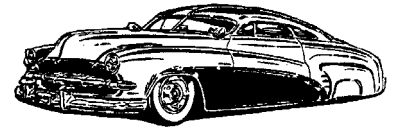




# MAMA SEZ!

Volume 23, Issue 9

May, 2011



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

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## 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



## Didja Miss the MAMA NNL?!

Discussions about whether or not we continue our show seemed positive, so, I guess the search is on for an alternate location. Ideas? Contact a board member, or check it out, and let us know!

Thanks to **Ron Dreschler** for the OJ lid paint storage demo!



Kudos to **Mike Hensley**, for having his black Mustang appear on 'that other mag's' contest issue cover.

This month, **Rich Wilson** checks out the **Revell Mercedes-Benz SLS AMG, and the COPO Nova. Thanks, Rich!**

Even though Pontiac is (still) dead, the

'Parade' continues. Thanks to everyone who continues to display their pint-sized Pontiac Power.

The raffle/door numbers were unavailable at press time.

Thanks to the raffle donors: **Brad, Ron Bradley, Steve M. Buter, Bob Foster III, Steve Scott, Nick Sickle, 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.

# Mercedes Benz SLS AMG

[Revell/Germany #80-7100; 141 pieces]

When I first saw these cars in an F1 race last year, I knew I had to have a model of one. And I was fairly certain Revell/Germany wouldn't let me down. By the end of the season, they announced a kit was on the way. I've been foaming at the mouth ever since to get my hands on one (just ask Ron).

I had hoped Revell/USA would box it up at a more reasonable price. But it was announced recently that wouldn't happen, because M-B/USA wants separate licensing. So if you want one you better get it while you can—it's that good. The pricing on the real car starts at \$183,000 and that's less than the McLaren-Mercedes SLR it replaces. F1 doesn't use pace cars like we do at Indy—they have 'safety cars.' They have to be fast and excellent handlers because they have to lead the cars during full course yellow flag cautions.

The safety car has to be capable of 70+ mph in the corners because the racecars need ample air speed to stay cool. And despite what those 'stooges' on 'Top Gear' would like to believe, there's a great deal of Corvette influence in this SLS. While the idea of a rear mounted transmis-

sion isn't new, the torque tube looks very much like the C-5, 6 Vettes'. It gives the SLS a 46%-54% front to rear weight bias. Performance-wise, it will go from 0-60 in 3.6 sec. and 60-0 in 112 ft. with normal steel brake rotors. It will run the quarter mile in 11.6 sec. at 124.3 mph. In a recent episode of '*Top Gear*,' Jeremy Clarkson tried to drag race an SLS at our local *Capital Raceway* in a torrential downpour; it didn't work—*DUH*. The good news is this kit is done.



**Engine:** The *all aluminum DOHC V-8* has an 11.3:1 compression ratio and is rated at 563 horsepower. While only eight pieces, the kit engine is reasonably well detailed. The front cover has the belt detail along with the alternator, power steering pump and air conditioning compressor all cast together. The tubular exhaust headers add four more pieces to the mix. The large engine cover makes up the last piece and it gets four decals for extra detail.

**Chassis:** Its more belly pan

than chassis, but it has the lower a-arms for all four wheels cast to it. The engineers specifically designed the chassis so it wouldn't suffer from the huge doorsill of the 300SL. The real one is all aluminum, body included with only a little steel in the roof pillars for roll over protection. Four identical upper a-arms trap spindles to the lower A-arms with separate coil over shocks as well. The rear gets a rather large three-piece trans-axle with half shafts cast to it. The real car has a seven-speed twin clutch paddle shifted automatic transmission; the only tranny available. There is a knob

to select either of four different shifting modes. The one-piece disc brakes are different sizes just like on the real car; 15.4" & 14.2" front and rear respectively. They are trapped between the wheel halves with bright chromeouters. Judging by pictures, the bright finish isn't far

wrong. There is a tank that installs in front of the engine that appears to be the dry sump oil tank, employed so that the engine can mount lower in the chassis. The torque tube houses a carbon fiber shaft that weighs only nine pounds and transmits 479 lb.-ft of torque. The kit piece is made of two pieces. The front suspension is steerable though the tie rod is generic in shape and there is no steering rack or shaft. Four generic wheelhouses finish off the

(Continued on page 3)

## SLS (contd)

(Continued from page 2)  
chassis.

**Interior:** The two-piece seats have the seat belt receivers cast to them. With the opening gull wing doors, adding seat belt detail seems to be a must. There are three pedals to be installed that are cast to look like aluminum. The dash has five decals for details like gauges. Among them is a choice of two for the computer screen (*ipod/mp3*), one has map detail. There are multiple pieces for the console. The real car has carbon fiber pieces that are optional (\$4500). The doors have separate pieces for their upholstery with separate armrests.

**Body:** Dogleg type hinges glue to the door tops and are close in shape to the real thing. A bracket traps the hinge to the roof and a headliner covers it. It covers all the way down the roof pillars. The real car has explosive charges to blow off the door in case of a roll over crash. The front and rear nosepieces are individual pieces with chrome buckets for the lights. All the lights are clear plastic and there are seven decals for the front and two for the rear to give the grilles a blacked out appearance. The vents in the body side and engine hood are chrome pieces and they get black out decals as well. Personally, I think black detailer would be better. Another neat piece is the clear inserts for turn signal indica-

tors on the back of the side mirrors. The completed dash mounts to the body as in other Revell/Germany kits. Minimal mold seams follow the tops of the fenders and shouldn't be a problem. The windows are packed separately. They are nice and thin and mount to the outside of the body. The edges are marked for the black edges common today but there are not stencils.

**Decals:** Besides the aforementioned ones, there are no less than 10 pairs of license plates to choose from; maybe a little excessive. The emblems and scripts are all supplied as decals. For good pictures you can look in the July, '10 issue of *Road & Track* or Nov., '09 issue of *Car & Driver*.

by: Rich Wilson 🏆

## '69 COPO Nova

[Revell #85-4274; 111 pieces]

How about a quick show of hands of everyone that's *sick of hearing about COPO cars?! Before you shoot, I'm sick of Shelys, too!* I'm not much of an authority on Chevies other than Corvettes, but I believe the COPO (Ed. Note: Central Office Production Order, IIRC) Nova in this kit represents what *Yenko, Nicky, and Baldwin/Motion* (Joel Rosen) ordered to further modify for individual customer tastes. I have to wonder if Revell released this kit in response to the 'jeers' of the previous kits (#85-4237) Yenko Novas' incorrect parts, or if it was planned all along. It's kind of a shame that Revell didn't include the decals for any of the previously mentioned dealers here.

Since these kits have already been reviewed, I'll only hit on the new parts.

As you can see from the box art, the *base model flat hood* is included as is the *base model grille*. The 'SS' parts have been removed; a major complaint of the earlier kit. What isn't as noticeable is the rear trim has been corrected as well. The 'SS' trim, *between the tail-lights*, is gone in favor of the correct sheet metal piece present on the base model. The 'SS' front and rear bumpers are still in the kit for those who wish to build that version (SS396). Also included are the *steel wheels and 'dogdish' hubcaps*, cast separately. And finally, the *bench seat* is now in the kit as well as the



bucket seats. I thought the seat-back lock levers were an especially nice touch. The decals include the factory pin stripes in black and white and red and white circles for the tires. There are decals for the fenders and engine to represent either a 396 or 427. Guys, if you think your eyes aren't what they used to be; decals 18 & 19 seem to say 'Chevrolet team #1.' It took me several min-

(Continued on page 12)



## 'Government Motors!'

Due to a tough economy and elevated gas prices, small car popularity is on the rise. Chevy finally feels it has a competitive entry with its Cruze sedan, the welcomed replacement to the **low-scoring Cobalt**. To see how far Chevy has progressed, Consumer Reports purchased two Cruzes for testing—a base 1.8-liter, four-cylinder and an up-level 1.4-liter, turbo'd four-cylinder (*featured in the May issue*).

Turns out, both versions offer similar fuel economy at 26 mpg overall, which is on the lower end for the class (*ads tout over 40 mpg on the highway, but that's for a unique Eco model with a manual transmission*). The pricier LT trim was more refined and responsive, plus it has some features not available on the base LS, such as power mirrors and cruise control.

The Cruze has a controlled, quiet ride, but is relatively heavy, an undesirable trait that hurts fuel economy and acceleration. The cabin is well finished and spacious upfront with comfortable seats, but the rear seat is cramped.

Crash test results are impressive. It earned the Top Safety Pick award from the Insurance Institute for Highway Safety and a five star overall rating from the National Highway Traffic Safety Administration.

While the Cruze is a huge improvement over the Cobalt, it ranks **midpack overall** and **still** falls short of class leaders such as the **Hyundai Elantra**. We'll see how the redesigned '**12 Ford Focus** stacks up when we buy one

soon to test.

Here are the final rankings:

11. Volkswagen Jetta SE
10. Mitsubishi Lancer ES
09. **Chevy Cruze LS 1.8**
08. Suzuki SX4 LE
07. **Chevy Cruze 1LT 1.4**
06. Kia Forte EX
05. Mazda 3i
04. Toyota Corolla LE
03. Subaru Impreza 2.5i
02. Nissan Sentra 2.0 SL
01. Hyundai Elantra GLS

True to form, bottom half again.

Hope you guys ain't tired of hearin' about the **Camaro**, or '**Special Editions**,' 'cause 'GMC' is at it again. Chevy has let slip a few details on the '12 Camaro. A few more V6 hp, a *new* suspension package for the SS, and a **45th anniversary special edition** package that will be offered on 2LT and SS Camaros, in either coupe or convertible styles. Of note here is 'GMC's' attempt to 'improve' the **lousy rear vision issue** of the car with the addition of a **rear view camera assist package—c'mon, REALLY?!**

'GMC' announced recently that it will recall **154,112 Chevrolet Cruze sedans** to check for a problem with the steering shaft.

A 'GMC' spokesman said the issue was discovered when a customer lost steering control in a parking lot but did not have an accident. 'GMC' says no accidents have occurred because of the problem.

The recalled cars were built at the Lordstown, Ohio, plant from



the beginning of production until April 21st. Few cars should have the problem, according to 'GMC'. It has made a change in the manufacturing process to address it.

Last month, 'GMC' recalled 2,100 copies of the **Cruze** to check for an improperly fastened steering wheel.

'GMC' also reported two other recalls: The windshield-wiper-motor crank nut could come loose on the '**11 Colorado/Canyon pickups**, and possible brake fluid leaks on '**11 Chevy/GMC full-size vans**.

'GMC' wants to put more daylight between its Chevy and GMC brands.

In recent years, 'GMC' has **blurred the lines between the two brands**, per Mark Reuss, 'GMC' prez of North America. That has weakened 'GMC's' image as an upscale truck brand that commands a premium price.

Most GMC vehicles share their DNA with Chevy (*No!*), but have different sheet metal and more features. 'GMC' long has positioned GMC as 'professional grade,' for tradesmen who want an upscale vehicle or buyers willing to pay more for big-truck comfort.

(Continued on page 5)

## Gov't (contd)

(Continued from page 4)

Reuss says 'GMC' has used a 'two-brand approach to trucks, to take on our competition that has one.' But the strategy hasn't been executed well, he says.

"When you do that, and you don't do it right, and you've got price overlap and identical incentives and go-to-market strategies," Reuss said, "then you're going to get dilution" of the GMC brand (*Ya think?!).*

Reuss says GMC has a strong brand-within-a-brand in Denali, its lux line. He thinks Denali can be leveraged to **move GMC up the premium ladder.**

He said: "I *think* we can do premium Chevies, and take GMC and move it even further up." Here we go—even **MORE** expensive GMCs, which are nothing more than gussied-up Chevies!

Let the rumors of a new **US-market El Camino** begin to swirl yet again.

It was Mark Reuss, president of 'GMC' North America, who opened the floodgates, commenting to Australian car site [www.drive.com.au](http://www.drive.com.au).

"I've lived in Australia, and I've seen where fuel prices are \$5 a gallon," he said. "Lots of tradesmen will use a ute with a tray on the back to do lots of different things. They don't need the bandwidth of a big pickup truck."

Reuss is the former managing director of GM Holden, the company that currently produces the

closest thing to an El Camino, the Commodore Ute.

Reuss didn't say if a decision has been made to import the car, but it is slated for a redesign in '14, which would be a perfect time to capitalize on global sales volumes.

Of course, this isn't the first time we've heard rumors of the Commodore Ute coming stateside. A few years ago, the mash-up was reportedly headed for **Pontiac**, before GM shuttered the brand.

I guess it wouldn't work for Pontiac, but it'll work for Chevy, right?! I'll *agree* that the name of the proposed Pontiac version ('G8 ST') left something to be desired, but c'mon!

Apparently, 'GMC' is working extremely hard to convince the owners of 'orphaned' brands (*a.k.a. Hummer, Pontiac, and Saturn*) to remain loyal to the brand, despite the fact that 'GMC' betrayed their brands by closing them.

In an article from the [wallstreet-journal.com](http://wallstreet-journal.com), they have very good reason to be worried.

As an example, they told Tina Shaw's story.

Three times in the last seven years, she bought a Saturn from 'GMC.' But when she was ready to shop for a new ride, the Ft. Worth, TX, resident didn't bother looking at even **ONE** 'GMC'.

She was quoted as saying that they had been a loyal Saturn family all the way, and that when 'GMC' made their decision to discontinue the car, they had to make other arrangements. The other

arrangements were made with a local Nissan dealer, on the purchase of an \$18,000 Nissan Cube. She was also quoted as saying that she felt it was the closest thing to a Saturn that she could find.

She is one of more than **three million Americans** who are driving Hummers, Pontiacs, and Sat-urns.

Now, you can see why 'GMC' is desperately trying to hold onto those customers. Early results, such as Ms. Shaw's purchase of a rival's small SUV show the uphill struggle to retain former customers.

In January and February, 'GMC' offered 'bribes' of \$1,000 to owners of its defunct-brands, putting more Pontiac and Saturn owners into other 'GMC' brands

So far this year, about **70%** of customers who traded in a Pontiac replaced their car with a **non-'GMC' model**; with Saturn that number rises to **71%**.

Looks like they've definitely got an uphill battle ahead of them.

Food for thought: If even half of those people with "**Porthole Envy**" runnin' **Buick portholes** on non-GM vehicles were actually buying and driving Buicks, 'GMC' would not only very likely have repaid the American taxpayer in full, they'd probably be makin' a tidy profit as well!

Oh, and speakin' of profits? **Ford's '11 first quarter pre-tax operating profit was \$2.8 billion, an increase of \$827 million** from the year-earlier period. Revenues totaled \$33.1 billion, up \$5 billion from a year ago. The year-earlier revenues exclude those from Volvo, which Ford sold. **Not too shabby, eh?** ☺



## This n That

**On the Mend!!** Let's start off with none other than the lovely **Linda "Miss Hurst Golden Shifter" Vaughn**. Didja know that she recently underwent **heart surgery** on April 28th to clear out blockage in her arteries (*c'mon guys, no cracks!*)? She was inducted into the SEMA Hall of Fame in '85. You can drop her a get well card to the following address: P.O. Box 9577, South Laguna, CA 92677...Luckiest **Man in the World!** Don't ask how, but it seems as though a man attempted to turn the **Grand Canyon** into a **drive-in!**? A man survived with injuries after accidentally driving his car **over the south rim** of the Grand Canyon, authorities recently announced. The unidentified driver, *aged 21*, was treated for nonlife threatening injuries in a Flagstaff hospital near the end of April after plunging 200 feet over the lip of the mile-deep chasm. The driver, whose name is being withheld pending completion of an investigation, was saved from dropping further into the canyon after his car struck a large pine tree. The incident came to light after a visitor to the park called authorities to report he had found an injured man in the roadway near the Twin Overlooks, just short of the canyon. The man told the visitor that he had accidentally driven his vehicle over the canyon rim. The visitor called the Grand Canyon Regional Communications Center and reported the accident. The driver told park rangers that he had extricated himself from the car, climbed up to

the rim and flagged down a passing motorist. Park rangers subsequently located the vehicle lodged up against the pine, and are developing a plan to remove it. An investigation into the incident is being conducted by the National Park Service. The Grand Canyon is one of the top tourist draws in the US, visited by **4.5 million people a year**. Around 6,500 vehicles enter the park each day in the summer season, per [www.nationalparkstraveler.com](http://www.nationalparkstraveler.com), although instances of cars plunging into the canyon are rare. Thanks to **Matt Guilfoyle** (*and msnbc.com*) for **THIS** one...**Pony up the Bucks!!** It may not be able to sprout wings and a propeller and carry you over traffic (*shucks!!*), but the original car from the '68 movie "**Chitty Chitty Bang Bang**"—up for auction at the Profiles in History auction house in LA—will certainly draw some stares. Part of the Hollywood Memorabilia Auction that took place May 14th and 15th, the *film's* heroic car is still fully functional and road-ready, though sadly it lacks the faux flying equipment and flotation devices it sported during certain scenes. It was built by the **Ford Racing Team** and conceived by legendary production designer Ken Adams, who was the brain behind James Bond sets of the '60s and '70s. Employing many techniques to make the vehicle appear as one would have in 1910—when the movie was set—the car is built on a custom ladder-frame chassis, with a polished aluminum



hood, a body of red and white cedar and brass fittings obtained from Edwardian cars. The alloy dash plate is from a British World War I fighter plane, and the car is registered with the GEN11 plates seen in the film. It was estimated to sell for between **\$1 and \$2 mil**, a small price to pay, I say (*tho, I don't have that kind of scratch!*)... **While on the Subject!** Rumor has it that a Kentucky man has reportedly built a homemade car that runs on **bourbon whiskey**. Why would 62-year-old Mickey Nilsson of Bardstown do such a thing? He allegedly was inspired by the movie "**Chitty Chitty, Bang Bang**" and by the hosts of the reality-TV show **American Pickers**. The latter, *Nilsson* claims, "stopped by here trying to steal from me." As for fuel, Nilsson's creation is said to have a preference for Maker's Mark. In the bourbon world, would that be mid-grade or premium? Thanks to [thedailyload.com](http://thedailyload.com)...**Newman Bug?!** The "Newman Bug," as it was once called, is up for sale for a cool **quarter of a mil**. The red '63 **VW drop-top** has the standard-issue chrome bumpers and a black cloth top in good condition. Oh, and did I mention that it has a **mid-mounted 351-cubic-inch Ford Windsor engine**? Newman bought it in

(Continued on page 7)





## T 'n T (contd)

(Continued from page 6)

'63, and he even appeared with it in ads for VW. After he fell in love with racing while filming his part in *Winning*, he tapped renowned Indy-car builder Jerry Eisert to modify the Beetle. Along with the 300-hp 351W, Eisert installed a **five-speed ZF transmission** with an array of suspension parts to keep it stable.

The rear gets a custom racing A-arm setup. Legend has it that after it was finished, Newman could be found out on Mulholland



Drive with friends taking on all comers with the hopped-up bug. He later donated it to Sam Contino and friends at the Chaffey College auto shop in Alta Loma, CA. There they restored it even further, adding school colors to the paint job and four Keystone chrome rims. It was prepped for racing at the shop, though it was used mostly as a visual aid. When he retired from the college he was given the car as a gift, and his garage is where it stayed until '09. He and his son restored it one last time in April of that year. They planned to show Newman the re-finished bug, but he passed away before they completed it. Want a better look (or, to bid on it?!)—go to [www.oldbug.com](http://www.oldbug.com) for a ton more photos. Remember your check-book...**Paper Audi!?! Paper artist Taras Lesko built a 750-piece Audi A7 out of cardstock.** He

used **285 pieces of paper** that was printed, folded and glued into an enormous replica of the car. He used a laser printer, two desktop cutters, glue and an X-Acto knife to get the job done...that and about **245 hours**. Go here for the video: <http://www.youtube.com/watch?v=AXnhc6ZzPbM>...**Mini KISS?!?** To help fund global relief efforts, Mini will auction four **Countrymans** emblazoned with the **makeup likeness** and **autographs** of **Kiss band members**.

Just in time for **Father's Day**, the eBay charity auction opens on May 29th and runs for 10 days. Funds will go to **UNICEF** to help children in Japan and other global emergencies. Each Mini will be custom painted with a different design representing one of the iconic Kiss faces. To top it off, all four band members will sign each design. The auction is part of a kickoff for Mini's competitive test-drive tour in the US, called **"Mini Rocks the Rivals."** Kiss members joined Mini at the New York auto show for the announcement, as four Mini Countrymans with Kiss-inspired designs were unveiled. Apart from the auction, Mini will sell **vehicle wraps** of the designs, proceeds which will also be donated to UNICEF. The "Mini Rocks the Rivals" campaign is a series of test-drive events that will take place across the US from mid-April through early June. Each event will test the Mini Countryman against three of its closest

competitors. Each rock-and-roll themed event will feature Kiss soundtracks and album artwork. Go to [www.miniusa.com/#/shop/RocksTheRivals-m](http://www.miniusa.com/#/shop/RocksTheRivals-m) for more details...**"Save the Salt."** An effort to save the historic **Bonneville Salt Flats** in Utah is under way with a **salt replenishment program** to permanently preserve the land. The national landmark is an essential piece of American motorsports heritage, as scores of world land-speed records have been set there. The densely packed expanse of land is the dried remnants of a huge prehistoric lake. The area is so flat, the **curvature of the earth is actually visible**. The BSF has suffered slow erosion from an adjoining salt-mining operation. Originally 96,000 acres, it has been reduced to about 30,000 acres. Between '63 and '82, about **11 million tons** of salt was lost. By the mid '90s, the historic raceway had lost more than 18 inches of salt crust. The BSF has been listed on *the* National Register of Historic Places and is designated an Area of Critical Environmental Concern. The Save the Salt Coalition comprises organizations such as the **SEMA**, the Bonneville Nationals and the Utah Salt Flats Racing Association. The coalition intends to protect the BSF while permitting continued mining. Visit [www.savethesalt.org](http://www.savethesalt.org) to learn more (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

**Replicas & Miniatures Company of MD** (a.k.a. *Norman Veber*) has been busy, as have been his master modelers!

New releases for the month of April include the following goodies:

- **RM-147**—1/25 'Rat Rod' OHV straight 8 (\$24.95): Similar to Buick or Olds engines of the 40s. Can be built stock **OR** w/a three-carb intake w/curved stacks, finned valve cover, and dual exhaust header setup (*mastered by Kent Glanville*)
- **RM-148**—1/25 'Rat Rod' wheels & tires (\$29.95): Early Monogram wires mounting a set of bigs 'n littles (2" white-walls up front, 4" rear), **PLUS** 2 sets of dogdish 'caps—'Ford' & 'V-8' logos
- **B-36**—1/25 '32 Ford Cabriolet Conversion (\$25.00): (*mastered by Lyle Willits*)
- **B-37**—1/25 '32 Ford Sport Coupe Conversion (\$28.00): (*mastered by Craig Stansfield*)
- **W-6**—1/25 Midget wheel & tire set (\$8.95): Similar to kit pieces, except that the rear wheels are wider, with differing diameter tires, (3) having a knobby tread pattern, and the fourth simple parallel grooves
- **W-7**—1/25 30's Style Artillery wheels & wide whitewall tires (\$14.95): Artillery wheels, wide whitewalls, 'Studebaker' dogdish 'caps, and valve stems
- **P-127**—1/25th 'Ford' valve covers (\$2.95):
- **P-128**—1/25 '49 Ford fender skirts (\$3.50): just covers the wheel opening, with a ridge along the lower edge
- **P-129**—1/24 Cool wheels (\$8.95): Neat lookin' wheels for that **recently reissued Black Widow** kit. Also includes separate lug nuts. Try adding our Ford or Finned brake drums, too!

*Thanks a bunch for the*

*scoop, Norm!* 🍷

W-7: 30s Artillery Wheels/Tires



RM-148: 'Rat Rod' Wheels/Tires



P-129: Cool Wheels



RM-147: 'Rat Rod' OHV Straight 8





## “Best Damn Garage” a Smoking Hulk?!

The last remaining portion of legendary race car builder **Smokey Yunick's** former garage complex was destroyed April 26th as smoke and flames poured from the building onto North Beach Street.

The relic of the innovative mechanic burst into flames about 7 pm, according to fire officials, and by 8:30 pm little of the building remained with the exception of portions of the block walls.

Smoke was so thick at times the fire trucks battling the blaze couldn't be seen through the plumes. The age of the building and former use as a garage made things difficult for firefighters.

Yunick, who died in '01 at age 77, wasn't shy about his mechanical skills, calling his business the **“Best Damn Garage in Town.”** There were two sides to the shop. He worked on trucks on one side and race cars on the other.

Inside the gray walls of his sprawling facility, he made several significant gains for the automotive industry. Some of his inventions included **variable-ratio power steering** and the **extended tip spark plug**, a design utilized in most automobiles today.

When Daytona International Speedway opened in '59, his machines made an immediate impact. He built the **Pontiacs** that carried **Marvin Panch** and **Fireball Roberts** to **‘Daytona 500 victories in 61 and ‘62**, respectively.

His innovations at the garage weren't limited to racing. He installed solar panels to the roof in '74—long gone by the fire.

The vacant racing landmark at



957 N. Beach St. was sold in '04. Terra Mark condo project was proposed at the site of the former garage, but two towers of 20 and 25 stories were never built.

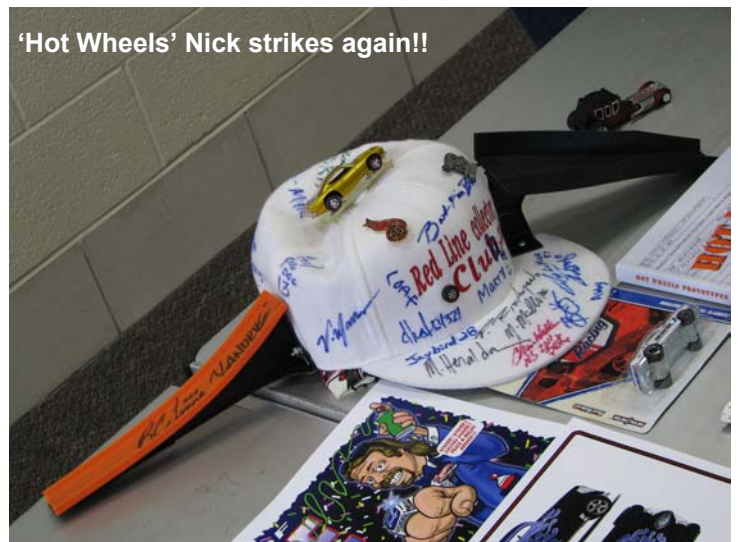
Yunick was proud of his accomplishments in various fields of automotive endeavors, but insisted he didn't want his old garage turned into a shrine.

Not long after his death, nearly everything was sold off in the ultimate 'garage sale' for gear heads. And, the property was sold on the premise that nothing would be done in the future to memo-

rialize the famous former owner of that property.

His daughter Trish, seemed pleased that she'll never have to mount a *legal* fight to maintain that agreement.

‘Nother sad bit of history goes into the books. Thanks to **club Prez Lyle Willits** and internet reports. 🚗



‘Hot Wheels’ Nick strikes again!!

# Ten Worst Car Names—Plus Six?!?

The following recently appeared on the Autoweek website, and is presented here for your entertainment.

In the car name game, there are winners and there are losers. Our friends at Hagerty Insurance recently posted their vote for the 10 worst car names. We took it upon ourselves to critique that list and add six of our own contenders. Got an entry of your own? Drop it in the Comments section.

1. **Mohs Ostentatienne Opera Sedan:** The MOOS, as it should have been called, could win for one of the ugliest cars on the list, too. The Opera Sedan could only be entered from a rear hatch, leaving the side doors as mainly a conversation piece.

2. **Zimmer Quicksilver:** Although quicksilver is an antiquated word for mercury, which causes cancer and a host of other ailments, we think it's actually not a bad name for a car. It definitely sounds fast, and shiny. Of course, saying "I just bought a silver Zimmer Quicksilver" doesn't really roll off the tongue.

3. **Studebaker Dictator:** Fortunately for Studebaker, the Dictator was produced in the 20s and 30s, before the word had such a negative connotation. Unfortunately, it's now the answer to the question WWFD—what would Fidel drive?

4. **Geely Beauty Leopard:** Because of a fuzzy translation—and the words 'beauty' and 'leopard' just not meshing well—the compact Geely's name is slightly more impressive than the car. Other

choices were the *Geely Happy Fun Time* and the *Geely Amazing Fast Car*.

5. **Mitsubishi MAUS** (*Mini Active Urban Sandal*): Introduced at the Tokyo motor show in '95, the MAUS really wasn't heard from after that. Whether it conjures images of hippies in hemp shoes or pantry rodents, it's all bad for Mitsubishi.

6. **Isuzu Mysterious Utility Wizard:** This is the actual name of an SUV that debuted in Japan in '91. At least if it was the Mysterious Utility Vehicle, it could have been a MUV, which would have been a little funny. As it stands, it seems to be another wobbly translation to an Americanized name.

7. **Honda That's:** Honda's rationale for the name was that it wanted people to see the car and exclaim, "*That's it!*" It was probably more like, "That's um... what?" The That's was, until '07, a 0.65-liter Kei car shaped like the Nissan Cube.

8. **Mitsubishi Delica Space Gear:** This is not a piece of steel to fix your broken rocket ship: "We need a new Delica Space Gear or we won't be able to get through the atmosphere." Or new sneakers that will let you jump into orbit—"Just got a pair of the new Space Gears; cost me 300 bucks." It's just another in a long line of names like Starion, Cordia and Tredia.

9. **Datsun Fairlady:** We really don't mind the name Fairlady. The 50 years of performance have blinded us to the absurdity of the fact that Nissan actually named

the car after the musical *My Fair Lady*.

10. **Mazda Bongo Friendee:** Another name that could double for a Japanese TV show, the Bongo Friendee was a minivan you could stuff full of...Friendees.

Here are five also-rans from AutoWeek that we think should have made the top 10:

1. **Pontiac Aztek:** Because no list of ugly cars or worst car names would be authentic without it. Name your car for a long-dead civilization, misspell that name and sell it with a tent. Marketing gold.

2. **Audi E-tron Concept:** The Audi has nothing to be ashamed of with the looks of its electric E-tron. It looks like a smaller, battery-powered R8. Unfortunately, after the car debuted, the French translation *became* clear. Étron roughly means 'a lump of excrement.'

3. **Dodge Diplomat:** The Diplomat is different from the dictator for several reasons. First, a dictator might have actually driven a Dictator. A diplomat has never driven a Dodge Diplomat. Also, there will be no talk of diplomatic immunity in a Dodge; any crime you commit will be yours and yours alone, including driving a Diplomat. The only other interesting thing about the hapless Dippy was that it was used for police cars for a short time.

4. **Volugrafo Bimbo:** Designer Claudio Belmondo named the Bimbo after the Italian word for baby. The 125-cc vehicle has

(Continued on page 11)



## Worst (contd)

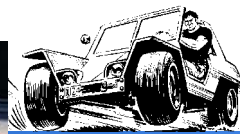
(Continued from page 10)

quite a different connotation in the States—not to mention that the last thing you'll be picking up in the near-toy car is people of the opposite sex.

5. **Ford Aspire:** The last thing the renamed Festiva will do is get better. The uninspired hatchback was a joint project by Ford and Kia. It lived in Ford's stable for a

few years as the Aspire and as the Kia Avella before being dropped. It did have the lofty aspirations to be the first car in its class to feature dual front airbags and optional four-wheel antilock brakes, and for that we thank you.

6. **Anything alphanumeric:** R8. X5. CTS-V. Some of our favorite rides, but the marketing teams couldn't even muster the creativity to give them proper names. It's the automotive equivalent of a forfeit. 🚗





## Pro Rolls?!?

The following comes to us from MAMA

member Gary Sutherlin.

“No, it’s not a chop. It’s a **‘70 Rolls-Royce Silver Shadow** built by **Joe’s Street Rod Shop**. Poking out of the hood behind the Spirit of Ecstasy is a blown 572-ci Chrysler Hemi that is bottle fed to a more-than-adequate 1,350hp. The car has all of the luxury touches you would expect from a Roller, including full leather, Vintage Air A/C, four TVs and even a jar of **Grey Poupon**. Underneath it’s a full tilt boogie runner with a Chris Austin chassis, Air Ride, Wilwood brakes, full tubs and Billet Specialties Riviera wheels. It even has a leather-swathed trunk with matching coverings for the batteries, fuel cell and bottle. Notice the leather wrapped roll cage inside as well, a very elegant touch, and one that sums this sophisticated beast up perfectly.

Guess this is the ultimate demonstration of “Goin’ Fast With Class, eh?!” Thanks fer sharing’, Gary!” 🚗



## COCO (contd)

(Continued from page 3)

utes with a magnifying glass to determine the reason I couldn’t read them—they are **upside down** compared to the rest of the sheet! There are the usual assortment of under hood decals, fender scripts and dash gauges. Also included are the front and back of a dealer brochure *and* vehicle manual. If you already built the previous kit you likely already have the Yenko stripes left. Without the high profile dealer decals, this car made one hell of a ‘sleeper’ in street racing, but I have to wonder—**how many builders will opt for a 6-banger in this car** (Hey, Matt!!)?

by: Rich Wilson 🚗





- July 8th & 9th—**10th Annual Musclegar 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 Silvania, 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.**

**Polite reminder:** The **'11 Super September Showdown** theme is, believe it or not, **Movie and TV Cars!! So, get busy on some-thin,' OK?! That means you too, Norman (Ha! Ha!)!!** 🍷

## Pontiacs on Parade!

Things picked up a bit last month in the Parade parking area, helped in part by some **NNL East purchases** made by yours truly for the Pontiac museum.

Also displayed *were* not one, but **TWO '63 Tempests** with amazingly similar approaches. Apparently, these cars are much more well known as drag cars, than for nice, stock cruisers!

**Malcom Douglas:** A primered stock wheelbase sedan.

As far as the blue Eight-Ball altered wheelbase sedan, I apologize, as I plumb forgot who 'parked' that one there. A little help?

**Steve Buter:** A tasty in-progress custom version of the

### Monkeemobile.

The aforementioned purchases included a resin **G6 GXP** with **Slix** **Rodger Brogdon** markings, a **Jimmy Flintstone '61 bubbletop Catalina**, and a **Mike's**

**Speed Shop '86 Grand Prix 2+2** with **Dale Jarrett "Busch" markings**. I also ran across a set of **Arnie Beswick "Righteous Judge" decals** (for his *Pro Stock Judge*).

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!)**

**Sickle signing off for now!**

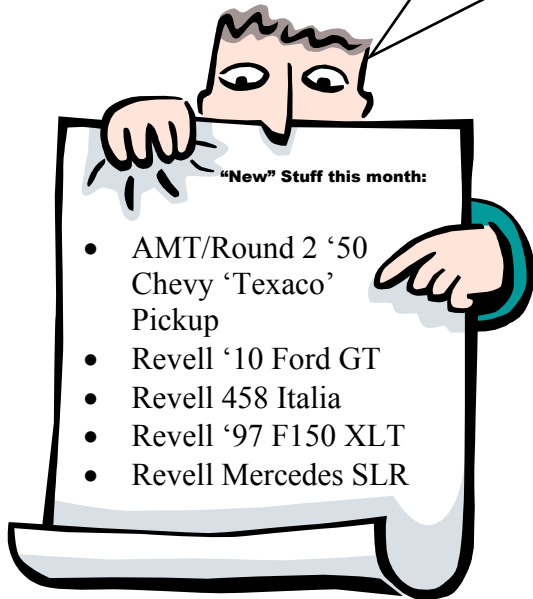
**Seeya next month! And don't forget—MAMA (and I!) needs Pontiacs (Ha! Ha!).** 🍷



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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](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!** 📧

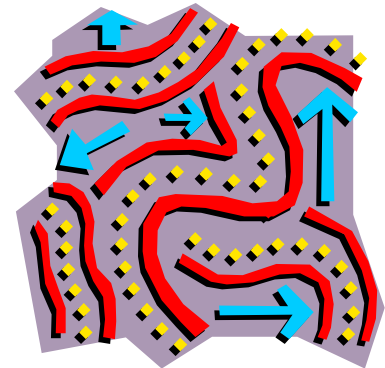


**We're on the web!**  
<http://www.mamasboyz.org/>

## 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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