



MAMA SEZ!

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

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Time Ta Go Racing, Gang!

Pretty low-key meeting, although, one thing of note happened. We selected *themes* for our '14 NNL show, before we've even closed out this years' show! They will be *Fifty Years of Mustangs* and '57 Fords vs. '57 Chevies. So, get busy—ya got *TWO* years!

This month, *Rich Wilson* gives us a peek

inside the box of the Revell 599 GTO. *Thanks, Rich!*

The Pontiac Parade was present and accounted for, with a few more racin' Ponchos.

The raffle raised \$61.00, while the door kicked in an additional \$100.00.

Thanks to the raffle donors: *Ron Bradley, Brad, Bruce Black,*

Steve M. Buter, Robert Foster III, Matt Guilfoyle, Ron Hamilton, Kevin Kovach, Charlie Magers, JC Reckner, Rex Turner, and Replicas and Miniatures Company of Maryland. Tanks again, guys! 🍷



2013 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 19th
- 📅 February 16th
- 📅 March 16th
- 📅 April 27th
- 📅 **May 18th (!)**
- 📅 June 15th
- 📅 July 20th
- 📅 August 17th
- 📅 September 21st
- 📅 October 19th
- 📅 November 16th
- 📅 December 21st

NOTE!

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

Barrett-Jackson Insanity!!

Barrett-Jackson Auction Company generated nearly *\$109 million* in gross sales of rare, high-end collectible vehicles, exotics, customs, classics, hot rods and restomods during its 42nd annual auction at West-World of Scottsdale, AZ, Jan 13th-20th.

The auction also set *two world records* with the largest number of No Reserve vehicles offered at one auction, as well as the largest-ever Barrett-

Jackson auction measured by the number of cars sold. In addition to the two auction records, Barrett-Jackson set two world records for individual vehicle sales. A '56 *Chrysler Diablo Concept Convertible* sold for a record *\$1.375 million* and a '47 *Talbot-Lago T-26 Grand Sport* sold for a record *\$2.035 million*. Both were among the Salon Collection, B-J's premium selection of blue chip col-

lectible vehicles.

It was clear from the cheers of the crowd and the final sales price throughout the Salon Collection, that the collector car market continues to rise and B-J retains its stronghold within the industry. In fact, reports in '12 showed a 33 percent increase in the value of collector cars, which was proven once more by the company's success in Scottsdale.

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Revell Ferrari 599 GTO

Those legendary letters are known throughout the world—even to people that are not car nuts like ourselves. Some even think they refer to an American muscle car (*Ed. Note: THEY DON'T?!?*). This is only the third Ferrari to carry those hallowed letters. The 250 GTO is a no brainer, while the 288 is somewhat forgotten. The latter is my personal favorite even though it resembles the entry level 328 GTB. Both of these GTOs share the fact that they had bodies that were exclusive to them; this 'super' version is just a hotter version of the 599GTB Fiorano.

Shortly after the GTB was in production, Ferrari offered the 599XX which was a pure race version. But, this GTO is a slightly detuned version of the double X with many of the luxury parts removed. Only in this car, it has settings to make it a little less backbreaking on daily commutes. Most of the leather is removed in favor of technical fabric (*don't ask - don't know*), Alcantara and bare metal with thin lightweight seats. The aluminum body is thinner as

is the glass. As a matter of fact, 184 pounds were trimmed from the GTB for this car. The 6-liter engine develops 670 horsepower, which is 30 less than the double X, but 50 more than the GTB. The transmission borrows technology from the F430 Scuderia in that it shifts faster with one less gear and a single disc clutch. The package is finished off with wider wheels and stickier tires. At Ferraris' Fiorano test track, it is 2.5 seconds faster per lap and goes 0-60 in only 3.35 sec. with a top speed of 208 mph (*3 mph faster*). The background lighting in the gauges starts out blue to indicate a cold operating temp, changing to green as the temp rises. The computer screen has a bar display that shows the percentage of performance usage. If you're considering buying one, they only built 599 of them and all were sold almost immediately, but at **\$450,000 per**, maybe you weren't. For pictures and additional information look in *Forza* magazine issues 103 and 106. For some unknown reason, *Road & Track* has chosen not to review this particular car. But I

had to look all the way back to July of 2010 of *Car & Driver* for a short article of it; the pictures are worth the look.

Engine: There are only 15 parts including the air cleaner/ducts, but they are very detailed and totally different from the Fiorano. Only the cam covers look similar.

Chassis: The chassis was the first thing that caught my eye as different. The Fiorano had a chromed exhaust heat shield and exhaust pipes; the shield is gone but the pipes are there and the mufflers with drilled tips are there as well. The A-arms (*all 4 corners*) have been modified but are still non-descript. The spindles, tie rod, shocks, wheel houses, and transaxle all look like those on the Fiorano but close inspection shows completely new parts.

Tires/wheels: The Fiorano tires were 10" & 12" with 18" & 21" diameters. The GTO comes with 21" diameter all round, but 10" & 14" widths, and they have directional tread versus domestic. The wheels are upgraded, as you'd expect, to 10 spokes. They aren't brightly chromed, but they're still a little too shiny for accuracy. As before, the disc brakes trap between the inner and outer wheel halves, but they seem to have slotted covers over 2/3 of them and three different decals to choose from for the calipers as

(Continued on page 3)



GTO (contd)

(Continued from page 2)

well as two different sets for the hubs.

Interior: It takes a side-by-side comparison to see the differences between the two interiors, but the parts can't be interchanged. The door upholstery looks the same but the pieces wouldn't fit on the other interior which begs the question, why. The dashboards look the same, but the way they assemble is different. The Fioranos' dash top is glued to the body and then the lower half to it. The dash for the GTO is assembled completely, then glued to the interior. But, as you would expect, the seats are totally new, full race seats with leg support and four pieces in total (*for each seat*). This is a good model to use those expensive photo-etch/white metal seat belts/shoulder harnesses you've been saving. The pedals, steering column and wheel, paddle shifters, handgrip, parking brake are all new as well. Where the Fiorano had 14 decals for the dash, the GTO has 12 scattered on the dash and around the interior, and either black or white prancing horses for the seats.

There are two decals offered for the analog tachometer/speedometer.

Body: Again, at first glance, the body seems unmodified, but a very close side-by-side comparison is needed to reveal the slight differences such as the vent under the taillights. The nosepiece, tailpiece, and grille are all new. The engine hood is the most obvious changed piece with multiple air vents, but the engine hood is hinged. Even the under hood detail such as the tops of the inner fenders are changed. There is a headliner, that was never in the Fiorano kit. The one thing that bothers me though is the lack of the fine mesh screen for the body openings that the Fiorano kit had (*with patterns*). The GTO kit has plastic pieces instead. I recommend that the builder replace these with mesh saved from other kits or sources. The glass appears to be one of the few carryovers from the previous kit.

Decals: Besides those already mentioned, the most prominent on the sheet are a 'steel' colored stripe for the center of the car as seen on the box art or alternately, a yellow stripe that goes across the front from wheelwell to wheelwell. I believe they are an

optional piece for the 1:1 car. There are three blank roundels, but no numbers for them. There are four decals for the air box not counting the ones for the raised ribs. I find the decal for the rear view mirror and side mirrors a little goofy; bare metal foil would be much better. Six decals get scattered around the engine bay and there are the expected scripts, shields and horses for the body. There are decals for the pedals and footrest, but I think painting them would be easier. Although they aren't mentioned or pictured, I think decals # 32 & 33 go around the exhaust tip openings. But, I think the rubber mat decals for the foot wells are the most novel. And finally, there are three sets of European plates and one for California.

Despite the 129 pieces in this kit, I believe a less experienced builder could expect to be able to assemble either this kit or the earlier 599 GTB. I've built the latter and can report that it went together with ease and precision, and it's no more expensive than any other Revell USA kit. And, if any of you buy one of these cars (*the 1:1 I mean!*) let me know.

by: Rich Wilson 🍷

Reel Review

Nick and I recently got the chance to see *Arnold Schwarzenegger's* new movie, *"The Last Stand."*

Other than the initial perception that it was bought and paid for by 'GMC,' it was actually rather enjoyable, although it didn't open with very good numbers.

Beyond the now-standard Tahoe and Suburban police vehicles, 'GMC's' new 'eco-darling', the Volt makes an appearance in the 'cop convoy.'

The movie takes a page from the "Fast and Furious" book, in that in his "run for the border" the Mexican drug dealer steals a '*modified*' *Corvette ZR-1* (*pumped up from the stock 638 hp, to somewhere around 1,000 hp*)

'show vehicle' into which they seem to have installed an *18-speed trans*, as he is seemingly constantly shifting! To their credit, they also added the supercharger whine to good effect.

Any 'GMC' fans who are faint of heart won't wanna see what they do to the Vette and a *ZL-1 Camaro* in a cornfield, but we sure enjoyed it! *Waytogo, Arnold!* 🍷

'Gov-a-mint Motors'

The US Treasury Department "failed to rein in excessive pay" at bailed-out 'GMC', Ally Financial Inc., and American International Group Inc., the rescue program's inspector general said.

Sixteen of the 69 top employees at the three companies had '12 pay packages worth *at least \$5 mil* and all but one had total compensation of a million or more, the Special Inspector General for the Troubled Asset Relief Program said in a recent report.

Since much of the compensation is in stock, only three of the execs had cash salaries of more than \$1 million.

Despite previous warnings by the special inspector general that the Treasury "lacked robust criteria, policies and procedures" to curb excessive pay, the department "made no meaningful reform to its processes," according to the report.

The Treasury's decisions "were largely driven by the pay proposals" made by 'GMC', Ally and AIG, according to the watchdog known by the acronym SIG-TARP.

"SIGTARP found that once again, in '12, Treasury failed to rein in excessive pay," according to the report.

Patricia Geoghegan, the Treasury's acting special master for TARP executive compensation, said she disagreed with the special inspector general's findings.

The Treasury "has limited excessive compensation while at the same time keeping compensation at levels that enable" the three

companies to remain competitive and repay their bailout money, Geoghegan said in a letter to Christy Romero, the special inspector general.

Top pay for top executives at seven bailed-out companies was scrutinized and restricted by the Treasury special master's office starting in '09.

Chrysler Group, Chrysler Financial Corp., AIG, Bank of America Corp., and Citigroup Inc. have left TARP and are no longer subject to the special master's rulings.

The Treasury plans to sell its remaining shares in 'GMC' in the next 12 to 15 months and end its ownership in the automaker, which received *\$50 billion in taxpayer money* in a bailout that began in '09.

In December, when it announced plans to unload its 'GMC' shares, the government lifted some restrictions on the company, such as a prohibition against traveling on company-owned aircraft.

'GMC' CEO Dan Akerson has openly complained the pay caps have hurt the company's ability to recruit and retain top execs.

Akerson's '12 compensation package was set at *\$9 million* with a cash salary of \$1.7 million and stock salary of \$7.3 million, *The Detroit Free Press* reported.

A Treasury Department official told the *Free Press* that the Treasury does not plan to lift the pay restrictions until it has sold all



of its shares.

'GMC' will disclose final '12 compensation levels for its top five execs this spring.

" 'General Motors Company' is performing at its highest levels in years with a string of profitable quarters and soon will have one of the industry's newest product lineups, while complying with all TARP restrictions and Special Master's decisions," 'GMC' said in a statement responding to the watchdog report.

US Treasury officials last year froze Akerson's pay and authorized a *12 percent cut in total compensation* for 'GMC's' top execs.

But several top 'GMC' execs received increases, according to the report.

'GMC' Vice Chairman Stephen Girskey, who was later appointed as interim president of 'GMC's' struggling European operations, received a *\$5.4 million package*, including a \$600,000 cash salary. 'GMC' CFO Daniel Ammann received a *\$5 million package* with a cash salary of \$750,000.

The report specifically challenged raises for two leaders of 'GMC's' European operations.

'GMC' has *lost more than*

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'Gov't (contd)

(Continued from page 4)

\$16 billion in Europe over the last 13 years.

Four 'GMC' execs were awarded raises of 15 percent to 23 percent "on the basis that they were among the individuals that 'GMC's' CEO most relied on, and they had received significant promotions or increased job responsibilities," according to the report.

"While taxpayers struggle to overcome the recent financial crisis and look to the US government to put a lid on compensation for executives of firms whose missteps nearly crippled the US financial system, the US Department of the Treasury continues to allow excessive executive pay," the report said.

The Treasury approved all 18 pay raises requested by the companies.

But Geoghegan, the Treasury's "pay czar," agreed to shift more pay away from longer-term incentive pay.

'GMC' and Ally each proposed nine pay raises, and AIG proposed one worth \$1 million.

Treasury approved raises of 15 percent to 23 percent without any further detail or analysis for four employees "on the basis that they were among the individuals that 'GMC's' CEO most relied on, and they had received significant promotions or increased job responsibilities," the audit said.

Ally, the auto lender formerly known as **GMAC** that received a **\$17.2 billion rescue**, is the non-bankrupt parent of bankrupt Residential Capital LLC. ResCap filed

for reorganization in May.

An examiner is due to issue a report in April concerning a proposed settlement between Ally and ResCap.

The Congressional Budget Office estimated that TARP would **ultimately cost taxpayers \$24 billion**, less than the \$109 billion projected in March '10.

Congress authorized \$700 billion for the financial rescue in October '08, and the bill was signed into law by George W. Bush.

About \$418 billion of the \$700 billion has been used, and Treasury has recovered \$389 billion.

AIG, the New York-based insurer that left TARP in December, has said pay limits imposed as part of a rescue package that swelled to \$182.3 billion harmed its ability to attract, retain and motivate employees.

Proceeds from the Treasury's sale of its remaining AIG shares boosted US profit on that bailout to \$22.7 billion.

AIG's managers may now get more incentive pay, Chairman Steve Miller said in a recent Bloomberg TV interview. He said the compensation committee met to design the bonus program, and targets may be set within two months.

AIG CEO Robert Benmosche, received less than some peers in '11. He got about **\$14 million** in total compensation, including a \$3 million salary and \$10.9 million in stock awards, according to a regulatory filing.

Jay Fishman, CEO of Travelers Cos., received **\$16.5 million**. John Strangfeld, CEO of Prudential Financial Inc., the No. 2 US life insurer, got **\$23.7 million**.

According to an early February report from Automotive News, 'GMC' is idling their Fairfax assembly plant in Kansas City for two weeks. According to the report the shut down is likely in response to the company's **ballooning inventory** of the two products the plant assembles, the **Buick LaCrosse** and **Chevy Malibu**.

At the end of January, inventories of the LaCrosse stood at a **high 117 day supply**, while Malibu resided at a **94 day supply**. The **industry average** is around a **50 day supply**, depending on the segment and vehicle life-cycle. Both levels are down from December and January levels, however apparently 'GMC' feels they are still too high.

The Fairfax facility was also closed during the holiday season.

The LaCrosse is nearing the end of its life-cycle as Buick has already confirmed an updated version will launch in '14.

Having just launched in mid-'12, the Malibu has seen dismal sales since launch. Last month the sedan sold **just over 15,000 units**, while most of the segment saw figures of **20,000+**. In response to this poor performance, 'GMC' has already confirmed it will also be updated for the '14 model-year.

The Fairfax plant is currently scheduled to return to work the week of February 17th. 🚗



This 'n That

Wicked Fast. We're talkin' about the **Hennessey Venom GT**. When you shoehorn a 7.0-liter Corvette V8 into a Lotus body, add a pair of turbos and channel it through two slabs of rubber in the back, the machine will move. Technically, the car began in John Hennessey's brain five years ago, and the first production car was delivered two-and-a-half years ago. At any rate, now it's official. The Venom GT sprinted from a standstill to **186 mph** in a **two-run average** of **13.63 seconds**. **Guinness Book of World Records** officials were on hand and Hennessey used a VBox 3i GPS logging system to keep things honest. The runs were made at Ellington Airport, southeast of Houston. The car was the seventh one produced, stretching the term "quickest production vehicle" to its semantic limits. Even the Guinness official was impressed. "I have never ridden in anything this fast," said Guinness adjudicator Philip Robertson. "The acceleration is absolutely amazing." Though the record runs are measured in kilometers per hour, the Venom GT also made a **0-to-200 mph** run in **14.51 seconds**, verified by the VBox. According to Hennessey, the previous record to the double century mark was held by the **Koenigsegg Agera R** that did it in **17.68 seconds**. According to Hennessey, the company only plans to

produce **29 Venom GTs**, a third of which have already been spoken for at a cost of **\$1.2 mil EACH**. Each one is custom built and takes about six months to complete....

Richer Than Bill Gates?!?

Race team owner and car dealer **Rick Hendrick** bought the **first '14 Stingray**, VIN 0001, at the Barrett-Jackson car auction in Scottsdale, AZ, on Jan. 19th. His winning bid was **\$1.05 mil**, for a car that's estimated to have a sticker price around \$60,000. The money from the sale is being donated to the College for Creative Studies in Detroit, one of the nation's top schools for training designers for the auto industry. The Hendrick Automotive Group ranks as the sixth-largest auto dealership group in the country, based on sales of new vehicles in 2011, according to **Automotive News**, a sister publication of **Autoweek**. The

group, based in Charlotte, NC, has 73 dealerships and posted group revenue of \$6.17 billion in 2011. It was a busy weekend in Scottsdale for Hendrick. He also bought **'GMC's' CEO Dan Akerson's '58 Corvette** for **\$270,000**. That money is being donated to Habitat for Humanity Detroit's efforts to improve the city's Morningside Commons neighborhood. Three other donated Chevies sold at the B-J auction benefited charities: a **'12 COPO Camaro convertible** sold for **\$400,000**, with the money going to the American Heart Association. The car is the final of



69 COPO Camaro factory drag-race cars built for 2012 and one of two convertibles built; a **'13 Corvette 427 convertible** personalized by **celeb chef Guy Fieri** sold for **\$270,000**, with the money going to Cooking With Kids, a program by the Guy Fieri Foundation for Inspiration and Imagination; and, finally, a **'13 Camaro ZL1 convertible**, the first one off the assembly line, sold for **\$150,000**, with the money being donated to the Achilles Freedom Team of Wounded Veterans, which helps injured vets compete in mainstream athletics, including marathons. **It must be nice...The ORIGINAL Minicars?!?** It's easy to like a Ferrari, or a Corvette or any given muscle car. It's far harder to explain what makes a **20-hp three-wheeler** not big enough to hold a typical high school line-man worth preserving. Yet one man's two-decade quest to build the **world's largest collection of microcars** has made him a hero among enthusiasts—and he put his entire 200-vehicle fleet on the auction block. Bruce Weiner made his fortune in the candy business, successfully reviving once dormant names like **Dubble Bubble** and selling his company to Tootsie Roll in 2004. That business grew out of a fascination with old machinery of any stripe, from

(Continued on page 7)

T 'n T (contd)

(Continued from page 6)

watches to arcade games. Starting in the early 1990s, Weiner says he was captivated by the subculture of microcars—vehicles born mostly in Europe and Japan following World War II, when shortages of steel, rubber and consumer cash made tiny cars powered by scooter or motorcycle engines a necessity for families. Weiner says chasing microcars offered far more satisfaction to him than kicking the tires on some Ferrari, because it required traveling the world to seek out like-minded collectors; in many cases, only a few copies of any given model were ever built, making it possible to own an entire production run. And the people who kept them were often less interested in top dollar sales than making sure their cherished car was going to an owner who cared. “The thrill of microcars,” Weiner says, “is that the size of your checkbook alone doesn’t determine whether you can acquire them.” That said, a

few of the cars and pieces of memorabilia still commanded a plus-sized price at the RM Auction on Feb. 15th and 16th, thanks to Weiner’s meticulous research and restorations. The rose-colored F.M.R. Tiger, a four-wheel variation of the Messerschmitt three-wheeler, was one of a few offered as a ‘sport’ edition that could reach 60 mph in **28 SECONDS**, and could fetch up to **\$150,000**. Many of the cars are the only ones of their kind that exist, or like the **Voisin Biscooter** and **BMW Isetta pickup**, are factory prototypes. And while most date to pre-’65, a few modern editions have snuck through the gate, namely the **What-tadrag**, a recreation of a **Hot Wheels toy** mating a ‘58 BMW Isetta with a 750-hp Chevy big block and drag-strip-sized rear wheel. Although many cars in Weiner’s collec-

tion will be offered at prices below \$30,000, the sale could fetch **\$10 million+**—money Weiner says he will use to collect something else that catches his eye. For more, go to the link—<http://autos.yahoo.com/blogs/motoramic/world-largest-collection-tiny-cars-going-going-gone-205639795.html>. **Tanks, Matt!** (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!) 🍷



T 'n T (contd)

(Continued from page 1)

Overall, the Salon Collection’s presence was far from subtle, selling at a total of \$29.2 million. Within this group of rare and highly coveted vehicles, Hollywood icons such as the **‘66 original #1 Batmobile** by renowned customizer, George Barris, sold at an **astounding \$4.62 mil.** Following it in top sales was **Clark Gable’s breathtaking ‘55 M-B**

300SL Gullwing coupe, which sold at **\$2.035 million**, a price also achieved by the record-breaking Talbot-Lago.

Each of the top 10 sales exceeded a million. Additional milestones include:

- ‘34 Duesenberg J Murphy LWB Custom Beverly Sedan \$1,430,000.00
- ‘29 Isotta Fraschini Tipo 8A SS Castagna Roadster \$1,320,000.00
- ‘71 Plymouth Hemi ‘Cuda convertible \$1,320,000.00

- ‘49 Delahaye Type 175 Saoutchik Coupe de Ville \$1,210,000.00

This year also brought the largest offering of Shelbys at one event in honor of one of the world’s greatest automotive icons, Carroll Shelby. 48 cars were auctioned off at no reserve including a ‘66 GT350 which sold for \$225,000, a ‘65 GT350 which sold for \$220,000 and a ‘67 GT500 which sold for \$175,000. Guess Barris was happy, eh?! **And the insanity continues!** 🍷

Model Buffet

After a long hiatus, it is back with a vengeance! And this month's column doesn't stray far from home—everything comes from MAMA's BoyZ!

MAMA's 'Founding Father,' Norman Veber (a.k.a. *Replicas & Miniatures Co. of MD*) has new resin on the market.

With the release of the **Revell '50 Olds**, Norman struck while the iron was **SMOKIN'**! He gives us a **'50 Olds two-carb intake setup** (five pieces) for Stromberg or other two-bbl carbs, with bell-style air cleaners (#P-137, *patented by Lyle Willits*), for \$6.50.

Meanwhile, Harold Bradford over at **Historic Racing Miniatures** has added a **Maserati 450S** to his extensive lineup.

This curbside kit includes but is not limited to the following: body (w/all vents opened up), vacuformed glass, headrest plus cover, headlights (with covers) and tail lights, side exhaust, full interior, single-cast wire wheels, with Engelbert big 'n littles and finned brake drums, and decals from VRM are but a few of the

highlights. About the only thing missing is an engine (*it IS a curbside!*).

This kit has a sticker of \$110, while shipping and handling should set you back about \$7.00. For credit card sales, please see Replicas & Miniatures Company of MD, while Harold can accept checks and money orders.

Last but certainly not least, **Rich "Ford Guy" Wilson** has recently mastered a **Ford V-10 engine**. I'll turn it over to Rich now.

"Ever since Revell and Lindberg released their kits of the new generation Ford pick ups I've wanted to build a scale version of the V-10, but with no pictures to go by and with the 'Little Three' seemingly not interested, the project got lost."

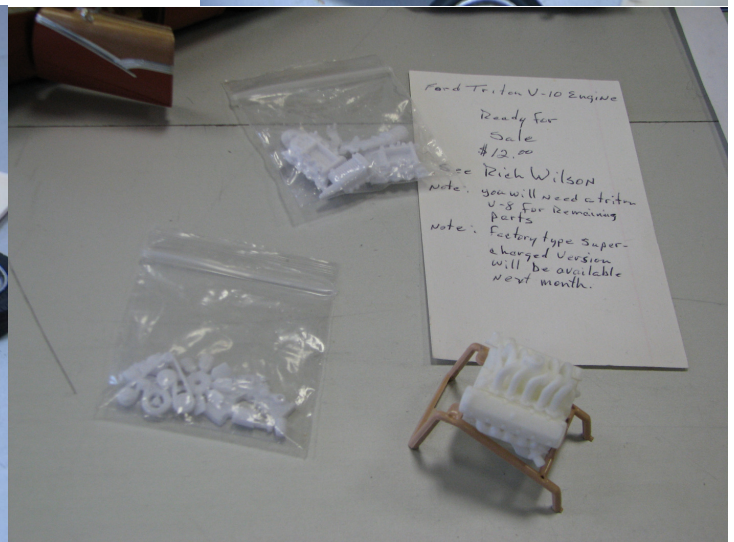
"Recently, a work truck I needed wouldn't start and I did what everybody does. I raised the hood and stared, as if that would fix it, then wiggled various things. As I looked at the engine, I noticed it was the Triton V-10 and it was simply a V-8 (Triton) with two more cylinders. **Doh!!** When I got home, I dug out two of the Revell V-8s and got down to

the conversion. The first one is the truck engine with a second version planned to have a stretched factory blower; maybe for a Mustang or street rod. Both are intended as transkits; you'll need a truck kit for the timing cover, belts, etc. The best kit to use is the Revell F-150 lightning SVT."

"Either resin kit costs **\$12.00** and contains 10 parts. Oh, the work truck cost \$1000 to get the broken fuel pump replaced! And by the way, lemme tell ya that 'work truck' is **bloody freakin' fast**. When you mash the 'go fast pedal,' ya better hang on!!"

"Anybody interested in either engine can contact me at a MAMA meeting or at wilsonco-braguy@comcast.net, or 410-674-5750."

Thanks a bunch, guys! 🙏





IPMS Richmond Hosts the 2013 OLD DOMINION OPEN

More Contest Categories & More Vendors!

February 23, 2013 8:30am-5:30pm
in Richmond International Raceway's
Henrico Hall (same as 2012 location)
600 E. Laburnum Avenue, Richmond VA 23222



Scale Model Show & Contest

70+ Contest Categories (15 Generous splits available) & 9 Special Awards.
Display Only Tables. 150+ Vendor Tables. "Make & Take" for
Juniors, *Great Big Raffle*, and More!

General Admission

Adults: \$5, Juniors (age 17 & under): \$2;
Active Duty Military &
Scouts in uniform: Free!

Contest Registration

8:30 to 12 Noon
Adults: \$12 first three entries & \$1 ea.
additional, Juniors (age 17 & under): Free!

Vendor Table Information: (\$30 1st two tables & \$23 ea. Additional) contact Aaron Winer at:
(804) 270-7898 & alw727@verizon.net or Bob Walls at (804) 740-3736 &
robertwalls@comcast.net; **To Sponsor Awards:** (\$25 category awards & \$40 ea. special award)
contact Chazz Klanian at (804) 794-8020 or csklanian@verizon.net; **Great Big Raffle:** contact
Mike Lyons at (804) 306-4517 & mlyons@richmondicezone.com

Updates on ipmsrichmond.org



- Feb. 25th—*The Big Sit* from 10 AM til whenever, at **Main Line Hobbies**, in Plymouth Meeting, PA (*see flyer*).
- Feb. 25th, 2013—*The Old Dominion Open*, at Richmond

International Raceway's Heinrico Hall (*see flyer opposite*).

- April 20th—*27th Annual NNL East* in Wayne, NJ. **Theme—Resin Rules**, with a **sub-theme** of **Vans**. So, let's get busy guys, for the 'Big Go East,' OK?! 🏁



Pontiacs on Parade!

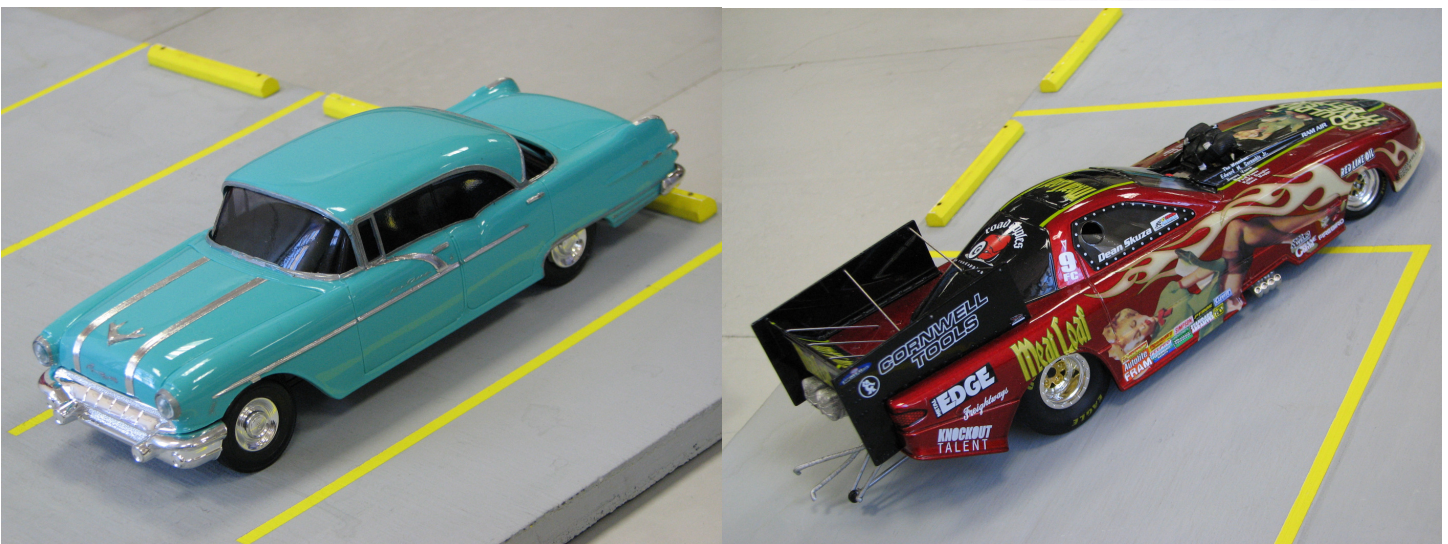
Looks like, at least at the moment, that my buddy **Bob Foster** is keepin' the Pontiac Parade alive with the diecast racers that he's been bringin' out. **Thanks, Bob!**

Doug Galinat: Doug added an **Okey Spaulding/JoHan** original—a '56 Pontiac 4-door hardtop curbside. He's also keepin' an eye out for a few of 'em for me, as I don't yet have any in the collection. Thanks, Doug!

To this, I added three very nice diecasts—the **Action "Slick 50"** '97 **Pro Stock Firebird**, "Vegas General"

Pro Stock Grand Am, and finally, the **Meat Loaf "Couldn't Have Said It Better"** '03 **Firebird** funny car (a gorgeous piece, I'm sure you'll ALL agree!). **Thanks again to Bob Foster!**

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

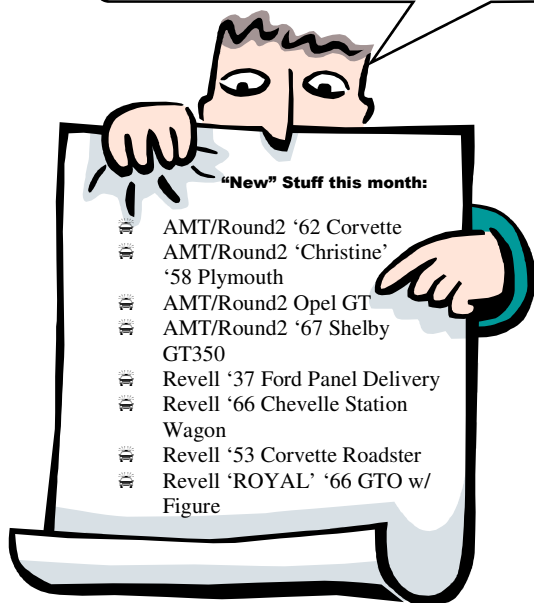


This is the newsletter of the
Maryland Automotive Modelers
Association

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E-mail: gtoGuy@verizon.net

MAMA's BoyZ Do It In Scale!



"New" Stuff this month:

- AMT/Round2 '62 Corvette
- AMT/Round2 'Christine'
- '58 Plymouth
- AMT/Round2 Opel GT
- AMT/Round2 '67 Shelby GT350
- Revell '37 Ford Panel Delivery
- Revell '66 Chevelle Station Wagon
- Revell '53 Corvette Roadster
- Revell 'ROYAL' '66 GTO w/ Figure

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>

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 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 gtoGuy@verizon.net, or see me at a meeting. *Thanks!* 🍷



Whattadrag! See page 7.

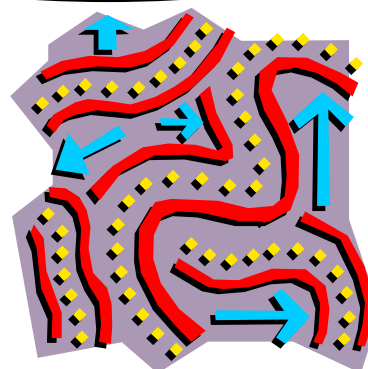
We're on the web!

<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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