

MAMA Sez!

Volume 26, Issue 6

February, 2014



Time To Go Racin'!

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 (3rd Saturday)**
- ☞ May **NONE (!)**
- ☞ June 21st
- ☞ July 19th
- ☞ August 16th
- ☞ September 20th
- ☞ October 18th
- ☞ November 15th
- ☞ December 20th



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

Last month, believe it or not, *new Prez Marcos Cruz* almost seemed at a loss for words in his first meeting as MAMA Prez. It'll get easier, Cruz! He also attempted to explain **'MAMAcare'**—trust me—you don't wanna know (*Ha! Ha!*)!

This month, we get a peek at the modified reissue of the *Round 2 '65 Galaxie 500XL*, courtesy

of *Rich Wilson*. Thanks, Rich.

The raffle raised **\$89.00**, while the door kicked in an additional **\$86.00**, meanin' we more than made this month's rent.

Thanks to the raffle donors: *Brad, Ed Brown, Steve M. Buter, Bob Foster, Matt Guilfoyle, Ron Hamilton, Ron*



Leedy, Charlie Magers, Rich Meany, Nick Sickie, Lyle Wil-lits, Rich Wil-son, Bradley's Car Collectibles,

Replicas & Miniatures Company of MD, and Tri State Scale Modelers Club. Thanks also for helpin' with chair stow-age after the meeting—we 'preciate it! ☞

Condolences

On Jan. 21st, we received word that *Roger Harney*, a key member of the *team at Revell*, passed away after a **57-year career**. Roger was an accomplished airplane modeler when he joined Monogram in '57 as a model maker. He soon graduated to kit designer, with the *Long John Dragster* and *Green Hornet* to his credit, followed by the Monogram *1/8th scale Chevy engine*. That led to the **"Big**

T" series, which included industry firsts such as wiring and printed instrument gauges. Roger graduated to management in '63, where he ran the Model Shop for 10 years. In '72 he became the head of engineering at the Model Shop and then moved to research and development in '97, where he took the lead in developing prefinished graphics and Revell's diecast models. He then became director of manufacturing, outsourcing and engineering and,

most recently, vice president of engineering and manufacturing. Then at age 77, he had tentatively planned to retire in 2014. Roger was also an accomplished model car builder and a true car guy. He recently sent me pictures of his expert build of the *1948 Ford chopped coupe*—a kit he had overseen to make sure that the content was all pre-1955 vintage speed and custom equipment. The *1950 Olds Custom kit* was patterned after the first car Roger

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R2/AMT '65 Ford Galaxie 500XL

I'd lost track at how long it's been since this kit was last issued; it was 1994. That issue didn't have the NASCAR or custom parts. At the time it was introduced, I was buying every annual kit that came out, but I never got this kit and don't remember why. It may have been that the steerable front wheels intimidated me. This issue's box art, I believe, is a copy of the original. Fred Lorenzen had a comparatively short racing career from '61-'67 and won 27 races. He shot to the top of the point standings quickly and remained there for several seasons and then decided to retire at the top. He went into real estate sales and development. After a few years, he regretted his decision and tried to get back into NASCAR, but couldn't make it work. In my research, I found out that he is now in a nursing home suffering from dementia, probably caused by too many head injuries. He missed being elected into the NASCAR Hall of Fame recently by only four points.

Engine: An 18-piece assembly in stock form, with seven additional pieces for the race engine. It's the big block FE series, but the parts provided aren't correct for this application. The 427/425 engine was available, but it came with two 4-barrel carbs, not one. The tall 'tunnel ram' like intake is not the intake it would have either. You need to find one that is shorter in height like the single carb manifold but with two carb mountings. And then that would be topped off with an oval air



cleaner. The exhaust manifolds were thought of as 'tuned' cast iron manifolds and are rather rare today and correct for the 427, but not for the single carb engine. You need to locate a pair of the ones that are flat and boxy, then it will depict the 390 engine. There is the NASCAR air cleaner, and I think a pair of tuned tube headers would be correct for the Lorenzen version. The competition parts are what were in the '64 Fairlane T-bolt.

Chassis: It's quite detailed for the era in which this kit originated and quite a departure from the promo type we previously got. The rear suspension consists of twelve pieces with spring risers for the drag version. The front suspension has eleven parts and is steerable, though strangely, via a chrome plated tie rod. The stock exhaust system is cast to the chassis with separate pieces to connect to the engine. If

you want to build the Lorenzen car 'right,' find an AMT '66 Galaxie kit and swap chassis. It has a separate exhaust system and fits in with no mods. NASCAR dumps are provided. The trunk floor is a separate piece and there is a two-piece gas tank.

Interior: It was a departure from previous kits in that the seats, front and back, are separate pieces, as is the two-piece console. There is a race gauge cluster for the dash and choice of two steering wheels. The stock seat gets a side retainer for the race version though I'd check photos of the real car to see if this is correct. The same goes for the roll cage; I think it needs additional tubing. There are seat belts for either version and a chromed trim piece for the rear seat. For convertible fans like me, the interior already has pockets for the convertible

(Continued on page 3)

Ford (contd)

(Continued from page 2)

mechanism and Modelhaus has the boot.

Tires/wheels: I'm amazed the molds for the Firestone Supremes still exist, but they are very well done. I remember back in the day AMT used to have a problem getting the tampo printed narrow whitewalls centered right. As correct as they are for the stock version, they are incorrect for the NASCAR version. The old MPC hollow Goodyear Blue Streaks would be a good choice for the Lorenzen version, if you can find some. A pair of the new M&H slicks are included, but seem out of place. The stock wheel covers are not only correct for this car, they are correct for Galaxies through '67 or '68 as well. Henry Ford was a cheapskate and didn't throw extra parts away. There is a set of mags that look like Cragars, but the center cap scripts are lost in the plating, and an open set of open steel wheels for the NAS-

CAR version.

Body: The one thing I have always liked about these old annual kits is that the scripts are always right on the money and won't get lost in the paint as long as you don't use too much. Flash is very minimal considering the age of the mold. Both the hood and trunk lids are hinged (*dogleg type*) and they fit their openings very well. The headlights are clear pieces, but the taillights are chromed, though oddly the custom taillights are clear red. The trunk gets a spare tire, though the wheel is a mag not a steel wheel. There's also a bumper jack and lug wrench. There is a custom rear bumper to go with the taillights as well as custom parts for the front. I like the cibie headlights. The drag version gets the slicks and big engine with a hood bulge to clear the carbs, but it would be wrong for a super stocker. You could build it into a super stock class car, but Ford abandoned these big heavy cars in early '64 in favor of the Fairlane T-bolt. If you plan to build this version,

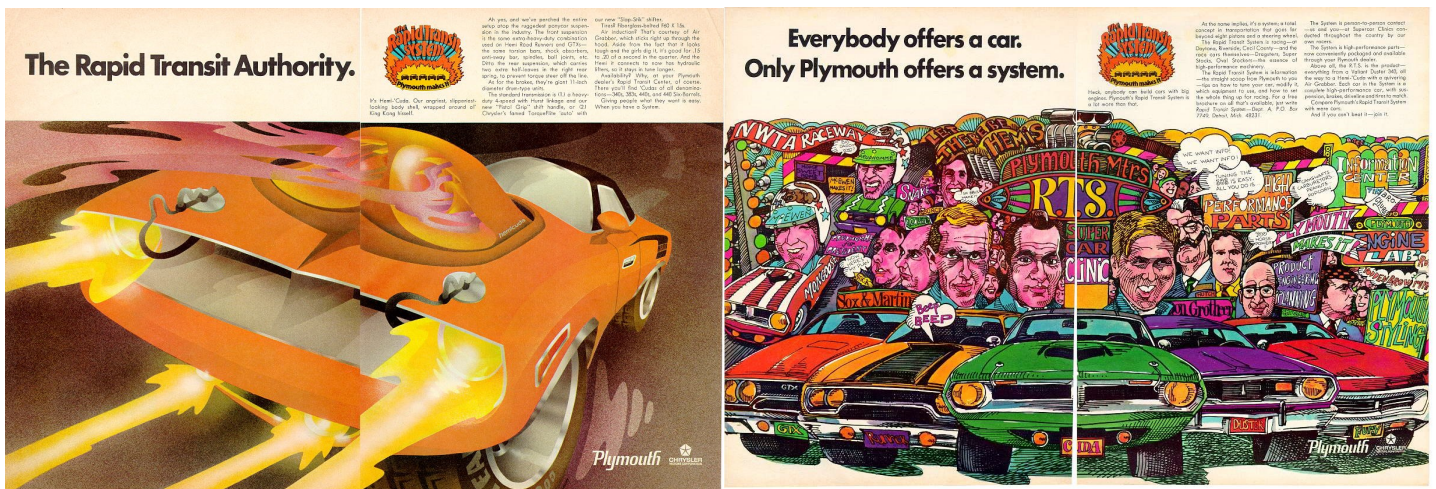
you'll need to find a teardrop for the hood. For the NASCAR version, there are four headlight blanks, but Holman/Moody cars used a larger single piece of sheet-metal. Included also are rear window straps and taillight covers. Whether you build Freds' car or one of the other Holman/Moody cars, you'll need to do a major lowering job and hog out the fenders as well. If you search Google or Bing for info, you won't be disappointed.

Decals: The best part of the kit. They are complete and correct and the only other decals are four license plates for other uses.

At the risk of being self-serving, for those building the stock version, I have a mold of the taillights to cast them in clear red resin. Let me know if you'd like a set.

(Ed. Note: Go here for a peek—<http://public.fotki.com/funman1712/first-look-at-all-n/new-round-2-amt-65-/new-round-2-amt-65-/>. Thanks, Tim B.!)

by: Rich Wilson 🍷



Here's a bit of vintage art work depicting the "Rapid Transit System" ads touting the hot, new Plymouths for 1970. It was slated for last month's issue, as a supplement to the Hemi Cuda review. Sadly, it ended up on the 'cutting room' floor, in favor of other content. I present it here in an attempt to inspire you all to build your Cudas (heck, I've even got one—ya gotta love something with *THAT* much horsepower!)

'Gov-a-mint Motors!'

The February, 2014 issue of *Motor Trend* seemingly slapped 'GMC' in the face. How? By awarding their *Truck of the Year* to the *Dodge Ram*, rather than the completely redesigned Silverado or Sierra.

Their comments speak volumes—Silverado: "For an all-new truck (*from hood to hitch*), there isn't anything groundbreaking." What's more, they were underwhelmed by the Sierra High Country—the high-zoot truck. They said it was better in every way, but it only catches up to its competition (*but not in all cases*); Sierra: "Stiff suspension, capability merely catches up."

Oh, and for what it's worth, the Ram pickup was a back-to-back winner—2013 and 2014.

As of this month, 'GMC' has discontinued its monthly conference calls to discuss sales with analysts and reporters.

For a couple of decades, its execs would spend about 45 minutes at the start of each month going over the numbers and answering—or sometimes dodging—questions about its performance. Recently, 'GMC' put out its numbers and mentioned toward the end of a convoluted press release that there were a lot of snowstorms in January.

The closest thing to hearing from a company exec was a quote in the release from Kurt McNeil, 'GMC's' vice president of US sales ops, saying 'GMC' is "building long-term value for our customers."

The results left a number of

questions unanswered—because 'GMC' didn't invite anyone to ask them:

Excluding 'GMC,' whose sales *fell 12 percent*, other automakers combined for just a *1 percent decline*. It makes sense that 'GMC' would suffer more than others when car-shopping weather is bad in the Midwest, but the snow and cold don't fully explain such a disproportionate result. Are Chrysler dealers better at shoveling?

'GMC's' inventory rose from an *81-day supply* at the end of December to a *114-day supply* at the end of January. That means that if sales were to continue at the rate seen in January, *it would take until Memorial Day just to get rid of the vehicles it has already built*. Its inventory of *more than 780,000 vehicles* is approaching the territory last seen before the recession. By some measures, 'GMC' already has the highest incentives in the industry, so adding more discounts is not the answer.

January was the second consecutive down month for the Silverado and Sierra. If 'GMC's' having trouble selling these pickups now, mere months after they were redesigned, things are only going to get tougher when the new F-150 hits the market later this year.

'GMC' sold just



918 Volts, *20 percent fewer than last January* and the *lowest monthly total in two years*. Sales of its closest competitor, the *Nissan Leaf*, *jumped 93 percent*, to 1,252.

The *Canyon* was temporarily discontinued in 2012, but some dealers still have a few sitting around. 'GMC' sold *just one* of them last month. *ONE*.

Gotta do better'n that, 'GMC.' Good darned thing that the taxpayers ain't losing any more money on you than we already did.

It was only a matter of time before someone decided to give the *Ford Raptor* a run for its money, in this case via noted tuner *Ken Lingenfelter*. The company recently announced its new *Chevy Silverado-based Reaper project* at the National Automotive Dealers Association.

(Continued on page 5)



'Gov't-(contd)

(Continued from page 4)

The '14 Reaper is the result of a conversion kit that takes an average Silverado—already a good truck (*Motor Trend might disagree*)—and puts it on steroids, so to speak. The Reaper sports a Lingenfelter supercharged V8 under the hood making a total of 550 hp. That's 139 more than the Raptor, which is rated at 411 hp. Lingenfelter worked with Southern Comfort Automotive on the project.

The Reaper is armed with 20-inch beadlock wheels, a Fox Racing suspension system, a high-clearance bumper, reinforced skidplate and an integrated floodlight system, all of which should help it tackle any terrain at high-way caliber speeds.

The spirit of the Silverado is apparent, but you'll notice a redesigned front fascia (*yeah, some 'schnozz job'!*) and some graphics splashed across the back bearing an uncanny resemblance to the Raptor's bed design. In other words, a **Raptor wannabe**.

The expected price for the Reaper is estimated to be **\$50,000 to \$60,000**. That's a few more bucks than the Raptor, which starts at **\$46,240**, but remember there's a considerable increase in power.

The Reaper website confirms that the conversion kits for the souped-up Chevy will be sold at select Chevy dealerships across the nation.

How badly do you want the **baddest Camaro** built today? When the Z/28 goes on sale this spring, expect to pay **\$75,000** for

it—or **\$75,995** with that pesky destination charge.

If you remember, the hotly anticipated Z/28 was one of the big stars at the New York auto show this past March. There, then-'GMC' president Mark Reuss announced that the Z would carry the Z06's LS7 7.0-liter V8, to the tune of 505 hp. It also features "race-proven, spool-valve dampers, which allow four-way damping control," a marked change from the magnetic suspension that the Camaro ZL1 carries. To prove how hardcore and race-inspired the Z is, it only comes with **one federally mandated speaker**, for the **door chime**—but an **\$1,150 option** will add six speakers, along with A/C, proving that even in 2014 there can be a car optioned without the latter. The Z is **technically** street legal in the same sense that it's technically legal to fire Roman Candles in international waters. Makes just as much noise, too.

Of course, you could buy a ZL1. That Camaro starts at a mere **\$56,225** with a 6.2-liter supercharged LSA V8 from the Cadillac CTS-V. But then, you'd be 300 pounds heavier in the ZL1 than the Z—and you figure that Z buyers will be the sort of track obsessives who will emphasize that their car beat the ZL1 around the Nürburgring by four entire seconds.

You could also buy a Corvette Z06. Hurry, get 'em quick before the new one rolls out.

In addition, for \$75,000 (*plus that \$695 destination charge*) you could also buy three-and-a-fifth V6 coupes—for your own one-



make race series—or two SS 1LEs. You could also buy a **4WD Silverado High Country AND** another **Silverado**, or **SIX Chevy Sparks**, whose total horsepower is exactly one less than the Camaro Z's.

You can also buy a decently optioned **Porsche Cayman S**, which starts at **\$64,750**, thereby launching a chorus of embattled furor across automotive forums worldwide. A pricey Camaro? Fer sure. But for the select few who want what is arguably the most high-performance Camaro ever made, the \$75,000 price tag will simply weed out the riff-raff.

The line for it starts behind VIN 0001, which unsurprisingly went to Barrett-Jackson this Jan. 18th (*and, not surprisingly, to Chevy's "fair-haired boy" Rick Hendrick, for the exorbitant sum of \$650,000, trouncing the first '15 Mustang also at B-J, at "only" \$350,000*).

The new **Z06 Corvette** was recently released, pumped up with at least 625 hp. Price is gotta be in the **\$60—80K range** (*based on current 'GMC' 'overpricing'*). It will be more than competitive with other sports cars, my only question is what is up with all of the **'boy racer' black trim** on a car in this class?! You don't see this from Porsche or Ferrari—they don't seem to need it! 🙄

This n That

New F1 Track—on a Yacht?!? If going to a Formula One race in Monaco seemed either too cheap or too crowded, UK-based ship designer Yacht Island Design has planned the boat for you. “*The Streets of Monaco*” is a *floating model of the city*, complete with a go-kart track replica (*three-wide!*) of the famous circuit. The project is estimated to cost *about \$400 mil*, and includes smaller versions of tourist attractions like the *Hotel de Paris, Prince’s Palace, Port Hercule and La Rascasse*. The mega yacht also comes with a *helipad, swimming pools, Jacuzzis and jet skis*. The “Streets of Monaco” is 508 feet long, has space for a crew of 70, but just 16 guests. It is propelled by a diesel electric motor, and can travel at speeds of up to 15 knots, or about 17 mph. “The Oasis” is the main boarding point for guests, modeled on the gardens just outside the Monaco casino. A waterfall sits in the center of the room, with numerous shrub-lined pathways extending out. A spa, including hair salon, private massage suites, steam room and a bar are on the lower level. The upper level features a café bar with view of the gardens below. “It took around six months to produce the concept. I think the team all has their favorite elements but all are incredibly proud of the end result,” said Rob



McPherson, one of the founders of the project. “We have had a significant amount of interest from the general public wanting to take cruises and a number of inquiries for potential commercial applications. We are actively looking for clients either private or commercial with the vision to realize this new and interesting design direction. A starting price of around \$400 million would be a sensible starting point, escalating from there.” Well, there you have it. You can check out more floating cities, or log your interest in the Monaco, at yachtislanddesign.com...**No Mo’ Microbus?!** **Say it ain’t so!** Brazil was the last place producing the classic **56-year-old VW camper van**, but no longer. New ones can still be purchased, but the days of the VW Bus are over in Brazil. In December, the last Type 2 Bus, considered a classic the world over, rolled off the line in São Paulo. That’s because the vehicle is no longer up-to-date, now that Brazil will require all new cars to have anti-lock brakes (ABS) and airbags. These features are simply

not feasible in the 56-year-old model, VW engineers say. The first VW Buses were assembled in a large building near São Paulo in 1953. Four years later, Volkswagen do Brasil began series production. Hardly any other vehicle in the world has been manufactured for so long. **1.5 million+** have been produced in the country. A new bus costs about \$19,700, making it the most inexpensive minibus on the market. Thanks to **Chuck Herman & GTR Auto Modelers** for this tidbit... **SIX Mil Ferrari!** One of the biggest surprises at this year’s Gooding & Co. sale in Scottsdale turned out to be the amount brought by the **1958 Ferrari 250 GT Series I Cabriolet**. Estimated to sell between \$4 and \$5 million, this unique example brought **\$6.16**

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T 'n T (contd)

(Continued from page 6)

million at ‘hammer time.’ In pre-auction estimates, the car sat third after the **‘97 McLaren F1 GTR Longtail** and a **‘29 Duesenberg Model J Dual Cowl Phaeton**, which sold for **\$2.09 million**. The Ferrari may not have shattered any sales records, but it did serve as an important reminder that coachbuilt mid-century Ferraris with complete histories could still surprise. This particular example was the most expensive 250 GT money could buy at the time, costing about 20 percent more than the concurrently available **California Spider**. It would perhaps be redundant to recount just what made the California Spider special at the time and what makes it special now, so you can imagine the exclusivity that this rarer and more expensive cabriolet conferred on its original owners. Featuring a body designed and handbuilt by Pininfarina, this car, is the **14th of 40 originally built** and had just four prior owners. But the number of stories that this example offered was a bit on the high



side: The exterior color had been changed at least twice, the brakes were upgraded from drums to discs (*a job for which it was sent back to the factory in Italy*) and the dash had been redesigned by the American dealer per customer request. The interior had also been reupholstered by its second owner, in a different color. This one re-

ceived a replacement engine early on, and was also repainted, in addition to receiving disc brakes at the factory. The car also suffered an engine failure 11 years into its life and received a replacement engine, which was then stamped with the original's serial numbers—not an uncommon event in the life of Ferraris of the time. So this was a car with a few stories, though none were out of the ordinary for well-used Ferraris. The \$1.16 million over the \$5 million high estimate here may be warranted, given the rarity of the model and its well-known history. It also may be a while before we see another example offered for sale, and just like this one it'll be hard to predict just how it will sell. Cars like this have to be in front of the right buyer on the right day... **LESS Expensive Ferrari?!** And a race car, to boot?! There is no shortage of Ferraris at the Arizona auctions any given year, but there was only one this year that could count **Michael**

Schumacher as a former driver. Number three out of a total of nine built for the '98 Formula One season, this F300 was said to have been driven by the rac-

ing legend no less than 38 times and was offered at Barrett-Jackson in Scottsdale. Powered by a 3.0-liter V10 with opposing cylinders set at 80 degrees, this F1 car produces 805 hp at 17,500 rpm. This Ferrari was started up on the auction block in front of a packed auction arena, letting its engine noise do the

‘talking.’ So it shouldn't be any surprise that it ended up bringing **\$1.7 million**. This particular example, chassis 183, is said to have been one of the test cars during early proving sessions. The F300s debuted new aerodynamic features, which would be a turning point in the '98 season, with Schumacher winning six races and achieving a total of 11 podium finishes throughout the season. After its racing days were over, this car was retired and participated in a number of Clienti events—essentially track days for owners of historic Ferrari race cars that allow them to run their cars with Ferrari crew support, which is essential for using these machines. This example participated in Clienti events at Mugello as late as April of 2011, later traveling to Imola in June of that year. All the certifying documents proving that Schumacher drove this car were included with the lot, as were other Ferrari documents. The crowd applauded once more as this car moved across the block after being hammered sold, in a show of support for Schumacher, who, at this time, **remains in a coma** since a **skiing accident last month** (*Thanks to autoweek.com, and other Internet sources for this insanity! Ya just can't make some of it up!! Thanks also to those of you in the Peanut Gallery who have helped me entertain y'all by sending stuff—I 'preciate it!*) 🍌



Model Buffet

1950 Oldsmobile Convertible,
1/25th scale; \$46.00 plus shipping
by: Lyle 'Ex-Prez' Willits

Just before our normal home life was interrupted last May due to a home fire, I had started on a convertible version of the (then) new **Revell '50 Oldsmobile**. Naturally, I was going to convert some of the major components from an AMT '51 Chevy convertible kit.

Fast forward to December 26th, 2013, when I discovered on Facebook, a post from **Missing Link resin aftermarket company**, announcing their '50 Olds convertible kit. I can easily verify that I'm not getting any younger, so I decided to save myself a lot of time and simply order the conversion kit. I am **VERY** glad that did just that.

The kit consists of the **convertible body, front and rear seats, interior side panels** and the **convertible boot**. Obviously, either the stock or mild custom versions of the Revell Olds kits donate the rest of the items needed. All of the kit components are accurate and crisply molded in a slightly off-white resin. There was **NO** flash on any of the parts except the intentional heavy flash within the windshield frame. I believe this 'lightly filled in' windshield frame is, of course, to prevent breakage. The windshield flash can be carefully removed with a hobby knife or careful initial work with a Dremel cutting wheel and a little filing. The interior side panels are nicely detailed and have the correct dogleg sec-

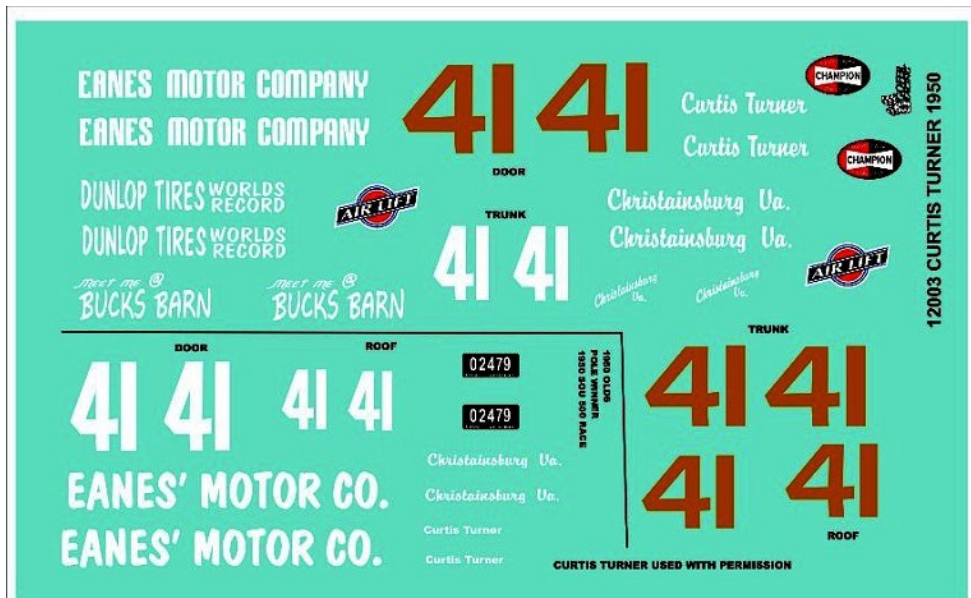


tions at the back. The front and rear seats are completely smooth, correctly representing the vinyl (leather?) seats found in all of the reference photos I could find. The convertible boot fits the assembled parts and the body perfectly. The entire resin kit was test fitted using a Revell Olds floor pan/chassis/frame that I already had assembled in addition to the Revell hood and firewall. Everything fit together perfectly. **NO** up-top is provided, but a moderately ex-

perienced modeler could massage one from the AMT '51 Chevy convertible kit.

Equally, or even more impressive as the resin kit itself, is the **excellent service** provided from Missing Link. I ordered the kit from their web site on Thursday, December 26th. I immediately received a confirmation email, stating the kit would ship on Monday. On Monday, I received another email confirming that the kit

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Model (contd)

(Continued from page 8)

had, indeed, shipped. Only **SEVEN days after ordering**, the kit was in my front door on January 2nd. If we discount the fact that I can drive 12 miles to a certain well-known aftermarket company to get a part, then I simply have

never experienced better service in the model car hobby.

I highly recommend this kit and suggest checking out their other fine products at <http://www.missinglinkrc.com>.

While on the subject of the '50 Olds, if I am not mistaken, **Best Resins** (bestmodelcarparts.com) produces a **'50 Olds station wagon**. I also found these Curtis

Turner decals available from **Gopher racing**, for you vintage NASCAR fans.

Thanks, Lyle. And remember, if you guys run across something that may be of interest to club members, don't assume they know about. Send along a blurb to me, and I'll do my best to include it in an upcoming newsletter (curse you, Matt Guilfoyle—Ha! Ha!). 🍷

Ouch!!

This report 'just' in from our resident street rodder, **Lyle Willits**:

"Accident At The 2014 Grand National Roadster Show" (written by Thom Taylor on January 22, 2014, and posted on *HOT ROD's* blog)

"Folks, please, always make sure that your throttle is free and doesn't stick. Not that we wanted this to be the first post for the **2014 Grand National Roadster Show**, but one of the contenders was approaching the viewing area to be judged when his **throttle stuck, running over GNRS judging chairman Vic Cunnyingham**, resulting in serious, though not life-threatening injuries. And the

roadster is in bad shape. **ALWAYS** make sure that your linkage is free of hangups and interruptions or this can happen to you."

In an update poster later: "Vic has had X-rays and has no broken bones, and is breathing fine, according to GNRS promoter John Buck. He was airlifted out of the Fairplex as a precaution. It goes without saying we wish Vic well."

And, a post by **Candy Clark** yielded further info, i.e., lots of cuts and scrapes, stitches in the head and two broken ribs (*confusion on broken bones?*).

Thanks, Lyle. Oh, the winner? I heard was **Wes Rydell's '35 Chevy Phaeton**. 🍷



Wackiness (!)

Back in early November, Liverpool player Andre Wisdom, currently on loan at Derby County, drove his **\$150,000+ Porsche** straight into a mud pit after getting lost on his way to his own stadium.

There's a bit of irony in his name, no? England's Under-21 national team captain will likely be a great Premier League player some day, but he'll never live this moment down.

Having just arrived to Derby a few weeks earlier, Wisdom still didn't quite know how to get to Pride Park from his hotel and decided to make use of his **in-car nav system**. There was just one problem: the GPS led him down an ominously muddy road in the middle of nowhere. Rather than pulling over and seeking an alternative route—or perhaps coming up with the brilliant idea to call someone, anyone, at Derby to help him out—he stubbornly drove ahead, right into the pool of sludge.

At this point, he abandoned ship and called his club to come find him. He managed to get to his match on time, and the car was

found hours later by a mountain biker.

Meanwhile, **Washington Redskins running back Alfred Morris** recently took delivery of **refurbished '91 Mazda 626**. While most pro athletes indulge in luxury cars—and who are we to judge, we'd do the same—Alfred Morris hasn't, at least in public. In fact, he loves his '91 Mazda 626 sedan so much that he had it fully refurbished by a group of Washington, DC, Mazda dealers.

Morris took the keys to his new silver 626, nicknamed **'Bentley,'** at a dealer event in Chantilly, VA. Mazda technicians spent 12 weeks stripping the car to its bare frame, replacing the alternator, battery, brakes, A/C and gutting the original 2.2-liter 110-horsepower 4-cylinder engine.



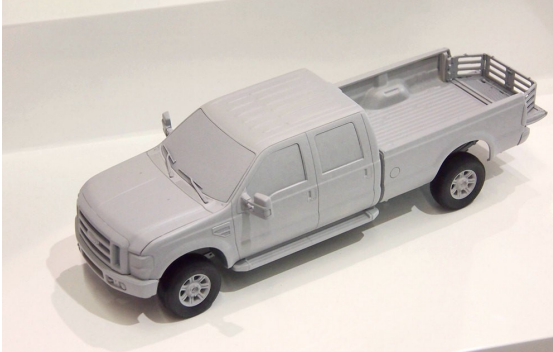
Inside, they added diamond-stitched leather seats to mimic a real Bentley and installed a 7-inch touch-screen infotainment system in front of the 5-speed manual shifter. It's immaculate.

"This is my baby, man," he told a group of reporters. "It's more than just a car. I didn't grow up with a lot. This helps me remember where I come from and where I'm going."

He bought it from his pastor when he was a junior at Florida Atlantic University and drove it from Florida to Virginia for his first NFL training camp last summer, where he was picked in the sixth round of the draft by the Redskins. He wants to hand the 626 to his kids, but beyond his humbleness of driving a slow, old car, there's no doubt it could become his good luck charm. 🚗



New Stuff!



Not many details available on this newly announced late-model 1/24th scale Ford from Meng, due out by year's end (!) 🚗



Condolences

(Continued from page 1)

bought after graduation from high school. He was particularly proud of the **Pro Modeler 1940 Ford convertible**, a kit he once told me he'd wanted to do for more than 40 years. He bought a 1/10th scale 1963 Corvette when they were introduced and recently told me that he had owned at least one 1963 or 1964 'Vette during all the ensuing years. He was a tech judge at the annual **Bloomington Corvette meets** and also frequently rode his Harley Sportster. He made it a point to attend the **Grand National Roadster show** and frequently participated in the **Woodward Dream Cruise**. I last spoke with Roger just before the holidays, when he told me he was taking a short leave of absence. Our condolences to Roger's family and to the team at Revell. The model car world has just lost a true pioneer, innovator and kindred spirit. Godspeed, Roger. [Thanks to Tim Boyd for this tribute to Roger he shared on the Scale Auto web site]

Andy Granatelli, long time race team owner and STP promoter and also known as Mister 500, died December 29th at the age of 90. His involvement in motorsports stems back all the way to the 40s, when he tried to qualify for the Indianapolis 500. He was injured in an accident during that attempt, which forced him out of the cockpit. After running several service and parts shops with his brothers in the Chicago, as well as promoting races including stock cars at Soldier Field, he became a

successful businessman, working for **Studebaker** and then managing and promoting **STP Oil treatment products**. Granatelli bought Tuneup Masters in 1976 for \$300,000 and sold it for \$60 million in 1986. He entered dozens of cars in the Indianapolis 500, some of which were very noteworthy. Such as the last of the Novi-engined Indy cars in the early 60s. In '67 and '68 he achieved racing immortality by entering turbine powered race cars at Indy, including for Parnelli Jones and Joe Leonard only to see both the cars fail with only laps remaining to claim an Indy 500 crown. The following year he won the 500 with Mario Andretti behind the wheel. He also used motor racing to promote the STP Corporation into a household name, sponsoring cars in many series, including "**King**" **Richard Petty** in NASCAR for many years. STP sponsored cars appeared in many top level racing series including Grand Prix racing. In '68 he published his biography, **They Call Me Mister 500**. There were many STP sponsored cars that were turned into model kits. Probably the most available was the MPC 1/25th kit of the '68 Turbine 'wedge' which has been reissued numerous times. And of course there were many STP stock car kits (both plastic and resin), lots of 1/24th and 1/25th and most recently the 1/16th '73 Dodge Charger reissued by MPC [Thanks to Chuck Herrmann of the GTR Auto Modelers]

After a long and valiant battle with Alzheimer's disease, we are sad to report that **Pat Garlits**, the **wife** of the greatest drag racer ever, **Don Garlits** has died. The role

of Pat Garlits in the career of her husband can never fully be appreciated. She served as the rock that anchored their family. She served as emotional and even physical support for Don, she was there for the best of times, she was there for the horrifying worst times where her husband was burned, maimed, and in positions of grave danger. She logged all of those road miles over the years, she was even a winning racer herself for a time, but most of all she was a mom and a wife, and a person loved and respected by many.

Don and Pat Garlits met in 1952 and they were married on February 20, 1953. Over the span of nearly 61 years they encountered and endured things that no other couple on Earth could conceive of, let alone understand. In a move that set the course of drag racing history for roughly the next 30 years, she refused to let doctors remove Don's severely burned hands after a disastrous fire in Chester, South Carolina in 1959. She found another doctor in another hospital in Florida that thought he could help so she rode on a train with her husband who was in immense pain from South Carolina to the Florida hospital. Don's hands were saved and they were the instruments of so much success and innovation that the sport would not look the same today without them. Though gnarled and thick from decades of constant use and harsh treatment, Don's mitts were most often seen wrapped around Pat's at the races before she became too ill to travel.

In recent years it was Don who became the caretaker and

(Continued on page 12)

Condolences (contd)

(Continued from page 11)

emotional support for his wife who had served in that role for the majority of his life. They shared a love and a bond that's all too rare in today's world. It held stronger than the strongest TIG weld until the very end.

We could literally go on for thousands of words about Pat Garlits, but we won't. In the coming days and weeks there will be many great words spoken about Pat Garlits (*Ed. Note: See Ron Bradley's words below*). In all of those things we ask that you remember one thing. Pat Garlits was not just the wife of Don Garlits. She was a singular force in the sport and in her family that fostered, encouraged, hugged, lis-

tened to, and facilitated the most driven mind and most determined spirit the sport of drag racing has ever known and ever will know. She completed him. For that, every person who loves drag racing should be thankful.

We send our most heartfelt condolences to Don Garlits and his daughters on the passing of his beloved wife and their beloved mom **UPDATE: Here are the words of Garlits himself:**

Dear Friends,

My dear wife of nearly 61 years left this world and went over to the other side at 5:53 PM, this afternoon. She has been suffering a lot these last few days and it was



a Blessing to see God take her into His care. I will miss her very badly, but will be with her sooner than I realize, as time is very different here than over there.

She passed at home with her two daughters at her side and me holding her hand and a little Yorkie dog on each side of her. She went without making a sound and this house is going to be very quiet for a while. I had "Glenn Miller" playing in the background, as that was her favorite "Big Band."

I will let everyone know what the arrangements will be when I know myself. Thanks for all the Prayers and support through this terrible ordeal Sincerely, Don Garlits [*Thanks to Brian Lohnes and bangshift.com*]. Godspeed to you all. 🙏

Condolences

What a sad end to a great woman's life. Grace and I have been friends with Pat and Don for 51 years. When we visit Florida or stay there during the Winter, we always used the Garlits' compound as our base of operations. Three years ago, we spent four months there over the Winter.

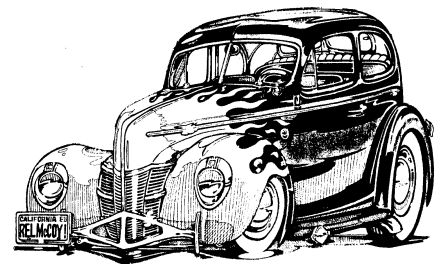
Even though Pat was very sick and sometimes did not know who Don was, he would take her out for a ride or lunch every day in the favorite '40 Ford. Throughout their life together, Pat was always the support behind the man. She was always friendly and happy to everyone.

Six years ago, their daughter Donna and I attended the Roy Hill

driving school at Bristol Raceway, competing in Super Comp dragsters. Don, Pat, Donna, and the grandson were there along with my wife Grace and I. We had a wonderful time, although Donna's car had a wiring issue and experienced a minor fire. She was very distraught but Pat and Don calmed her down.

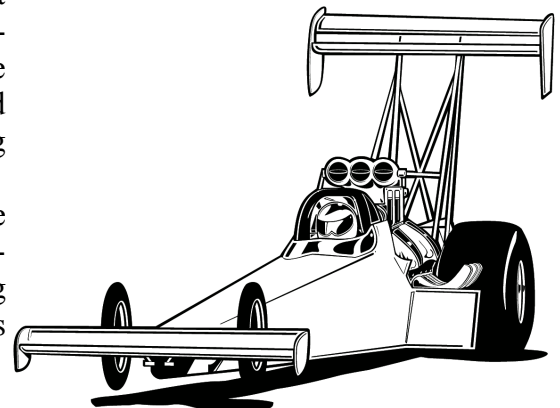
Pat and Don always had a slew of Yorkie puppies, and at one point, we were supposed to get one from the next litter Unfortunately, the dog only had one pup, he was very small, and they decided to call him Big and kept him as a pet.

Donna had taken over the day to day running of the museum in recent years, leaving Don to care for Pat—he was always by her side.



We will miss her greatly, and offer our condolences to the entire Garlits extended family.

Ron and Grace Bradley 🙏



Old Dominion Open

Scale Model Show and Contest



Richmond Raceway Complex

The Henrico Building • 600 E. Laburnum Ave. • Richmond, VA 23222

Doors open at 8:30 • Registration Closes at 12:30 • Awards Ceremony at 4:30



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Mike Lyons / 804.306.4517
mlyons@richmondicezone.com

THE BIG SIT

February 22, 2014

MAIN LINE HOBBIES



**10:30 AM,,,,,,
PLYMOUTH MEETING MALL - SUITE 2085
500 W. GERMANTOWN PIKE
PLYMOUTH MEETING, PA. 19462**



The **Tri-State Scale Model Car Club**

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

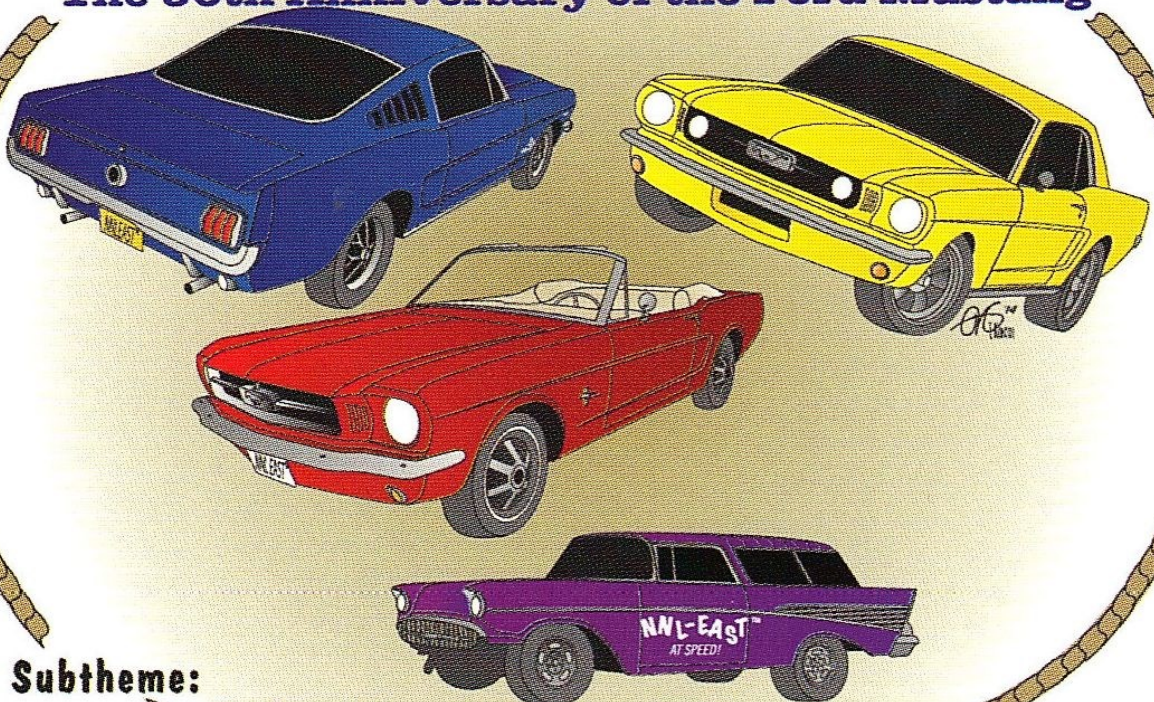
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THE 28th ANNUAL

NNL™ **East**

*This Year's
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HOLD YOUR HORSES

The 50th Anniversary of the Ford Mustang



Subtheme:

Circle Your Wagons

SATURDAY, APRIL 26th, 2014, 9:00am to 4:00pm
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For Show Information:

Tom Geiger (732) 687-8171 (7-10pm weekdays)

Write: NNLEast@aol.com

For the latest information, go to: www.nnleast.com

WWW.MAMASBOYZ.ORG

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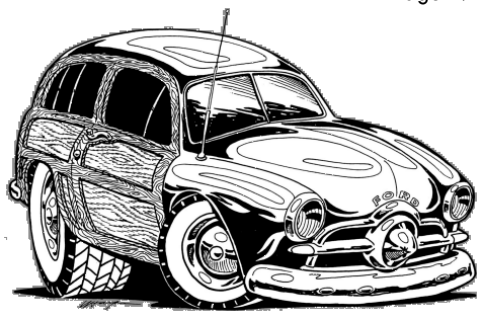
MARYLAND AUTOMOTIVE MODELERS ASSOCIATION



- 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 13).



- Feb. 22nd—*The Big Sit*, from 10:30 AM until ?? At Main-line Hobbies, in Plymouth Meeting, PA (see page 14)



Guns Don't Kill People
Drivers With Cellphones Do

I BRAKE FOR...
Oh Shit, No Brakes!

Pontiacs on Parade!

With me riding herd on my buddy on the resto of my 1:1 '68 *GTO*, I've got very little time for building. That said, let's move on.

Steve M. Buter: Steve displayed a very nice mild custom blue '62 *Catalina hardtop*.

I displayed my in-progress *Monkeemobile* with mild body-work (including molded front and rear pans) in preparation for its color coats, using the Krylon paint. This one is for fun, so I'm not worried about 'numbers matching' paint codes.

I also pulled out a nice diecast, the '65 *GTO hardtop*, resplendent in *Iris Mist*. Oh, it's from



Danbury Mint.

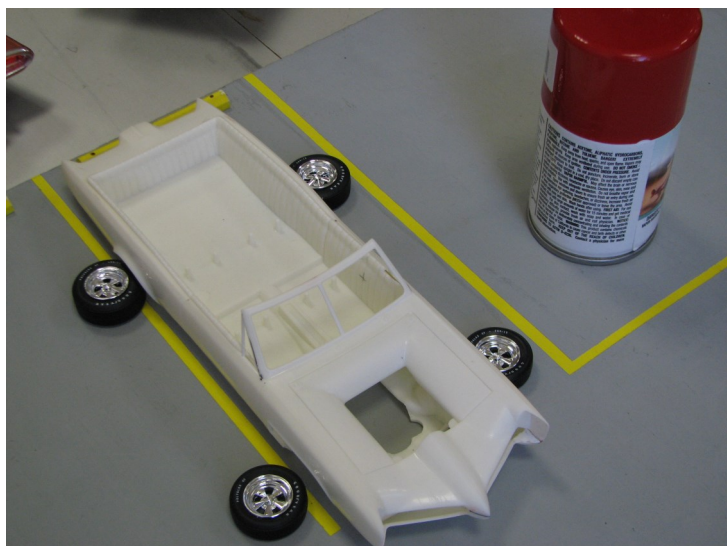
As I've said continuously—I'll bring the 'Reserved Parking' as long as interested parties trot out their Pontiacs, thereby needing somewhere to park! I am also *VERY* intent on 'ramping up' my own building schedule, no thanks to those of you who have fed my 'Pontiac Fever' since this display has come 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!!* 🍷

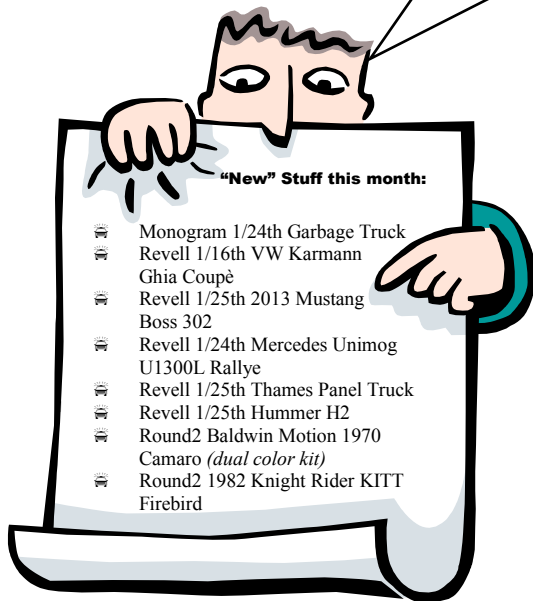


This is the newsletter of the
Maryland Automotive Modelers
Association

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 Garbage Truck
- Revell 1/16th VW Karmann
- Ghia Coupé
- Revell 1/25th 2013 Mustang
- Boss 302
- Revell 1/24th Mercedes Unimog
- U1300L Rallye
- Revell 1/25th Thames Panel Truck
- Revell 1/25th Hummer H2
- Round2 Baldwin Motion 1970
- Camaro (dual color kit)
- Round2 1982 Knight Rider KITT
- Firebird

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:

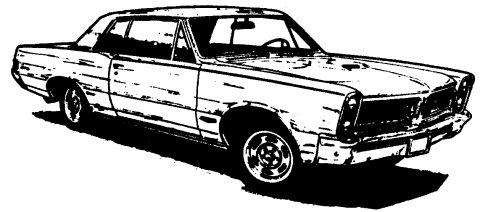
<http://www.carlisleevents.com>

York US30 Musclicar Madness:

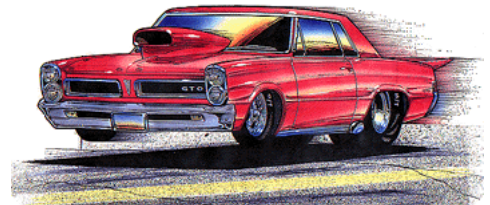
www.yorkus30.com 🗺

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 Prix, 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!* 🗺

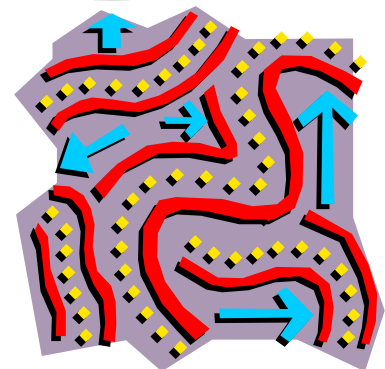


We're on the web!
<http://www.mamasboyz.org/>

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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Vice President: Tim Powers
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Treasurer: Matt Guilfoyle
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Newsletter Editor: Tim Sickie
gtoguy@verizon.net