



# MAMA SEZ!

Volume 25, Issue 1

September, 2012



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

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## 2012 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 21st
- 📅 February 18th
- 📅 March 17th
- 📅 April 23rd
- 📅 **May 5th**
- 📅 June 16th
- 📅 July 21st
- 📅 August 18th
- 📅 September 15th
- 📅 October 20th
- 📅 November 17th
- 📅 December 15th



**Inclement weather phone number: (301) 474-0646.** ☔

## Happy Anniversary To Us!

From what I was told, the August meeting was reasonably well attended. *Didja miss me an' Nick?!* Thanks to Matt G. for his stint at secretarial duty.

I understand that in our absence, themes of *50s Cruisers* and *Sixty Years of Corvettes* were chosen for our '13 NNL. Ya hadda wait 'til the 'Pontiac nut' was absent

to slide the Vette theme through, eh?!

The club is still lookin' for volunteers to man model display tables at *Jalopyrama 9* on Oct. 27th.

This month, *Rich Wilson* gives us a peek inside the box of the reissued *AMT/Round2 '63 Avanti*. *Thanks, Rich!*

The Pontiac Parade was prominently featured



at a full-size venue in nearby PA.

The raffle and door numbers were unavailable at press time.

Thanks to the raffle donors: *Ron Bradley, Brad, Steve M. Buter, Ron Hamilton, Rich Meany, Steve Scott, and Replicas and Miniatures Company of Maryland.* *Tanks again, guys!* 🚗

## Condolences!

*Bob Larivee Jr.* has died of a massive heart attack at age 61. As a co-owner of *Championship Auto Shows, Inc* Larivee loomed large on the American hot rod and custom car scene. His company promoted the Detroit Autorama as well as several other rod and custom shows throughout the United States.

His father, Bob Larivee Sr., was a hot-rodding pioneer and

Larivee grew up immersed in that culture. As an adult, he devoted himself to promoting great cars and those that built them.

A world-class car guy and a well-regarded businessman, Larivee will not soon be forgotten by the legions of hot rodders and fans that benefited from his life's work. 🚗



MAMA Sez is the official monthly publication of the Maryland Automotive Modelers Association. Articles as attributed by author and source, and may be reprinted with proper credit given. Opinions expressed are those of nobody of any importance. Any correspondence or contributions should be sent to: Timothy Sickie, 15905 Ark Court, Bowie, Maryland 20716.

## Round 2/AMT Avanti

I can remember when this AMT kit first came out, I knew of Studebaker but not the Avanti. For the early 1960s, it was very unusual looking but not as attractive as the new Vette of the same period. That probably accounts for its limited success at the time. Studebaker had been 'on the ropes' for several years, Mr. Ed was of little help at the time. The newly appointed president of Studebaker, Sherwood Egbert, doodled a prototype sketch of the car that I'm sure he hoped would save the company. Its' final shape was the product of a team headed by Raymond Loewy.

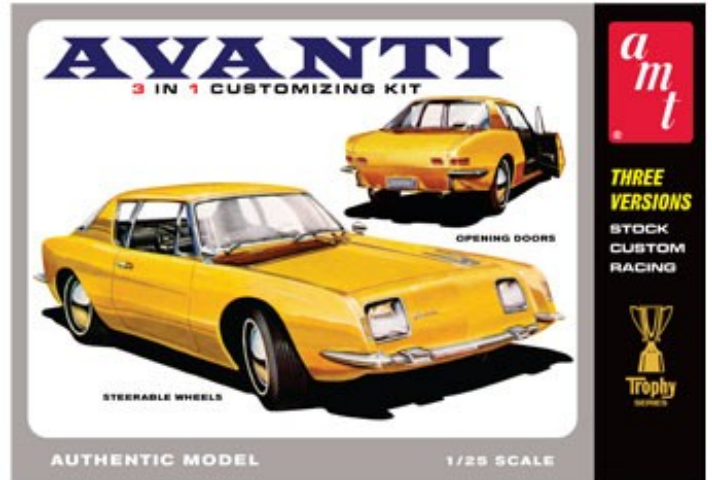
Many years ago, I was surprised to find out it had a fiberglass body, but such was the case from the start. Body production was to be at Molded Fibreglass Body co. where the Corvette bodies were made at the time, but fit and finish issues caused Studebaker to open its own facility. That was in December '62, but by December of '63 Studebakers' doors were being closed. Despite its' advanced design, it was too late. It was the first 4-seater to have disc brakes made by Bendix to Dunlop designs. Its' base engine was a modified Hawk engine known as the R-1; a 289 cu. in./240 hp. Optional was the R-2 with a Paxton supercharger and the R-3 was similar but had 304.5 cu. in. But the top of the line was the R-4 option with twin superchargers and fuel injection of which only a few are known to exist today. It's a shame when you think about those engine options

that the 'looks' of the car were so limited. It didn't look like a sports car and technically wasn't since it had a back seat.

A quick Google search turned up a web site ([3w. avanti-source.com](http://3w.avanti-source.com)). It seems to give a complete history of the car up to its' final demise of the brand in 2006. Also available is my favorite source "images for" which has hundreds of pictures, some interior and under hood shots as well.

When Studebaker closed, everything related to the Avanti was sold to Nate Altman and Leo Newman. They made some minor changes to the car, the biggest was replacing the engine with one that was more available. The Corvette 327 was chosen and, as it turned out, it was lighter, but taller. This became the Avanti II because the front fender line had to be raised two inches which watered down the 'raked' aggressive look of the car. The squared headlight bezels were fitted at this time as well. If you look at pictures and compare the round bezels verses the square the fender difference is very obvious. Altman decided that the car would be a limited production custom-built car and to that end, a customer could choose any color or fabric for their car.

Over the decades, the company has changed hands many times and the car has been



'updated' but I'm not sure for the better. Many people regarded the car as ugly and its' gotten worse over the years.

Comparing pictures, it's obvious that this kit only accurately builds as the original Avanti. There are parts for the Avanti II, like the headlights, but the builder would need to modify the fenders. During my search for info, I was reminded how many times this kit has been released, though I have only bought the original one. Apparently, many optional parts have been restored to the kit. There is **NO** flash anywhere in the kit; I don't regard mold seams as flash. The chrome parts are very bright with **NO** ugly build up under it as in other kits of the past.

**Engine:** Imagine, this engine builds up two ways and **BOTH** are blown!! The engine builds up in two stock configurations, R-2 or R-4. An R-1 would be easy enough to build by eliminating the supercharger assembly and adding a chromed air cleaner (*see some Google pics*). Paxton superchargers were a subsidiary of McCulloch corp. of chainsaw

(Continued on page 3)

## Avanti (contd)

(Continued from page 2)

fame. It was later bought up by Andy Granitelli of STP fame. He saw a way to make better bearings for the supercharger to make it more efficient. Paxton was McCullochs' middle name.

That (*hopefully!!*) concludes your history lesson for today. The R-2 is made up of 20 pieces while the R-4 has just 17, though no exhaust manifolds are shown for the R-4, probably because of the exhaust dumps/headers installed later. The R-2 manifolds should be correct for both engines. The chromed valve covers are correct for the replica stock builders. The part labeled 'electrical ground' is actually metal shielding for the spark plug wires.

**Chassis:** Studebaker modified the Lark Daytona unit for the Avanti, I'd guess as a cost saving move, but looking at it, it looks like one for a much earlier era. The rear suspension is made up of seven pieces including backing plates. The front suspension is 13 pieces with what we'd now call rudimentary disc brakes. The tie rod looks like it's from an earlier century, but this is all correct for this car; remember it's a '62 car.

The steering is made to be operable. There are dual exhausts with chrome tips.

**Tires/wheels:** There are no less than four sets of wheels—all chromed. They include stock, Moon spun wheels, slot mags, and a five-spoke similar to Keystones. The Moon covers have grooves that are a tad too pronounced. The tire choices are two: **Firestone Deluxe Champions** (*not molded on tires*) like we just got in a parts pack and the Goodyear blue streak stock car specials (*still molded on tires*). Personally, as nice as the tires are neither are quite right for replica stock.

**Interior:** It's of the older bucket style but the upholstery seems to have the correct pattern for 1962. If you are building an Avanti II, you could change the pattern to anything you want and not be wrong. The front seats seem a little small to me. The steering wheel is correct for '62 and the column has a turn signal lever. Since the doors are opened in this kit the details on the door panels are more raised than normal. I think the roll cage for the race version is silly, but there were several Avantis that were modified for the salt flats.

**Body:** The body is spot on for the first gen car as built by Stude-

baker. And as I said before, to build the second-gen car would require modifying the body. The taller fenders of the Avanti II spoil the looks terribly. The glass is in a separate bag and commendably clear. The hood has working hinges, as do the doors. The custom and racing options are few. There is a lower grille filler, a grille bar, rear window straps, headlight covers and a parachute. The instructions have a list of interior and exterior colors that were available for the first gen car. As for the second gen car, the sky was the limit.

**Decals:** It's as though 'they've' been listening to me.' They are in a plastic bag with a protective paper over them as well. There is a red/clear/blue racing stripe, lots of sponsor decals, numbers, and owner/driver names. If you are curious, just look at the side box art.

Despite the working features in this kit, which were unusual for the time, I think a young or inexperienced builder could build this model and have little trouble making them work. Thanks go to **Ron 'The Plastic Pusher' Bradley** for the review sample.

by: Rich Wilson 🍷

## Please Note

(*thereby creating a possible fire hazard!!*) prior to the meetings

**NO** admittance to the meeting room until 11 AM  
(*NO exceptions unless otherwise noted*)  
Meetings are scheduled for 11 AM to 2 PM—**NO EXCEPTIONS!**

We **MUST** be out of the room by 2 PM, or we will be charged additional fees. Thanks! 🍷

Also remember:  
**NO** congregating  
in the halls





## 'Government Motors'

This month, I hope to be able to 'spread the blame' around for one of Pontiac's last disasters, the *2003 Aztek*.

Well-known and respected *magazine editor Don Keefe* covered this subject in detail in a recent Smoke Signals editorial (*I should point out that this is the official newsletter for the Pontiac Oakland Club International*).

While Don edited High Performance Pontiac (*and later, Pontiac Enthusiast*), he attended numerous new Pontiac product previews.

Don was able to spend some seat time with an Aztek designer. After a few miles of driving, he leaned over and asked the designer, "Off the record, what **REALLY** happened here?"

He sheepishly came clean with Don. He admitted that they had a very nice Pontiac SUV based on the *Blazer/Jimmy platform*, but GM Corporate rejected that design for cost reasons. GM Corporate forced the Pontiac crew to take the *Montana minivan platform and transform it into an SUV*. They were allowed to shorten the wheelbase, but the telling part was what they were **NOT** allowed to

screw with—the firewall, windshield base, wheel-wells, or any other crash zones! Given those incredible restrictions, it's mildly amazing that the gang from Pontiac was able to do so much with so little.

So, now every time you see an Aztek and wonder how Pontiac could foist such an ugly little vehicle off on the American driving public, remember 'GMC's' part in all this! Thanks Don, for the 'straight scoop.'

My next 'arrows' shot at the idiots at 'GMC' have to do with the proprietor of the former *Pontiac Historical Services* (a.k.a. PHS, but more on that in a minute), **Jim Mattison**.

This business came about when someone contacted Jim about a 'whole buncha old records' that they (GM, at the time) wanted to discard. Jim had the foresight to save these records, resulting in the birth of PHS as both a company **AND** a service to aid in authenticating **MOST** Pontiacs.

Everything was fully legal, with contracts and full disclosure regarding the dissemination of these records to Jim and PHS.

Well, to make a long story short, after Pontiac was shuttered due to gross mismanagement by 'GMC,' the pow-



ers-that-be at 'GMC' suddenly wanted their records back!

Jim politely, but firmly declined. For a period of approximately **THREE WEEKS**, Jim noticed that he was being followed in his daily rituals! He paid them no mind. When this intimidation failed, it musta **REALLY** pissed 'em off, because Jim then received a phone call in the middle of the night from a business friend adjacent to the PHS shop, reporting that there was a large truck backed up to the building, and several people were trying to break in!!

Jim promptly called the police. Upon his arrival, the 'thugs' promptly left. Shortly thereafter, Jim received notice of a **lawsuit** filed against him by the idiots at 'GMC'!

Fearing the worst, Jim and his lone attorney prepared for a fight. Jim was amazed at the number of attorneys and paralegals opposing him—there wasn't enough room at the table for them all!

Testimony was given by both sides, and the judge issued her ruling—the 'GMC' folks did not present a credible case worth considering. Result? Judgement for Jim Mattison and PHS. Score one for

(Continued on page 5)



## 'Govt' (contd)

(Continued from page 4)

David over Goliath!!

His victory was short-lived, though. 'GMC' had enough money (*and lack of gray matter!*) to appeal the judgement!

Jim and his attorney went through the same motions as in the first trial, and...guess what?! **SAME** result!! 'GMC' lost on appeal for the **SAME** reasons!!

Jim also ended up having the satisfaction of actually seeing the lead attorney responsible for losing the case for 'GMC' summarily fired, and escorted from the building! The worst they could do to Jim was to tell him that he must cease and desist in his use of the

word 'Pontiac,' as it belonged to 'GMC.' "Not a problem," he told them. "Besides, most of my loyal customers know us as PHS anyway."

Now, don't ask me what PHS currently stands for. And, I don't know about you, but I'm very glad to see 'David' kick 'Goliath's' ass not once, but **TWICE**!!

As an aside here, Jim also recounted a story in much the same vein, regarding Chevy records dating back **eighty years** in storage at a local warehouse. When con-



tacted about their disposition, a high-ranking Chevy official's response was, simply, "Trash 'em—we don't need them, nor do we want them, or even have anywhere to put them." Boy, if hindsight was 20-20! **Waytogo, 'GMC'!** 🚗

## Late-Breakin'!

I have had good intentions on running a Model Buffet column on Ken's new company, **Wild-Hare Models** ([www.wildharemodels.com](http://www.wildharemodels.com)).

That won't happen at this point in time. What I **DO** need to let you know about is the fact that Ken will actually be displaying his '**Miniature Construction**' marvels at the **Rodger LaPelle Gallery**, for the entire month of September!!

The post card announcing this showing of Ken's masterpieces features his '**Playland Arcade**' which, coincidentally, won **Best of Show** at our NNL this year! For those interested, the gallery address is 122 N. 3rd Street, Philadelphia, PA. Check it out if you get the chance—**Kudos, Ken!!**

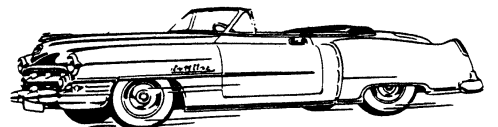
More late-breaking insanity! My son Nick tells me that the current buzz on a few of the online diecast message boards relates to a certain **orange rebel flag-equipped military Mopar product**.

It **LOOKS** as though in the very near future (2013?) that any future runs of this iconic car will be missing an **important** feature—its **rooftop Rebel flag!!** **Yup!** An irate **Ben 'Cooter' Jones** is beside himself at this travesty.

Seems to me any Dukes of Hazzard Charger sans Rebel flag is **SIMPLY** an orange '69 Dodge Charger!!

No word on what this would do to AMT/Round2 and the kit they market. One of their best-selling kits, if I recall correctly!

Those who don't remember history are doomed to repeat it!! Will the insanity **EVER** stop?!?



**GremlinX.com**



## This 'n That

**This is SAD!!** The *Ford GT* is one of the best American sports cars in ages, and also one of the most desirable. No, it didn't make the list of "most stolen vehicles," but that doesn't make it immune from theft, as this report from U-T San Diego makes painfully clear. Case in point: These remains of an '05 Ford GT that was stolen in Rancho Santa Fe, CA. The **800-mile example** was bought in '04 and was supposed to be a family heirloom. But someone had other plans. After being stolen from its owner's home, the car was 'recovered' a matter of weeks later. Sadly it was too late, as thieves had dismantled it and hacked the frame to pieces. Parts from the car were found in multiple locations, and those responsible have been arrested. For more details and a full photo gallery, try visiting U-T San Diego here—<http://www.utsandiego.com/photos/galleries/2012/aug/02/chopped-2005-ford-gt/#/0>...**Diecast Butternut Bruiser!** The gang at **Danbury Mint** have just released a limited run (5,000) of a '69 *Chevelle SS396* in **Butternut Yellow w/black interior**, redlines and Magnum 500-style rims. It features the 'full monte' of operable features for which the company has come to be known—hood, doors, seatbacks, trunk, and steerable wheels. It's listing for a mere pittance compared to its' original full-size brethren—only **\$149** plus **\$9** shipping and service (*payable in four monthly installments of*



**\$39.50**). To order yours, contact 'em at 47 Richards Avenue, Norwalk, CT 06857, by phone at 1-800-822-6133, or online at [www.danburymint.com](http://www.danburymint.com)...**Hot Rod Truck!** Reigning **NHRA Full Throttle Pro Stock** champ **Jason Line** and the Jesel Land Speed/Summit Racing team had two specific goals heading into the 2012 Speed Week at the legendary Bonneville Salt Flats: to break the A/Modified Production record of 191 mph and to get Line into the prestigious 200-mph Club. With an **average speed of 235 mph** recorded on his second official attempt on the 5-mile course, Line accomplished both objectives; his two-run average of 225.246 mph shattered the previous mark and allowed him to join the very select group of racers who have eclipsed the double-century mark on the famed salt. "It's not very often that you make a plan in racing and actually have it go accordingly, but we did this past weekend in Bonneville," said Line. "It's nice that it did and made for a very cool experience. "It was like nothing I had ever done before. I was able to meet a lot of neat people

and enjoyed the heck out of my time there. The truck drove like a Cadillac, perfectly smooth through the entire distance, never putting a foot wrong, making it a pleasure to run down the salt, which helped us accomplish our goals. "Of course, there are a lot of people I have to thank for making this all possible, starting with Wayne Jesel and his Jesel Land Speed team, as well as everyone from Summit Racing Equipment. I owe them all a debt of gratitude for letting me do this." After completing his first licensing pass on Saturday, Line returned to the salt on Sunday for his second run, recording an average speed of 214 mph after being instructed by Southern California Timing Association (*SCTA*) officials not to exceed 215 on this final licensing attempt. As this eclipsed the previous class mark, under the rules of the event, the truck was then impounded, setting the stage for Monday's monster run. Although everything went mostly according to plan throughout the entire weekend, Line did experience a slight hiccup during his maiden

(Continued on page 7)



## T 'n T (contd)

(Continued from page 6)

pass. "On my first licensing run, I wasn't supposed to go over 175 mph," explained Line. "Unfortunately, the combination of our calculations being a bit off and my being a couple hundred rpms over what I was supposed to run resulted in my being 20 mph too fast, for which I justifiably got my hand slapped by the SCTA. After all, they just want everyone to be safe, which I certainly appreciate. My intent was certainly not to violate any rules, especially being my first time there, and I consider it a lesson learned. "Looking back at the experience, my goals going into the weekend were to not do anything stupid, to have fun, to get in the 200-mph Club, and to help Wayne set a record with his truck, and we were able to accomplish all of them without any damage to the equipment and without any incidents other than my speeding ticket. On top of that, some of my KB Racing teammates came out to watch me run, so it just turned out to be a good time. "I am pretty sure this will not be my last stint on the salt. Obviously, with our schedule on the NHRA Full Throttle Drag Racing Series, it's pretty tough, so it may be a few years down the road, but I promise you I will be back. After all, it's hot rodding at its purest form, and I have nothing but good things to say about it"...**'NOTHER Expensive Fire.** Investigators hired by Fisker Automotive are looking into a

Fisker Karma plug-in hybrid sedan that caught fire on Aug. 11th in a suburb outside San Jose, CA. This is the second instance of a fire involving a Karma in the last three months. In a statement, Fisker said its investigators from Pacific Rim Investigative Services Group don't believe the latest fire was caused by the Karma's lithium-ion battery. Fisker said the fire began outside the Karma's engine compartment. Investigators are focusing on the car's left-front tire, Fisker said. The Karma's battery pack has been closely scrutinized after a battery failed while the car was being tested by Consumer Reports magazine in March. Then, in May, a Karma was destroyed in a garage fire in Sugar Land, Texas. The car was not plugged in, Fisker says. The cause of the fire has not been determined. Fisker recalled 239 Karmas in December to fix a defect in the battery that increased the risk of a fire. The Karma's battery pack is built by A123 Systems Inc. Ironically, at about the same time this took place, it was reported that one of the key architects of the **Chevy Volt** is taking the helm of Fisker Automotive. Tony Posawatz, a veteran 'GMC' exec, has replaced former Chrysler CEO Tom LaSorda as chief executive of Fisker. LaSorda had just taken over as CEO in February, after joining the company in late 2011. Posawatz, 52, spent more than 30 years at 'GMC,' culminating with

a stint as vehicle line director for the Volt. He also oversaw electric-vehicle development for the Detroit automaker, which he retired from this summer. "Tony is the perfect CEO for Fisker," LaSorda said in a statement. "He has been at the forefront of the industry's technological revolution and one of the few people in the world to bring an EV to mass production." While LaSorda's tenure as CEO was brief, he said his duties included recruiting a long-term CEO for Fisker and will remain as an adviser. LaSorda, who held high-ranking positions at Chrysler and 'GMC,' succeeded Fisker founder and namesake Henrik Fisker as chief exec. Fisker remains with the firm as executive chairman and steers design. The company also announced veteran execs Joe Chao (*China and Asia responsibilities*) and Alberto Gonzalez (*manufacturing*) will join Fisker. Posawatz will also oversee efforts to bring the Atlantic, a smaller, more affordable sedan, to market. The striking, swoopy four-door was revealed this spring in New York...**Volvo Milestone.** April 14th marked the 85th anniversary of the first **Volvo ÖV4** rolling off the assembly line in Göteborg, Sweden (*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!)* 🍵





## '1,700 Miles to Loveland'?!

*(The following column was originally written as a tongue-in-cheek piece for the national GTO club newsletter, as a follow-up to my lovely wife Debbie's and my vacation in Colorado earlier this year to attend the GTOAA Nationals. I hope to get my pix posted to Fotki very soon, and will post a link for those of you who might wanna check 'em out)*

With all due respect to the movie, "3,000 miles to Grace-land," here is my version from my 'palatial estate' in Bowie, MD to Loveland, CO, site of the GTOAA Nats convention (*per Google maps*).

Upon hearing about this year's convention in Loveland, I off-handedly mentioned it to my wife Debbie, not really expecting to go due to the distance.

Well, when she responded with, "We've never been to Colorado—maybe we could go out on vacation." As if to top that off, she felt that so I wouldn't worry about entertaining her, she suggested I attend the convention, and she would join me the following week for our vacation. Well, you needn't tell me twice! I quickly went online and booked plane fare and reservations before she had a chance to change her mind.

I flew out July third, arriving around four in the afternoon. After picking up my **Chevy Aveo rental** (no kiddin'!), I set out for the hotel. By the time I arrived, registration had closed for the day. I dropped my bags in the room; made sure I was suitably attired,

and went downstairs to the manager's reception for snacks and drinks, in an effort to decompress from the flight out.

When I say 'suitably attired,' I refer to my headgear, something I got from my son, Nick. For those of you who are regular readers of this column, you know that we have created several Hot Wheels-themed ball caps for Hot Wheels conventions, which garnered numerous comments. I decided to scratch this itch, albeit at the last minute. After

getting a hat style and color selected and embroidered, I found two suitable cars to represent the opposite ends of the GTO spectrum—1964, and 2004-06. An hour or so with a few calculations on a layout template, and another hour or so with a drill and some wire, and voila! It was done. I was quite surprised at the amount of positive comments that I received—thanks to everyone who had such nice comments on my headgear! I even managed to get a few VIP autographs on it during my stay.

Prior to the trip, xXx 'roofless hardtop' GTO owner Thom Sherwood and I had corresponded and made arrangements to 'hook up' at the event. Imagine my chagrin when he was not there upon my

arrival (*he showed up a bit later in the week*). Well, after he arrived, we did, in fact, hook up, and he turned out to be a super nice guy, allowing me to photograph (*and get photos with!*) his 'baby'—arguably the star of xXx—the GTO. Thanks again, Thom!

I was also able to help out with the model car contest, with

**Yours truly, outta breath at Pike's Peak, elev. 14,000'!**



coordinator Jay Robinson's blessing.

All told, some incredible full-size GTO machinery was on display at the event. I'd like to again thank both clubs for their hard work on this 'Gathering of the Goats.'

Saturday morning, I dashed off to the airport to pick my lovely wife at the airport for her eagerly awaited vacation. It should be noted here that she had a very stressful prior two weeks, due to store closings and power outages, forcing a few 16-hour days, and an all-day thrash on July fourth (*yup, she worked all day!*). I had already booked a 'Spa day' for her that afternoon at the Embassy Suites hotel. She felt **MUCH** bet-

*(Continued on page 9)*



# 1,700 (contd)

(Continued from page 8)

ter after this 'attitude adjustment' (possibly with a glass or two of wine thrown in for good measure?).

Over the next week, we managed to see some of the incredible sights that Colorado has to offer. We didn't seem to be impacted by the recent wildfires, except for a restaurant damaged by the fire (which is going to be rebuilt).

We went on an ATV tour to an altitude of 10,000 feet, visited Pike's Peak (alt. 14,100'), Rocky Gorge, Garden of the Gods, Seven Falls (where we got our 'stairmaster' workouts, probably clambering up and down 500 to 600 stairs!), and even managed to see the Pike's Peak or Bust Rodeo. All in all, a very relaxing trip.

Likely the only downside of the trip was the *Aveo* rental. Definitely **NOT** suited for this environment. It is rather telling that the car is no longer produced, which is a good thing! We could have upgraded for additional funds, but I figured, "How bad could it be?" I quickly found out!! It had difficulty maintaining the cruise control setting **ON LEVEL GROUND**, was out of breath at 75 mph (the speedometer was graduated to 120, about 50 mph optimistic, in my opinion!), the only thing soft in the interior were the seats, the A/C barely blew colder than simply opening the window, and at times, we literally watched the gas gauge move as the car downshifted (sometimes two gears!) in a feeble attempt to climb a grade. Lesson learned! I

was never so happy to return a rental car as I was this one. Next time, I'll upgrade!! The scary thing is that, upon its' return, it was showing only about 14,000 miles!?! The thing I thought ironic was the only thing 'big' about this car was the horn—it seemed to literally have a full-size Chevy horn—an apparent attempt to 'brand' it as a Chevy? Not necessarily a good thing, at least in this case!!

Enclosed is a picture of a small radio station that my eagle-eyed wife Debbie spotted in Idaho Springs, where we took our ATV tour. With its obvious focus, I couldn't pass up sharing it with all of you.

That's about it for now, folks. As usual, if you run across something that has not been covered in this column (diecast or plastic), I'd love to hear about it. Thanks to all of you out there who have responded with comments. Questions? Suggestions? My e-mail is on the last page.

In closing, remember—the Great One **STILL** rules (in several scales!). 🐾



A 'Kool' Idaho Springs Radio Station!

My rental—with another, I coulda had roller skates!





## Rodder's Journal Baltimore Rod Run?!?

By now you've all heard about the upcoming show, *The Rodder's Journal Vintage Speed & Custom Car Revival*, in Baltimore, MD on Saturday, and Sunday, September 29 and 30th. If you haven't, here's the deal. It's a few weeks out, and they've already got an amazing line-up of cars pre-registered for the event, which will be held at

Pimlico Race Course. Check out a few of the cars below.

The tentative calendar of events goes something like this:

**Thursday**—Meet @ Canton Dockside @ 8 PM to eat & hang out.

**Friday**—Daytime Cruise in Fells Point (*details later*), end of pier—26-foot outdoor screen

playing “The Hot Rod Story” & “American Graffiti”, Dan Webb’s SoCal Streamliner recreation on display.

**Saturday**—Show kick-off at Pimlico race course @ 8 AM, Showdown Drags 130 mi. north in PA.

**Sunday**—Pimlico race course @ 8 AM, to 3 PM. **Kool!** 🎶

Ayala Brothers-built '49 GMC Pickup, Jim Bobowski, Point Pleasant, NJ



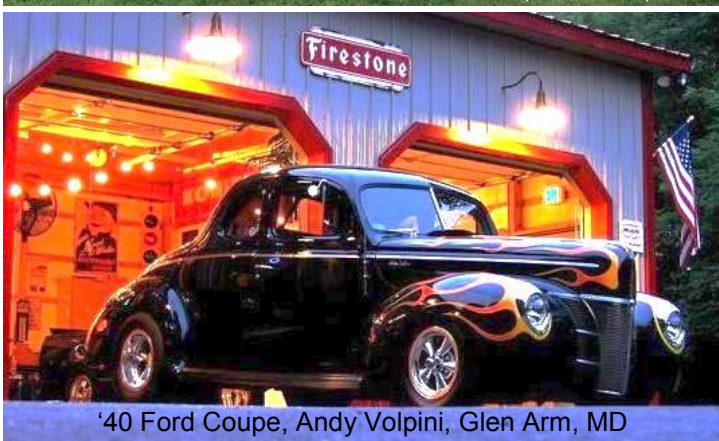
'58 Chevy Impala, Gary and Mary Minor, San Leandro, CA



Valley Custom-built Ralph Jilek '40 Ford, Bill Marriott, Potomac, MD



'32 Ford Roadster, Howard Radtke, Lansdale, PA



'40 Ford Coupe, Andy Volpini, Glen Arm, MD



'36 Ford 5-window coupe, Ray/Chris Minchin, Oviedo, FL



# Pontiacs on Parade!

It was another very good display last month. The only problem was that it was in *nearby PA*, at a *full-size Pontiac show*, that showcased 100+ examples of 'Pontiac Power'—everything from stock examples from the 50s up through '09, to Fiero kit cars, and even a Pro Street '20s street rod!

**Dave Hejna** showed off a *Palladium Silver '69 Judge*, *Starlight Black '78 T/A*, and *Blue '70 T/A street machine*, and a *Beswick "Super Judge."*

**Jeff Raff** displayed a *blue Pro Street '62 Catalina*, and a *black Pro Street '64 GTO*.

**Brian Little**, Dave's brother-in-law, did a bang-up job on *Bes-*

*w i c k ' s "Passionate Poncho" '62 SD Cat.* So much so, that, in fact, he was rewarded with *first place in the model car contest.* By the way, **Arnie** also loved it!

Last but certainly not least, I showcased my *Barbados Blue '04 GTO with the SLP hood*, and delivered it to its' new owner. Oh, and let's not forget the *'Nitro Fish' G6 GXP diecast*. Now, on to the next Poncho project!



**'PoP'** (Pontiacs on Parade!) *Sickle signing off for now! Don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!! Thanks all of you guys who have displayed stuff—it helps motivate me! 🚗*

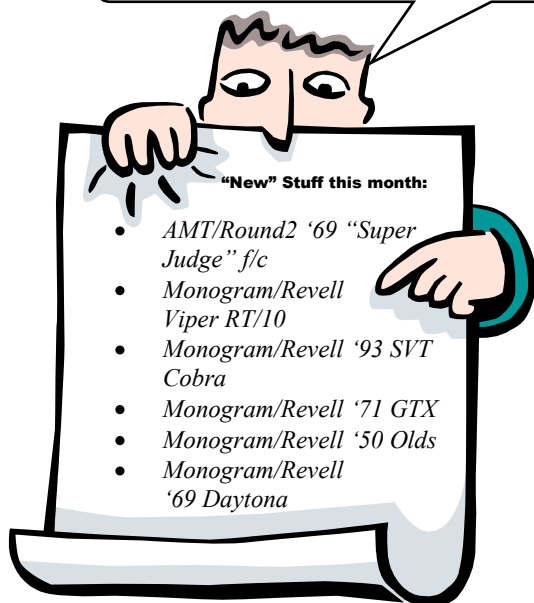


This is the newsletter of the  
Maryland Automotive Modelers  
Association

**Chapter Contact:**

Timothy Sickle  
15905 Ark Court  
Bowie, Maryland 20716  
Phone: (301) 249-3830  
E-mail: [gto guy@verizon.net](mailto:gto guy@verizon.net)

MAMA's BoyZ Do It In Scale!



**"New" Stuff this month:**

- AMT/Round2 '69 "Super Judge" f/c
- Monogram/Revell Viper RT/10
- Monogram/Revell '93 SVT Cobra
- Monogram/Revell '71 GTX
- Monogram/Revell '50 Olds
- Monogram/Revell '69 Daytona

## 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:**

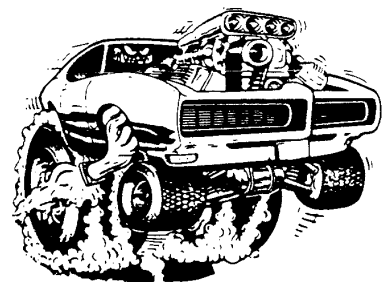
<http://www.carlisleevents.com>

## Classifieds

**WANTED:** I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*), and have an extensive collection to trade from. Want Mickey Thompson Attempt I/Challenger I kits, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '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 Firebirds, '82 KITT Firebirds, and empty **Pontiac kit boxes**.

Would also like to buy or borrow *old AMT/MPC/Monogram/Revell model car catalogs*. Contact Tim Sickle at [gto guy@verizon.net](mailto:gto guy@verizon.net), or see me at a meeting. **Thanks!** 🍷

**GTO**  
"THE GREAT ONE"



menu for today:  
*MoPar on the rocks, Ford over easy, and Chevy well done*

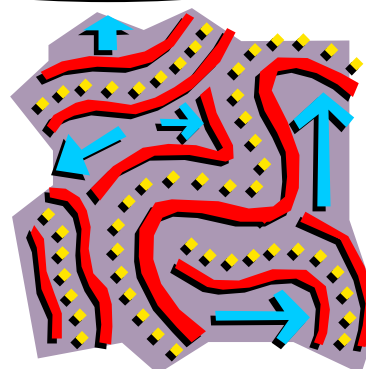
We're on the web!

<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 the Route 193 (Greenbelt Road) exit. Stay to the right on the off-ramp, 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 go west on Greenbelt road, 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. 🍷

## Club Contact Info

President: Lyle Willits  
[mamaprez@aol.com](mailto:mamaprez@aol.com)  
Vice President: Tim Powers  
[partsbox@verizon.net](mailto:partsbox@verizon.net)

Treasurer: Matt Guilfoyle  
[blackbuick1941@yahoo.com](mailto:blackbuick1941@yahoo.com)  
Newsletter Editor: Tim Sickle  
[gto guy@verizon.net](mailto:gto guy@verizon.net)