



MAMA Sez!

Volume 26, Issue 2

October, 2013



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

| | |
|---------------------|----|
| Oopsie! | 1 |
| '62 Vette Gasser | 2 |
| Condolences! | 3 |
| 'Gov-a-Mint Motors' | 4 |
| T 'n T | 6 |
| '10 Camaro | 8 |
| 'Enhancement (!) | |
| A 'Fun' Build! | 9 |
| Model Buffet (!) | 9 |
| New Stuff | 10 |
| (More) New Stuff | 11 |
| PA Toy Show (!) | 12 |
| Pontiac Parade | 13 |

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.** ☞

Fall's Here—Hit Those Workshops!

Last month's Anniversary celebration was a good (*and tasty!*) one! In lieu of cake, we feasted on that staple of MD modeling champions—***brownies!*** Thanks, **Tim & Dawn!**

Last month's display of ***our oldest built models*** saw ***MANY, MANY*** projects that we've not seen in a ***LONG*** time!

This month, **Rich**

Wilson examines the new **Revell '62 Corvette Gasser**, along with details on a ***new (2010) Camaro 'enhancement.'*** Thanks, **Rich!**

The Pontiac Parade returned with a full display—check it out inside.

The raffle raised ***\$80.00 (!)***, while the door kicked in an additional ***\$90.00.***



Thanks to the raffle donors: **Brad, Ed Brown, Steve M. Buter, Bob Foster, Matt Guilfoyle, Ron Hamilton, Charlie Magers, Nick Sickie, Frank Sierra, Howard Weinstein, Bradley's Model Car Collectibles, and Replicas and Miniatures Company of Maryland.** Tanks again, **guys!** ☞

Oopsie!

Due to my absence at last month's meeting, I got meeting notes from a fellow MAMA member. However, in my haste to put the September newsletter together, ***I neglected to use them!!*** So, here is the proper info from the September meeting.

The raffle raised ***\$40.00 (!)***, while the door kicked in an additional ***\$73.00—still a bit shy of the rent guys!***

Thanks to the raffle donors: **Brad, Ron Brad-**

ley, Steve M. Buter, Chris Clark, Bob Foster, Matt Guilfoyle, Ron Hamilton, Rich Meany, Replicas and Miniatures Company of Maryland,

and the Tri-State model car club. Tanks again, **guys!**

My apologies—I didn't mean to slight anyone's contribution. ☞



I JUST don't get it!!

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.

Revell “Motor Sports” ‘62 Vette Gasser

A great deal of us have been asking about the release date for this kit and it's **FINALLY** here. I was surprised that both Revell **AND** Round 2 have released basically the same kit; both are '62 gassers. But the similarities end there. There are very few parts carried over from the stock kit. There are four trees of chrome with 64 parts, and 131 parts in total. The front suspension is completely chromed, as are the headers and side exhaust. In fact, the engine is mostly chromed and is topped with the same one-piece injector scoop that was in the '41 Willys that Revell put out several years ago.

D & M Corvettes is a real company with sales and restoration services, though I couldn't find anything about this car or gassers or race cars. They seem to be more into restoration than anything else.

Engine: It's a small block, though it looks more of a modern cast block than a '62 vintage with a 4-speed attached. The front cover, water pump, starter, and spin-on oil filter are the only other non-chromed parts. The oil pan is an extra capacity competition type, and the headers are gorgeous two-piece units. I don't understand the long chromed side pipes (*with drilled ends, Larry!*), since the car seems to be a racer, but maybe it's a dual-purpose car. As great looking as this engine is, I'm disappointed with the distributor and carbs. The carbs are not much more than blobs, but the distributor is not to be believed. It's a stock unit with little detail, but



there are only **SIX** spark plug spots; yes **SIX**. I counted 'em **SEVERAL** times. I would have expected either an HEI or a magneto. And a stock fuel pump could **NEVER** supply enough gas to two thirsty carbs. There is a pair of M/T chromed valve covers that are very well done. The bracket for the radiator expansion tank is included on the headers. There are two belts included, one for the blower and one for the fan and alternator which may confirm my dual-purpose theory. But the blower belt seems a bit narrow. The chromed intake manifold is the nicest I've ever seen for a 1/25th scale small block Chevy. Don't get me wrong—this a very nice engine that only needs a very small amount of detailing to be fantastic!

Chassis: Since I didn't get the stock '62 kit, it's hard for me to compare the few parts shared between the two. But the chassis has

been modified for the straight front axle. And **WOW!** The front axle assembly is totally chromed, all of it. It's very true to scale. Even the shocks and disc brake assemblies are included and chromed. The rear axle is (*I think*) a Dana unit with stock springs and shocks and chromed “slapper” bars. A set of wheelie bars (*chromed*) are installed near the last step. I'm guessing that the rear brakes are drums, but the lack of any discerning detail makes it hard to tell. The radiator seems to be a stock unit without the shroud, but an upper radiator hose. There is no exhaust system except the one already described.

Tires and Wheels: It's hard to decide which is nicer. The slicks are 13.00” by 16” M&H Racemasters and I know this because **they say so with the raised lettering** (*can you believe it?!*). The little front tires have no lettering but

(Continued on page 3)

Vette (contd)

(Continued from page 2)

make up for it with very nice tread detail. The American mags are just as fantastic with shallow fronts and deep dish rears. The fronts mount inside the tires as has been usual from Revell, while the rears are two-piece, *(all chromed)*. They all mount with the small rivets that most of Revells' kits have had since the '68 Firebird. I've come to like these rivets because it's very simple to swap wheels between Revell kits.

Interior: It builds up off the floorboard, which appears as unmodified as the rest of the interior from stock. There is a choice of either black or red lap belts *(no shoulder harness)* and a dash-mounted tach. The only other new part is a **two-point** roll bar which I would expect should have a third tube to the front footwell. It fits just aft of the armrest and seems

to me like it would be in the way of the drivers head. It's designed to fit under the hardtop. The seats, shifter, door panels, and steering wheel are all stock. This all may be correct for the real car *(assuming one exists; I couldn't verify this)*.

Body: The body is stock and I can't tell if the rear wheel openings are radiused for the slicks *(probably not)* or need to be. There are no marks on the inside of the body to guide the builder for this. The hood is already modified for the blower and curiously includes the stock hinge. I keep begging for hood hinges, but I think in this case a lift off hood would be more accurate. The decal sheet includes four hood pins. All the chrome, front and rear, bumpers, lights etc. are included. The **hardtop** we wanted for the stock version is included in this kit. I compared it to the one in the Revell '58 Vette kit and they look identical. While this may be cor-

rect, I thought they were different from '58 to '62. I may be wrong on this point. The glass and clear red taillights are carryovers from the stock kit except for the rear window for the hardtop.

Decals: There are two sets; one for the box art car and another that's all traditional flames. You get two sets of gauges *(black or white backgrounds)* though the white look more race oriented. There are the full complement of scripts and **"Glasses Gasser II" decals**. The one I find funny is the Hurst decal, bearing in mind the kit comes with only a stock shifter! There is a cover for the blower scoop, but what we are supposed to mount it to, I don't know.

I like this kit a great deal and can recommend it heartily not only to build, but for the plethora of really 'kool' parts in it. I think I would be inclined to build it as a street legal show car with flames.

By: Rich Wilson 🚗

Condolences!

It is again my sad duty to report the passing of modeling friends.

The first is long-time **MAMA**

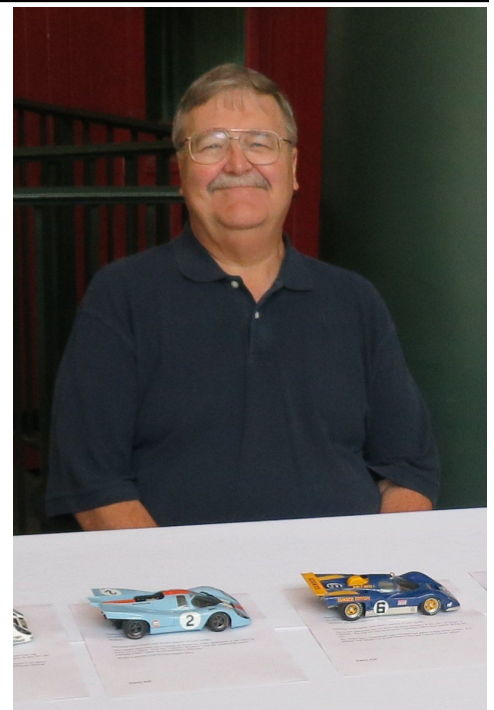
member **Pat Maphis**.

The other is **COMA** *(Chesapeake & Ohio Modeling Alliance—our Ohio friends!)* builder **Mike Madlinger**.

Mike died of a heart attack in late September. He was a young 61. It is unknown what took Pat from us so suddenly.

It is believed that Pat's wife Erin may have some sort of memorial service for him. More info as it's available.

Godspeed to both of you, gentlemen. 🚗



'Gov-a-mint Motors'

The US Department of Treasury continues to divest itself of its shares in 'GMC,' following its pledge last December that it would fully divest from its investment in 'GMC' within 12-15 months.

The Treasury received total net proceeds of about \$877 million from sales of 'GMC' common stock in July, the department's monthly report to Congress said. They began the 'GMC' bailout in December '08 as a part of the Automotive Industry Financing Program. The US and Canadian governments ultimately financed the company's bankruptcy reorganization in '09. Canada also has begun the process of divesting its share of the company.

'GMC' stock traded between \$34 and \$37 a share in July, suggesting the government sold between 24 million and 26 million shares of stock based on the market price. Neither 'GMC' nor Treasury officials would comment further on the transactions.

In recent trading, 'GMC' shares closed **down** 13 cents to \$35.85.

'GMC' repurchased 200 million shares of its stock from the Treasury when the plan to divest the remaining 300 million shares was announced in December. In its first stock sale in April, the Treasury sold 58 million shares of 'GMC' common stock, making about \$2 billion in net proceeds. In June, the Treasury sold 30 million more shares of 'GMC' stock in a public offering as a part of 'GMC's' return to the S&P 500 index, gaining \$1.03 billion in

proceeds.

As of July 31st, the department says it has recovered about \$35 billion of its initial \$51 billion investment in 'GMC' through repayments, sales of stock, dividends and other income.

Meanwhile, a \$3.82 billion sale of 'GMC' stock earlier this summer reduced the US Treasury's stake in the automaker to 7.3 percent. The Treasury sold off 110 million+ shares in 'GMC' between May 6th and September 13th, filings indicate.

That means that Treasury still has about 101 million shares of 'GMC' worth about \$3.7 billion at the current \$37-per-share price. And it also means that the governments of Canada and province of Ontario hold more shares in 'GMC' than the American government does. Canada and Ontario own about 140 million shares combined, although they have both begun selling off common shares in the automaker.

None of the governments intend to retain any stake in 'GMC' for much longer; the American Treasury has indicated that it will have fully exited its ownership of 'GMC' in the next six months. When the governments of the US and Canada bailed out 'GMC' in early '09, the US acquired about 60.8 percent of the automaker.

Overall, the government has recovered about \$35.4 billion of the \$49.5 billion it invested into 'GMC's' 2009 bailout. Unless 'GMC's' stock skyrockets (*hardly likely!*), the **Treasury will still lose**



money on the bailout.

'GMC' is **cutting the Chevy Volt's price by \$5,000 amid price pressure from rival electrified vehicles.** The sticker price on the '14 Volt, which will arrive at dealers this month, will be **\$34,995**, including an \$810 destination fee. That drops the effective price to \$27,495, after applying the \$7,500 federal tax credit for the plug-in hybrid.

'GMC' cited price competition as a key reason for the price drop. Several other automakers have reduced prices or sweetened lease deals on EVs and plug-in hybrids this year. Nissan Leaf sales have surged this year after the automaker in January cut the base price by \$6,400, to \$29,650, including shipping. Leaf sales more than tripled through July, to 11,703 units, edging sales of the Volt, which are up 9 percent to 11,643.

Last month, Ford dropped the price of its Focus Electric by \$4,000, to \$35,995 with shipping. And there are plenty of relatively cheap lease deals on EVs, including identical \$199-a-month offers on the **Fiat 500e** and **Chevy Spark**, which both were launched this summer.

'GMC' also said it has made

(Continued on page 5)

'Gov't' (contd)

(Continued from page 4)

'great strides' in reducing the Volt's production cost, Chevy sales chief Don Johnson said in a statement, without quantifying the savings (*I'll bet!*). 'GMC' execs have said that they expect to wring \$5,000 to \$10,000 out of the cost of the next-gen Volt, which isn't expected until 2015.

'GMC' said the lower price would boost interest in the Volt by aligning it more closely with comparable vehicles in research by online shoppers.

Many dealers were already selling the Volt at *well below sticker*. 'GMC' has been offering cash rebates of **\$4,000** on '13 Volts since June, and **\$5,000** on '12 models (!).

'GMC' said '14 models have begun shipping from its Detroit-Hamtramck assembly plant and will arrive in showrooms within a few weeks. The only changes from the '13 model are two new colors—Ashen Gray metallic and Brownstone metallic and a leather-wrapped steering wheel.

Means they'll lose even more on each one sold I guess, eh?!

Callaway has just announced the debut of supercharged versions of the '14 **Chevy Silverado** and GMC Sierra pickups. This news comes only weeks after Callaway made known their intentions to fit market a version of the Silverado with an Eaton TVS supercharger.

The Connecticut-based tuner has developed a new supercharger manifold and some other hardware for the new Chevy L83 Eco-tec engine, which is expected to

produce around **455 hp** (*though these are preliminary figures*). The stock version of the Silverado uses a 5.3-liter V8 engine, making 355 hp.

Callaway also re-worked the engine calibration for its version of the supercharged Silverado and Sierra trucks for the all-new '14 'GMC' electronic powertrain management system. The system required a few tweaks to make the supercharger work in concert with the electronics-controlling Variable Valve Timing, Active Fuel Management and direct-injection systems in the trucks.

Callaway hints that their tuned version of the '14 **Corvette** is not far off, pointing out that the engine-management calibration in the Silverado uses the same powertrain-management architecture found in the all-new Corvette.

Exact power figures haven't been announced yet, though authorized Callaway dealers are ready to take orders for the Silverado and Sierra 5.3-liter Crew Cab now, with Extended Cab and Standard Cab models to follow soon. Packages for the first two models will start at **\$17,395 each**. Plus, of course, the cost of the new truck—of which well-appointed versions can sticker for **north of \$50,000**.

'GMC' said recently that it has purchased the Durant-Dort Carriage Co. "Factory One" building in Flint, which a 'GMC' exec has called the center of 'GMC's' heritage.

'GMC' might use the historic



factory—some of which dates to 1880 when it was part of the Flint Cotton & Woolen Mills—to showcase historic 'GMC' vehicles or host auto reveals and events for dealers and the community, said a 'GMC' spokesman. The company envisions the building would have multiple uses.

The automaker did not disclose the purchase price for the building.

The office building is a National Historic Landmark. It was used from the late 1890s through the early 1900s by William C. "Billy" Durant and served as headquarters for the Durant-Dort Carriage Company, a horse-drawn carriage business, and Durant's other automobile businesses. 'GM' was founded in 1908 by Durant. Many decisions that led to the creation of 'GM' occurred in the office building.

Suddenly, **NOW** they're worried about their history?! They **BARELY** made their centennial celebration! 🍷



This 'n That

Paper Lambo! It's safe to say that almost everyone, except for maybe a few environmentalists and more timid drivers would want their own **Lamborghini**. But few of us will ever know the feeling of driving, much less owning one. But thanks to **graphic artist Taras Lesko**, you can have your own **Aventador**, or even a pair of them if you want—although they're **made of paper and pint-sized**. Lesko took on the challenge of not only building scale models of a pair of Lamborghini Aventadors out of paper but followed it with a larger, 8-foot-long replica of an **Aventador Interceptor** made famous by the **"Need for Speed" video game** franchise. He has made kits available on his website so you can build your own. The completed large-scale model, which he dubbed the Aventador A-E2 after the architectural E2 paper used, measures 8 feet by 3.8 feet by 2.1 feet and weighs 25 pounds, mainly due to the chip-board backing that adds strength and rigidity. Materials and printing costs him \$1,000—a bargain for an Aventador that you can hang on your wall. But you may want to study his fast-motion video of the build process for the Aventador Interceptor



(http://www.youtube.com/watch?feature=player_embedded&v=pBemhDxm8A) to make sure you have enough skill, space, and time before taking on the project...**Need for Speed!** Fans of the long-running **"Need for Speed"** series of **video games** recently had a banner week. Not only was the upcoming installment **"Need for Speed: Rivals"** showcased at the Electronics Entertainment Expo (E3) in LA, but fans and the gathered media saw the announcement of a **"Need for Speed" (NfS) movie**, to be released next year with **"Breaking Bad" actor Aaron Paul** in the lead role. Well, the lead human role, anyway. Every great car-centric movie or TV show needs a **'hero car,'** an iconic automobile that is so fast, loud and cool-looking that it's what you think of when you hear a movie's title, or the starring actors and plot. **"Bullitt," "Gone in 60 Seconds," "The Dukes of Hazard," "Knight Rider," "Cannonball Run"**—the list goes on and on. The pitch for the entire **"Fast and the Furious"** series may well have been a whiteboard with **"Hero cars zip across screen, dozens at a time, like energy-drink-chugging bees"** scrawled across it. With the **"NfS"** movie paying homage to the car-culture flicks of the '60s and '70s, it definitely needed a hero car, and thanks

to **Ford**, it has one. Look for Fords to feature prominently in **"NfS,"** thanks to that modern prerequisite of filmmaking—the product-placement deal. Be ready for a full-on promotional blitz from Ford as the movie nears release as part of this, as well. Ford has prepared a special one-off **'14 Mustang** to be the hero car in **"NfS."** It features a special wide body kit, **22-inch wheels** and unique, extra-large air intakes feeding a supercharged all-aluminum 900 hp 5.8-liter V8. Ford is attempting to make the car little kids will be playing with as toys for years to come, and with that engine along with its aggressive body kit, they may have nailed it. Fords aren't the only vehicles that will get to shine in the movie, however. In a trailer of on-set footage shown at E3, we see **Bugattis, Saleens, Lambos** and more set in what appear to be a daydream of street-racing scenarios. Also shown at E3 was a trailer for the new **"Need for Speed: Rivals"** game. It gives players the choice of whether to be a cop or an outlaw street racer, and both sides are armed to the teeth with some of the most outlandish machines on the road today. A **Koenigsegg** in police livery with lights flashing is giggle-inducing in all the right ways—and given the recent surge of exotic police cars in Dubai, it's not unbelievable. The series has run since '95. Ford says that the big Mustang taking a lead role in the film is to **"become part of the mythology of the movie."** Whether that leads to the one-off Ford factoring into the games in a major way will likely

(Continued on page 7)



Paper Lambo!

T 'n T (contd)

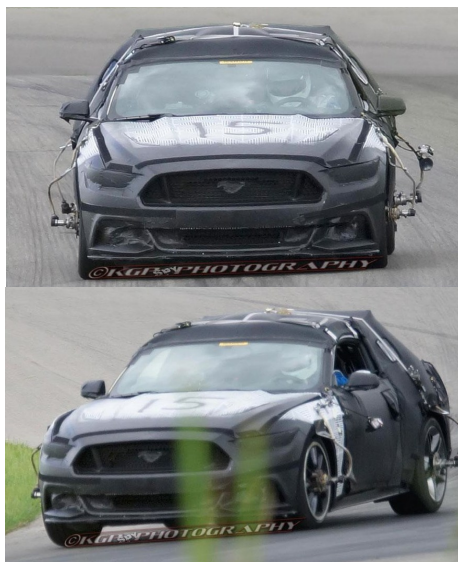
(Continued from page 6)

be determined by the movie's success, which is scheduled for a March '14 release. Go here for video:

http://www.youtube.com/watch?v=79QsNYEJxLs&feature=player_embedded...*While on the Sub-*

ject! No doubt Ford's biggest news next year is the **new 2015 Mustang**, launched to help the Blue Oval celebrate the pony car's **50th anniversary**. There are significant changes afoot: It's been reported for months the new car could look more like the Evos concept car Ford showed at the 2011 Frankfurt motor show. Additionally, the sixth-gen Mustang will get independent rear suspension and will be offered with turbocharging—or EcoBoost, in Fordspeak—for the first time since the '80s SVO Mustang. Look for both turbo-fours and sixes, and it'd be a stunner if a V8 wasn't also offered; it's rumored the four could produce upward of 300 hp. It'll be roughly the same size as the outgoing car, and a right-hand-drive model is expected for the UK and Australia. Production is expected to begin in summer '14, so we should be seeing more prototypes running around as the year winds down...*Spy Auction!* RM's London auction recently sold the **007 Lotus Esprit "submarine car,"** which went for **\$867,130**. The vehicle starred as a submersible prop in **"The Spy Who Loved Me"** with Roger Moore playing James Bond in '77. Then it sat in a Long Island storage locker for years. Another vehicle was used for the

movie's road shots, but the Lotus Esprit is a real wet sub, meaning it is full of water while submerged, but can be driven underwater. "No Bond car has ever done anything as outrageous onscreen as transform itself into a submarine; none except for this Lotus in the epic **'The Spy Who Loved Me,'**" Ian Fleming Foundation co-founder Doug Redenius wrote on RM's site. "Breaking with tradition, Q is never given the opportunity to explain the car's features to 007. So, when the Lotus is fired off a jetty into the sea, the audience was stunned and captivated." This 'car' was one of the top ten (*ninth*) highest sellers...*Runaway Teslas?!?* NHTSA recently received a complaint for the **unintended acceleration** of a **Tesla Model S**. Haven't heard much of that since the large Toyota recall in '09. Before that it was Audi in the '80s. According to the story, the driver was going down a short driveway



at about 5 mph with the brake consistently applied. The car suddenly accelerated, hitting a curb and ending up on a 4.5-foot retaining wall about a foot from the curb. A tech from Tesla said the



record showed the accelerator **was** pressed and went from 18 percent to 100 percent pressure in a split second. Per the story, the Tesla tech said the driver was responsible, but also said that there is a safeguard that won't allow the accelerator to go beyond 92 percent. So far this is just in the complaint phase, with a handful of steps to go before a possible recall could be initiated. While on the subject, rocker **Carlos Santana totaled** his **Fisker Karma** in Vegas last month after he **fell asleep at the wheel**, police told TMZ. Initial reports downplayed the crash as a minor fender bender but new photos show the entire front bumper was destroyed and the air bags deployed. He struck two parked cars before coming to a stop. Law enforcement said the 66-year-old guitarist told them he had fallen asleep at the wheel before the accident. There were no skid marks, and no one was injured in the accident (*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!*) 🍷

2010 Lingenfelter Trans Am

Like most of us, my basement is full of kits that have no hope of assembly because of time constraints. I, to some extent, envy those that can restrict themselves to one type of car. I can't build the same thing all the time. So last Spring, I decided to sell off those kits I had lost interest in building. But when I'm helping our "Plastic Pusher" (*Ed. Note: Ron B, natch!*), vend kits at various shows, I see so many build possibilities it makes it very hard to resist the temptation not to add another project to the "pile." Almost two years ago, I saw the possibilities of combining the *1/24th Monogram '70½ Pontiac Trans Am* with the late model *1/25th AMT '10 Camaro SS/RS*. The result, of course, could make the *Lingenfelter Trans Am*. I walked away several times, but finally I succumbed and got the kits.

Then, I thought while I was at it, I could make resin copies for other interested builders. I started by gluing the various body parts from the '70½ to the front and rear ends of the '10. I filled, where I could, with sheet plastic then filled the differences with bondo.

After several weeks of sanding and carving and re-filling and not seeing any hope of an end in sight, I lost interest and boxed it up for several months. Later, I got it back out and did some more work on it. Along the way, I had planned how the grille and headlights could be put in from the outside after painting was done. My plan was that the builder would attach my front and rear ends to his Camaro body and then paint. Making a new shaker hood was quite easy. But the bondo work was endless. Then after looking at the picture of the real Lingenfelter car, again I realized I needed to put the Trans Am flares on the rear wheel openings and fill in the hash marks in the same place. Again, I lost interest and boxed it up. A few months later, I decided that there would be no resin copies because I wasn't

interested in casting the body so I got it out again determined to "git 'er done." Surprisingly, with a minimal amount of filling and sanding, it seemed ready for its' first primer coat. After

it dried there were very few spots to touch up. As much as I like the white with blue stripe paint job, I prefer the blue with white stripe better, and that's the way I went. Fortunately Monogram gives the builder the choice on the decal sheet in the Trans Am kit. Since the Camaro is a promo style kit, there is no engine in my '10 Trans Am. It would only be the same



engine as the Camaros' anyway. The interior was done black and white for expediency. The grilles, headlights, and turn signals installed quite easily, but the taillights needed a little extra work. They have red and clear elements which meant I had to look for donor taillights to modify.

Finally completed, I wanted to surprise our Editor with the build, but I couldn't be at the next MAMA meeting. So, it would wait 'til the following meeting, but our editor decided that a Pontiac/GTO national meet was more important than MAMA (*Ed. Note: oopsie!*), and it had to wait another month. I almost forgot that it existed this past meeting (*Sept.*). The completed model certainly looks better

(Continued on page 9)



'10 T/A (contd)

(Continued from
page 8)

than the Camaro, though I won't take credit for Lingenfelters' styling.

by: Rich Wilson

(Ed. Note: Thanks, Rich!) 🍷



Model Buffet

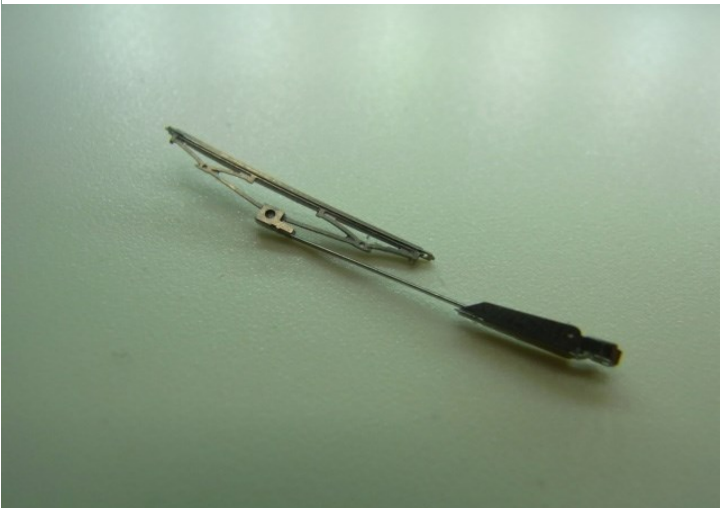


After a long hiatus, it is back with a vengeance! MAMA's Boy Matt Guilfoyle simply refuses to let this thing die!

For those of you in search of that finishing touch for your next 'contest killer,' Matt submits the following for your consideration.

"Now available through Hobby Search (Japan) are two different photoetch 1/24th scale windshield wiper arms and blades from Barchetta. The photos show them to be pretty well detailed, as you would expect for approximately \$18.30 USD.

Thanks, Matt! If any of you come across something that you would like to share with your fellow club members, please submit it to me, and I'll do my best to include it in the newsletter! 🍷



A 'Fun' Build!



Remember Rich Wilson's 'Fun Build' article from last month? Well, Rich finally got around to snapping a few pictures of it, and here they are for your enjoyment, along with a shot of a real one found on the 'dreaded Interweb.' *Thanks, Rich, looks good!* 🍷



New Stuff!

Well gang, the *iHobby* and *Toledo NNL shows* came and went, and we only got part of the 2014 release picture.

Round 2 (AMT/MPC/Polar Lights, and Lindberg) focused on their end of year stuff, but did stray into the beginning of next year with these:

January '14

- Chevy rescue van
- Avengers monster truck (*snap*)
- '79 "Firestone" Ford pickup

February '14

- '70½ Baldwin-Motion Camaro
- Knight Rider Firebird
- Bugaboo dragster

March '14

- '63 Corvette split window
- '51 Chevy Bel Air
- Munsters Chevy monster truck
- Goodyear Bluestreak Slicks parts pack

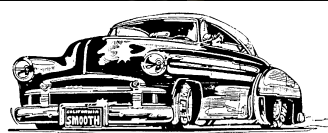
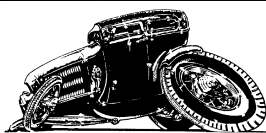
Revell also chose to focus on year-end stuff, but withheld their announcements until mid-October.

I give all the credit and hoopla to up-and-coming *Moebius Models*. In the same vein as their earlier Hudsons and Chrysler letter cars, they announced a '65 *Comet*

Cyclone, and...*gasp!* A '61 *Ventura*!! Be still, my beating heart!

I find it interesting to note that, of the six kits that Moebius has either done or announced, **FOUR** of them (two Hudsons, *Comet Cyclone*, and *Ventura*) are 'orphan' cars' (no longer in business)! Let's hope that *MAYBE* the other model manufacturers will take note of this fact!

Thanks to Steve Goldman and the Internet for the pictures. *I can't wait!* 🚗



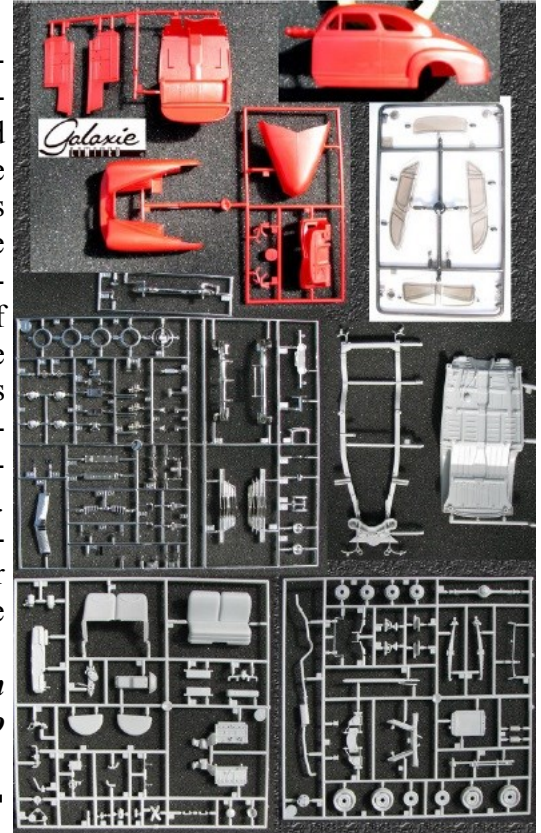
MORE New Stuff!

(Reprinted with kind permission of the GTR Auto Modelers and Winnebago Auto Modelers)

The Winnebago Auto Modelers have received a test shot of the upcoming **1948 Chevrolet Coupe kit** from **Galaxie Limited**. The photos show the kit parts (*minus tires, taillights and decals*) as they appear in this test run of the kit. The newly mastered coupe body will build a **Fleetmaster** or **Stylemaster** version of this two door closed car. Those familiar with the Galaxie Limited '48 Chevy kits, (*the Aerosedan and the Sedan Delivery*) will recognize the highly detailed chassis and 216 "Stovebolt" 6 cylinder, as well as the extra speed/drag racing parts found in the kits. Also included are grille options for a '46 or '47 version. The level of detail and precision of part scale fidelity and fit of these Galaxie kits becomes evident as soon as one starts cutting parts from the sprue "trees." You realize that the parts are con-

nected by the smallest possible tabs, to lessen part cleanup and distortion. It soon becomes obvious that these kits were designed by a model builder for model builders. The new interior pan/back seat part has a modified package shelf from the Aerosedan piece, that when combined with the door panels and dashboard forms a complete interior "tub" that cleanly fits up into the underside of the body and provides a well detailed interior that is free of gaps or seams and replicates the 1:1 interior nicely. With this version, only the four door sedans, station wagon and cabriolet models are left in this series. One would think the convertible (*cabriolet*) would not be far behind the release of this coupe kit.

Thanks to **Chuck Hermann** of **GTR** and the **Winnebago gang** for the scoop. 🍷

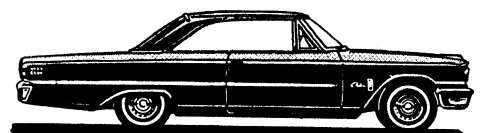


Late-Breaking!

For you **Ferrari collectors**, a **250 GTO** (chassis #5111, featuring the best finishing record) recently changed hands in a private sale for a record **\$52 MILLION DOLLARS!** In related Ferrari news, a **NART Spyder** brought **\$27 MILLION DOLLARS** at auction (*another record*). Mus' be nice! Thanks to **Harold 'Ferrari' Bradford** for the scoop. 🍷



Flash! Lamborghini now made in CHINA?!? Note to Chinese: The lack of GLASS might make it difficult to drive at any speed above a crawl!



**SLOT CARS
DIE CAST CARS
MODEL CARS
RACING MEMORABILIA**

Date: **Sunday Dec. 8 2013**

Time: **10:00 am—2:00pm**

Expanded to atrium!

**Model car show and
contest !!!**

**ECHORR will host an
ECHORR SS race—
racing is free with
paid admission**

Morgantown Toy Car Extravaganza IV ! Morgantown, PA

For more information:

Rick or Felicia Swavely

717-445-5448 or resindude@gmail.com

The Holiday Inn, 6170 Morgantown Rd.

Morgantown, PA (less than a mile off the

PA Turnpike exit #298.) Discount

rooms available 610-286-3000

Admission \$5.00

Early bird floor rights

are \$10 at 8:30 am

Tables are \$25.00

1 helper per vendor

**ALL VENDORS WHO REGISTER
BY NOVEMBER 8, 2013 WILL BE
ENTERED INTO A DRAWING -
THE WINNING VENDOR WILL
RECEIVE ONE FREE TABLE !!!!**


Resindude



- Nov. 9th—**LIARS Model Car Challenge show and contest**, in Freeport, NY. The theme is—get this—**“Box Art Builds”** (Hey, Ron Roberts!!). For info, contact **Rick Argus** at R.ARGUS@juno.com, or go to www.liarsmodelcarclub.com.
- Nov. 9th—**Southern Nats NNL**, in Smyrna, GA. Themes are **“Salt & Sand.”**
- Dec. 8th—**Morgantown Toy Car Extravaganza IV model car show and contest**, in Mor-

gantown, PA (see flyer opposite).



New Car Acronyms:

VTEC—Very Torqueless Economy Car

Honda—Hold On, Not Done Accelerating 🚗

Pontiacs on Parade

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

Rich Wilson: Rich claims he has had this one waitin' to be displayed for **THREE MONTHS!** His intent was to replicate the **new Lingenfelter Camaro-based T/A conversion**. He relates that there is (literally!) a ton of bondo in this one. **Looks like he succeeded!**

Bob Foster: Bob displayed the '01 Gatornats diecast Firebird.

To this, I added a few plastic kits in response to club Prez Lyle Willit's request for our **oldest built kits**—the

Lime Ice and **Cardinal Red GTOs** and the **“ROYAL” Formula Firebird** (all 1972s—the latter two built new!), and finally, my longest-running project, the '86 **“Kodak” Olds Delta 88**, and its **“Brother in Arms,” the “Interstate Batteries” Grand Prix**.

Thanks to everyone who has brought (and continues to bring) something to display in



my “little corner of the world.” **I ‘preciate it!**

‘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!!** 🚗

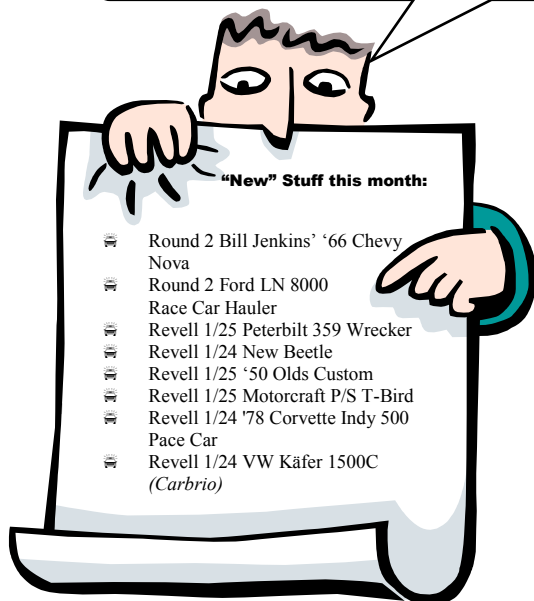


This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

Timothy Sickie
15905 Ark Court
Bowie, Maryland 20716
Phone: (301) 249-3830
E-mail: gtoguy@verizon.net

MAMA's BoyZ Do It In Scale!



Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

Old Toyland Shows:

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

Carlisle Events:

<http://www.carlisleevents.com>

Classifieds

WANTED: I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 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, and empty *Pontiac kit boxes, and instruction sheets*. Would also like to buy or borrow *old AMT, MPC, Monogram,*



and Revell model car catalogs. Also interested in any Pontiac diecast racers. Contact Tim Sickie at gtoguy@verizon.net, or see me at a meeting. *Thanks!*



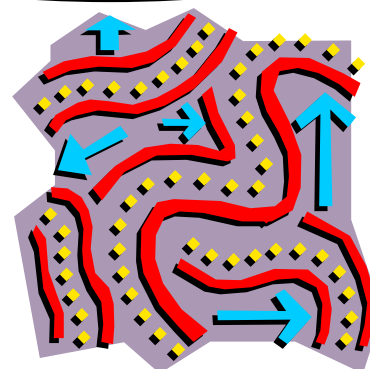
We're on the web!

<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

President: Lyle Willits
mamaprez@aol.com
Vice President: Tim Powers
partsbox@broadstripe.net

Treasurer: Matt Guilfoyle
blackbuick1941@yahoo.com
Newsletter Editor: Tim Sickie
gtoguy@verizon.net