



MAMA SEZ!

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April, 2013



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

Lindberg/Hawk Sold!	1
Mustang Cop Car!	2
GeeTo Tiger!	3
Gov-a-Mint Motors	4
Sock it to ME?!	5
T 'n T	6
MAMA NNL	10
Events	11
Pontiac Parade	11
Classifieds	12



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!

**Inclément weather phone
number: (301) 474-0646.** ☞

The Big Go East is History!

Again, a pretty low-key meeting, except for the bombshell that **club Prez Lyle Willits will be resigning as club President as of Dec. 31st, 2013!!** He's given us plenty of time to elect his successor—**thanks Lyle, for your years of service to the club!**

This month, **Rich Wilson** gives us a peek inside the box of the

brand-new Revell Mustang LX cop car! **Thanks, Rich (and Ron B)!** I looked over the re-issued **Revell GeeTo Tiger**, too.

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

The raffle raised **\$82.00**, while the door kicked in an additional **\$49.00**.

Thanks to the raffle donors: **Ron Bradley, Brad, Steve M. Buter, Jerry Flynn, Bob Foster, Mike Gose, Matt Guilfoyle, Ron Hamilton, Charlie Magers, JC Reckner, Ron Roberts, Steve Scott, Don Stone, Howard Weinstein, and Replicas and Miniatures Company of Maryland.** Tanks again, guys! ☞

Lindberg/Hawk Sold!

Round 2, LLC, is pleased to announce the acquisition of **Lindberg and Hawk Model brands** from J. Lloyd International. With the transaction, Round 2 adds these two well-recognized, historic plastic model kit names to their existing trio of **AMT, MPC** and **Polar Lights** lines, licensed from Learning Curve Brands, Inc. in '08 and purchased in '12.

Consumer excitement has been building over our efforts with the initial

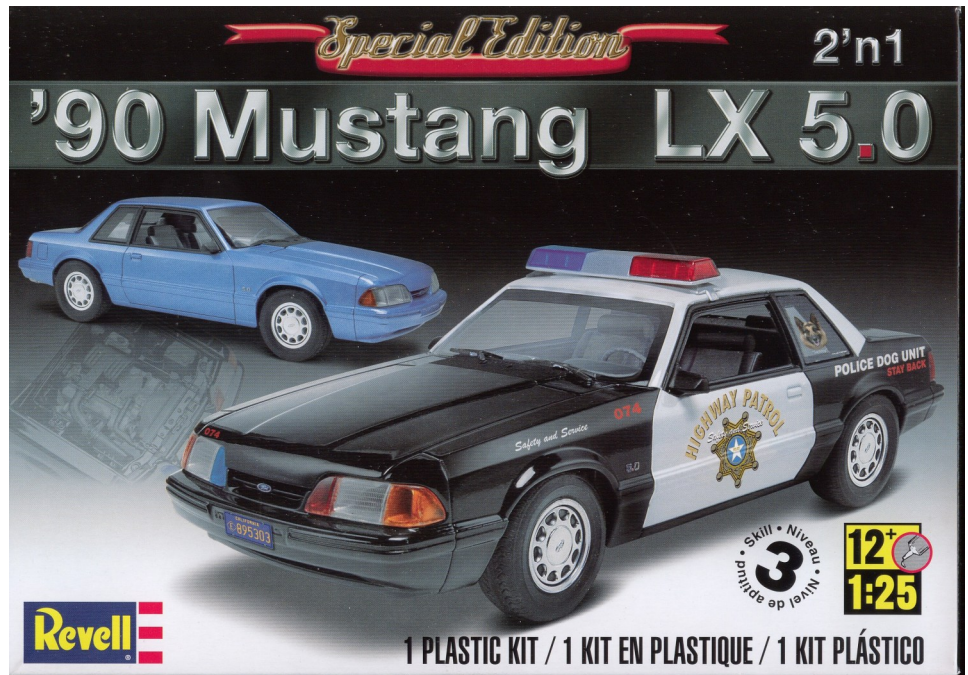
brands since '08. Now, with the assets of five major companies, Round 2 solidifies its position as a top producer and fierce competitor in the plastic kit sector of the industry. Thomas Lowe, President and CEO of Round 2 says, "This addition results in a combined product catalog for Round 2 that is so diverse, it will include virtually every type of model kit genre imaginable, and in a wide range of scales. Whether you're looking for cars,

trucks, aircraft, ships, sci-fi, space exploration, anatomy/figures or even monsters, we now have it all! We've made plans to hit the ground running with these brands and are ready to go. As we move into the future, we will be working with the vintage Hawk and Lindberg tooling to resurrect more exciting kits that haven't seen the light of day in decades, just like AMT and MPC. We'll also be happy to put the **'34 Ford Pickup tooling back under the original AMT brand**, from where it originated." ☞

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

Revell '90 Mustang LX 5.0 Cop Car

It seems to be standard practice with the “Little Three” to kit the top of the line car no matter how few were actually built or what we or our families or friends owned; and that’s not a bad thing. We tend to build what we are most familiar with. Occasionally, we ‘builders’ desire the base model of a particular car. A case in point is the recently issued ‘57 Ford Custom. Many racecars were built off these base model cars. This kit mirrors that ‘trend’ in that the LX was the base model for the Mustang line. It has always intrigued me that ‘LX’ seemed an abbreviation of the word ‘luxury’ and it was anything but. But of course, the advantage was a lighter, stripped down car that one could put a huge engine in and have a very fast ‘sleeper’; very much like the COPO/ZL-1 Camaros, first-gen Road Runners or Tempest T-37s/Judges. When this kit was announced, I was just as excited as many of the rest of us, but the question is; why so late. I remember many builders begging for this very kit over 20 years ago. Replicating the notch back roof line has been the difficult part and I recall builders taking the wheels from the Revell ‘88 T-bird. I searched my model collection (*and brain*) looking for the kit that was modified for this one, but I couldn’t find it because it doesn’t exist; this is an all-new tool with 127 parts. At any rate this is a very welcome kit; one that I expect many builders will want several. Besides the two versions offered in this kit, there are those



that will want to build a wild twin turbo drag car that’s so popular in some race series.

Kudos have to go to our resident “plastic pusher” Ron for snagging this kit at the recent Replicon/IPMS show on Long Island near our good buddies of the LI-ARS club. As it turns out, Revell had a table set up right next to Rons’ huge display. At the end of the show, he went over and bought this kit, not to be released for another six weeks or so. He then handed it to me, to my complete shock. I know for a fact that while most of the attendees of the show were aircraft, militaria, figure, or ship builders, there were several guys vying to get their hands on this kit. Great move Ron—and no, you won’t see this on the raffle table. It made all the work worth it.

As a charter member of the Mustang lovers club, I’m embarrassed to admit I had to do a

Google search to refresh my memory; the Mustang is now **48 years old**, after all. Am I geezing?? 1978 was the last year for the Mustang II and I hasten to remind you that 95% of the suspension kits available for street rods are based on those of that unloved Mustang. 1980 saw the start of the ‘Fox’ based Mustangs and the return of the V-8 to the model. From then until ‘89, the car had a rectangular grille that went fender to fender. I rather liked the look, but performance was a joke. Though in the Mustangs’ defense what other car was any better? 1990 saw a change to the styling of the car and a gradual improvement to its’ performance.

Engine: The 23 part count doesn’t adequately describe how nicely detailed this 302 cubic inch engine is. All parts are grouped together on two trees except for the valve covers that are chrome.

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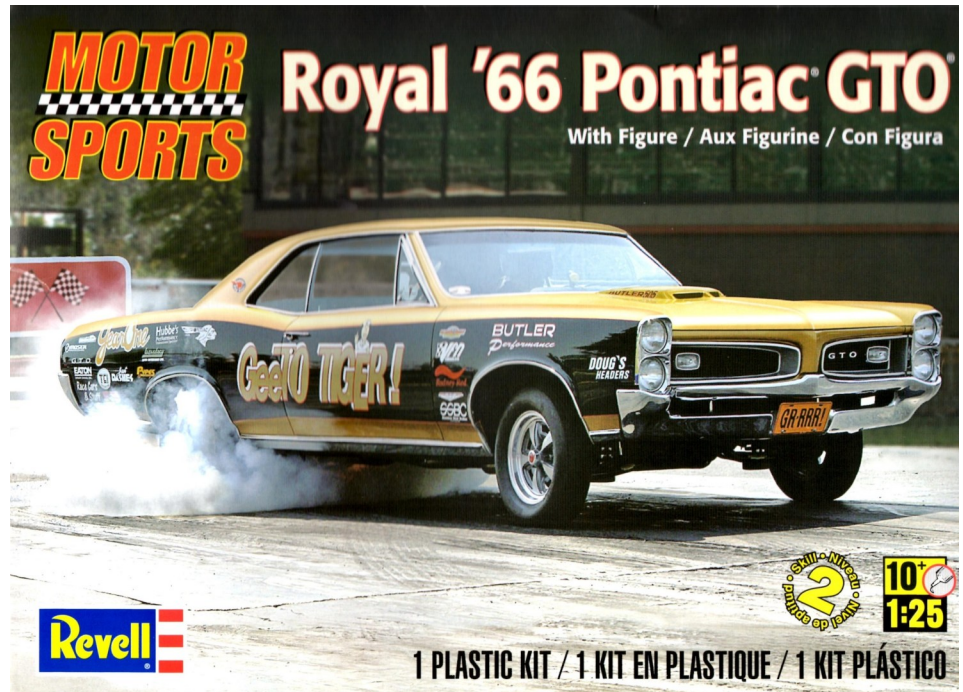
Royal (?!) '66 Pontiac GTO

I must admit I was puzzled when I heard about this kit release from Revell. However, after the realization that it was slated to be the *GeeTo Tiger "Recreation/Tribute"* car, I was excited, as it was a nice, newer Pontiac drag racer that could be added to my 'museum.' Once I got my hands on the kit, my *excitement quickly faded. Huh?! A new Pontiac kit, and I'm not jumpin' up and down?! Read on for details.*

Before diving inside, let's consider a few contradictions in the box art for a moment. It is my belief (*later confirmed by a close Pontiac racing friend*) that it was shot at Norwalk Raceway, home of the Pontiac Tri-Power Nats. The car, as originally built in 2001, ran Torque Thrust D rims. The Rally II rims in this shot (*billet, by the way!*) date the picture as possibly 2010.

The car was originally built with a bored and stroked Butler 455 (467 cu. in.), and a Turbo 400 transmission, with a 3,500 RPM stall converter inside. It also inhaled through the stock hood scoop, before eventually changing to what I refer to as the "Super Duty scoop on steroids."

This kit is no more than Revell's excellent tri-power GTO



from several years ago. That means that what you get in the kit is the aforementioned tri-power V-8 (*as opposed to the Butler single four-barrel powerplant*), while it rolls on your choice of wheels, as long as they include Hurst mags, rather than the correct American Torque Thrust Ds. And, finally, there is no roll bar whatsoever **OR** slicks for this car, which is capable of ripping off sub-11 second time slips.

I hope to build it, and here's how I hope to accomplish that.

Let's start off with the **rims**, and leave the biggest challenge (*the engine!*) for last. There are several Revell kits with rims that would work, starting with the original issue of the '68 Firebird. American Torque Thrust Ds can also be found in the company's '32 Ford 3-window coupe, as well as their B-M Camaro and Corvette, and lastly, their Rebel Racer L88 Vette. I **DEFINITELY** enjoy

parting out Chevies in favor of Pontiacs!

For **rolling stock**, this area is wide open. The Revell Firebirds ('68 and '78 T/A) both contain slicks. The GTO started out on a 28"x10.5"x15" slick. I'm still searching for a suitable tire for the 26"x7.5"x15" M/T Sportsman Pro front tires.

The car was modernized with a **four-wheel disc brake setup** by Stainless Steel Brakes. The recently reissued 'Foose' '68 Firebird should have something that will pass. There are also aftermarket sources for this item.

Let's not forget the **rear sway bar**. The Revell '72 Olds includes one. Or, if you are a bit talented, try bending one up out of thin wire. I'm gonna experiment here. The tubular front control arms might be a bit tricky.

As far as the engine is concerned, the Revell '68 Firebird

(Continued on page 9)



'Gov-a-mint Motors'

'GMC' is recalling about 33,700 model-year 2013 *Buick LaCrosse sedans* and *Cadillac SRX CUVs* globally to address a potential software problem that could increase the risk of a crash.

'GMC' said the problem may cause the transmission to unexpectedly slip from manual to automatic mode. The company said there are no reports of crashes or injuries related to the issue.

The recall affects 26,582 vehicles in the US, with the rest in Canada, Mexico, the Middle East and China, the company said.

Dealers will reprogram the transmission control module free of charge.

The company also recalled 48 compressed natural gas-powered versions of the 2011-model *Chevy Express full-sized vans* to repair a potentially incorrectly built pressure relief vent pipe that could allow natural gas into the passenger compartment and increase the risk of an explosion or fire.

'GMC' said all the vans, which were sold to three US fleet customers and one dealer, have been inspected, and there were no reported crashes, injuries or fires related to the issue.

'GMC' is warning owners of **almost 800,000 2010-12 vehicles** that they may need oil changes more frequently than the onboard oil monitoring systems are telling them.

After high warranty claims on several models with four-cylinder engines, 'GMC' will reprogram software to make oil change warning lights go on sooner.

The change only affects **2010-12 Chevy Equinox, GMC Terrain and Buick LaCrosse and Regal** models with 2.4-liter LAF and LEA four-cylinder engines.

'GMC' sent letters asking 778,956 owners of those vehicles to take them back to dealerships. The service will be done at no charge until Feb. 28, 2015.

"Even if they were out of warranty, they would still be good to have this done through that period," said 'GMC' spokesman Alan Adler. "After that, the dealers have discretion to make the customers happy."

The program involves vehicles in the US as well as any affected vehicles that were exported.

"It is a US program but exported vehicles would be treated the same," Adler said.

Adler said the changes resulting from the software reprogramming would not be dramatic.

Owner's manuals say the engine oil and filter must be changed at least once a year. Further guidance appears on a display screen that expresses remaining oil life as a percentage. Driving style and environment play a role in the readings.

'GMC' began updating the



software in December after noticing warranty claims for worn-out balance chains. The chains link the crankshaft and the balance shaft—"just like the chain on your bicycle goes from the pedals to your back wheel"—and make noise when they're worn, Adler said. The company declined to disclose the number of claims.

Product investigators found that recalibrating the oil-life monitor will help the chains last longer, Adler said.

The monitor "tells you when you should change your oil. It might be 5,000 miles, it might be 7,000 miles. It's going to vary based on how you drive your car," Adler said.

"Those intervals between oil changes were longer, but now they're going to be a little shorter because we have to find the right balance between how long the parts last and how much lubricant the vehicle needs."

Adler said the program is not a recall because it does not involve

(Continued on page 5)



'Gov't (contd)

(Continued from page 4)
a safety issue.

Clarence Ditlow, executive director of the Center for Auto Safety in Washington, said a safety recall never expires, as opposed to the limited time frame of a voluntary equipment-modification program that does not involve a safety issue.

Said Ditlow: "A customer satisfaction program is something that each manufacturer at its discretion decides to implement."

'GMC' is **increasing production cuts** at one of its South Korean plants because of **slow Chevy sales in Europe**.

'GMC's' South Korean unit will idle its plant in the southwestern city of Gunsan for nine days this month, up from six in March, a company official said.

The plant builds the **Chevy Cruze** and **Orlando minivan** and has an annual production capacity of 260,000 vehicles. It is one of five 'GMC' factories in South Ko-

rea.

'GMC's' Korean unit produces most of the Chevies sold in Europe and more than 40 percent of those sold globally.

"We are adjusting factory output in response to a fall in orders for Europe exports," the official recently said, without elaborating on how much production would drop.

Sales of Chevies **slumped 39 percent** to 18,790 units from January to February in the EU, according to industry association ACEA, underperforming a 10 percent fall in the broader passenger vehicle market amid the euro zone debt crisis and government austerity measures.

Cruze sales in Europe fell to 5,704 in the first two months from 5,035 in the same period of 2012, according to JATO Dynamics. Orlando sales for January and February were 2,101, down from 3,955.

Ford Motor Company and 'GMC' have signed an agreement under which both companies will jointly develop an all-new genera-

tion of **advanced-technology nine - and 10-speed automatic transmissions** for cars, crossovers, SUVs and trucks. **C'mon! I mean, how many speeds do we REALLY need, hmmm?!?**

Finally, 'GMC' is looking to roll out a **smaller line of pickup trucks**, in an attempt to take sales from Toyota's market-leading Tacoma (*good luck with that!*).

The trucks will replace the aging **Chevy Colorado** and **GMC Canyon**. Due out next year, they are supposed to be slightly larger than the Toyota, while getting better gas mileage than their full-size kin..

'GMC' sees this market rebounding, while Ford stopped selling Rangers in '11 to focus on the F150. Sales of these trucks are **down 80%**, while Tacoma sales are **up 23%**.

No word on whether the names will be changed (*to protect the innocent?!?*) or not.

These **'worst in class' trucks** (*per Consumer Reports, no less*) are the reason why Nick ended up with a Tacoma! 🚗

"Sock It To ME?!"

Anyone who purchased the reissued **AMT/Round2 "Sock It To Me" '62 Vette** from Ron Bradley, please see him. Apparently, they forgot to include a set (2) of tires in the kit, and Ron can take care of your need there. **Thanks, Ron!**

Also, a disclaimer of sorts—the pix in last month's Rat Roaster review by Rich Wil-

son were 'borrowed' from the Revell website—not from Rich's talented hands! Hope I didn't burst yer bubble, Rich! 🚗



Please Note

Also remember: **NO** congregating in the halls (*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! 🚗



This 'n That

Hot Hatch! Professional wheel-man **Tanner Foust** is teaming up with **Cobb Tuning** to create the **Tanner Foust Edition Ford Focus ST**. The car will go on sale later this year. Loosely based on the concept unveiled at the SEMA show in November, the car will be upgraded with a custom ECU calibration—by Cobb, of course—and an intercooler, intake, exhaust and suspension mods. Output will grow to 300 hp, up from 252. The Tanner Foust Edition will also feature carbon-fiber aerodynamics accessories, a custom grille, graphics, and a wheel and tire package. The components will be offered as a package and sold individually. It will be sold at Ford dealerships and from Cobb Tuning. Cobb is known for its work with turbo'ed motors, and does much of its work with Subaru, Mazda and BMW. It saw Ford's EcoBoost as a new opportunity. Cobb is also working on a **Tanner Foust Fiesta ST**, which will debut at SEMA this fall. The website, foustedition.com, will detail the rest of the specs and pricing starting this month...**Fisker Quits?!** **Henrik Fisker**, founder and executive chairman of struggling plug-in hybrid vehicle maker **Fisker Automotive**, has resigned. In an email to Automotive News, Hen-



rik Fisker, referring to himself in the third person, said: "The main reasons for his resignation are several major disagreements that Henrik Fisker has with the Fisker Automotive executive management on the business strategy." Fisker confirmed his resignation in a phone interview and declined to comment further. Tony Posawatz, who became president and CEO of the company in August, said that he had just been made aware of the resignation. Posawatz previously was vehicle line director for the Chevy Volt plug-in hybrid. Asked how the company was faring, Posawatz said, "We're in the midst of some serious negotiating." News reports last month said that a Chinese holding group, Zhejiang Geely, which owns Volvo, leads the bidding to take over Fisker Automotive. Fisker Automotive has been seeking capital to launch its second vehicle, the Atlantic, after a \$529 million federal Advanced Vehicle Technology loan was put on hold because of slow sales...**SUPER Shelby?!?** Shelby American celebrated its 50th anniversary last year at the New York auto show with a 1,100-hp Ford Mustang only legal on the track. Fifty-one years isn't as big a milestone, but the race car is even better: Now it's a **1,200-hp monster**. Named the **'13 Shelby 1000 S/C**, it will start at **\$154,995, not including the cost of a base Shelby**

Mustang GT500. It debuted at the New York auto show. The big change this year is Shelby based its creation on the '13 Mustang GT500, which runs a supercharged 5.8-liter V8. Last year, it used the previous-gen GT500, which ran a 5.4-liter engine. The '13 GT500 makes 650 hp in basic trim and was one of the last cars Carroll Shelby had a hand in. The monstrous eight-cylinder is stripped down and engineers fortify the internal components. The chassis, brakes and cooling elements are also fortified. Shelby will make **100 copies** of its super Mustang (*IF they can find buyers for 'em all?!?*). Theoretically, enthusiasts can order a 1,000-plus-hp road-legal model, though the company says it expects all of the demand to be for track cars. Last year, Shelby revealed a 950-hp Shelby 1000 that was road legal, though all of the orders were for track cars...**More Money Than Bill Gates?!** The first **'14 Corvette Stingray convertible** sold for a **cool mil** at the Barrett-Jackson auction in Palm Beach, Fla., to car dealer and NASCAR team owner **Rick Hendrick**. He now has a pair of the seventh-gen Vettes after purchasing the first coupe for \$1.05 mil in January. Proceeds from the sale will benefit the Barbara Ann Karmanos Cancer Institute. The car debuted at the Gene-

(Continued on page 7)



T 'n T (contd)



(Continued from page 6)

va motor show in March and uses the same 6.2-liter V8 as the coupe with at least 450 hp. A six-speed automatic is optional, a seven-speed manual is standard. Hendrick only bid on a pre-production prototype on stage, his car will be equipped to his preference when production begins late this year. Meanwhile, **Chrysler Group chairman and CEO Sergio Marchionne's '11 Challenger SRT8 392** was also sold at the Palm Beach auction for **'only' \$175,000...Top Speed Record Reacquired! Bugatti** isn't taking the recent recall of its 'fastest car' world record lightly. The company said recently its **Veyron 16.4 Grand Sport Vitesse** has set the top speed world record for an **open-top car at 254.04 mph**. The run was made at Volkswagen's proving grounds in Ehra-Lessien, Germany where TÜV, the country's organization for technical inspection, confirmed the top speed. The **1,183-hp** convertible was piloted by **Chinese race car driver Anthony Liu**. The world record car will be unveiled at the Shanghai Motor Show this month. "When we introduced the Vitesse, we established the top speed for open-top driving to be 375 kmh. Still, we could not let go of the idea of reaching the 400 kmh



mark with this car as well," said Dr. Wolfgang Schreiber, president of Bugatti Automobiles S.A.S. "The fact that we have succeeded in reaching 408.84 kmh is a thrill for me, and it reaffirms once again that Bugatti is the leader when it comes to technology in the international automotive industry." The Vitesse wore a two-tone, black-and-orange paintjob, and a **small run of eight World Record Car examples will be made available to the public for about \$2.6 mil each**. Bugatti was stripped of the world record for fastest production car on April 5th, after it was discovered that the speed limiter was removed on the Veyron Super Sport used for the test. That car hit **267.8 mph** while cars sold to the public are regulated to a top speed of 258 mph. The rules state that the car that sets the record must be mechanically identical to those on sale to the public. The Hennessey Performance Venom GT now claims the record for a hardtop, though it isn't official... **A DEFINITE "Aw S!#* Moment!!** Few weekend race events have grown quite as quickly as the Texas Mile, a twice-a-year run down a 1.5-mile airstrip in Beeville, Texas, that lets tuners push their creations to 200 mph and beyond. One of the stars of the past couple of years has been a fourth-gen Camaro, tuned by a Houston shop into a twin-turbo

monster that hit **263 mph** last October, claiming the mantle of America's Fastest Camaro. This year, the team returned with 2,800 hp—and found that the engineering they'd put into safety features paid off when **the car went off track, rolled several times and caught fire**. The Camaro, built by KP Racing in Houston, was powered by a 441-cu-in V-8, which the team overseen by Kelly Bise had cranked to about 2,800 hp. While last October's run of 263.2 mph went off without drama, two years ago the car went sideways at the end of the runway after hitting 244 mph: According to witnesses, driver Joe Huneycutt was halfway through the run when it veered off the runway. "The car must have done at least **8 barrel rolls** before coming to a stop, then it caught on fire," KP Racing said in a Facebook post. "Pretty scary for those of us attending the event." Fortunately, despite the car's destruction, Huneycutt suffered only a concussion and several cuts and bruises, and was released from the hospital shortly after the crash, a testament to the roll cage built by John Harrison of Specialty Metal Craft and HANS neck-protection device Huneycutt wore. All involved say the crash won't deter them from returning in search of even faster speeds—and ample proof that safety devices can keep such fun from turning fatal. If you Google it, you may find a video link (*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!*) 🍌

Cop (contd)

(Continued from page 2)

It's worth the extra time to examine all the parts before they are painted to see the incredible detail (*throttle body and alternator in particular*). This was the generation that saw the first use of tubular headers in a factory built car. The top of the upper intake manifold is engraved with the correct 5.0 HO (*high output*) and Ford oval and there is a decal for this as well for the lazy among us. There are decals for the oil filter/filler cap. The transmission is a manual.

Chassis: The chassis is just as nicely engraved as the engine. The single part that proved to me that this was not a modified re-issue is the front suspension 'K' member that is a separate piece. All together, there are 26 pieces in the chassis assembly, including eight for the front suspension and 10 for the rear, including the correct dual rear shocks. The dual exhaust system is incredible. When was the last time you saw pipe clamps; ones that you could see between the two flanges and the bolts!! There are coil springs for each corner as well as sway bars front and rear, and steering rack. Upper and lower hoses are provided for the two-piece radiator that has the recovery tank cast to the shroud. There are simplified disc/drum brakes included. The wheels mount with the same metal pin as in previous new issues.

Interior: The interior assembly begins with a separate floor that has the inner front fenders attached and no seats cast in. The bucket seats are two-piece and they and the rear seat have an al-

most unusually plain pattern to them. But the upholstery pattern is correct given the base model/police car nature of the kit. The console almost seems out of place in light of the stripped interior. But it has the separate armrest that would revolve to reveal a storage area (*on the 1:1 car*) along with a shifter and hand brake. The dash is two-piece plus the steering wheel with a decal for the gauges and separate triple pedals to hang from it. The battery and several decals install in the engine bay at this point.

Police parts: Let me say up front that I don't know "jack" about police cars (or their back seats!) or emergency vehicles, but this kit is kool. There is a 3-piece police radio for the dash that has 2 microphones with incredible spaghetti cords and dual flashing lights for the package shelf. There is a clear dome light for the ceiling as well as another one between the visors for the police version not to mention a two-piece spot light for the a-pillar. The only thing missing is a rifle and they are available from the aftermarket. The roof mounted light bar seems correct for the 1990 era, but there is a small problem. The box art shows blue and red lights, the instructions indicate clear parts to be painted and the parts tree has two clear red lights. I can understand Revell not wanting to have the extra expense of casting clear blue parts, but wouldn't clear parts been the better solution? Here's an opportunity for the aftermarket to step up and supply the needed blue light; I'm sure lots of guys will be building this version. The decal sheet is filled mostly with

police decals. The "highway patrol" stars seem to be non-specific as far as state and/or department. There are decals for a police dog unit. Replicas and Miniatures co. of Maryland just released a two-piece set of 1/25 scale dogs, one just happens to be a German Shepard just like the one on this decal sheet. There is one set of Nevada plates for this version that say "law dog" and an alternate set of decals for the center caps. The wheels will need to be stripped and painted black.

Tires/wheels: As best as my "detectives" and I can determine these 10 hole wheels were a stumbling block that caused the change from '92 to '90. Revell wanted to satisfy our desire for these wheels and that's what it took to make the kit "rite". Thanks Revell for not "dropping the ball". When I first saw the tires in the separate baggy I thought they were the old Michelin TRXs. But I was totally wrong; they are brand new (*no names*) and very well done. They seem to depict what I call base model tires (*radials*); those that would be found on a car at no extra cost. They are semi hollow for the one-piece chromed wheels. The wheels may need a little toning down to look correct, but they aren't bad all nice and shiny. The decal sheet has horse over flag emblems for the center caps. The one advantage to the metal pins that mount the wheels to the axles is that you can see through the holes in the wheels and that adds to the realism.

Body: The body is very accurate and true to scale. I like that the front and rear bumper assem-

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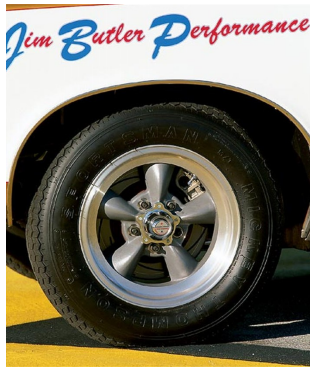
Royal (contd)

(Continued from page 3)

also has a nice *single four-barrel intake setup* and a set of *tubing headers*, which would replace the stock cast iron units in the Goat.

The *Turbo 400 trans* is available from a certain *MAMA resin caster* whose initials are *RMCM*.

And let's not forget the most important part—the *roll bar*. There is a roll bar in the 'Bird, 'tho it's only a two-pointer, meaning the builder will have to add



tubing of appropriate size to upgrade it.

As far as the *engine* is concerned, I

haven't quite figured it all out yet. Obviously, it'll take a little scratchbuilding for the valve covers, and timing cover.

Early buzz had the kit coming with *TWO* sets of decals—the original 'Tiger,' and the 'Recreation Tiger.' Well, the kit includes *ONLY* the current set. Again, according to my research, the kit *IS* advertised on Facebook (*if I'm not mistaken*) as including *BOTH* sets.

Oh, and before I forget, the kit also includes the pre-painted resin 'Mystery Tiger' figure from the original GeeTo Tiger release.

This kit is going to frustrate modelers—it's a 'teaser'—a kit that cannot be built to represent the box art with the parts included in the box. Don't misunderstand, I'm not denigrating this nice kit—



just the way it was marketed. Expect to have to work for a passable Wangers version.

by: Tim 'gtoguy' Sickle 🍷



Cop (contd)

(Continued from page 8)

blies are cast with the body; it means that when the chassis is installed it won't fall out when the model is picked up. One of the first things I notice is the cast in hinges on the hood, which fits in and out very easily. Somebody has been listening and I hope this (the hinges) will continue. The next is that both the headlight and taillight receptacles are chrome pieces. The taillight lenses are two-piece. While the stop/turn signal lenses are clear red, the backup lights are clear. The headlight lenses are clear and will need the turn signal portions colored in yellow/orange or blue for the police version. All the windows fit flush on the outside of the body. There are flanges that support the glass that can be painted black instead of painting the glass. The mirrors are the two-piece with chrome reflectors that we have come to appreciate from Revell. Most of the others give a decal. The wipers are separate non-chromed pieces. The only emblems/scripts on the body are the blue oval in the grille and the 5.0 on the front fenders and those and two others are on the decal sheet.

Decals: There isn't much left that I haven't mentioned. There is a "police interceptor" emblem that replaces the "LX" on the trunk lid. I had to use a jewelers' loop to

read it. Yeah I know—geezeing again! There is a "caution fan" decal that doesn't seem to be called out; I can't imagine where it goes. And finally, a pair of California plates. I would still like to see the decals in a sealed bag since so many of the kits we buy won't get built for years. I've had several kits lately with dried out decals that caused major headaches.

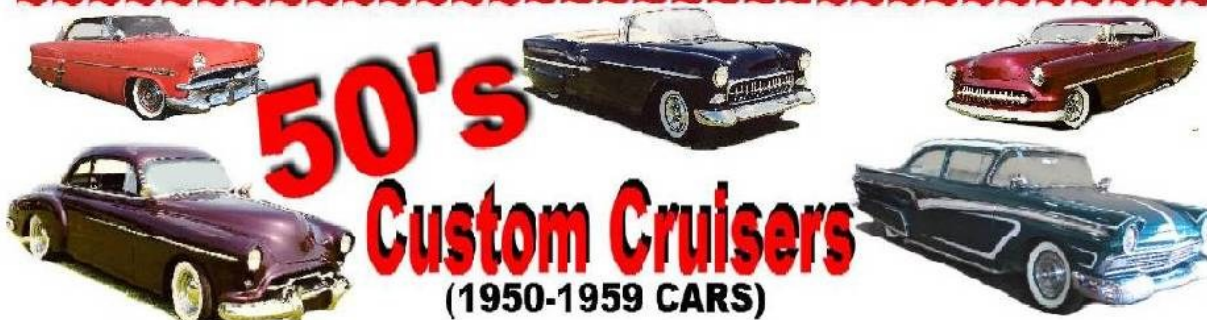
This is one of just two kits I personally looking forward to and I'm pleased to see that it is a "home run" - maybe even better than Revell's '66 GTO kit (*Ed. Note: NOT the new GeeTo Tiger!*).

by: Rich 'Ford Guy' Wilson 🍷

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- May 11th—*Mid-Atlantic NNL at the Columbian Center in Glen Burnie, MD (see flyer opposite)*
- July 12th & 13th, 2013—*York US30 Reunion and Nostalgia*

Nationals at the fairgrounds. Car show, model display, swap meet, it's all here. This years' featured brand will be **Ford**. There will be a *special display* by the *Fairlane Club of America*. So, mark your calendars now—you **KNOW** how busy you get! 🏆



Pontiacs on Parade!

Looks like this month's display seemed to be geared more towards stock, street-driven vehicles, with a race car thrown in for good measure.

Doug Galinat: This month, Doug added the *JUST* reissued *Revell '66 GeeTo Tiger Wangers' "Recreation."*

Tracey Settles: Tracey brought along a very clean *'60 Bonneville hardtop*, and a *'72 Grand Prix promo (if I recall correctly!)*.

To this, I added a very nice diecast (*not shown*)—the *CSK Racing '01 Firebird*.

T h a n k s again to Bob Foster—keep 'em comin'!

I also displayed another 'in-progress' project—the *Revell Trans Um Tirebird*.

Any Pontiac guy worth his salt **KNOWS** that Formulas had **TWO SCOOPS**, while Trans Ams had **ONE**. So, this one has been rechristened my "Form La." Hopefully, it'll make its' triumphant return next month completed! I just



kinda ran a bit short on time this month.

'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!!* 🏆

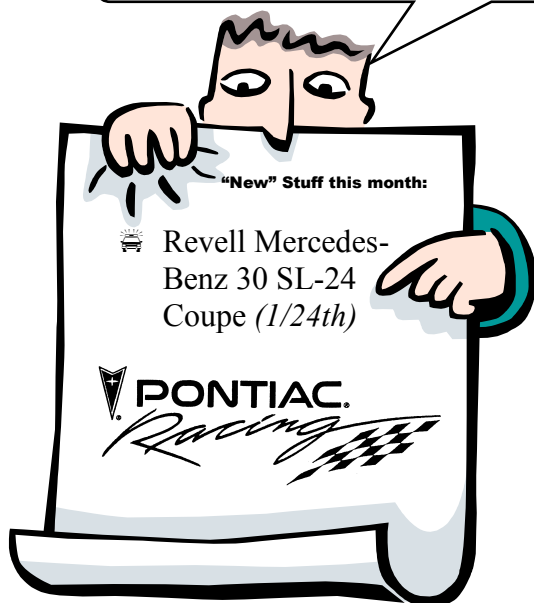


This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ Do It In Scale!



Websites

Philly Area Car Modelers:

<http://www.pacms.org/>

Central PA Model Car Club:

<http://www.freewebs.com/cpmcc/>

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

Old Toyland Shows:

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

Carlisle Events:

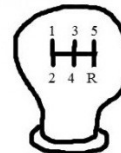
<http://www.carlisleevents.com>

Classifieds

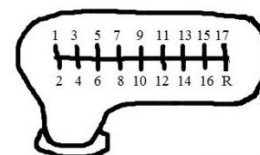
WANTED: I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*), and have an extensive collection to trade from. Want Mickey Thompson Attempt I, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird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

Would also like to buy or borrow *old AMT/MPC/Monogram/Revell model car catalogs*. Also interested in any Pontiac diecast racers. Contact Tim Sickle at gtoguy@verizon.net, or see me at a meeting. *Thanks!* 🙏

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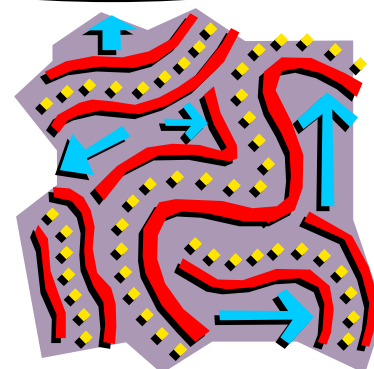
We're on the web!

<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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