



MAMA Sez!

Volume 27, Issue 3

November, 2014



Time to Hit the Workshops!

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

Condolences!	1
Retro Corner	2
LaFerrari Review	3
'Gov-a-mint Motors!'	4
T 'n T	6
'16 Ford GT?!	8
Slow Down!	8
Vette Dick?!	9
GMC Recall Ticker!	9
Pontiacs on Parade	11
New This Month	12

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. ☔

Hope y'all remembered *Toys for Tots* donations as discussed last month!

This month, **Pat Crittenden** checks out **Revell's large-scale "Hawaiian" Charger funny car**. As many of you know, he's battling cancer, and has been quite sick lately, so this may be his last review (for now?). **Thanks, Pat!**

Beat this thing so you can bring us more entertaining reviews!

Meanwhile, **Rich Wilson** takes a peek at **Revell's LaFerrari**. **Thanks, Rich!**

The **Pontiac Parade** was present in a big way.

The raffle raised **\$67.00**, while the door kicked in an additional **\$92.00**, meanin' we made the rent—**YaY!**

Thanks to the raffle donors: **Brad, Ed Brown, Steve M. Buter, Mike Costic, Matt Guilfoyle, Ron Hamilton, Rich Meany, Steve Scott, Don Stone, Rich Wilson, Bradley's Car Collectibles, and Replicas & Miniatures Company of MD**. Thanks also for helpin' with chair stowage after the meeting—we 'preciate it! ☺

Condolences

Funny car giant **Raymond Beadle** has died. We had been hearing that Beadle was having some medical issues and were hoping for the best but it seems as though that will not be the case. The man lived an incredible life and forged himself a career both in drag racing and business that the rest of us stand in awe of. He was a man who saw the sport of drag racing differently than most did in his era. He took a found-

ering Blue Max operation and in the span of less than a year he established the car as a stout runner and by the end of the decade he and Harry Schmidt had the most dominant and all conquering funny car in the world. They figured out that performance and marketing went hand in hand and the faster they went, the harder they promoted themselves. The plan worked and for a time, they were probably the most famous car/driver/tuner trio in the

world.

Sometimes people find each other at the right moment, even when that moment doesn't seem like it for either part involved. Such was the case with Raymond Beadle and Harry Schmidt. Beadle was coming to the end of a contract that had not been renewed with Don Schumacher, Schmidt had parked his funny car with the expectation of selling the operation and leaving the sport. The two barely knew one an-

(Continued on page 10)

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Retro Corner

Current Information:

Revell 1/16th "Hawaiian" Charger Funny Car, Kit# 85-4082, 154 Parts, Molded in: White, vinyl, rubber, waterslide decals, MSRP \$42.00 (*re-issue*)

Retro Information:

No Information Available

Pros: Revell's keeping the 1/16th scale funny car line alive. Details still awesome on chassis and engine.

Cons: Same details are difficult to install. Braided lines would be better than kit supplied stock.

Hey Gang,

How y'all doin'? This will be my last kit review. I haven't been feeling so good and have been in and out of the doctors' care and the hospital as well. I hope you all have enjoyed the kit reviews as much as I've enjoyed reviewing the kits and writing up the reviews.

This month we'll be looking at one of Revell's more eccentric subjects; the 1/16th funny car of Roland Leong (*i.e.*, *The Hawaiian*). I'm surprised this subject was even issued, but I guess someone had wanted to bring this back to production. Now that it's here, let's see what makes this baby 'tick.'

Wheels/Tires: Three pieces make up the rear wheels while four pieces make up the front wheels. For added realism, sand the rear 'slicks' with 180 grit

sandpaper. This should depict a burnt slick rather well.

Engine: This unit consists of 39 pieces and the addition of many inches of external plumbing (*electrical, oil and fuel included*) as well as a rubber drive belt. This finished piece is a model in it's own right. hmmm....

Chassis: Consisting of eight main pieces, this chassis was your typical funny car chassis from the 70s. Like the engine, it has all the plumbing to completely detail it into a model in its' own right also. Gotta love that! Some braided line would enhance the effect. Another detail added to this kit was the steerable front axle. The seven-piece unit is tricky to tackle. I've done one, but if you scrape all the chrome properly, every thing should work well. All four wheels should roll as well.

Body: This unit consists of two assembly steps and 15 pieces to complete. What's an interesting side note is that this unit is the same as it's 1/25th counterpart. That being said, the finished unit requires several decals to complete. I'm not building this model so I'm guessing the finish of the decals is good.

Final Thoughts



I'm glad Revell decided to re-issue this kit. The price for an original is outrageous and re-issues are even getting expensive. I may get around to building this one someday. I built the "Army" Vega 28 years ago and it fell apart over time (*you must scrape all glue joints for this not the happen*).

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

Pat 🍷



Ferrari LaFerrari

That name, I just don't know how they (*Ferrari, that is*) could come up with such a dumb name. The intention was to imply that this is "the" absolute ultimate Ferrari ever built (*until the next one comes along*). The general consensus seems to be that it is at least better looking than the Enzo though I rather liked the way it (*the Enzo*) looked too. I suppose the Enzo was fitted too closely to Michael Schumacher. But this car is the first to employ the regenerative electric system developed in/for Formula One. Unlike other super cars of recent, this system works all the time, but not alone. That is, the LaFerrari cannot be driven solely as an electric car; thank God. The Ferrari people insisted that the traditional V12 sound always be heard when the car is in operation.

The 6.3 liter engine doesn't develop 963 horsepower as we've been lead to believe, but 800 instead. The other 163 hp comes from the electric motor mounted between the engine and 7-speed trans-axle via a dual clutch. Which reminds me, it's time for a quiz. Who invented the multi-disc clutch? Give up? None other than our own **TV Tommy Ivo!!** Supposedly, the I-v-o stands for "I'm Very Old." But this engine develops 516 pound/feet of torque by itself and 715 total with the electric motor on. The transaxle is electronically controlled, as is the traction control, ESC stability control, launch control, and SSC side slip control. You have to wonder if there is anything left for

the driver to do. The carbon/ceramic brakes are 15.7 inches in diameter in front and 15 inches at the rear. Just think they are as big as the wheels on our favorite musclecar! But they fit inside 19 inch front and 20 inch rear wheels. All that propels the LaFerrari from 0-62 mph in 3 seconds and on to a top speed of '**only** 217 mph!

I count 140 parts in white, chrome, clear, nylon mesh and four rubber tires.

Engine: It's 2.75 inches long and mostly trans-axle and is made up of 14 pieces not counting the upper intake. It's based on the F12 engine. As detailed as this is, its worth an internet search under "LaFerrari" for pictures for painting details.

Chassis: There is none! Actually, it's all carbon fiber tub on the real car, but here we have what looks like a belly pan with the lower A-arms and rear inner fenders molded together. After the engine is mounted, the four-piece exhaust system goes in and then the huge battery box just in front of it. There are separate half shafts, uprights, and stabilizer (*similar to a tie rod*). What I'm sure are carbon/fiber sub-frames go in next, as well as engine panels on each side. There is a one piece upper A-arm assembly and two pieces that I'm sure are mag-



netorheological spring/shocks. Also included is a three-piece sway bar. Cast on top of the trans-axle is a huge box that I presume is the electronics package that gets a cover and three decals and a wiring harness. Construction continues at the front with a seven-piece front suspension similar to the rear with separate inner fenders and yes, it is steerable. The clever bit is the fiber mesh that glues to a clear piece for the radiator inlet shroud followed by the radiator.

Tires/wheels: I thought at first glance the wheels were frost plated, but it's the bag they are in. They should probably be toned down with clear flat or repainted. The Brembo brakes get "Ferrari" decals then trapped between the inner and outer wheel halves. The tires are monstrous Bridgestone Scuderia with raised black lettering. Talk about exclusive!

Interior: Between the three-piece dash and two-piece steering wheel there are no less than 14 decals and then four more for the doors. I hope you like decals, because there are no less than **12** for **each** seat. So far, I haven't been able to locate a good picture of the

(Continued on page 9)

'Gov-a-mint Motors!'

I don't think "my bad" is gonna cover this one. Chevy recently invited dealers to come to the Wentzville, MO assembly plant so that they could take one of the **first 65 Chevy Colorado** or **GMC Canyon pickups**. Three Colorados and one Canyon, all fresh off of the assembly line, were being driven to the St. Louis Hollywood Casino for a promotional event by four dealers when they managed to get into a **wreck** on Interstate 70 on the Blanchette Bridge.

According to the Missouri state trooper's report, the rear vehicle, a Colorado, struck the Canyon, which struck the next Colorado. That truck swerved and the Canyon struck the lead Colorado. The improvised crash test put two of the trucks out of commission and sent 53 year-old Patrick Craig, the driver of the Canyon, to the hospital with minor injuries.

The Colorado/Canyon launch hasn't been 'GMC's' smoothest (*seeing a trend here?!).* The trucks had just been cleared for sale after a **stop-sale** had been issued for the vehicles when an issue involving incorrect wiring of the airbag systems had been discovered.

The hits keep on coming, right into 'GMC's' chin, gut and the back of the head it seems. The le-

gal team of Hagens Berman Sobol Shapiro LLP are **suing 'GMC'**, with the hope for a movement to a **class-action lawsuit**, for **TEN BILLION DOLLARS** in damages in compensation stemming from the lost resale value of 'GMC' cars from the "New GM era" (2009-14). According to the documents filed in a New York court, "The value of all GMC-branded vehicles has diminished as a result of the widespread publication of those defects and New 'GMC's' corporate culture of ignoring and concealing safety defects," as reported by **Bloomberg**. Up to 20 million vehicle owners may fall under eligibility requirements for the lawsuit, so long as they bought or leased a 'GMC' vehicle built between July '09 to July '14 and either still own the vehicle, had an accident that destroyed the vehicle, or sold it after February '14, when the recalls started to become a serious issue for the company.

'GMC' has been under the gun most of this year, with 70+ recalls



issued that affected over 30 million cars at the time of writing, including a recall involving ignition switches that has resulted in 27 at-fault death compensation payments so far and a projected 151 more up for review. 'GMC' is refusing to pay lost-value claims at this time.

Now, do y'all **REALLY** think that the government is gonna let this thing reach class action status?! Hardly likely, after first bailing them out, and second, losing taxpayer dollars on the bailout!

For those of you with more money than brains, I present the **Forgiato wide-body Corvette conversion**. If it gives you any indication, I spotted it in **The Robb Report**. Not my usual reading material, but it was splashed across the

(Continued on page 5)



'Gov't' (contd)



(Continued from page 4)

cover, if I recall correctly. And that made it kinda like a train wreck—you know you shouldn't, but you just had to look!

Oh, and the word I get on price is **'only' \$165,000 (!?)**—as a complete vehicle (*as in no kits available*). I think a quote from Nicholas Cage's character in **"Gone in 60 Seconds"** regarding the car pretty much sums it up: **"Too many self-indulgent wieners in this city with too much bloody money!"**

If **THAT** isn't "over-the-top" enough for you, then this might be. I present what is being billed as possibly **"Florida's Most Blinged ZL-1 Camaro"** (<http://worldfamousmedia.com/2012/11/floridas-most-blinged-camaro-zl1-brings-out-the-haters-in-force/>)—mere words simply fail me! Just because you **CAN** do something to a car, doesn't mean that you **SHOULD!!**

Chevy is the current sponsor of **Manchester United**, Britain's best known soccer club...er, football club. As the main sponsor, Chevy pays Manchester United **£47 million per season** and pro-

vides a fleet of cars to use for free. In April, the fleet was delivered: 15 cars, the majority of which were **Corvettes** and **Camaros**, but none of them have been used by the players themselves, but instead the training ground staff have been the ones racking up the miles on the cars. Apparently, the footballers prefer their own rides, including **Range Rovers** and **Porsches**.

Chevy has said that the cars are part of a "voluntary drive program" and that the players are by no means obliged to use the vehicles, but it does come across as a bit of a snub to the new sponsor. Manchester United signed the **£350 million, seven year deal** with Chevy in 2012 and took over as main sponsor this year. It's reported that the vehicles are usually sitting in a lot at the Carrington car park in London, gathering dust.

Why have **beer** (*Chevies*)



when you can have **champagne** (*Range Rovers and Porsches*)?!)

Oh, and the ignition recall? Word is that even though 'GMC' has enough parts to complete it, they have **repaired less than half** of the 2.6 million affected cars! **Be careful out there!** 🚗



YEARS OF CHEVROLET

This 'n That

New Stuff! The Spotlight Hobbies message board just posted **Revell's 2015 first quarter kits.** We can expect a **Stone, Woods & Cook '41 Willys Gasser, BRE Datsun 240Z, auto transporter trailer, Porsche Boxster, '57 Ford Del Rio Ranch Wagon 2 'n 1, Honda Civic Si coupe, Ford Ranger Pickup (?!), '59 Caddy hardtop, '13 Camaro ZL1, and a '40 Ford standard coupe.** If that ain't enough, rest assured—I understand there's more...**Ferrari Goin' Public?!** Fiat-Chrysler Automobiles (FCA) recently announced that it plans to **spin off Ferrari** in a public listing. The Italian manufacturing conglomerate has owned the smaller company for 45 years, and now, they're parting ways. In case you don't speak finance, what that means is **only 10% of Ferrari's shares will initially be up for grabs.** The remaining 90% that FCA owns of Ferrari will be distributed among FCA's own shareholders, first and foremost of which is the Agnelli family, which controls 30% of FCA's shares. John Elkann, Chairman of FCA and grandson of longtime Fiat chief Gianni Agnelli, said that he was 'delighted' to be taking this step in the company's history. The separation of Ferrari from the rest of the business will "preserve the cherished Italian heritage unique position of the Ferrari business," he added. FCA CEO Sergio Marchionne added that it was "proper that we pursue separate paths for FCA and Ferrari," in order to secure the larger company's finan-

cial position. FCA itself was publicly listed in New York earlier this month. The company is planning to spend up to **\$60 billion** on its products in the next few years, and already has a not-insignificant amount of debt. In 2011, Marchionne speculated that Ferrari could be worth more than **\$10 billion**, according to the **Financial Times**. Longtime Ferrari CEO Luca di Montezemolo was forced out in September, following a significant difference of opinion with Marchionne. Marchionne himself ended up taking over Ferrari. I kinda like to think of it as Ferrari divesting itself of FCA (*Ha! Ha!*) ...**First Hellcat!** In a move that now seems to be par for the course, Dodge auctioned **Challenger Hellcat serial number 0001** at Mandalay Bay Resort and



Casino in Las Vegas, Nevada through Barrett-Jackson for charity. While it was a foregone conclusion that it would hammer significantly higher than its \$60,000 sticker. The final total when it was all said and done—the car sold to **Rick Hendrick of Hendrick Motorsports** (*who else?!?*) for **\$825,000**, or in other words, roughly **fourteen times the car's base price**. Damn. And in a gesture of charity as well, B-J waived all bidding and consignment fees, allowing 100% of the price to go to the fund. As for the

charity, the proceeds are going to **Opportunity Village**, a Vegas-area non-profit charity that assists intellectually-challenged individuals and their families in the southern Nevada area, helping their beneficiaries become independent, teaching work skills and aiding in self-betterment. In addition to aides and volunteers, Opportunity Village operates a thrift store in the region. Hellcat #0001 is a Torqueflite-equipped version with a one-off Stryker Red paint job, normally a Viper color. Additionally, a package kit commemorating the car as VIN #0001 and a memorabilia kit are included. An iPad complete with all of the information about the car, including dyno run footage, build photographs and other media surrounding the car are included in the case the supercharger came in. When it was announced, it went without saying there would be some kind of demand for a car with 700+ hp that looked as good as the Challenger, and certainly for a 700+hp car that didn't cost as much as a very nice house. But the question was, just how many people would be interested in such a car? Would they consider it practical at all? Numbers are starting to come in, and to say it's a runaway hit is an understatement. According to Dodge CEO Tim Kuniskis, **over 4,000 cars** were ordered after the ordering system went online, and currently the list sits **well over 5,000 placed orders**. Dealerships are fighting to get cars on the lots. A quick check of a few lots all say their allotted cars are sold out, they don't expect any more until at least December, and, going

(Continued on page 7)

T 'n T (contd)

(Continued from page 6)

against Kuniskis' plan, Hellcats are being **marked up by at least \$10,000**. **Yowza!...Sparky?!?**

When Nissan engineers aren't fussing with GT-R differentials and downshift rev-matching system problems, they go a little stir crazy. The latest from the company proving grounds in Stanfield, AZ, is a **Leaf electric car** that was converted into a **shop pickup truck**. If you ever wanted to know what a futuristic El Camino might look like, this is it. Sparky, as it's known around the grounds, is the marriage of a Leaf and a Frontier. Company engineers needed something to drive around the compound, and durability and reliability engineer Roland Schellenberg was looking for a team-building exercise. "After Schellenberg told



us it was going to be the Leaf that we would redo, I went home and stayed up 'til like four in the morning making all kinds of designs for what would work. We basically got the stock Leaf, and after reviewing a bunch of pickup truck designs that we have here at Nissan, we decided to go with a Frontier bed," said Schellenberg's colleague, Arnold Moulinet. Question is—would any of you buy one if it was put into production...**Scat Pack Lawsuit?!**

Dodge's attempts to revive its muscle car-era "Scat Pack" trims may have stepped in it in the process. Chrysler Group is being sued by a California aftermarket company for infringing on its nearly 50-year-old "Scat" trademark on the Dodge Challenger and other vehicles. The lawsuit—filed in U.S. District Court in California—revives a trademark dispute between **Scat Enterprises Inc.**, and Chrysler that dates back to '68. Chrysler vowed to defend its use of the name. In a written statement, Chrysler said Scat Enterprises' lawsuit was "a meritless and opportunistic attempt to hold Chrysler hostage just days before the SEMA show. Chrysler will vigorously defend itself against this attack and look to enforce its own rights in this moniker." Scat Enterprises is a 51-year-old performance parts maker in Redondo Beach, CA, that makes cranks and other parts for Dodge and other brand vehicles. Scat's lawsuit alleges Chrysler infringed on its long-held trademarked name in '13, when the brand revived its Scat Pack trims for the Challenger. In '68, Dodge first used a Scat Pack name on the Charger and Coronet R/Ts, Dart GTS and the SuperBee. That year, Scat Enterprises sent a cease-and-desist letter to the automaker attempting to defend its trademark, the lawsuit contends. Dodge stopped using the name in '71. In August '13, Chrysler applied to the U.S. Patent and Trademark Office to revive the Scat Pack name, three months before it revealed its first Scat Pack Challenger at the '13 SEMA Show in Vegas. Chrysler's request was denied by the USPTO, but the

automaker proceeded anyway. The lawsuit says negotiations between Scat and Chrysler Group to resolve the current dispute have been unsuccessful. Dodge CEO Tim Kuniskis has championed resurrection of the Scat Pack name since taking over Dodge in April '13. Kuniskis, who owns a '71 Challenger, said he believes the 6.4-liter Scat Pack version of the refreshed '15 Challenger will be a high-volume trim level. Dodge also maintains a website, Scat-packforums.com, to market its Scat Pack trim levels. In its lawsuit, Scat Enterprises asked the court to prohibit the automaker from using its Scat name, to deliver to Scat Enterprises all of the Scat Pack marketing materials, badges and other items for destruction, and for monetary damages...**Whoops**. Last month, the Department of Justice and the EPA levied fines and penalties on Hyundai/Kia that totaled **over \$300 million dollars** for **overstating fuel mileage claims on 1.2 million+ cars** sold in the US. The Hyundai Group will have to pay \$100 million in fines, and forfeit \$200 million in greenhouse gas credits earned using the original numbers. They must also build a testing facility in the US, eliminating the possibility of testing errors that may or may not have occurred in the Korean testing facility where the "procedural errors" occurred (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 appreciate it!) 🍿

'16 Ford GT?!

It's been ten years since the Ford GT supercar went on sale. And it's been just about the same amount of time since they stopped selling them, since production was cut in '05 after just over 4,000 of them had been made. The GT was made as a kind of heritage gift for Ford's centennial celebration, and it made sense to use the car that Henry Ford II personally commissioned out of rage that was used to beat Ferrari on world circuits as the inspiration.

Now, there is a typhoon of rumors flying around Dearborn that Ford has something up their sleeve, since it's close to the 50th anniversary of the '66 1-2-3 finish for the GT40 at LeMans. Given the recent turmoil at Ferrari, that would be a twisted knife and a little salt added for taste, just the way Ford would have it. Here's the clues that show something serious is going on:

🚗 A GTE-spec Mustang was in the works for some time, that was supposed to be run by

Dan Gurney's All American Racers, but that plan has since been nixed. With the Mustang's 50th anniversary upon us and the new

gen's debut occurring, axing a pro-Mustang race program is something to take note of.

🚗 Discussions have been flying about Ford returning to LeMans racing with a P2 engine program. Ford Racing's Jaime Allison has spoken positively about domestic and global engine supply, but after that Allison is tending to take the "neither confirm nor deny" route when questioned. Hmm. There are a couple of teams, like Ganassi Racing, that could take on that kind of program easily, so if Ford has a chassis or even a whole car ready...

🚗 Ford has been meeting with



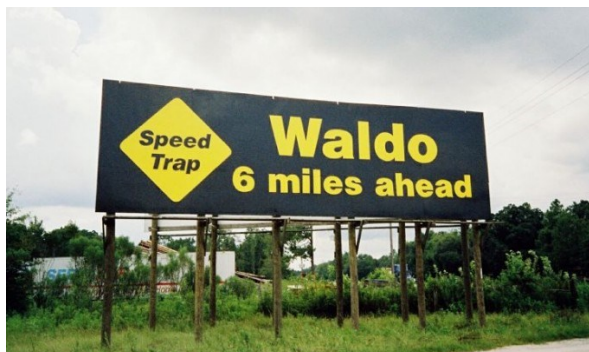
GTE constructors over the '16 rules for competition and builds. If Ford was really just providing an engine and support to teams, one would think that they would leave the meetings to the teams, wouldn't they? When asked flat-out about a Ford GT project for the 24 Hours of LeMans, Allison danced around the issue with the grace and poise of a senator under investigation. Denial works better than veils, and if it isn't a no, there's a chance there is a yes involved.

Pay close attention to Ford Racing next year. Either by P2 or a reincarnated GT, this will be interesting. 🚗

Slow Down!

Whoopsie. The city council of Waldo, FL just *dissolved the police force* after the police chief and interim chief resigned over allegations of ticket quotas as a revenue tool. AAA paid for a billboard warning travelers about the speed traps, and it's estimated the tickets brought in almost half of the city's income. In '13, seven officers issued 12,000 tickets

that brought in about *\$400,000* in revenue. Broken down, that's almost *thirty-three tickets a day*, with the average fine coming in at an irritating \$33.33 per citation. *Good riddance!* 🚗



Model Buffet

Got a bit of feedback from last month's column regarding pricing on a few of *American Racing Miniatures'* offerings, and just wanted to update all of you.

The Dallara kit is now \$125.00; the Miller is \$155.00; the Deussenberg is \$155.00, which includes a '20s standing driver figure.

Thanks to Tom Faletti for keepin' me straight. 🚗

La?! (contd)

(Continued from page 3)

seats to explain these black stripes, but I don't think they are to depict stitching. The interior pan is platform style and sits over the battery pack. On the real car this was done to center the weight and the seats are fixed in place to lower the roof line 1.2 inches. There is a piece for the headliner also. The strange looking pedals adjust via a lever (*on the real car*) in the center of the cockpit. Oh and the pedals get decals too.

Body: The body is basically one piece, but there are several pieces that are separate, one being the lower nose piece. The air channels in the doors are separate as well. The engine cover is virtually the entire rear of the car. Be

very careful when cleaning up the main body. There are risers in between three fingers in the opening for the radiator exit. As I mentioned earlier, there are two sheets of nylon mesh screen for the various body openings. There's a template to cut them out by, or if you're chicken, you can use the decals provided. Either way, they mount on clear pieces. The engine cover has really nice hinges with a retainer and props to hold the cover open for display. I'd like to see Revell/US adopt a similar hinge for their models. All the windows are perfectly clear because of being packed in a plastic bag. They mount from the outside of the body. The headlights are chrome with clear covers. The taillights get a chrome piece that fits inside, but you'll have to paint the clear with your favorite clear red paint.

As for body and interior colors, I'd advise an internet search for images of LaFerraris and check out what you find. I found several non-traditional colors, as for me I'm going with orange. There's a wild green one that's hard not to go with. I'd like to bet that given the price the real cars went for that the buyer could choose any color he wanted. If you get *Forza* magazine issue #135 (Aug '14) has an excellent in depth article.

Decals: They number 72 in all, and besides those already mentioned, there are several carbon/fiber decals and the usual assortment of scripts, marker lights, and both European and U.S tags.

This is a got to have kit and not near as expensive as the Japanese version.

by: Rich Wilson 🍷

Vette Dick!

Nice parking job, pal.

A New Jersey man got the last laugh on a Corvette driver who greedily took up two parking spots outside a Red Robin restaurant.

Instead of parking in the back of the crowded parking lot, Kyle DeMattia, 20, pulled his mud-covered Jeep partially onto the sidewalk, with the other part of his vehicle sharing a space with the sports car.

"The parking lot was packed except for a few spaces at the back and I could see people parking and walking by it in just plain annoyance," DeMattia told NJ Advance Media.

DeMattia scored a spot by the window and videotaped the Cor-



vette driver's reaction, which has since garnered more than 1 million views on YouTube.

After the Corvette owner left, DeMattia said he was happy to move his Jeep and park it the way parking spaces are meant to be used. 🍷



2014 GMC Recall Ticker

of Recalls

76 (!)

of Vehicles Affected

30,012,218

Condolences (contd)

(Continued from page 1)

other when Beadle called and convinced Schmidt that they should give it one last go on the road for the 1975 season. Thankfully Schmidt agreed and with him turning the screws and Beadle driving the car as well as promoting and merchandising the thing, their success was a virtual guarantee, but they didn't know that yet. The best thing that happened for them in 1975 and the worst thing that happened for everyone else was when it all came together for the pair at the 1975 US Nationals and they won the biggest drag race in the world. This launched the simmering team into a full boil and Beadle pounced on every opportunity. He cranked up the car's appearance fee, added the military medal that the car was named for into the paint scheme, and had shirts printed up by the thousands. The money poured in and the money helped to feed the operation, which kept them on top.

Schmidt's role with the car began to diminish as he grew weary of the road life and Beadle bought more and more of Schmidt's share until he was the sole owner. Beadle's rise came

right about the same time as Don Prudhomme's insane dominance of the funny car period and Beadle proved that he was one of the few that could actually

trade blows with the all-conquering Prudhomme. By the late 1970s it was reported that Beadle's funny car budget was in the range of a half million dollars per year. That was astronomical money at the time and it was proof positive at just how huge the Blue Max name had become.

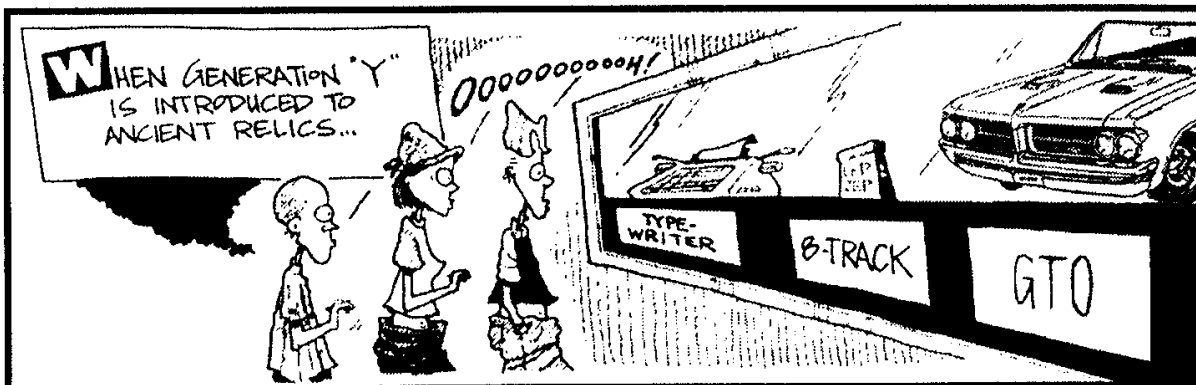
Money does not equal success directly but when you combine it with talent, magical things happen. Raymond Beadle's three straight NHRA funny car championships were proof of that magic. With Dale Emery, "Waterbed" Fred Miller, Rich Guasco, and Dale Gantt turning the screws, the guys were virtually unstoppable during the early 1980s. The video we have at the bottom of the page shows a famous wreck from 1982 at the Gatornats where Beadle



crashed, ended up on his wheels, and he got out of the car which sent the crowd into an incredible frenzy. You won't believe it. Beadle's title streak stopped at three when he was unable to close the deal in 1982, still an amazing feat.

Beadle was voted the 20th greatest driver in NHRA history, he is in the International Drag Racing Hall of Fame, he has been honored at drag races across the country and will forever be held among the true greats of the sport both in the driving and the promotional sense. They didn't make many like Raymond Beadle and they never will. His presence at the track and in the sport will be missed.

Thanks to bangshift.com for the preceding. 🚗



Pontiacs on Parade!

This month has special significance for Nick and I—it was five years ago that ‘GMC’ and the Obama administration conspired to dump 83 years of history in the Pontiac brand due to severe mismanagement, in exchange for a taxpayer-funded bailout, which ended up costing us all several million dollars. What’d we get for that? **70+ recalls** covering about **30 MILLION vehicles. Thanks!**

That said, here’s October’s rundown:

Rich Wilson: Rich hadda plunk down a red on red ‘68 GTO convertible color combo that will be very much like my 1:1 combo which is nearing completion as we speak.

Unknown Builder: **SOME-ONE** else dropped an interesting Kodak Firebird funny car down on the table, outside the Reserved Parking area.

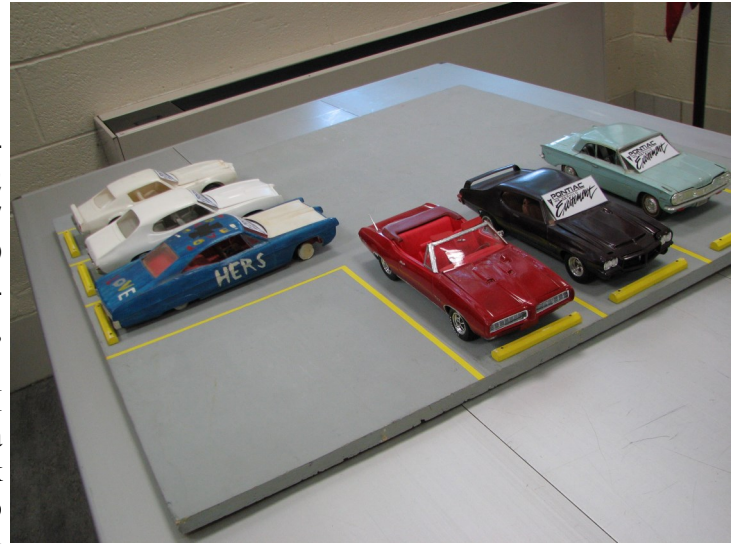
To this, I added a few of my ever-increasing fleet of rebuilders, under my new mantra—**“We RE-build Excitement,”** a play on one of Pontiac’s ad slogans.

They included a ‘62 Tempest, ‘67 Bonneville, ‘69 GTO, ‘70 Formula Firebird, and a ‘72 GTO.

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!

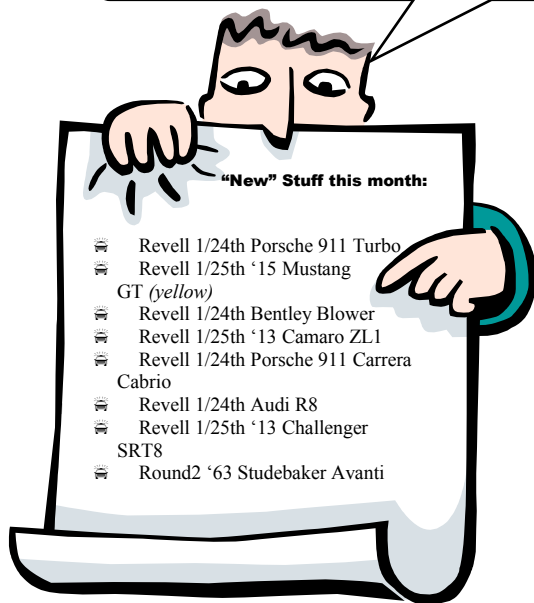
‘PoP’ (Pontiacs on Parade!) Sickie signing off for now! And don’t forget—MAMA may not need all these Ponchos, but I’m sure diggin’ ‘em!! 🍷



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MAMA's BoyZ do it in scale!



- ☞ Revell 1/24th Porsche 911 Turbo
- ☞ Revell 1/25th '15 Mustang GT (yellow)
- ☞ Revell 1/24th Bentley Blower
- ☞ Revell 1/25th '13 Camaro ZL1
- ☞ Revell 1/24th Porsche 911 Carrera Cabrio
- ☞ Revell 1/24th Audi R8
- ☞ Revell 1/25th '13 Challenger SRT8
- ☞ Round2 '63 Studebaker Avanti

Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

Old Toyland Shows: <http://www.oldtoylandshows.com/>

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

www.yorkus30.com 🍷

Classifieds

WANTED: I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*). I also have an extensive collection to trade from. In search of 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prixs, Revell 1/32nd scale '70 T/A kits, and '70-'81 Firebird Formulas and T/As, and empty *Pontiac kit boxes*. Would also like to buy or borrow *old AMT/MPC/Monogram/*



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

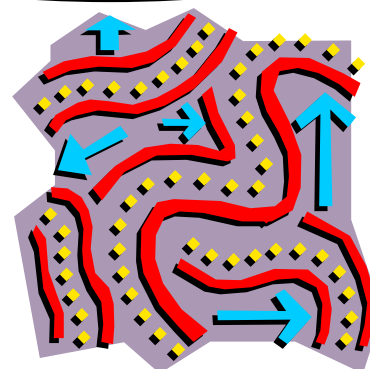


We're on the web!
<http://www.mamasboyz.org/>

Directions

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

From the Washington Beltway (RT 495/95): Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (Greenbelt Road). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (*at the light*) onto Southway (*read on!*)



Once on Southway: Go straight to the second (2nd) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 🍷

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