



MAMA SEZ!

Volume 25, Issue 12

August, 2013



Car Show Season's Upon Us!

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.

Attendance seemed to pick up a bit last month (*guess there weren't any car shows or cruises goin' on—Ha! Ha!*).

This month, **Rich Wilson** examines the **Aoshima Lamborghini Aventador LP-700-4**, while *yours truly* gives us a peek inside something a bit more down to earth—the 'new'

'Smokey & the Bandit' Trans Am from Revell.

The Pontiac Parade was present and accounted for, with what seemed a focus on race cars.

The raffle raised **\$52.00 (!)**, while the door kicked in an additional **\$70.00 (!)**.

Thanks to the

raffle donors: **Brad, Ron Hamilton, Rich Meany, George Openhym, Pro Tech Model Parts, and Replicas and Miniatures Company of Maryland.** Tanks again, guys! 🚗



'Hitting' The Road?!?

A Russian man is facing up to two years in prison for the weirdly specific crime of **stealing an entire road**. The 40-year-old man reportedly admitted that he stole the **82 reinforced concrete slabs** that made up the approximately one-mile road linking the village of Parcheg with the Vychedga River (*total value: about \$6,095*).

Weirdly enough, this kind of infrastructure theft happens more than you might think in Rus-

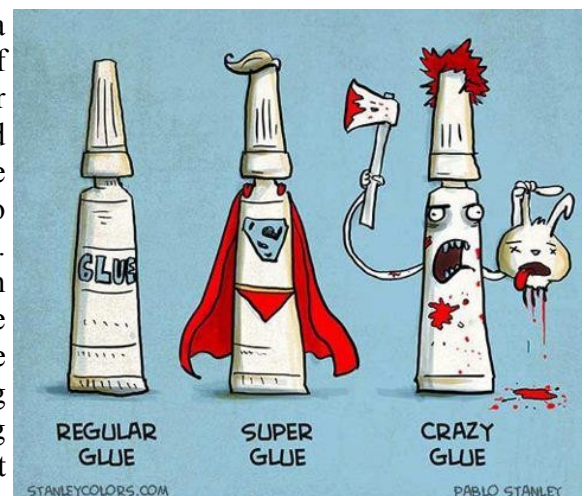
sia; a man recently **dismantled a bridge** over the Nozma River with a welding torch, though he was foiled

when a trail of tractor tracks led from the bridge to his home. The lesson here? The phrase "stealing anything that isn't



nailed down" has no bearing in Russia.

Thanks to msn.com for this tidbit. 🚗



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Aoshima Lamborghini Aventador LP-700-4

I saw a brief review in one of our model magazines several months ago and thought I'd like to get one of these. I like the looks of it; with its' sharp lines it looks vicious. So, I went online and found Aoshima has two versions, with and without engines. As you could guess, the "without" version was/is available and I wanted the more detailed version that wasn't available at that time. So I've had to wait these many months, and like most of us I'm not very patient. Upon opening the box, the body jumps out at you; it's so wild looking. The kit features opening doors and hood and there are sprues crisscrossing all the openings like a birdcage. The kit totals 153 parts in several different colors: black, white, grey, chrome, clear, clear red and orange. Those last two are a surprise to me since Japanese kits usually have the modeler paint clear parts for taillights. The good news is that the body and all its' various parts are cast in white, while the interior is in grey and the chassis is in black. There are three chrome trees, small, but only the one with the head and taillight reflectors are shiny. The wheels are dull chrome.

Funny story; I was curious as to just what the name meant, what did it translate to. It so happened at the time I was working with a young Mexican man, so I asked him and he thought for a second or two and said "thrower" as a baseball pitcher. That seemed very odd to me, so later at a MAMA meet, I queried member Cruz (*Marcos*) and he said,

"vent" (*ventador*) as in a heat/AC vent. Now I was more confused; neither of these made any sense. So, I went online to a translation site and tried both spellings and got the answer from hell—"term not found." Now I know from experience that Lamborghini uses Spanish names, normally of famous bulls. Out of sheer aggravation, I was determined to find the answer, so back to the computer I went to Google this time. I tried the first site in the list and in that sites' first paragraph, finally the answer to my long quest, a famous and valiant fighting bull from '93 Saragossa Spain! Oh well!!

Officially unveiled at the end of February '11, one years worth of production was immediately sold and delivered later that year. It replaces the *Murcielago*, now ten years old (*Ed. Note: time flies, eh?!).* Its' design was influenced by the *Reventon* and *Estoque* show cars. Which brings up another short story. I saw a program a few months back that interviewed a Lamborghini big wig. I noticed he pronounced that name just as Cruz told us.

Almost needless to say any more, the tub is made of carbon fibre, the molds of which last only for 500 units. The engine is the first new V-12, set longitudinally, since the 3.5 litre engine in the



350GT. It develops 690 horsepower at 8250 rpm and as many pound/ft of torque from 6.5 litres (396.5 ci.). The 60-degree engine weighs in at 517 pounds and gets 13.7 mpg combined. Not bad for an all wheel drive car that weighs in at 3470 pounds (*dry*). It can accelerate from **zero to sixty in 2.9 seconds**, and has a **top speed somewhere between 217 and 230 mph**. **Quarter mile times** are just as impressive—**10.6 sec @ 137 mph**—without blowers, turbos **OR** nitrous. The transmission is built by Graziano transmission, while the all-wheel drive unit is built by Haldex Traction, all through a single disc clutch that works via paddle shifters in 50 milliseconds. Several show cars have been built including a roadster version that may see production at some point.

Engine: It consists of only 11 parts, but that's better than the engine plate of the less expensive kit. There are the block halves that have the heads, oil pan and lower

(Continued on page 3)

Lambo (contd)

(Continued from page 2)

intake assembly cast together. The timing cover, belt and alternator make up three parts. The exhaust headers are reasonably done with catalytic converters, while the cam covers are also separate items. The upper intake is one large piece with throttle bodies, but there are several decals including “Lamborghini” scripts. What you get is well done and fits into a five-sided box that makes up the engine bay. There is no trans-axle of any type—I guess because it would be hidden anyway.

Chassis: As you might expect, it’s basically a flat plate, but with an interesting twist. In the center is a rectangular well that the modeler can use to mount the completed model to a showcase. The lower suspension arms are cast to the chassis and the uppers are paired up left to right. The up-rights lack any real detail, as do the A-arms, but the brake rotors tend to make up for this and there are decals for the calipers. There are levers in place of shocks that I believe actuate shocks much like those used in Formula one and Indy car. There is no steering designed in, but the tires/wheels do mount with the now familiar poly caps. The tires have excellent tread detail but no lettering, but then where would it be put since the sidewalls are non-existent.

Interior: The 12 part count of the interior doesn’t belie its’ detail. There are eight decals for scripts and various details. One of them is the gauge cluster—there are two to choose from, that apparently get soaked in water then

stuck to the back of the clear gauge face. The console makes the interior look like one from a modern jet fighter. The seats have a plug for the back of the headrest, but there are no seat belts, and as I’ve said before this kit needs them to look complete. Despite the complete paint color list, I had trouble understanding it until I went online and Googled one of the two companies. Aoshima gives paint colors for either Gunze-Sangyo or Mr. Color. I found large paint chip charts for both companies that are well worth having for future reference. For further aggravation, there are custom mixes that are used in several places. To save ink, they give the colors needed and the amounts and then refer to it later as color “A,” for instance. What you see on the instruction sheet is “PH A” or “PH B” with the A or B in a black box. Unless you read everything printed in English, you’ll miss this. After all that, PH A translates to flat black; made from gloss black and flat base. Gee, wouldn’t it be easier to sell flat black paint?!

Body: The body assembly seems to be the most involved of the build with its’ 37 parts! Did you think it was one-piece? Well, it is in one sense. It’s just with all the angles and protrusions, it would probably be impossible to cast all together. And the opening doors and hood don’t help. The mold lines go over the wheel humps and won’t be any big deal. But fear not—each parts assembly is well laid out in the instructions, though I would recommend taking your time and let some assemblies dry thoroughly. You remember

the rear window slats of the 70s? Well, Lambo has done them in clear glass. And Aoshima has done each element separately. Which by the way, reminds me there are three trees of clear parts totaling 36 pieces! And yes, there is a sheet of masks for six of the windows. The doors have metal hinges to rotate upward and metal struts to hold them open. The hood has the same except the hinges are plastic. The mirrors have chrome reflectors. The tail-lights are made up with both clear red and orange elements.

Decals: Besides those already mentioned there are mesh grilles, 14 in all, for the various air intakes. There are wheel hub centers, badges, scripts in black and white, center brake light, European plates and an under hood label.

There are optional parts mentioned (*at extra cost*), though we’re not told what they consist of or how much they cost, and a visit to their web site was of no use. This is a great kit but not one for those without experience. The list price for this kit is \$62 but the non-detailed version goes for \$55—not particularly cheap, but you get your moneys’ worth and if you order it from Ron, our plastic pusher, you can get a nice discount. Mine is going to be *Aran-cio Borealis Pearl*—that’s bright orange pearl, a Lamborghini color I bought from Cobra Colors several years ago. The real thing sells for between **\$397,500- \$441,600**, and if you think that’s expensive consider that you could get **THREE** of them for the price of a **Ferrari Laferrari**!!

By: Rich Wilson 🍷

Revell Smokey & the Bandit Trans Am

“Eastbound and down, loaded up and truckin’!” The ‘Bandit’ (Burt Reynolds) and the ‘Frog’ (Sally Field) put Pontiac’s premiere pony car through its paces in the movie of the same name. Revell had several Trans Ams in its lineup, but finally reissued their diecast kit in plastic.

Having owned a **1976 50th Anniversary Trans Am** (the precursor to this ‘Special Edition’), and being a ‘Pontiaddict,’ I feel qualified to give y’all my two cents worth on this kit.

As in the case of the recently introduced 1968 Mustang, this plastic kit followed the diecast release.

Engine: A 15-piece unit, not including the air cleaner and shaker hoodcoop. The usual longitudinal seam is present, but will be somewhat hidden by separate oil and transmission pans. The heads and intake manifold are molded as one piece. In a move to further reduce parts count, the oil filter and starter are molded to the oil pan. Included are a proper HEI distributor, and chrome valve covers, but the chrome alternator will benefit from attention to mute its’ brightness. A separate A/C compressor and belt drive are nice touches.

Chassis: This unit has no less than **THREE** trademarks (!) on it—“2004”, “TM GM” on the rear near the gas tank, and “TM Universal Studios” on the passengers’ side rocker panel.

There is a simplified one-piece lower front suspension, while the rear suspension is three pieces—

leaf springs, differential, and driveshaft as one piece, with two shocks added to it. The exhaust is four pieces—split at the transverse muffler (two pieces), with separate, chrome splitters added to the tailpipes.

The radiator and fan shroud are separate items. The upper radiator hose is present, while lower one is MIA. However, they **DID** add a nicely molded clear windshield washer bottle.

Wheels/Tires: A set of chrome 7” snowflake wheels mount a set of blocky no-name tires. Some attention to dull the shine of the rims somewhat (*as well as adding the gold to the recesses*) is in order. The fronts mount via a small rivet, while the rears are held in place by a metal axle. Ride height is adjustable.

Interior: As with several recent Revell offerings of late, the inner front fenders are molded to the interior platform. The door panels are separate items. Bucket seats are two pieces each, while the rear seat is molded in. The two pedals are molded to the separate dash, which also has a gauge face backing plate (*paint it gloss black, not flat!*), Formula steering wheel, and column, and the engine-turned insert. By the way, it should be **GOLD**, not chrome. I should point



out the **HUGE** mold seam running directly across the very front of the dash—it’s gonna take a whole lotta work! The requisite CB radio is included, as is the Bandit’s hat, but, you are on your own for the CB antenna—it’s MIA.

Body: The front bumper is a separate item, while the rear bumper and spoiler are molded in—curious. To the basic body, you add separate front fender air extractors, outside rear view mirrors (*with separate chrome faces, thank you*), and chrome door handles. Another possible problem is the lower front airdam—it is molded to the front of the chassis, meaning masking in the paint process. Chrome, one-piece grilles also include the parking lights. Clear headlight lenses finish this subassembly off.

In the rear, the clear taillight lens will need paint attention prior to assembly.

As mentioned earlier, the shaker hoodcoop and air cleaner will add the finishing touches.

Oh, and before I forget, final

(Continued on page 5)

Bandit (contd)

(Continued from page 4)

assembly is accomplished by four small screws, one in each corner of the chassis.

Glass: Front and rear windows are connected by a single, wide runner, which is tucked up into the headliner area between separate, clear T-tops. All glass could, at a minimum, use a slight tint, with the T-top frames further finished in semi-gloss black. Separate, clear, head- and taillights are also included, meaning that attention with a paintbrush on both ends of the car is necessary.

Decals: The decals, at first glance, appear to be complete. Upon closer examination, a glaring error becomes all too apparent—not one single **“Trans Am” logo is included!!** Apparently, Revell ran out of money after paying Universal Studios’ licensing, or simply decided against paying the SCCA for the use of the name, something Pontiac did on a regular basis. A quick check of the box, and that appears to be the case—**“‘77 Pontiac Firebird.”** It

should be noted throughout the movie, that **Sheriff Buford T. Justice was quoted as chasing a “Black Trans Am,” not a “Black Firebird (!).”** Just ain’t the same!

Also not evident are any underhood markings. I note the 2013 trademark of the decals, too.

Instructions: Comprehensive, step-by-step, and easy to follow, starting off with the intro, basic assembly instructions, which is followed up by the painting guide and decal application instructions. They also thoughtfully provided a two-page guide identifying all parts by name and number.

And, as has been the norm for Revell, they conclude with the now-standard four-view decal application guide.

The box art features a nice static 3/4 front shot of the car at rest (*one of the few times it was sitting still!*), while a smaller shot



in the upper right corner shows it ‘leapfrogging’ the Mulberry bridge, which was dismantled six months prior. It should be noted that neither view of the car showcases its ‘racing’ (*a.k.a. ‘Trans Am’!*) heritage.

All in all, a more than workable kit (*much more so than the ‘66 “ROYAL” GTO, reviewed here in the April issue*), I’m just blown away that they could not include the “Trans Am” logos in order to allow the builder to create a true replica of one of the most iconic late-model vehicles in Pontiac’s (*or anyone else’s!*) history.

by: Tim ‘Ponchoguy’ Sickles 🍷



'Gov-a-mint Motors'

Due to *allegedly fraudulent procedures* including *swapping in entire low-emission engines to pass regulations in India*, 'GMC' has *dismissed its global power-train exec* and *about 10 other employees* in the US and India.

The ousting of Sam Winegarden, 'GMC's' *vice president for global engine engineering*, followed a recent *recall of 114,000 Chevrolet Tavera utility vehicles* from model year *2005-2013* with 2.0-liter and 2.5-liter engines. The Tavera is exclusively an Indian market car.



The recall is to address non-safety related emissions and other specification problems and was preceded by a production halt on June 4th. The company says it has already "identified a solution to the issues and performed the required engineering validation, and is awaiting regulatory approvals."

Prior to the move to clean house, the *Economic Times* of India reported that it had become an egregious state of affairs between certain Indian regulators and employees of 'GMC' of India.

'GMC' reportedly admitted to government officials that 'GMC' employees *willfully faked emissions inspections to pass standards*.

"Over a period of time some

employees of the company engaged in the practice of identifying engines with lower emissions which were fine-tuned and kept aside to be used for installation on vehicles during inspection," according to the *Economic Times* citing a July 18th letter to Indian regulators.

Also admitted by 'GMC' to regulators, according to the *Economic Times*, were that several models saw their *weight "manipulated"* so as *to qualify for less stringent emission requirements*.

'GMC' could be subject to penalties and fines, and it has set up a committee to investigate. The recall was described as one of the *all-time largest in India*, and it was the first since '95 for 'GMC'.

Winegarden oversaw engine development and production not just for Indian market cars, but 'GMC' products world wide.

He'd been at the top since 2004 and had worked his way through the ranks since joining 'GMC' as a co-op student at the Buick Motor Division while attending General Motors Institute, now Kettering University in 1969. Thanks to Automotive News for the scoop.

'GMC' is recalling *193,652 SUVs* in the US, including the 2006-'07 Chevy Trailblazer, as part of an expanded recall to address a problem that could cause a fire.

The recall also includes the '06 Chevrolet Trailblazer EXT and GMC Envoy XL, 2006-'07



Buick Envoy, Rainier, Saab 9-7X and Isuzu Ascender.

"A short in the circuit board could lead to a fire, increasing the risk of personal injury," said NHTSA in its summary of the problem. "A fire could occur even while the vehicle is not in use. As a precaution, owners are advised to park outside until the remedy has been made."

Alan Adler, a 'GMC' spokesman, said recently that the automaker has received 58 reports of vehicle fires and 11 minor injuries related to the two recalls. 'GMC's' latest action is an expansion of a recall from last August to check *249,000 SUVs* for a short in the driver's door circuit board.

"While a fire can occur when the vehicle is unattended, it is very rare," Adler wrote in response to an e-mailed query. "In the expanded population whose owners already had received special coverage letters, 'GMC' is aware of six fires and one minor injury."

NHTSA says the defect involves a potential fluid leak in the driver's door that could lead to corrosion and a short in the circuit board.

"A short may cause the power door lock and power window

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'Gov't' (contd)

(Continued from page 6)

switches to function intermittently or become inoperative," NHTSA said. "The short may also cause overheating, which could melt components of the door module, producing odor, smoke or a fire."

Dealers will test the driver's door module. If it is functioning properly, a protective coating will be applied. If not, it will be replaced. The recall was expected to begin on July 24th.

PSA/Peugeot-Citroen won European Union approval for the French government to **guarantee \$9.28 billion in bonds** for its **banking unit**. The guarantee will help keep the 'GMC' partner afloat as it struggles to rein in losses.

In return for the approval, PSA agreed to curb its debt levels and faces restrictions on acquisitions.

EU Competition Commissioner Joaquin Almunia, said in a statement: "We have arrived at a formula which allows PSA to restructure in accordance with clear limits, reducing to a minimum the damaging effects for competitors who have not received support from public funding."

"This is a balanced result which offers the PSA group the chance to make a new start on a sound basis," he said.

PSA was forced to negotiate the state guarantee for its car loans arm, Banque PSA Finance, after a series of credit downgrades hit its borrowing costs.

The French government offered to guarantee the bonds for

the automaker's bank to help the carmaker keep down borrowing costs, which is key to offering loans that are competitive with rivals such as Volkswagen.

PSA said in a statement that it welcomed the European Commission's approval of the French government's guarantee to secure debt issued by Banque PSA Finance in the period from Jan. 1, 2013 to Dec. 31, 2016.

"This agreement has strengthened Banque PSA's financing and offers visibility and financing confirmed for more than three years," the company said in the statement.

Florent Couvreur, an analyst at CM-CIC Securitie, said the approval was good news for PSA. By helping out the automaker's bank, the French state "is effectively helping the whole company," he said, adding, "But the EU Commission considered this didn't constitute a distortion of competition."

The Commission checks whether government aid is in line with EU competition rules. Under the terms of the approval, PSA will have to refrain from major acquisitions and take "additional corrective action" if net debt approaches an unspecified threshold, the Commission said.

Bear in mind, that the founding Peugeot family has also offered to give up control as part of a closer tie-up with 7 percent shareholder 'GMC' or another industrial partner (*as reported last month*), Reuters sources said.

Cadillac is working on the first major change to its logo in more than a decade, pruning away the classic laurel wreaths that surround its crest, several sources

told Automotive News.

The modified emblem is likely to appear on a concept vehicle that Cadillac planned to show at the Pebble Beach Concours d'Elegance in California last month. The redesigned badge would appear on production cars no earlier than 2015, and the plans could change, the sources said.

A Cadillac spokesman confirmed the plans to show a concept at Pebble Beach in July, but declined to comment on a badge redesign.

Cadillac's emblem has morphed **nearly 40 times** (*Ed. Note: Apparently, someone can't make up their mind?!?*), in the brand's 111-year history, and the wreath has come and gone over the years. The emblem was last re-engineered in '99 to project a more streamlined, contemporary look and signal a departure from its legacy of producing old-fashioned, luxurious land yachts. An assortment of birds, a vestige of the original company logo, was stripped from the main crest, but the surrounding wreaths survived in a modified form.

That change coincided with the launch of a new brand signature that Cadillac called **Art and Science**, which was reflected in angular and aggressively styled concept cars such as the Cien and the Evoq. The look quickly trickled down to production cars, beginning with the first-generation CTS sedan and XLR coupe.

The original Cadillac crest was inspired by the historic family coat of arms of Antoine de la Mothe Cadillac, the founder of Detroit and namesake of the brand. 🍷

This 'n That

Zombie-Proof Hyundai! Hyundai is continuing its collaboration with *"The Walking Dead"* TV show at **Comic-Con** this year in San Diego. The company revealed a second Zombie-proof vehicle, and this time it's a **Veloster**. The orange hatchback was outfitted by Galpin Auto Sports in California as well as media company Future US. The Veloster sports **two chainsaws** in front, separated by a **cow catcher-style bumper** fitted with **spikes to impale the undead**. A **shotgun** sits in the center of the hood with sandbags for protection. Metal cladding covers most of the sensitive bits such as the windows and wheels, while **two door-mounted flame throwers** keep the hoard at a distance. On top is a hatch that leads to a **mounted .50 cal** and what looks to be a bull-horn for yelling (?) the zombies' away. The back has a selection of melee weapons including a **spiked bat, knife blades and a samurai sword**. Last year's "Walking Dead" car was based on the two-door Elantra, which wore a more aggressive zombie catcher, spikes on the axles for chopping legs, all-terrain tires and protective metal bodywork. That car was designed by "Walking Dead" creator Robert Kirkman. Both Hyundai's setup and execution are great, as long as you're only carrying two or three people. Season four of "Walking Dead" airs in October...

Hot Rod Acura! Acura's new, long-awaited **NSX** is still **TWO YEARS** from arriving in customers' impatient hands, but attendees at the Izod IndyCar Series race at Mid-Ohio on Aug. 4th got a sneak



peek of the car in action. Acura recently released an image of a prototype NSX, and said the car will take to the racetrack just prior to the Honda Indy 200 in Lexington, Ohio. Mid-Ohio is a logical venue to show off the NSX, as global development of the car, slated for launch in 2015, is being led by engineers at Honda R&D Americas in Raymond, Ohio. Additionally, Acura in May announced that the NSX will be produced at the newly established Performance Manufacturing Center in nearby Marysville, Ohio. And, of course, Honda is a long-time IndyCar engine supplier. The prototype that will tackle Mid-Ohio maintains the styling and proportions of the NSX Concept that debuted at the 2012 North American International Auto Show in Detroit, while packaging the production vehicle's mid-mounted V6 engine mated to Acura's new three-motor Sport Hybrid SH-AWD (*Super Handling All Wheel Drive, natch!*) system...**Bentley SUV?!?** (Ed. Note: *Why NOT?!?*) Citing

"extremely positive customer response" to the idea (?!?), Bentley has officially given its super-luxury SUV the go-ahead. Since the VW board already greenlit the project back in February, the only thing holding the vehicle back is the time it will take Bentley to set up production lines—and perhaps to work out the design. The announcement confirms that Bentley is joining Porsche and Maserati, and possibly Lamborghini, in jumping into the high-end SUV game. It's no secret why: The pricey vehicles mean big bucks for luxury automakers, thanks in no small part to increasing demand from customers in China and Russia. There's no word on how the production vehicle will differ from the Bentley EXP 9F concept unveiled at the 2012 Geneva motor show, but the automaker has indicated that it will make changes to the somewhat controversial (*read: googly eyed*) styling. A teaser line drawing of the car's profile seems to indicate that the overall proportions will be similar to those of the Cayenne/Toureg—no real surprise there—and that it will retain the sculpted rear haunches seen on both the EXP 9F concept and the production Continental GT. If reports from earlier this year can be trusted, the SUV may get an eight-cylinder engine with a W12 as a possible option. Pricing could start at **roughly \$270,000** (Ed. Note: *that's pretty rough!!*), and the automaker previously state that it expects to sell up to 5,000 of the vehicles per year. Bentley says it is tooling up its Crewe factory to accommodate

(Continued on page 9)



T 'n T (contd)

(Continued from page 8)

production, and it expects the SUV to go on sale some time in 2016. Of course, the automaker didn't give any indication as to whether this announcement makes the Lamborghini Urus is any closer to reality, but Volkswagen and its myriad divisions have never been known to let a perfectly good platform go to waste...**3D-Printed Aston Martin DB4?!?** New Zealand enthusiast Ivan Sentch is in the process of **3D printing a 1961 Aston Martin DB4**. Engadget reports that he bought a \$499 Solidoodle 3D printer and has been working on this project since December, 2012. Using a *Nissan Skyline* as a **donor car**, he'll make a fiberglass mold of the print and hopefully transform this thing into a drivable, street-legal car for a fraction of the cost of an authentic DB4. Sentch has been keeping a blog of the build since February, documenting the intricate, time-consuming process...**Own a Piece of Pontiac History!!** The *Pontiac Aztek* may be the most hated American car in the history of American cars, which is really saying something. But lately, it's begun to acquire the kind of appeal that has made other oddballs—such as the AMC Pacer and Ford Pinto—beloved collectibles among a certain segment of the car community. Hell, Autoweek geeks were just cruising eBay for Azteks the other day. This classic eBay ad had them feeling nostalgic. When they found this eBay listing for the first production Aztek on Reddit re-

cently, they were pretty geeked. It's in fantastic condition, it's got fewer than 8,000 miles on it and it was sold by **Barrett-Jackson (!)** in '09, so you **KNOW** it's legit. Back then, the gavel fell at **\$15,950**. As of this writing, the bidding is at **\$14,100**. Are you heading to eBay right now to bid on this **"future collectible"?! Thanks to Autoweek.com for this gem...Special Thunderbird Edi-**



tion Mustang?!? The *US Air Force Thunderbirds Edition 2014 Ford Mustang GT* has just sold for **\$398,000** at the EAA Young Eagles Auction, which took place last week at the annual EAA Air Venture event in Oshkosh, WI. James Slattery of San Diego, CA was the winning bidder for this unique car, and proceeds from the auction will once again go to the EAA Young Eagles Program which provides free flights to youngsters interested in aircraft. Ford has built just one custom US Air Force Thunderbirds Edition car based on the '14 Ford Mustang GT for '14

EAA Air Venture. The car's design was inspired by the F-16 Fighting Falcon. The additions made to this one of a kind GT included a wide body modification, a custom paint scheme, and a specially designed belly pan made by Creation 'n Chrome to emulate the jet intake of the actual fighter. The car also received a special set of wheels designed by Forgiato, and TS Designs did the custom front and rear body elements. The interior also received a number of custom features, with Thunderbirds design elements and a modified navigation screen. The changes weren't all cosmetic, as Ford has also put in a Ford Racing supercharger and installed Brembo brakes all around. The '14 Ford Mustang GT US Air



Force Thunderbirds edition is actually the sixth custom vehicle created and donated by Ford to the EAA Young Eagles Auction. Three years ago Carroll Shelby worked with Ford to create an SR-71 Blackbird-themed car for the auction, and in '08, a Mustang that paid homage to the F-22 Raptor brought \$500,000+ at the same auction (*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!*) 🍷



Model Buffet

It's been a while since we had a Model Buffet column, and what a triumphant return!

This month, we take a look at *Historic Racing Miniatures* (a.k.a. MAMA's Boy Harold Bradford) latest offering—the front-drive Miller kit!

It was on display at the July meeting, and, according to Harold, it is **FINALLY** ready for prime time.

As you can see by the pictures, it appears to be a very complete kit, including hand-laced wire wheels.

Two different hoods will be included—louvered and smooth—thereby allowing you to build either of two versions.

Two sets of decals will also be included—one for the #8 Packard Cable Special, and the other for the black and white #4 racer.

The kit will be available from either HRM (*cash or check*), or Replicas & Miniatures Co. of Maryland (*cash, check, or charge*). Check with them on price and availability—it was not available at press time.

This kit will be limited to only about 100 copies, so, if you have any interest at all, you better not hesitate!

Not surprisingly, Harold is already hard at work on his project! 🛠️



DC Pol Watch

A driver was stuck in a traffic jam on the highway outside Washington, DC. Nothing was moving. Suddenly, a man knocks on the window.

The driver rolls down the window and asks, "What's going on?"

"Terrorists have kidnapped the entire U.S. Congress and they're demanding a \$10 million dollar ransom! Otherwise, they are going to douse them all in gasoline and set them on fire! We are going from car to car, collecting donations!"

"OMG! How much is everyone giving, on average!?" the driver asks.

The man replies, "About two gallons!" 🚗



Pontiacs on Parade

The display was back after a one-month hiatus, with some interestin' stuff.

Ron 'Big Car' Hamilton: Ron continues to come up with big 'ol Ponchos from *SOMEWHERE*. He showed a *primed '68 Bonneville convertible*. Had my hands on it—at least briefly (*Ha! Ha!*)!

Don Stone: Don's entries were also works in progress—an *AMT '70 GTO Super Stocker* and an *MCW '81 LeMans*. If I recall correctly, both were sittin' on AMT stock car chassis. *Lookin' good so far, Don! NOW, I know what to do with all those AMT stockers I've got*

squirrelled away!

To this, I added a few diecasts—the '99 *Scotty Cannon "Oakley" Firebird* funny car, and a *Polar White '70 GMP Judge hardtop*. *Thanks again, Mr. Foster!*

Here's hopin' with the Pontiac convention behind me (and *MANY* neat ideas in my head!) that I can get something going! Here's my Fotki album:



<http://public.fotki.com/PMDracer/13-pocigtoaa-nationals>.

'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!



Round 2 Willys coupe/pickup
Round 2 HOT ROD
Magazine funny car
Round 2 1966 Bill Jenkins
Nova
Revell 'Fireball' Roberts' '57
Ford
Revell Mini Cooper (original)
Revell '67 Corvette convertible
Revell "Miss Deal" Stude 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 Prix, 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! 🏁



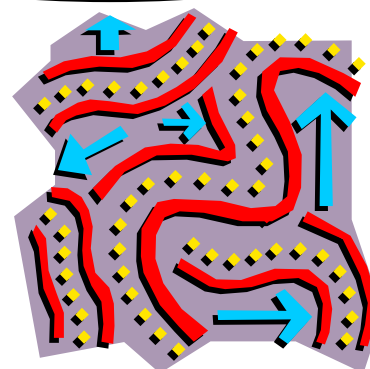
We're on the web!

<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. 🏠

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