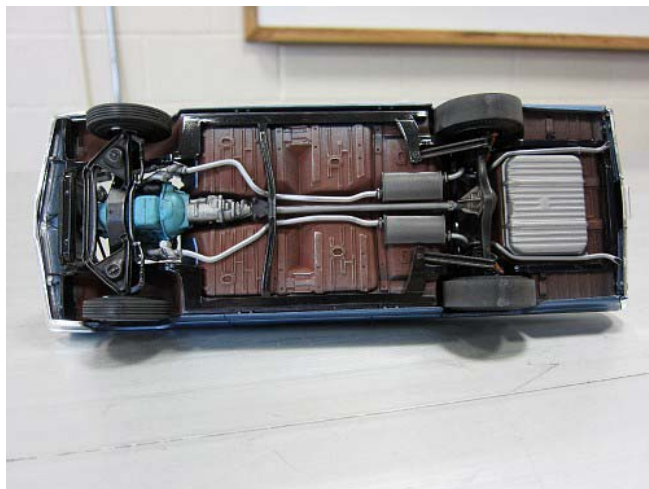
"I also used a Model Car Garage '62 Catalina detail set and used some pieces out of it like the emblems and some interior parts."

"I wired the engine, did a bit of weathering on the chassis, used various shades of Testor's Metalizer paints for contrast, and did a lot of tricky masking to get the interior to look the way you see it."

Cruz also went on to thank yours truly for the chance to pick my brain a bit for details. Gee, I wonder why?! No problem

Cruz—great work!!

Thanks also to our webmaster extraordinaire Tim P for takin' the initiative and helpin' me out here with this choice. Look like I couldn't have done any better if I'd been



there.

Finally, no Chevies were harmed this month in the completion of this kit (*Pat!*), mainly 'cuz this kit had it all to begin with!

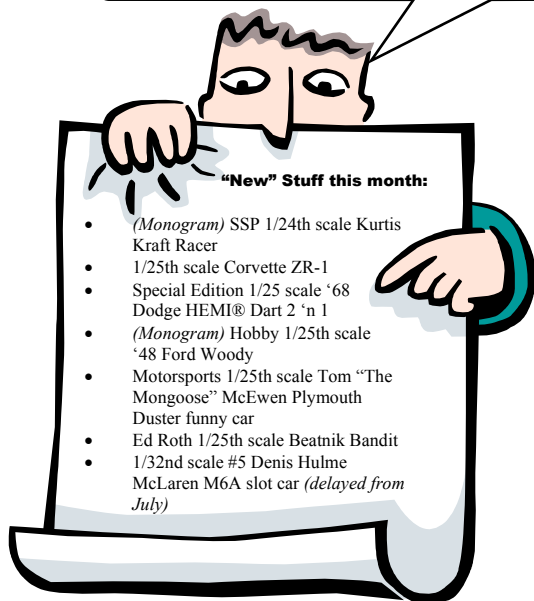
So, remember—for the remainder of the year, there's gonna be reserved Pontiac parking at **EVERY** meeting—for **Pontiacs ONLY!** Thanks guys, and keep it up!!

This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

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MAMA's BoyZ do it in scale!



"New" Stuff this month:

- (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

Maryland Intl Raceway:

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

Old Toyland Shows: <http://www.oldtoylandshows.com/>

Carlisle Events:

<http://www.carlisleevents.com>

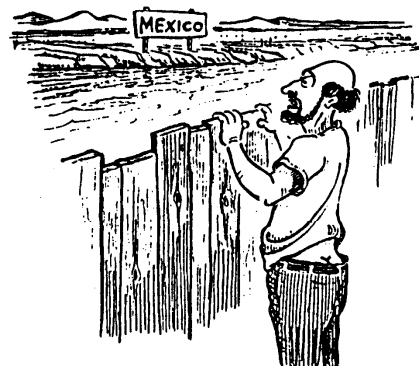
York US30 Musclicar Madness:

www.yorkus30.com 🚗

Classifieds

WANTED: I'm always on the prowl for unbuilt and/or rebuildable Pontiacs in general (and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!), *Mickey Thompson Attempt I/ Challenger I kits*, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), Revell Sunbird, '66 Bonneville (MPC or Ha-segawa), '69 to '72 Grand Prixs, Revell 1/32nd '70 T/A kits, '84-'87 MPC Fieros, '70-'81 Formulas & T/As, '82 KITT Firebirds, and empty *Pontiac kit boxes*. Would also like to buy or borrow

old AMT/MPC/Monogram/Revell model car catalogs. I have an extensive collection for trades. Contact Tim Sickle at gtoguy@verizon.net.



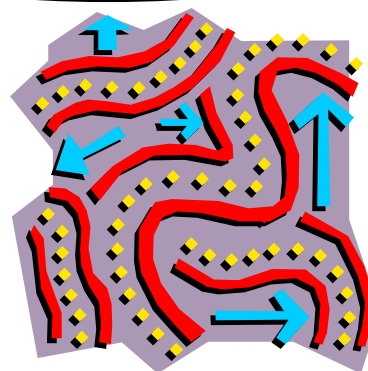
"....I WONDER IF THEY
KNOW WHO I AM OVER THERE?"

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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