



MAMA SEZ!

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July, 2013



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

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Hot Fun in the Summertime!

September will be the club's **25th Anniversary**, and we are anxiously anticipating another of **Dawn Powers' wonderful cakes** to commemorate the occasion. Bring your oldest built model for the display table!

Prepaid MAMA shirt orders (both T and polo) will be taken through August, for delivery in September.

This month, **Rich Wilson** gives us a peek at the Revell **Jeep Wrangler Rubicon**. Thanks, Rich.

The Pontiac Parade was MIA, 'cuz Nick and I were as well!

The raffle raised **\$76.00**, while the door kicked in an additional **\$82.00**. Thanks!

Thanks also to the raffle donors: **Brad, Ron Bradley, Ed Brown, Steve M. Buter, Chris Clark, Bob Foster, Matt Guilfoyle, Ron Hamilton, Rich Meany, Steve Scott, Rich Wilson, 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. 📞

Condolences

He was half of a pair of half-brothers that dared to challenge the reaches of the Bonneville Salt Flats with insanely powerful space-age thrust. Once partners, they became longtime bitter rivals, refusing to speak to one another. They are now reunited in eternity with the death of **Walt Arfons** on June 4th at the age of 96.

Walt and his half-sibling, **Art**, shared the same genes of inventiveness and craziness. Dur-

ing the 1950s, he became the racer credited with creating the first dragster powered by a jet engine, following a series of adventures fielding **Green Monster** dragsters stuffed with war-surplus **Allison V-12 aero engines**, usually with Art. At some point late in that decade, their relationship turned icy, probably because they then viewed each other as competitors. Next, the NHRA ruled aircraft-



engined cars illegal for drag racing, which some cynics attributed to a worry that the Detroit manufacturers might be upstaged and turn away from the sport.

Undeterred, both Walt and Art turned to-

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Jeep Wrangler Rubicon by Revell

Well this may be a dumb way to start, but I know a little more about Jeeps than I do about police cars. According to the side of the box the Rubicon (1:1) was first offered in '03 and was named after a trail in the Sierra Nevada Mountains. I was told that this is a new tool/kits. But there's a problem here. We all remember the raised lettering on kit chassis that refer to copyrights and where the kits were made. Well the one on this kits' floorboard says "2004" under the rear seat and "Chrysler 2013" over the rear axle and along the chassis under the doors. But all the parts are crisp and sharp as if the kit was recently mastered.

Which reminds me, if I can go off the subject for a moment. You may have heard about a problem with the **Mustang LX**, just released, that the roof is wrong. I've been staring at the kit for two months and can report that those people are wrong. To see for yourself, try going to one of these websites that our **Chief Editor** found:

http://en.m.wikipedia.org/wiki/Ford_Mustang_SSP

<http://www.sspmustang.org> http://www.mustangmonthly.com/featuredvehicles/mump_0411_ford_mustang_ssp_special_service/viewall.html

Engine: Before I got this kit, I wondered what engine the kit would have in it, but it has none. It's a shame, because this kit deserves one. In decades past, Willys Co. had less money after the war to invest in updating the Jeep. Eventually, they hooked up

with Nash/Rambler-American Motors and, oddly enough, it was the best thing to happen to the Jeep. They supplied their straight six engine for many years, up until they were bought up by Chrysler Corp. The engine bottom that is cast into the chassis is obviously that engine and is reasonably well done for an engine plate. If you plan to build this kit, you should figure on adding an AMC engine, even if it takes a lot of effort. The real Jeep comes with a 3.6 liter V-6 engine which may be a little harder to find in scale unless one of the recent Chrysler/Dodge kits have one.

Chassis: The chassis rails are separate from the floor and the transmission appears to be a manual that looks more modern than I'd expect to find behind a straight six. If you are adding an engine, the tranny is worth saving even though it has no upper half. It comes with a separate transfer case, but it gets hidden behind a huge skid plate. The front and rear drive axles/suspensions are one-piece each and normally, that would suck, but the kit comes with metal springs to make a working suspension. The wire of the springs is a little small in size but its' kind of neat. The only other part is the exhaust system.



Interior: It builds up off the floor, as is the modern style; and the seats are separate and multi-piece. The door panels are very well engraved even though they are quite plain. Aftermarket seat-belt/shoulder harnesses would be a good addition. The dash is equally well done and has a decal for the gauges. The steering column has the appropriate levers and the wheel is an air bag type. Three pedals are suspended from the dash which confirms my manual tranny observation. There is a multi-piece roll bar that ties into the windshield frame, though I've never seen this style before; it's quite unusual looking.

Tires/wheels: The tires have no markings whatsoever; but the tread is very detailed and crisp. A Google or Bing search may identify them and allow the builder to add lettering from his left over decals. There is only one set of wheels and they are chromed bead locks. They may be the first ever offered, if not, they are certainly the best. Two wire axles mount

(Continued on page 3)

Jeep (contd)

(Continued from page 2)

them to the suspension.

Body: It is very crisp and well detailed. The mold lines should be easy to remove. It's a two-door model with the proper hinges molded in place though the door handles are recessed and molded separately. The one detail that caught my eye is the "Jeep" emblem in front of the door. It has the right shape around its' perimeter but no face detail. That is on the decal sheet and is available in black or white. The grille is molded open and has a four-piece assembly that mounts behind it. There is a radiator face that mounts the headlight reflectors on the backside and the clear lenses on the other. Chrome rings mount over the clear lenses and then the whole assembly mounts inside the body. The windshield mounts to the inside of the body in such a way that even the worst glue slob among us should have no problem. The only exterior chrome is a light bar (*with clear lenses*) that

mounts over the windshield frame. The treadplate you see on the rear of the Jeep in the box art is cast to the body and there are two other pieces that go under the doors; none are chromed but foil or semi-gloss black paint should be no problem. There is a two-piece bumper/winch assembly that goes on front though there isn't a plain bumper if you don't want the winch. Careful work could remove the winch, but it's very well scaled and deserves to stay. A front skid plate goes with the front bumper. The ever-popular tubular step/side fenders are included. The fender flares are separate pieces and will make painting a great deal easier. All these parts have pins and corresponding holes to make mounting a breeze. On the paint subject, I've noticed quite a few Jeep vehicles on the road and Chrysler is offering many colors that harken back to the early '70s and the vibrant colors that were so popular. Check out the Jeep website for the color palette and other detail pictures that will be very valuable. Another neat part is the fording kit, but Revell didn't in-

clude the exhaust pipe extension. It shouldn't be hard to make one from tubing. The side mirrors are two-piece with chrome reflectors. The front turn signals and the tail-lights are clear parts. The hood latches are modernized and separate. The rear bumper is the plainest part on the vehicle and will need paint. Larry will be happy to see the drilled out separate exhaust tip.

Decals: For the stock (*more or less*) version there is "Rubicon" in black and white as well as "Jeep". There are park ranger decals for those so inclined and reasonably attractive echelon stripes for the side of a modified Jeep. They even included a window tint for the windshield and three sets of tags.

This should be a fun kit to personalize and despite the many extra parts it would have been nice to have the optional hard or soft top. And, how 'bout a *Hemi*?! Like the one in the '08-'09 Challenger kit backed up with a Viper trans?! *I'll race ya to the top!*

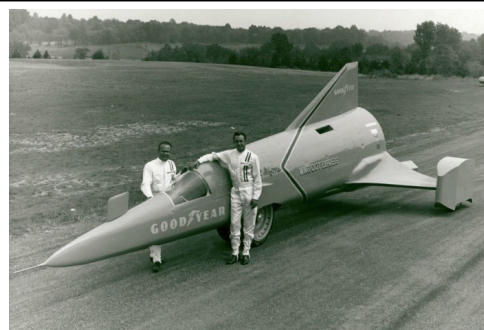
By: Rich Wilson 🍷

Condolences

(Continued from page 1)

ward Bonneville. Walt, with Goodyear backing, fielded a *Wingfoot Express jet car* that held the world land speed record at **413 MPH+** for exactly three days. Art, backed by Firestone—that rivalry thing again—then snatched the record away in his own Green Monster. Walt subsequently became a supporting player in the titanic LSR battle between Art and

Craig Breedlove, building a new Wingfoot Express powered by a brace of JATO rockets for Tom Green to drive. Walt finally pulled back from the LSR scene while Art continued his escalating-velocity showdown with Breedlove. It ended by default in late 1966 when Art miraculously survived a 610 MPH crash after a tire blew. His hairbreadth escape led to a rapprochement of sorts between the brothers. Art Arfons died in 2007. *Godspeed (literally?!)* **Walt.** 🍷



'Gov-a-mint Motors'

The June '13 issue of *Car & Driver* has a three-way (*not THAT kind of three-way!!*) comparo in the sports sedan segment. It pitted the new *Cadillac ATS* against the *BMW 335i* and *Lexus IS350 F Sport*. The test yielded one surprise, and more of the same 'ol, same 'ol.

The "same 'ol, same 'ol" would be that the Cadillac was ranked **third in the three-way test** (*a.k.a. dead last!*). It was the slowest car, despite having the best power-to-weight ratio. The 'antique' six-speed automatic (*which seemed to have the slowest shifts*) may have been partly to blame, matched against eight-speeders in the other two.

The front and rear seats were judged the least accommodating, and, as regards the CUE (*Cadillac's touchscreen infotainment system*), the magazine said, and I quote, "**CUE is as excellent as herpes.**" To be fair, they weren't overly thrilled with the Lexus' system, either.

The surprise of the test was that they crowned the Lexus king of the group over the Bimmer.

Waytogo, 'GMC.'

Owners of several midsize 'GMC' models now have an extended warranty on their electric power steering. In T.S.B. 10183A issued on May 23, 'GMC' said some vehicles could intermittently lose power steering assist, causing a chime to sound and a "power steering" message to be displayed on the dashboard; steering would

also become difficult at low speeds.

The power steering motor is now covered for **10 years or 150,000 miles** in **2005-6 Chevrolet Malibu/Malibu Maxx** and **Pontiac G6** models; and **2008 Chevrolet Malibu/Malibu Maxx**,

Pontiac G6 and **Saturn Aura** models. The motor will be replaced if the condition shows up.

Also, **2004-7 Saturn Ions** have been given an extension of the warranty on their electric power steering, noted in T.S.B. 10187A issued on May 23. In these vehicles, the warning message displayed is "PWR STR."

'GMC' has informed its union in South Korea that it has no plans to build the next-generation of its **Chevy Aveo** in the country. The union has responded by threatening to strike.

'GMC' informed the union early last month that it plans to build the next-gen Aveo—which as sold as the **Sonic** on these shores—exclusively in US and China. The union stated shortly after the announcement that 'GMC' could add Aveo production to its South Korean facilities two years after the car's launch,



but that report has been disputed by other union officials.

The timing of the announcement is less than ideal for 'GMC' Korea's labor relations. The company is currently holding wage talks with the union, which have gotten off to a rough start. Due to those factors, the union is now threatening to strike.

"It was a shocking announcement," the union said, according to Reuters.

"Should there be no change in the company's stance, the labor union will be able to launch strike action—our biggest legal weapon."

'GMC' execs have previously stated that rising wages are making it increasingly unattractive to keep production in South Korea, a country that **produces 40 percent of all Chevy models sold globally.**

'GMC' announced last year that it won't build the next-generation of the **Cruze** compact in South Korea, either.

Peugeot-Citroën's founders have offered to **give up control of the automaker**, trying to revive a deal with 'GMC.' The company is looking to 'GMC' after courting several other investors

(Continued on page 5)



'Gov't (contd)

(Continued from page 4)

including Dongfeng Motor Group. The problem with combining Peugeot with 'GMC's' Opel group, according to Reuters, is that it would come with more factory closures. Currently the Peugeot family holds 25.4 percent of the business, commanding 38.1 percent of the voting rights.

European car sales have decreased five years in a row and they are on pace for a sixth year of decline. Peugeot spent nearly **\$4 billion** last year, and its shares have **fallen 77 percent** in the past two. Peugeot has already re-

sponded by cutting 10,000 jobs, selling assets and negotiating a state guarantee for financing.

The company could join future car programs with 'GMC's' in an attempt at cutting costs under their existing alliance, but a full pairing was halted last year as **Peugeot received a bailout from the French government** (Ed. Note: *Got a lot in common, don't they?!).*

Though Peugeot is coming along for the ride, 'GMC' needs this partnership, according to Reuters. Their European arm leverages technology from the Peugeot 208 and the Citroën C4 Picasso for future versions of its Opel cars (Ed. Note: *So, that*

means that Peugeots are cloned to Opels, which are then cloned to Buicks. Amazing!!).

So both brands **NEED** each other, and the French government understands that. But it would like to preserve both the plants and jobs in France that could be lost (to China?! if a deal goes though.

Other officials have suggested that a government or state-owned investment could end up taking a stake in Peugeot if necessary.

Maybe 'GMC and Peugeot are made for each other?! **Okay Matt, you can spit now!**

As I note every month in summing up the T 'n T section, "Ya just can't make some of this stuff up!" 🗣️

Power Tour Camaro

In an attempt to spend even more taxpayer money, 'GMC' sent a gaggle of Chevy performance on last month's **HOT ROD Power Tour**.

Included were a **ZL-1 Camaro convertible**, a **427 Corvette Collector Edition convertible** (Ed. Note: *Wow—whatta mouthful!!*), and this **'67 'Hot Wheels' Concept** (let's face it—the only one that is even remotely interesting!).

It is **OBVIOUSLY** LS-powered (*what isn't these days?!),* with an LS3 E-ROD Connect and Cruise crate motor and 4L65-E four-speed automatic trans. At stops along the way, 'GMC' was pushing advice for Camaro owners to 'ruin' their project vehicles in the same fashion.

The only reason I include it here is it's obviously a full-scale tribute to the original Hot Wheels Custom Camaro, from the original 16 car lineup issued back in 1968.

At this point, if, for some insane reason, I had an old Camaro, I'd stick with the original drivetrain just to be different!! 🗣️



This 'n That

Baby Raptors?! Street-truck enthusiasts looking for V8 power with V6 fuel economy, look no further. In what initially looks like a baby Ford Raptor or a true successor to the F-150 SVT Lightning, Ford has revealed a **special trim package for their F-150**, named the **Tremor**. Featuring the 3.5-liter EcoBoost engine packing 365 hp, it comes with the short-wheelbase, regular cab and 4x2 set-up. Along with a six-speed automatic, other mechanical features include a launch-optimized **4.10 rear axle**, twin independent variable camshaft timing and 90 percent of peak torque available from 1,700 to 5,000 rpm. Exterior changes include Ford's FX appearance package, 20-inch flat black wheels and black badges with red lettering. Inside, you'll find a floor-mounted shifter with a flow-through center console; black leather buckets with red piping, plus Alcantara inserts; brushed metal accents; and a red-stitched steering wheel. It looks to do battle with Ram's 1500 Sport (and similar offerings from other automakers) as it will presumably hit the market later this year. No word on pricing yet officially, but expect it to land in the **low- to mid-\$30 grand area**, which would put it right on par with Ram...**New Zonda.** Supercar maker Pagani introduced the **Zonda Revolucion** at its yearly international Pagani



meet up. It will be the **last version**—for now—of the Zonda. The company also said the R would be the last version, and then said the same thing about the Tricolore. It has a carbon-titanium monocoque which reduces total curb weight to a scant 2,358 pounds. With its **Mercedes AMG-sourced 6.0-liter V12 pumping out 800 hp**, it leads to a power-to-weight ratio of 2.94 pounds

per horse. That's better than the Bugatti Veyron, McLaren P1 and its cousin, the Pagani Huayra. A six-speed sequential transmission changes gears in 20 milliseconds, according to Pagani. The traction control has 12 settings from "don't touch that gas pedal" to "holy crap where'd my rear end go." Additions to the aero setup include new deflectors on the hood as well as a vertical stabilizer mounted on the trunk. In a first for the Zonda, it will use a drag reduction system inspired by Formula One. The system can operate manually or automatically, changing the rear wing between maximum and minimum downforce settings. Braking is

done by Brembo carbon ceramic discs which save weight and fade less than the previous setup. Zonda says they'll also last four times as long as standard discs and offer more braking power. Like all Pagani's, it is made to order at Aleluer Pagani at San Cesario sul Panaro, Modena, Italy. It will cost 'only' about **\$2.9 MIL...**
New Lambo. The **Lamborghini Aventador LP 700-4** (LP standing for Longitudinal Position, 700 for hp, and 4 for four-wheel drive) has quite the bloodline of predecessors, featuring a famed list of Italian exotics that most people would have on their dream-car list. Owing its heritage to the likes of the Miura, Countach, Diablo and Murcielago, the Aventador continues to be Lamborghini's halo car and everyone's favorite poster. As production of the coupe, roadster and other various editions continue at Lamborghini's Sant'Agata Bolognese plant, the automaker celebrated a milestone with 2,000 units being made as of early June. Introduced in 2011, the Aventador's feat was accomplished in just over two years with a production rate of **just five cars a day**. An AT&T exec is the recipient of the 2,000th model, who decided to buy it after a satisfying test drive at Florida

(Continued on page 7)



T 'n T (contd)

(Continued from page 6)

Lamborghini event. As Lamborghini celebrates this milestone, the waiting list for purchasing a new one continues to be a year+, making it even more exclusive than it already is...**Ferrari threeway?!?** Most of Ferrari of New England's used inventory is kinda what you'd expect: 360s, 430s, 458s and 599s. There **IS** a Giallo Modena 575 Superamerica—aka the Maranello with the flippy roof. The 550s and 575s are rather lovely machines, much more attractive than the bulky 599. But let's not wax lyrical about front-engined GT cars. FNE's got a rather unique package for sale. Three Fezzas, each with **under 300 miles on the clock**. And if you've got a 288 GTO lying around and are waiting for your La Ferrari to arrive, a cool **\$6 million** will let you complete your collection of Ferrari's superest supercars. We'd seen others list the price at \$6.2, but a call to Ferrari New England confirmed the \$6,000,000 price. The '90 F40 has **only 202 miles** on the odo, making it an even lower-mileage example of the twin-turbo, tubing-and-Kevlar wonder than Lee Iacocca's '91 model. The '95 F50 is perhaps the most polarizing of the trio. The wacky mid-'90s styling doesn't do it a whole lot of favors, but the rapacious winding yawp of that V12 means that if you care about the car's looks, it'll only be for a minute or two. We know of folks who drive them wearing headphones meant for helicopter crews. With **only 230 miles** on the odo, you'll be able to wring that

sucker out for a while before a major service is due. The high-mileage steed of the bunch is also the newest—a **273 mile**, US-spec Enzo from '03. It's one of seven cars thought to be spec'd with Rosso Scuderia paint and one of two originally delivered to our shores in the shade. The catch here? The three are **being sold as a group**. Buy 'em all or keep your AmEx Centurion card holstered. While you're at it, you might as well go ahead and pick up a 250 GTO. A collection's not a collection without a great-great-great-granddaddy to round it out...**TVR Return?!?** TVR's new owner, Les Edgar, has dated 2015 as the company's comeback, as they plan to have a two-car range costing \$76,155-\$121,848. Having produced cars such as the **Griffith**, the **Grantura**, the **Cerbera**, the **Chimaera**, the **Tuscan** and the **Sagaris**, TVR hopes to continue and evolve this spirit after a production hiatus in '06 due to ownership change. "It is a well-thought-out business plan, and at the root is the requirement to make money," stated Edgar in an interview with Autocar. "We will all have a lot to lose. But we also know it can't be an overnight success. I'd say it would take a minimum of three years to break even." Edgar says to expect everything you have known to come from TVR: low volume, fast, powerful, great handling and a



great exhaust note. Morgan, BMW and in-house engines are all being considered. And yes, the names are most likely staying as well. An eventual return to Le Mans is on TVR's horizon, although certainly it's not their top priority. Existing TVR owners will be provided access to parts and other services at launch as well. It's safe to bet that the same stand-out designs (*evolved from the past range*) and overall general feel you have come to expect from TVRs will stay the same. There are no initial plans for US exporting, but let's hope it does well enough to change its mind...**Bumblebee Makeover?!?** First he was an **aircooled Beetle**. Then he was a **'77 Camaro**. Then he was Chevy's conceptual **fifth-gen Camaro**. Then he was an **actual fifth-gen Camaro**. And now? Well, for "T4," **Bumblebee** assumes the guise of a **'67 Camaro RS/SS** that looks like it's passed through the hands of musclecar wizard Steve Strope, a man known for adding GT-racing cues to '60s and '70s American classics. To wit, his **Martini Mustang**



from last year's SEMA Show (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!) 🍌

Ford vs. ...

These pictures show a '47 *Ford 1/2 ton pickup* from Whitby, Ontario, Canada that was just sold to *Ford Motor Company* of Detroit, Michigan, for the sum of **\$800,000.00, PLUS** a new Ford F 350 dually truck.

This truck, according to Ford records, is one of *only 35* that was ordered and built in '47 with factory installed with: *McCulloch water cooled supercharger, special carburetor, and special very low profile air cleaner for the McCulloch*, due to hood height clearance. When installed, the intake has a lower carb mounting height, Edmunds finned aluminum heads, Fenton cast iron headers, and factory dual exhaust.

The truck was authenticated by a team of Ford museum employees before the offer, and the purchase was made.

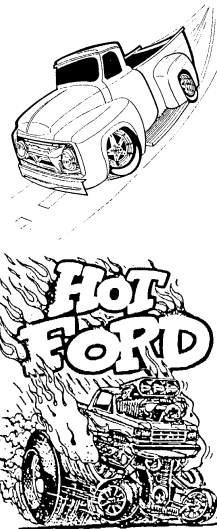
For more Blue Oval goodies, this is really interesting and a bit sad as people like this are a thing of the past.

Michael Dingman, who must have had a lot of loose change, put

his Ford and neon sign collection at auction this past June.

What you have is a recounting by him of the manner in which the collection occurred and pictures of all. You should find it interesting: http://www.youtube.com/watch_popup?v=6IYISQ6DVwk&vq=medium.

Thanks to
MAMA's Boy
Gary Sutherlin.



...Chevy!

Every Chevy convertible since 1912!

Wow! What do you suppose

this collection is worth?

It belongs to **Dennis Albaugh** in Ankeny, Iowa, just north of Des Moines. This billionaire made his fortune selling farm chemicals.

The personal and private collection consists of **110+ Chevy convertibles**...all years from 1912 to 1975 and Corvette convertibles from 1953 to 1975.

That is a Chevy convertible for every year of manufacture **EXCEPT** 1939...the reason? Chevy didn't **MAKE** a convertible in '39—and at the time of this posting, ended its convertible line in '75!

His 'boy toys' include his own 18 hole golf course, copied somewhat after Augusta National. Looks like a **REAL** Chevy guy, but his passion seems to be convertibles! Thanks to **MAMA's BoyZ Charlie Magers** and **Lyle Willits**. 🚗



Pontiac Nats!

Nick and I recently made our 2013 ‘pilgrimage’ to “*All Things Pontiac*,” the *POCI/GTOAA Nationals*. The GTO Association of America and Pontiac Oakland clubs got together to sponsor this ‘covention’ in Dayton, Ohio.

As I write this column, I have no idea exactly how many pictures Nick and I took, but I myself had just shy of 1,000 on my 8GB memory card. 1,000 Pontiacs in one place, you say?! *You betcha!!* Everything from the much-maligned *AWD Aztec* (how many *AWD vehicles are on the market NOW?!*), up to and including Grans Prixs, and everything in between. Check out a few of the enclosed pix, including the camper option on the Aztek!! A Fotki link will follow.

We sat in on seminars by Tim Dye, curator for the *Pontiac Oakland museum* in Pontiac, IL, and Jim Mattison, of Pontiac, er...*PHS* (can’t say Pontiac, after the lawsuit that ‘GMC’ brought against him). For what it’s worth, Pontiac’s closing *WAS* politically motivated, for all you conspiracy theorists out there! And, Jim is no expert by any means, but he sees ‘GMC’ making the same mistakes all over again as before the bankruptcy, and intimated that it wouldn’t surprise him if ‘GMC’ went out of business...*AGAIN!*

Ironically, on our return trip, we saw tons of cars (*AND custom vans?!*) driving home, apparently from the *Goodguys* show in Columbus—a *Marlin*, ‘69 *Judge*, ‘61 *Bonneville wagon*, and *street rods*, to name a few—*Yowza!* 🍷





Pontiacs on Parade—MIA?!



Vette Fight!

The court battle to settle the fate of the lost *Cunningham Corvette* No. 1 continues. As Corvette Blogger reports, U.S. Middle District Judge John E. Jones III has denied a request made by the Vette's apparent current owner, Kevin Mackay, to have the lawsuit brought against him by the son of a previous owner, Dan Mathis Jr., dismissed.

The Corvette is one of three '60 cars prepared by Briggs Cunningham for entry in the 24 Hours of Le Mans that same year. After failing to complete the race due to a fire, the car was converted for road use before completely dropping out of the public eye. It remained missing for more than two decades before it was rediscovered last June in a warehouse full of cars, car parts and furniture.

Cunningham cars Nos. 2 and 3 have been restored and may be worth over \$1 million apiece—which ought to provide some idea of what No. 1, driven by Cunningham himself, could fetch if it were to go to auction.

But it's hard to say when or if the car will head to the restoration

shop, let alone the auction block. It's been tied up in court for months—almost since its re-discovery has been publicly known.

Recall that the long-lost car turned up just in time for the August 2012 Corvettes at Carlisle show, where it was supposed to be seen by the adoring masses. The car was previewed briefly before being suddenly pulled from display less than an hour before it was to be shown to the public. At the time, Carlisle officials claimed that the car had been sold to a third party (*later revealed to be Corvette restorer Kevin Mackay*) and that it was yanked for "security reasons."

Soon after the car was pulled from display, Florida resident Dan Mathis Jr. asserted ownership of the car, claiming that his father purchased it in the 1970s. He even presented a title for the vehicle—albeit a title issued on Aug. 17, 2012, just days before the car was scheduled to be shown at Carlisle.

According to Mathis, the car was stolen decades ago. He says



he forgot about it, but his interest was predictably rekindled once its celebrity heritage—and value—became known. A months-long court battle followed in the wake of his claim.

Mackay recently attempted to get Mathis' suit dismissed, arguing that too much time had passed between the alleged theft of the car and Mathis' attempts to recover it. According to Corvette Blogger, however, a judge has just dismissed Mackay's argument—all but assuring that the battle will drag on (*and on, and on*).

That a car likely worth seven figures would trigger a protracted court battle isn't exactly a surprise, but the ongoing confusion and series of surprise revelations make this one a doozy. We'll see if it *EVER* gets sorted out. 🍷

This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ Do It In Scale!



Round2 Ford C600 Pepsi
City Delivery Truck
Revell "Fireball"
Roberts '57 Ford
Revell Original Mini Cooper
Revell '67 Corvette
Revell "Miss Deal" Stude-
baker funny car

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 and '71 MPC hardtops and convertibles in particular!), and have an extensive collection to trade from. In search of 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 Trans Ams, 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!* 🚗



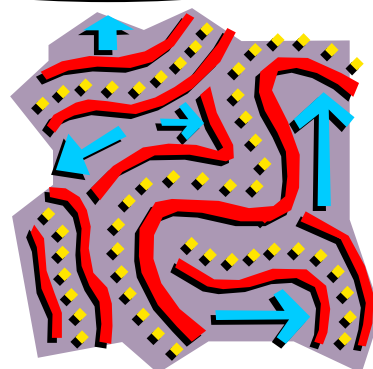
We're on the web!

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

Directions

From the Baltimore Beltway (RT 695): Take Exit 7, Route 295 (Baltimore-Washington Parkway) south towards Washington approx. 18 miles to the Route 193 (Greenbelt Road) exit. Stay to the right on the off-ramp, and merge right onto Southway (see below).

From the Washington Beltway (RT 495/95): Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (Greenbelt Road). When on the off-ramp, bear to the right and go west on Greenbelt road, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (at the light) onto Southway (read on!)



Once on Southway: Go straight to the second (2nd) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 🚗

Club Contact Info

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