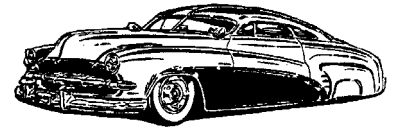




# MAMA SEZ!

Volume 24, Issue 1

October, 2010



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

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## 2010 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- 🔊 January 16th
- 🔊 February 20th
- 🔊 March 20th
- 🔊 April 24th (4th Sat.!) **NOTE!**
- 🔊 May 15th
- 🔊 June 19th
- 🔊 July 17th
- 🔊 August 21st
- 🔊 September 18th
- 🔊 October 16th
- 🔊 November 20th
- 🔊 December 18th

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

## Fall (Toledo) Is Here!

Not quite the usual low-key meeting last month, with a 'preview of coming attractions' (December food-fest!) with everyone chowin' down on *Anniversary cake* made by club *VeePee Tim Powers*—**NOW**, I know why we keep you around Tim!! *Just kiddin' big guy!*

This month, *Rich*

*Wilson* checks out the *ZR1 Corvette*, while *Ron Hamilton* checks out a *Dodge Mirada* (!). Thanks, guys!

*Pontiacs on Parade* was back with a vengeance—the lot was full!! Thanks to everybody who brought their Ponchos out!

Raffle numbers were



unavailable at press time.

Thanks also to the raffle donors: *Ron Bradley, Brad, Bob Foster III, Gary Frazee, Ron Hamilton, Phil Jones, Rich Meany, Stephen Scott, Jr., Howard Weinstein, Rich Wilson, and Replicas & Miniatures Co. of MD.* 🍰

## Whatcha Missed!

For those of you who missed it last month, MAMA celebrated its' Anniversary. It was *twenty-two years ago last month* that *Norman Veber* called the very first meeting to order. *Thanks, Norm!*

Obviously, at that time, we had no identity. None of us, in our wildest imaginations, could have predicted that our name, Maryland Automotive Modelers Association, and especially

our nickname, *MAMA's BoyZ*, would still be going strong for this long!

Thanks also to *MAMA's webmaster and resident cake chef, Tim Powers* for the beautiful (AND dee-lish, too!) cake. *Salute!* 🍰



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.

## The Most\*—'09-'10 Corvette ZR1

[Revell #85-4216; 1/25th scale; 103 pieces; white, clear, chrome, rubber tires]

It seems like the Corvette division has been talking about putting either a supercharger or turbo in the Vette for several decades. But it was always deemed unnecessary since ample power could be developed by more normal means as with the L-89 or LT-5. The Corvette division has always strived to keep the Vette at the forefront of performance.

Reading about this new ZR1 kind of reminds me of the *History channels' show "The Most."* It's the first Vette to produce *more than 100 horsepower per liter* and *more than 600 hp*. It's also the first Vette capable of *more than 200 mph*. The ZO6 was 'only' good for 198 mph. The Vette teams' goal was to go more than 200 mph for 'around' \$100,000 sticker price. Additionally, the goal was to create a Vette that

could again take on any production car in the world as the ZR-1 of '89-'95 did. Code-named '*Blue Devil*,' the first project car had *twin turbos*, but it *burned to the ground after only one week* of tests. I've read about similar problems back in the 'Mako Shark' era. About that time Eaton had just developed a 6th-gen supercharger that was quieter than all previous models. It turned at a maximum speed of 15,300 rpm and had a maximum boost of 10.5 psi. The thing we see in the hood window is the air to liquid dual brick Behr intercooler. The engine has the designation *LS9*, but takes various parts from the *LS3* and *LS7*. The connecting rods and intake valves are made of titanium. It also has the dry sump oil system from the ZO6. Its size is limited to 376 cubic inches for durability. Limited to 9.1:1 compression, it makes *638 hp* and *625 lb ft of torque*. The trans-axle

was beefed up and the gear ratios were changed to make the ZR1 faster from a standing start and still give it a top speed of 200 mph in top gear (*6th*) rather than it being an overdrive gear. All this does have an additional price—it's the first Vette subject to the *gas-guzzler tax* with mileage of 14/23 mpg. On the handling side, it has the new second-gen magnetorheological shocks made by Delphi that are not subject to overheating problems as before. The new wheels are 10" by 19" in front and 12" by 20" in the rear, and wear Michelin PS2 tires sized 285/30 in front and 335/25 out back. They're needed to go over the Brembo carbon-ceramic brakes measuring 15.5" by 1.6" thick in front and 15" by 1.4" in the rear with 6-piston calipers in front containing pads twice as big as that of the ZO6. The front fenders, chin spoiler, roof and rocker panel extensions are all carbon fiber. With the exception of the hood and fenders the remaining parts are clear coated with a new finish that is ultraviolet resistant, but costs *\$60,000 per gallon*.

In the interior, there is special gray upholstery inserts and unique gauges. All this for the very reasonable price of '*only*' *\$121,425*.

Since the beginning of the current gen I've felt it copied the looks of Japanese cars, and I have not read up on them much. Before I started looking for and reading background information, I figured the ZR1s' roof was painted gloss black to differentiate it from other Vettes. Looking at this kits' box art car, it's hard to tell but I'd

(Continued on page 3)





## Most (contd)

(Continued from page 2)

bet the builder made the same mistake. As I noted above, it's clear coated carbon fiber as are the rocker panel extensions and chin spoiler. None of these have decals provided so we'll have to use aftermarket decals. There are decals for the exclusive grey upholstery (*seats, dash, doors*) seat back logos, shifter knob, dash gauges and computer. The intercooler gets decals as well as various underhood components. The calipers get 'Corvette' lettering. Beyond that, the remaining are scripts for the body.

**Engine:** The engine is the centerpiece of course, and is well represented with 20 pieces, six of which are the blower. The kit also includes the parts for the ZO6 intake system as well. The front cover, radiator housing, and fan belt assemblies had to be modified for the ZR1. Also included is the

coolant hose for the intercooler.

**Chassis:** There's nothing different in the chassis assembly other than the ZR1-specific wheels and tires, which do spec out to the correct dimensions as stated above. The tires are incredibly wide and accurate; they look so nice, I want to put them on a really hot 'hot rod.'

**Interior:** The interior is identical to the ZO6; it's just the grey ZR1-specific upholstery that makes it stand out.

**Body:** At first glance, I thought the body was the same as previous issues, but upon reading up on the real car, I took a second look. I discovered that Revell did get it right. The most obvious change after the hole in the hood is the engine bay vents ahead of the doors. It's now split into two vents instead of one big one. The rocker panel extensions are there as is the slight spoiler on the rear. The front splitter is slightly extended also. In the ZO6 kit, the inner fenders have details cast into

them, but on this new version different details were cast as separate pieces. The hood is hinged with dogleg type hinges, something I'd like to see in other models.

**Packaging:** The packing is the usual very good arrangement that Revell (*US*) provides now, but I would still like to see the decals in their own plastic bag if for no other reason than to keep them from drying out.

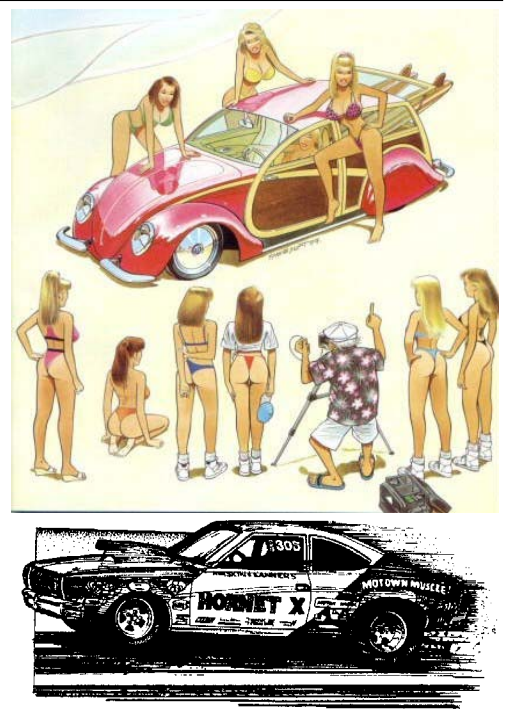
I can't wait to start assembly of this kit and since I built one of the first of this gen a few years ago, I can say they go together very well. I would guess ZR1s are available in all the colors as the standard models since I've read nothing different. For more information look in the *February '08* issue of *Car and Driver*.

By: Rich Wilson 🍷

*\* Most What—expensive American sports car?!? Most expensive Corvette?!*



Thanks to our own Ron Bradley for this Monster! Could ya see it in black with green clawmarks (a.k.a. 'Monster Energy Drinks')?!



## 'New' US Carmakers?!!

'GMC' Chinese owned? It could happen. 'GMC' is moving into a new and more politically charged phase of preparations for its landmark IPO (*initial public offering*).

China's top automaker, SAIC Motor Corp has reached out to 'GMC' to explore the prospect of taking a stake in the US automaker when it goes public this fall.

At the same time, 'GMC' and its advisers are making appointments to meet with sovereign wealth funds over the next few weeks to sound out their interest in committing to buy and hold major stakes as so-called 'cornerstone investors.'

US officials have taken a cautious approach to foreign investor participation in the GM IPO because of the possibility of any such investment—perhaps by a state-funded Chinese automaker in particular—to trigger a political backlash.

As of earlier this month, Treasury had not yet decided how to handle the question of potential stakes in 'GMC' by sovereign wealth funds, a move that would help create demand among other investors.

A spokesman for Treasury declined comment on preparations for the IPO. But Treasury posted public guidance online that said IPO investors will be sought 'across multiple geographies with a focus on North American investors' and that the investor pool would be large and diverse, including US retail buyers.

Treasury said that it had also given guidance to 'GMC' and the underwriters on principles for the IPO but would not be involved in discussions about how shares are allocated.

A 'GMC' spokesman could not be reached for comment but 'GMC' has repeatedly declined to comment on the IPO, citing securities regulations.

Cornerstone investors typically commit to a relatively large stake to demonstrate confidence in an IPO. In this deal, cornerstone investors would likely be hit up for several hundred million to a billion dollars each.

The size of the IPO has yet to be determined but estimates range from **\$10 to \$20 billion** depending on how aggressively Treasury decides to sell its stake and the strength of the markets.

The US government pumped **\$49.5 billion** of *taxpayer money* into 'GMC' in a still-controversial bailout that kept them from liquidation but **earned it the nickname "Government Motors"**.

Ahead of November congressional elections, the Obama administration has been working to convince voters that the '09 rescue packages for 'GMC' and Chrysler spared the industry an even more wrenching downturn.

Treasury is expected to **take a loss** on the **first offering of 'GMC' stock** although subsequent offerings of the government's holdings may be profitable.

The contact between state-



backed SAIC—which has a 13-year relationship with 'GMC'—and 'GMC' has been informal and the expression of interest by the Chinese automaker could hit a quick dead end if the US government objects to the move.

In its informal contact, SAIC expressed an interest in acquiring a 'single digit' ownership—less than 10 percent—in 'GMC.'

Because the contact with 'GMC' remains private and preparations for 'GMC's' IPO are covered by strict US securities regulations regarding disclosure, no one involved in the discussions could be named.

SAIC Chairman Hu Maoyuan said the Chinese automaker had not made any decision about the investment and would seek a 'win-win' arrangement.

In addition to the potential for pushback from the US government, SAIC has been tentative in its approach to the deal because its first major overseas investment turned into a costly distraction.

SAIC bought South Korean automaker Ssangyong in '04 for \$552 million but failed to reverse a slide that sent it into bankruptcy in early '09.

In a deal struck during its slide

(Continued on page 5)

## New (contd)

(Continued from page 4)

toward bankruptcy, 'GMC' sold a one percent ownership stake in Shanghai GM to joint venture partner SAIC in exchange for the help of the Chinese automaker in securing a \$400 million dollar line of credit.

That deal gave SAIC a controlling 51 percent stake in Shanghai GM. The companies are also allied in a joint venture targeting the Indian market, and SAIC is a partner with 'GMC' in a third joint venture with Wuling to make small vans and work trucks in China.

China emerged in '09 as the world's largest auto market, overtaking the US.

'GMC' said it expects to sell 10 to 15 percent more vehicles in China next year, growth that would give it sales of more than 2 million vehicles. Thanks to Reuters for the scoop.

**Flash!** Fitch in early October assigned 'GMC' a **junk-level credit rating**, the first assessment of their creditworthiness since it left bankruptcy protection last year, saying its pensions are heavily underfunded and the auto market remains uncertain.

Fitch said 'GMC' has come a long way since emerging from bankruptcy protection last year. Its reorganization gave it more financial flexibility and it is likely to reap the benefits of an improving global auto market.

They also have a strong cash position, a better cost structure and an increasingly competitive lineup of cars and trucks (*remains*

*to be seen*), Fitch said. But auto sales remain sluggish for now, while 'GMC's' pension obligations remain **underfunded by \$27 billion**.

In addition, a large portion of 'GMC's' senior management are new to the auto industry, including CEO Daniel Akerson. The former telecommunications industry exec took over on Sept. 1st from Ed Whitacre.

"There may be missteps along the way as the management team essentially learns the industry while on the job," Fitch said.

A 'GMC' spokesperson declined to comment. They said it is common for companies that aren't publicly traded to get ratings from agencies because of debt they carry or the possibility they may issue new debt in the future.

'GMC' disclosed in its IPO paperwork filed last month that it is negotiating with banks about a revolving line of credit to provide more liquidity. No word if the company got the credit line.

Assessments from ratings firms such as Fitch are important for companies as they are a factor in determining how expensive it is to issue debt. Fitch considers their rating to be 'speculative' with an 'elevated vulnerability to default risk.'

According to the ***Detroit News***, 'GMC' is **recalling more than 20,000 '09-'10 CTS and CTS-V models** to replace the glove box to reduce the risk of leg injuries in crashes. In some cases, dealers will also modify the instrument panel beam.

In April, a contractor for the National Highway Traffic Safety Administration (NHTSA) con-

ducted a frontal-crash test on a '10 CTS. The passenger crash test dummy showed a higher than acceptable leg injury reading when the dummy hit the glove box door.

NHTSA's contractor conducted a retest on Aug. 25 and found an even higher reading, prompting the recall.

'GMC' notes the dummy is unbelted during the federal crash test and all occupants should wear safety belts. The crash test dummy represents a small woman (*not PC!*).

**G8s again legal for sale in the 'great state of Maryland'?** The Maryland judge who threatened to approve tickets for all Pontiac G8 owners over their stock tail lights has backed down, reportedly saying she **'misunderstood'** (*yeah, right!*). Vehicular freedom's having a good week in the Bay State. To recap: The judge issued an \$85 fine to the owner of a G8 GT for illegal tail lights ticketed by police, and ruled even the factory version would be illegal under Maryland law, despite being approved by the US Department of Transportation.

Thing is, Altezza-style tail lamps can be found on dozens of cars, and are a mainstay of the aftermarket. Thanks to a local state's attorney who has similar lamps on a Lexus, not only were the charges dismissed, but the owner of the G8 **received an apology from the supervisor of the officer who wrote the ticket**. Someone shoulda slapped that judge hard. And let's not forget the idiot cop who wrote the ticket either!

The government is on **OUR** side, right?! 🍷



## This n That

**One Fast Cat!** Jag celebrated its 75th anniversary with a number of special models, including the **XKR 75**. And a British tuner is goin' for more. **Arden** boosts out-

put to **580 hp**, while bolting on a high-performance exhaust and sport cats. The time to 62 mph—4.3 seconds. Optional equip-

ment includes a lower suspension with firmer springs, 21-inch 'Dubs' and a handmade stainless-steel grille. Top speed goes from **174 mph** to **190 mph**... **Up in Smoke?!** If you're going to be the world's most famous collector of antiques, then you have to be prepared for some public breakdowns. That's what **Jay 'Car Guy' Leno** found, when his red hot-rod started smoking on a street in Encino, CA, forcing him to pull over. [RadarOnline.com](http://RadarOnline.com) reported that the "The Tonight Show" host's **'07 White steam car** started smoking in the summer heat, causing Leno to stop the rare 30 hp vehicle (*according to Wikipedia, there are only about 150 left in the world*) in front of a Chili's restaurant as paparazzi took shots and bystanders ran to get water and a fire extinguisher for him, allowing him to get the car up and running in about half an hour. This isn't the first time his love of old cars has been a bit of an inconvenience. A blogger



snapped a photo of him with his broken-down '63 **Porsche** on Mulholland Drive back in May. **At least Jay DRIVES 'em...** **Big Boy Toys.** **Strand-Craft 122:** Mega-yacht builder Strand-Craft has

introduced its extravagant 122, which they call a "high-performance streamlined Open super yacht." The art deco interior can

be designed to suit individual needs and includes a four double staterooms, heads, reception and salon areas. There are 52-inch LED TVs and Bang & Olufsen sound systems in all rooms. With **more than 14,000 hp**, this yacht'll make 60 mph.

But wait there's more: It comes with a **handcrafted supercar**, powered by an **880-hp twin-turbo V12**. The car can be housed in the back of the boat's "garage," as a tender. One of these will set you back **\$26.1 mil**, and the company plans to build **only six of 'em...Blue Oval Coppers**. Ford will offer a utility vehicle based on the **'11 Explorer** as part of its police portfolio for cops across the



nation. Officially called the **Police Interceptor utility vehicle (PIUV)**, it complements the **Taurus-based sedan** in Ford's police lineup for late '11. The PIUV will come in front- and AWD, and be powered by a naturally aspirated 3.5-liter V6 making at least 280 hp working with a six-speed automatic trans (*no EcoBoost, though*). It will also have a purpose-built interior, with an upgraded version of Ford's Sync technology, a nine-inch center console and antistab plates, ballistic panels, larger brake calipers and rotors, an upgraded alternator, and reinforced underpinnings. To ease

maintenance costs, wheels are shared with the sedan. Tech goodies include cross-traffic alert and a backup camera. The duo are part of Ford's dual approach to replacing the **Crown Vic**, which remains the **most popular car for police** around the country. Ford is

breaking away from that car's RWD V8 power, though they are quick to say the AWD setup will be just as effective, with a



(Continued on page 7)

## T n T (contd)

(Continued from page 6)

reported 20 percent improvement in fuel economy. Both were tested by the LA county Sheriff's department and the Michigan state police. The cop market is getting increasingly competitive, with **Dodge** offering a new sedan based on the '11 **Charger** and **Chevy** bringing back the **Caprice**. BMW is also expected to start supplying turbodiesels for a vehicle from an Indiana company called **Carbon Motors** in '12... **The Boss is back**: Based on the 5.0-liter Mustang GT, the '12 version of this classic was revealed recently at Laguna Seca, where Parnelli Jones won the '70 Trans-Am season opener in a Boss 302. The new car builds on the iconic Bosses famous for their looks and performance in the late '60s and early '70s. But Ford is quick to point out the new Boss 302 is more than a trip down memory lane. The 5.0-liter V8 is upgraded to **440 hp**—an increase of 28 hp over the GT, thanks to a new intake and revised cams. The engine is paired with a close-ratio six-speed. Top speed is **155 mph**. It is the first non-SVT model to pull more than 1g of lateral acceleration. On road courses, it is said to better the GT's lap times by two seconds. It's dressed with sinister looks to match its

performance capabilities, and designers attempted to craft the spiritual successor to the '69 car. There is a unique fascia and grille and a lower front splitter (*reducing front end lift and underbody drag*) that's similar to what's used on the 302R racer. There also are blocked-off fog-lamp openings. It also gets a black or white roof panel to match the side stripe, and the body comes in striking shades of orange, blue, white, yellow and, of course, racing red. Inside is an Alcantara suede Boss steering wheel, a dark instrument panel, a cue-ball shifter and optional Recaro seats borrowed from the GT500. In addition to the appearance, Ford engineers paid special attention to the sound of the Boss, and the V8 will emit a throaty roar through a quad exhaust. Sound discs were added to tone it down, but they can be removed. It also gets steering and chassis upgrades, being lowered front and rear compared with the GT and gets adjustable shocks and struts, stiffer suspension bushings, high-rate springs and a larger rear stabilizer bar. It rolls on black 19-inch alloy racing wheels wrapped in Pirelli PZero donuts, and whoas forward motion with four-piston Brembo calipers. And if all of this ain't enough, Ford will also offer a **limited-edition Boss 302 Laguna Seca model** with a stiffer body, firmer chassis and racing aero package... **Pike's Peak Mishap**. A helicopter crashed near the summit of **Pike's Peak** in Colorado on Sept. 17th while filming a test run of **Audi's self-guided vehicle**. Local media reports say the copter pilot is in



critical condition and the three passengers are stable. They were filming Audi's autonomous TTS as part of a project to ascend Pike's Peak, just west of Colorado Springs, CO, in order to demonstrate the abilities of advanced driverless and GPS systems. The car was not involved in the crash... **Ranger Soon to be MIA**. Ford is dropping the **Ranger pickup** from its US lineup after the '11 model year. Ford is consolidating its global pickup truck platforms from three to two with the intro of an all-new Ranger to be sold outside the US starting next year. It will be unveiled at the Sydney auto show. Demand for compact pickups in the US has been shrinking and Ford made a decision several years ago to invest in and market a wider range of F-150s, including V6 versions. The new Ranger is also closer in size to the current F-150. It debuted in '82. Sales peaked in '99 at about **348,000 units**. It has been popular with fleet customers, and Ford hopes to convince some to consider the Transit Connect van when the Ranger disappears (Thanks to autoweek.com, and other Internet sources for this insanity! Ya just can't make some of it up!! Thanks also to those of you in the Peanut Gallery who have helped me entertain y'all by sending stuff—I 'preciate it!) 🍌



## Model Buffet

*[1983 Dodge Mirada 2-door coupe - Air-Trax Resin 1/25th scale transkit]*

There is a group of modelers, myself included, who liked American cars of the 80s. Unfortunately, during that time, the major model kit companies did not market kits of many of the cars of that era. In all honesty, there were not many “exciting” cars on the market coming from the American automobile manufacturers, but there were a few stylish, comfortable cars of that era. The **Dodge Mirada** was one of them. When I heard that the Dodge Mirada was being produced in resin, by the Air-Trax Resin Company of Finland, I wanted one.

Air-Trax Resin is run by **Juha Airio** and **Tapani Rauramo** of Finland, hence the name Air-Trax (*the “x” coming from the name of the old British company, Airfix*).

Juha and Tapani are very accomplished modelers known the world over. Most of their offerings are of imported cars, and as far as I know, this is the first domestic car done by them. Through Risto Pyhäranta of Finland, and Norm Veber, I was able to acquire one of these transkits, and I can honestly say, I am impressed with the quality of it. Thank you gentlemen for the review sample.

When I received the box, I found the contents quite appealing. Everything was moulded in a smooth, pale gray resin, with the exception of the head lamps (*clear resin*) and tail

lamps (*clear red tinted resin*). If it were not for having to trim the flash from the window openings and the underhood area on the body, it could be mistaken for an injection molded plastic kit.

There are no pinholes or voids on the body. The body itself is a little thicker in section than a comparable injection molded body, but that is not problematic.

Understand this, before this kit was issued, there was **NO** scale model on the market of this particular car. The parts in the kit were scratch-built by Juha Airio of Finland. Anyone in the hobby who is familiar with Juha’s work would have to agree with me, he is one of the absolute best modelers on the face of this planet. This transkit is a masterwork, as the parts included capture the subject matter exactly, with no compromises. The fit and finish on the various castings in the transkit are beautifully done, and goes together like a jigsaw puzzle.

The **body** is right on the money, with all contours and creases properly shaped, and the various moldings and side marker lamps and door handles properly placed. The kit’s body represents a standard, factory equipped Mirada, sans vinyl roof. There are a few roof treatments that could be done, with very little modification of the resin by the modeler. The modeler must fabricate the exterior glass from sheet acetate, as well as a mounting system to install it into the body.

The components furnished for the interior are equally as impressive. The dashboard, seats,

center console, steering wheel, and side panels are beautiful, with the various textures and moldings properly represented. The interior components in the kit represent the optional Leather/Vinyl Bucket Seat/Center Console trim package, as offered by the factory in ‘83. No floorboard is furnished in the transkit.

I was told that the latest tooling of an **AMT ‘71 Duster kit** can supply most of the needed parts required to finish the kit, (*The 1977-80 MPC Plymouth Volare kit is very rare, expensive, and not very well detailed, but is the correct basis for this car*) including the floorboard, which must be lengthened 5mm, K-Member, radiator and bulkhead front and rear suspension, wheel-backs, exhaust system (*has to be modified from a dual exhaust system to a single system with a catalytic converter*), the basic V8 engine, and the air conditioner hardware and hoses. The front suspension from the AMT ‘71 Duster has to be modified to center the wheels in the wheel well, as the car’s torsion bars were mounted from left to right, as opposed to front to rear, if you want to be truly accurate. The Lindberg ‘64 Plymouth Belvedere Hardtop can furnish the 904 Torqueflite transmission, as well as the 225 Slant 6 engine.

The **wheel covers** furnished in the transkit are the standard Mirada parts, and are exquisite. An appropriate set of radial tires can be found in your parts box.

Kit contents:

- One-piece body w/front wheelwells and firewall

*(Continued on page 9)*



## Buffet (contd)

(Continued from page 8)

detail

- Separate hood w/underhood detail molded in
- Rear bumper with rub strip detail
- Exterior rear view mirrors
- Headlamp bezels
- Clear head and parking lamps
- Clear tail lamps
- Wheel covers
- Photoetch emblems
- Separate front bucket seats
- Rear seat with package tray
- Dashboard

- Steering wheel and column
- Door and side panels

The modeler has to supply the following: Chassis and running gear: Front and rear suspension, exhaust system w/catalytic converter, engine (*225 Slant 6 or 318 V8*), Torqueflite transmission (*904 version is closest*), *tires and wheel backs*, radiator and hoses/core support, battery, windshield wiper motor, power brake booster and master cylinder, turn signal stalk and floor shifter, windshield, backlite, and rear quarter windows (*flat acetate*), and inside rearview mirror

By the way, this kit can be used to model any of the various

years of the Mirada, from '80 through '83, with no modification.

This transkit is not designed for the novice, as there is a bit of fabrication, clean-up, and fitting of the various components to be done. Do your research on the car. All of the various finishes on the car must be done with various paint finishes, and chrome foil.

In my humble opinion, this is one of the best executed resin transkits I have ever had the pleasure to review.

by: Ron Hamilton 🏠

(Ed. Note: Thanks to Ron and all concerned for getting this one in print!)

## Death of an 'Enthusiast'

PE's  
final  
issue

I'm quite sure many of you are unaware, but big changes are afoot at **Amos Press**

(<http://www.amospress.com>), publisher of **Cars & Parts**, along with a slew of '**Enthusiast**' mags, including **Chevy**, **Corvette**, **Mopar**, **Mustang**, **Musclecar** and finally **Pontiac**. I recently found out that this series will **cease to exist individually** at some point in the very near future. Whatever the reason—declining ad revenue, increasing costs, or an insufficient subscriber base, they will be combined into **ONE** magazine—**Auto Enthusiast**—with each getting a few pages, as opposed to an entire mag. Ordinarily, I'd have no problem with this. However, in the case of **Pontiac Enthusiast**, I was informed by their customer service department (after contacting them for confirmation) that

would be November. From that point on, my sub would be filled with the new mag. Here's my problem: I have in hand the final issue, and the editorial doesn't even hint that this is the last one! Conversely, it seems to signal business as usual, with the editor even asking for reader input!

As far as I'm concerned, this info should have been communi-

cated to subscribers, rather than surprising us later with a new mag.

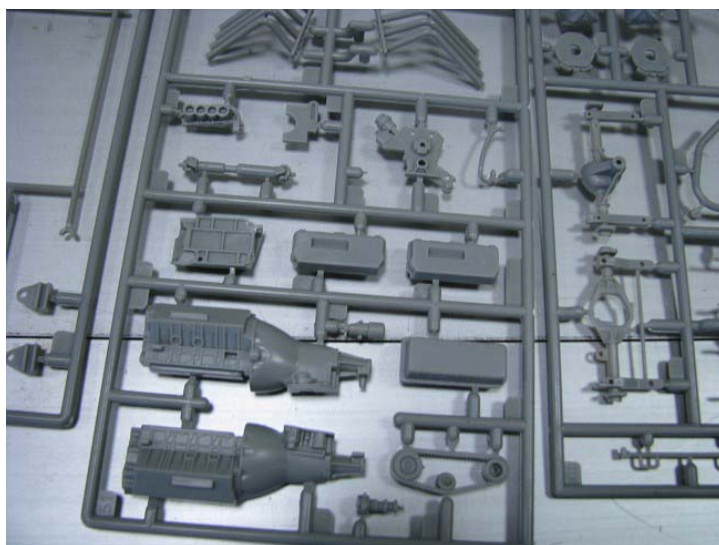
In my e-mail, I informed them I subscribe to two magazines—Pontiac Enthusiast, and High Performance Pontiac—but I purchase others from the newsstand with articles of interest. Amos must expect people to renew with the new combo mag when their subs expire. I told her that it'll now likely become an occasional newsstand purchase. **RIP**, '**Enthusiast**.' 🏠

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

awards



# New Test Shots!



Thanks to *MAMA's Boy Lyle Willits* for the enclosed test shots of the upcoming *Revell "Chi-Town Hustler" Charger funny car*! Thanks also to long-time *MAMA's Boy Jerry Flynn* for bringin' it by for us to see! He did the box art car to boot! 🚗



# Automotive 'X Prize' Winners

An ultralight, gas-powered car that can get **102 mpg** is among the winners of the **\$10 million award**, a contest to develop highly efficient, production-ready vehicles.

While its not likely to go on sale in its current form, Edison2's "Very Light Car No. 98" was cited for its innovative use of lightweight materials, superior aerodynamics and very low production cost. Oliver Kuttner, the founder of Lynchburg, Va.-based Edison2, said his **target price** is **\$20,000**.

The 'VLC No. 98' seats four and is built on a steel frame of mostly aluminum parts. That keeps the weight at 830 pounds, around a quarter of the weight of an average car. It has a space-age, race car look and a tear drop shape, with the wheels set far out from the car to help deflect crashes.

Kuttner, a real-estate developer and race-car driver, said a team of around 100 people—including many racing veterans—developed the car. They opted for a **one-cylinder, ethanol-capable engine** instead of an electric car because batteries add weight and gas is readily available. But the team said its innovations in aerodynamics and the use of lightweight materials could apply to

any kind of vehicle.

"We've been working on these types of solutions, really, all our lives," Kuttner said. "In racing, fuel is a precious resource. One less pit stop is the difference between winning and losing."

Edison2 won **\$5 million**, the bulk of the prize money. Kuttner said Edison2 spent more than that to develop the car, but we wouldn't give an exact figure.

Some of the prize money will go into development of the next gen light car, Kuttner said. He said the team is now focused on making the car more consumer-friendly and "easier on the eyes" but without adding to its weight or hurting its fuel economy. Once Edison2 is convinced it is ready, Kuttner plans to find partners to manufacture and distribute it.

Two other car makers will split **\$2.5 million each**: Mooresville, N.C.-based Li-Ion Motors Corp., which made the Wave2, a two-seat elec-

tric car that gets **187 miles on a charge**, and X-Tracer Team of Winterthur, Switzerland, whose motorcycle-like electric mini-car, the E-Tracer 7009, gets **205 miles on a charge**. Both of those companies are taking orders for their cars. X-Tracer Team says the electric E-Tracer will be available to US consumers next year.

The X Prize, which is funded by Progressive Insurance, gave 111 teams 30 months to develop their vehicles and put them through driving, safety and efficiency tests.

All of the winners are now eligible for a US Department of Energy program that will help ready the vehicles for introduction to the U.S. market. Thanks to **Yahoo news** and **Matt Guilfoyle** for the preceding. 🏆



## 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*)

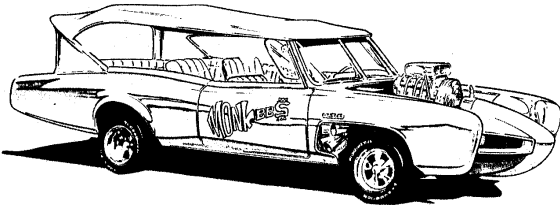
Meetings are scheduled for 11 AM to 2 PM—**NO EXCEPTIONS!**

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





# Pontiacs on Parade!

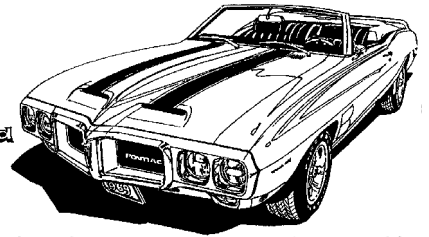


With the demise of the “Excitement” division of General Motors after the 2010 calendar year, I am proposing a *year-long celebration of Pontiac power.*

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!





☞ 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). **Get Busy on those projects, OK?! Ta Ta For Now!** 🚗



**Ed. Note:** With the show season winding down, guess I'm gonna have to find something to fill this section of the newsletter. Well, thanks to **MAMA's Boy**

**Charlie Magers**, I've got a small item that should fit the bill, while also being entertaining.

Charlie recently sent me (*and possibly others*) an e-mail with the following **YouTube video** in it: [http://www.youtube.com/watch?v=WbN\\_Ban55a4](http://www.youtube.com/watch?v=WbN_Ban55a4).

It's entitled **Cars of Dreams**, and I'm quite sure that you'll enjoy it. **Thanks, Charlie!** 🚗

## Pontiacs on Parade!

Upon my (*Nick hadda work*) 'triumphant' return (?!) to last month's meeting after being MIA in August, the 'Reserved Parking' seemed to be filled to capacity.

**Thanks, gang!**

**Barry Reitz:** '55 Safari, '65 GTO hardtop, '65 Grand Prix hardtop, '66 Monkeemobile, '71-'72 Grand Prix, and an '80 Trans Am (1/20th scale).

**Ron Hamilton:** Starlight Black Polar Lights '64 GTO convertible, with scratchbuilt dogdish hubcaps, no less!

I added a "**Lyle Willits Original**" '66 GTO hardtop (*Lyle actually remembered it!*), and the new **Danbury Mint '68 April Gold**

**GTO convertible.**

Last month's winner was **Gary Frazee**, for his '10 Firebird hardtop.

There aren't many details, but here, in Gary's words, they are:

"I used a Jimmy Flintstone body, with an AMT '06 Camaro Concept kit (*Oops—yet ANOTHER Chevy bites the dust for a Pontiac kitbash project!* Sorry, Pat!), Plastikote Blue Metallic Paint, and decals from an '80s T/A (*Ram Air decals on hood*) and



Bird emblems from a '98 T/A kit. Otherwise, it was a 'box build.' "

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!!** 🚗





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**MAMA's BoyZ do it in scale!**



**"New" Stuff this month:**

- Revell Chi-town Hustler
- Revell '02 Camaro
- Revell Ice-T
- Revell '59 Caddy convertible
- Revell '72 Cutlass Custom (w/up top)
- AMT/Round 2 'Little E' COT Snap
- AMT/Round 2 Jimmie Johnson COT Snap

## 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:**

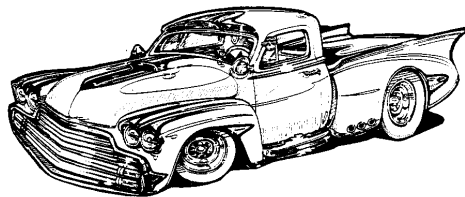
[www.yorkus30.com](http://www.yorkus30.com) 📧

## 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 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 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!**

**Got an ad? E-mail me, and we'll squeeze it in!** 📧

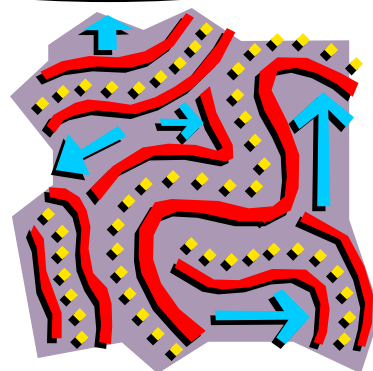


We're on the web!  
<http://www.mamasboyz.org/>

## Directions

**From the Baltimore Beltway (RT 695):** Take Exit 7, Route 295 (Baltimore-Washington Parkway) south towards Washington approx. 18 miles to Route 193 (Greenbelt Road), and exit. When on the off-ramp, stay to the right and merge right onto Southway (*see below*).

**From the Washington Beltway (RT 495/95):** Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (Greenbelt Road). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (*at the light*) onto Southway (*read on!*)



**Once on Southway:** Go straight to the second (2nd) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 📧

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