



MAMA SEZ!

Volume 23, Issue 10

June, 2011



Car Show Season's Here!

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

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



As expected, last month's meeting was lightly attended, what with *Lyle, Tim P.*, and *Ron Hamilton* being MIA. Matt and I were able to kept things under control.

This month, *Rich Wilson* checks out the *Trumpeter '64 Falcon convertible*. Thanks, *Rich!*

We are also enter-

tained by an *idiot* who turned a *new Camaro* into a *rat rod*, *Tommy Kortman* and *Da Philly BoyZ* at the *Simeone museum*, and *Kyle Busch*, who 'road tested' a *Lexus LFA* to the tune of *128 mph in a 45 mph (!)*.

The 'Parade' continues. Thanks to everyone who continues to display



their pint-sized Pontiac Power.

Raffle/door numbers were again unavailable at press time.

Thanks to the raffle donors: *Brad, Ron Bradley, Steve M. Buter, Chris, Bob Foster III, Dave Redzensky, J.C. Reckner, and Replicas & Miniatures Co. of MD.* Tanks, everybody! 🍷

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. 🍷



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1964 Falcon Convertible

[Trumpeter #2509, 130+ parts]

I've lost track how many years ago that these Falcon kits were announced. I kind of gave up that we'd ever see them. Since I have an original hardtop from years ago, I opted to wait for this convertible kit. As boxy as the '64 Falcon was it's hard to imagine it being popular on the sales lot, but it must have been. Most were built with the small 6-cylinder (144, 170, & 200 cu. in.) engine which is available from two or three resin casters. I'm also amazed at all the V-8 variants available from 260/164 to 289/195, 210, and 271 hp. Generally speaking, all the parts are the right shape, but they seem soft on detail in some cases, which seems odd because there are parts we've never gotten in any 1/25th scale kit, like a generator bracket.

Engine: There is a grand total of 36 parts for just the basic 260 cube V-8. The strangest being the

block/transmission, which are split like normal, but the bell housing is made up of two more pieces that fit between them. If I lost you here, the block/trans are cast together and split lengthwise and the bell housing goes around it. The heads and valve covers are acceptable, but the intake (*two barrel*) is soft on detail—especially the carb mount, which seems small. The oil pan is the right shape but is way too big in contrast to the exhaust manifolds that are the right shape but too small. The front cover is well shaped but the cool parts are the belts that are separate from the pulleys. The pulleys are on the generator and three-piece power steering pump, while the water pump and crankshaft pulleys are separate pieces. The generator is three pieces—one of them being an accurately shaped mount bracket.

The belts could even be replaced with rubber bands or something else, but it really isn't neces-

sary. The starter is two pieces as is the air cleaner, split along the snorkel. The rest of the pieces consist of the fan, oil filter, oil cap, distributor, and upper and lower hoses. Then there are the four-barrel manifold and carbs, chrome air cleaner, and chrome valve covers to dress it up. The transmission is a C-4 automatic but it wouldn't be hard to replace with a 3-speed or 4-speed manual. Not only is the carb fuel line included, but also what I think is supposed to be the positive crank-case ventilation hose. Despite the lack of a dual carb manifold, there are two 4-barrel carbs and small air cleaners.

Chassis: According to the official rumor control office, there is a custom or hot rod version of this kit coming eventually and it appears obvious when you see the rear wheelhouses. They are way too big and look like tubs. The front suspension is one piece with separate coil springs that seem too long, but may be correct. There is no poseable steering available here unless you completely rebuild the suspension. The upper A-arms were the pieces that Shelby moved I believe one inch or so to make the early Mustang handle better and lower the front end slightly. In this kit they are just tabs for the coil springs to sit on; they don't touch the lower suspension. The tie rod has so many kinks in it couldn't possibly work on a real car. No steering box is included. The rear suspension is two-piece without shock absorbers. The center chunk looks like they were trying to make an 8 or 9 in. but the detail is

(Continued on page 3)



Falcon (contd)

(Continued from page 2)

'way too soft. Sway bars are not included and would have been an aftermarket item only in its day.

The kit includes two exhaust systems, single and dual, but the single system is just wrong. There is no muffler save for the resonator at the very end. It should have the transversely mounted muffler behind the rear axle. The dual system's mufflers seem small.

There are two identical gas tanks on the one tree. The inner front fenders are well shaped as is the radiator and support. There was only one radiator available for this car (*Falcon, Mustang, and Maverick*) regardless of the engine you chose. It was sized to cool the V-8 properly but was too big for the 6 bangers. I can tell you for a fact one froze their nuts off in the winter because of this and no changing of the thermostat did any good; nor did putting a shield in front of the radiator.

There is no washer bag, the battery is a maintenance free type

and the master cylinder is a blob with a cap, but they did remember the fender supports.

Interior: The interior has a separate floor that has no carpet detail, which may be a plus for those who use flocking anyway. The front bench is two pieces and seems to have the correct pattern. The dash looks correct and has four decals for extra detail. The door panels look great also; I'm comparing them to my original AMT '64 Falcon. The upholstery matches but these of the Trumpeter kit are more three-dimensional. They even have tiny door lock buttons at the top of the door. The steering wheel is of the correct style. The only nit I can pick in this sub-assembly is the choice of two floor shifters and the three pedals in a car with only an automatic transmission! And either the turn signal stalk is on the wrong side of the column or it was forgotten completely. But none of this is very hard to correct. This car should have seat belts though they would be very simplistic in style.

Wheels & tires: The full

wheel covers are correct if only a little two dimensional, but they pass and they do have center decal emblems and separate three-point knock-offs. There is a set of (*and I'm guessing here*) mags (*maybe American mags*) and the spokes are too thin; toss them. The stock tires are very nice, no white walls or lettering but that just adds to the economy nature of the Falcon. There's also a set of wider tires just as nice and again no white walls or lettering and no decals for them in either case.

Body: For once they got the body spot on correct, only the Ford lettering on the hood and the Falcon lettering on the trunk, which **ARE** present, are so faint they may disappear under your primer coat. We'll have to hope that someone will do a photo-etch kit for this (*Ed. Note: Are Ya listenin', Bob Korunow?!).* The glass is reasonably thin, but technically the back window for the up top wouldn't be glass. It would have been clear flexible plastic since glass for this didn't appear for two to four more years. The body has no scripts or emblems save for the chevrons on the rear quarter panels, but fear not—they are included on the decal sheet.

Decals: There are no other decals other than those already mentioned.

All together this is a very nice kit even with its few small problems all of which can be easily fixed with an assortment of pictures which I'm sure are available on line. Personally, I'm anxious for the Ranchero kit.

by: Rich Wilson 🍷

New Parts Pack!

AMT/Round2 has just shocked the modeling world with the release

of a **new parts pack!!** And whatta doozy, too. How 'bout **four sets of tampo-printed M+H Racemaster slicks?!**

As you can see by the pic, they're a mix of whitewall, lettered sidewall, and a special red and whitewall that will only be seen in this packaging.

List will be around **\$9.95**, and it should be out in the third quarter—**Thanks to Ron Bradley!** 🍷



Packaging Size Approx. 6.75" x 4.5" x 0.5"



PVC Tray Holds Tires

'Government Motors!'

Outspoken curmudgeon and former 'GMC' badass-in-charge **Bob Lutz** has been popping up from retirement, serving as a consultant to 'GMC' and Lotus. And his former company's bankruptcy restructuring left the company "in good hands," he said (*you heard it from the expert, folks!*).

Speaking at a conference, Lutz said that the outsiders who served as CEO and CFO during the two-year restructuring had "no history of running the auto industry in the U.S. the wrong way." And, he continued, it included the elimination of the four brands from the mothership: Hummer, Pontiac, Saturn, and Saab.

"It was the environmental anti-Christ," Lutz admitted about Hummer. Saab was a drain on resources and only appealed to university professors, while Saturn was a sales disappointment. But—as he spoke like a true car guy—**Pontiac was the one "I personally regret went away," said Lutz.** Must not have regretted it too much—he didn't seem to lift a finger to save the brand!

After flames of rhetoric alleging the **Chevy Volt might have caused a Connecticut garage fire** last month, the case basically fizzled from the media's attention, but the local fire marshal in charge said the Volt was cleared of suspicion in his mind.

"It wasn't the cars," Barkhamsted Fire Marshal William Baldwin told GM-Volt.com regarding the cause of a fire at the Barkhamsted residence of Dee and Storm Connors.

Officially, the fire marshal's report still states the cause was "inconclusive," but as the local fire official responsible for the investigation—among other investigators—Baldwin's view was at least conclusive about the big question surrounding the Volt.

So, what was the cause? Could it have been garage wiring or some other incendiary source?

He said yes it could have been, but does not believe it was the fault of the Volt or a home-converted Suzuki Samurai EV that was also in the garage at the time of the fire.

According to Storm Connors, the owner of the house and the EVs in question, his garage had a number of flammable items laying around.

Baldwin further told us that 'GMC's' people came and retrieved the cars, and they are still analyzing them. "They took the cars," he said, "it's done."

Looks like **Pontiac's death** has been greatly exaggerated. Why? Those **darned G6 GXPs** just keep winnin' in **NHRA Pro Stock**, that's why! The latest stop on the tour, the Summer Nationals in Topeka, KS, had a semi-final round consisting of nothing but these pesky little critters!

Greg Stanfield beat out **Rodger Brogdon**, while **Shane Gray** knocked off **Greg Anderson**. In the final, Shane prevailed over Stanfield, with a 6.67 at 206.95mph, to a losing 6.693 at



206.29mph. **Thanks, guys!**

Remember the report earlier this year where the **Chevy** ("no quarter for the 'Cuss' jar!") **Volt** received the **Motor Trend 'Car of the Year' award**? Well, Nissan kinda stole a bit of Chevy's thunder. It seems as though a panel of automotive journalists named the Nissan Leaf as the **2011 "World Car of the Year."**

The panel also selected the **Ferrari 458 Italia** as its **Performance Car of the Year**, the **Aston Martin Rapide** as the **World Car Design of the Year** and, in a move to make Chevy feel better, named the **Chevy Volt** as the **World 'Green Car.'**

The Volt did however, edge out the Leaf and the BMW 320d for the **eco-friendly award**.

An **eight-way Motor Trend** test again finds 'GMC's' **Chevy Cruze** in the bottom half of the field, with the Ford Focus just ahead of it in the rankings.

8th: Toyota Corolla LE

7th: Kia Forte EX

6th: Chevy Cruze LTZ RS

5th: Ford Focus Titanium

4th: VW Jetta TDI

3rd: Mazda3 Touring

2nd: Honda Civic EX

1st: Hyundai Elantra

Wayto, 'GMC.' 🚗

'Rat Rod' Insanity!

I, for one, don't get the whole '*rat rod*' *craze*. If I want to be seen in a piece of vintage machinery, it should shine. It doesn't have to be a chromed out show car, but neither does it need to be a rustbucket (*or look like one*).

Now, you all know that neither Nick or I are fans of the new Camaro styling. But, what this idiot did to it doesn't make it the slightest bit better, by *ANY* stretch of the imagination!

As you can see by the underhood shot, this car is *supercharged*, reportedly to the tune of *1,000hp*! You can also see how the car started out before its'

'transformation.'

I figger he must have *fifty large* in this one—must be nice to have this kind of scratch to flush down the toilet! Thanks to Jalopnik.com for this insanity! 🍷



This n That

Racing 'Stamp' of Approval!

The US Postal Service's stamp commemorating the **100th anniversary of the Indy 500** was issued and dedicated by Postmaster General Patrick Donahoe at Indy Motor Speedway on May 20th.



It portrays the **Marmon "Wasp"** that was driven by **Ray Harroun**, the winner of the first 500. It will be classified as a "forever stamp" so its value will always be the same as a first class one-ounce letter—regardless of postage increases in the future... **Piece of History**. You might never get the chance to dominate the Corkscrew at **Mazda Raceway Laguna Seca** in Monterey, CA, the way Alex Zanardi did, but you can still make your mark on the famous stretch. A spectator terrace is being constructed atop the turn, and **racing fans can buy a brick etched with a name or personal message to sit on the walk of fame**. It sure beats a tie on Father's Day, and all money raised will go to raceway improvements. Prices range from \$150 to \$500... **Super 'Z'**. **Honda tuner Mugen** has set its engineers loose on the **CR-Z hybrid**, and what they came back with is a piece of machinery with supercharged power when

you need it and fuel economy when you don't. Pix of the new tuner have popped up on Honda's UK media website. There were high expectations for the CR-Z when it debuted, but enthusiasts

were bummed when it came as a heavy-weight hybrid, instead of the light-weight stripper ala the old **CRX**.

Honda says after early tests on a prototype, it expects the pumped up CR-Z to match 0-to-60-mph times of the Civic Type-R. And with another 15 percent bump in power, and a 110-pound diet, Mugen expects to meet its original target. Earlier, Mugen estimated the power would be about **197 hp**... **Washington Bests Lincoln?!** Buried deep in a press release from **Tire Rack** is a bombshell. No longer is the **Lincoln-head penny** the true test for **replacing tires**. It will now be known as the

Washington-head quarter test. For as long as I can remember, I was taught that when

you could see the top of Lincoln's head on a penny stuck in your tire tread, it was time for new meats. That's about 2/32 of an inch. Tire Rack did some tests, with an eye-opening video, on what the difference is between a new tire (10/32 of an inch), a worn tire (4/32) and a completely worn-out tire (2/32). The control car stopped at 195.2' with new tires in the rain. The next test used the same car, but the treads were worn to 4/32 of an inch, about the distance between



the top of a quarter and Washington's head. That car took another 95' to stop on the slick track. At 2/32 of an inch of tread (*the Lincoln-penny test*), the car skidded to a stop at a lengthy 378.8', almost 90' more than the Washington-penny tires and 183.6' farther than new tires. Maybe more importantly, the last car was still going **44 mph** when the Washington-penny test car **stopped**. Plan accordingly... **Only the Name's Been Changed**. **Spyker Cars** is changing its name to **Swedish Automobile N.V.**, and its new **Chinese partner, Pang Da**, is waiting for authorities to approve the investment in Spyker and Saab. Known for more than a decade as a producer of exclusive muscle cars, Spyker sold off its sports-car biz in February to focus on Saab. The company bought Saab a year ago when 'GMC' was on the verge of shutting it down. Victor Muller, CEO of Spyker and

Saab Automobile, said he is confident that Pang Da will get the approvals needed to finalize the deal, which will begin the distribution and subsequent

manufacturing of Saab vehicles in China... **Ugh-A-Lee Vette!!** One-off coachbuilder **Endora Cars** has taken its (*digital*) scalpel and sheetmetal to the **C6 Corvette**. After the bandages were removed, the world was left with the **Endora SC-1**. It is ready for production, and will feature three engine choices, all Corvette-based. The first will be the 6.2-liter, 437hp V8. The next step up will be the

(Continued on page 7)



T 'n T (contd)

(Continued from page 6)

7.0-liter Z06, with 512hp. And for the truly insane, the super-charged LS9 ZR1 engine, with 647hp. It uses an exhaust system with side pipes that exit just in front of the rear wheels. The suspension consists of cast-aluminum upper and lower control arms, transverse-mounted leaf springs and monotube shocks. Look closely and you'll see that Endora preserved a bit of the Vette shape we all know and love, but it's been heavily reworked. The rear quarters cover the tires, giving a retro look similar to an old T-Bird. There's a bit of 'Cuda in the rear and a touch of NSX up front... **Russian Supercar?!** Looking to make a statement at the yacht club? This will do it. Russian armored-vehicle manufacturer **Dartz Prombron** has teamed up with Eduard Gray of Swedish luxury-vehicle design firm **Gray Design** to create the **2012 Sportback**, which is made to haul yachts and maybe scare small children. It's release will coincide with the **100th anniversary** of the **Monte Carlo Rally win** of Andrey Nagel and Vadim Mikhailoff, who drove the **C24/55 Monaco RussoBalt sports car** in the event. RussoBalt was later reborn as Dartz Prom-

bron. It pays homage to Monte Carlo's yachting tradition. Built on the Dartz platform, the armored car can tow **boats** weighing up to **five tons** and are **49' in length**. Its engine reportedly

makes a **staggering 2,000 hp** and has a projected top speed of **155 mph** (Ed. Note: That's ALL?!)... **Yet ANOTHER Fast Cat?** The **Jaguar C-X75**, the breath-taking hybrid supercar that stole the spotlight at the Paris motor show, will become reality in late 2013. Jag

recently announced plans in London to build a production version of it, and will make just **250 examples** from 2013 to 2015 as part of a partnership with **Williams F1**. Pricing will **start at about \$1.1 mil**, and more ordering and technical info will be available Sept. 1st. The project will continue to use that name, but an "appropriate" moniker will be selected for the production car, officials said. It will use an internal-combustion engine that works with two electric motors. Jag says it can run in **hybrid, electric** and **track modes**. It will be capable of



a **200-mph top end**, can hit **60 mph in less than three seconds** and sprint to 100 mph in less than six. It will use a carbon-fiber chassis. "This is Jaguar at its best," brand chief Adrian Hallmark said. Williams F1 will assist in development of the car as part of a new partnership. In a surprising announcement, Jag announced ambitious plans to add engineers and workers to help design and build its new hot rod... **NSX Redo? Honda President Takano**bu Ito says his company is developing a sports car that will be the **spiritual successor** to the **discontinued NSX**. But in tune with the times, it won't feature the V10 engine that had been envisioned for it. That vision was scrapped in '08 during the global financial crisis. He said it would be exhilarating to drive but also environmentally friendly—"That's the kind of sports car we want to make." He didn't give details of the car or a timeline for launch. It is expected to use an electric drivetrain to give the gas engine a boost. It will be positioned as a high-performance counterpart to the sporty two-seat Honda CR-Z hybrid (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!) 🍌



LOOSE NUTS

Dateline: May 7, 2011

Location: South Philly

The Philly Boyz were at it again at the Simeone Museum. A few of 'em (*Unka Bobby, Fernando, Tommy K.*) were on hand for another of the museum's **Legends of Motorsports series**. This time the featured marquee was **Jag**, and the guest personality was another British legend, **Brian Redman**.

He was born March 9th, 1937 in Colne, Lancashire, England. He was the son of a Lancashire retail grocery chain owner, who never saw him race. He began racing in '59, progressing through the ranks until by the mid 60s he was competing in both sports-racing and open-wheeled formula cars on an international level with a fair degree of success. He was very successful in sportscar racing and the World Sportscar Championship, winning the '70 Targa Florio in a Porsche 908 and the 12 Hours of Sebring twice, in '75 with a BMW coupe and in 1978 with a Porsche 935. Mr. Redman won **three straight** Formula 5000

titles ('74, '75, '76) driving Lolas, one IMSA Camel GT championship on his own resume, and four World Manufacturer crowns; two for Wyer ('68 and '70) one for Porsche ('69) and one for Ferrari ('72).

He drove for Shadow Racing Cars both in Can-Am and Formula One. He also raced McLaren, Cooper and Alfa Romeo cars.

He participated in 15 World Championship Grands Prix, debuting on 1 January '68. He achieved one podium in the '68 Spanish Grand Prix in third place behind Graham Hill and Denny Hulme in a Cooper BRM, and scored a total of eight championship points with two fifth places in the '72 Monaco Grand Prix and the '72 German Grand Prix driving a Yardley McLaren.

He is credited with finishing both first **AND** second in the '70 24 Hours of Daytona. At the time,



drivers that is routine today. During the race Redman's own car experienced mechanical difficulties and he believed his own race was finished. The team manager approached him about doing some relief driving in the other car, so that those drivers could get some rest. It was during this relief drive that Brian came to realize that his own car had been repaired in record time and was back on track. He realized this because his own car passed him to regain one of its lost laps. Since he drove both cars during the race, he is credited with both the win, and second.

He raced many Le Mans 24 hour races and living in Florida, is still active at the Rolex Monterey Historic Automobile Races and Goodwood Revival.

We had a brief chance to talk with Mr. Redman and ask questions.

Favorite form of racing: He preferred Formula One racing because the cars were purpose built for racing, but he was not altogether happy with the atmosphere of F1. He preferred the relaxed atmosphere in sports car racing.

(Continued on page 9)



he was racing for the John Wyer Gulf team running the famed Porsche 917. He was driving the team car to Pedro Rodriguez. At that time there were usually only two drivers. Not like the team of four

Why is This Idiot Smiling?!

Police in Iredell County, NC, said they gave **NASCAR driver Kyle Busch** a *speeding ticket* and charged him with *reckless driving* May 24th after a sheriff's deputy clocked him at *128 miles per hour* in a *45 mph zone*.

Busch, who drives for Joe Gibbs Racing Inc., was driving on Perth Road, between the towns of Troutman and Mooresville, NC, near where the 26-year-old driver lives and where many NASCAR teams have headquarters.

Busch reportedly was test-driving a *yellow Lexus LFA*, a super sports car with 550+ horse-

power, a top speed around 200 mph, and a price tag of about *\$375,000*.

Toyota released the following statement: "The Lexus LFA is a unique sports car with tremendous capabilities. Lexus gave Kyle Busch the opportunity for a demonstration drive and he obviously chose to test those capabilities. He is scheduled to return the LFA today and we're confident he'll

do so in a responsible manner."

Joe Gibbs Racing could not be reached for comment, though it has been reported that Busch released a statement apologizing for the incident.

He oughta be slapped, and slapped **HARD**. 🍷



LOOSE (CONTD)

(Continued from page 8)

Favorite Race Car: He loved driving the Porsche 908/3. It was built for the Nuremberg Ring and was a fast, excellent handling race car. He also preferred to drive spyders (*open cockpit*) cars to coupes, for the excellent vision afforded.

Least favorite race car: The first version of the Porsche 917. It was designed for flat out speed, and as such didn't have very good road holding ability. It was very squirrely at high speed, due to a lack of downforce. Downforce is the "enemy" of aerodynamics as it causes drag, and therefore theoretically slows the car down. However, the addition of downforce gives it more stability, and speed in the corners. While sacrificing some straight line speed, the compromise made the later

917K almost four seconds a lap faster than the prototype longtail.

Favorite track: He liked both the Nuremberg Ring and the original Spa-Francorchamps track. Both tracks were tricky to drive, but Spa was much faster. Even though Spa was one of his favorites, it also scared the Hell out of him, and would keep him up the night before the race reciting psalm 23 ('*Yea, though I walk through the Valley of the Shadow of Death...*'). Ironically, Spa is also the sight of one of Mr. Redman's worst wrecks.

It was truly a treat to meet Brian Redman—he is the definition of an English gentleman—gracious, patient, and a wonderful story teller. His stories were amazing to hear (*even the randier ones*), and he does some great impressions. We learned of some of the off track fun the drivers had, and even got hints as to the military background of some of the

Porsche engineers back in the day. I took some photos at the link:

<http://public.fotki.com/El-Tanque/simeone-foundation-/legends-of-motorspo-2/>.

Here's a few links with more info about Brian Redman: http://www.vpracing.com/The_Drivers/Brian_Redman/brian_redman.html
<http://www.racingsportscars.com/driver/photo/Brian-Redman-GB.html>

by: Tommy Kortman

(Ed. Note: Thanks, Tommy!) 🍷



Cars 2 Movie!

It's seems like it's been forever since the Disney movie *Cars* was in theaters, but wait no more—*Cars 2* (in 3D, no less, *IIRC!*) is scheduled to hit theaters June 24th. Here then, are some of the new 'characters,' thanks to autoblog.com. Anyone who saw the first one knows it ain't just fer kids! So, check it out! 🚗



Cars (contd)



THE QUEEN



PRINCE WHEELIAM



FINN McMISSILE



RIP CLUTCHGONESKI



Nigel Gearsley



MIGUEL CAMINO



MAX SCHNELL



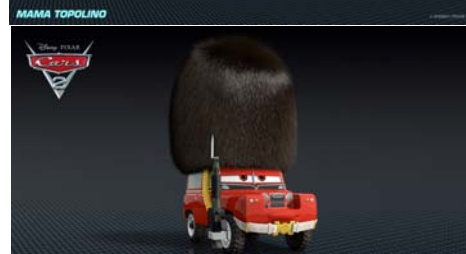
FRANCESCO BERNOULLI



HOLLEY SHIFTWELL



Miles Axelrod



SGT. HIGHGEAR



OKUNI



TOPPER DECKINGTON III

Condolences

Malcolm R. 'Mac' McKellar—the Pontiac engineer responsible for the *Super Duty* program in the late 50s and early 60s passed away April 9th. His contributions turned the brand into a force to reckon with on NASCAR and NHRA tracks, and America's

streets.

Michael Sarrazin, the Canadian actor who starred in that cult classic *"The Gumball Rally"* as the 427 Cobra driver, died of cancer April 19th at the age of 70.

Former General Motors (*pre*—'GMC') CEO **Robert Stempel**, died May 7th, at the age of 77. He worked his way up from an engineer in Olds' chassis division in

the late 50s to stints as GM for several brands, including Pontiac and Chevy, before being named CEO in '90.

Last but certainly not least, **Randy 'Macho Man' Savage** died of an apparent heart attack at the wheel of his Jeep Wrangler near his Tampa home, hitting a tree. He was only 58.

You'll all be missed gents. 🚗

Model Buffet

Historic Racing Miniatures (a.k.a. Harold Bradford) is the subject of this month's column. Brad has been very busy, as you'll soon see!

First off, he now offers a *Porsche transkit* that will allow you to build a '74 *IROC race car*. The transkit includes the *front and rear valances, wheels and tires, exhaust system, and decals* that will allow you to replicate between six and eight different cars. All this for only **\$25.00**. Oh, by the way—the donor kit is the *Fujimi 3.0-liter Carrera RS*.

Next up, is his *early Corvette*

Gran Sport (pre-flare car) that ran at Marlboro. This one includes the *body, hood, Halibrand wheels and tires, sidepipes, grille insert, and complete Z06 motor*. All for **\$60.00**. In this case, the *Accurate Miniatures Gran Sport* is the donor kit.

You *Ferrari* fans will love this one. How about a '57 *Tour de France LWB Coupe*? This one is a complete curbside kit, with a going price of **\$110.00**.

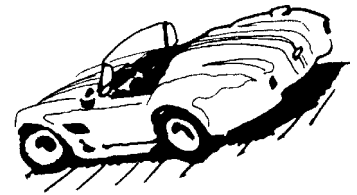
Last but certainly not least, is a project in its final stages—a '63 *LeMans Cobra hardtop*. This little baby includes the *body, hood, hardtop, vacuform glass, 10-hole rims with Dunlop tires, and a complete Weber intake*

setup. Unfortunately, the price has yet to be established. Oh, and the donor kit is the old *AMT 289 Cobra*.

It should be noted that the prices above do not include shipping and handling. It should also be noted here that *VRM* carries decals for the *Gran Sport, Ferrari, and Cobra*.

You can reach Brad at 14008 Adkins Road, Laurel, MD 20708, or by e-mail at historicroacing-miniatures@comcast.net.

Thanks, Brad! 🍷



“Escape From Maryland?!”

It may sound like another installment in the *Kirk Russell “Escape” movie franchise* (“*Escape From New York*”, and “*Escape From L.A.*”), but you won't be laughing after you read this.

It appears as though *The “Free State”* (kinda ironic, eh?!), in addition to having one of the most expensive (if not *THE* most expensive) toll road in the country in the recently opened *ICC*, is set to put into effect some rather *sizable toll increases*.

The Maryland Transportation Authority (*MDTA*), which oversees the state's eight toll facilities, has suggested *toll hikes* to collect more than **\$200 million over the next four years** for road maintenance, state Transportation Secretary Beverley K. Swaim-Staley recently said.

Toll increases could go into effect as soon as October. The Intercounty Connector (*ICC*), which opened in February and is the DC area's only Maryland-operated toll road, would be the state's lone toll road *NOT* to have an increase.

Among the proposed increases are raising the toll for most vehicles on the *Bay Bridge* from **\$2.50** to **\$5**, then to **\$8** in 2013. The commuter rate would go from **\$1** to **\$1.50**, then to **\$2.80** in 2013.

General rates for the *John F. Kennedy Memorial Highway*—a 50-mile stretch of I-95 from Baltimore to Delaware—would go from **\$5** to **\$6**, then to **\$8** a trip. Commuter rates would increase from **80 cents** to **\$1.80**, then to **\$2.80**.

The *MDTA* is funded separately from the state's other roads

and general transportation projects, so its needs are unrelated to current money woes facing the Department of Transportation and its depleted Transportation Trust Fund.

A state-appointed commission has proposed that officials find **\$800 million in new revenue** to replenish the trust fund and finance general road and transit projects.

The new revenue would largely come from *tax increases*, and legislators have discussed using a special General Assembly session this fall *to fund transportation by raising the state's gas or sales taxes*.

Additionally, the *expected 20,000 cars* on the recently opened *ICC* is *actually only about half—10,000*—what Maryland expected. *Typical, eh?*

Thanks to a recent issue of *The Washington Times* for the bad news. 🍷



- July 8th & 9th—*10th Annual Muscledar 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.*

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

Pontiacs on Parade!

Things picked up a bit more last month in the Parade parking area, helped in part by MAMA member Barry Reitz.

Barry Reitz: Barry managed to almost singlehandedly fill up the parking area, with '56 and '57 *Star Chief* 4-door hardtops, a '58 2-door hardtop, an *Iris Mist* '65 *GTO convertible* (diecast), a *Starlight Black* '66 *GTO hardtop* (diecast again, I believe), and a '68 *Bonneville hardtop*.

To this, I added a *Cardinal Red* '70 *GTO convertible*, and a *Polar White* '72 *GTO hardtop* (both GMP diecasts).

For some reason, in the regular display area, *Tracy Settle* displayed an in-progress '61 *Bonneville hardtop*,

while an *unknown MAMA member* was showing a replica of a *custom '65 Bonneville hardtop*.

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

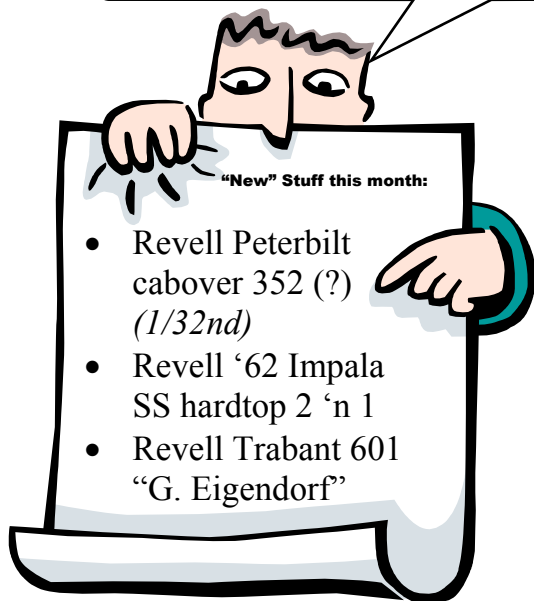
'PoP' (Pontiacs on Parade!) *Sickle signing off for now! And don't forget—MAMA (and I!) needs Pontiacs (Ha! Ha!).* 🍷



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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

Maryland Intl Raceway:

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

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

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

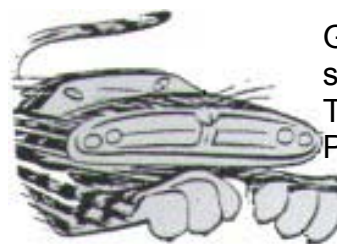
www.yorkus30.com 🍷

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! 🍷



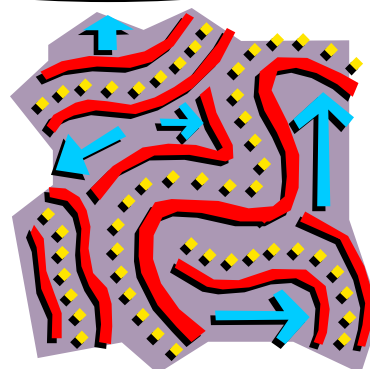
Git you
some
Tiger
Paws!

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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