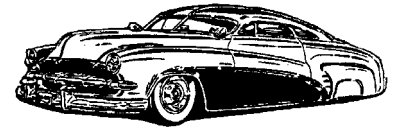




MAMA SEZ!

Volume 23, Issue 3

November, 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. ☎

Da Prez Does Toledo!

We managed to cover a few things last month, besides oohing and aahing over the test shots of the new **Revell Midgets**, graciously provided by **Norman Veber** by way of **Revell's Ed Sexton—thanks, guys!**

This month, **Rich Wilson** checks out the "**Mongoose**" *funny car* reissue. **Thanks, Rich!**

Be sure to check out

the *new/re-released kit announcements* from the annual **RHCTA** show inside!

Even though Pontiac is 'dead,' the 'Parade' continues. Thanks to everybody who brought their Pontchos out!

The raffle raised **\$97.00**, while the door



box added **\$65.00**.

Thanks also to the raffle donors: **Ron Bradley, Ed Brown, Bob Foster III, Gary Frazee, Matt Guilfoyle, Phil Jones, Kevin Kovach, Rich Meany, Bill Riblett, Lyle Willits, and Replicas & Miniatures Co. of MD.** 🚗

Un-'Enthusiastic' Follow-up?

The preliminary verdict is in regarding the new Amos '**Auto Enthusiast**' publication—I ain't impressed. My first copy arrived in early November, and there's a mix of good and bad.

One of the initial selling points was to be a page count around 200. On that point, at 216, they succeeded, in spades.

Their articles include a mix of features and tech. It's on the feature

articles where this issue falls flat. Let's see why.

There are seven feature cars: three late models—an '**'07 Z06**, an '**'06 Mustang** (both modified), and an '**'86 Monte Carlo SS** (with less than 10,000 miles on it?! *These weren't THAT nice when new!*), rounded out by a '**'70 Challenger R/T convertible**, "**Akron Arlen**" *Vanke's Pro Stock Duster*, a *super-charged '41 Cord Graham Hollywood*, and—

look out—a *modified '66 GTO convertible*. Not denigrating the car, but I fail to see exactly where the Cord fits into *ANY* of their previous 'Enthusiast' titles (*Cars & Parts?*!). Oh, and let's not even mention the Mr. Gasket Modern Muscle Giveaway article, featuring the new Camaro, Mustang, and Challenger, 'cuz I'm about burned out on all the aftermarket iterations

(Continued on page 9)

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 Mongoose"

[Revell '75 Tom 'Mongoose' McEwen Duster funny car; 102 pieces]

I don't have any background info on this or any other funny cars—I just didn't follow drag racing back at that time. The chrome tree is what I notice first and the plating is too thick. It may be the clear coat underneath but it doesn't look very good and in my experience it will be very difficult to remove. The wheels are centerlines and don't look accurate chromed or otherwise. I'd try to replace them.

Engine: The engine is a 22-piece assembly though I don't really care for the valve covers. They don't look right dimensionally. The drive belt assembly is cast in one piece with the pulleys, and I think an aftermarket drive set would really set off the engine and the whole model as well. The block, heads, intake, and front

cover are all very true to scale. The 'zoomies' have drilled tips but could stand to be drilled deeper. With wiring, fuel and oil lines this engine will look 'killer.'

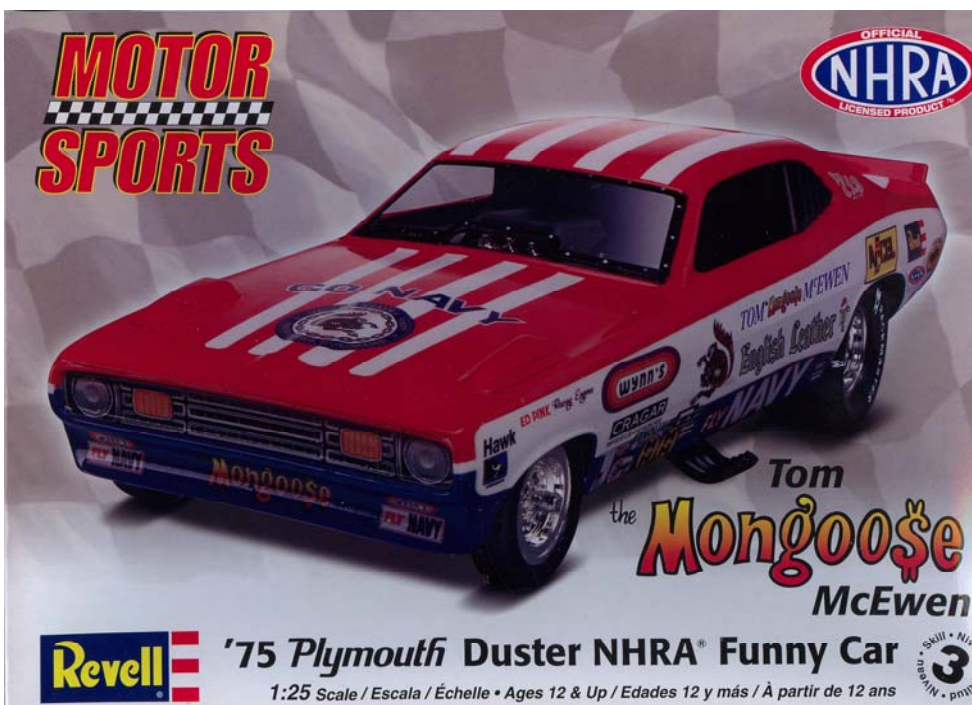
Chassis/cockpit: The chassis is basically used as a generic one in that Revell has used it in several kits. Having said that, it is very well done and there is only one other that I think is as good or better, but not by much. But I don't know if this chassis is the correct one for McEwen's '75 AA/FC. I need an avid fan of funny cars or Tom McEwen to make a ruling. The chassis is one piece with only the upper roll cage to attach after the 'tins' and pleated seat have been painted and installed. There are detailed side panels, pedals, control levers, front dropped axle and radius rods all remind me of similar Revell kits of the early '60s. A Ford 9" rear axle is used out back. I've built this very same chassis (*the 'Blue Max?'*) a few months ago,

and was very pleased with the easy way it went together and how accurate it looked. On that build I tried something new. I covered the sheet metal that spans between the body and the chassis with chrome foil (*matte aluminum, actually*). The metal type duct tape works well also. It takes a bit of planning to get the seams to land in acceptable locations, but it's worth the effort.

Body: The body looks right for what's supposed to be a re-shaped Duster in fiberglass. There are rather heavy mold seams that go the length of the body over the roof, but it's on the 'C' pillar that they seem the heaviest. It should only take a bit of sanding with a sanding stick to remove them. The windshield gets a decal that goes around the edge to replicate the rivets that hold it in place. I found it too fiddly so I used a magic marker around the edge, and then used a silver pilot extra fine marker for the rivet detail.

Decals: The decal sheet includes the white side panels and white stripes that go the length of the body, but it's hard for me to tell if they will adequately cover the red and blue paint that will be needed. I'd paint the white first, mask off where the white decals will be then paint the red and blue. There are grille and taillight decals and a rear window decal made to look like a louver cover. Also included are seat belt/shoulder harness decals and 'M & H Racemaster' lettering for the slicks. The tires are in their own bag, but no longer have any raised lettering.

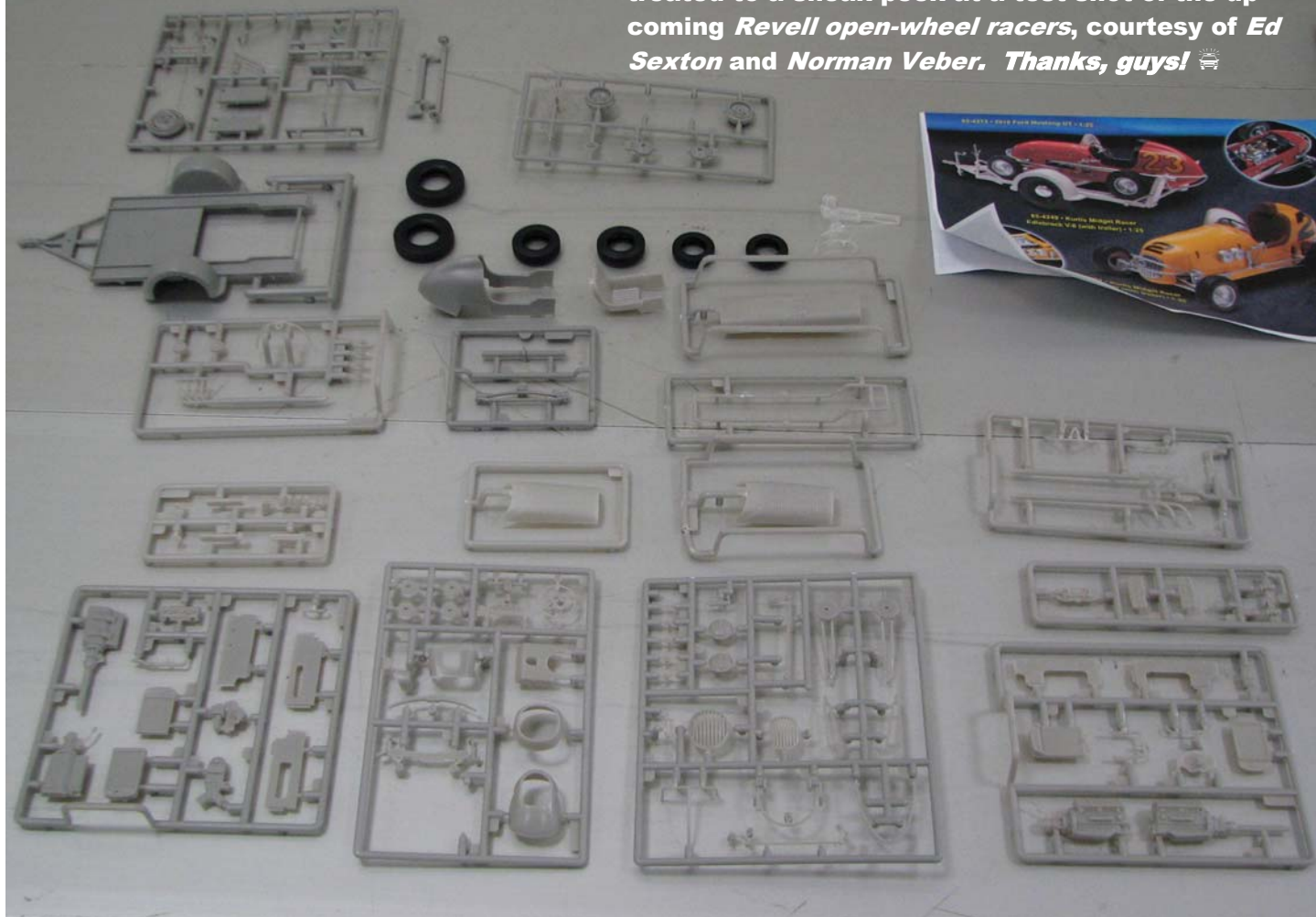
by: Rich Wilson 🏆



MORE Test Shots!



MAMA's BoyZ attending last month's meeting were treated to a sneak peek at a test shot of the upcoming *Revell open-wheel racers*, courtesy of *Ed Sexton and Norman Veber*. *Thanks, guys!* 🍷



A shocked *Lyle Willits* humbly accepted the theme award at the Toledo NNL for, as he puts it, "one of his old choppers." *Congrats, Lyle!* 🍷

'New' US Carmakers?!!

Cadillac is recalling 3,996 copies of the '10 SRX crossover to check for possible damage to a power steering line, which could result in a fire.

If the power steering line is damaged, fluid could leak out onto hot engine parts and start a fire in the engine compartment. Cadillac says only one fire has been reported.

The vehicles being recalled were built in December '09.

SRX owners will be notified by mail if their SRX is part of the recall. Cadillac will perform any necessary repairs free of charge.

And while on the subject of defective vehicles being recalled, a problem with the way the front seatbelt webbing is attached to the anchor pretensioner has prompted 'GMC' to recall nearly 322,500 Chevrolet Impalas from the '09 and '10 model years.

If the belt is not properly attached to the anchor, it could fail during a crash. Dealers will inspect the vehicles and properly install the belt webbing to the anchor pretensioner, if necessary.

The union representing most 'GMC' workers and retirees in Canada won't be making any recommendation to them on whether they should buy the company's new stock.

Leaders of the Canadian Auto Workers recently said they would neither urge nor dissuade members from participating in the initial public offering (IPO) of 'GMC' shares in Canada by a deadline registration date of Oct. 22nd.

"It's up to them," said CAW national president Ken Lewenza. "I think if employees have confidence in 'GMC', that confidence could be reflected through an investment in their company. Then, I wouldn't discourage it."

At the same time, he added he doesn't think many auto workers would have money to invest in the company since the minimum amount under the offer's terms will be about **\$1,000 (US)**.

'GMC' recently sent letters to about 9,000 employees and 35,000 retirees across the country with the offer. They also extended the offer to about 480 dealers here.

The *former* auto giant has not set a share price but Ed Whitacre, chairman of the company, said he estimates it will be between \$20 and \$25 a share.

'GMC' is planning the offering in mid-November, its first stock sale in more than half a century.

Chris Buckley, president of the largest union local at 'GMC's' operations in Oshawa, also said it would not attempt to counsel members about whether they should buy the new stock.

"I personally won't be buying any shares," he added. "Over here, our members are focused on building the best cars so the company does well and our jobs and futures remain secure."

Lewenza said he won't invest in 'GMC' because it would put



him in a conflict of interest.

"I bargain with them and my interests are with the members, not 'GMC', although we recognize that if the company does well, it helps us" he said.

Is 'GMC's' IPO destined to fail? When 'GMC' said it repaid its debt to the government in April, the company got 'called out.' Now 'GMC' is back on the public stage, letting us down once again.

You see, unlike fellow TARP recipients *Bank of America* and *Citigroup*, who in fact repaid their debts, 'GMC' anted up **just \$7 billion** to settle its government loans. Problem was, we lent these guys **\$50 billion** and converted the bulk of the debt into common stock when 'GMC' turned out its wallets, revealing nothing but pocket lint.

"Never fear!" responded then-CEO Ed Whitacre. "We're good for the rest, too!" Or words to that effect. What Whitacre actually said was: "I think the stock could be worth a lot and the taxpayers could get all their money, plus."

"Plus" what? Here's how the math works. Begin with the 60% stake the government took in lieu of repayment of **\$43 billion** worth

(Continued on page 5)

New (contd)

(Continued from page 4)

of debt. For our 60% stake in 'GMC' to be worth \$43 billion, the company needs to reach about a **\$71.7 billion** market cap.

Following so far? Great. So here's the next step: According to the S-1 filing 'GMC' made with the SEC in August, they intend to go public with a grand total of 500 million shares outstanding. Now, the S-1 is still subject to revision and full of I's that need crossing, T's that need dotting, and blanks that need unblanking. But recently, the company tentatively filled in the most important blank: the per-share price.

This is part three of today's math problem. In a public statement, former-CEO and now-Chairman Whitacre averred that "it's a little too early to say, but [the IPO price] is going to be somewhere in the \$20 range... \$20, \$25, something like that would be my guess."

Based on the numbers we're working with now, 500 million shares x \$25 a share (optimistically) must equal at least \$71.7 billion. But of course, it doesn't. It equals **only \$12.5 billion**—missing the mark by a good **\$59 billion and change**. There's no way 'GMC' can raise enough money on its IPO at this price to repay what it owes taxpayers.

From all appearances, this should make it dead on arrival.

How, then, will they make the math work? To reach the magic number of \$71.7 billion on 500 million shares, it would need to set its IPO at \$143.40 a share, a

price that might scare away potential buyers.

According to multiple sources, 'GMC' intends to take the shares it has and **split each of 'em of four ways**, resulting in a total share count at IPO of **2 billion shares**.

Now here's the problem: 2 billion shares x \$25 a share still equals **only \$50 billion**. That would make the US stake in the company (60%) worth \$30 billion at the IPO—and leave 'GMC' \$13 billion short of what it needs to pay off taxpayers.

Splitting the shares may be part of 'GMC's' solution, but it's not the whole answer. Over the past 12 months, 'GMC' had about \$124 billion in sales. To reach a market cap of \$71.7 billion, therefore, the company somehow needs to convince investors that its shares are worth 0.59 times annual sales. On one hand, that's certainly possible—Honda, for example, commands a 0.61 price-to-sales ratio.

But on the other hand, 'GMC' is no Honda (*Ed. Note: you got that right!*). These days, it might be as good as a scandal-tarred Toyota, whose shares sell for 0.46 times sales. Even if investors can be convinced that 'GMC' is as good a company as Ford (*again, not likely*), Ford shares fetch only 0.36 times sales.

First, it must convince investors that its stock is worth nearly twice the P/S ratio of Ford—a company that, unlike 'GMC', did not just finish running itself into a bankruptcy ditch.

Then it has to price its shares at the tippity-top of their projected \$20-to-\$25 range.

And if all that goes well, the company still must find a way to increase the resulting \$50 billion market cap by 43% to reach a valuation necessary to repay taxpayers in full—let alone the "plus" that Whitacre promised us.

Now, granted, the government doesn't intend to unload its entire stake in the company all in one lump on IPO day. It will sell its shares off periodically and piecemeal, hoping to maximize shareholder-slash-taxpayer value. As a result, 'GMC' has a little time to work with—time to grow that market cap to a size great enough to give it a chance of getting us our money back.

'GMC' is studying whether to revive brands for performance vehicles to improve its image among go-fast car shoppers. At the recent SEMA show Las Vegas, they unveiled the **Z-Spec Chevrolet Cruze, Volt and Spark** cars, and **two SS-badged Camaros** (*anybody REALLY surprised?!*).

The debuts signal that the company's new performance vehicles and motorsports division—launched eight weeks ago—is looking harder at performance brands.

Despite all the hoopla at 'GMC's' SEMA booth, the Chevrolet Z-Spec and SS vehicles were **big on badging and body kits** but **light on actual performance mods**. All talk, no action, eh?

Finally, with all of **Toyota's** fines and recall problems lately, seems that they got exactly what they so desperately wanted—to be **Numero Uno**—they've become 'GMC' (*a.k.a. General Motors*)!! Careful what you wish for, Toyota! 🙏

This n That

Bumblebee gets swatted in DC!?! On Oct. 11th, a DC Police SUV was involved in a wreck at the filming of "Transformers 3" in Washington D.C. While the movie was filming a car chase scene on 3rd St. and Maryland Ave in SW, the SUV collided with *Bumblebee*, the yellow Camaro Transformer. The police SUV was not supposed to be there and the wreck was not scripted. The officer is a 25-year veteran senior explosive ordinance tech. He sustained minor injuries and was taken to a local hospital. Law enforcement sources said he was responding to a call for a suspicious package nearby, and was using a different radio channel than the officers securing the perimeter of the movie. *Oopsie...A Price Even Bond Probably Couldn't Afford?! James Bond's '64 silver Aston Martin DB5, driven by Sean Connery in "Goldfinger," the classic film of the same year, recently made a hammer price of \$4+ mil at an automobile sale at London's RM Auctions, while falling far short of its \$5.5 million low estimate. The auction house had hoped it might sell for as much as \$10 million. The car—fully equipped with bulletproof windows, ejector seat, and twin machine guns—made its first dramatic appearance in "Goldfinger" when the hapless*



*(but endearing) technology expert Q shows Bond the car's "rather interesting modifications," which can be operated by switches in one of the car's armrests. Connery's disbelief about the existence of an ejector seat prompts Q's infamous cinematic one-liner, "I never joke about my work, 007." It was offered for sale by Philadelphia-based DJ Jerry Lee, who purchased it from the A-M factory for \$12,000 in '69, after it had gone on a lengthy promo tour in support of the Bond movie franchise. Proceeds will go toward Lee's charity work, which is focused on solving social problems associated with poverty. Thanks to Yahoo news and Autoweek...**EXPENSIVE Crash! Underground Racing**, the Charlotte, N.C., tuning shop that broke the 250-mph mark with a twin-turbo Lamborghini Gallardo in Texas last spring, saw the car crash on Oct. 23rd after making another run at the Texas Mile*



*high-speed challenge. Video of the run, posted on YouTube, showed the car passing the one-mile marker on the closed runway, deploying a parachute and veering to the right, off the runway. It became airborne flipping twice before landing. Word is there was a strong crosswind at the time of the crash, and that the driver survived with no major injuries. The twice-yearly Texas Mile is held on the runway built for the Goliad Industrial Air Park, about 90 miles southeast of San Antonio. During the three-day event, participants drive to post a top speed for a one-mile section of the runway. Underground Racing makes a business out of upgrading Lambos with twin turbos to boost engine output to 1,000+ hp...**"Too Many Bloody Weenies With Too Much Bloody Money!" Three minutes** is all it took for **Neiman Marcus** to sell out 100 copies of a special edition **Camaro convertible**. Each buyer forked over \$75,000 for their convertible, which will be built in SS trim and delivered next spring. The SS trim gets buyers the 6.2-liter V8. They chose between a six-speed manual or six-speed automatic. If you missed out, just go see your Chevy dealer. They have started taking orders for standard issue topless Camaros, which start at \$30,000. Production begins early next year...*

(Continued on page 7)

T n T (contd)



(Continued from page 6)

Debut Ranger. Starting next summer, **Ford's new Ranger pickup** will be sold in 180 countries, but it not in North America. It was developed by Ford and Mazda on a new global compact platform. The product development team was headquartered at Ford's facilities in Australia. Mazda gets a version, the **BT-50**, too. It offers such features as a rearview camera system, trailer sway control and adaptive load control. One gas and two diesel engines will be offered. Ford said the Ranger will offer everything from a basic work vehicle, with interiors that can be hosed out to models such as the yet-to-be-revealed **Ranger Limited** and **Ranger Wildtrak**. Four body styles will be offered, and it will be built in Argentina, South Africa and Thailand...**No Big Thing?!? Aston Martin** said recently that the **Cygn****et**—a re-worked version of the **Toyota iQ city car**—will go into production in '11. The car, which was shown as a concept at the Geneva motor show in March, is just less than 10 feet

long. "Our customers need a small car for urban and city use and they want the right tools for the right job, to downsize creatively without compromising intelligence, artistry and personality," said Aston Martin CEO Ulrich Bez. Marek Reichman, Aston's director of design, says that each one will be personalized with various materials, colors and textures. "Cygn**et** is small but luxurious, an Aston Martin tailor-fit for the city," Reichman said. "Luxury is not constrained by scale." **In other words, A-M needs something CHEAP to sell!!** It will be produced at A-M's Gaydon headquarters in Warwickshire, becoming the eighth major production car produced at the factory since '04. Specs and pricing details will be announced later. Toyota plans to sell a **Scion** version of it in the US...**Outgrown Three-Wheelers?** The Morgan Motor Co. recently announced it will **relaunch** the **Morgan Threewheeler** after a **58-year hiatus**. The '11 Morgan Threewheeler, inspired by the three-wheeled Morgan cars of the early 1900s, has a **Harley-Davidson 1800CC Screamin' Eagle V-Twin** that produces an estimated 100 hp at the rear **wheel**.



Power is transferred to the wheel through a **Mazda five-speed gearbox**. It goes from 0 to 60 mph in 4.5

seconds and tops out at 115 mph. Morgan didn't announce pricing. The interior is built to resemble an airplane cockpit, according to



Morgan. Leather covers the seats, dash, side pads and steering wheel. The dash panel has aluminum toggle switches and a "bomb release"-style start button. The exposed engine sits in front of a bullet-shaped hull that protects the passenger compartment. Further protection comes from a tubular frame and two rollover bars located behind the driver and passenger seats. The bullet-shape design of the car is reminiscent of the Morgan Super Sport Aeros built from '27 to '39. Like its predecessor, the car includes an exposed, side-mounted exhaust. Morgan says it provides a "get in and drive" simplicity, which is a welcome change from early Morgan cars that required a predrive 'ritual.' For example, a driver of a Morgan from the early 20th century had to **lubricate the valve gear, pressurize the fuel system and adjust the flow rate of the oil-supply system**. After this, it had to be **push-started** since it lacked a starter motor or crank. The Morgan Motor Co. was started in '09 by H. F. S. Morgan in Malvern, England. It produced three-wheeled cars from '11 to '52 (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!) 🍵

Condolences

Another long-time MAMA member has died—this time, **Charlie Scheerer**. Sadly, no further info is available.

Meanwhile, **Lenny Woods**, 64, a black businessman whose name graced the groundbreaking **Stone Woods & Cooke Swindler drag racer** in the '60s, was found dead in his failed California Ford dealership in early October after an apparent suicide.

Woods' father, Tim Woods, had founded the race team in the late '50s with a manager at his successful construction firm, Fred Stone. After driver Doug Cook joined the team in '61, the trio became famous for their Swindler, which sported the body of a '41 Willys coupe and a **supercharged Olds engine**.

The team launched the 'gasser wars' of the 60s, essentially a barnstorming group of drag racers

that would run several races a week and taunt each other in drag racing magazines to gin up interest. The Swindler won hundreds of races, and thanks to the ingenuity of the team became the iconic ideal of gas-powered drag racers from that era, including the scale version from **Revell** that has sold **millions of kits**.

In an '08 interview with the NHRA's magazine, Leonard Woods noted that it was his name, not his father's, painted on the Swindler:

"My dad liked it as a family sport, a team sport; it was something that he and I could do together," said Woods, who began working on the team car as a teenager while attending boarding school at St. John Bosco High in Bellflower, CA. "I think he felt the need to put my name on it and as a hook to keep me interested in such a wholesome sport, plus he was a little concerned with the



liability his construction company might face if something happened.

Decades after the peak of their fame, many fans still didn't know that Stone and Woods were black. The team had been one of the first racially integrated groups in drag racing, and the first black team to win a national title. Cook suffered a severe crash in '67 that spurred him to retire; Stone and Woods continued on until the early '70s.

Lenny Woods bought a Ford dealership in Chino, CA, in '81, and ran the business for nearly three decades. When the US economy slumped over the last couple of years, the dealership struggled. He sought a loan from the city and other support to stay open, but had to close in April, telling the Inland Valley Daily Bulletin: "Everything I own is invested in this business, sadly, and I made a commitment to this," he said. "It's like a runaway train. I put more and more into it to try and save it, and I don't know what I'm going to do. I don't know what the future holds. I'm just trying to concentrate on selling the dealership, in which I'll get nothing. The bank owns all the assets."

Employees found him inside the dealership, with a gun nearby.

Thanks to **club Prez Lyle Willets** for the info, which was posted on Jalopnik.com.

Flash! Goodwrench DOA!

'GMC' is **dumping the Goodwrench brand** in the US as they redirect marketing around its core brands. It's effective Feb. 1st in the US, while it will remain in Canada where it still holds some sway.

It will be replaced by **'Buick, Cadillac, Chevrolet, and GMC Certified Service.'**

'GMC' wants the brands, not corporate, to be the focus, including service and repairs (*more likely, they want to cut all ties to the old GM—a.k.a. 'damaged goods'*).

The brand, launched as **Mr.**

Goodwrench in '74, was a household name when 'GMC' was a bigger automaker. The name was changed to **Goodwrench Service Plus** in the '90s and was a major NASCAR sponsor—including Dale Earnhardt Sr.—for years until dropping out in '07.

Goodwrench was promoted as an assurance to customers that trained techs would service any 'GMC' vehicle brought to a dealership using factory replacement parts.

Dale Sr. is probably rollin' over in his grave right about now!! 🍷

RCHTA Show New Kit Announcements!

As you are all well aware, Fall is the time of year for not only leaves, but...new kit announcements! Check 'em out.

Auto World/Round 2

- '40 Ford Coupe (*original artwork series*)
- Opel GT
- '76 Custom Gremlin
- '61 Ford Galaxie
- '55 Corvette (*original box art*)
- '25 T Tall T Coupe/Roadster Double kit
- '62 T-Bird
- '65 Chevelle wagon
- '76 Caprice w/trailer
- '50 Chevy Texaco pickup
- Dark Shadow Van
- Batcycle
- Grave Digger Monster Truck
- NACARS COT w/spoiler (*Danica Patrick, Jeff Gordon,*

Dale Jr., Mark Martin)

- NASCAR '04 Monte Carlos (*J. Gordon & J. Johnson*)
- Lil Hot Dogger (*Lil Stogie Variation*)
- Hot Curl Surfer figure
- "Young American" dragster
- Petty Charger (*1/16th*)
- Dukes Charger (*1/16th*)
- Fruehauf Texaco tanker
- Kenworth K123 COE
- Fruehauf Exterior Post van
- Diamond Reo tractor
- Black Beauty tin
- Tommy Grove f/c
- Candies & Hughes f/c
- '10 Corvette Pace Car
- '66 Batmobile deluxe glue kit
- Munstermobile w/figure
- Dragula w/figure

Revell/Monogram

- '10 Camaro
- '10 Mustang GT500 (*1/12th*)
- '62 Impala 'California Wheels' 2 'n 1
- '69 COPO Nova
- '10 Mustang 500
- '68 Corvette Rebel Racer (*Owens Corning Vette*)
- Ferrari 458
- Mercedes SLS AMG
- Ferrari California (*closed top*)
- Jungle Jim Vega f/c
- '77 Monte Carlo (*snap, new color*)
- '10 Mustang Conv. (*snap*)
- '97 Ford F150
- '70 Plymouth Superbird
- Peterbilt COE (*snap*)

Now, get in touch with Ron Bradley and place yer orders now!



Follow (contd)

(Continued from page 1)

we've already seen of these three. The article on the *Gale Smyth collection* is kinda neat (*rusty vehicles*) and sad at the same time.

If their main reason for this adjustment was ad revenue, then they've apparently succeeded. They've got a **TON** of ads!

They have a 13-page events/classified section broken down by marque.

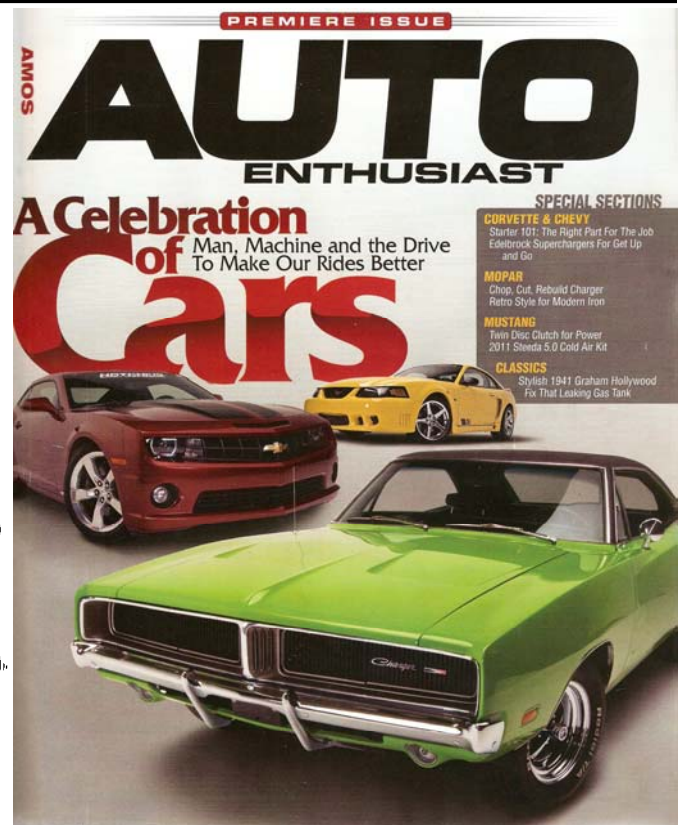
By comparison, the final issue of Pontiac Enthusiast was 'only' 82 pages, but they managed features on five cars, and four tech articles.

My subscription is scheduled to run 'til August of '11, so they'll

have a few chances to hook me, but at this point, it looks like it may very well be relegated occasional purchase status **IF** something interestin' shows up (*as I told them via e-mail*). I miss ya aw-reddy, **Pontiac Enthusiast**. 🚗



ment for today:
McPac on the rocks, Ford over easy, and Chevy well done



'***NOTHER*** 'GMC' Basher?!

Lest you think I'm the only one bashing 'GMC' (or, the company formerly known as General Motors), Check out this scathing editorial from the October 27th edition of ***The Washington Times***:

Built Ford tough

Ford Motor Company is proving that stories about the death of capitalism have been greatly exaggerated.

This week, Ford announced third-quarter net income rose 68 percent, and its domestic market share rose two percent over the previous September. In the worst economy since the Depression, the Michigan-based carmaker has earned a profit for six straight quarters. Ford passed Toyota to become the second largest auto brand sold in America. Meanwhile, General Motors' market share ***declined 2.8 percent over the same period***, and Ford is poised to surpass GM to become the best-selling domestic car brand. Most importantly, Ford has achieved this turnaround without the "benevolent" guiding hand of the Obama administration.

In February 2009, Ford was the only one of the Big Three American auto giants to turn down federal bailout money. At the time, we noted that this would establish an ideal test case, pitting GM and Chrysler—the wards of the state—against family-run Ford representing private enterprise. Twenty-one months later, Ford is pumping out exciting new models, matching the Japanese in quality, expanding its market, decreasing

its debt and creating jobs.

Historic rival General Motors, on the other hand, took a \$50 billion bailout from Uncle Sam, after which Mr. Obama fired CEO Rick Wagoner, hand-picked new members for the GM board of directors and personally "laid out a framework for General Motors to achieve viability." ***Government Motors, however, has gone through four CEOs in 18 months, continues to lose market share, is crafting its new brand identity around a half-baked electric car, is lagging behind the competition in quality surveys and has failed to achieve sustained profitability.***

Those who bought Ford stock in February 2009 are happy they did. The stock closed that day at \$1.58, and as of this writing it's at \$14.41. ***General Motors stock went down 74 percent between February and the end of May 2009, when trading was suspended and GM declared the biggest industrial insolvency in US history. GM stock reemerged under the humiliating name "Motors Liquidation Co." and peaked at 93 cents in August 2009. It now trades for 27 cents.***

The new GM is planning to hold an initial public offering (IPO) next month, which technical analysts initially expected to be priced around \$110 per share but which has been downgraded to around 20 bucks. The government would like a higher price per share since it's a 61 percent stakeholder in the company and because a high stock price would

seem to validate the wisdom of Mr. Obama's takeover. While the feds could compel an offering at an unrealistic initial stock price, the bureaucratic leviathan thankfully cannot (*yet*) force anyone to buy it.

When General Motors declared bankruptcy in the summer of 2009, Mr. Obama preached that the country had to make sacrifices "so that your children and all of our children can grow up in an America that still makes things." Ford Motor Company is proving to Mr. Obama that his amateur efforts really aren't needed for American industry to prosper. All that is required for business to flourish is to have well-run companies making quality products that people want to buy. All the government has to do in this scenario is get out of the way. 🚗

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 🚗



Model Buffet

Last month, we had a resin review from Ron Hamilton of *Air-Trax's resin Dodge Mirada*.

I contacted Norman Veber, who knows Juha, for further details for interested purchasers. Here then, are those details.

Air-Trax Resins is not actually a company, but rather a *partnership* of *Juha Airio* and a friend, *Tapani Rauramo*. They master

and share molds between themselves, and cast orders as they receive them.

The '83 Mirada is available directly from them. To order, simply send an e-mail to juha.airio@kolumbus.fi. The price including shipping to the US comes to 90 Euros, payable via Paypal to the aforementioned e-mail address. Kits are not stocked, they are cast to order. *Thanks, Norm (and Juha!)*

A Google search turned up the

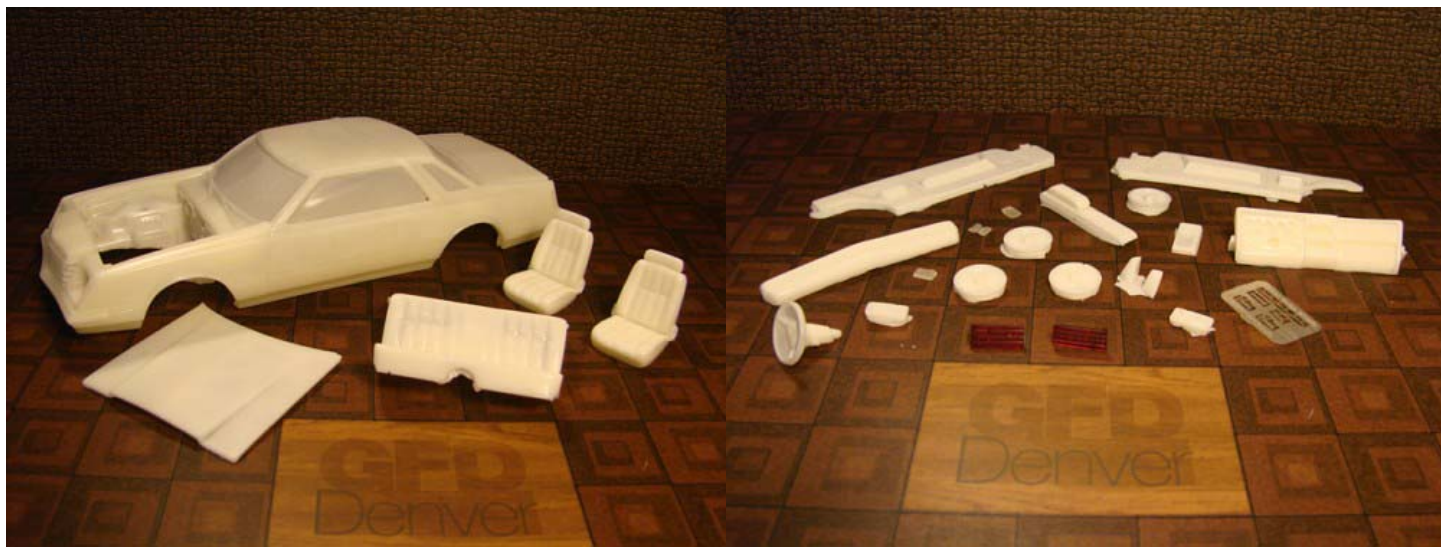
enclosed pictures.

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!



Air-Trax Resins

juha.airio@kolumbus.fi



Miscellania

Kudos go out to *MAMA's Boy Steve Garrison*, who managed to get his *very cool 1:1 street rod* featured in the December issue of *Street Rodder magazine*!

It sounds as though *Harley-Davidson may be leaving Milwaukee* if they are unsuccessful in reducing labor costs. Their corporate headquarters would remain, but not their manufacturing. Kansas City, MO is a real possibility.

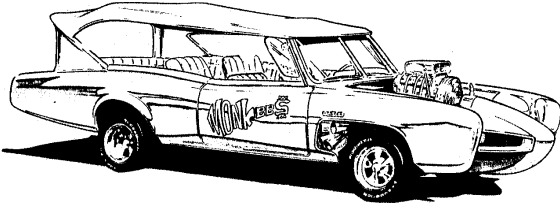
The possible loss of H-D follows beer giant *Miller*, who moved their US headquarters to

Chicago in '08 when they merged with Molson Coors Brewing, and *Schlitz, "The Beer That Made Milwaukee Famous,"* which was forced to sell out due to financial and labor problems. Guess we'll see how all this shakes out.

The gang over at the *Danbury Mint* have been on a tear lately. Their newest offerings were briefly touched on last month. For those of you who couldn't make it, they are: a *'53 Studebaker Commander Starliner* in Bombay Red and Salem White (\$129); a *'64 Thunderbird hardtop* (limited to only 5,000 pieces, \$149) in Vintage Burgundy Metallic; and

last but by no means least, the undisputed star of the *"Back to the Future" series* of movies, the *DeLorean Time Machine* (\$299!), driven by Doc Brown and Marty McFly. It is described as a *'Signature Edition,'* and will be personally signed by Christopher Lloyd, a.k.a. Doc Brown. Paperwork claims that the run will be limited to 1,000 pieces, and all will be signed. Also noted, however, that due to high demand, only 425 pieces are available. So, if you're interested, better act now! Order at 1-800-822-6133 (24/7), or www.danburymint.com. Later! 🍷

Pontiacs on Parade!

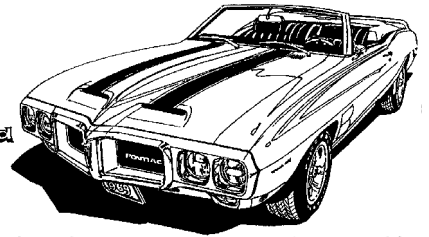


With the demise of the “Excitement” division of General Motors after the 2010 calendar year, I am proposing a *year-long celebration of Pontiac power.*

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!





☞ Nov. 28th—**28th Annual Greater York Toy Extravaganza**, from 9 am to 3 pm, at Memorial Hall at the York Expo Center, in York, PA. Admission is \$5.00, kids un-

der 12 (ain't we *ALL REALLY* kids?!) are free. Info: Barry Skelly (717-424-4004), or (717-225-1481—home).

☞ Dec. 12th—**Morgantown Toy Car Extravaganza**, from 10 am to 2 pm, at the Holiday Inn, 6170 Morgantown Rd, Morgantown, PA (*less than a*

mile off PA turnpike exit #298). Admission is \$5.00, while 'Early Bird' floor rights (8:30 am) are \$10.00. Info: Rick or Felicia Swavely [717-445-5448], or resin-dude@gmail.com. **Get Busy on those projects, OK?!** ☞

Pontiacs on Parade!

The 'Parade' is still crankin.' It's got a few more months to run. The jury is out as to whether or not it continues. *Your thoughts?*

Gary Frazee: '69 Firebird Pro Street hardtop.

Rich Wilson: '64 'Gray Ghost' LeMans racer, driven by Pontiac engineer Herb Adams.

I added two convertibles, a **Danbury Mint diecast '65 GTO**, and an **AMT '64 Bonneville**.

Last month's winner was **Rich Wilson**, for his **'64 'Gray Ghost' Lemans sedan racer**. Here's Rich with the details:

"To begin with this build would have been impossible without Tim Sickles' huge file of Grey Ghost pix and info. As you know, it's a **Scale Coachworks resin transkit** meant to be used with the

AMT '65 GTO, but I substituted the Revell '66 because of it's better detail. The chassis needed a slight shortening and reshaping of the rear wheel-houses to fit. I had to radically lower both suspensions to get the correct 'look' of the GG. Tires are from old MPC NASCAR kits and the wheels are from R & M Co. of MD, Alcladded. The interior needed the rear seat removed and replaced with the usual sheet metal structure. A rollbar made of Evergreen rod was added. The steering wheel came from a mid '70s T/A. The '66 dash was modified. The drivers' seat is from my parts box. Window cranks and arm rests were removed. The body was clean and well done, but needed some detailing of the gas filler on both quarter panels. I reasoned the original owners who built the real GG wouldn't have wasted money on paint due to money restric-



tions, so I selected the '64 Pontiac hue, Silvermist Grey from MCW. The engine only needed a single 4-barrel intake swapped for the tri-power. I scratchbuilt an intake duct from the air cleaner to the cowl similar to those seen in NASCAR of the '60s. The engine was painted with a 50-50 mix of light blue and Pontiac engine blue. Front and rear bumpers were Alcladded to save time and money, and to give the time worn look of the real car. The decals were very, very thin and needed a coat of Testors decal bonder to make them usable."

Thanks, Rich!

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!

"New" Stuff this month:

- Revell "Hawaiian" Charger funny car
- Revell '80 Ford Bronco 2 'n 1
- Revell Kurtis Midget Racer Edelbrock-equipped V-8/60 with trailer

Classifieds

WANTED: I'm always on the lookout to purchase unbuilt and/or rebuildable Pontiacs in general (and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I also have an extensive collection to trade from. Also want *Mickey Thompspon Attempt I/Challenger I kits*, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (snap), Revell Sunbird, '66 Bonneville (MPC or Hasegawa), '69 to '72 Grand Prixs, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70-'81 Firebird Formulas and T/As, '82 KITT Fire-

birds, late '80s Chevy C-3500 dually kit (*not promo*), Polar Lights funny cars, and empty *Pontiac kit boxes*. Would also like to buy or borrow *old AMT/MPC/Monogram/Revell model car catalogs*. Contact Tim Sickle at gtoguy@verizon.net, or see me at a meeting. **Thanks!**

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

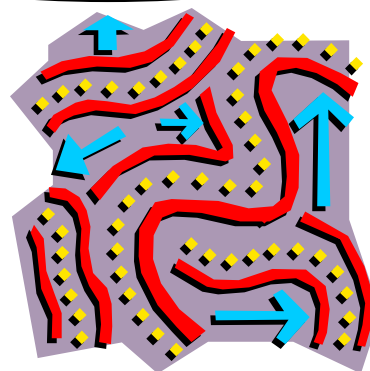


We're on the web!
<http://www.mamasboyz.org/>

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. 📍

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 📧

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