



# MAMA SEZ!

Volume 24, Issue 3

November, 2011



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

iHobby!	1
'48 Ford Custom	2
'48 Ford—Again?!	4
No Smoking!	5
T 'n T	8
Gov't Motors	10
Whatizzit?!?	11
SEMA Insanity	12
Events	13
Pontiac Parade	13
Classified	14
New This Month	14

## 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.** 📞

## Time To Go Indoors, Gang!

Again in October, another lightly attended meeting. We're gonna hafta get figger this out!

This month, we've got *'dueling reviews'* on *Revell's '48 Ford custom*, from *Sean Brian Kirby* and *Rich Wilson*. *Thanks, guys!*

Another feature this month is the *annual iHobby coverage*. In other words, new stuff

for 2012! *Tanks, Jerry!*

Speakin' of Pontiacs, thanks to everyone who continues to display their pint-sized Pontiac Power.

The raffle raised *\$48.00*, while the door kicked in an additional *\$49.00*. *C'mon guys, though understandable due to the light turn-out, we didn't come close to makin' the rent!*

Thanks to the raffle donors: *Brad, Ron Bradley, Steve M. Buter, Jerry Frazier, Matt Guilfoyle, Mark Mason, Nick Sickle, Steve Scott, Rich Wilson, Max Wolfthal, and Replicas & Miniatures Co. of MD.* 🏠



## iHobby!!

Well gang—here it is. For those of you who have been livin' under a rock, here are the model manufacturers '12 announcements, kindly brought to us by Michigan modeler Jerry Paquette. *Tanks, Jerry!*

### Revell/Monogram

(This is for first half of '12 only—2nd half will be announced in April time frame)

### Reissues

- *Tony Nancy 22JR dragster set*

- *Ferrari Enzo (1/24th Snaptite)*: Supposedly new tool, likely based on previous Enzo kit, but by the time you simplify, new tooling is likely cheaper
- *Peterbilt 359 (1/32nd Snaptite)*
- *'56 Ford F-100 Pickup*
- *'67 Chevelle Pro Street*
- *'65 Chevy Impala convertible*
- *Lamborghini Countach*
- *K.S. Pittman Willys drag coupe*: Modi-

fied reissue of Revell's Willys. The wheels on the box art look different but I was unable to get a confirmation

- *Cadillac custom low-rider*
- *Corvette Grand Sport*: Reissue of last run of Accurate Miniatures' Grand Sport. No plans to produce any new kits—just sell off remainder of last run
- *Audi R8 Spyder*: Repackage of recently released Revell of

(Continued on page 6)

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 Sickle, 15905 Ark Court, Bowie, Maryland 20716.

## '48 Ford Custom Coupe 3 'n 1

*[After last month's highly anticipated Moebius Hudson Hornet review, MAMA's Boy SBK decided to try his hand at the '48 Ford custom. What follows is the review as published on Internet-modeler.com at the link—<http://www.internetmodeler.com/artman/publish/flautomotive/Revell-48-Ford-Custom-Coupe.php>]*

### Background

In 1941, the Ford Motor Company introduced a newly-designed Ford. The United States' entry into World War II would of course see the cessation of production between 1942 and 1945, though a brief run of '42s did make it off the assembly line; these were more similar to the 1946-48 Ford, with a grille unique to its year of production. In 1946, this car would return with an entirely new grille and other upgrades. The 1948 model year would be the final one for this design, becoming the last of what came to be known as "fat-fendered" Fords.

The 1946-48 Ford was popular with customizers, with clean lines that were readily beautified. Major custom car builders such as the *Ayala Brothers* and *Barris* turned out many customs based on the many body styles the 1946-48 Fords offered. Many of them were featured at the big car shows and in major custom and hot rodding magazines. Typical custom touches such as chopping, removal of trim and handles, and general all-around smoothing

were applied to make for a sleeker overall outline.

All manner of front end treatments were brought to bear; grilles from 1946 Oldsmobiles, 1948 Cadillacs, and other cars found their place in the faces of such customs, as well as various forms of tube grilles; 1953 Buick headlamps could also be made to look great in this application. Various styles of smoothed bumpers could be used, and the engines were invariably hopped up units, either based on the original Flathead V8 powerplant, or using one of GM's hot overhead valve V8s. An early Hemi of course was not out of the question. As with any custom, the builder's imagination and skill were the limit.

### The Kit

This release seemed to be about as eagerly awaited as the subject of the last model car review, the 1953 Hudson Hornet. Expectations for this kit were high, and those expectations should at the very least be met, if not exceeded.

The *body* is a one-piece molding. Much smoothing is in evidence, here. Naturally, there is the chop we were told to expect. Most all the chrome trim has disappeared. The drip rails are present, which is fine, since it is certainly easier to remove them than



it would be to put them on. The upper rear corners of the doors are rounded, a common custom touch on these cars. The clear tree, separately bagged as we have come to expect, includes individual chopped windshield, vent windows, rear side windows, and stock-height backlight. Also present are the headlamp and Appleton spot lenses.

One of the things that made this kit so greatly anticipated was all the exterior trim items. There are four grilles: '46 Olds, '48 Caddy, a tube-grille (*of four narrow tubes*), and the stock unit, which was retained on some customs. Each grille has its own separate plastic surround which is to be blended into the bodywork. Two smoothed hoods are offered, one of which is louvered. Two sets of bumpers are also included. There are smoothed '48 Ford units, with separate bumper guards, and a set of '49 Plymouth bumpers. Taillights are stock Ford and '49 Lincoln.

A neat and much-awaited feature of this kit is its *separate fade-away fenders*, represented by two

*(Continued on page 3)*

## Ford (contd)

(Continued from page 2)

large pieces of plastic that the modeler will want to blend into the body if they elect to use them. Attractive *fender skirts* are offered as an option. A set of *Appleton spotlights*, a classic addition to many customs, is also included. Stock windshield wipers remain on the chrome tree, and are shown as an option in the instructions. The custom combinations made possible by this kit are many, and the modeler may elect to start from this beginning and work parts box or aftermarket custom pieces into their build for yet more variations.

The *engine* is an 18-piece assembly, based on now-familiar Flathead from the Revell 1948 Ford kits. Something new takes a bow with this kit, though, and that is the new *Navarro dual-pot intake* and *finned cylinder heads*, available for the first time in 1/25 scale. Hot rod and custom modelers will no doubt be very keen to get their hands on these. All of these parts are very nicely executed. The heads are plated parts, and the new intake mounts twin Stromberg carburetors with chromed bell-type air cleaners. The generator and bracket, headers, radiator pipes, and fuel pump are also found on the chrome tree. This engine alone will be a major selling-point for this model, with its new and unique hop up items. The engine can further be dressed up and detailed with the many aftermarket parts available, such as the extensive range of *scale Flathead Ford accessories* from *Rep-*

*licas and Miniatures Co. of Maryland*. The possibilities if you choose to build this kit with a Flatty are virtually limitless.

The *frame* is also familiar to us, though the dropped front I-beam axle might be new. The detail here is very complete, and even features those classic Ford drum backing plates so popular with rodders. The rearend is the stock style, which is more appropriate than the 9 inch Ford would have been. The dual exhausts feature glasspack-style mufflers, and have tubular metal exhaust tips. Careful building and finishing will yield a convincing chassis and suspension. Tying colors in with the body and/or putting a chromed finish on various components can further the cause of making an attractive custom.

At the four corners we find soft rubber tires with pad-printed whitewalls. These mount on stock Ford wheels made in back and front halves. Adding to this kit's immense charm is the choice of hubcaps, either classic single bar flipper hubcaps or '53 Cadillac Sombrosos, which mount on the aforementioned stock wheels. Having the caps separate from the wheels is nice, for it allows one to readily paint the wheel color without the need for difficult masking. Another nice thing about having the stock wheels is, many customizers use these instead of putting on caps, often just with polished bolts and beauty rings. These hubcap choices look great, and of course your parts box and the aftermarket offer myriad other fitting options.

The *interior* sees the return of the stock dash with separate

chromed trim insert and wheel with chromed horn ring, but is otherwise all new, depicting a traditional custom rolled and pleated interior. The sidewalls have good armrest and handle detail. Decals represent the different instruments and gauges of the dash, including two different options for the tach and speedometer, appearing to be a stock set, and a more modern pair of black background. Given varying solid and two-tone painting treatments, and with differing hues of flocked carpeting, many different looks may be captured from the plastic of this new interior; additionally, one is always afforded the choice of borrowing the optional custom interior of Revell's '48 Ford convertible, which, with a bit of modification, should be able to be made to fit here, offering a more modern appearance.

The *decal sheet* features some neat-looking flames, though they only apply to the car's sides. There are also elaborate pinstripe decals in silver, black, and red. Several license plate and club plaque choice are present, along with the aforementioned gauges and underhood decals.

### Conclusion

Back in 2007, Revell did something very interesting by offering a custom-only 1949 Mercury with several different grilles, taillights, wheel skirts, and a choice of wheel/tire combination. It made making a personalized classic custom relatively easy, and provided a basic canvas for further expressions of creativity. This model continues that tradition, with exciting results. This kit will

(Continued on page 5)



## '48 Ford Custom Coupe 3 'n 1—Again?!?

Yes you read that right—it's a 3 in 1 kit like we remember from many years ago, though, only in the sense that there are at least three custom versions. It's actually a greatly modified reissue, dating back 13 years to the Pro Modeler convertible kit. It was later re-issued as a custom only.

The **body** is the jewel of this kit, of course—and they got it right (*IMHO*). And there are optional parts to create your own favorite. There are 136 parts in the kit, and it is hard to get them all back in the box and expect to get the lid back on.

**Engine:** It's basically the same flathead as before, but it now has two carburetors instead of three, and a generator instead of an alternator. There aren't any stock parts in the kit (*yeah, like you really wanted 'em anyway*). These cars were more about the styling than the power, but personally I think an early '50s OHV V-8 like an Olds or Caddy would have put this kit 'over the top.' Most of this engine is chromed including the upper radiator hoses, generator, headers, fuel pump, carb, air cleaners and finned heads.

**Interior:** It's completely new with a new 'roll & pleat' pattern for the seats and door upholstery. I never cared for the custom seat option in the original kit—it just didn't go with the character of the body, but these seats are the right style for a '50s custom. The dash and steering wheel are stock units and build up as before with decal gauges.



**Chassis:** The chassis is really just the same as the one from the convertible kit except that it has a dropped front axle as well as the stock unit. The dual exhaust and tube shocks are carryovers as well. The good news is that the ghastly 'Revell' etched mags are not included. Instead, there are either chromed Sombreros or two point flippers for the wheels. They are rigged to fit on the stock steel wheels although no stock 'dog dish' hubcaps are included. The tires look like stock Goodyear with wide whitewalls, but of course they have no marking of any kind.

**Body:** Starting at the front, there are **FOUR** different nose treatments depending on which grille you choose. The cool thing is you can install the complete stock grille, lights and bumpers, or go with the custom parts. The frenching is already done; it just depends on which headlight reflectors you use. Or, you can go

with the '48 Caddy, '46 Olds or a generic tube grille. There are **THREE** pairs of bumpers, one is stock with bumperettes. The second is similar but has the option to add bumperettes. The other is '37 Desoto, I believe, but has the three horizontal ribs. The front bumper brackets happen to be on the parts tree, but aren't intended to be used. The bumpers are to be glued to the body. On the sides there are pieces called 'fadeaways' that connect the front and rear fenders and cover the running boards. Liquid glue like Tenax can help with the body joint along the doors, but filler will be needed at the fenders. Also included are fender skirts. At the rear are the stock taillights, but also what I think are '50 Lincoln taillights for the custom option. At first I thought I had lost the red plastic for the taillights, but I found them on the custom chrome tree. That seems 'El

(Continued on page 5)



## Ford (contd)

(Continued from page 3)

be bought for its excellent custom parts as well as for what it offers as a whole. With its multiple building options, and the fact that it will have many spare parts that can be shared with its sister '48 Ford convertible kit, there is very real value and a definite "fun-factor" offered by this kit. For a really accurate period custom, it has been pointed that the stock

hood from the other Revell 1948 Ford kits can be used. Additionally, with a bit of kit-bashing, this all custom car kit can be turned into a fine hot rod version, as well. With careful building and finishing, the end result cannot help but be very cool indeed.

Review sample courtesy of Revell-Monogram. Many thanks to **Rik Hoving** for his help with this article.

by Sean Brian Kirby 🍷

## Again (contd)

(Continued from page 4)

Cheapo' at first, but then it dawned on me this is better because the builder can paint the clear red and retain the chrome edge easier than the other way around. The stock units are made to cover the custom opening so that no bodywork is needed. We get the choice of either of **TWO** hoods; both are smoothed, but one has tiny louvers. There are a pair of spotlights that have clear lenses. The glass is already cut down, of course, and packed in a separate clear bag; thanks on both counts.

**Decals:** There are a pair of flames that have more of the modern flair than I'd want to use on this model, but several sets of very intricate pinstripes in silver, red and black with suggestions on where to use them. There are four license plates, two of which have club names on them which makes me wonder how they expected grownups to respect them with names like 'Hooligans.' A special thanks should go the person that decided to put the decals in the center of the instruction booklet.

Whoever put this kit together had their 'ear to the ground' in so far as design. All the elements go together very well. It should be very popular; only the \$25 (retail) price may hold it back.

by: Rich Wilson 🍷

## No Smoking!

Here's a Real Woody for you, courtesy of **MAMA's Boy Gary Sutherlin!** The owner turned down just under \$10,000.00 on eBay. I don't blame him. It's got to be one of a kind and, therefore,



worth a lot more than \$10,000. This custom wooden car rides on an '86 Toyota truck frame and gets power from a Torqueflite behind a Chrysler 318. It has merely 1,800 miles on its speedometer. The whole body is made of cedar and its interior is just as over-the-top as the exterior. Everyone needs a hobby, I guess. **NO SMOKING—PLEASE!** 🍷



# iHobby (contd)

(Continued from page 1)

Germany new tool, which **DOES** have an engine based on RoG photos

- '77 Chevy Van
- GMC Pick up w/snow plow: Snow plow blade added
- '70 Plymouth Road Runner
- Peterbilt 359 (1/16th)
- '31 Ford Model A Rat Rod
- '29 Ford Rat Rod
- Bad Medicine
- '40 Ford Coupe Street Rod

## New Tools

- '50 Olds Coupe 2 'n 1: 1/25th, due 2nd quarter of '12
- '62 Corvette Roadster 2 'n 1: 1/25th. Appears to be new body on top of Pro Modeler C1 Corvette chassis and engine—due 2nd quarter of '12
- '57 Ford Custom 3 'n 1: 1/25th, due 2nd quarter of '12
- Stacey David's Rat Roaster: New tool based on Revell's very nice '32 Ford
- London Bus: 1/24th, by Revell of Germany
- X-34 Landspeeder: No scale, but based on figures, looks to be 1/24th or 25th scale

## Round2

- Hot Shot, Curl's Gurl and Hot Curl: Due 1st half of '12
- Monkeemobile: Due 1st half of '12
- '57 Chevy Bel Air (100th Anniversary—newer tool): With photoetched parts and engine wire, due 1st half of '12
- '65 Chevelle wagon: Older box art, due 1st half of '12
- '66 Mustang: Older box art, due 1st half of '12

• '51 Chevy Fleetline (100th Anniversary tin packaging)

• Dirty Donny "Vantasy" Chevy Van: Due 1st half of '12

- White Western Star: Due 1st half of '12
- '69 Arnie Beswick "Super Judge" funny car: Older box art, due 2nd half of '12
- Petty 1/16 NASCAR Charger: This was at last year's show as well, but looks like it's getting closer, due 2nd half of '12
- Ford Vantom Van: Due 2nd half of '12
- AMC Gremlin: Coming in Original Art series. It will be in a larger box that carries a picture of the original art that can be framed (*unknown release*)
- AMT Amtronic: Original box art and supposedly the glass is corrected to right color
- Barnabas Vampire Van: They just got the sample done in time for the show (*unknown release*)
- Ghostbusters' Ecto 1A (*unknown release*)
- Meyers Manx: Should be out late December/early January. Nostalgic box art and hamburger stand cardboard piece is included (*unknown release*)
- '12 Camaro convertible (*unknown release*)

More items expected to be announced when it is clear that they can be done from a tooling and licensing perspective.

## Moebius

- OK...not a car...The Munsters House—1313 Mockingbird lane

## IMC

- '59 1/25th Rambler Station Wagon: Curbside Model King Special Issue
- '64 1/25th Chrysler Turbine Car: Curbside
- '75 1/25th Olds Cutlass S (with new rally wheels & sport mirrors)
- 1/25th Display cases (single or two pack)

## Miscellaneous

- Scale Motorsports: New Bullitt detail set (*for the Revell 1/12th Mustang*)
- Creative Miniatures: 1/25th Packard Caribbean
- Creative Miniatures: '53 El Dorado convertible
- Creative Miniatures: 427 Cobra
- Pegasus Hobbies: A deep-offset Astro Supreme-style wheel called "Sovereign"
- Pegasus Hobbies: A chrome-reverse wheel
- Pegasus Hobbies: A Lancer-esque style four-bar spinner hubcap (*all were displayed on low-profile skinny whitewall tires*)
- Phoenix Toys: '57 Bel Air convertible—limited to 200
- Hobby Gear: Car Show Diorama (*updated*)
- Hobby Gear: Tire Shop Diorama
- Hobby Gear: Landscapers Diorama
- Testors: '10 1/24th scale Corvette Grand Sport
- Testors: 1/24th scale Pagani Zonda

## Trumpeter

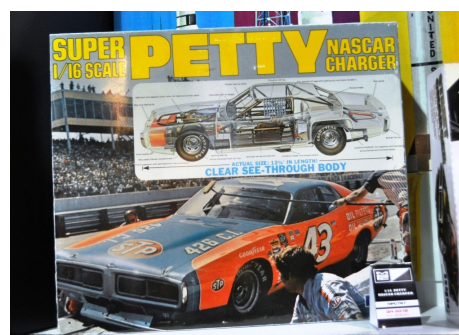
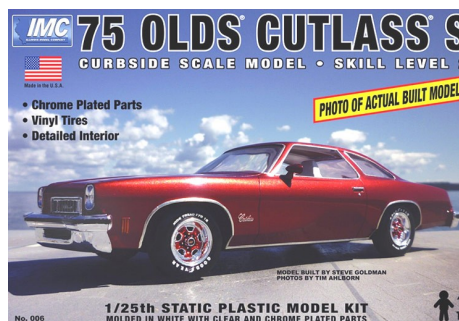
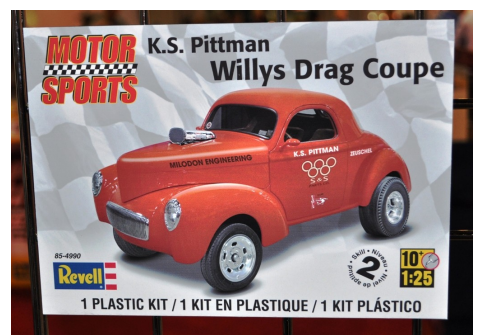
(No news)

Make plans now to stock up on what floats yer boat! 🚤



# iHobby (contd) LOOK

...at some of the goodies we get next year! For more, go to Jerry's album: [http://s150.photobucket.com/albums/s110/exotics\\_builder/2011%20HOBBY%20Show%20Report%20Out/](http://s150.photobucket.com/albums/s110/exotics_builder/2011%20HOBBY%20Show%20Report%20Out/)





## This n That

### Christmas 'Wish List' (!?)

**Neiman Marcus**, purveyor of all things haute couture, has released its annual **Christmas Book** featuring amazing—and amazingly expensive—gifts for that special someone for the holidays. For the car fan on your list, consider

Neiman's version of the **'12 Ferrari FF**—for a **mere \$375,000**. That's a bit more than the **near \$300,000** asking price for a standard Ferrari FF, but you would have **one of only 10** examples of the N-M Ferrari FF to be built. Each has a numbered plaque and a unique exterior color, called **Grigio Caldo**. The interior has semianiline leather with a matching custom luggage set. It comes with Ferrari's seven-year maintenance plan along with enrollment in the '12 Ferrari Winter Driving Experience in Aspen, CO. It packs a 651-hp V12, all-wheel drive and a seven-speed dual-clutch automatic transmission. Deliveries of the car will happen in spring '12. In previous years, Neiman Marcus has offered a **BMW 7-series**, a **Jaguar XJ** and a **Camaro convertible** as holiday gifts. The Christmas Book was first published in 1926 as a Christmas card to the store's best and most well-heeled customers. Last year's car, the Camaro, sold out in **three minutes**... **Shelby Anniversary Tour?! Shelby American** will take a national tour in '12 to celebrate the 50 years since Car-



roll Shelby launched the brand. The US tour will be reminiscent of the original Shelby Caravan in the mid-1960s, according to Shelby American president John Luft. He said the tour will feature

collectibles and other merchandise commemorating the anniversary. It will also serve as a public debut of the limited-edition 50th Anniversary Shelby vehicles (*in other words, 'ol Shel' gets even richer!*). Upcoming highlights and the tour plan are featured in this year's Shelby Annual publication. Content highlights include features on the original Cobra, the Shelby GT350 and the GT500 Super Snake. Updates on the events and schedule for the Shelby American 50th Anniversary Tour will be at [www.shelby50th.com](http://www.shelby50th.com). The website will also feature live video from each stop of the tour when it kicks off in '12... **High-Priced Thorobred**. A **'58 Ferrari** sold for **\$3.6 million** at RM Auctions' annual event in London on Oct. 26th. But other top lots—including another Ferrari, a Lambo and an Aston Martin—failed to reach the reserve. A phone bidder bought the **Ferrari 250 GT LWB "Tour de France" Berlinetta**. It had been the most



highly estimated lot, and this car drew the highest bid of the evening. The Berlinetta lived in the US for the majority of its years, until a UK collector bought it a few years back. It raced in the '05 Mille Miglia, and the engine was replaced at one point. Of the high-estimate vehicles that **didn't** sell, a **'61 Aston Martin DB4 GT**—one of only 75 built—was estimated at \$1,245,906 to \$1,405,638. Buyers also passed on a **'55 Ferrari 750 Monza Spider**, which was estimated at \$2,395,974 to \$2,875,169. This competition car was one of only 29 made. It saw eight straight victories in California in '55, with American racer Ernie McAfee behind the wheel. Lastly, a red-and-gold **'72 Lamborghini Miura SV** failed to sell. It was expected to draw between \$1,197,987 and \$1,437,584. It underwent extensive restoration in Australia a few years back... **Teamwork?!?** Engineers from **Ford Motor Co.** and **Toyota Motor Corp.** will work together to develop a hybrid powertrain for use on **rear-drive trucks and SUVs**, the companies said in late August. They will also collaborate on basics for future in-car information technology, such as Wi-Fi and Bluetooth. The rear-drive hybrid powertrain is expected to be ready for use later this decade. The goal is to

(Continued on page 9)



## T 'n T (contd)

(Continued from page 8)

improve the fuel economy of trucks and SUVs without cutting back on their ability to tow or haul payload, said Derrick Kuzak, Ford's head of global product development. While Ford and Toyota will work together to develop the hybrid powertrain, it's up to each automaker to fit it to individual vehicle platforms. The Ford-Toyota rear-drive hybrid powertrain would give the automakers technology that competes against the Two-Mode rear-drive hybrid system developed by 'GMC,' and use its full-size pickups and SUVs. Takeshi Uchiyamada, head of Toyota's R&D group, noted that American consumers are unwilling to give up trucks and SUVs. So working with Ford will speed up creation of technology that makes those vehicles pollute less and remain affordable. Toyota and Ford, whose vehicle lineups include several rear-drive trucks and SUVs, also face government mandates that will boost fuel-economy regulations. Automakers must meet a fleet average of 35.5 mpg by 2016, and full-size trucks face the potential of annual increases in fuel-economy mandates of up to 5 percent a year in the 2020s. But automakers might get fuel-economy credits for using hybrid technologies in their trucks. The collaborative effort started with talks between Ford CEO Alan Mulally and Toyota president Akio Toyoda in April. Teams headed by Kuzak and Uchiyamada then looked at potential projects, narrowing the focus

to the rear-drive hybrid and in-car entertainment technologies. *Strange bedfellows, eh?...*

**ORIGINAL Owner Story!!** Again, **MAMA's Boy Gary Sutherlin** hadda pass this on. Mr. Allen Swift (Springfield, MA.) received this **1928 Rolls-Royce Picadilly P1**

**Roadster** from his father, brand new - as a graduation gift in 1928. He drove it up until his death last year—at the age of 102!! He was the oldest living owner of a car from new. Just thought you'd like to see it. He donated it to a Springfield museum after his death. It has **1,070,000 miles on it**, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition. (82 years). That's approximately 13,048 miles per year (*1,087 per month*). This New Englander sure got his money's worth out of his car—can you imagine owning the same car for 82 years?! Guess it was no longer under warranty.

**Thanks, Gary...Bulldog???** If you're a tuner trying to pick a good chassis for a supercar, there ain't a much better place to start than with the Aston Martin V12 Vantage. That's what **Danish company HBH** did for its **Bulldog GT**. The car takes its general form from the shapely Vantage, though the rear gets a small lip spoiler on top and the body panels



surround the rear fascia. Side strakes adorn the doors and rear quarter similar to those found on Aston's One-77. The front is slightly more stylized than the Vantage donor car, with a wide aperture and a black grille. It began as a one-off, according to HBH, whereby the client receives 50 percent of the design and production rights. If there is a market for a small run of cars, HBH would be responsible for production. The first test drives of the HBH Bulldog will begin in early 2013, according to the company. Not content with the stock, base V12, HBH adds **twin-turbos** to the 6.0-liter engine, bumping output to a **devilish 666 hp**, yielding a top speed of 186 mph via the six-speed manual transmission and a limited-slip diff. Brakes are vented carbon-ceramic rotors with six-piston calipers up front and four-pots in the rear. Nineteen-inch wheels sit up front, with 20s out back. Pricing hasn't been announced yet, but expect it to be 'way more than the **\$181,610** Aston Martin wants for a stock Vantage (*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!*) 🍌



## 'Government Motors!'

'GMC' said last Friday that it would be difficult to support a sale of Saab if the transaction hurt its existing tie-ups in China or its competitive position in other markets. China's **Pang Da Automobile Trade Co** and **Zhejiang Youngman Lotus Automobile** have struck a deal to buy Saab from its current Dutch owner, Swedish Automobile, in what amounts to a rescue plan for the Swedish auto brand formerly owned by 'GMC'. Swedish Automobile, then called Spyker, rescued Saab from closure by former owner 'GMC' in early 2010. 'GMC' still has preference shares in Saab and is a major supplier of vehicle components and so must approve the Pang Da and Youngman takeover.

"'GMC' would not be able to support a change in the ownership of Saab which could negatively impact 'GMC's' existing relationships in China or otherwise adversely affect 'GMC's' interests worldwide," 'GMC' spokesman Jim Cain said in a statement. Saab has lurched from crisis to crisis in the past year and has not produced a car in months. The company was given court protection from creditors in Sweden in September. It was the second time Saab received protection from creditors in two years.

If Pang Da and Youngman were able to complete the deal to purchase and rescue Saab, it would mark the second time that a struggling Swedish auto brand once controlled by Detroit automakers has been acquired by a

Chinese company. In August 2010, **Geely** bought **Volvo** from **Ford**. Pang Da operates auto dealerships in China. Youngman produces commercial vehicles, including buses and trucks, and sells cars under the Lotus brand.

'GMC' posted a lower third-quarter profit on losses in Europe and offered a disappointing outlook that raised doubts about the speed of its turnaround two years after emerging from bankruptcy.

The percentage drop was the largest one-day decline since the company's initial public stock offering in November '10.

"The big story today is going to be what looks like a pretty disappointing fourth-quarter outlook," said Citi analyst Itay Michaeli, who has a 'buy' rating on 'GMC's' shares. 'GMC' said it expects fourth-quarter adjusted earnings before interest and taxes to be similar to the same quarter last year...that forecast implies fourth-quarter earnings in the **low 30-cents-a-share range**, far below the **86 cents** analysts had been expecting.

The contrast between 'GMC' and Ford was striking.

Ford last month posted third-quarter net earnings that were nearly as high as 'GMC's', on revenue that was 10 percent lower. Ford is the only US automaker to have avoided bankruptcy.

Shares of 'GMC' closed down 10.9 percent at \$22.31 on



Wednesday, not far off the day's low of \$22.15. Its shares are **down 43 percent** from the 12-month high of \$39.47 reached in January.

The **Toyota Prius Plug In hybrid** is on the way and reports say that the plug in aspect will push the Prius from 50 mpg to the equivalent of about 75 mpg. So how will the Prius Plug In hybrid (**Prius PHEV**) compare to the **Chevy Volt**?

California has given the new Prius PHEV the green light to use the HOV lane on California highways—the reason being that it has very low emissions. The Volt, however, does not have the same privilege. While consumers of the Volt miss out on the HOV lane in California, those who do buy a Volt get the full federal tax credit of \$7,500 due to the large battery pack. Those who buy the Prius PHEV will only get a \$2,500 Federal tax credit.

The Volt has received a lot of backlash due to its high sticker price. The federal tax credit does alleviate some of that; but even with the tax credit applied to the Volt, the new Prius PHEV will cost start around **\$2,000 less** than the Volt. The top tier Prius PHEV

(Continued on page 11)



## Gov't (contd)

(Continued from page 10)

(i.e. the one most people will buy) will cost around \$40,000.

Stark differences for sure between the two vehicles. Yet which vehicle costs more to drive? Pike Research came up with a chart that assumes that gas prices for a regular gallon of gas stands at \$3.50 a gallon, and electricity costs 11 cents per kilowatt hour. It also assumes that both the Volt and Prius PHEV are driven until their batty packs are completely drained, in which case the Volt's

35 estimated miles of electric range makes the Volt less expensive to drive as long as the driver keeps to 70 miles or less in between charges. If the driver goes over 70 miles than the Prius PHEV though, with the better fuel economy of the Prius PHEV makes it the cheaper to drive.

One thing that throws a wrench into the works is the fact that the Volt requires premium, not regular. Depending on where you live premium gas can run upwards of \$4.50 a gallon, add another win to the Prius PHEV column. **Good job, 'GMC'.**

Helluva of a Trick, **DEFI-**

**NITELY** no Treat!! This past Halloween marked the **second anniversary** of the closure of my beloved Pontiac division by the idiots at 'GMC' who ran the division into the ground, and then simply discarded it like a broken toy. Guess it stands to reason if they couldn't get their heads out of their asses to **RUN** the division properly, then they **CERTAINLY** couldn't be expected to know what to do to **SAVE** it, eh?!

Thanks to [GMI.com](http://GMI.com), [gas2.org](http://gas2.org), and a few other assorted websites for such uplifting news—the more things change, the more they stay the same at 'GMC,' eh? 🍂

## Whatizitt?!

Have you got a late **70s or early 80s Vette** sitting around that you don't know what to do with?! Do what this enterprising hot rodder did—throw in any other miscellaneous bits and pieces you've got sitting around, and build yourself a rat rod! And, just to give people a clue as to what it is, make sure you use a Chevy pickup tailgate, too. Incredible!! Thanks to [Jalopnik.com](http://Jalopnik.com) (<http://jalopnik.com/5841311/strange-ebay-find-is-part-plymouth-truck-mostly-corvette-and-entirely-bizarre>) for the entertainment! 🍂

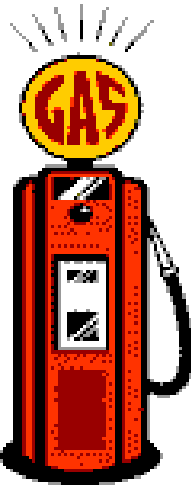




# SEMA Insanity!



**Hot Wheels' Camaro (w/track?!)**



**WTH?!? Check out the 'Killer (!)' lugnuts!!**



**WTH?!? REALLY?!?**



**This look is STILL around?!**



**Now THIS is Cool!**



**WTH?!? Cleverly camouflaged, too!!**



**Heide T/A convertible**



**'Firestarter' movie star!**



**The '6T9 Goat'**





- April 21st, 2012—26th Annual NNL East in Wayne, NJ. Theme—*The Show Must Go On* (show rods!), with a sub-theme of *Showroom Stock* 🚗

**Pontiac  
PARKING  
ONLY**



ALL VIOLATORS  
WILL BE  
**CRUSHED!**



## Pontiacs on Parade!

Looks as though some vandals hit the Reserved Parking area this month, absconding with the 'No Parking' signs (*more likely is that I misplaced 'em!*).

**Don Stone:** MAMA member Don can't attend as much as he'd like, so, imagine my surprise when he 'popped in' with his neat little *resin Ventura BGN car!* Don sez it uses an AMT stock car chassis. Now, I know what to do with all those AMT stockers!

**Steve M. Buter:** Steve made a successful return with his very blue '62 Catalina custom.

While not exactly in the reserved parking area, **CPMCC member Max Wolfthal** brought out his "*Quarter Masters*" *Fire-*

*bird plus drag boat combo—very cool, Max!*

Along with the yellow Danbury Mint '69 Judge hardtop, I brought along several Pontiac items recently picked up at the Toledo NNL—a new Ross Gibson Pontiac funny car engine—aptly named '*Super Chief*', Mike's Scale Speed Shop '86 Grand Prix 2+2 (*joined by Richard Petty "STP" decals*), and a '72 GTO ducktail spoiler.

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 n—bring 'em and show 'em!

**'PoP' (Pontiacs on Parade!)** *Sickle signing off for now! And don't forget—MAMA may not necessarily need all these Pontchos, but I'm sure diggin' it!!* 🚗



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



- Revell 1/25th '10 Mustang convertible
- Revell 1/25 '69 Camaro SS/RS convertible 2 'n 1
- Revell 1/25th '56 Chevy Del Ray
- Revell 1/25th '77 GMC wrecker
- Revell 1/24th Lamborghini Diablo VT (snap)
- Revell 1/25th '63 Corvette Sting Ray Coupe
- Monogram 1/24th Lamborghini Diablo VT
- Monogram '67 Plymouth #99 P. Goldsmith (1/32nd slot car)

## 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:** One entire window glass unit from Lindberg's '40 Ford coupe. I seem to have let said piece get away, orrrrrrrr.....maybe just maybe it wasn't there to begin with (*bought the kit at a thrift store*). Contact Steven M. Buter, [newspeak96@verizon.net](mailto:newspeak96@verizon.net).

**FOR SALE:** With *Christmas* fast approaching, I've come into possession of several *Hallmark ornaments*, including but not limited to the following: (2) '57 Bel Air convertibles ('94), (2) '69 Z28 Camaros ('95), Santa & Mrs. Claus's Merry RV ('95), '55

Chevy Cameo pickup ('96), Murray Dump Truck Kiddie Kar Classic ('97), Murray Tractor/Trailer Kiddie Kar Classics ('98), '63 Stingray Coupe ('03), and last but not least, a '66 Olds Toronado ('04). How's about your choice for *ten bucks apiece*? Contact Tim Sickle at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting. Interestin' Pontiac trades considered, too! 🚗

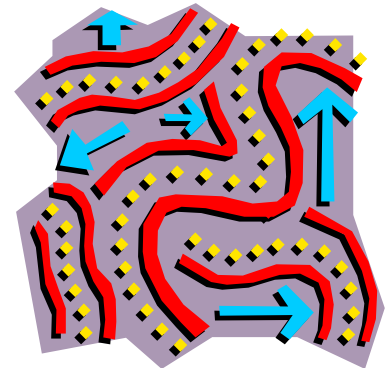


We're on the web!  
<http://www.mamasboyz.org/>

## 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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