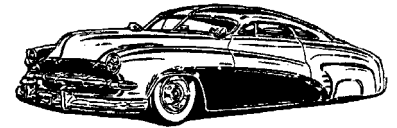




MAMA SEZ!

Volume 23, Issue 8

April, 2011



MAMA NNL CANCELLED!

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

Listen Up!	1
Pacers/Racers, Pt. 2	2
Gov't Motors	4
T 'n T	6
'85 SVO Mustang	8
Condolences	9
Go Big—Go Home?!	9
Bad News Cars?	10
Model Buffet	11
Car-pocalypse!	11
Pontiac Parade	13



2011 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 15th
- 🔊 February 19th
- 🔊 March 19th
- 🔊 April 23rd (4th Sat!)
- 🔊 May 21st
- 🔊 June 18th
- 🔊 July 16th
- 🔊 August 20th
- 🔊 September 17th
- 🔊 October 15th
- 🔊 November 19th
- 🔊 December 17th



Incliment weather phone number: (301) 474-5255. 📞

Yes gang—sad but true. The armory had a scheduling conflict on that date. Matt was finally ably to contact someone at the armory this past week to be informed of the bad news. Ironically, as you all well know, we discussed '12 NNL themes just last month. Rest assured, we'll discuss this setback and see where we go

from here.

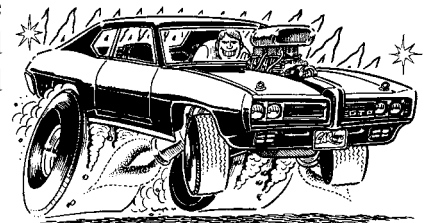
This month, **Rich Wilson** checks out the **Revell '85 SVO Mustang**. *Thanks, Rich!*

Even though Pontiac is (still) dead, the 'Parade' continues. Thanks to everyone who has displayed their pint-sized Pontiac Power.

The raffle raised **\$74.00**, while the

door box added **\$86.00**.

Thanks to the raffle donors: **Brad, Ed Brown, Ron Hamilton, Bob Foster III, Gary Frazee, Matt Guilfoyle, and Replicas & Miniatures Co. of MD.** 📞



Listen Up!!

Our club's '**Plastic Pusher**,' **Ron Bradley** has requested that I publish his schedule for the near future. In this way, you can plan your purchases and know when and where you can pick 'em up, especially if they are new ones.

He will **NOT** be at the following meetings: **March, May, June, July, and August.**

The remainder of his show schedule is as follows:

- April 30th: Northern VA IPMS, Fairfax HS
- May 14th: Mid Atlantic NNL, Towson, MD
- May 20-22: Super Chevy Show, VA Motorsports Park, Dinwiddie, VA
- Jun 4-6: National Muscle Car Assoc Race, Budds Creek, MD
- Jun 25-26: Mopars @ the Grove, Maple Grove Raceway, PA (Tentative)
- Jul 8-9: York US 30 Nostalgia Show,

York Fairgrounds, PA

- Jul 15-17: Super Chevy Show, Maple Grove Raceway, PA
- If any hot kits show up during those months, he will do his best to get 'em to Rich Wilson to bring to the club meetings in an attempt to help out with our '**plastic addictions**.' *Thanks a bunch, Ron.* 📞



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 Sickles, 15905 Ark Court, Bowie, Maryland 20716.

Pacers & Racers, Part 2

OK, so, you remember last month, I presented the 'Pacers' portion of our NNL theme (*with Ron Hamilton's*

help!). Well, here we have the 'Racers' portion of our Indy theme, thanks in large part to the Internet. There is much more info out there, but it was not published due to space restrictions. I thought that the info still had obvious value, even though our show was cancelled. File this one away for future reference! 🍷

Year	Driver	Car	Team / Owner / Car Name	
[Fisher Era]				
1911	Ray Harroun	Marmon Model 32	Nordyke & Marmon Co./Marmon Wasp	
1912	Joe Dawson	National	National Motor Vehicle Co.	
1913	Jules Goux	Peugeot	Peugeot/Peugeot	
1914	René Thomas	Delage	Louis Delâge Company/Delâge	
1915	Ralph DePalma	Mercedes	E.C. Patterson/Mercedes/E.C. Patterson	
1916	Dario Resta	Peugeot	Peugeot Auto Racing Co./Peugeot Auto Racing	
1917	[No race held due to World War I]			
1918	[No race held due to World War I]			
1919	Howdy Wilcox	Peugeot	I.M.S. Corp./Peugeot/Indianapolis Speedway Team	
1920	Gaston Chevrolet	Monroe	William Small Co./Monroe/William Small Co.	
1921	Tommy Milton	Frontenac	Louis Chevrolet/Fronteac/Louis Chevrolet	
1922	Jimmy Murphy	Duesenberg/Miller	Jimmy Murphy/Jimmy Murphy	
1923	Tommy Milton	Miller	H.C.S. Motor Co./H.C.S. Motor Co.	
1924	L. Corum & J. Boyer	Duesenberg	Duesenberg/Duesenberg	
1925	Peter DePaolo	Duesenberg	Duesenberg/Duesenberg	
1926	Frank Lockhart	Miller	Peter Kreis/Miller/Peter Kreis	
1927	George Souders	Duesenberg	William S. White/Duesenberg/William White	
[Rickenbacker Era]				
Year	Driver	Chassis	Engine	Team / Owner / Car Name
1928	Louis Meyer	Miller	Miller	Alden Sampson, II/Miller/Alden Sampson, II
1929	Ray Keech	Miller	Miller	M. A. Yagle/Simplex Piston Ring/Yagle
1930	Billy Arnold	Summers	Miller	Harry Hartz/Miller/Hartz
1931	L. Schneider	Stevens	Miller	B. L. Schneider/Bowes Seal Fast/Schneider
1932	Fred Frame	Wetteroth	Miller	Harry Hartz/Miller-Harry Hartz
1933	Louis Meyer	Miller	Miller	Louis Meyer/Tydol/Louis Meyer
1934	B. Cummings	Miller	Miller	H. C. Henning/Boyle Products/Henning
1935	Kelly Petillo	Wetteroth	Offenhauser	Kelly Petillo/Gilmore Speedway/Petillo
1936	Louis Meyer	Stevens	Miller	Louis Meyer/Ring Free/Lou Meyer
1937	Wilbur Shaw	Shaw	Offenhauser	Wilbur Shaw/Shaw-Gilmore
1938	Floyd Roberts	Wetteroth	Miller	Lou Moore/Burd Piston Ring/Lou Moore
1939	Wilbur Shaw	Maserati	Maserati	Boyle Racing Headquarters/Boyle Racing Headquarters
1940	Wilbur Shaw	Maserati	Maserati	Boyle Racing Headquarters/Boyle Racing Headquarters
1941	F. Davis & M. Rose	Wetteroth	Offenhauser	Lou Moore/Noc-Out Hose Clamp/Moore
1942	[No race held due to World War II]			
1943	[No race held due to World War II]			
1944	[No race held due to World War II]			

(Continued on page 3)

Year	Driver	Chassis	Engine	Team / Owner / Car Name
<i>(Continued from page 2)</i>				
1945	[No race held due to World War II]			
	[Hulman/George Era]			
1946	George Robson	Adams	Sparks	Thorne Engineering/Thorne Engineering
1947	Mauri Rose	Deidt	Offenhauser	Lou Moore/Blue Crown Spark Plug/Moore
1948	Mauri Rose	Deidt	Offenhauser	Lou Moore/Blue Crown Spark Plug/Moore
1949	Bill Holland	Deidt	Offenhauser	Lou Moore/Blue Crown Spark Plug/Moore
1950	Johnnie Parsons	Kurtis Kraft	Offenhauser	Kurtis Kraft/Wynn's Friction/Kurtis-Kraft
1951	Lee Wallard	Kurtis Kraft	Offenhauser	Murrell Belanger/Murrell Belanger
1952	Troy Ruttman	Kuzma	Offenhauser	J.C. Agajanian/J.C. Agajanian
1953	Bill Vukovich	Kurtis Kraft	Offenhauser	Howard B. Keck/Fuel Injection/Howard Keck
1954	Bill Vukovich	Kurtis Kraft	Offenhauser	Howard B. Keck/Fuel Injection/Howard Keck
1955	Bob Sweikert	Kurtis Kraft	Offenhauser	John Zink/John Zink
1956	Pat Flaherty	Watson	Offenhauser	John Zink/John Zink
1957	Sam Hanks	Salih	Offenhauser	George Salih/Belond Exhaust/George Salih
1958	Jimmy Bryan	Salih	Offenhauser	George Salih/Belong AP/George Salih
1959	Rodger Ward	Watson	Offenhauser	Leader Cards/Leader Cards 500 Roadster
1960	Jim Rathmann	Watson	Offenhauser	Ken-Paul/Ken-Paul
1961	A.J. Foyt	Trevis	Offenhauser	Bignotti-Bowes Racing/Bowes Seal Fast/Bignotti
1962	Rodger Ward	Watson	Offenhauser	Leader Cards/Leader Cards 500 Roadster
1963	Parnelli Jones	Watson	Offenhauser	J.C. Agajanian/J.C. Agajanian/Willard Battery
1964	A.J. Foyt	Watson	Offenhauser	Ansted-Thompson Racing/Sheraton-Thompson/ Ansted
1965	Jim Clark	Lotus	Ford	Team Lotus/Lotus powered by Ford
1966	Graham Hill	Lola	Ford	Mecom Racing Team/American Red Ball/Mecom
1967	A.J. Foyt	Coyote	Ford	Ansted-Thompson Racing/Sheraton-Thompson/ Ansted
1968	Bobby Unser	Eagle	Offenhauser	Leader Cards/Rislone/Leader Cards
1969	Mario Andretti	Hawk	Ford	STP Corporation/STP Oil Treatment
1970	Al Unser	Colt	Ford	Vel's Parnelli Jones Ford/Johnny Lightning
1971	Al Unser	Colt	Ford	Vel's Parnelli Jones Ford/Johnny Lightning
1972	Mark Donohue	McLaren	Offenhauser	Roger Penske Ent./Sunoco/McLaren Penske
1973	Gordon Johncock	Eagle	Offenhauser	Patrick Racing Team/STP Double Oil Filter/ Patrick
1974	Johnny Rutherford	McLaren	Offenhauser	Bruce McLaren Motor Racing/McLaren Cars
1975	Bobby Unser	Eagle	Offenhauser	All American Racers/Jorgensen/All American Racers
1976	Johnny Rutherford	McLaren	Offenhauser	Bruce McLaren Motor Racing/Hy-Gain/McLaren
1977	A.J. Foyt	Coyote	Foyt	A.J. Foyt Ent./Gilmore Racing/A.J. Foyt
1978	Al Unser	Lola	Cosworth	Chaparral Racing/First National City/Chaparral
1979	Rick Mears	Penske	Cosworth	Penske Racing/The Gould Charge/Penske
1980	Johnny Rutherford	Chaparral	Cosworth	Chaparral Racing/Pennzoil/Chaparral Racing
1981	Bobby Unser	Penske	Cosworth	Penske Racing/The Norton Spirit/Penske
1982	Gordon Johncock	Wildcat	Cosworth	STP Patrick Racing/STP Oil Treatment/Patrick
1983	Tom Sneva	March	Cosworth	Bignotti-Cotter/Texaco Star/Bignotti-Cotter
1984	Rick Mears	March	Cosworth	Penske Cars/Pennzoil Z-7/Penske
1985	Danny Sullivan	March	Cosworth	Penske Cars/Miller American/Penske

Government Motors!

Despite 'GMC's' reduced brand structure in the US, some product overlap still exists. For that reason, it is rumored that 'GMC' has elected to **cancel the next-gen GMC Acadia crossover**.

The Acadia launched in '06 ('07 model-year) and has been fairly successful on the US market. It is one of four crossovers that have existed on the 'GMC' Lambda platform (*alongside the Buick Enclave, Chevy Traverse and former Saturn Outlook*).

Sources familiar with 'GMC' product planning state the decision was made to cancel the next Acadia to reduce product overlap in Buick-GMC stores coming from it's sister product.

This isn't the first time 'GMC' has canceled the vehicle. It was also canceled back in late '08 when the entire GMC brand was put under internal review. 'GMC' then put the Acadia program back into the hopper after their '09 bankruptcy.

'GMC's' stock-market honeymoon is over, and the latest Wall Street analyst to start covering the automaker says it looks more "pre-owned" than new.

The chart of the day compares the performance of 'GMC' and the Standard & Poor's 500 Index since Nov. 17, when the shares were sold at \$33 apiece as part of an initial public offering, netting a total of \$23.1 billion (*common and preferred stock*).

Since early March, 'GMC' stock has changed hands for less than its IPO price. The stock reached bottom at **\$30.65, down**

22 percent from its peak on Jan. 6.

"'GMC' needs to earn back investors' trust," H. Peter Nesvold, an analyst at Jefferies & Co., recently wrote in a report.

Buyer incentives rose in January and February, causing concern that 'GMC' may be like "a 'yo-yo dieter' falling back into bad habits."

Nesvold, who made Zacks Investment Research's All-Star Analyst Survey list while at Bear Stearns Cos., began coverage with a "hold" rating. He sees the stock ending the year at \$34, the lowest price estimate of analysts surveyed by Bloomberg.

"The stock is likely to remain a show-me story until the company sustainably demonstrates that it truly is 'new' and not simply 'pre-owned,'" he wrote.

'GMC's' IPO followed a bankruptcy reorganization with **\$49.5 billion in government aid**. The U.S. Treasury owns **33 percent** of the automaker's shares and **needs to sell them for an average of \$53.07 each to break even**, according to a 'GMC' regulatory filing and data compiled by Bloomberg.



Chevy's **next-gen midsize pickup** is a bit larger, with just a hint of the **departed Avalanche**, based on a concept recently revealed ahead of its debut at the Bangkok motor show.

The new **Colorado** goes on sale in Thailand later this year, so the concept is right-hand drive. But the development program is for a global vehicle, so we're likely to see many elements from the Thailand truck show up on the US version and its GMC counterpart, the Canyon.



The show Colorado is a two-door with an extended cab and all-wheel drive. Under the hood is a 2.8 turbodiesel, which might not make the US version. It rolls on 20-inch 'dubs.'

And here's the Avalanche shoutout—a body-color hoop frames the back of

the cabin and flows into the truck bed, which is covered by a body-color hard tonneau, with a full-width LED taillight at the rear.

(Continued on page 5)

Gov't (contd)

(Continued from page 4)

The interior gets a Chevy dual-cockpit design, which includes a seven-inch LCD screen for controlling audio, nav and hands-free phone functions.

My guess it'll come from the **Daewoo**, er, Chevy group. Remember them? Or, better yet, remember the **1988 Pontiac Daewoo LeMans?!?**

Three Holdens for North America? Zeta rumors have been the hot topic of 'GMC's' enthusiasts and mainstream media since the first inkings of the return of the Camaro. Initially the platform was going to see production in North America, hosting an entire lineup of rear-wheel drive greatness. Then gas prices spiked the first time and 'GMC's' cash position dwindled, thus killing the plans. Fast-forward to today and drama still surrounds Zeta, but future plans are starting to become clearer.

Since the demise of the **Holden derived Pontiac G8 sedan**, there has been much internal de-

bate about bringing the Holden Commodore back to the US market. 'GMC's' high executive turn rate since emerging from its '09 bankruptcy has not helped that matter, with each of the three post-bankruptcy CEO's having a different position on the importation of Holden products.

Back in September it was first reported that Chevy was aspiring to have a Commodore-based sedan on the US market. Internally, it has been referred to as "**SS Sedan.**" Initial reports had it launching for the '12 model-year,

but that has since been pushed back to '14 model year, likely to capitalize on the redesigned Commodore that will launch around the same time.

According to sources, the car is now operating as an approved program, running under the code Z2SC, and is expected to launch in the US in early '13 as a '14 model year vehicle. **Shades of the G8, 'GMC's' best vehicle to date!**

Perhaps the unsurprising news is that 'GMC' is also considering the Holden Ute and Holden Commodore SportWagon for the North American market—**REALLY?!**

Unlike the 'SS Sedan,' the Ute and SportWagon based models are not currently approved for production. If approved, the Ute would launch at the same time as the sedan, with the SportWagon launching later in the '13 year. The documents list the Ute based vehicle as **'El Camino'** (again—surprised?!).

Approval of the El Camino and SportWagon will hinge on fuel prices in North America and potential profitability of the two models, as both would likely be very low volume products.

In other Zeta news, GMI has also been able to confirm that the Caprice patrol vehicle is expected to have a second gen on the North American market starting in '14 model year as well.

Pontiac continues to run the NHRA Pro Stock table. Their latest accomplishment was at the **Tire Kingdom NHRA Gatornationals** in mid-March, where it was again an **all—G6 final**, this time pitting **Jason Line** (6.554, 211.96) against his **Summit Racing teammate Greg Anderson** (6.545, 212.43) to win his second straight.

Oh, did I forget to mention that last year's NHRA Stock eliminator world champion was **Brad Burton's wheelstanding Firebird Formula?! Congrats guys!! Oh, and thanks, and keep up the good work, too!** 🏆



B.C. / Mastroianni and Hart



This n That

4WD Ferrari?!? Ferrari recently revealed the first photos of its new **FF** model and calls it the most powerful, versatile four-seater ever, as well as Ferrari's first-ever four-wheel-drive car. Oh, yeah, and it's a hatchback! Ferrari says that the FF—its name is an acronym for 'Ferrari Four' (*four seats, four-wheel drive*)—replaces



its 612 Scagletti and ushers in an entirely new GT sports-car concept. Like the California, Ferrari says that the FF is intended to be more usable than outgoing models. They hope it will bring new customers to the family. Ferrari sees the Bentley Continental GT/GTC and the Aston Martin Rapide as prime competition, not to mention coupes from Porsche, Audi, BMW and Mercedes-Benz. Noting that it will hit 62 mph in 3.7 seconds and top out at a **smokin' 208 mph**, maybe Ferrari should include jet-propelled vehicles in the competitive set, too?! Prices have yet to be announced. It should go on sale in the US in the fall. BTW—the first year of production of its new FF is sold out and customers ordering now will receive their cars in the second half of '12....**Dodge Debuts.** Dodge unveiled its new **Avenger**



rally car at the Mopar Complex in Center Line, MI. Mopar teamed up with Italian aftermarket parts supplier Magneti Marelli to construct the car. The car, which is based on the '11 **Dodge Avenger Heat**, has a 300-hp, 3.6-liter V6, high-performance brakes and a modified suspension. The car weight was reduced by close to 200 pounds. Dodge also debuted a collector's-edition Mopar Charger, banking on the success of last

year's Mopar version of the Challenger, the company is now ready to launch the high-performance **'11 Mopar Charger**. It's packin' a Hemi that pumps out 370 hp, the Super Trac Pac option that adds the performance-calibrated engine controller, larger front and rear stabilizer bars, specific 20-inch wheels and upgraded brakes, front and rear strut tower braces. It also gets a pistol-grip, five-speed automatic transmission with an auto-stick function. A transmission controller protects from over-



revving, which means you won't be able to hold on to a gear during enthusiastic driving. This all flows to the 3.91:1 final drive ratio for better acceleration. Early testing has the car sprinting from 0 to 60 mph in the low-five-second range. It'll only be offered in pitch black



paint, with Mopar blue racing stripes across the hood, roof and trunk. Badges are limited to one in the front and one in the rear. A trunk spoiler is standard. Inside, the Mopar Charger is treated with black Katzkin leather with Mopar blue thread on the seats, steering wheel and trim. Bright pedal covers, premium floor mats and badges on the front door sills finish the package. Customers who purchase an '11 Mopar get a personalized owner kit in a custom Mopar box consisting of a certificate with the VIN, date of manufacture and vehicle number. It also has a brochure highlighting the features of car. All have special ID plaques noting the vehicle number of the 1,000 models produced. Ninety percent of those will head to the US; Canada will get the rest. MSRP, including destination, is \$39,750. Finally, I guess **Chevy** was feelin' a bit left out, so, they've announced a **45th Anniversary Camaro (REALLY?! C'mon!)**...**Fiat Mall Shopping?! The showroom for Indiana's first Fiat dealership** sits next to a Johnny Rockets restaurant and across from the children's play area in the **Greenwood Park Mall** in Reenwood, IN. O'Brien Fiat's indoor Fiat Studio is one of just 17 Fiat dealerships open in the US. O'Brien Fiat spent \$300,000 to set up the 2,200-square-foot show-

(Continued on page 7)

T n T (contd)

(Continued from page 6)

room, which has enough space for four of the small cars along with merchandise cases containing model cars, jackets and other Fiat paraphernalia...**Pricey Lambo in Demand.** *Lamborghini* recently said that it has received more than a year's worth of orders for the *Aventador*, which stickers for **\$379,700**, including the gas-guzzler tax, in the US. It arrives in the second half of this year...

Pricey Porsche. Porsche has officially put the *918 Spyder* on sale for a breathtaking MSRP of **\$845,000**. And, as an incentive to those who order it, Porsche also is offering the opportunity to buy a **limited-edition 911 Turbo S**, called the *918 Spyder Edition*. It will cost **\$161,650** for the coupe and **\$173,050** for the convertible. The destination charge and any potential gas-guzzler fee will be determined later for the 918 Spyder. And there **WILL** be such a fee...**Rolls Apprenticeship?** Like cars? Looking for an immersive experience in the business? Tired of flipping pizzas? These are all good reasons to carrier-pigeon your résumé to the superlative luxury-car maker **Rolls-Royce**, because the company is hiring apprentices. The company recently announced that it is launching recruitment for another

batch of young workers, continuing a program it began in '06. More than 30 apprentices have been hired by Rolls-Royce. So what does it entail? The program is for people ages 16 to 24, and the apprenticeships can last for up to four years. It involves on-the-job training, and apprentices get to perform tasks involving the engineering and business sides of the industry. Specific jobs include working with leather, paint, wood and other parts. This would be an interesting time to join Rolls, as



they are hard at work on an electric Phantom and boosting its sales. To apply, visit www.rollsroycemotorcars.com...**Ford vs. Chevy.** Ford outsold rival 'GMC' in the US last month for the second time since '98. Ford, aided by a 21 percent jump in truck sales amid rising gasoline prices, said it sold 212,295 light vehicles last month, or 5,674 more than 'GMC.' Ford's overall gain of 16 percent was its biggest this year. Ford last outsold 'GMC' in February '10, but by a slimmer margin of just 471 vehicles, according to the Automotive News Data Center. In July '98, 'GMC,' hobbled by a strike at Delphi Corp., was outsold by Ford by 83,883 units...**Pricey VW!**



Volkswagen AG has agreed to fund production of the **Bugatti 16C Galibier sedan**, Bloomberg News recently reported, citing two unnamed sources with knowledge of the project. The car would join the Veyron in Bugatti's lineup. But Galibier production may not start for **two to three years** while Bugatti retools its boutique manufacturing plant in Molsheim, France. The ultraluxury sedan was first shown in '10 as a concept at the Geneva motor show. It shares the **16-cylinder, 1,000-hp engine** used in the *Veyron*. Speculation on a price tag centers on about **\$1.4 mil**. Bloomberg said that new Bugatti and Bentley chief, Wolfgang Duerheimer, has been pushing for approval of the car since he arrived from Porsche in February. Bugatti began building the Veyron in '05 and limits output to about 50 cars per year. The company says it won't build more than 300 Veyrons (*Ed. Note: In retrospect, this month's T 'n T seemed filled with either VERY pricey foreign sports cars, or special editions!*) (*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!*) 🍷



'85 Mustang SVO

[Revell #85-4276; 66 parts-white & clear]

Every now and then I luck out. As a Mustang fan since the '65 was introduced in April of '64, I recently decided to try to find one of these kits to help complete my Mustang collection. How handy Revellogram chose to re-issue it. I would guess it wasn't very popular in scale or 1:1. If I remember right, this was the first 'SVO' vehicle offered to the public. There are no custom parts in this kit (*i.e.*, wheels and tires), which seems odd any more.

Engine: It consists of 12 pieces, but is reasonably well detailed. Though the oil pan, filter and starter are cast with the two-piece block/transmission. It's the SOHC 2.3 liter German Ford four-banger that first appeared in the Pinto. The Ranger pickup used it as well. While not a muscle car engine, the fuel injected version in one of my previous trucks was no slouch. This is the turbocharged/intercooled version, and while the kit is dated, if painted and detailed right, it should look quite good. The chrome cam cover should be painted flat black and the high spots polished off, though there is a decal for this. The cam belt cover needs to have its' chrome removed and painted semi gloss black. The fan is MIA since the radiator gets an electric one later in the build, and there's an air cleaner that installs later as well. I think with a little effort the distributor cap could be drilled to facilitate wiring. There is a power steering pump and an alternator

that needs chrome removed. The exhaust manifold is lost in the turbo detail. I can remember the one in my truck broke into several pieces because of excessive heat at around 190,000 miles and had to be replaced at a cost of \$200.00 just for the part. And its just cast iron! There are four decals to finish off the engine detail.

Interior: The interior is the older 'bucket' style and, as you'd expect, door detail is minimal—no window cranks, electric lift controls, or door releases. I found two sources of pictures for this car. One is the October '83 issue of Road & Track and the other is the October '83 issue of Motor Trend. Lacking access to those, the builder will need pictures to make this interior 'pop.' Everything that's included is correct, there's just not much of it! On the plus side is that the emergency brake lever is a separate piece and the upholstery patterns are correct on the two-piece front seats. There are six gauge decals to help detailing. I'd strongly recommend adding photo etch seat belt/shoulder harnesses as well.

Chassis: The chassis isn't much better. The front and rear suspensions are one piece each, excluding the two rear shocks.



But there is a two-piece exhaust system. The tires are the 'former' Goodyear Eagle VR-50 radials you may remember that had the upside down recessed lettering. They were in the Revell T-Birds and Cougars between '90-92. This is one case where the lack of lettering is a help. The builder can add decal lettering at his discretion. As usual, the chromed wheels need toning down a bit.

Body: The body is dead on correct with barely visible mold lines. The front bumper is separate, while the rear bumper rear fender flares are cast on. The headlights are chromed with clear lenses as are the taillights, but due to the multi colored nature of it, it's just as well (*makes it easier to paint*). The battery and other under hood parts are cast into the inner fenders that are in turn cast to the body. The multi-level spoiler is a separate piece.

Decals: There are half a dozen underhood decals and license plates. Not to mention the custom stripe decals. There's even a decal for the hood scoop opening, though I think I'd rather cut it open instead.

by: Rich Wilson 🍷

Condolences

David E. Davis Jr., one of the deans of automotive journalism, died on March 27th, at age 80. He had been suffering from bladder cancer and underwent surgery a few days earlier. Even so, his passing was unexpected. He appeared to be in comparatively good health and was in reasonably good spirits at the Amelia Island Concours d'Elegance in Florida just two weeks earlier.

He was the founder of *Automobile magazine*, which just celebrated his 25th anniversary, and prior to that he was the editor of *Car and Driver*. He had returned to the pages of Car and Driver in summer of '09 to write a monthly column for the magazine's editor, Eddie Alterman, a graduate of Automobile magazine.

More importantly to modelers though, Harry Wesley Coover, Jr., known as the *inventor of Super Glue*, has died at his home on March 28th at the age of 94. He

received his chemistry degree from Hobart College in New York, before getting a master's degree and Ph.D. from Cornell. He was working for Tennessee Eastman Co. when an accident resulted in super glue. His assistant was distressed that some brand new refractometer prisms were ruined when they were glued together, marking the cyanoacrylate adhesive's invention. He was honored in '10 with the Medal of Science.

You'll be missed, gents. 🚗

"Go Big, or Go Home!"



Apparently, the '*Dub/Donk*' movement (a.k.a., *BIG wheel and tires*) knows no bounds. Used to be *30"* of rubber was considered '*Top of the Heap*'—to prove my point, I present this lovely *2010 Camaro* for your enjoyment (amusement?!). You can even Google videos of it (if you have secret sado-masochistic tendencies!).

'30s' are now passé. In their place, may I present '*50s*' (!?).

I just don't get it—can *ANYONE* out there explain to me the purpose of this fad (except for the possibility of looking idiotic?!).

Can't wait to see 'em top *THIS!* Now, where'd I put that stepladder?! 🚗



Year	Driver	Chassis	Engine	Team / Owner / Car Name
<i>(Continued from page 3)</i>				
1986	Bobby Rahal	March	Cosworth	Truesports/Budweiser/Truesports
1987	Al Unser	March	Cosworth	Penske Racing, Inc./Cummins-Holset/Penske
1988	Rick Mears	Penske	Chevrolet	Penske Racing, Inc./Pennzoil Z-7/Penske
1989	Emerson Fittipaldi	Penske	Chevrolet	Patrick Racing, Inc./Marlboro/Patrick Racing
1990	Arie Luyendyk	Lola	Chevrolet	Doug Shierson Racing/Domino's Pizza/Shierson
1991	Rick Mears	Penske	Chevrolet	Penske Racing, Inc./Marlboro Penske Chevy 91
1992	Al Unser, Jr.	Galmer	Chevrolet	Galles-Kraco Racing/Valvoline Galmer 92
1993	Emerson Fittipaldi	Penske	Chevrolet	Penske Racing, Inc./Marlboro Penske Chevy '93
1994	Al Unser, Jr.	Penske	M-B	Penske Racing, Inc./Marlboro Penske Mercedes
1995	Jacques Villeneuve	Reynard	Cosworth	Team Green/Player's LTD/Team Green
1996	Buddy Lazier	Reynard	Cosworth	Hemelgarn Racing/Delta Faucet/Montana/Hemelgarn
1997	Arie Luyendyk	G Force	Olds	Treadway Racing/Wavephore/Sprint PCS/Miller Lite/Provimi
1998	Eddie Cheever, Jr.	Dallara	Olds	Team Cheever/Rachel's Potato Chips
1999	Kenny Bräck	Dallara	Olds	A.J. Foyt Ent./A.J. Foyt PowerTeam Racing
2000	J.P. Montoya	G Force	Olds	Chip Ganassi Racing/Target
2001	Hélio Castroneves	Dallara	Olds	Marlboro Team Penske/Team Penske
2002	Hélio Castroneves	Dallara	Chevrolet	Marlboro Team Penske/Marlboro Team Penske
2003	Gil de Ferran	Panoz G Force	Toyota	Marlboro Team Penske/Marlboro Team Penske
2004	Buddy Rice	Panoz G Force	Honda	Rahal Letterman Racing/Rahal-Letterman Argent/Pioneer
2005	Dan Wheldon	Dallara	Honda	Andretti Green Racing/Klein Tools/Jim Beam
2006	Sam Hornish, Jr.	Dallara	Honda	Marlboro Team Penske/Marlboro Team Penske
2007	Dario Franchitti	Dallara	Honda	Andretti Green Racing/Canadian Club
2008	Scott Dixon	Dallara	Honda	Chip Ganassi Racing/Target Chip Ganassi Racing
2009	Hélio Castroneves	Dallara	Honda	Marlboro Team Penske/Team Penske
2010	Dario Franchitti	Dallara	Honda	Chip Ganassi Racing/Target Chip Ganassi Racing

Avoid These Cars

What follows are the *seven car brands* with *bad reps for quality*. ALG, an automotive data company specializing in setting residual values for leased vehicles, sets out twice-yearly to see how brands fare. Polling between 3 and 4000 consumers, they come up with ALG Perceived Quality Score, which rates brands on the 'emotional connection' buyers have to them, based on a possible score of 100.

Which rank at the bottom? They start with the newest brand

on the American car market:

- **Fiat**—Will have to erase distant memories of terrible vehicles from the 70s
- **2011 Smart Fortwo**—Selling slowly, likely due to its lack of utility and mileage lower than some larger cars
- **2011 Dodge Journey**—This score doesn't come as a surprise, as reliability regularly falls behind other domestics
- **Suzuki**—Thin brand presence

and lack of distinctive vehicles results in its low score

- **Chrysler**—Lack of new, differentiated products plus a less than stellar reliability rating results in its low score
 - **Kia**—Its low rating is on the rise, and their new vehicles—Sorento, Soul, Sportage and Optima—consistently rank high in surveys
 - **Jeep**—Troubled reliability of the Grand Cherokee doesn't help much in an overall score
- Thanks to thecarconnection.com for the preceding. 🚗

Model Buffet

Looks like our own *Replicas & Miniatures Company of MD* (a.k.a. Norman Veber!) is at it again. I had to find out about from someone's Fotki album from a club meeting!

We're talkin' about two new items: the first, **B-36**, is a '32 *Ford Cabriolet conversion kit* for the Revell 5-window. It includes two pieces—body, and up cabriolet top. It was mastered by *Lyle Willits*, and sells for **\$25.00**.

The second one, **B-37**, is a '32 *Ford Sport Coupe conversion kit*, again for the Revell 5-window. It includes six pieces—body, landau irons, separate top, windshield frame, and back window. It was



mastered by *Craig Stansfield*, and sells for **\$28.00**.

If interested, contact Norman at an upcoming meeting. Thanks Lyle, for the use of the pix! 📷



Pontiac Carpalypse!

There are times that Nick and I love watching the UK edition of *Top Gear*. On a recent edition of the show *Richard Hammond*, the short, funny, Musclecar-loving guy of the trio, tried to answer the question of which car might be best to ride into the sunset should an Apocalypse occur. Specifically, if the end were truly near, which car in all the world would you choose to climb behind the wheel of last? To no one's surprise, *Top Gear* chose a *screamin' yellow '70 Judge* (more correctly, *Orbit Orange*). And, no, I had nothing whatsoever to do with any sort of payola to influence their choice!!

While on the subject of these wacky Brits, here's some not-so-

good news. *Top Gear* has been *sued by electric car maker Tesla Motors Inc.* over a show episode that *Tesla* says is libelous.

Tesla says the show faked a scene showing the electric-powered *Tesla* roadster running out of juice. The test is part of an episode that was first broadcast more than two years ago, in December '08, but has been rerun.

In the episode, host *Jeremy Clarkson* says the show staff believed the *Tesla* roadster would run out of power after just 55 miles, well short of the 200-mile range claimed by *Tesla*. The



show also showed a *Tesla* roadster being pushed into a hangar.

In its lawsuit, *Tesla* says the scene is faked and the roadster was not out of power. It also says it was defamed by the 55-mile range statement because it implies that *Tesla* misled customers.

The British Broadcasting Corp. says *Top Gear* has an international audience of 350 million viewers. It acknowledged being notified of the lawsuit and said it would fight *Tesla's* claims. 📷

19th ANNUAL
MID-ATLANTIC NNL
INDY RACERS & PACERS

***** 3 CATEGORIES *****



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REAR ENGINE CARS



PACE CARS

SECOND THEME

TV & MOVIE CARS



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- May 14th—**19th Annual Mid-Atlantic NNL**, from 9 a.m. to 3 p.m. at the Ruhl Armory in Towson, MD
[CANCELLED!]
- July 8th & 9th—**10th Annual**

Musclecar Madness in York, PA.

- Sept. 11th—**Super September Showdown XII**, in Gilbertsville, PA. Theme—**TV, Movie, or Show Cars!**
- Oct. 8th—**NNL Nationals #32**, in Sylvania, OH. Theme: **Straight-Line Racing!**

- Nov. 12th—**Southern Nats NNL**, in Smyrna, GA. Theme: **Wires, Steelies, & Alloys!**
- Nov. 12th—**LIARS Model Car Challenge**, in Freeport, NY. Theme: **The Roaring (Last) Twenty Years.**

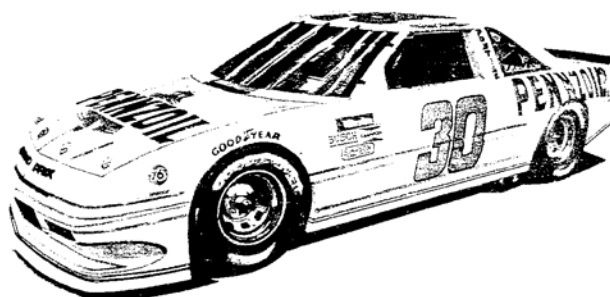
Pontiacs on Parade!

It was another slow month in the Pontiac reserved parking area.

I displayed two diecast Ponchos—a **Pepper Green '70 GTO hardtop**, and, a **Nordic Silver '71 Judge hardtop** (both by GMP).

As I've said continuously—I will bring 'Reserved Parking' as long as interested parties trot out their Pontiacs, thereby needing somewhere to park! So, c'mon—bring 'em and show 'em!

'PoP' (Pontiacs on Parade!) Sickie signing off for now! Seeya next month! And don't forget—MAMA (and I!) needs Pontiacs (Ha! Ha!). 🚗



This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ do it in scale!



Websites

Philly Area Car Modelers:

<http://www.pacms.org/>

Central PA Model Car Club:

<http://www.freewebs.com/cpmcc/>

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

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

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

www.yorkus30.com 🗓

Classifieds

WANTED: I'm always on the lookout to purchase unbuilt and/or rebuildable Pontiacs in general (and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I also have an extensive collection to trade from. Also want Mickey 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, or see me at a meeting. **Thanks!**

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

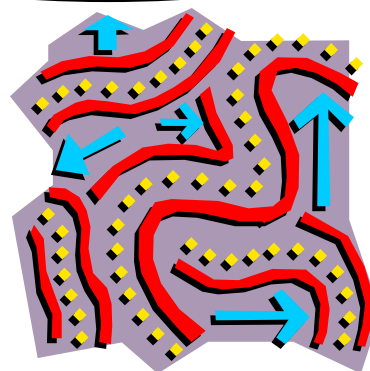


We're on the web!
<http://www.mamasboyz.org/>

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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