



MAMA SEZ!

Volume 25, Issue 3

November, 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** as-
sume 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.** ☞

Ready for Santa's Visit?!

M a d e m y
'triumphant' return to the
meeting last month. *Boy,*
was it good to get back!
Thanks again to Matt G.
for his secretarial stint.

This month, *Rich*
Wilson gives us a peek
inside the box of the new
Revel '62 Vette roadster,
along with the reissued
AMT/Round2 Ford
Phantom. Thanks, Rich!
The Pontiac Parade

was again in 'stealth
mode.' It'll be back with
a bang—I promise!

Thanks to Cruz
for reprising his pol-
ishing seminar, which
I missed. I would be
remiss if I didn't
mention that
MAMA's Boy Cruz
has a car on the cover
of that 'other' model
magazine. *Congrats,*
Cruz!



Thanks to the raffle
donors: *Ron Bradley,*
Brad, Steve M.
Buter, Chris lark,
Robert Foster III,
Kevin Kovach, Char-
lie Magers, Steve
Scott, Nick Sickie,
Howard Weinstein,
Lyle Willits, Rich
Wilson, and Replicas
and Miniatures Com-
pany of Maryland.
Tanks again, guys! ☞

Vette Fight!

The battle over own-
ership of one of the '60
Corvettes raced at that
year's 24 Hours of Le
Mans by Briggs Cun-
ningham has moved to
the courts in PA.

The filings—in Cum-
berland County Court
and US District Court in
Harrisburg—provide sev-
eral details about the dis-
covery and ownership of
the long-lost car, includ-
ing the sale price:
\$75,000.

The car, which wore

No. 1, was sold for
the aforemen-
tioned amount by
Pamela Carr of Florida to
Lance Miller, co-owner
of Carlisle Events in Car-
lisle, PA. Miller sold the
car days later for the
same amount to Kevin
Mackay, noted Corvette
restorer and owner of
Corvette Repair Inc. in
Valley Stream, NY.

The '60 Corvette,
which was restored to
street trim after the race
and sold, had been miss-
ing for nearly 30 years. It
was one of three Cor-
vettes taken to the '60 Le

Mans race by wealthy
enthusiast Cunningham,
with unofficial but sub-
stantial support from
'GMC.' The other two
Corvettes from that race
have been found and re-
stored to race trim. Col-
lectors value those cars at
\$1 million or more.

The first hearing was
scheduled for Sept. 26 in
US District Court. In this
case, Dan Mathis Jr. of
Tampa, Fl, is asking the
court to seize the car and
give it to him while ques-
tions over ownership are
decided.

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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.

'62 Vette Roadster

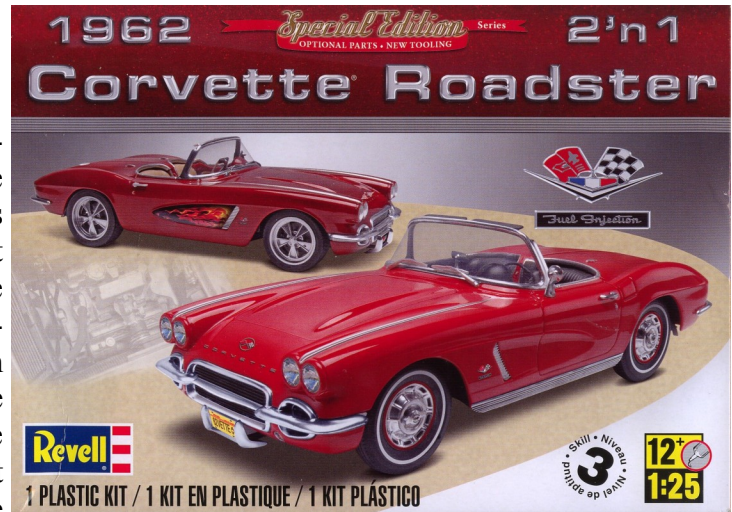
Corvette production jumped by almost 4,000 cars in '62 over the previous year, despite fewer engine options. As all of us loyal Vette fans know, '62 was the first year of the 327 cubic inch engine. Only four power levels were available and gone was the two 4-barrel version. The painted headlight bezels were the first change, but bigger than that was the change to the cove areas. The chrome trim was gone, and the contrasting paint was no longer available either. And there was only one louver left. It was the last year for a trunk or a power folding soft top (*for many years*) and the first year for the aluminum cased automatic transmission. It was the first year that all cars got the aluminum cross-flow radiator and the familiar cylindrical expansion tank. The grille was available in black, gold anodized or gold anodized painted black. According to the box, this kit is an 'all new tooling' though I think Revell was just too lazy to change some of their artwork. Comparing the new kit parts (*148 total*) to the '58 of several years ago shows that a great deal of parts have been shared. This is one of the few times I have previous build-ups to compare to. Specifically the '62 Vette resin trans kit mastered by fellow club member Larry Booth and cast by Harold Bradford.

Engine: The engine is very familiar if you've built the '58 or '59 fuelie engines before, though the injection box in the kit is incorrect with its' smooth top that should be finned. The engine is a

25-piece assembly with one change. This was the first year for the separate expansion tank which mounts on the left side above the exhaust manifold. The oil filter, starter, oil pan, water pump, and many more pieces are all separate. There are three decals for extra detail; the ones for the generator really stand out on the finished model. The

Chassis: Nothing changes with the chassis except for an optional lowered front suspension piece for the custom version. Oddly, the front sway bar that was in the '58-9 kits is missing. The only mistake I see in this kit is the radiator cap, part # 38, that should not be used because the radiator is a cross flow type and the aforementioned expansion tank. All the suspension has been modified to use the steel pins to attach the tire/wheel assemblies. As I said in previous reviews, these will need to be glued in order to stay in place.

Tires/wheels: The stock wheels are a carry over from the previous kits as are the separate knock offs, but the wheels have been modified to fit new hollow (*no name*) tires. They have an extra rim outside the wheel cover that would have to be removed if you decide to use different tires. The custom wheels seen on the box art are 20 inches in diameter and have silver decals for their



recesses and brake rotors with decals for the cross-drilled patterns, but no calipers. Also included, of course, are a set of big and little 'rubber band' tires. There are 'crossed flag' decals for the stock wheel centers.

Interior: The interior is dead on correct for a '62 Vette. The pleats in the seats and on the doors are perfect in number and size. I like the steering wheel that is chrome plated requiring the builder to only paint the rim. The inner fenders are part of the interior floor, but Revell has added two extensions to trap the hood hinges that were never there before and there are two additional pieces that extend the inner fenders down that are new. In previous issues these parts were cast to the interior floor. It may be because of a difference between the '58 and the '62. There are eleven decals mostly for the dash, the steering wheel and console. And there is a second set for the custom version that have white gauge backgrounds.

Body: The body is spot on perfect. They nailed the shape of the '62 Vette perfectly. My only

(Continued on page 3)

Vette (contd)

(Continued from page 2)

complaint is that there is a mold seam across the nose such that when removed, it will also wipe out the “corvette” lettering and round badge, but the good news is both are included on the decal sheet. Unlike the ‘58, the trunk does not open and there is no trunk floor provided. The headlight bezels are not chrome plated which is correct for the ‘62 and there are chrome reflectors provided along with clear lenses.

There is a single chromed louver for the cove and a chromed multi ribbed rocker molding. The grille has the correct bar across it that should remain chrome regardless whether you choose to paint the grille black or gold. The rest of the body trim is carried over from the earlier kit as well as a trunk emblem. Of possible special interest is two small chrome trim pieces that could only go on a detachable hardtop, but there is no top in this kit. If Revell does as they usually do, I would expect a second version in several months with a hardtop similar to what

they did with the ‘72 Olds kits.

Decals: Besides those already mentioned there are two pairs of seat belts which may or may not be appreciated as well as several scale booklet covers. There are three pairs of license plates and a set of narrow white walls, which were available for the first time on this car. There are red, white, and black pin stripe scrollwork for either side of the Vette emblems and two pairs of tribal flames that fit within the coves. Quite frankly, I find them ghastly; flames would look good but not the way they are done here.

by: Rich Wilson 🍷

‘Gov-a-mint Motors’

‘GMC’ does it *AGAIN*—snatches defeat from the jaws of victory. I’m speakin’ about the ‘13 *Malibu*, a total redo of the previous car, which Motor Trend magazine claims that they regularly praised. But in a six-way test in their December issue, The car finished sixth, or, in other words—**DEAD LAST!**

Apparently, the majority of criticism stems from slicing 4.5” from the wheelbase of the ‘12 model. This meant their online editor, at 5’-9”, had about an inch of clearance for his knees *IF* he sat up like a crash dummy! He notes that the backseat is too small for people with legs!?

The last-gen’s 6-cylinder is gone in favor of a 2.5-liter Ecotec 4-cylinder, with reasonable power—197 hp—that gets thrashy at higher RPMs, and, apparently sounds like a “box of bees” (quotes).

According to them, you need a

‘lead foot’ to get anywhere, which means that, although it has EPA numbers of 22/34 mpg, the absolute best they could manage was a poor 21.3 mpg, worst in the group.

Lousy steering feel, and a soft suspension offers nothing for the ‘enthusiastic driver’ (and *exactly WHY would an ‘enthusiastic driver’ be driving THIS car?!).* Oh, by the way—this was an **LTZ model** tested against the Camry XLE, Altima SV, Fusion SE, Accord, and the winner—the Passat SE. Mindboggling, how ‘GMC’ managed to screw together an all-new car that is this bad, in such a high-volume market segment!

I’ve been hearin’ a lot about the impending release of ‘GMC’s’ “**Made in America**”: *sports car*, the ‘14 *Corvette*. And not all of it good, either. ‘GMC’s new longitudinal eight-speeds aren’t yet



ready for prime time. Realizing this, ‘GMC’ has reached a short-term agreement with *Aisin* to supply eight-speed units for RWD models. This will include the new *Corvette*. *Aisin* is *partially owned by Toyota* and currently manufactures two eight-speed automatics, one capable of high-torque loads. After about a year, the deal with *Aisin* will end and ‘GMC’ will use its own eight-speeds for RWD products. So, the #1 auto manufacturer in the world will supply transmissions to the #2 manufacturer for their “American” sports car—**RIIIIIIGHT!** 🍷

This 'n That

Flash! MORE New Stuff News!

A recent post on the Spotlight Hobbies message board shows that **'Mr. Model King,' Dave Burket** and **AMT/Round2** are intent on keepin' us busy next year. The following list was posted as evidence: **JANUARY:** Three Stooges '40 Ford sedan delivery; **FEBRUARY:** '67 white **AND** color Shelby GT350, '58 "Christine" Plymouth, large dome base; **MARCH:** white **AND** color Buick Opel GT 'Original Art Series', 1/32nd snap 'Big Foot' Monster Truck, '56 Ford Victoria; **APRIL:** '70 Dirty Donny Dodge Coronet Pro Street, M&H Race-masters small slicks parts pack, 1/18th NHRA Legends of 1/4 Mile Vintage Tommy Grove Mustang funny car, snap Scooby-Doo Mystery Machine (*new tool*); **MAY:** '72 Nova 'Beverly Hills Cop', '09 Corvette Indy Parade Car, '57 Ford Fairlane 500; **JUNE:** '66 Bill Jenkins Nova, '08 Vette Indy Pace Car, '10 Camaro cop car, Donnie Allison '71 NAS-CAR Cyclone, Blazer super-snap, and the 'Back to the Future' time machine. **Thank yew, Dave...RIP Suzuki.** American Suzuki Motor Corp., beset by low sales, cut-throat competition and unfavorable foreign exchange rates, said it will pull out of the US auto market and file for Chapter 11 bankruptcy protection. The company, in a recent statement, said it will continue its motorcycle and marine engine business units and continue to honor customer warranties. Japanese parent company, Suzuki Motor Corp., is **NOT** filing

for bankruptcy. American Suzuki cited poor US auto sales, high costs, regulatory requirements and unfavorable foreign exchange rates as factors that contributed to the decision to wind-down the source of discrepancies between its automotive business. "While the decision to discontinue new auto sales in the US was difficult, today's actions were inevitable under these circumstances," the company said in the statement. Suzuki has about 246 US dealers. The company "intends to work within its current US automotive dealer network to help structure a smooth transition from new auto sales to exclusively parts and service operations, or, in some instances, an orderly wind-down of dealership operations," the statement said. Suzuki's US sales through October totaled 21,188 vehicles, down 5 percent for the same period last year. The entire US market has risen 14 percent through October...**The Koreans Lied to Us?!? Hyundai and Kia** overstated estimated fuel economy on **900,000+ US vehicles sold over the past two years** and will compensate owners for the faulty claims. Additionally, the South Korean partners will lower mpg estimates on most of their '12 and '13 models, the **Detroit News** said. The move follows an investigation by the US EPA, which found discrepancies between its own test results and company figures. The paper said Hyundai Motor America CEO John Krafcik attributed the problem to "procedural errors" in the automaker's own testing. He said Hyundai has identified its testing method and the EPA's recommended approach. "Given the

importance of fuel efficiency to all of us, we're extremely sorry about these errors," he said. "We're going to make this right." Michael Sprague, exec veepee for marketing at Kia Motors America, also apologized in an interview with the paper. The paper said Hyundai will retract its claim that it leads the industry with four models that get 40 mpg on the highway. According to EPA records obtained by the paper, the estimated highway mileages of the '13 Accent, Veloster and Elantra will fall to 37 or 38 mpg. The CAFE for Hyundai and Kia models will fall to 26 mpg from 27 mpg for the '12 model year. Hyundai and Kia dealers will check odometers to determine how much owners might have saved had they achieved the stated mileage. They will then add 15 percent to that dollar total and **send debit cards to owners for as long as they own their cars.** Sprague told the paper that an owner who drove 15,000 miles in Florida this year in a car with an overstated fuel economy of 1 mpg would get a refund of about \$88. New window stickers with the adjusted CAFE figures should be applied to unsold cars within days. Hyundai and Kia are owned by the same parent company and share factories, research, platforms and powertrains. However, they market and sell through separate dealer channels. The AP said the EPA received about a dozen complaints from consumers that the mileage on their '12 Hyundai Elantra compact cars didn't match the window stickers. "Consumers rely on the window sticker to help make informed

(Continued on page 5)

T 'n T (contd)

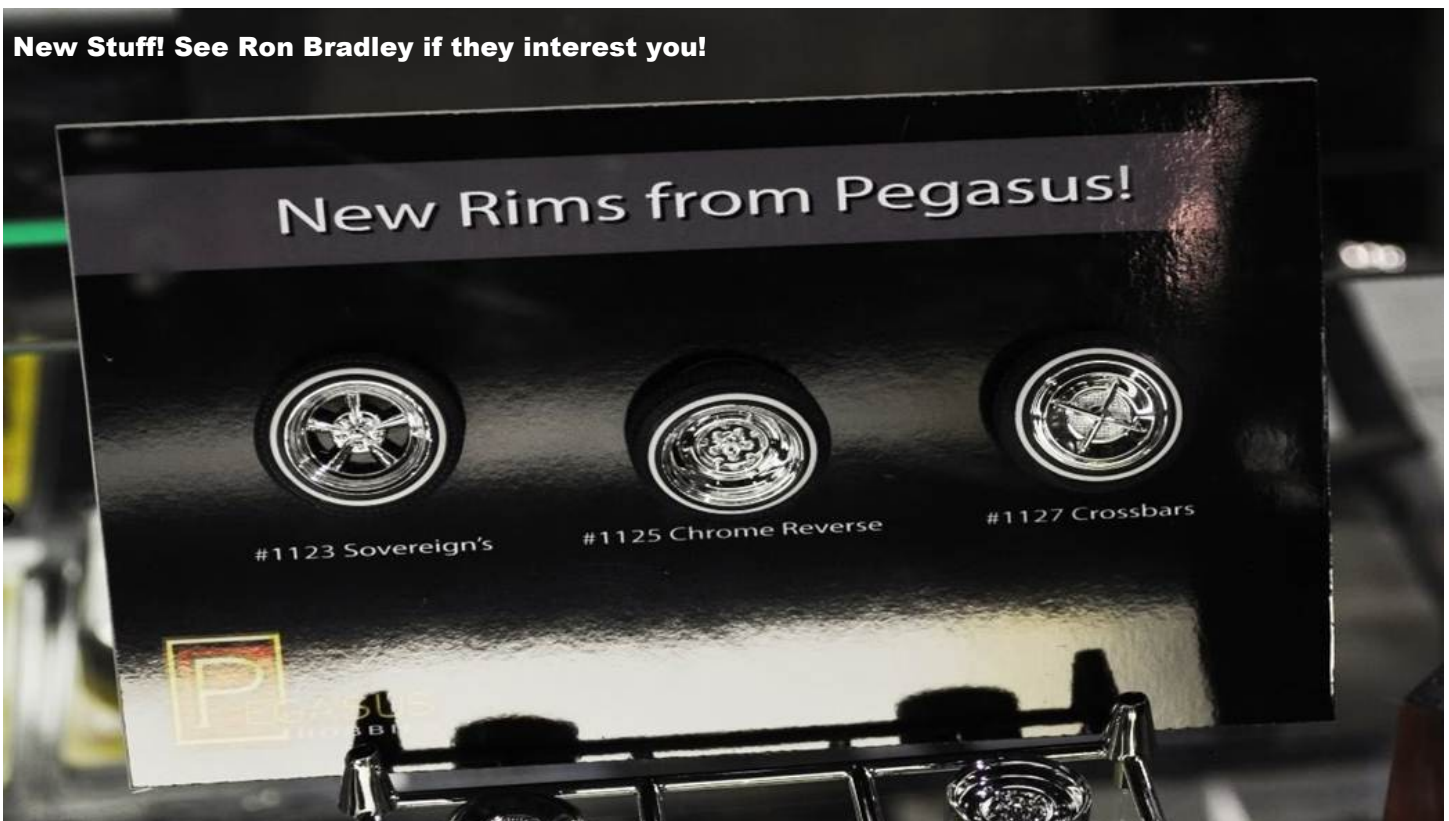
(Continued from page 4)

choices about the cars they buy,” Gina McCarthy, assistant administrator of the EPA’s air-quality office, said in a statement... **Gaggle of Diecast?!?** The guys at **Danbury Mint** have been on a tear lately, releassin several new cars for your viewing (and ownership?!) pleasure. They include a **Starlight Black ‘68 HO GTO** with a Parchment interior (limited to only 2,500), which you may or may not have seen displayed in my ‘Pontiac Parade,’ a **Spring Green/Cypress Green two-tone 1958 Chrysler New Yorker hardtop**, and a **Sunset Coral and Raven Black 1956 Ford Fairlane Sunliner** (limited to only 2,500). All cars appear to be up to normal Danbury standards, i.e., opening doors,

hoods, trunks, and steerable wheels, but there are a few more nice touches, like hidden or exposed headlights on the Goat, a removable spare tire on the New Yorker and Sunliner, and choice of a convertible boot or uptop on the Ford. The Goat and the Ford will set you back **\$149** plus **\$9** shipping and service (four payments of \$39.50, a result of their limited status, no doubt), while the Chrysler appears to be a bargain, priced at only **\$129** plus **\$9** shipping and service (four installments of only \$39.50). You can reach ‘em 24/7 at 1-800-822-6133, or online at www.danburymint.com. Now, it’s up to you... **“Gone In Sixty Seconds”—Fer Real?! ”** Found a story about a **car theft ring** stalking owners of Lexus SUVs and other high-end luxury vehicles to steal them to fill orders from clients in northwest Africa!

Authorities said a Maryland-based international broker provided the ring with its’ ‘list of cars’, sometimes even in specific colors. A locksmith at an Orlando, Florida dealership provided codes to aid in the thefts. Cars were shipped from ports in New Jersey and Maryland. How’s that old saying go? **“Life Imitates Art”?! ...“Tonka, The Movie?!”** Undeterred by poor reception to the movie **“Battleship”** based on the Hasbro board game, Sony pictures has apparently signed on to produce an animated movie about the 65-year-old line of toy trucks. Release dats is unknown ... (*T h a n k s t o 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!*) 🍷

New Stuff! See Ron Bradley if they interest you!



Model Buffet

It's been a while gang, and I'm just getting back (!) after a rough patch at work, and found this info in my newsletter file.

As regular MAMA NNL club members and show attendees know, **Ken Hamilton** is an impressive builder, especially dioramas, as his *Mid-Atlantic NNL-winning 'Playland Arcade' dio* will amply attest.

Well, it appears as though Ken has finally 'taken his show on the road,' so to speak. The 'information superhighway,' a.k.a. the Internet, that is.

Again, for those in attendance at our show, Ken's vendor table loudly and proudly proclaimed the existence of **Wildhare Models** (www.wildharemodels.com).

The five-page color catalog is chock full of pictures of his products, and it is highlighted with cartoon artwork by Ken of a rabbit. Currently, Ken's offerings are limited to HO, 'O', 1/35th, and 1/2" scales. One particular item of note is the *shopping cart* which is prominently portrayed in the vacant lot adjacent to the Playland Arcade building in his diorama.

His catalog proudly proclaims that his website accepts Paypal transactions. Check out his web-

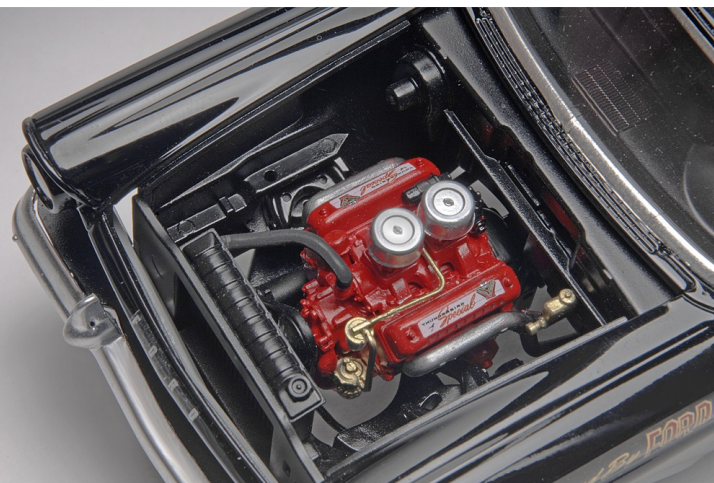
site for price and ordering info. Don't forget the shipping and handling, either. If you want to e-mail Ken for whatever reason, his e-mail is wildharemodels@aol.com.

Before closing, it should also be pointed out that Ken recently displayed several of his dioramas at the **Rodger LaPelle Gallery**, in nearby Philadelphia, PA for the entire month of September. The showing was entitled, "**Miniature Mixed Media Constructions.**" Quite an accomplishment for a model builder! **Kudos, Ken!**

(My apologies for the lack of pictures—as I said, I'm just getting back in the swing of this, and was under the gun to get this done) 🍷

Box Art Beauties!

Here, for your pleasure, is box art for the upcoming **Revell kits** of **Stacy David's "Rat Roadster"** and the **'57 Ford 300**. Don't know about you, but I'm diggin' that Ford!! What is up with that funky hood on the Rat Roaster, hmmm?!? 🍷



Vette (contd)

(Continued from page 1)

In his filing, he includes a Florida title for the car, issued on Aug. 17, one week before the car was set to be shown publicly at Miller's Corvettes at Carlisle show. In the court document, Mathis claims the car was stolen from his father "in the late 1970s."

Mathis' lawsuit, filed Sept. 7, names Miller, his mom, business partners, Mackay, Carlisle Events and the Borough of Carlisle as defendants. He claims that Carlisle's police department is helping hide the car, which was shown at a private event in Carlisle on Aug. 23, but was pulled from the Vette show. Mathis went to the show with his title and enlisted the police to help him take possession. He claims the police originally took the car but now say there is no report and that the car's whereabouts are unknown.

Ten days earlier, Miller and Mackay sued Mathis; Florida resident Jerry Moore, who is said to

have owned the disputed Vette in the early '70s; and a Maryland man, Domenico Idoni, who is said to have formed a partnership with Mathis. An Internet search shows Idoni to be a collector of cars and automobilia.

The lawsuit seeks to have Mackay declared the car's owner, along with unspecified monetary damages for disparagement, defamation and interference with business.

That suit was filed four days after the car's scheduled unveiling at the Carlisle show was canceled at the last minute. Miller said it was pulled for security reasons by the owner, who Miller said wanted to remain anonymous.

But the lawsuit says Mackay bought the car from Miller on July 23, three days after Miller bought it from Pamela Carr of St. Petersburg, FL. The car had been stored in a warehouse filled with items collected by Carr's husband, retired Florida judge Richard Carr, who died in '10.

Carr's son, Rick, says he had seen and moved the Vette around

the warehouse for years. But earlier this year he discovered that the VINs on the car's frame and steering column matched. The car's VIN was searched on the Internet, which led Carr to a Web site run by Cunningham historian Larry Berman, who put Carr in touch with Lance Miller.

According to the Cumberland Co. lawsuit, Mackay hired a P.I. in the early '90s to help track down the Cunningham Vettes. The investigator obtained the VINs from the race organizers. Those numbers helped Mackay find and restore car No. 3 in 2000 for Corvette enthusiast Chip Miller, Lance Miller's dad. Miller's effort to find and restore car No. 3 was documented in a movie, *The Quest*. Mackay also gave Miller the VIN for car No. 1.

Chip Miller died in '04. According to Berman, it was Miller's dying wish that Mackay get car No. 1 if it was ever found—a wish his son says he honored.

Car No. 2 was found and restored, and is owned by California car collector Bruce Meyer.

According to the lawsuit, car No. 1 was last titled in '74 in Florida by Moore. The lawsuit says Mackay was never able to locate or get in contact with Moore over several years. It also notes that the car does not show up as reported stolen in state and national databases.

Note: This story has been updated to note that the car was sold by Pamela Carr, the widow of Richard Carr, to Lance Miller. Also, the car was not hidden in the warehouse. But the identification numbers were not checked on the Internet until earlier this year. 🚗



This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ Do It In Scale!

"New" Stuff this month:

Kenworth Dump Truck
Monogram 1/25th Dodge
Ram VTS Pickup
Monogram 1/24th '92
Firebird Formula
1/25th '57 Ford Custom 2 'n 1
Monogram 1/24th '87 Buick
GNX
1/25th 'Sox & Martin' '67
Plymouth GTX
Monogram 1/24th Vandal

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>

Club Contact Info

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 Prix, 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 Sickie at gtoGuy@verizon.net, or see me at a meeting. **Thanks!** 🚗



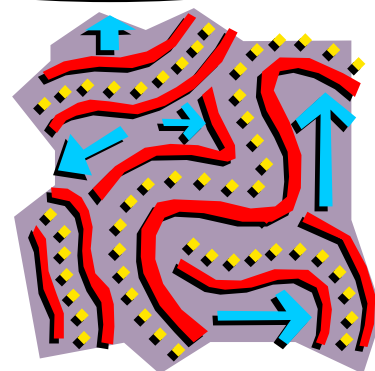
We're on the web!

<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. 🚗

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