



MAMA Sez!

Volume 27, Issue 2

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



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

Time to Hit the Workshops!

Attendance for our annual Anniversary celebration was lighter than expected.

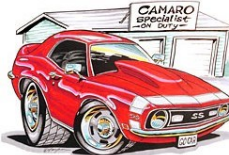
As in years past, **Tim Powers**, our talented *VeeP* (and his lovely wife Dawn) screwed together another great cake to celebrate the occasion. **Thanks, Tim and Dawn!**

This month, Rich Wilson peeks at the *Revell '67 Camaro SS396*,

while **Pat Crittenden** builds the vintage *TV Tommy Ivo F.E. rail*. **Thanks, guys!**

The *Pontiac Parade* was back with a vengeance, since Nick and I were.

The raffle raised **\$55.00**, while the door kicked in an additional **\$71.00**, meanin' we *didn't* make the rent.



Thanks to the raffle donors: **Brad, Ed Brown, Mike Costic, Matt**

Guilfoyle, Ron Hamilton, Kevin Kovach, Rich Wilson, Bradley's Car Collectibles, Replicas & Miniatures Company of MD. Thanks also for helpin' with chair stowage after the meeting—we 'preciate it! ☞

Condolences

Paul Revere, leader of the 60s rock band *Paul Revere and the Raiders*, died early this month at his home in Idaho, the band's website reported. He was 76.

Revere—whose birth name was Paul Revere Dick, according to a biography on Internet Movie Database—was frontman for the band that often performed in three-cornered hats and other clothing harking back to the American

Revolution.

Revere was born in Nebraska and played in bands in Idaho and Oregon, according to a tribute on the band website written by Roger Hart, who managed the group in the early days. Hart said he took the band to Hollywood and signed them to a deal with CBS/Columbia Records.

The band recorded a string of hits in the 60s and early 70s, including *"Kicks," "Hungry"* and *"Indian Reservation."* Revere, the band's or-

ganist, had a hyperactive effervescent stage personality and came to be known as *"the madman of rock 'n' roll."*

The band's fame grew as they appeared on *"Dick Clark's American Bandstand," "Where the Action Is,"* the *"Ed Sullivan Show,"* the *"Tonight Show with Johnny Carson"* and even the *"Batman"* TV show, Hart wrote.

And, let's not forget the pop classic commercial *"All Rise for the Judge"* for the iconic

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'67 Camaro SS396

When we saw the test shots of this kit at NNL East, I wasn't aware it was in the pipeline. We haven't had a new kit of this since the annuals back in the day; and needless to say this kit is worlds better. The first thing I noticed was the box art car is built and painted identically to my annual as I restored it a few years ago. Since this is a 396 car, I'm not sure what the second version in this kit is supposed to replicate; more on that later.

Engine: It consists of 21 pieces with a manual transmission. The good news is that the oil pan is a separate piece as are the starter, fuel and water pumps, oil filter with decal and fan thermostatic clutch. Power steering wasn't so popular in the day and none is provided, but there is a smog pump cast to the belt assembly. Further detailing of the smog system shouldn't be too difficult. As is the norm anymore, the upper and lower radiator hoses are included.

Chassis: The chassis, because of the unitized body, is one piece, but the interior floor is separate and locates with several pins. The front suspension is only two pieces, but that should make it stronger and sit level. The coil springs with cast in round tubes. Lowering would be a bit of an undertaking, but not impossible. The upper A-arms are cast to the chassis. There is a separate steering box. The rear is A 12 bolt axle made up of seven pieces. There are sway bars front and rear. The exhaust system is the standard and is four-

pieces with the nice metal tubes for the tips. I like them since I don't have to drill the tips out a la Mr. Greenberg! Disc brakes are included for the front and drums for the rear.

Interior: It's the now usual platform style with the included console as a separate piece which makes it easier for the race version. Strange that the shifter is not chrome plated. The front bucket seats are two-piece with releases and the rear is separate. A set of aftermarket seatbelts will really bring this assembly to life. The major twin gauge cluster is a decal that locates to a clear piece then to locating pins on the back of the dash. There are decals for the minor gauges and radio as well. The pedals install to the dash and include the parking brake pedal. The steering column has the turn signal stalk and the rally steering wheel has a horn button decal. The firewall makes the interior front and the sides even have knobs on the air vent levers. The inner front fenders are part of the interior and get a battery and washer bottle. It's a shame the bottle isn't a clear part, but the battery gets a decal with the 'Delco' name and red caps. I like the separate master cylinder and booster. The radiator assembly is a total of four parts including a hood latch and 'caution' decal.



Body: The first two things I notice are the lack of scripts and wing windows. Only the locks and rocker panel molding are on the body. The wing windows have their frames cast to them and only need chrome foil to finish them. The wipers are the now usual separate chrome pieces as are the tail-light bezels. The lights are clear red with clear back up lights. Not much else except windows, dome light and mirror. The hood has what I'd call non-working hinges and chrome inserts for the 'SS' version. The headlights and turn signals are clear pieces. The front and rear stone panels are separate pieces. A front chin spoiler is also included.

Tires/wheels: I've gotten to like the steel pins for mounting these assemblies, but the wheels only mount to the kit tires. They are rallys, one piece and chromed, but can't easily be used on other tires, like if the builder wanted to have big and little tires. The tires (*no names*) have great tread detail (*we've seen these before*), but the lack of identification spoils them somewhat. But on the other hand, the builder can add whatever

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Retro Corner

Current Information: AMT TV Tommy IVO F.E. Dragster, Kit# AMT-621, 96 Parts, Molded in: White, chrome, vinyl, waterslide decals, MSRP \$18.00 (reissue)

Retro Information: Original Kit#: T-214

Price for original: \$80.00

Pros: Another great reissue; leaves much room for detailing.

Cons: Decals hard to set, hard to get top body panel off and motor must remain loose.

Hey Gang,

Back again. I guess you all heard Pat's fighting the Big 'C.' That isn't going to stop me though! Anyway, this month, we're looking at the 'old' TV Tommy Ivo Front Engine Dragster reissued in 2009. I haven't seen one built yet, so I decided to tackle this one myself. I also added a pre-wired magneto and photo-etched front wheels. Other than that, let's see what makes this kit

'tick.'

Wheels/Tires: Like I said, I didn't use the kit fronts. The backs are a little too wide, but I used them anyway. The fronts are photo-etched and look much more presentable on the model. Cool huh?!

Engine: This 20 part assembly definitely needed that pre-wired magneto. But with that, and some detail painting, turned out fairly well. The only other bad point of the engine is the mounting position of the headers. This four piece assembly should have been two. As a result, the headers do not line up on the head correctly, and result in a 'funky' layout.

Chassis: At 29 pieces, this assembly is not bad looking. The three piece steering would scare some people but with time and patience, it went together with no trouble. The one other thing that is apparent with this particular model is, to get the top 'tin' of the body off, is to 'leave' the engine loose so it slips in and out of the trans housing. Unfortunately, once the decals are 'on' the car, it's a done deal. This means the body is held together by the decals.

Decals: Like the "Young American," they are nice! Round 2 really nailed them again! The



color resister is good. They aren't so thick that you can't get them to conform to the body or the car either. **Over all—Nice!**

Body: This one required some 'body work' to fit the chute and cage to the height of the body, but overall, once again, not bad for an 'old reissue'!

Final Assembly: This consisted of the drag link, two radius rods, two rear disc brakes, the chute and I lost the push bar inside the model!! But once together, this baby makes for a nice partner to my "Young American" dragster. The wheels were also part of this assembly. Next time, I'm using thinner rear tires. It was a fun build and I recommend this to anyone.

Until next time, keep building, and just have fun!!!!

Pat 🍷

Check out the Firebird (Formula) wannabe—the Raybestos Camaro (!)



Raybestos
The Fast in Brakes



'Gov-a-mint Motors!'

Let's pick up where we left off last month—**RECALLS!** 'GMC' has reportedly issued a *recall* for one of its *own recalls*?! The recall of a recall affects the recall of the '14 Cadillac CTS, which wasn't supposed to be recalled. Except that the '14 CTS was supposed to be recalled. Oh no, now we've gone cross-eyed.

Lemme explain. The redesigned, third-gen CTS sedan does not feature a faulty ignition switch, while the '14 CTS coupe and wagon, which are based on the second-gen car, do. And as it turns out, there are only 264 of those vehicles included in the recent 8.2-million-unit, ignition-switch recall.

It's not entirely clear how this, frankly, colossal mistake was made, although 'GMC' is rapidly (!) trying to get to the bottom of this embarrassing issue.

It's almost like **Groundhog Day**: Wake up, check news, report on another 'GMC' recall. This time it's the Impala and XTS that have been sold since 2013. The parking brake can remain partially activated after release, causing heat buildup, sparks, and if ignored long enough, flames. This recall affects about **217,000 vehicles** sold, and 'GMC' isn't aware of any crashes, injuries or deaths associated with the issue. The recall couldn't come at a worse possible time for 'GMC,' who is reeling from a laundry of list of recalls, including one for ignition switches that has become a quagmire for the company.

One wonders—how can some-

one drive a car and not notice that a brake somewhere is dragging? That's something that's pretty noticeable: the acceleration suffers, turning suffers and there's that lovely smell of cooked brakes wafting through the car to indicate that there might be a problem. It takes effort to ignore a brake that's hanging up long enough that it catches fire. While the recall is certainly another black eye for 'GMC', this is the type of mechanical issue that an attentive driver should be able to pick up on long before the words "caught on fire" have to be uttered.

Cadillac will go through a major strategic realignment that will see it *spun off as a separate business unit* and move its headquarters to New York City.

While key operations, including sales, marketing and product planning, will move to the Big Apple, Caddy's design and engineering efforts will remain in the Motor City. And they will be extremely busy in the years to come, according to **Johan de Nysschen**, the new Cadillac global brand chief.

The one-time "standard of the world" is getting ready to unleash a product blitz intended to challenge its German rivals, covering everything from a new entry-level model to the upper reaches of the luxury market. There will likely be new coupes, convertibles, crossovers and performance cars, according to de Nysschen—



though the South African-born exec cautioned that the cost could be significant, at least initially. "We want to put a little distance between Cadillac, as a premium brand, and the rest of the brands in the 'GMC' stable," he said, explaining the decision to move to New York, where 'GMC' itself once had a large presence on the corporate management side. Sounds **EXPENSIVE**. *Anyone for a \$100K Caddy?!*

Cadillac recently announced that it will name its new, lineup-topping sedan the **CT6**, marking the start of a top-to-bottom overhaul of the brand's nomenclature. The CT6 will "expand the Cadillac range upwards—meaning it will not replace any current product," Cadillac said in the statement. It will be slotted above the CTS and XTS, aiming to "join the elite group of top-class large luxury cars."

I **LOVE** [bangshift.com's](http://bangshift.com) response, and I quote—"Are... you...effing...kidding...me? First off, seeing it in type makes me think of **CAT-scan** for some damn reason. Then there's the illogical rationale: Because the Cadillac CTS (*which, by the way, stands for Catera Touring Sedan...yes,*

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GM To Pour All Resources Into Single Car That Can Be Safely Driven Down Street And Back (?!)

(The following ‘anecdote’ comes from **The Onion**, an online laugh-producer, and here’s the link—<http://www.theonion.com/articles/gm-to-pour-all-resources-into-single-car-that-can,37021/>)

(Sep 25, 2013) DETROIT—In what is being hailed as a potential game-changer for the beleaguered automotive giant, General Motors announced Thursday that it plans to pour all its resources into a single car that can be safely driven down the street, turned around, and then driven back.

According to CEO Mary Barra, GM will harness every means at its disposal—from its \$155 billion in annual revenue to its 219,000 employees working in 396 facilities around the world—to produce one **Chevrolet Function**: a four-door sedan that will be made available to a single customer wishing to complete a trip around a residential block without sustaining any bodily harm.

“We’re excited to be investing everything we have in this promising new direction for GM, which will allow tomorrow’s driver to navigate a stretch of road in a vehicle that remains physically in one piece throughout the trip,” Barra said at a press conference, standing before an in-progress model of the car that she confirmed is now the sole focus of GM’s entire 2,000-person design team. “This car represents a remarkable leap forward. With its state-of-the-art technology, the Chevy Function can run for up to eight minutes without anyone in-

side it being killed or even needing to be hospitalized.”

“This is where the future of GM lies,” she continued. “For any consumer who just wants to stay alive while taking a short spin down a street with no traffic, hills, or obstacles of any kind, we believe the Function is the perfect car.”

While stressing that the new model is still in the development stages, GM officials touted a recent breakthrough trial in which, for the first time, a test driver emerged unscathed after spending several minutes inside a prototype of the car. A video screened for reporters shows the driver successfully backing out of a driveway, shifting from reverse into drive, and making noticeable forward progress before the engine stalls and begins emitting smoke.

Throughout the media event, company representatives praised safety features aimed at protecting the driver from deadly mechanical failures, including an ignition switch that allows the motor to continue running uninterrupted while the car is in motion, a gas-ket that can prevent the airbags from unexpectedly deploying mid-drive, and a braking system capable of stopping the vehicle upwards of 98 percent of the time.

“The Function represents a bold commitment to meeting our customers’ needs every step of the way, whether they simply want to drive to the end of a street, or



whether they also want the ability to slow down, turn around, and then come back to the beginning of that street,” said Barra, noting that she firmly believes it will soon be possible for a GM driver to do these things without sustaining limb paralyzation, brain damage, or another permanently debilitating injury. “Of course, there are still some problems with the car erupting into flames when the power steering is engaged. But it works fine as long as you’re just driving it in a straight line; we can assure you of that.”

“You can expect to see the Function on the road by 2019 at the latest,” she added. “After that, our goal will be to scale up our facilities and potentially produce five or maybe even six of these automobiles.”

Acknowledging recent incidents in which one GM employee suffered third-degree burns and another lost a hand to an electrical fire after they attempted to switch on the car’s headlights, a spokesperson for GM said its “dedication to quality” had forced the multi-billion-dollar project back to the drawing board numerous times. Still, the company reportedly pro-

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This 'n That

Memphis Raines Wannabe?!?

You know, Nicholas Cage from *"Gone in 60 Seconds"*?! In the opening scene of the 2000 remake, his younger brother Kip has to steal a Porsche. When he finds that the machine is the dealership's floor eye-candy, he breaks into the dealership using a brick and while *'Mirror Man'* gets the info off of the car, breaks into the key box. Once the car is started, they drive right out of the front door and onto a series of misadventures that end up with the beginning of the movie. Employees at Bill Pierre Chevy in Lake City, Washington who know the film must be experiencing a sense of déjà vu. According to Fox News (*Seattle*), police received a call on October 7th, 2014 at 4:30 a.m. in regards to a "dramatic" break-in. Upon arrival, the scene told the tale: smashed windows, a set of tire tracks that led up to the smashed doors that had been locked, and one **brand-new \$75,000 Chevrolet Camaro Z/28 missing**. Officers located the Camaro in the driveway of a house a half-mile away from the dealership, having been seriously damaged after it's impromptu trip through the front doors. The dealership was damaged as well, though the extent of the damage has yet to be determined. Currently police are trying to locate the would-be thief...**Miata Record**. September 5th, exactly 1,210 **Miatas** pulled onto a dusty hill next to **Mazda Raceway Laguna Seca**, just to see if they could set the **Guinness World Record** for the



most Miatas gathered in one place. Fitting, as the Miata already holds two world records: One for the most popular roadster in the world, which consists of nearly a million produced. The other was set in 2010, as recorded by Guinness, when 459 cars gathered at the Zollverein Coal Mine Industrial Complex in Essen, Germany. At this year's Miatas At Mazda Raceway event, organizer Rick Weldon knew that **1,841** cars had registered for the weekend's activities, including the 1,210 that made it for the photo opp. But after going home and tallying the numbers, he found that on Saturday: **1,934 Miatas** had descended upon the racetrack...**Chryco Road Racing DOA!** In a rather surprising move that no one likely saw coming, Chrysler just announced that they were **killing, effective**

immediately, all of their factory backed road racing efforts. This seems to fall in line with the general direction of the direction SRT has been heading after announcing that the company would not be reentering NASCAR. We have also heard that SRT will lend no factory support to NHRA Pro Stock racers as well, but at this point the big story is the road racing program that was just starting to get its legs under it and have some success. While the season had gotten off to a relatively slow start for the Vipers, they were breathing hot fire down the necks of everyone else by the time things ended at the final race of the IMSA TUDOR United Sports Car Championship. The cars were competing in the GTLM class. Now it should be noted that there will likely be Vipers in competition on some level next year but they will not be factory supported or backed. We're guessing that the cars, parts, and spares that the teams have now will be sold off at attractive prices because once the factories get out of stuff, they literally get out by liquidating what-



(Continued on page 7)

T 'n T (contd)

(Continued from page 6)

ever physical assets there were to make a 100% clean break...**Leno TV?!!** Autoweek columnist and former host of "The Tonight Show," Jay Leno is close to a deal to **host his own car show on CNBC**, according to The Hollywood Reporter. Leno's car-focused website, Jay Leno's Garage, is hosted on NBC.com, and CNBC aired an hour-long special on Monterey Car Week, called "Jay Leno's Garage: The Ultimate Car Week," last Labor Day weekend. Details are scarce as to the show's format and schedule, but The Hollywood Reporter says it will be shown in prime time... **Ferrari Recall!** On the heels of the introduction of its new 458 Speciale A, Ferrari is recalling more than 3,000 458 Italia and Italia Spider models because the front trunk doesn't have an interior escape handle. Just how small one would have to be to fit in a Ferrari trunk, but the 458 Italia actually has more than 8 cubic feet of front cargo space—tiny (*a Fiesta hatchback has almost 15 cubic feet behind the second row*), but theoretically large enough for a child to sneak in and get trapped. Normally, a car hood has two latches, one to pop it up an inch, and one to swing it open all the way. The double latch prevents the hood from opening while driving, even if the first button is accidentally pressed. Ferrari's front trunk works the same way, except that the inside handle only opens it an inch. Ferrari says that's enough to prevent suffoca-



tion and allow one to call for help. Ferrari will notify affected owners, and modify the interior trunk latch so it opens the hatch all the way...**The Last Falcon?!** Ford Australia has unveiled the '15 **Falcon XR6 and XR8 sedans**, which will be the **last new cars that Ford's Aussie wing** plans to reveal before domestic production ends in late '16. The '15 Falcons are heavy restylings of the current one rather than new models by themselves, as they will only spend two years in production. Ford has given them a fascia designed to resemble the '15 Mustang as well as the Fusion. The Falcon is a large sedan about the size of the North American Taurus, and has been in local production for decades for the Australian, New Zealand, and other RHD markets. These versions of the new Falcon that Ford has shown so far are performance versions of

the sedan; the base version will be revealed a little bit later. The new versions of the car are expected to receive the same engines currently available in the Falcons, which for the XR6 will mean an Australia-only turbo'd straight-six while the XR8 will be powered by a 5.0-liter. The base versions will receive smaller 2.0-liter EcoBoost engines. They are expected to hit the streets in December...**Original Hellcat.** To the surprise of no one, the **numero uno production Dodge Challenger SRT Hellcat** headed straight to the auction block at Barrett-Jackson—a precedent set by the first C7 Vette, the first Z/28 and the first '15 Mustang. Already, B-J is calling the Hellcat 'iconic.' Hellcat VIN0001 has an eight-speed TorqueFlite with black Laguna leather seats. It features a special shade of red, carried over from the Viper—the first of which, come to think of it, also went to B-J. And like the first Viper, the House That Craig Built is selling the Hellcat to benefit charity: This time, 100 percent of the price will go to **Opportunity Village**, which helps people in the Las Vegas area who have intellectual disabilities. A bit of perspective: That first '15 Mustang went for **\$350K**. The first Z/28 went for **nearly twice that**. The first C7 went for an eye-twitching **\$1.05 million**—the Hellcat likely sold for a price in between the two. After all—**707 hp** (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!) 🍷



New Stuff!

Just in case you
been livin' under a
rock lately, these
announcements were made over on the *Spotlight Hobbies message board.*

Round2 (AMT)

- '70 Heavy Chevy Impala SS hardtop (*Original Art Series*)
- '72 Crew Chief Chevy Blazer
- '69 Mercury Cougar Eliminator (*white*)
- '37 Chevy Coupe
- Piranha Spy Car
- '32 Ford Victoria
- '66 Ford Galaxie
- '41 Ford Woody
- Tee Vee Dune Buggy
- Lil Hot Dogger Show Rod
- '63 USA-1 Chevy Corvette
- '53 Chevy Corvette
- Nestle Crunch Chevy Monster Truck (*1/32nd Snap*)
- '69 Mercury Cougar Eliminator (*orange*)
- Piranha Super Spy Car (*Original Art Series*)
- '64 Street Shaker Chevy Impala

- Red Line tires Parts Pack
- KNS-8143 5/8"x12" Round brass tube .014 wall
- KNS-8239 .025"x2"x12" Brass strips
- KNS-83041 1/16"x12" Solid aluminum rod

Lindberg






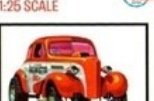













- '66 Chevelle Super Sport
- Dodge L700 tractor w/Shell Tanker
- 1940 Ford convertible (*1/32nd*)
- Ford Rat Rod
- Flintstones car (*1/20th Snap*)

MPC

- Mack DM600 Tractor Cab
- '79 Pontiac Firebird Trans Am
- Jawbreaker Dragster
- 3 Axle Gravel Trailer
- '82 Dodge Van
- Carl Casper's Cosmic Charger

Polar Lights

- DeLorean Car Back to the Future III Final Act (*Snap*)
- Classic '66 Batmobile (*Purple Box, 1/32nd*)
- '70 Nelson Carter's "Super Chief" Charger funny car
- Small Display Base (*3/pk*)

JANUARY		FEBRUARY		MARCH	
 <p>HEAVY CHEVY 1970 CHEVY® IMPALA™ AMT895/12 1:25 SCALE</p>	 <p>PIRANHA SPY CAR AMT916/12 1:25 SCALE</p>	 <p>1969 MERCURY COUGAR AMT898/12 WHITE & AMT912/12 ORANGE 1:25 SCALE</p>	 <p>NESTLE CRUNCH CHEVY MONSTER TRUCK AMT911/12 1:32 SCALE</p>	 <p>1932 FORD VICTORIA AMT902/12 1:25 SCALE</p>	 <p>"STREET SHAKER" 1964 CHEVY® IMPALA™ AMT917/12 1:25 SCALE</p>
 <p>1966 CHEVELLE SUPER SPORT HL117/12 1:25 SCALE</p>	 <p>CREW CHIEF 1972 CHEVY® BLAZER CREW CHIEF MPC897/12 1:25 SCALE</p>	 <p>1937 CHEVY® COUPE AMT899/12 1:25 SCALE</p>	 <p>1969 CHARGER FUNNY CAR POL935/12 1:25 SCALE</p>	 <p>MACK DM600 TRACTOR MPC819/06 1:25 SCALE</p>	 <p>STAR TREK ROMULAN BIRD OF PREY POL934/12 1:1000 SCALE</p>
 <p>WARREN TOPE 1973 MUSTANG MPC896/12 1:25 SCALE</p>	 <p>GERMAN HALF-TRACK HL416/12 1:40 SCALE</p>	 <p>BLUE DEVIL DESTROYER (NO MOTOR) HL212/12 1:125 SCALE</p>	 <p>STAR TREK ENTERPRISE</p>	 <p>STINSON RELIANT AIRPLANE AMT905/12 1:48 SCALE</p>	 <p>SUPERMARINE SPITFIRE HL422/12 1:72 SCALE</p>
 <p>RUSSIAN T-55 TANK HL415/12 1:35 SCALE</p>	 <p>VANGUARD SATELLITE HL603/12</p>	 <p>TABLETOP NAVY 2PK - USS INTREPID & USS NORTH CAROLINA HL419/12 1:1200 SCALE</p>	 <p>TABLETOP NAVY 2PK - YAMATO & ZUIKAKU HL424/12 1:1200 SCALE</p>	 <p>RED LINE TIRES PARTS PACK AMTPP013/24 1:25 SCALE</p>	 <p>CLASSIC BATMOBILE™ (PURPLE BOX) POL933/12</p>

Secret Tucker Prototype Found?!

The Tucker Torpedo is one of the great what-if stories of automotive history. Preston Tucker hoped to revolutionize the industry with a car unlike any other on the road at the time. However, due to a variety of problems, he only managed to build 51 vehicles before closing shop. Over time, they have become highly sought-after; In 2012, one sold for \$2.65 million at auction.

That brings us to this Tucker “replica” that you see here because it might be one of the *ugliest monstrosities ever put together*. However, we might extend some leniency to the creator, as the vehicle isn’t actually trying to replicate the classic look of the ‘48 Tucker 48 (a.k.a. ‘Torpedo’). Instead, it is attempting to reproduce an earlier prototype from ‘46 that actually features that weird, trident nose. According to the seller, his uncle built the car as a labor of love and supposedly used plans from Tucker as inspiration.

Underneath all of the crazy

changes is a ‘71 Riviera powered by a 455-cubic-inch V8. Some of the odder modifications include the front fenders that turn with the wheels and the fin running down the back. All three headlights work, but the one in the middle is high beam only. Oddly, the small hinged sections on the roof are meant to open to avoid hitting your head when getting in or out. Maybe the seller’s uncle was a very tall guy?

According to the eBay auction, the car does run but definitely needs some restoration. At the time I viewed it, it had 18 bids with a price of



\$7,300 with the reserve not yet met. *Yikes!* 🤖

SS (contd)

(Continued from page 2)

name he chooses from the aftermarket.

Race version: Here I’m kind of lost; there are more decals for it than parts. We get an air cleaner reminiscent of that on the Baldwin/Motion cars and a two-point roll bar. There’s no race seat, tires or competition engine parts. There are a set of Minilite wheels. But then in my “Google image”

search, I stumbled across a picture of a car that has to be Revells’ inspiration for this version. The decals are visible on the box art, but also include other numbers, hood pins, and modified Z stripes in black and white.

Decals: On top of those already mentioned, there are black and white nose stripes for the SS version. The scripts missing on the body are included on the decal sheet, which also has several for the underhood area and the air cleaner ‘ID.’ There are three sets

of decals for the headlights and turn signals and redlines for the tires.

Strangely enough, while watching this year’s Mecum Dallas auction, lot #114 came up on the block. It matches the box art car with the exception of the hood. It turns out that it was the very first Yenko Camaro built and sold for **\$300,000!** This is a nice kit, but I can’t wait to see what other versions are in the works.

by: Rich Wilson 🤖

Model Buffet

It seems as though it's been quite a while since we last saw this column, initiated by our own **Matt Guilfoyle**. Well, we got some news, so read on.

Historic Racing Miniatures (our own **Harold Bradford!**) just keeps crankin' out the hits! He is currently poppin' **Porsche 914-6 transkits** out of the molds for sale. These require a Fujimi Enthusiast series 911 kit to complete. Thanks to **JC Reckner** for the pix.

Currently in the works is a **front-engined Scarab (w/engine!)**, which is rumored to be a complete kit, except for decals. I am told that **Steve Deveaux** over at **VRM** will attempt to help you scratch that itch. Should see these early next year.

As always, you can get 'em from Brad (14008 Adkins Road, Laurel, MD 20708), or **Norman Veber** (a.k.a. *Replicas & Miniatures Co. of MD, another MAMA mainstay!*), based on your preferred method of payment.

Oh, and rest assured that Brad has more neat stuff on the way,



but if I told you now, I'd have to kill you (*Ha! Ha!*)!

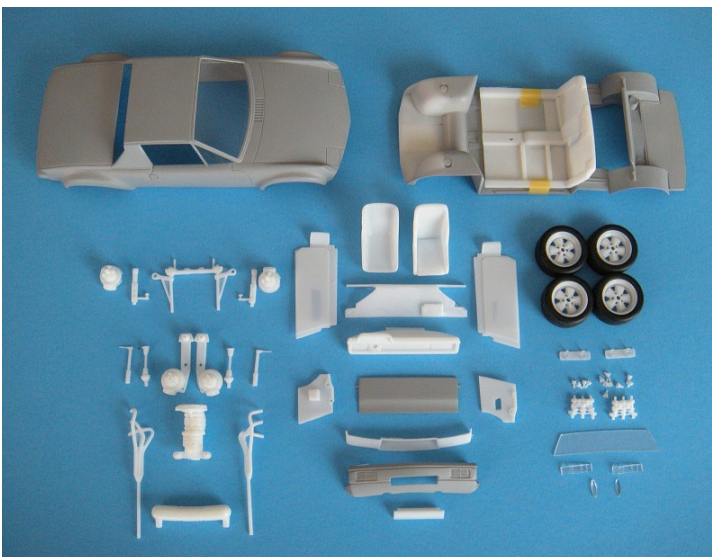
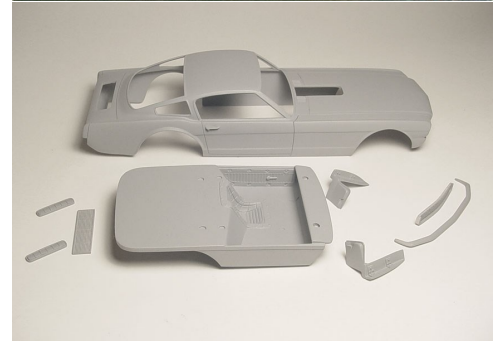
Speed City Resin has a buncha stuff for the vintage drag racers out there.

First and foremost is the **"Stone Woods & Cooke Dark Horse 2" '66 long nose altered wheelbase Mustang** funny car (SC-17, \$38.00). It consists of a correct body, interior tub w/ custom seat, two inner body braces, honeycomb grille, front bumper, Thunderbird tail lights, and Porsche-style trunk vent. An AMT '67 Mustang is required for the grille insert and rear bumper, and a Polar Lights funny car will give up a suitable chassis.

If that ain't enough, they have a recom-

mended list of 'donor parts': 392 Hemi (SC-66), Cragar S/S zero-offset front wheels (SC-34), Cragar S/S rear wheels (SC-57), Halibrand 16" rear wheels (*later version*), Goodyear Blue Streak front 'skinies' (SC-75), a ribbed blower belt (SC-83), and finally, a funny car parts pack (SC-64), in-

(Continued on page 11)



Buffet (contd)

(Continued from page 10)

cluding blower pulleys, timing cover, four-port injector, oil filter and Mallory Super Coil, idler arm, trans linkage, and Airhart disc brakes. Oh, and **Slixx** is replicating the decals for this one.

It don't stop there either. They are offering a set of **6" hollow tube injectors** (SC-86, \$2.00), an **Enderle bug catcher w/new butterflylies and interior throttle rod** (SC-74, \$3.00—never before offered in kit form!), **Goodyear Blue Streak front skinnies** (SC-75, \$4.00), **M/T small block Chevy valve covers** (SC-81, \$3.00), and, last but not least, a **'67 long nose Camaro altered wheelbase funny car** (SC-16, \$38.00). Patterned after real cars driven by Kelly Chadwick and Dick Harrell (*built by Don Hardy*). At this point in time, there are no decals available for this body, but Speed City reports that Slixx is considering them for production. If you are interested, contact Slixx and let 'em know.

Thanks to our own **Ron Bradley** for the scoop on Speed City. For details, go to their website—speedcityresin.com.

Next up, we have a new outfit by the name of **American Racing Miniatures** (P.O. Box 96, Round Hill, VA 20142, <http://americanracingminiatures.com>).

ARM came together in the fall of 2013 when **Tom Faletti** (a MAMA's boy) and **Ed Mautner**, received word from **Chris Etzel** that he would turn over his **Etzel's Speed Classics** to them. Chris sold them the name, rights to use it,

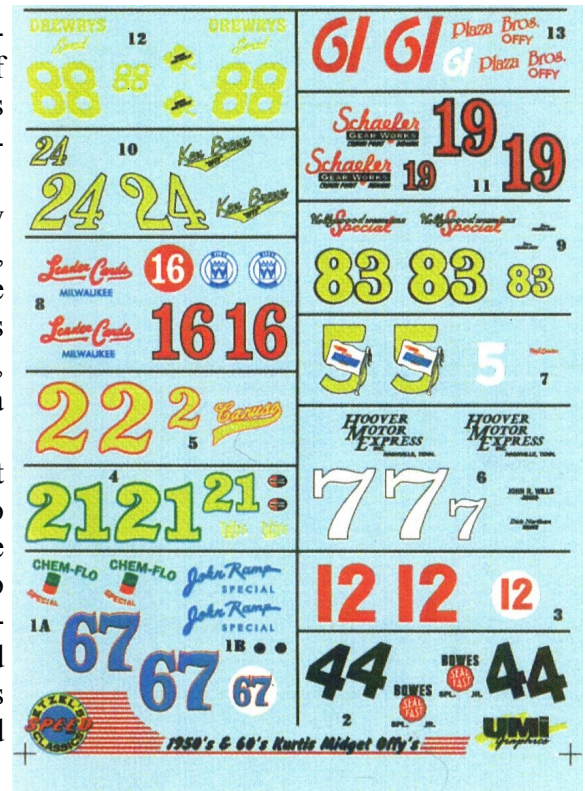
master patterns for nine racing cars, as well as many of the accessories and decals that he had created for Etzel's Speed Classics.

Chris set the bar for low production, multi-media, race car model kits that are still the cottage industry's gold standard for quality, accuracy, and, for want of a better word—buildability.

From the beginning, it has been ARM's goal to maintain or improve his line and to carry that goal into the production of new models, accessories, decals, and other products that ARM is planning to develop and market in the future.

They are Indianapolis racing car enthusiasts and modelers. They will be researching future models, accessories, and decals that they think will be of greatest interest to the open wheel racing modeler. They also hope to provide assistance to the modeler by offering books, research sources and materials, and tools that found to be useful in their model building experience."

That said, their professional-looking five-page color flyer/catalog depicts their current offerings: the **'98 Indy 500 winning Dallara IR8** driven by Eddie Cheever (*curbside*, \$115.00), the **1926, '28, and '29 winning Miller 91 rear drive** (\$135.00), the **1924, '25, and '27 winning Deussenberg**



91/122 (\$135.00), the **1928 land speed record Stutz Black Hawk** (\$75.00), and a **Kurtis Midget** (*curbside*, \$85.00). The Midget includes a decal sheet with markings for **14 cars** (!).

These are multi-media kits, consisting of resin, white metal, vacuform, and a nickel silver lost wax cast grille (*Midget*).

They accept checks, money orders, credit cards, or even PayPal. So, what're you waitin' for?!

As always, if you hear about something of possible interest to your fellow club members, by all means, send it to my attention for inclusion in a future column. Thanks again to **Matt** for creating this monster! 🚗

'Gov't' (contd)

(Continued from page 4)

THAT Catera) has become such a halo car for Cadillac, all models will become a CT-something, with the number having some arbitrary meaning of position and size. Except that the older models won't be renamed until a refresh, and the Escalade will keep it's name, because the only way to appropriately use the new system would make it the **Cadillac CT5594 (REALLY?!).**" It didn't work for Pontiac back in the 80s, but by the time they realized it, Pontiac was too far gone. 'GMC' just don't get it—the alpha-numeric naming of autos doesn't work on **THIS** side of the ocean!

Johan de Nysschen isn't the least bit amused with the vitriol coming out lately regarding the two largest decisions he's made recently as the **two-month-old CEO of Cadillac**: the naming of the upcoming Cadillac large sedan and the move of Cadillac HQ from Detroit to New York. And recently he took to Facebook to vent his opinions on the matter.

'GMC' has issued a **stop-sale** to dealers and has notified the National Highway Transportation Safety Administration of its intention to recall 117,000 vehicles in the US, Canada and Mexico.

The affected vehicles include the Cadillac CTS and Chevy Impala sedans, fullsize SUVs (*Escalade, Tahoe and Suburban and Yukon and Yukon XL*), Lambda-platform crossovers (*Traverse, Enclave and Acadia*), heavy-duty pickups (*Silverado and Sierra HD*) and fullsize vans (*Express*

and Savana). The sedans and body-on-frame SUVs include model years 2013 and 2014, while the CUVs, heavy-duty pickups and vans are limited to MY2014.

'GMC' confirmed the recall to **Autoblog** via an emailed statement. According to the statement, the issue at hand in what is the company's **69th recall of 2014** covers the chassis-control module. **Automotive News** is reporting that a problem in the chassis-control system could cause a short in the module, which could cause the engine to stall or fail to start. The fault could also affect the trailer-brake control, provided it's equipped.

According to 'GMC' spokesman Alan Adler, the company doesn't know of any crashes, injuries or deaths due to the issue.

'GMC' is recalling 97,540 cars and trucks from the 2013-14 model year in the US because the chassis control module may have a manufacturing defect. The total North American population, including the US, Canada, Mexico and exports, is 117,651.

Vehicles involved are certain model year 2013-14 Chevy Tahoe and Suburban; 2013-14 Cadillac CTS; 2013-14 Yukon and Yukon XL; 2013-14 Escalade and Escalade ESV; 2014 Traverse; 2014 Acadia; 2014 Enclave; 2014 Express; 2014 Savana; 2014 Silverado and Sierra HD.

About 4,500 of these unsold vehicles are being held at US dealerships and will not be delivered until repairs are made.

'GMC' knows of no crashes, injuries or fatalities related to this condition. About 1 percent of all vehicles recalled are believed to

have the condition.

The **Chevy Corvette Performance Data Recorder** (as well as its Valet Mode that could record what was being done in your car when you weren't in it) takes a hit.

Chevy wants you to hold off on it after 'realizing' that it's **illegal in some states to record someone without their knowledge**.

Chevy recently sent a notice to dealers explaining the problem and how it was going to fix it. The notice was promptly posted at CorvetteForum.com, and basically says you shouldn't use the recording portion of the PDR until Chevy updates the system (*like, no time soon, given the size and scope of other more pressing recalls currently underway!*). The update will be different for cars in different states, as the laws aren't universal. For example, in Texas only one party needs to know the conversation is recorded; in other states (*like California*) both need to know.

The statement from Chevy also says dealers "must advise customers who take delivery of an impacted vehicle that they should refrain from using it until the update takes place."

Over at CorvetteForum.com, responses range from, "Are you kidding? This is the reason I ordered the PDR," to "it seems odd this wasn't considered during development." Other folks are lamenting the fact that Valet Mode doesn't turn down the power like the Hellcat system.

Chevy says the updates will be ready next month, and dealers and customers will be notified as they become available.

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'Gov't' (contd)

(Continued from page 12)

'GMC' quietly issued *three more recalls* recently encompassing more than 60,000 vehicles. Only one is for an ignition setup that can switch off while driving.

In the 2008-09 Pontiac G8 and the 2011-13 Caprice Police Patrol Vehicle, the driver's knee can hit the key and move it from the on position to ACC. That causes loss of power brakes, steering and possibly the airbags. 'GMC' says there has been one crash, but no injuries. About 47,000 vehicles are affected.

The 2004-07 CTS-V and 2006-07 STS-V models are also being recalled. An overheating fuel pump module terminal is the culprit. 'GMC' says the flange can melt causing the pump to leak fuel, leading to a fire hazard. 'GMC' will replace the module and fuel tank jump harness; just 10,000+ units are affected.

Lastly, the 2014 Chevy Sonic may have a loose electrical connection in the steering column that could affect the driver's side airbag. 'GMC' says that if the condition is present, and the airbag lamp is lit up, the bag will only deploy in a single stage rather than two stages. 'GMC' doesn't

know of any crashes, injuries or deaths from the airbag issue.

'GMC' is recalling 524,384 cars and SUVs globally in two actions dealing with potential latch and loose part issues.

The recalls of Cadillac and Saab SUVs and Spark small cars raise the automaker's total number of recalls this year to 71, affecting almost 30 million vehicles.

'GMC' said it is recalling 430,550 SRX and 9-4X SUVs for possible loose joint and worn threads in the rear toe link unit that could cause the vehicle to wander at highway speed and if it separates, increase the crash risk.

'GMC' said it was aware of three crashes and two injuries as a result of the issue.

Dealers will replace the rear toe link assembly as needed. The recall affects SRXs from model years 2010-15 and 9-4Xs from 2011 and 2012 model years.

They also recalled 93,834 newer Chevy Sparks because corrosion can cause the secondary hood latch striker to stick in the open position, increasing the risk of the hood opening unexpectedly during driving and increasing the risk of a crash. The cars are built in South Korea.

'GMC' said it was not aware of any crashes, injuries or deaths, but in documents filed with

2014 GMC Recall Ticker

of Recalls

76 (!?)

of Vehicles Affected

30,012,218

NHTSA it cited two cases in the UK and one in Denmark where the hood opened while the customer was driving.

During its investigation, 'GMC' discovered the suspect secondary latch failed a *10-year component level corrosion test (REALLY?!)* in November 2013, according to documents filed with NHTSA. By February 2014, 'GMC' said it determined that the anticorrosion coating was deficient and it began applying a different one in late July.

'GMC's' investigation revealed 10 warranty cases in the US with premature corroding of secondary hood latches, according to NHTSA.

The cars affected by the recall are from the 2013-15 model years.

About 13,000 affected cars are still at US dealers and will not be sold until they are repaired, 'GMC' said.

Customers will be notified and dealers will replace the cars' hood strikers *when parts are available*, 'GMC' said. *Business as usual, eh?! 🚗*

GM (contd)

(Continued from page 5)

jects that within a decade, it will have developed a version of the vehicle that can be driven more than once.

"I've got to say, I'm im-

pressed with what I saw of the Function—getting a car down the road and back could go a long way toward keeping GM at the head of the pack in Detroit," *Car And Driver* senior editor Derek Lawrence said after the press conference. "And if they can figure out a way to install the seat belts

without creating a strangulation hazard, I can see this becoming a practical, even reasonable, automobile."

Sources confirmed the unoccupied prototype on display later slipped out of park and lurched forward into the crowd, killing three. 🚗

Condolences (contd)

(Continued from page 1)

Pontiac of the same name, either.

The band became a fixture on the oldies circuit in later years and had a tour scheduled to start in November.

Revere's cause of death was not disclosed, but Hart said he died "peacefully."

Besides Revere, the original

away. Away was not that far because his house was directly across the street, but Ray Lambrecht did not know that by leaving everything in his dealership exactly how it was in '96, he would become one of the most famous names in the automotive world nearly two decades later when the contents of the business came up for auction. Of course we all remember why. He had kept dozens and dozens of *low and no mile cars*

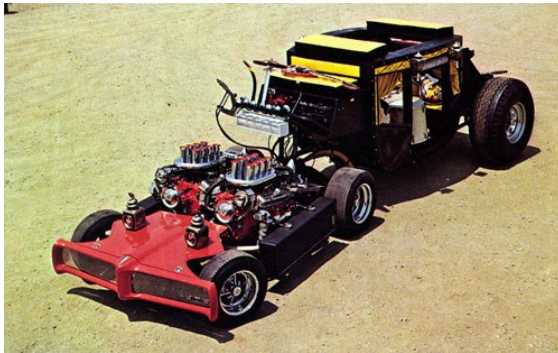
Raiders included Mark Lindsay, Phil Volk, Drake Levin and Mike Smith, the website said. Levin and Smith have died.

More sad news is the passing of **Ray Lambrecht**, the man who spent most of his 96 years operating a small Nebraska Chevy dealership that had his name hanging above the door. Lambrecht closed the dealership in '96 and did so by locking the door and just walking

that were trade ins or stuff that he *never sold when it was new*. The sale became a frenzy and while there was little muscle to be sold, classic American cars that had never been titled before or driven more

than around the lot garnered a ton of attention. The Discovery channel live broadcasted the sale and in no time at all, everyone knew the story of Lambrecht Chevy.

Mr. Lambrecht was the type of guy we'd all like to be someday. Respected, surrounded by a loving family, and fondly remembered for what he was...not what he had. Thanks to bangshift.com. 🚗



A Barracuda for the new Millennium (Ha! Ha!)?!?



Pontiacs on Parade!

With the hectic schedule that I've tried to maintain this year (*not to mention tryin' to cram this newsletter full of stuff—Ha! Ha!*), it appears as though I neglected to display the 'Parade' from the July meeting! So, this one will combine both July and September.

That said, here's July's rundown:

Don Stone: Ward Burton "Cat" Grand Prix, and the Red '81 LeMans.

Tracey Settles: '69 Knafel GTO Pro Mod, and a '67 Bonneville.

Ron Hamilton: '68 Firebird.

Pat Crittenden: '66 GTO project.

To this, I added my (*recently*) completed Monkeemobile.

Last month, it was a bit more sparse, with only yours truly displaying an upcoming '65 Grand Prix project (*for our '65 theme at next years' NNL?!*), and an assembled '62 Tempest convertible in Seafoam Green. This one had been all painted, but never assembled. I can finally call it done!

Well gang, I just wanna take a minute to thank those of you who have very capably manned the Pontiac Parade display that I lug in month in and month out—your patronage is appreciated!

Remember, all Pontiacs are welcome in the reserved parking area! Anything from completely finished to under construction!

'PoP' (*Pontiacs on Parade!*) **Sickle signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!!** 🍷



This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ do it in scale!



- Revell 1/24 Audi R8
- Monogram 1/24 Blue Bandito
- '29 Ford Street Rod
- Monogram 1/24 Black Widow
- Monogram 1/24 Ford T Street Rod
- Round2 '53 Ford Pickup
- Round2 Don Garlits Wynns
- Charger f/e rail
- Round2 '70 AMC AMX (1/20th scale)
- Round2 '40 Ford Fire Chief Super Snap

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!* 🗻

HALLOWEEN

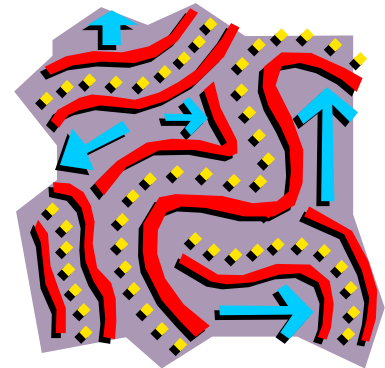
Final Thought: Oops, I almost forgot—as an aside to Rich's SS396 review, well-known Scale Auto contributor Tim Boyd has an album online on this subject that may provide another perspective. it can be found at <http://public.fotki.com/funman1712/first-look-at-all-n/new-revell-67-camaro/> - Thanks, guys! 🗻

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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