



MAMA SEZ!

Volume 25, Issue 9

May, 2013



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

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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.

Our MAMA NNL is History!

This month was, for obvious reasons (*a.k.a.* *NNL East!*) a very low turnout.

NNL East was again, a very good show.

This month, *Rich Wilson* gives us a peek inside the reissue of the *'Christine' Plymouth* from *AMT/Round2*. *Thanks, Rich.*

We've got a 'guest review' this month from

Chuck Hermann of the GTR Auto Modelers out of Chicago. Chuck enlightens us about the Revell *Miami Vice 'Daytona Spyder'* reissue. *Thanks, Chuck!*

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

The raffle raised **\$26.00 (!)**, while the door kicked in an additional **\$30.00 (!)**.

Thanks to the raffle donors: *Brad, Bob Foster, Matt Guilfoyle, Ron Hamilton, J.C. Reckner, and Replicas and Miniatures Company of Maryland.* *Tanks again, guys!*



Condolences!

Legendary custom car builder, painter, and stuntman *Dean Jeffries* passed away on May 7th. He was 80 years old.

He was a '50s cultural icon, contributing to the teen culture of the '50s through his paint and pinstriping—first working with *George and Sam Barris* in Lynwood—where he was born in '33, but also through images he created that became mass art for teen book covers, locker doors, and car

windows. Dean was the subject of many custom paint and pinstripe articles during the '50s, seeming to be attached to everything that was California Cool culture; from painting "Little Bastard" on the Porsche Spyder James Dean would lose his life in, to repainting over and over Carroll Shelby's only Cobra prototype to give the impression Carroll had built a fleet of them. Later he took car customizing to new heights with his *Manta Ray*, based on a *Maserati Grand Prix*

racecar. Once the world got an eyeful, exposing what his custom capabilities were, he was building elaborate custom vehicles for the car manufacturers, TV and film, including the *Monkeemobile* for the TV show, and the Green Hornet's *"Black Beauty."* Since he built some of the cars used in numerous movies and TV, he also became a de-facto stuntman. Also during the height of his TV/movie car period he reinterpreted the dune buggy with his Kyote fiberglass kits.

Godspeed, Dean.

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.

Confusing: Round 2 'Christine' Plymouth

This is the first reissue of this kit and until now, I was very confused as to whether this kit was accurate or not. First of all, recently, it was cast in red plastic which by now the "Little Three" should know how much we builders **HATE** that. Then a week later, it was issued in white plastic; thanks. Second, if you look at the box, the only difference is a sticker that proclaims the color of the plastic. But what you may not notice right away is the lack of identification of the car. A careful search will find "1958 Plymouth" and "Christine." But Plymouth what?? Most of us, myself included, would call it a Fury, but that's wrong. Yeah, yeah, I know you think I'm full of "it." **BUT** I asked our resident expert, **Ron Hamilton**, and did an extensive Google search. And guess what, I was still confused! But between Ron and an internet page I found, I think I finally have it straight!!

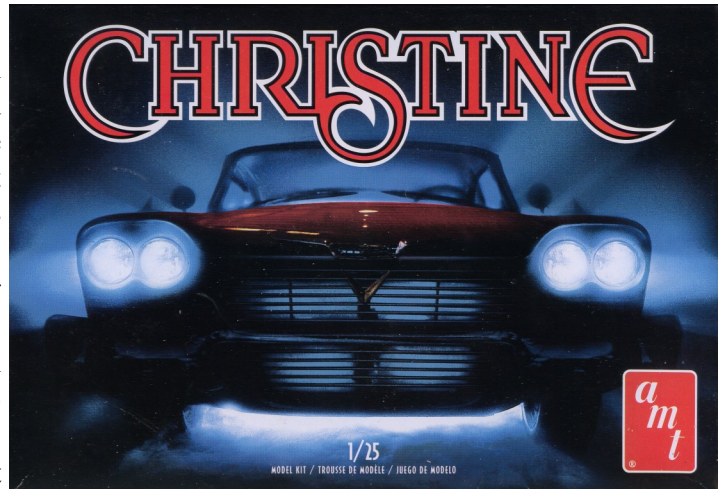
The kit as shown on the box is a Belvedere, period. Most of the confusion can be blamed on Steven King, the books' writer. He's obviously not a car guy like us. He started writing the story something like 20 years before the movie came out in '82. He only wrote the center portion of the story at that time. He wanted a red/white car and he choose the name "Fury" because of its 'evil' connotation. His story (*in the book*) is about a four-door car with a column shift hydramatic automatic transmission. By now, the Mopar fans out there can see several mistakes. The biggest is that the '58

Fury was available **ONLY** in beige with gold side trim and the Fury was not available as a 4-door in 1958. And the Chrysler corp. transmission was a push button torque-flite.

When this kit was first issued, I didn't get one because of the above confusion and because of the question of the side spear straightness. Nothing has changed, been added or eliminated. At that time, I checked out pictures of '58 Plymouths, and from what I could see, the side spears on the model match those on the real car. They aren't straight as you and I would want them, but that's the way Plymouth made them.

The next question I had was the engine in the kit. It's what is called a "B" series engine family. Over the years, it has been available in sizes from 350, 361, 372, 383, 426, and 440 displacements. Some of these engines are well known for their performance. The 350 is the one in this kit and was known as the "Golden Commando." It was the top engine offered for the '58 Plymouth, but it only came with two 4-barrel carburetors. The other engines offered were either the polyspherical engine or the flathead straight 6.

Personally, I would have preferred the kit to have the polyspherical engine.



It's never been done in scale and is the one you usually find in '57-'59 Plymouths. Its' gotten a bad rap over the years. It was intended to be a cheaper lightweight replacement for the "early" hemi. Do a Google search for this engine family; it's very interesting.

For something different, you could take the engine from the '41 Plymouth kit and put it in this kit—maybe with some rust holes. Or if you can find some "Fury" scripts, with a little work build an accurate '58 Fury. The decals (*see side of box*) are just dumb and useless. The last question is: does the new decal sheet make this a modified re-issue?

by: Rich Wilson 🍌



Miami Vice Daytona Spyder

Revell #85-4917, 1/24th scale
(by Chuck Herrmann, GTR Auto Modelers)

Subject: *Miami Vice* was an American television crime drama series airing on NBC from 1984-1989. The series starred Don Johnson and Philip Michael Thomas as James 'Sonny' Crockett and Ricardo 'Rico' Tubbs respectively, two Metro-Dade Police Department detectives working undercover in Miami. Unlike standard police procedurals, the show drew heavily upon 1980s New Wave culture and music. The show became noted for its heavy integration of music and visual effects to tell a story. It is recognized as one of the most influential television series of all time. In additions to reruns there was a new movie loosely based on the series in 2006.

Sonny was an undercover detective who needed to establish a cover to infiltrate the Miami drug gangs, so he needed lots of bling. This included his wheels. In the series he drove two cars, a Daytona Spyder and then a Ferrari Testa Rossa. During the first two seasons and two episodes of the third season, Detective Sonny Crockett drove a black 1972 "Ferrari" Daytona Spyder 365 GTS/4. Actually, the car was not a Ferrari, but a kit replica based on a **1980 Chevrolet Corvette C3 chassis** fitted with Ferrari-shaped body panels. Once the car gained notoriety, Enzo Ferrari filed a lawsuit demanding that several companies cease producing and selling Ferrari replicas, because they were taking his name



and styling. As a result, the vehicle lasted until season 3, at which point it was blown to pieces in the season three premiere episode.

The fake Ferraris were removed from the show, with Ferrari donating two **brand new 1986 Testarossas** as replacements. When Ferrari saw the black 'Daytona,' he was convinced that it did not stand out in the night-time scenes very well; thus, the new *Miami Vice* car was produced in white. Ferrari continued this color in production for the Testarossa only. (*why use a kit car for the show? Only 122 real Daytona Spyders were built, so they were too rare and expensive to beat up shooting a TV series*).

Kit History: Monogram issued kits of both cars while the show was originally on. The original box

art is below. Revell did reissues in 2006, no doubt to cash in on the new movie. And now in 2013, we get the Daytona Spyder again.

The Build: My kit example is

(Continued on page 10)



'Gov-a-mint Motors'

Federal safety regulators are looking at three 'GMC' vehicles for *potential brake light defects* that could result in a *recall of a million+ midsize vehicles*.

A National Highway Traffic Safety Administration spokesman recently said the recall could affect **2004-11 Chevy Malibuses** and **2007-09 Saturn Auras**, alleging that the brake lights do not operate properly on those model years.

Also, in February, federal safety officials told Automotive News they were investigating an estimated 550,000 Pontiac G6s because of possible brake light malfunctions that could increase the chances of an accident.

NHTSA said it had received 212 consumer complaints concerning brake light problems on **2005-09 model G6s**.

The Malibu and Aura share many parts with the G6, but it's unclear whether all three vehicles use the same brake lights or brake-light components.

"The agency is investigating 97 complaints from different Malibu and Aura owners," a NHTSA spokesman said.

According to NHTSA documents, consumers said the brake lights on the vehicles illuminate when the brake pedal has not been pressed or do not light up when the pedal has been depressed.

"We are continuing to cooperate with the NHTSA and will respond to the agency's questions," a 'GMC' spokesman said. "It is premature to discuss a recall."

Meanwhile, the Feds have launched an investigation into *po-*

tential headlamp failures on the *sixth-gen Corvette*.

NHTSA has received 30 consumer reports that both low beam headlights will shut off while driving at night, without warning.

The investigation impacts about 103,000 copies of the 2005-'07 Corvette and Z06 models.

Some complaints claim the lighting failure is intermittent, and others say the lights turn back on after a period of time, typically after the car has been parked.

There have been no crashes or injuries reported because of the potential defect, but in one of the 30 reports, a driver told NHTSA he ran over a discarded tire while attempting to pull off the road.

'GMC' spokesman Alan Adler said the company is cooperating with the investigation.

Once the investigation is complete, NHTSA will determine if a recall is necessary.

In what appears to be a case of **'Gear Envy,' VW** is developing a **10-speed transmission**.

Prof. Dr. Martin Winterkorn, Chairman of the Board of Management of Volkswagen AG gave no time frame for the new technology.

Automakers and suppliers have increased development into multi-speed transmissions as regulators in the EU and the US call for greater fuel economy from new vehicles.

Ford and 'GMC' are



collaborating on 9- and 10-speed autoboxes for use in rear-wheel-drive and front-wheel-drive applications in cars, SUVs and trucks. The automakers already have a jointly developed 6-speed transmission.

Land Rover will introduce a nine-speed automatic in the Range Rover Evoque later this year. ZF Friedrichshafen developed the transmission for front-drive, transverse applications. As well being good for economy, the transmission has a low first gear to help with towing. "It works well in place of a low-ratio gearbox," Craig Carter, vehicle engineering manager at Land Rover, told Automotive News Europe recently.

The same transmission will also be fitted to the new Jeep Cherokee. Jeep parent Chrysler will build the transmission at its

(Continued on page 5)



'Gov't (contd)

(Continued from page 4)

Kokomo, Indiana, factory.

Hyundai Motors is working on a 10-speed transmission for luxury models for Hyundai and Kia with a launch date of 2014. **How many speeds are enough?!**

To no one's great surprise, the pace car for the Indy 500 was announced, and this year, "The Greatest Spectacle in Racing" will be paced by the **'14 Stingray**.

This will mark the 12th time a Corvette has served as the pace car. "It is an honor to help inaugurate the all-new Corvette Stingray at the hallowed Brickyard and further the legacy between Chevy and the Indy 500," said Jim Campbell, 'GMC' vice president of performance vehicles and motorsports. "The 2014 Corvette Stingray's performance was influenced by racing, making this prestigious assignment even more fitting." Along with Chevy's return in '12 as an IndyCar engine supplier, the Stingray pace car extends a legacy at the Brickyard that dates to the racetrack's early days. "Chevrolet is a great partner of the Speedway," said Jeff Belskus, Indianapolis Motor Speedway Corporation president and chief executive officer. "That connection is heightened this year with the next-gen Corvette in front of a very talented field of racers." **Wonder how much it cost 'GMC'?**

Corvette STATION WAGON?! The **Callaway AeroWagon** is a shooting-brake-style vehicle based on the C7 Stingray. The company says it will produce the car if demand is sufficient. Calla-

way is currently taking orders for the vehicle at a price **near \$15,000 on top of the cost of a C7 Corvette**. If pro-

duced, it would hit the streets at about the same time as the new Stingray.

In its release, Callaway says the car will top 200 mph. The car's body will be manufactured using resin-transfer molding, which produces carbon parts in one step.

If interested, go to callawaycars.com and say so, your vote counts.

According to a recent article in The Washington Times, our 'illustrious' Treasury Department is planning to stick it to **EVERY** US taxpayer very shortly. How? They are preparing to sell the remainder of the stock the government holds in 'GMC' for what could be a **HUGE LOSS**.

With stock prices at \$31.83 per share in early May, the government would make about **\$7.7 billion**. Sounds good, right? Well, at that rate, their take would translate into a **NET LOSS** of more than **\$11 BILLION!!!**

'GMC' stock would have to climb **above \$50 per share** for taxpayers (*a.k.a.* **US!**) to break even. **You're supposed to buy LOW and sell HIGH!**

Chinese Caddys?! 'GMC,' the largest foreign automaker in China, said it won regulatory approv-



al to **build a Cadillac factory** to boost sales of luxury vehicles in the world's biggest automobile market.

The National Development and Reform Commission has signed off on the plant, which will be located in **Shanghai's Jinqiao zone**, with construction beginning in June, Dayna Hart, a 'GMC' spokeswoman, said. Investments will total at least \$1.3 billion dollars and annual production capacity will be 150,000 units, she said.

The plant would allow 'GMC' to avoid paying China's 25 percent import tariff as it seeks to bolster Cadillac sales in the country. The move is part of 'GMC's' plan for the luxury brand to compete with BMW and Audi.

'GMC' sold **only** 30,010 Cadillacs in China last year, trailing Audi's **405,838**, BMW's **327,341** and Daimler AG's Mercedes-Benz at **196,211 units**, according to company figures. 'GMC' discontinued production of the Cadillac SLS in China after the model was replaced by the XTS.

After decades of slogans like **"See the USA in Your Chevrolet"** and **"Baseball, Hot Dogs, Apple Pie and Chevrolet,"** 'GMC' has retreated from its overtly patriotic marketing approach since emerging from government-funded bankruptcy. They now seem intent on taking their money overseas, to China. **Just wait 'til new Chevies and Cadillacs show up here in the US with "Made in China" labels on them!!** 🇺🇸

This 'n That

New Stuff! Revell had a 'Facebook Reveal' on May 3rd of some of their new, near-term releases. They include but are not limited to the following: '50 Olds custom (surprised?!?), '53 Chevy sedan delivery, '67 Corvette convertible, '69 Shelby GT500 convertible, Fireball Roberts' '57 Ford, a '62 Corvette gasser (D & M?), a new tool of a slingshot dragster, Rat Fink w/a cardboard diorama, Dave Deals' 'Glitterbug' VW, a Peterbilt 359 wrecker, '37 Ford street rod, 60s VW Beetle Type 1, '78 Indy pace car Corvette, a Snaptite New Beetle, Tom Daniels 'Paddywagon' with figures, Lil Coffin, a Kenworth W-900 SSP (1/16th scale), and a Chip Foose '69 Camaro (1/12th scale). No Pontiacs—I'm good!...Chink in the Armor?! Hyundai is recalling 186,254 Elantras from model years 2011-2013 to replace a support bracket on the headliner. Hyundai says the bracket can be dislodged during a side-curtain-airbag deployment and could injure the driver. In a crash in May, an occupant's ear was cut when the driver's side curtain airbag deployed. NHTSA opened a preliminary investigation in June. No other injuries have been reported. Hyundai will notify dealers and owners before May, when the replacement part will be



available. The company will replace the bracket free of charge. Owners can contact NHTSA at 888-327-4236, or Hyundai's customer service line at 800-633-5151. In a separate filing recently, Hyundai and Kia recalled about **1.7 million cars** to replace a faulty switch that can prevent brake lights from illuminating. Hyundai says the bad switch also affects the cruise control and prevents the car from shifting out of park. The Hyundai vehicles affected in that recall include the 2007-2009 Accent and Tucson, the 2007-2010 Elantra, 2007-2011 Santa Fe, the 2008-2009 Veracruz, 2010-2011 Genesis coupe and the 2011 Sonata. Kia vehicles recalled are the 2007-2010 Rondo and Sportage, 2007-2011 Soul and 2011 Optima. Owners will be contacted in June...**Shelby PICKUP?!? Shelby American's customized version of the Ford F-150 SVT Raptor** is seeing monster demand. Shelby revealed the **575-hp** truck in March at the New York auto show, with plans to make 100 units per year. Now, after a strong reaction from the event, Shelby will offer 500 copies annually. The **upgrades cost \$17,995** plus the cost of the 'base' Raptor. Shelby adds a supercharger, intercooler and exhaust upgrades, and the trucks are placed on the 'official' Shelby registry. Specific tires, light bars and suspension enhancements are part of the option list. The Baja-bred Raptor makes 411 hp from a 6.2-liter V8 from the factory...**Unplugged Electric?! Electric-car startup Coda Holdings Inc.** filed for Chapter 11



bankruptcy recently after producing just 100 of its EV sedans, according to a report from Reuters. Coda filed with U.S. Bankruptcy court in Delaware, starting a process that will allow the company to emerge from bankruptcy and refocus on energy storage. Coda said that the company can use the same technology in the EV sedan to build systems to store power. The news follows fellow California-based automaker and EV startup **Fisker Automotive's** recent bankruptcy filing. The Coda is a four-door, five-seat sedan powered by a 31-kilowatt-hour lithium-ion phosphate battery with up to a 125-mile range. Its base price was set at \$37,250, and sales were limited to California...**BMW Drifter.** The Guinness Book of World Records has the **longest drift set at an amazing 19,035 feet, or about 3.5 MILES.** It was set in China in 2011. On May 11th, Johan Schwartz, BMW Performance Driving instructor working in Greer, S.C., aims to bring

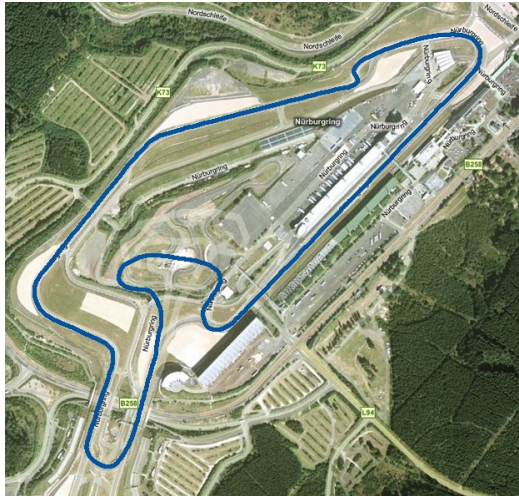
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T 'n T (contd)

(Continued from page 6)

the record back to the US. He will use a stock **BMW M5** for the stunt. It's the same one he uses to teach students how to drive both defensively, and aggressively. The M5's 560-hp, twin-turbo'ed V8 and rear-wheel drive chassis won't hurt either. The record attempt is benefiting the BMW Pro-Am charity, and fans can go to the BMW Performance Center site to help raise money. Per-lap sponsorship is available, as is signage on the car or guessing how long he can really go...**Race Track For Sale?!** The legendary **Nürburgring** in Germany is up for sale. The complex could be broken into pieces or sold as a single entity. Jens Lieser, a state-appointed liquidator, recently confirmed the sale. The **North Loop** (*Nordschleife*) was built in the 1920s around the village of Nürburg in the Eifel Mountains. The track eventually featured four configurations including the 17.5-mile **Gesamtstrecke** (*Whole Course*), the 12.9-mile **Nordschleife**, the **Südschleife** (*South Loop*) and the **Zielschleife** (*Finish Loop*). A new grand prix circuit was added in '82; it is now used for all major events at the track. In addition to the circuit, the complex now includes hotels, amusement rides, restaurants and other exhibits attracting thousands of tourists per year. Initially there were about 50 buyers interested in the track at a selling price of **\$161 million**, but now there are only between five and 10. Lieser assured the public that none of the buyers are "oligarchs or sheiks"



who may make the track private. Mike Frison, a vocal supporter of the 'Ring, has launched savethering.org and maintains a Facebook page and Twitter account dedicated to the track. He recently did an interview on bridgetogantry.com explaining why he's nervous about the possible sale. "The highest bidder buys the 'Ring and maximizes his profits to justify the investment. Grassroots motorsport will disappear (*it's not earning real money*) as well as local companies. Their services will be routed through the new 'Ring owner's monopoly," Frison told bridgetogantry.com. "We have seen clear tendency of that in the Richter/Lindner era over the last two years. Accessibility and track time will only be a question of money. All events we know today are at risk, especially the tourist drives, which are an old dinosaur

from the past. From day one to be precise, and it would be such a loss. You couldn't blame a private host to turn away from that, but for the atmosphere and the region it would be a disaster." Check out the rest of the interview at bridgetogantry.com. On March 19th, a "Yes to the Nürburgring" parade and protest headed from Nürburg to Mainz, the state capital of Rhineland-Palatinate, Germany, where the 'Ring is located. According to the Facebook invite, more than 500 people are going already, with more than 4,500 yet to respond (*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!*) 🚗



Dean Jeffries:
1933—2013

NNL East

What follows is a few pix of the Round2 and Revell display tables at NNL East. Looks like it's gonna be a banner year—make plans now! 🚗



Mid-Atlantic NNL

If you were anyplace other than the Columbian Center in Severna Park on Saturday, May 11th, then you missed it! What'd you miss? Why, our annual NNL show, of course!

It appears that **BOTH** attendance **AND** model count were up over last year—a good thing!

One 'small' incident marred an otherwise great day. It happened when **former MAMA member Mike Hemp** was **forcibly ejected** from the premises for abusive behavior. Initially, we didn't feel the need to bar him from the show, so he was allowed to enter after paying the admission fee. Sadly, things 'devolved' to a point where he was removed—apologies to everyone who was witness to this bad behavior.

Just prior to the awards announcement, next years' themes were announced—**Sixty Years of Mustangs**, and **Ford vs. Chevy—1957-style**. So, get busy—you've got a year! That also means next

years Mustang builds will also be eligible at **NNL East**, who announced the same theme!

Without further ado, here then, are the lucky winners:

Competition: Leroy Hartley, '55 Mercedes SL

Curbside: Bill Stillwagon, Smart w/Trailer

Custom: Nick Sandone, '69 Camaro Sportwagon

Replica Stock: Ron Palmer, '50 Ford Custom

Street Machine: Michael Klimaszewski, '55 Ford F-100

Street Rod: Rick Martin, '32 Ford/VW half-breed

Truck: Charles Glass, '57 Chevy pickup

Gary Burkey Award: Gary Sutherlin, '30 Ford 5-window

People's Choice Corvette: Barry Fadden, '66 Corvette

People's Choice—50s Cruisers: Rick Martin, '56 Ford Victoria

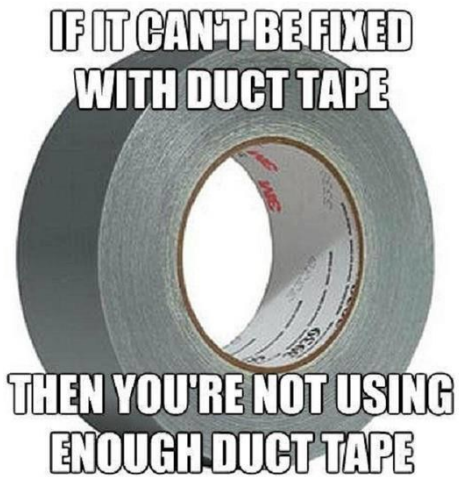
People's Choice—Junior: Alex Forrester, Fiat 500

People's Choice—Adult: Del Paone, '55 Ford Pro Mod

Congrats to this years lucky winners! Thanks to all the hard workin' MAMA's BoyZ (*and LADIES!*) who pitched in, too!

Check out album links on our website—www.mamasboyz.org.

And start making plans for next year!! 🍷



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! 🍷



Vice (contd)

(Continued from page 3)

the 2006 issue, which I picked up at a swap meet. But I am assured that the latest kit is a straight reissue. I had always meant to build one of these and the recent Ferrari Expo proved my inspiration.

The kit is true to its subject in that it is a Ferrari style Daytona Spyder body on a Corvette chassis with a Chevy V8. The model is based on old Monogram tooling of the C3 Corvette, in a somewhat simplified design. It was molded in white, with chrome wheels, bumpers and other pieces.

The chassis appears dated, the front suspension is one combined piece rather than separate arms, shocks, tie rod etc. as on other kit versions of this series Corvette.

No firewall or battery is included. It makes for an empty engine bay. It includes a full engine with separate exhausts. However, the exhaust pipes sit too low in the rear. They go under the rear suspension, but drag the ground. I cut the posts on the mufflers to get the rear to sit up tighter to the chassis to provide more ground clearance.

The body looks okay proportionally. A convertible boot and a raised soft roof are both included.

The interior is just the basic

elements in a bucket style assembly. Gauges are molded to the dash, no decals are provided for gauges.

The body to chassis assembly has no definite attachment points. I wound up snapping it in. It stays but it moves from side to side.

Out of the box, the front end sits too high, with just a one piece suspension unit which you cannot adjust.

The wheel backs have a hole that you push onto plastic pegs. It is a very sloppy, wobbly fit.

Since I was going to glue it all together, I modified the wheel back and allowed it to sit lower by making the hole lower. Since the wheels won't turn and it is hidden on the finished model, while not realistic, it gets the job done.

Summary: While I like the subject of this kit for several reasons, the model does have a lot of issues. Overall fit of the parts is not too precise. I assume this is because the body was adapted to fit an existing chassis and interior? Hey, just like a real kit car! I painted the body with Testors Gloss Black Lacquer from a rattle can. The interior I did with Testors Modern Desert Tan flat, also rattle can. The interior is a little lighter than the real car but it contrasts nicely with the black body. I did add a firewall from another Vette kit and will add some visors to the windshield frame.

From photos of



the real car it appears it had clear headlight covers instead of retractable covers as in the kit. But this model does allow you to build a shelf model of a famous TV car if you apply some basic modeling skills.

Comments: There have been several nasty comments on the Revell Facebook page over the fact that this car was chosen to be reissued instead of some other old favorite. If you don't like the subject matter of this kit, don't buy it!

Not everything we want is always available, deal with it! While this kit does have several significant shortcomings it can build into a decent shelf model. And Ferrari Daytona kits are rather rare.

Just leave the hood shut for a curbside Ferrari. Or substitute a more detailed Corvette kit chassis if you want more details there.

The Built Kit

Bumpers are chrome, I used Bare Metal Foil for the windshield frame and the hood tilts forward.

A thinned black wash brings out the nice wire wheels.

The only decals are three different license plates. I picked the obvious one...*(Ed. Note: Thanks to Chuck Hermann, of the GTR Auto Modelers out of Chicago, for allowing us to reprint his comments. Many of you have seen their newsletter, which we pass around in an exchange program. Thanks, Chuck!)* 🍷





- June 2nd—**31st Annual All Pontiac Oakland Show @** Burdette Bros., in Hyattstown, MD.
- July 9th to 13th—**POCI & GTOAA national Co-Vention,**

in Dayton, Ohio.

- July 12th & 13th—**York US30 Reunion and Nostalgia Nationals** at the fairgrounds. This years' featured brand will be **Ford**. There will be a **special display** by the **Fairlane Club of America**. So, mark your calendars now



Pontiacs on Parade!

This month's display seemed to lean more towards stock 50s street-driven vehicles, with a race car thrown in for good measure.

Vinny Tufano: Vinny showed up this month just to drop his **Cameo Ivory '69 Judge** down in the reserved parking area.

Ron Hamilton: Ron just hadda 'poke the bear' (me!) through the cage bars with his resin **'58 Bonneville**, which, I'm told, could be mine for the right price?!

To this, I was not only able to add some recent NNL East purchases in the form of

an **All American '55 Safari**, **JoHan '56 Star Chief 4-door hardtop**, and a set of **Go-forth Racing Slixx decals**, but **ANOTHER** buildup! It

started out as the **Revell Trans Um Tirebird**. A bit of judicious work removing the flares, and, voila! A **'Form La,'** complete with a **'2 SCOOPS'**; personalized '70 Maryland plate. And, gasp!



I've already got my next project underway! Look out!!

'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!!** 🍷

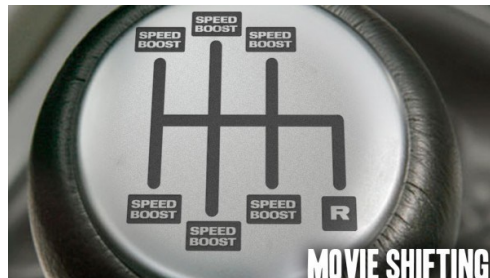


This is the newsletter of the
Maryland Automotive Modelers
Association

Classifieds



***AMT/MPC/Monogram/Revell
model car catalogs.*** Also interest-
ed in any Pontiac diecast racers.
Contact Tim Sickle at
gtoGuy@verizon.net, or see me at
a meeting. ***Thanks!*** 🚗

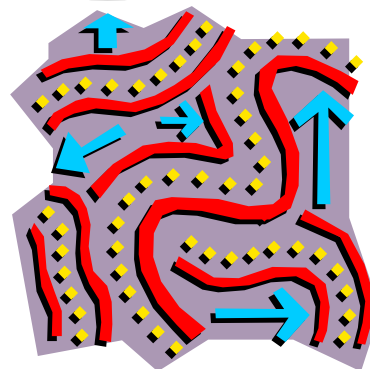


We're on the web!
<http://www.mamasboyz.org/>

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.

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>

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