

# MAMA Sez!

Volume 26, Issue 3

November, 2013



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

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## 2013 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- ☞ January 19th
- ☞ February 16th
- ☞ March 16th
- ☞ April 27th
- ☞ **May 18th (!)**
- ☞ June 15th
- ☞ July 20th
- ☞ August 17th
- ☞ September 21st
- ☞ October 19th
- ☞ November 16th
- ☞ December 21st

**NOTE!**

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

## Turkey Day's Almost Here!

Discussions were held regarding **MAMA Presidential candidates**. So, hopefully, you'll be ready to elect **SOME-ONE** this month! **Secretary and treasurer, too?!**

Also hope you remembered your **Toys for Tots donations!**

Possible **auctions** of **MAMA members Pat Maphis** and **Ron Coltrane** may be forthcoming.

Details when available.

This month, we get a peek at the new **Revell '50 Olds Custom—thanks, Rich!**

The Pontiac Parade returned with a full display by...yours truly. **Surprised?!**

The raffle raised **\$65.00 (!)**, while the door kicked in an additional **\$36.00**. **C'mon**

**now guys, that puts us in the red on the rent!**

Thanks to the raffle donors: **Brad, Ed Brown, Steve M. Buter, Matt Guilfoyle, Ron Hamilton, Kevin Kovach, Bradley's Model Car Collectibles, Replicas and Miniatures Company of Maryland, & the Tri State scale model car club. Tanks again, guys!** ☞

## Condolences! *punctured a lung and knocked out a few teeth.*

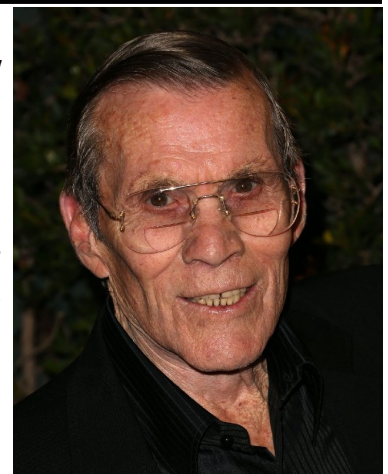
We were informed during last month's meeting that long-time MAMA member (and, for many years, Ron Bradley's 'go to guy'), **Ron Coltrane**, succumbed to cancer, which had been under control for several years.

Also no longer with us is none other than **Hal Brett Needham**, otherwise known as the **"Highest Paid Stuntman in the world."**

Hal Needham **broke 56 bones, his back twice,**

His career has included work on **4500 TV episodes** and **310 feature films** as a stuntman, stunt coordinator, 2nd unit director and ultimately, director.

He wrote and directed some of the most financially successful action comedy films, making his directorial debut with the box office smash, **Smokey and the Bandit**. The ten features he directed include



## **Hooper and Cannonball Run.**

He wrecked hundreds of cars, fell from tall buildings, got blown up, dragged by horses, rescued the cast and crew

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## Revell "California Wheels" '50 Olds Custom

Well, the long awaited custom version is here and you'd expect to find quite a few custom pieces. So let's see what we get in a box with *three less parts* than the previous version. I guess that's because the race parts aren't in this kit. There's a second chrome tree that contains a chromed tri-power intake, carbs and air cleaners. Both the carbs and the air cleaners are cast so there isn't any mold line across them; thanks Revell. Looking at the box art you can't see the exhaust manifolds; I hoped there was something different than stock and there is, chrome plated exhaust headers of a vintage type. Also there is a pair of finned valve covers. Interestingly, except for the valve covers, there are the above-mentioned parts unplated as well, though the stock equivalent parts aren't in this kit. And even stranger, both have the same part number! The rest of the engine parts are carryovers from the previous kit.

The basic *chassis* is the same as before but the suspension has been lowered. At the front it looks the same, but closer investigation shows that the spindles have lowering holes (*or are they raised?*), but at the rear there are shorter coil springs. The separate backing plates are a kool change from what we usually get (*nothing*). The lever shocks for the rear are an odd mix with a coil spring suspension. The dual exhaust with metal tips and what I would guess are early 'glass pack' mufflers are of course, expected. Not included are 'lakes pipes,' which would seem expected as well, even if



they weren't connected. The stock battery is replaced with a modern 'no service' type.

The *interior* builds up completely stock though, not being a fan of early 50's customs, I would have expected custom upholstery. The dash gets a pair of decals for gauges. All the previous detail is there including separate sun visors, but a custom interior is going to be a great deal of work.

Most, if not all of the separate chrome trim pieces for the stock version are in this kit and unused in this custom version. The thing I find most offensive are the stock taillights, and I had counted on them being replaced. The box art shows taillights fitting flush with the fenders. When I searched the box for them, I couldn't find them until I noticed them on the decal sheet!! I appreciate that Revell didn't want to rework the body, but *decal taillights are a new low*. There are two different styles to

choose from. Speaking of the *decals*, there are numerous pin stripes in several colors to choose and there is one set that is two-tone. There are also half a dozen tags and underhood details.

One welcome change is the tampo painted tires. The stock dog dish caps are included, but a set of tri-bar 'flipper' wheel covers with decaled crests are as well. A pair of stock 'skirts' are included and oddly seem to complete the 'stock' appearance.

And that's it; I think we expected more like *'smoothed' bumpers* or a *'nosed and decked' hood*. And certainly a *pair of spotlights are needed*. What about *'Frenched' headlights* or *shaved chrome trim* replaced with *Buick side spears*?! It's not a bad kit it just seems oddly incomplete: it's certainly a good start. If you're building this or the previous version

stock,

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## Book Review

This month, it's time for something a bit different.

We always seem to have model kit reviews thanks to one or more MAMA member, but we seem to be a bit deficient in another area—reference material. This is every bit as important as a good kit, as it aids us in our building.

So, in that vein, we have not one book, but a 'Twofer'—a 'Dynamic Duo' penned by fellow modeler **Bill Coulter**.

Bill is no stranger to model building *OR* writing. His models, along with his articles, have been seen in likely every model magazine (*foreign AND domestic!*) on the planet, and even standalone books, such as this pair.

"*The Nifty '50s*," and "*The Sizzlin' '60s*" are decade-focused publications. Bill selected modeling subjects he built that fit within the given decade's numerical lim-

its, and then proceeded to regale the reader with 'mini-seminars' on how each came to be.

The great thing here is that, Bill, as a modeler, knows exactly what we as modelers need, and gives it to us—in spades.

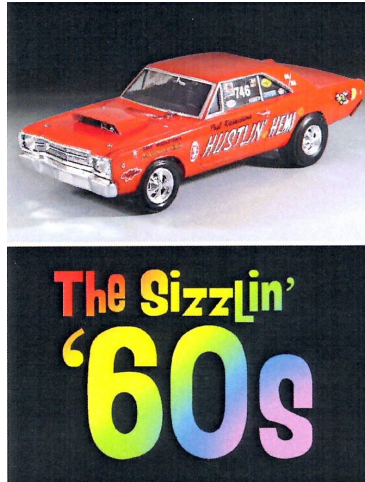
He talks about the importance of reference material, including but not limited to brochures, specialty publications, and even paint chip importance for replica stock builders.

As a builder, his books include nice, up-close photography of the assorted subjects. Again, in the builder vein, Bill has a knack for extra details to enhance his subjects, whether it involves recreating proper car batteries in scale, people for dioramas, or even sketches of wiring and roll cage details for his Holman-Moody '64 Ford Galaxie, there's a whole lotta stuff crammed between the covers!

How do I get this 'dynamic duo,' you ask? Simple—read on!

"*The Nifty '50s: A Decade of Cars in Scale*" is only **\$14.00 USD + \$4.00 1st class USPS only**.

"*The Sizzlin' '60s: A Decade of Cars in Scale*" will set you back **\$19.99 USD + \$4.00 1st class**



A Decade of Cars in Scale • By Bill Coulter



### USPS only.

Payments can be made payable to: **Bill Coulter, PO Box 111, Alpha, Ohio 45301-0111**, [complex55@sbcglobal.net](mailto:complex55@sbcglobal.net). Paypal or US postal money orders are accepted.

Bill tells me that he is offering MAMA's BoyZ a "**Friends & Family**" deal—**BOTH** books for **only \$30.00 plus \$6.00 priority USPS shipping**. Sounds like a deal, if I didn't already have a set!

So, what're you waitin' for? Get busy and place your orders now, to get 'em in time for that **early Christmas gift to yourself!** After a Paypal payment, I had my order within mere days!

If you do take the plunge and order one (*or both*), and you like what you see, then pass the word to your fellow modelers—being self-published, word of mouth helps Bill out in a *biittiiig* way! 🍷



## The Nifty '50s

A Decade of Cars in Scale • By Bill Coulter



## 'Gov-a-mint Motors'

The Australian government will decide whether to inject more money into 'GMC's troubled **Holden** division in February of next year at the latest.

The decision will be heavily influenced by a report that will shed light on how long Holden can continue to turn a profit by building cars in Australia. They received **\$275 million** in government aid a year and a half ago in order to secure its future through 2022, but the automaker's top execs say they urgently need more money because market conditions have changed. Australia's federal industry minister hinted a second cash injection would most likely be the last.

Failure to obtain money from the government might lead parent company 'GMC' to **shutter the division and lay off about 1,700 blue collar workers**, putting an end to American auto manufacturing in Australia.

Plagued by similar problems, Ford announced last March it will stop building cars in Australia towards the end of 2016 and kill off the iconic **Falcon**.

A recent consumer survey on behalf of the National Legal and Policy Center confirms that **public disapproval** of the **auto bailout continues to dog 'GMC,'** and is likely hurting pickup truck sales, a highly profitable segment of its line.

When 500 Texas consumers were asked, **"Would your decision to buy a specific brand of truck be influenced by whether that company received financial assistance from the federal gov-**

**ernment?,"** 40.08% answered **'absolutely,'** another 11.75% responded **'very likely,'** and 10.6% responded **'likely.'** Thus, **more than 60%** said that the bailout would have influence their decision. Only 23.89% responded **'not too likely.'**

Texas is the **largest truck market in the country**, with more sales than the **next three states combined**.

The release of the survey results comes amidst a major advertising campaign for 'GMC's full-size trucks—Silverado and Sierra—with significant visibility during the Major League Baseball playoffs.

In September, 'GMC's full-sized pickup trucks **fell 8%** from the same month a year ago, while **Ford and Chrysler saw sales increases**. The survey data tends to confirm assertions that many consumers in the truck buyer demographic are avoiding 'GMC' products in response to the bailout. Truck buyers are older, less urban and more politically conservative than other consumers.

About 30% of those surveyed either were currently or recently in the market for a truck. Ominously for 'GMC', the percentages of those who said their buying decision would be influenced by whether the company received financial assistance from the government were higher than those not in the market.

'GMC' is recalling nearly 22,000 units of the **2014 Silverado** and Sierra full-size pickups be-



cause the **seats may move in a rear-end crash**.

These vehicles have manual front reclining seatbacks that may fail to meet a federal safety requirement for performance when struck from behind.

There have not been any known injuries related to the seats, 'GMC' said in a statement.

Dealers will inspect and make adjustments to the seatbacks if necessary. The work will be covered under the new vehicle warranty, said a 'GMC' spokesman.

It is not the first safety issue to affect the Silverado and Sierra since launch, with 'GMC' issuing a recall of 843 vehicles in July due to a **problem with the passenger airbag that caused some to not fully inflate in crashes**.

A crimp in the **supply of axles** has dented production of 'GMC's **'14 full-sized pickups**, slowing the rollout of regular and double cab versions of the redesigned trucks.

'GMC's plant in Fort Wayne, IN, in recent weeks has cut pickup production about **15 percent**. The supply of axles being shipped from an American Axle & Manufacturing plant in Silao, Mexico, hasn't kept pace with the planned production rate, a union official at

(Continued on page 5)

## 'Gov't' (contd)

(Continued from page 4)  
the plant said.

'GMC', lured by the sales potential of the updated V6 in its redesigned 2014 full-size pickups, ***didn't order enough parts for the more-popular V8.***

As a result, Chevy and GMC dealers only are getting about 80% of the V8 Silverados and Sierras they order. The automaker says that won't last long, but won't get more specific.

The shortage is bad for 'GMC.' It comes at a time of fast-growing truck sales, often to tradesmen and others who have nursed their old trucks though the recession and can't afford to wait the way personal-use buyers can.

Every sale 'GMC' loses is one it might never get again. Work users keep their vehicles a long time and once they're out of the market, driving a Ford, Ram or Toyota, it could take very big 'GMC' discounts to get them back.

Pickups are among the most profitable vehicles, and truck rival Ford has a F-150 coming next year. It is the best-selling vehicle of any kind in the US, thus it's formidable competition. 'GMC' needs to draw as many buyers as possible before the competition gets hotter.

'GMC' thought the V6s would appeal to more buyers than has been the case because the 4.3-liter base engine now has V8-level power ratings of 285 horsepower.

The Silverado product manager notes that is the same as the now-discontinued 4.8-liter V8 in the previous generation of Sil-

verado and Sierra. Plus, he says, "Our friends down in Dearborn are doing well with V6s." That's a reference to Ford, which sells about 55% of F-150 pickups with either the base 3.7 V6 or the optional 3.5-liter EcoBoost V6.

No doubt aggravating the problem: The V8 models are the ones heavily advertised.

'GMC' is rolling out the new trucks in stages and the first ones produced were crew-cabs with the 5.3-liter V8. And that's what 'GMC's advertised heavily, including a poke at Ford by saying the GM 5.3-liter V8 gets better mileage than Ford's EcoBoost V6.

Nearly all crew-cabs are bought with V8s.

Lower-price work trucks only recently have been available and those attract V6 buyers.

Perversely, improved mpg of the 5.3 V8 could be pulling away some V6 buyers. A typically configured 'GMC' pickup with a V6 is rated only 1 mpg more than the same truck with the V8. To a business customer operating a fleet of trucks for hundreds of thousands of miles, that's important. To other buyers, it's less so.

'GMC' sales were well off last month, ***especially*** the Silverado.

"Overall, sales plunged because fleet sales were ***down 27%***." That's the result of the phase-out of the Impala as a fleet product. The new '14 Impala is meant for individual buyers, where profits are higher. The old model will continue an unspecified time for fleet buyers; no replacement until next year for the Colorado and Canyon mid-size pickups that were popular with fleets;



and a ***decline of 8,300 units, or 80%***, in Cruze fleet sales.

'GMC' has to be gritting their teeth and stomping their cowboy boots. Despite the general raves being heaped on their new Silverado and Sierra pickups, the trucks were pushed aside by the ***year-old Ram*** when the Texas Auto Writers wrapped up their annual pickup truck shoot-out.

Those longhorn journalists gave their ***Truck of Texas award—again—to the year-old Ram 1500.***

***Scratch one new C7?!*** Details are scarce, but it looks like this might be the first crash of a ***privately owned C7 Corvette***. Here's what is known at the moment:

It looked like a single-car crash, apparently without serious injuries. The damage to the front of the car is extensive. The hood, entire front fascia and much of the driver's side fender are gone.

And so far, that's it.

Obviously, it's a bummer (!!) to see that we've already lost a production C7 (***don't care***), but the good news is that everyone is apparently all right. ***And the 'beat(down)' goes on.*** 🚗



## This 'n That

**Kudos! MAMA's Boy Ron Hamilton** was one of a handful of MAMA's BoyZ who had one of their builds featured in the recent Scale Auto contest issue coverage of our NNL show last year. His **'57 Ranchero** came on the heels of the recent release of the Revell '57 Ford. **Nice work, Ron.** Kudos also to **Mike Hensley, Ron Roberts, Nick Sandone, and Bill Stillwagon...B-J Insanity!** A **'14 Ford Mustang Cobra Jet Prototype** sold for **\$200,000** at the B-J Las Vegas sale. Proceeds from the sale will benefit the National Multiple Sclerosis Society. That price is **\$100,000+ over sticker** for the CJ, which usually retails for **\$97,990**. The '14 CJ gets the 5.0-liter V8 with a Whipple supercharger and CNC-ported heads, has a lightened body optimized for weight distribution, electric power steering, rollcage, Recaro FIA race seats and a Ford Racing suspension prepped for NHRA Stock or Super Stock. Ford will only build 50 examples. The anonymous bidder is now an honorary member of **Team Mustang**, according to Ford, which includes all-access passes to the Ford Product Development Center, Ford Studios and Ford Racing. The winner is also entitled to training at **Roy Hill's Drag Racing School** in North Carolina; where their ex-

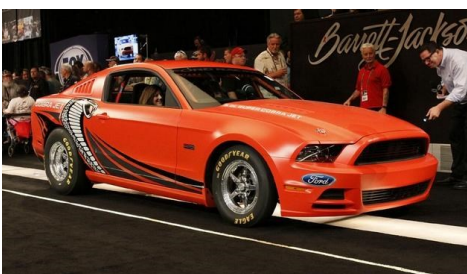


perience will be captured for a use in a future Mustang book and documentary and a video of the vehicle build and testing. This particular CJ is covered in fiery orange satin. It also gets a National Multiple Sclerosis Society logo...**New Mustang?!** We're still waitin' to see what the '15 Pony will look like. Spy shots offer glimpses of undisguised sheet-metal between pieces of heavy camo, so until the debut, this rendering that appeared on Mustang enthusiast forum [Mustang6G.com](http://Mustang6G.com) is the next best thing to an official reveal. Mustang6G forum member chazcron is responsible for the image, which is said to have been built from the growing number of Mustang spy shots on the Web. The wide, horizontally divided grille we saw up close last month is there, but the swoopiness of the **Evos concept** has largely been banished in favor of clean, straight horizontal lines. The large front and rear overhangs have also evaporated, though they were likely a function of Ford's aggressive camo in the first place. Fans of the three-bar taillights will be delighted to know they aren't going anywhere—and the new 'Stang seems to wear them well. According to Mustang6G forum administrator JarStang, "One design feature that is new to Mustangs and not yet



reflected in this model is a shallow double-bubble roof that would only be slightly visible from this angle. This will be shown on future renders." The actual vehicle may possibly break cover later this year. In the mean time, head to the Mustang6G forum for a few more renders and intense '15 Mustang discussion and speculation...**Ram Tough Nissans?!** Nissan announced that its **Titan pickup** will get a **Cummins turbodiesel** in the '15 calendar year. Cummins has been the sole supplier of diesels for Chrysler's Ram pickup since '89—and the Cummins name is seen as a key reason why many customers buy the truck. It has a reputation for long life, low maintenance and good fuel economy while towing heavy loads. While on the subject of Nissan trucks, The **Nissan Patrol**, a cooler-looking version of the Infiniti QX80 with a Nissan front end, recently broke a **Guinness World Record** at Sharjah International Airport in the UAE. The **nearly 3-ton truck** pulled a **170.9-ton cargo plane** for more than 164 feet, breaking the previous record for **"Heaviest aircraft pulled by any production vehicle"** by 15 tons. The previous record was attributed to the VW Touareg that pulled a Boeing 747 at 155 tons. The **Nissan Patrol Challenge** was launched last year, inviting residents of Middle Eastern

(Continued on page 7)



## T 'n T (contd)

(Continued from page 6)

countries to submit ideas on how to use it in creative ways. The grand prize was a trip to Japan. The cargo plane towed by it was an Ilyushin Il-76, an airlifter first planned as a commercial freighter in '67. It was designed for delivering heavy machinery to remote locations in the former USSR, and was fully fueled and loaded...**A-M Cygnet DOA?!** Autocar is reporting that the **Aston Martin Cygnet** has been dropped from the company's line. The automaker, now owned by Prodrive and private equity firm Invenstindustrial, will focus on its "core product range," also known as "good cars." Autocar figures the justification for the car was to continue producing V8 and V12 cars, while keeping its average CO2 emissions down. The Cygnet shared bones with the **Toyota iQ city car** and used a 1.3-liter engine and got **58.9 mpg** using the US fuel-consumption cycle. It came in at only 2,028 pounds. Aston began production in '11, making a very short run, but it did have notable owners, including **Sir Stirling Moss' wife**. It didn't come cheap, either: In the UK it sold for 30,995 British pounds (*about \$50,000 US!*). It's rumored that there are **only 143 examples** on British roads. The outfit also guesses that the company's partnership with AMG could yield another small vehicle in the future...**Three in a Row?!** **BMW** confirmed the **Mini** brand will also get BMW's new, **turbo three-cylinder engine** in upcoming models to be named later as part

of a new family of engines for both brands that also includes an all-new four-cylinder. They won't say which future models get the new three-cylinder other than the already announced **BMW i8 plug-in hybrid**. It arrives in the spring of '14. The three-cylinder's job in the BMW i8 is to serve as the gas half of the gas-electric hybrid drivetrain...**Rent A Hog!** If you're in the unenviable position of having to rent a vehicle while traveling, and Hertz's Penske GT Mustangs or dream cars aren't quite your style, you're now able to free yourself from caged drudgery and **rent a motorcycle** from Enterprise. They aren't the first company to rent two-wheelers, but does seem to be the first major auto rental business to do so. You better like hogs, though, and be headed to Vegas, because Harley is the only make to be offered at the outset and Sin City will serve as the program's pilot location. Enterprise says the recreation hotspot's proximity to must-sees like the Grand Canyon and Hoover Dam helped made the selection simple, but the free-wheeling mindset of Vegas-bound tourists won't hurt, either. Here's what you'll have to choose from: **Street Glide, Road Glide Custom, Electra Glide Classic, Electra Glide Ultra Limited, Road Glide Ultra, Heritage Softail Classic, Fat Boy Lo** (the last two by years' end). Rental rates are about \$161 per



day. That's over three times what a **Chevy Spark rental** will set you back (*WELL worth it—trust me on that!!*), but if you're too busy riding the desert roads to hit the blackjack tables, it's probably a money-saving proposition anyway. It includes a helmet, as Nevada has a mandatory helmet law. Go to Enterprise for more details...**Happy Birthday, El Camino!** In late '58—Oct. 16th, to be exact—'GMC's most vaunted North American truck/car (*the GMC Sprint and Caballero were also offered, and the company continues to build the Holden Ute in Australia*) was first offered to the American public. It followed **Ford's Ranchero** to market by a couple'a years—both vehicles can trace their lineage to Ford Australia's Coupe Utility of the '30s—and perhaps reached its zenith in '70, when you could purchase one with Chevy's hairy-honkin' **LS6 454** (*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!*) 🍌



# WORLD RV Speed Record Attempt?!?

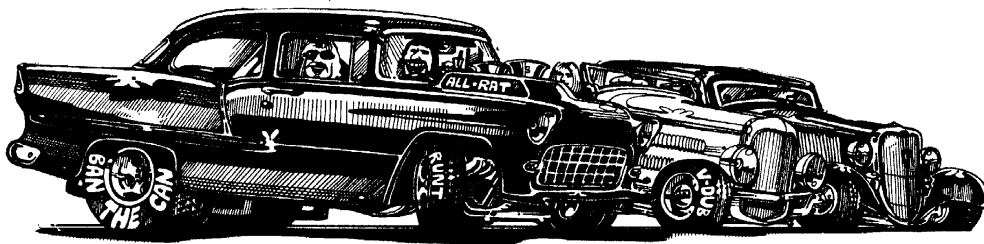
Autoweek took a brief glance at this ridiculously quick **Palmer Designs GMC Motorhome** in their Bonneville Speed Week photo gallery, and this thing is full of such great racing madness that I wanted to share it with y'all (*that is, if you haven't seen it already!*). By RV standards, it's pretty aerodynamic. 'GMC' built its innovative front-wheel-drive motorhome for the 1973 through 1978 model years, and these **Oldsmobile Toronado drivetrain-equipped** RVs still have a very devoted following to this day. The GMC Motorhome is quite slippery compared to other full-sized RVs at your typical campground, but that doesn't mean that beating the current holder of the **"World's Fastest Motorhome"** title in the **Guinness Book of World Records** is gonna be easy. The current speed record for motorhomes is **137.9 mph**, held by a **Mercedes-Benz West-**

**falia Viano**. Now, some might complain (*rightly, we think*) that a Sprinter-based RV is too cramped and van-like to be considered a **real** motorhome, and so the Palmer Designs guys are shooting for the 128.6 mph record held by a Hymer AG motorhome...**AND** the Sprinter's record as well.

Retaining the Toronado-correct TH-425 automatic transmission (*which drives the front wheels via an ingenious chain-drive system*), the Palmer Designs crew replaced the smog-era Olds 455 engine with a **built-up 502 Chevy V8**. You can read up on the many modifications on their website. The Autoweek campsite at the notorious Bend In The Road happened to be right next to the Palmer Designs guys' campsite, and so they had the opportunity to watch them get has-



sled by the BLM police for riding their very sensible beer-cooler-based pit vehicle without headlights. If you're going to try to drive a motorhome at 138 mph, you're not going to be too obsessed with minor details such as safety equipment for your motorized beer cooler. Crosswinds held the GMC back a bit, but the team managed to get a respectable 120.838 mph during Speed Week 2013. Just 7.78 mph short of the **REAL** motorhome record, and 17.062 mph away from the asterisk-slugged Sprinter record. So close that slightly more favorable salt conditions and a bit less wind might do the trick! 🚚



## Condolences

(Continued from page 1)

from a Russian invasion in Czechoslovakia, set a world record for a boat stunt on **Gator**, jumped a rocket powered pick-up truck across a canal for a GM commercial and was the first human to test the car airbag.

He invented and introduced to the film industry, the **air ram**, **air bag**, **the car cannon turnover**, **the nitrogen ratchet**, **the jerk-off ratchet**, **rocket power** and the **Shotmaker Camera Car** to make stunts safer and yet more spectacular at the same time. In other words, he revolutionized the art of the stuntman—from new devices and techniques, to conceptualizing the organization and execution of complicated action set pieces.

He owned a NASCAR race team and was the first team owner

to use telemetry technology. His **Skoal-Bandit team** was one of the most popular NASCAR teams ever—second only to that of the King, Richard Petty. Needham set Guinness World Records and was the **financier AND owner** of the **Budweiser Rocket Car**. The car is now on display in the Smithsonian's National Air & Space Museum. His many awards include an Emmy and an Academy Award.

Finally, **Richard C. Sarafian**, best known as the director of the existential drive-in classic **Vanishing Point**, has died at the age of 83. He entered the art of film as a student at NYU, where he took a screenwriting course as a lark while crashing and burning as a pre-med/pre-law student. After quitting college and enlisting in the military, he was sent to Kansas City as an Army reporter, where he met the then-unknown Robert Altman. The two soon became

drinking buddies, and Altman cast Sarafian in a play he was directing. They eventually became family when Sarafian married Altman's sister, Joan. "We eloped," he later recalled, "and I wrote a script on our honeymoon to pay the hotel bill."

In 1962, while still in Kansas City, Sarafian wrote and directed his first shoestring feature, **Terror At Black Falls**, which features John A. Alonzo—later to become a legendary cinematographer—in an acting role (*Almost 10 years later, Alonzo did the cinematography for Vanishing Point.*) By the time **Terror** was completed, he was busy in Hollywood directing for television. His TV credits include episodes of **Maverick**, **Surfside 6**, **77 Sunset Strip**, **Batman**, **I Spy**, and the famous "**Living Doll**" episode of **The Twilight Zone**.

Godspeed, to all of you gentlemen. 🚗

## '50 (contd)

(Continued from page 2)

[www.oldcarbrochures.com](http://www.oldcarbrochures.com) has a valuable color brochure available. It also strikes me that the **chromed straight front axle and engine** from the **recently released '62 Corvette gasser** could be swapped into this car for an unusual gasser!

By: Rich Wilson 🚗



How's **THIS** Rich?! Spotted at **BOPalooza '13** (Buick, Olds, Pontiac, natch!) the beginning of this month!



# Conspiracy Theory Revealed-Vindication!

When ‘GMC’ shut down Pontiac, it left a lot of enthusiasts wondering why. It was primed with a lineup of powerful, rear-wheel drive models, and seemed like it had a bright future ahead of it. It turns out that **‘GMC’ killed it on government orders, according to former ‘GMC’ Vice Chairman Bob Lutz.**

The west coast editor for Autoweek Blake Rong had an interview with Lutz recently, and from what Rong is putting out on his Twitter feed, it’s full of plenty of bombshells. None bigger, though, than this one:

Lutz: “Feds said, ‘we’re giving you 60 billion dollars. Drop Pontiac or you won’t get the cash.’”

If true, it’s a big revelation of the scope of power that the government held over ‘GMC’ during the worst days of the recession. Power and threats like that are often spoken of, though rarely in such explicit terms. Even still, there’s not much of an explanation yet as to the specific objections the Feds had about Pontiac. The division seemed to be heading in the right direction after years of wayward stumbling. The **G8** was receiving rave reviews, and a **new GTO** was in the pipeline.

Lutz went on to tell Rong that Pontiac was intended to have an all rear-wheel-drive lineup, and that the new Pontiac G6 was supposed to share a platform with the fairly excellent (?) Cadillac ATS.

It’s amazing what could have been, and we may never know the exact internal discussions the gov-

ernment had when it decided to shutdown the storied brand. Something tells me Lutz knows more of the story.

**UPDATE:** It turns out Bob Lutz was speaking at an event at the Petersen Museum in LA, and expanded on his comments more in a Q&A. Lutz is asked about Pontiac around the 2:14:10 mark here:

[http://www.youtube.com/watch?feature=player\\_embedded&v=p4fsxqeVV\\_c](http://www.youtube.com/watch?feature=player_embedded&v=p4fsxqeVV_c)

**“The Feds basically wanted to get GM down to Cadillac and Chevrolet.** They said, “you don’t need all these brands. You need one prestige brand, and one mass-market brand.” And we said ‘well we can’t get rid of Buick because Buick is important in China, and if Buick becomes an orphan in the US then the Chinese are no longer gonna be interested in it.’” And the Feds said “Fair enough, but everything else goes.” We said well we’d also like to keep GMC. They said “well, GMC is basically just like Chevrolet,” and we said “that may be true, there may be a lot of shared components, but GMC has an entirely different image, a different customer base, and people are willing to pay different prices for a GMC, and here’s the profitability,” and the Feds said “whoops, okay, keep GMC.”

So now we had Buick, GMC, Cadillac, and Chevrolet, and then, I wanted, badly wanted, to keep Pontiac, because Pontiac was on its way back, and it had been mismanaged for a number of years, you know, with ‘rebuild excite-

ment,’ and the excitement was only in the plastic body cladding, mechanically there was nothing about Pontiac in the 90s that would make your heart beat faster. And with the **Solstice** and **Solstice coupe**, and with the **G8**, which was a great car. We were embarked on a strategy of **making Pontiac different** from the rest of ‘GMC’ in that **Pontiac wouldn’t get any front wheel drive cars**, they would all be rear-wheel drive, and the next G6, was going to use the architecture of the Cadillac ATS, it was going to be a 3-series sized rear-wheel Pontiac, with basically the Cadillac ATS ‘de-premiumized,’ obviously, a lot of the cost taken out, but still fundamentally that architecture.

That was going to be the next G6, and I think we could’ve moved Pontiac away from every other American volume brand and really start positioning it as attractive **US alternative to some of the competition**, and obviously at much lower prices than the European RWD cars, but the Feds said “yeah, let’s just see how much money have you made on Pontiac in the last 10 years?” and the answer was “nothing.” So, it goes. And, when the guy who is handing you the check for 53 billion dollars says I don’t want Pontiac, drop Pontiac or you don’t get the money, it doesn’t take you very long to make up your mind.

But I think it is a shame, **Pontiac was on its way back, and it was killed before the plan could really sprout blossoms**, you know,

(Continued on page 13)

## Model Buffet

Never one to let any grass grow, **Replicas & Miniatures Company of Maryland** (our own *Norman Veber*), has recently announced/displayed a gaggle of new goodies, in time for this month's column (*thanks, Norm!*).

- ☞ B-38: 1/25th chopped Model A 5-window coupe—six pieces, \$29.00
- ☞ B-39: 1/25th Lambretta scooter (20 pieces)—\$17.95
- ☞ RM-145B: 1/25th (Revell) '57 Ford smooth bumpers, for Revell (*mastered by Larry Boothe*)—\$5.95
- ☞ RM-149: 1/25th '72-'78 Chevy pickup grille—converts the Revell GMC pickup (*mastered by L Hicks*)—\$4.95
- ☞ P-137: 1/25th '50 Olds two-carb intake (w/carbs and air cleaners, *mastered by Lyle Willits*)—\$6.50
- ☞ P-138: 1/25th '56 Olds Fiesta hubcaps (set of four, .690" dia)—\$5.50
- ☞ P-139: 1/25th track nose, for '32s, and other early hot rods (*mastered by Pat Crittenden*)

—\$3.50

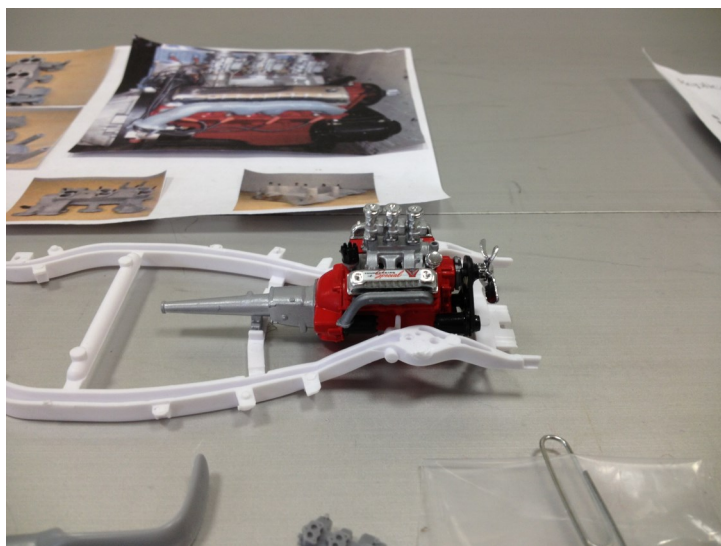
- ☞ P-140: 1/24th & 1/25th battery terminals (12 pieces, resin, *mastered by Ron Palmer*)—\$7.50
- ☞ P-141: 1/25th Winters quick-change rear axle w/aluminum axle tubes (four pieces)—\$6.50
- ☞ P-142: 1/25th '327' valve covers ('327 Chevrolet' engraved on v/c, .180" x .780", two pieces)—\$2.95
- ☞ P-143: 1/25th tri-carb intake manifold for the '57 Ford Y-block engine w/Strombergs and louvered air cleaners (seven pieces)—\$6.50
- ☞ P-144: 1/25th '57 (Revell) Ford fender skirts (*mastered by Larry Boothe*)—\$3.50
- ☞ F-11: 1/24th & 1/25th "Gone to the Dogs" sitting shepherd and sleeping spaniel—\$5.95
- ☞ No #: 1/25th (AMT) Sunbeam



Tiger clear red resin tail-lights—\$3.50

Included herein are pix of the Lambretta and Ford Y-block tri-power setups.

Remember—if any of you come across something that you would like to share, please submit it to me, and I'll do my best to include it in the newsletter! 🍷



**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](mailto: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**

**Late-breaking!**

Three new classes have been added—  
*trucks*, *anything race*, and *anything  
street*! So, c'mon down and bring some-  
thing for the newly added classes!



## Theory (contd)

(Continued from page 10)

it was well on its way. So, I agree with you, I think Pontiac was a great, wonderful history, mismanaged for a number of years in the 80s and 90s and it was clearly on

its way back, and we were starting to see a very good customer base in *Solstices* and especially in the *G8*, which was favorably compared in a lot of road tests to the *BMW 5-series*, people would say dynamically the car is as good and it's more powerful and 'way cheaper, but that was too

bad. But you can't go through Chapter 11 without some really harmful effects."

*Thanks to Bob Lutz, Autoweek and Jalopnik for settin' things straight!*

*NOW*, I've got even more of a reason to hate the main inhabitant of the White House! 🇺🇸

## Pontiacs on Parade

Last month's display was, in essence, a 'one-man show'—me!

With next year being the *50th Anniversary* of the *GTO*, I am intent on ratcheting up my building in an attempt to get something done to recognize this milestone.

So, the *Revellogram '64 GTO sedan*, long with the "custom '66 GTO" used by a prominent rock band on a national TV show, looked decidedly drab alongside the *'01 "3A Racing" Firebird* funny car driven by Frank Pedregon.

The plan for the '64 will be to replicate the car that was

'tested' against the Ferrari GTO in Car & Driver magazine, which, no doubt, cemented the (Pontiac) GTO's reputation early on. The rest, as they say, is history!

Thanks again to *Bob Foster* for helping me to 'bulk up' my Pontiac (*diecast*) racing collection.

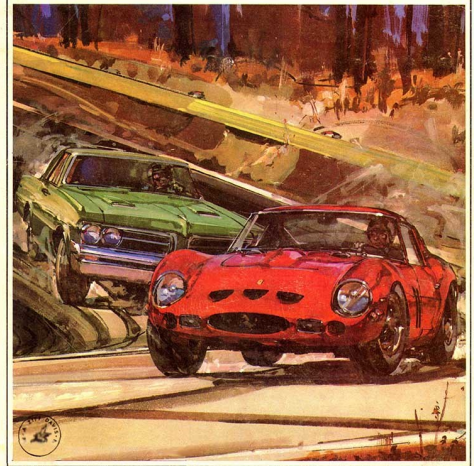
Thanks also to everyone who has brought (*and continues to bring*) something to display in my "little corner of the world." *I 'preciate it!*

*'PoP' (Pontiacs on Parade!) Sickie signing off for now! And don't forget—*

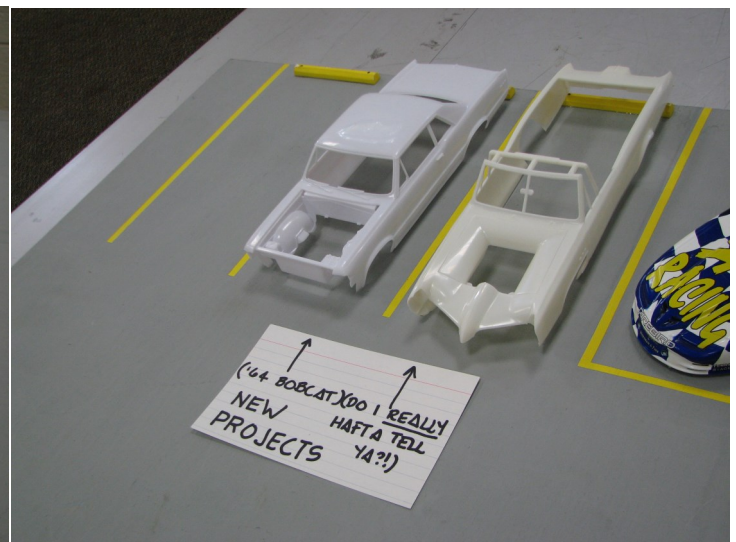
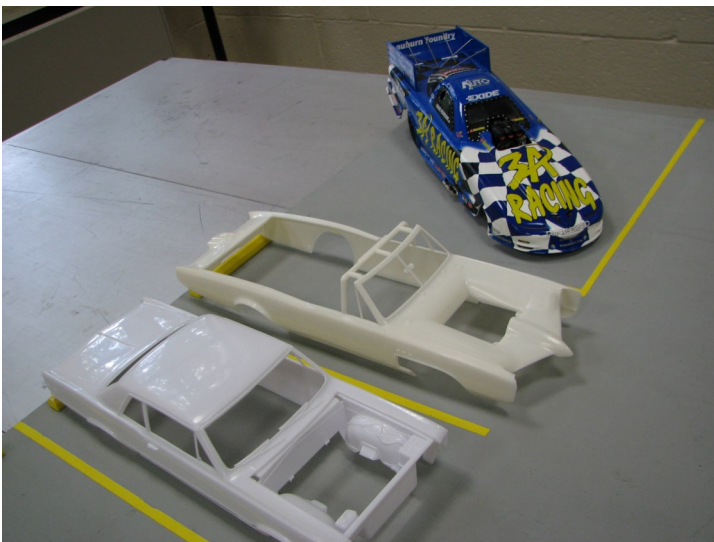
## CAR and DRIVER

MARCH 1964 • 50 CENTS

**Tempest GTO: 0-to-100 in 11.8 sec**  
**Who Killed Studebaker? - Page 75**  
**Rover 2000 Road Research Report**



*MAMA may not need all these Ponchos, but I'm sure diggin' 'em!! 🇺🇸*

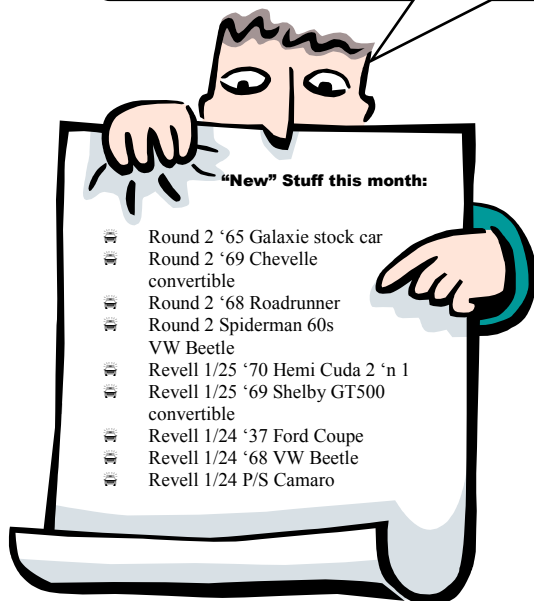


This is the newsletter of the  
Maryland Automotive Modelers  
Association

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**MAMA's BoyZ Do It In Scale!**



**"New" Stuff this month:**

- Round 2 '65 Galaxie stock car
- Round 2 '69 Chevelle convertible
- Round 2 '68 Roadrunner
- Round 2 Spiderman 60s VW Beetle
- Revell 1/25 '70 Hemi Cuda 2 'n 1
- Revell 1/25 '69 Shelby GT500 convertible
- Revell 1/24 '37 Ford Coupe
- Revell 1/24 '68 VW Beetle
- Revell 1/24 P/S Camaro

## 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](http://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, 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](mailto:gtoGuy@verizon.net), or see me at a meeting. *Thanks!* 🏁



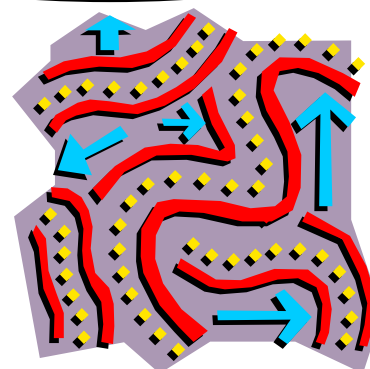
**We're on the web!**

<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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