

MAMA Sez!

Volume 26, Issue 5

January, 2014



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

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2014 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 18th
- ☞ February 15th
- ☞ March 15th
- ☞ April 19th (4th Sat!)
- ☞ May **NONE (!)**
- ☞ June 21st
- ☞ July 19th
- ☞ August 16th
- ☞ September 20th
- ☞ October 18th
- ☞ November 15th
- ☞ December 20th



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

Happy New Year, Everyone!

Hope all you car guys (both scales!) got everything you wanted from Santa. *I did!*

Thanks to everyone who contributed to the Christmas spread, and special thanks to the ladies for efficient setup and teardown!

Inside, we have 'dueling reviews' on Revell's new Hemi Cuda. Thanks to Rich

Wilson and Ron Hamilton for their thoughts!

The raffle raised \$88.00, and the door kicked in an additional \$97.00, meanin' we made this month's rent!

Thanks to the raffle donors: *Ed Brown, Steve M. Buter, Matt Guilfoyle, Ron Hamilton, Charlie Magers, Rich Meany, Nick Sickie, Lyle Willits, Rich Wilson,*

Bradley's Car Collectibles, and Replicas & Miniatures Company of MD. ☞



Prez Thanks!

EIGHTEEN YEARS, but it seems like only yesterday.

Well, not really. In fact, I am very surprised that I can even remember how this "Lyle for president" notion even began.

I do remember that I had dark hair and was about 100 pounds lighter in the Spring of '95.

Larry Boothe had been the club president for quite some time, but his employer suddenly announced an unex-

pected schedule change which would require him to work on Saturdays. When Larry told the club he would have to step down as president, several of the members pondered who the replacement would be. I recall thinking of a few members who could easily represent our club very well as president.

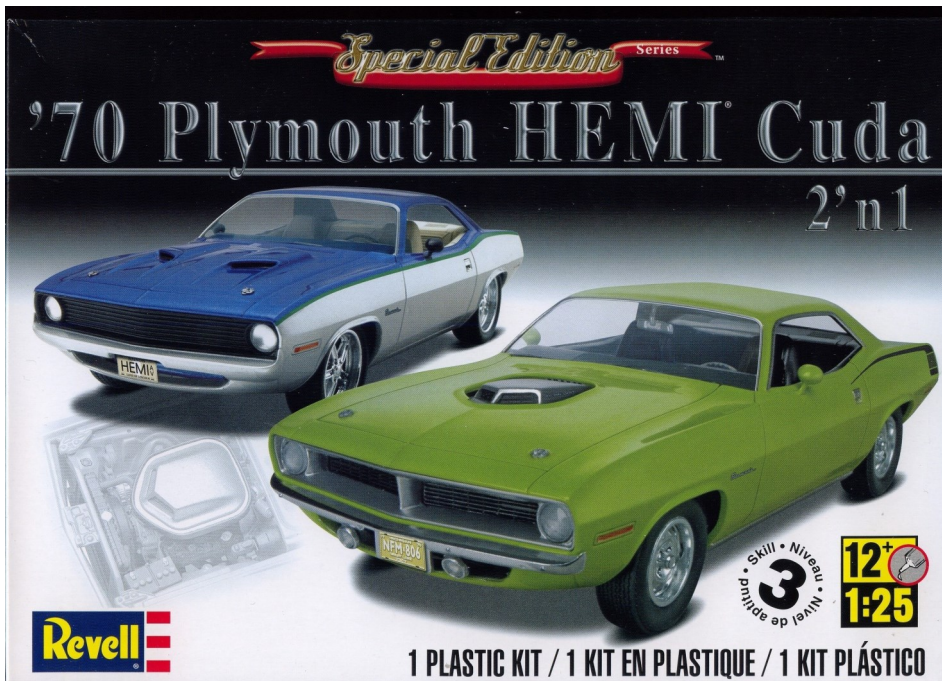
On a **VERY** early morning trip to>NNL East, in March of '95, several club members made our traditional stop at the Maryland House

on I-95. There, while consuming stale coffee and a greasy breakfast sandwich, I was approached with the idea of **ME** as the possible new president. This was a total surprise. I was honored to be asked, caught off guard and maybe a little intimidated, all at the same time. Even though I was a club member for six years, at that time, I still considered myself as a "new guy." After all, Larry Boothe was one of those "famous model car mag-

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'70 Plymouth Hemi Cuda 2 'n 1, Part 1



For the 1970 model year, the Barracuda changed from a Valiant based car to its' own E-body designation. It was styled by John E. Herlitz, which may account for its' exceptional good looks in that it wasn't designed by a committee. Plymouth took the B-body and shortened and widened it. Dodge did the same thing for the Challenger, except they made their wheel base two inches longer. Neither car shared any sheet metal though, which may account for past confusion. There were three versions of the car. The base model was the Barracuda (BH), the luxury/gran sport (BP), and the sport/'Cuda (BS). Looking through this kit, I was curious if the Hemi-Cuda was available with the twin scooped hood. So I turned to our resident Mopar guy and fellow MAMA member Ron Dreschler and asked him. He was able to confirm that when one ordered the Hemi, the shaker was

included at no extra cost. The shaker assembly was an option on all other 'performance' engines. The twin scooped hood was standard on all performance engines except the Hemi. In 1970, the Hemi option cost \$1228, which accounts for its' rarity since the 440 ci engine cost about a quarter of that!

I believe this is the first '70 'Cuda kit since 1970 and Revell has done a very good job with it this time. For the non-Mopar fans that remember their previous attempt, the Barracuda and the Challenger are not directly related. They looked similar but that was it; they used different sub-frames. With 149 parts in this kit and the parts list showing up to number 185, I have to wonder what version will be next. Maybe hopefully finally an accurate AAR!

Engine: The Hemi, in the 'Cuda, only came with two four

barrel carbs and the chromed Carters carbs in this kit are fairly decent. Without the air cleaner, it's a 20-piece assembly and is as good or better than any other we've seen. The exhaust headers are very accurate but almost seem a shame to put on a hemi. I suppose we could build it as a 'day after' car (*tuned headers*). The fan belt has only the alternator and clutch (*separate parts*) and given the tremendous weight of the engine, I'd have to think that power steering was a very desirable option, but isn't included in **THIS** kit. The air cleaner is a four-piece assembly by itself that installs later. Parts of special note are the eight bladed fan, separate oil pan, coil and upper and **lower** radiator hoses. The valve covers are chromed which may be fine for the custom version, but the stock builder will want to substitute them for non-chromed parts from their parts box (*save the chrome ones*) to make them the correct black.

Chassis: It's a very accurate chassis only slightly spoiled by trademarks, which would probably be hidden by other parts. It fits into the body very tightly with the tunnel as part of the interior floor. The rear leaf springs are separate pieces and there is a second set for a lowered stance. The Dana 60 axle housing needs only the rear cover and brake backing plates to finish it. The front suspension includes the 'K' member, torsion bars, lower A-arms and spindles in one piece,

(Continued on page 10)

'70 Plymouth Hemi Cuda 2 'n 1, Part 2

(Revell kit #4268, 1/25th scale, new tool, 144 pieces plus decals)

Over the past four decades, there has been a clamoring for an accurately rendered model kit of this iconic muscle car by the modeling community. When this car was new, **MPC** produced the 'annual' kit of this car, which was based on the promotional model. The MPC model kit was a pretty nice representation the subject matter. I remember building this model as a teenager. It was molded in **lime green styrene**, which was hideous in my opinion, so I painted it a copper color, which was to represent the **Deep Burnt Orange** color that was available on the real car. I was proud of it. For the next three model years, MPC kept the promo contract from Chrysler Corporation, so kits were available for the Plymouth Barracuda for 1971, 1972, 1973, and the final year of the Barracuda as we knew it, 1974. The basic kit was updated over the years to represent the various model year changes for the exterior, and interior. Curiously, the basic engine in all of the 'annual' MPC Barracuda kits was the 426 Hemi V8, paired with the Torqueflite automatic transmission, even though the factory stopped in installation of that engine during the 1971 model year. The kits sold well for MPC, as they reissued the 1974 kit several times as a 'Drag Race' flavored street machine with an engine, and an unassembled promo in the 'Snap Fast' series, which I have in my collection. All this

time, the MPC kits has been lauded as the 'benchmark' for the 1970 through 1974 Plymouth Barracuda kits, even with their shortcomings with various details. The body looked like a Barracuda from this era. Not perfect, but pretty good. The MPC model kits were simplistic at best, and the chassis was none too accurate. Over the years, **JoHan** marketed a 'Pro Stock' 1971 'Cuda, in "Sox and Martin" livery, and as a 'Street Machine,' which was pretty good as a drag race car, but not as a street legal automobile, or other genre, without a lot of parts swapping from other model kits. **Revell/Monogram** marketed a 1/24th scale 1971 Hemi 'Cuda in various guises, and made **TWO** different attempts at doing an accurate **1970 AAR 'Cuda** in kit form. In my opinion, none of the offerings from Revell/Monogram were particularly good in terms of overall body proportions for one reason, or another, and were lambasted by discerning modelers as being inaccurate on the various modeling boards online. As a matter of fact, I have those kits in my collection, but other than the last iteration of the 1970 AAR 'Cuda from Revell, I never built them, as I had planned to thoroughly rework the bodies to my satisfaction, but there are not enough hours in a day for me to do such an undertaking. I re-worked the rear fenders on the last iteration of the Revell 1970 AAR 'Cuda, and built it as a 1970 Barracuda Gran Coupe, and I was quite satisfied with the result.

Last year, Revell announced that they were going to market a 1/25th scale kit with 'All New Tooling' of the 1970 Plymouth Hemi-Cuda in 1/25th scale. They even went as far as to bring an assembled 'Pre-Production' built-up model of the near-finished model kit to various model shows to get reaction from the modelers. From what I saw on the major modeling web-forums, I think that they have succeeded. A few nuances of the body were slightly 'off,' from what I saw in the photos, and several modelers let their feelings be known. Revell's marketing reps stated to the concerned modelers that the final product will be much better than the pre-production sample they were being shown, and I believe that they were right. What sealed the deal was the build-up of an early production kit by none other than **Tim Boyd**. Tim did a step by step quick-build-up of the kit, and published it on his Fotki site (<http://public.fotki.com/funman1712/first-look-at-all-n/new-revell-70-hemi-1/>) for all of us to see. Seeing the build and reading Tim's commentary relieved any apprehension I had concerning this kit.

In looking this kit over, I compared the various assemblies with other model kits, which I considered benchmarks of other early '70s Mopar model kits, in terms of accuracy, backing it up with various reference sources I have at my disposal, and my memory.

The **20-piece 426 Hemi V8** is well done. It represents the stand-

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'Gov-a-mint Motors!'

The US Treasury recently sold its last shares of 'GMC' stock, ending more than four years of government ownership in the nation's largest automaker at a *loss of about \$10.5 billion to U.S. taxpayers.*

The government said in a statement that it recouped **\$39 billion** of its *original \$49.5 billion* investment into 'GMC.' Company execs and dealers say that the stigma of federal ownership, which earned 'GMC' the derisive nickname "Government Motors," has hurt sales.

"We will always be grateful for the second chance extended to us and we are doing our best to make the most of it," GM CEO Dan Akerson said in a statement, a day before he announced his retirement. Mary Barra will take over as CEO on Jan. 15th.

"Continued investments, innovation, and job creation are just some of the 'returns' of a healthy 'GMC' and domestic auto industry. Our work continues uninterrupted, and we will keep our sights squarely on our customers and transforming the way we do business."

Talking to reporters at a press event in Detroit recently, 'GMC' North America President Mark Reuss said he believes that the government's exit could give 'GMC' a short-term sales lift and help its image in the longer term.

"I think probably some people will begin to consider us right away, maybe the next day," he said, acknowledging that truck buyers "probably" have been most

turned off by 'GMC's' government ownership.

Reuss sent a Twitter message saying, "Free at last, free at last—thanks to all of the hard work and those who gave us a chance."

Reuss said that 'GMC' has spent "four years on the fundamentals" to become a more nimble company with a stronger focus on making quality cars and trucks.

Treasury Secretary Jack Lew told reporters on a conference call: "This marks one of the final chapters in the administration's efforts to protect the broader economy by providing support to the automobile industry."

Lew said that the automotive industry has created more than 370,000 new automotive jobs since 'GMC' exited bankruptcy in the summer of '09. "All three US automakers are profitable, competitive, and growing," he said.

The 'GMC' bailout was launched in late '08 under President George W. Bush's administration as part of the government's broader, \$421.8 billion Troubled Asset Relief Program, most of it to bail out lenders during the financial crisis. The funding was continued under President Barack Obama, which created an automotive task force to restructure 'GMC' and Chrysler.

The government gave 'GMC' about \$40 billion in loans in exchange for a roughly 61 percent equity stake in 'GMC.' The bulk of the money recouped by the



government came through periodic stock sales, including 'GMC's' \$5.5 billion purchase of 200 million shares in December 2012.

'GMC' also made a \$6.7 billion repayment in 2010.

The Treasury also lost *about \$1.3 billion* on its *\$12.5 billion investment in Chrysler* when it sold its remaining shares in 2011.

In a statement issued by the white house, President Obama said the bailout preserved about 1 million automotive jobs and helped to blunt the severity of the recession.

"When things looked darkest for our most iconic industry, we bet on what was true: the ingenuity and resilience of the proud, hardworking men and women who make this country strong," he said. "Today, that bet has paid off. The American auto industry is back."

I know, I know—with the final sale of stock, it's no longer "Gov't Motors."

Got news for ya—once it became "Govt Motors," it'll **ALWAYS** be "Gov't Motors" to me!

When we heard about Holden's plans to shutter its Australian plants after '17, we didn't know quite what to think. The 'GMC'

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'Gov't' (contd)

(Continued from page 4)

subsidiary was cagey when it came to details, claiming that the brand would remain a presence in Australia—even maintaining its design office there. Oddly, we couldn't get anyone to say, in black-and-white terms, what vehicles would be sold there under the Holden name after its plants close.

The automaker's recently launched *"We're Here to Stay"* campaign seems to have cleared up some of the fogginess that surrounded the original announcement. For one, we know that our brothers and sisters down under will still be able to waltz onto a dealer lot after '17 and drive away in a brand-new Holden—at least if everything goes according to plan. Getting current Holdens serviced won't be a problem, either.

Yet what Holden claimed a few weeks ago—that it will build **no new cars in Australia after '17**—remains true. 2,900 jobs will be lost. The fates of Australian-built cars like the Commodore remain uncertain. And that's got to sting.

Having experienced the death of numerous American automotive nameplates in the past decade, we totally understand that a lot of Aussie enthusiasts are feeling disappointed—betrayed, even—by the news. That the Australian government has been *subsidizing money-losing Holden to the tune of hundreds of millions of dollars a year* can't help. Still, their explanation of why domestic production will end is tough to argue with:

"A raft of economic drivers have worked against continuing to manufacture vehicles locally. Australia's automotive industry is up against a perfect storm of negative influences, including the sustained strength of the Australian dollar, high production cost, relatively small domestic market and arguably the most competitive and fragmented auto market in the world.

Since '01, the Australian dollar has risen from US \$.50 to as high as US \$1.10. The currency appreciation alone means that at the Australian dollar's peak, making things in Australia was 65 percent more expensive compared to just a decade earlier.

The sustained and unprecedented strength of the Australian dollar, combined with the weakening of currencies of our imported competitors, means importers are at a significant advantage.

In planning for the next-gen Commodore and Cruze models due later this decade, we have looked at every possibility to make those business cases stack up. Unfortunately, there is no viable way to make the numbers work."

While this decision represents a blow to the struggling (*some might say dying*) Australian auto industry, it doesn't seem like Holden will have a hard time closing the production gap. We think of the marque as a builder of raw, V8-powered sedans and utes, but the truth is that many of its offerings are already built and sold in other markets as Chevrolets (*and Opels, Daewoos and Isuzus*). Though Holden claims it won't be **replaced** by Chevy in the Australian

market, it already has been, in some sense.

The **Holden Trax** small crossover, for example, is built in **South Korea** and **Mexico**; the **Holden Cruze**—essentially the same as our Chevy Cruze sedan but joined by a hatchback variant—is built everywhere from **Brazil to India to Kazakhstan to Ohio**. The car should be easy enough to source even after Holden's Elizabeth, South Australia plant shuts down.

And though Holden's publicity campaign does answer a few questions, others remain. Take the **Chevy SS**, a badge-engineered Holden Commodore: Where will it be built after '17, assuming that it remains in production that long? Will the V8-powered rear-wheel-drive muscle cars Australians love be built overseas and rebadged as Holdens, a complete reversal of the current situation?

A question posed to **Bob Lutz**, **former Vice Chairman of Global Product Development** for GMC—What car would you redo, if you could take any from your career, and how would you make it more "Lutz-y"?

Answer from Bob Lutz—The car that comes to mind is the **2004 Pontiac GTO**; a front-engine, high-powered, small-block, rear-wheel-drive car with IRS and superb handling, but for many, a styling let-down.

With more time and investment, we could've made it closer to the '60s GTO in character.

The good news? It paved the way for the **G8** and, by derivation, the **new Chevy SS**. Thank you, Bob, and you're **WELCOME, Chevy!** 🇺🇸

This n That

First '15 Mustang to B-J! Ford will auction off its **first retail '15 Mustang GT** at the Scottsdale Barrett Jackson event on Jan. 18th to raise money for the **Juvenile Diabetes Research Foundation**.

JDRF is the country's leading organization funding Type 1 diabetes research. The winning bidder will be able to choose from either an automatic or manual transmission, as well as any interior styling and color offered on the GT. The car will then be signed, sealed and delivered by the design and development team in appreciation of the donation to JDRF. For more info, visit <http://www.barry-jackson.com/>... **Crime Don't Pay!**

If you thought that modern cars were practically unstealable by now, with all the laser keys and GPS (*think "Gone in 60 Seconds"*), it turns out there is still plenty of business for **LoJack**, the company which builds tiny, hard-to-detect radio transmitters for locating stolen cars. Just this year, LoJack helped uncover a ring of car thieves that was stealing luxury cars in Canada and bringing them across the border into the US, driving them to the ports of **Baltimore** and **Newark**, and putting them on cargo ships bound for **Africa**. A total of **89 vehicles** were recovered through an investigation conducted by US and Canadian authorities, who had used LoJack transmitters to snare the



thieves. The takedown of the car-theft ring resulted in **\$3.2 million worth of recovered cars** and the arrest of 16 suspects. This high-profile bust is representative of the way luxury car-theft rings operate:

by stealing cars in non-violent ways and quickly transporting them across state lines to a central collection point not too far from a port. The use of LoJack transmitters isn't confined to cars, either: Police in Palermo, Italy, were able to locate a stolen **Honda SH scooter** in a van that was parked right in the center of town. When the police removed the padlock on the van, inside they found not only the stolen scooter, but **12 OTHER scooters**. In another case, an **Audi S8** was driven off the lot of a CA dealership after a suspect made an **\$18,000** down payment on the car using a **forged check**. The dealership tried to ID the suspect using the credit app he provided, but it was all fabricated, as well. After notifying authorities, an East Bay Parks Police Air 1 'copter picked up the Audi's LoJack signal, and a CHP K-9 unit caught up with the suspect. **When all else fails, chip it...Look Out, Tesla!** A fire department in Southern CA said a garage fire may have been caused by an **overheated charging system** in a **Tesla Model S sedan**, in the latest link between the topselling electric and the potential for fire. While Tesla Motors Inc. contends the fire was not related to the car or its charging system, the Orange County Fire Authority said the

Tesla-supplied charging system or the connection at the electrical panel on the wall of the garage of a single-family home could have caused the fire. The report also emphasizes the cause of the fire is unclear. "The most probable cause is a high resistance connection at the wall socket or the Universal Mobile Connector from the Tesla charging system" which was plugged into a 240-volt wall socket, the report said. The fire occurred on Nov. 15th in Irvine, CA. The possible link between the fire and the Model S was not reported previously. The garage fire is not related to three road fires in Model S sedans that occurred in October and November, and which caused Tesla's stock to fall sharply last month. The road fires occurred in Washington state, Tennessee and Mexico. In the US incidents, Model S sedans caught fire after running over debris. In Mexico, a Model S caught fire after striking a concrete wall. US regulators are investigating the cause of the US road fires, which caused the stock of the 'green' car maker to fall from a high of \$194.50 in late September to under \$120 in late November. The November residential fire on the campus of the University of California-Irvine caused \$25,000 damage to the garage and its contents, but the Model S sustained only smoke damage, and no one in the house was injured, per the report. A Tesla rep disagreed with some of the report's findings. "We looked into the incident," said Tesla spokeswoman Liz Jarvis-Shean. "We can say it absolutely was not the car, the battery or the

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T 'n T (contd)

(Continued from page 6)

charging electronics.” She added, “The cable was fine on the vehicle side. All the damage was on the wall side. “A review of the car’s logs showed that the battery had been charging normally, and there were no fluctuations in temperature or malfunctions within the battery or the charge electronics,” said Jarvis-Shean. The owner of the Model S, who lives at the house, had parked it in the garage the evening of Nov. 14th, plugged the cord from the vehicle into the 240-volt wall socket, and set a timer to begin the flow of electricity to the car’s onboard batteries at midnight. She noticed a fire just before 3 am and called 911. Fire crews put it out quickly. Some cardboard boxes stacked near the point of connection between the charging system and the connection to the 240-volt outlet helped the fire spread, the report said... **Lego Hot Rod?!?** Making tiny cars out of **Legos** is a noble (and fun) pursuit, but imagine making an **entirely functional automobile** out of the little plastic bricks. It might end up looking a bit pixelated, like a low-res photo blown up too much, but the opportunities for customization are endless—and ‘way cheaper to implement than good-quality metalwork. Australian Steve Sammarito and Romanian Raul Oaida managed to build a **full-sized, operational hot rod out of Legos** in Romania, which was then shipped to Australia for road testing. You can see it in action here (https://www.youtube.com/watch?v=ObE4_nMCjE&feature=player_embedded).

It was all part of something called the “**Super Awesome Micro Project**” (<http://www.superawesomemicroproject.com>) a crowdfunded effort that is somehow both micro **AND** macro but super awesome however you slice it. It uses over half a million Lego pieces to build everything from the car’s engine to the seats, though Sammarito notes that some components—including wheels, tires, gauges and other structural parts—are non-Lego. We’re more than willing to overlook those necessary compromises; the 256-piston air-powered Lego radial engine is capable of moving the car at speeds of around...18 mph. In Lego scale, that’s gotta be around **860 mph!** Not bad. Not bad at all...**Model Car Auction!?! Didnt get that tremendously rare mid-century toy car that you wanted for Christmas? No worries: Bonhams will be holding an auction in San Francisco on Jan. 27th that will feature 1,000+ automobile, bus, ship, airplane, helicopter, and rocket toys made in Japan from the 50s through the 70s, just for the American market. The auction itself will be based around a one-owner collection comprising a total of 169 lots. The headliner of the sale will be a 15-inch-long ‘62 Chrysler Imperial four-door hardtop model by Asahi. This single car is estimated to bring in between \$9,000 and \$12,000. Another rare one will be a 12.5-inch-long ‘56 Lincoln Continental Mark II two-door**

sedan by Marusan, estimated to sell for **between \$4,000 and \$5,000**. Tin lithographed toys and scale models from the 50s and beyond have been collected for decades, though it’s rare to see a one-owner collection of toy cars by makers such as Marusan and Yonezawa come up for sale in the US (or anywhere else for that matter). These were expensive and rare when new, heavy and overengineered to an impressive degree, and they’re even more expensive and rare now as a quick eBay visit reveals. While cars will make up a sizeable portion of the lots, collectors of other transportation toys will be bidding on rare airplane models, i.e., a selection of 16-inch boxed model jets from Japan, including a **Lockheed F-104 fighter** (Cragstan), a **Thunderchief F-105** (Yonezawa), and a **Douglas Sky Rocket** (Bandai), with all three estimated to bring **between \$700 and \$1,000**. A selection of tin lithographed ship and boat models will also sold. The entire catalog for the auction will be online in a few weeks, but now’s not a bad time to check if you have any of these in the attic because they’re worth quite a bit. And it helps if you have the original box, too—that’s (obviously!) always a plus (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! 🍵

Condolences

They were young guys living in the depths of the Depression while the biggest war the world would ever know was brewing just over the horizon. They had ingenuity, drive and determination already and they'd get worldliness soon enough, but in the meantime, like young guys have always had, there were hot rods. And few of these young guys changed the power of hot rods as much as **Stuart Hilborn**.

Hilborn, the dry lakes hot rodder whose racing fuel injection systems powered almost the entire field at Indianapolis some years, died last month at the age of 96.

Hilborn first went to the dry lakes in 1938—to Muroc, which is now Edwards Air Force Base—and was amazed to see engine builders and racers who hadn't gone to college or even taken a course in mechanics whose cars were producing twice the horsepower of a stock setup.

"I was very impressed that they had doubled the horsepower of the cars as they came out of Detroit with virtually no money at all, just work," Hilborn told the American Hot Rod Foundation last year. "I decided I was going to have a race car."

He bought a Model A and enlisted neighbor Eddie Miller, a former Indy 500 driver, to help him turn it into a lakes racer. With Miller's help and a custom set of carbs bolted together by Hilborn, the Model A hit 123 mph at the lakes. He spent the war as a gunnery instructor and kept the FI ideas in mind.

"When the war ended, I started construction on my fuel injector, and also raced my streamliner at the dry lakes with considerably more success than I ever had with my roadster," Hilborn wrote on the company website, www.hilborninjection.com. "The only bad scene was the day I got upside-down in it! The fuel injector was performing beautifully by that time, and after rebuilding the car, it became the first car to break 150 mph."

From then on it seemed everybody wanted Hilborn injection. Stuart Hilborn responded.

"I began to build fuel injectors for the Offy midget engine and these were doing so well, I eventually had to quit racing and start my manufacturing career."

Hilborn injection systems have been on a remarkable **34 Indy 500 winners**, as well as numerous circle track and drag strip race cars. His company, **Hilborn Fuel Injection**, is still in business with shops on both east and west coasts.

He is survived by his wife of 60 years Ginny, along with his daughter Edris and his son Duane, four grandchildren and two great grandchildren.

One of the great names in 60s Chrysler drag racing history has passed. **Bud Faubel's** passing marks the latest in what has been a tough year for the history of drag racing. Faubel was known for a series of "Honker" Mopars that ran in Stock, Super Stock, and then in match bash form with altered wheelbase examples and at least one experimental car that wore twin turbos in '66. That one provided some fantastic perfor-



mance numbers during its relatively short performance history.

With an obvious knack for going fast, he soon found himself in the car business back around the Chambersburg, PA area he had grown up in and called home for the majority of his life. In '61 he went to Daytona and ran a specially prepped Chrysler 300 to a terminal speed of 156 mph, resetting the marks for his class and causing quite a stir as that speed was one of the fastest ever recorded on Daytona beach for a stock bodied car. It was on the sands of Daytona beach that NASCAR great **Marvin Panch** dubbed his car a "**real honker**" and Faubel liked the nickname so much he decided to carry it forward on his lineage of race cars that followed the 300. Bud would become one of the most famous dealership GMs in America due to his prowess and success on the drag strip. Shivley Motors benefitted from the attention as well.

While he was not known as a guy who dominated competition at the few national events that existed in his era of the early and middle '60s, he was a factor at events like the US Nationals and he was a stalwart and unrelenting match racer at all of the hot button doorslammer tracks in the east. **Capitol Raceway, Cecil County, York**, and the list goes on and on. He was the first guy to receive and run a Chrysler Hemi drag car with an automatic transmission using

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Condolences (contd)

(Continued from page 8)

the famed 'pushbutton' selector. The transmissions had been modified with a manual valve body according to interviews with Bud and he punched buttons to shift at about 6,500 rpm heading down the track. Through the early and middle '60s, he ran a bunch of factory cars and was an important asset to the engineers and sales force that were reaping the benefits of wowing crowds with amazing performances and win lights at strips across the country.

The craziest "Honker" of them all came to be in '66 under some-

what cloudy circumstances.

The folklore

story is that Bud once saw a guy with a **turbo slant six** in a Dart at a drag strip and that got his wheels turning on providing some boost to a Hemi. The end result was an **intercooled, twin turbo Hemi monster** that reportedly turned trap speeds in the 160 mph range which was absolutely mind blowing at the time. AiResearch provided lots of help on this project. The scene in '66 was rapidly changing with Chrysler AWB cars dominating on the match bash circuit to the point that guys running virtually every other kind of car were applying the treatment to

their own rigs. Looming on the horizon though were the flip top Mercury funny cars that would completely change the direction of where Bud's type of drag racing was headed.

A multi-time national record holder in many classes, a highly successful racer that was able to adapt to the times and ever changing equipment, and by all accounts one hell of a guy, Bud Faubel will be fondly remembered all over the country in the hearts and minds of anyone who loves the distinctive sounds of a well-tuned Hemi roaring to life or the classic looks of a Chrysler stock/super stocker from the early '60s.

Godspeed, gentlemen. 🚗

Thanks (contd)

(Continued from page 1)

azine" guys and I was just a regular nobody. I bounced the idea around in my head for a while and finally decided that if I was a top-ranked service manager with a world-wide medical company, I could probably handle being MAMA's president.

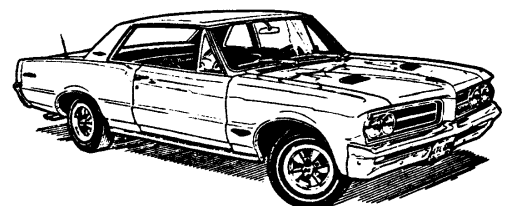
At the next meeting I was nominated and voted president of the Maryland Automotive Modelers Association. It was that simple. All I had to do now was **NOT** screw up. For a few more years we carried out the ritual of nominating and voting for the president and vice president of the club. It was me again every year. At some point, Walt Rook nominated me as "president for life" and every hand in the room reached skyward to second the motion. And so it was...

As we have no drama, egos or politics of any kind, my job was easy. A couple of challenges arose, such as finding a new meeting place after Catonsville Community College raised the room rent by **200% (without warning!)**. I searched many places, but it was Matt Guilfoyle who found and secured our current, affordable meeting facility. Over the years, with the help of several dedicated club members, our annual NNL has become a very smooth running operation.

While I'm sorry to contradict Mr. Rook's motion, I felt it time to step down, not for any particular reason, to possibly inject new energy into our club. With the election of **Marcos Cruz** as our new president, I know we will all benefit from his enthusiastic, upbeat approach to the model car hobby. I, of course, intend to remain a very active member, and

am most certainly **NOT** retiring from the hobby.

On a final, but most important note, I want to pass along the importance of this organization in my personal life. Most people suffer through drama and trauma over the years, and I've certainly had my share. Regardless of which soap opera was playing at home, MAMA has always been a constant and reliable source of joy in my life for the past **25 years**. I have gained so many wonderful, life-long friends from this club that I would have not found elsewhere. I almost feel embarrassed by the many people who have thanked me for being club president. **IT IS I WHO SHOULD THANK ALL OF YOU—Lyle** 🚗



Hemi 1 (contd)

(Continued from page 2)

which I personally prefer. And there is a second one for a lowered version. One-piece disc brakes complete the front end and shocks are included for all four corners. I almost forgot to mention the separate tie rod and front sway bar, exhaust system, and steering box/shaft. I was expecting the polished metal tubes for the exhaust tips, which are usually included, but here we get the chromed plated boxes. The exhaust system is all one-piece.

Tires/wheels: The stock tires have very accurate tread detail, but no lettering; they look like the fiberglass tires that were so popular then. Aftermarket decal lettering of any make would look convincing and would improve their look. There is a set of tires, lower in profile (*almost rubberbands*), with equally nice tread patterns with no room for lettering. The wheels are one-piece rallies, chromed with open holes that fit into semi-hollow tires. With so many patterns of wheels available on cars today, I can't be sure, but I think the custom wheels are from late model Chryslers. They all mount with the steel rivets as in other recent Revell kits. I've come to like these in that it makes for simpler tire/wheel combo swaps.

Interior: As expected any more it's the platform type and, as I said before the tranny tunnel is part of it and not the chassis, which makes for a more accurate model. The rear seat is a separate piece and the fronts are two-piece. The dash comes with two sets of

decalized gauges, one black background and the other white with either wood grain or black decals for the gauge cluster. The pedals are separate and hang from the dash, and the steering column has the ribs while the steering wheel has a realistically thin rim and a decal for the hub. There are no less than nine decals for various scripts and such. The pistol grip shifter is a non-chromed part and the console is separate from the floor. The inner front fenders are part of the interior. A set of seat belts would really set this assembly off, but aren't included.

Body: The body is spot on with correct panel lines. The mold lines don't follow the gutters as normal, but are slightly away from them. Only the rear stone shield is separate. The rocker panels are separate chromed pieces, which may support my hope that an AAR version is in the works for later. There are notches to locate the mirrors (*with chrome reflectors*) and the flush door handles are separate chromed pieces. The stock bumpers are chromed pieces while two other custom pieces are not. Two hoods are included, chromed hood pins and hinges are supplied. I double-checked and the so-called custom hood is the correct shaped stock twin scoop hood for the non-hemi 'Cudas; or as someone recently referred to it as the **"raisin bran" hood**. The stock grille is a non-chromed piece with chrome headlight reflectors; it had very little, if any, chrome on it anyway. A really neat feature is the clear front turn signals. The cus-

tom grille is what appears to be a tube grille, but is not chromed either. There is a set of chromed wipers as well. At first I was disappointed that the taillights are chromed pieces, but as I thought about it, it's actually easier to paint the lenses your favorite type of clear red and retain the chrome bezels than the other way around. Inside there are two electric horns, a clear washer bottle, and chromed dome light. The firewall actually installs in the interior assembly and gets a two-piece power brake assembly and windshield wiper motor; it's unclear whether the latter is a one speed or two (*and as Foghorn Leghorn would say, "that's a joke, son!"*) **Oh yes the hood, two scoops—get it?!** Strangely, the two-piece radiator mounts to the chassis, but the radiator support mounts to the front edges of the inner fenders in the interior assembly. Heater hoses and the hood latch receiver are included. There is a chromed oval air cleaner to replace the stock shaker assembly for the custom version. The clear parts include the front and rear windows, headlights, driving lights and dash lens.

Decals: It's a very complete set with the "hockey sticks" in no less than four colors, black, white, red, and silver and there's another set in black and silver without the "hemi" in them for the custom version. The side marker lights are cast into the body, but there are decals for them as well. The green stripes that separate the blue and white paint on the box art custom car

(Continued on page 12)

Hemi 2 (contd)

(Continued from page 3)

ard engine combination with a 4-speed manual transmission as delivered by Plymouth in 1970. It goes together easily, and looks great. They even went as far as to include decals for the upper radiator and heater hoses. With proper detail paint, aftermarket plumbing, and careful assembly, there is probably no better representation of this engine in scale. However I ask one question. "Why is it that a mounting bracket is not furnished for the alternator?"

The well engraved firewall has separate parts for the windshield washer, and brake master cylinder and booster, and it mounts to the interior floor/under-hood structure assembly. The bucket seats are two-piece, and the rear seat cushions are accurately shaped with the correct 'Standard' upholstery pattern, with a decal being available for custom seat upholstery inserts. The center console/shifter and interior sides with door panel detail are extremely well done. The pedals mount to the dashboard, as does the steering column and steering wheel. Also included with the dash assembly is a clear lens, and decals for the gage cluster which come in black with white letters for the 'Replica Stock' version, and white with black letters for the 'Custom' version. Decals are included for emblems and dashboard bezel trim in wood-grain, and black. The radiator bulkhead and horns complete this assembly, which should be painted to match the exterior, while the interior trim can be col-

or coordinated to the car.

The **body** is extremely well done, and in my opinion the absolute best iteration of this car in scale. I have read comments from a few modelers on the various boards that a few things on the body are off. The only things I see is that the fender flares are a hair too deep, and the roof drip moldings need a little more refinement, as compared to my photos and reference materials. However, I sand the entire body of every model I build, to remove mold lines, feed tabs, and to level it for paint finishing, and the real car has wheel opening moldings, which are represented on the model, so this is a moot point to me. The glass is correctly shaped and thin. The tail lamps are chrome plated, and must be carefully detail painted to properly represent the version of the car you are building. I did a 'dry fit' of this car, and once assembled looks great!!!!

The **chassis assembly** is pretty well engraved, yet simplified in the build, with non-poseable steering up front, and a well detailed Dana rear axle. There two separate front and rear suspension assemblies, one stock height, and one lowered. There are separate parts for the suspension assemblies, such as shock absorbers for the front and rear, and the sway bar and steering linkage for the front end. There are two different tire and wheel assemblies for this kit. The 15" Chrysler rally wheel, with "no-name" blackwall bias ply performance tires for the 'Replica Stock' version, and a set of what looks like an 18" alloy wheel, mounted on a low profile

radial tire. While chrome plated, the 'Replica Stock' wheel should be detail painted various silver paints and a wash for a realistic appearance. I am still having a hard time with the tire manufacturer's wanting to charge a royalty to have their product mentioned on a model car tire. At the writing of this review, **Fireball Modelworks** does white letter decals for most of the popular performance tires, which will work with the kit's tires. Disc brakes are represented up front, while drums are in the rear, and each is attached with Revell's metal pin mounting system. The radiator mounts securely to the chassis via two pins.

Under the hood, there is a clear windshield washer jar, separate heater hoses, a steering column and box, and a hood striker plate. The 'Shaker' hood scoop for the "Replica Stock" version is well represented in four pieces. On the actual car, did you know that the Shaker hood scoop was available in **ONLY four colors?! They were semi-gloss Black, semi-gloss argent Silver, which are available for all colors, gloss Rallye Red, and gloss True Blue (EB5)**, which are for the aforementioned colors. This scoop is to be used with the proper hood, with separate hinges, which also has separate non-functioning hood pins. There is also a custom ribbed chromed air cleaner for use on the second twin-scooped hood, also with the hood pins and hinges.

There are **two front end treatments**. The first is the "Replica Stock" grille assembly, which should be painted semi-gloss argent with a black grille with a red

(Continued on page 12)

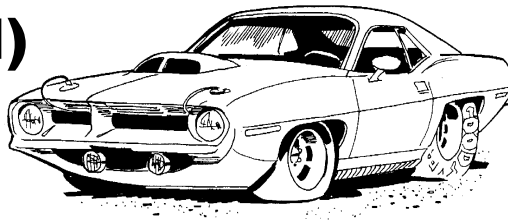
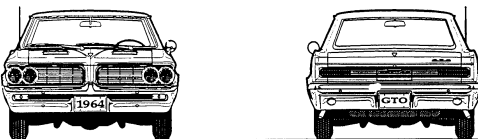
Hemi 1 (contd)

(Continued from page 10)

are on the decal sheet if you care to do that version. The properly blurred "shaker" decal is included. I've seen it on the firewall and on the under side of the hood at the opening; I'm not sure which is more correct. A rather interesting decal is no. 28; it's labels for the heater hoses. The custom interior has silver inserts for the seats. After that there is the usual underhood decals, body scripts and three sets of license plates

When this kit was first announced, I was as excited as the rest of us. When I saw the first test shots in the Spring, I was very impressed with what I saw in that it seemed to have two versions. But when I opened the box I wasn't sure what to do with it. But after looking at all the pieces in detail, I'm thinking I'll want a second one. With so many building ideas, I can't make up my mind which to build. The Mecum auction from Kansas City recently had a white over black Hemi-Cuda that went for **\$150,000**. It was spectacular in its' plainness. That's one idea, but then a protouring version with a mixture of these parts is a good possibility also. I saw a guy buying four of these kits and thought he was nuts, but maybe he was on the right track after all!

by: Rich Wilson 🚗



Hemi 2 (contd)

(Continued from page 11)

accent stripe. Separate headlamp backs and lenses, as well as clear parking lamps are included. The second is a custom bar grille, which uses the headlamp backs and lenses from the 'Replica Stock' part. I test fitted the grille, and it fits great.

There are two sets of front and rear bumpers in this kit. The chromed, standard equipment bumpers, which are available on all of the exterior colors, and the color keyed 'Elastomeric' bumpers.

The *Plymouth '70 Dealer Data Book (DDB)* states that the elastomeric bumper was available in nine different colors for the front bumper and only in red for the rear bumper at the beginning of the model year. However, *Product Information Bulletin #8* (dated Dec 15, 1969) states the other eight colors matching the front bumper would be made available for a rear elastomeric bumper option, starting with production dates of Jan 5, 1970.

The nine elastomeric bumper colors were:

- FE5 - Rallye Red
- EB5 - Blue Fire Metallic
- FC7 - In Violet Metallic
(same as Plum Crazy Purple)
- EF8 - Ivy Green Metallic
- FJ5 - Limelight Green (same

as Sub-Lime Green)

FK5 - Deep Burnt Orange
Metallic

EW1 - White

TX9 - Black

FY1 - Lemon Twist Yellow

The reasoning for the early availability of the *Rally Red* front and rear 'Elastomeric' bumpers, sport mirrors, and Shaker hood scoop, was that the custom built car for the auto show had these components painted, and to avoid any dissatisfied customers offered them. No other color had the entire color-keyed set-up at the start of production. True Blue (EB5) was a late year addition for the shaker. Chrysler did not want to add production complexity at the beginning of the model year.

The rest of the body assembly include a rear roll pan with cut-outs and chromed exhaust tips, body color sports mirrors with separate chromed mirror lenses, chromed door handles, and chromed 'saw tooth' rocker panels, which should be argent. The *'Hockey Stick'* rear fender stripes come in **Black, White, and Red**. Decals also represent the emblems, and side marker lamps.

I really like this kit, as it represents the one to one product very well. Do your research, and come out swinging. I expect to see full aftermarket support for this one. From what I understand, *Vintage Racing Miniatures* is going to do a decal for the 'Mod Top' version as well as a decal set with various stripes and emblems for different versions of the car. **The Model Car**

(Continued on page 13)

Lambo Insanity!

This is a *'Good news/Bad news'* kind of article.

On the *'Good' side*, Lamborghini has crowned its 50th anniversary celebration by lifting the veil of secrecy on the latest in its illustrious line of 200 mph-plus supercars, the *new 601-hp 5.2-liter V10-powered Huracán*.

The new mid-engined coupe is set to replace the Gallardo as the opening account in the Lamborghini lineup. It will make its public debut at the Geneva motor show in March prior to a planned start to North American sales during the second half of 2014.

The Huracán joins the more powerful Aventador in what is described as the youngest Lamborghini lineup since the revered Italian carmaker's long-term future was secured following its purchase by Audi back in 1998.

The initial model, which carries the designation LP610-4, will be available in four-wheel drive only. Like its predecessor, a lighter rear-wheel drive version has been conceived and is planned to go on sale in 2015, according to officials at Lamborghini's Sant'Agata headquarters.

Along with the coupe version, pictured here, Lamborghini plans to launch an *open-top Huracán Spyder*. Like the rear-wheel drive variant, it's not likely to surface before 2015.

Meanwhile, on the *'Bad' side*, **THREE** Lamborghinis *burst into flames* after they were involved in a high-speed crash in Malaysia.

One *Aventador* and two *Gallardos*—worth *about \$1 million total*—were travelling in a convoy of five supercars from Singapore to the Malaysian capital, Kuala Lumpur. Two other Lambos were unscathed in the crash.

Fire chief

Norazam Khamis said via telephone that the collision on the country's main north-south expressway happened when one of the cars veered from its lane and into the other two cars. He said they were travelling



to the capital for a car show.

Khamis added he did not think the cars were breaking the speed limit, traveling around 110 km/h (*about 70 mph*), which is the speed limit in Malaysia.

One was almost completely destroyed by the fire and the other two were damaged beyond repair. Khamis said no one was injured.

I sure wouldn't wanna hafta file *THAT* claim!! 🚒



Hemi 2 (contd)

(Continued from page 12)

Garage #2213 '71 Hemi Cuda set will work for this kit, even though the emblems are 1/24th scale. **Keith Marks** does the vari-

ous 'Hockey Stick' scripts and engine decals for the kit.

Several years back, I restored an original MPC 1970 'Cuda annual from a glue-bomb. This kit is head and shoulders better than the original MPC annual, and all of the others previously men-

tioned in this review. I wholeheartedly recommend this kit.

by: Ron Hamilton 🚗



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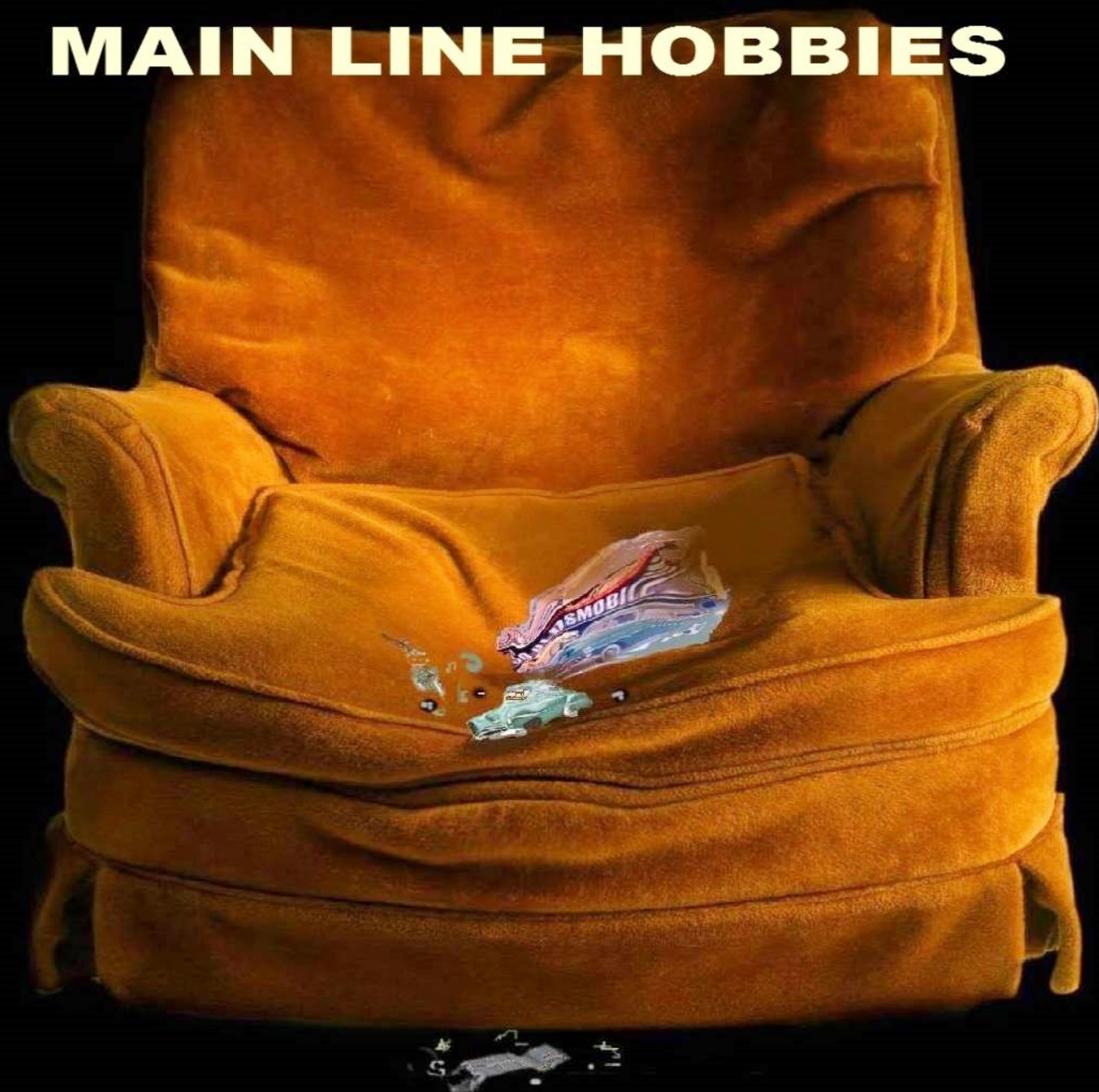
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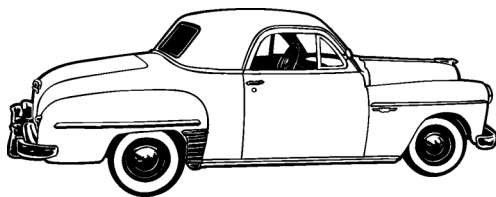
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MARYLAND AUTOMOTIVE MODELERS ASSOCIATION



- Feb. 22nd—*The IPMS Old Dominion Open* from 8:30 AM to 5:30 PM in *Richmond Int'l Raceway's Heinrich building*, in Richmond, VA (see page 14).



- Feb. 22nd—*The Big Sit*, from 10:30 AM until ?? At Main-line Hobbies, in Plymouth Meeting, PA (see page 15).



ROADS?

Where we're going, we don't need roads

Pontiacs on Parade!

With no appreciable progress on the two Poncho projects that I recently debuted, I was again forced to dig into my stash.

In an apparent reprise of last month, I plunked down a '75 *Ventura*, this time, built and painted, courtesy of **Bob Foster**.

I also pulled out another diecast, the '05 "*Young Life*" *Grand Am* of Mike Edwards (again, courtesy of Bob Foster!)

Not in the 'Reserved Parking' area, but the 'General' one, was **Rich Wilson's** *Montero Red '66 GTO El Camino* ('Goatmino'?!).

And, **FINALLY**, the *Unknown Funny Car Builder* (I hope ya know who you are!) plunked down this neat "*Kodak*"

Firebird funny.

Again, I'll give credit where it is due—just lemme know who built it, OK?

As I've said continuously—

I'll bring the 'Reserved Parking' as long as interested parties

trot out their Pontiacs, thereby needing somewhere to park! I am also *VERY* intent on 'ramping up' my own building schedule, no thanks to those of you who have fed my 'Pontiac Fever' since this display has come into existence. So, lemme just say—"Thanks, I



needed that!!"

So, c'mon—bring 'em and show 'em!

'**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
Email: gtoGuy@verizon.net

MAMA's BoyZ do it in scale!



"New" Stuff this month:

- Monogram 1/24th Black Widow Hot Rod
- Monogram 1/24th Duster Cop Out f/c
- Revell 1/25th '65 Chevy Impala
- Revell F1 Red Bull Racing RB7
- Revell 1/24 BMW M3 DTM '12 (Martin Tomczyk)
- Revell 1/24 Red Bull Racing RB7 (Vettel)
- Revell BMW M3 DTM '12 (Bruno Spengler)
- Round2 Bugaboo VW Dragster
- Round2 '78 Ford Pickup ("Firestone Super Stones")
- Round2 '75 Chevy Rescue van (two colors)
- Round2 "Ohio George" '67 Mustang Malco Gasser

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>

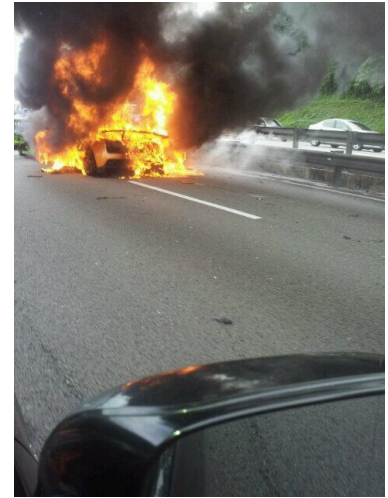
York US30 Musclicar Madness:

www.yorkus30.com 🍷

Classifieds

WANTED: I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I also 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 T/A kits, and '70 - '81 Firebird Formulas and T/As, and empty *Pontiac kit boxes*. Would also like to buy or borrow *old AMT/MPC/Monogram/*

Revell model car catalogs. Contact Tim Sickie at gtoGuy@verizon.net, or see me at a meeting. *Thanks!* 🍷

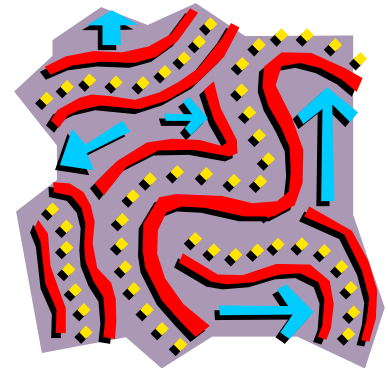


We're on the web!
<http://www.mamasboyz.org/>

Directions

From the Baltimore Beltway (RT 695): Take Exit 7, Route 295 (Baltimore-Washington Parkway) south towards Washington approx. 18 miles to Route 193 (Greenbelt Road), and exit. When on the off-ramp, stay to the right 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 take Greenbelt road west, 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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