

MAMA Sez!

Volume 27, Issue 4

December, 2014



Merry Christmas Everyone!

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. ☎

Thanks for yet another good turnout for our annual *Toys for Tots* drive. Hopefully, our "MAMA Santa" got them all delivered.

This month, *Pat Crittenden builds the "Young American" rail from Round2.* Meanwhile, *Rich Wilson* peeks at the *Round2 '53 Ford pickup Retro* issue. *Thanks, guys!*

Those of you who patronized *Dirk Johnson* will hopefully take delivery on your new Oxman calendars—*thanks, Dirk!*

The raffle raised *\$110.00*, while the door kicked in an additional *\$83.00*, plus an additional *\$30.00 in MAMA decal sales*, meanin' we more than made the rent. Thanks to the raffle

donors: *Ed Brown, Brad, Steve M. Buter, Mike Costic, Matt Guilfoyle, Ron Hamilton, Rich Meany, Rex Steve Scott, Don Stone, Turner, and Bradley's Car Collectibles.* *Thanks!* 🚗



Condolences!

Phil Bonner had a relatively short career in the world of top level drag racing, but his impact is still felt today and fans of the blue oval brand still herald Bonner as one of the best that ever strapped himself into a full-bodied car. His career began like many did down south in the 50s by hitting strips in the car he drove around every day. Beating on that old Ford with its automatic transmission on strips

paved with dirt and clay

helped set the stage for a meteoric rise through the straight-line ranks that began in the early 60s and ended at the close of the decade with a chosen retirement. There was certainly a lot of stuff that happened in the middle, though.

Bonner was front and center through the rapid and often scary evolution of the funny car from the era of over powered and



under chassied door slammers to the "advanced" tube chassis, flip top cars that were part of the program during the late 60s. He ran Ford cars from the beginning right up until he chose to retire from the sport in '69 when he saw

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“Blast from the Past” Round2/AMT ‘53 Ford

I’m amazed at the restraint Round 2 has used in not re-issuing this kit. I’ve lost track of how many times it’s been out. I know the buildup I have on the shelf is the **FIFTH** one I’ve bought. It was part of the “Trophy series” and was a “3 ‘n 1” as well. And with 192 parts, 71 of which are chrome, many other versions should be possible. Several parts were restored to the kit that haven’t been in the reissued kits, like the six-bar flipper wheel covers. Strangely, there is a notation that these wheel covers can’t be used with the kit tires. They are the 87 series tires we’ve gotten in other early kits with pad printed wide white walls on one side. I wonder if Round 2 realizes that the wheel covers go on the stock steel wheels and then into the tires; it should work. When I was counting parts, I couldn’t find the tail-lights. I thought they were missing from this borrowed kit, but then I remembered that it never had clear red lights, only chromed. There is a custom grille labeled “Wild Kat.” It is a near copy of one that George Barris put on a custom his shop did many years ago. It was one of those that was destroyed in the shop fire. If you trim off the triangles on the ends and pinch in the lower front fenders to match you have a close match for that custom; it really helps the front end.

Engines: Yes there are two engines and given the age of the kit the flathead stands up quite

well to those of recent years with the exhaust manifolds and crossover pipe that are separate pieces. The fuel pump, oil filler tube, oil filter, and generator are as well. The optional engine is a Desoto Fire-dome hemi with two intake set-ups to choose from. The first is an eight-carb set-up with chrome oval air cleaners. Can you just imagine the pain in the ass it would be to synchronize all those carbs?! The other is a rather nice, simple injection set up. Chrome pieces include the oil pan, valley cover, valve covers, and carbs and injector stacks. A magneto fires up the hemi while the flathead has a more common distributor; remember this was the last year for the flaty.

Chassis: It’s quite simple and reasonably detailed with an eight-piece front axle assembly with chrome shocks. The rear is a six-piece assembly including shocks. This is one of very few kits that include brake drums. The stock exhaust is three pieces while the custom exhaust eliminates the tail pipe in favor of two chromed scavenger pipes. This is also one of very few pickup kits that include a complete rubber spare tire. Four bumper brackets and a driveshaft complete the chassis.

Tires: As in the original kit there are four tires, but they are the newer ones from the parts



packs. They have wide whites one side and are intended to be used on either side depending on what you’re building. At one time the custom wheel covers, six-bar flippers, were replaced with generic mags. They have been replaced with one piece chrome wheels with baby moons. Certainly a better looking option than the flippers or the mags. Wheel backs are included for these chrome/baby moon wheels, but the kit tires are too narrow for this set up. The six-bar flippers have been re-tooled and included in the kit. The stock steel wheels have the axle boss on their rear and rims for the other side of the tire with “Ford” lettered dog dishes to cap them off!

Interior: I’ve always felt that this was the let down for the kit. You get the floor, a stock seat and a custom floor shifter and pedals. The dash, steering wheel and column install in the body assembly later. If you want to do a custom/street rod you are on your own. The seat is flat enough so that half round could be glued to it for an easy custom seat. There are custom goodies like a radio speaker, two-way radio/phone and split steering wheel.

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Retro Corner

Current Information:

Carl Casper's "The Young American" by MPC, Kit# MPC 760-12, 77 parts, molded in white, clear and vinyl, waterslide decals, MSRP \$22

Retro Information:

Original kit #: M760-200

Original issue: \$225

Original M.S.R.P.: \$200

Pros: Nice to see this one reissued; decals are awesome

Cons: Body Panels don't fit well; drag link is too long (*hairpins sit high on body*); blower belt too short to use

Hey Gang,

It appears as though the rumors of my kit review career coming to an end last month were slightly exaggerated. I'm back again with an "old kit." This time you can actually buy this one at a reasonable price (\$22). and in addition to that price, you get an awesome decal sheet! Gotta love those reissues from Round 2, man! I could never have afforded the eBay price of \$225. Anyway, let's see what makes this one tick.

Wheels/Tires:

These assemblies consist of three pieces per front wheel and four per rear wheel. I filed the face of the disc brakes then the ends of the rear axle. After that I glued the rim backs on and then waited for the glue to dry. From there, I glued the tires and rim outers on with super glue (*very*

sparingly). The front tires were the MPC mess to clean up as usual. The front rims are grooved to fit together. These don't look good finished but I used them anyway.

Engine:

I have mixed feelings about this one. I gave it a Parts by Parks pre-wired magneto and a scotch tape blower drive belt. It came with a rubber belt for a drive belt, but it was too short and kept pulling the blower pulleys off the motor. The valve covers are the same as the ones in the Ramchargers dragster kit. I used them anyway. They should be changed but I said *##&*? it!* Other than that, it went together fairly easily. The entire assembly consists of 25 pieces.

Chassis:

This is where the work is—mostly a lot of scraping: the frame for the rear axle, the trans, the engine, the fuel tank, the oil filters, the oil tank, the chassis brace #6, the front axle and the hairpins (*which fit a little high on the body*). I also had to modify the drag link because you really need to monitor this assembly instead of rushing through it the way my impatient self did. I finished this one in two weeks (*the model*)! That's a bit fast! Fortunately, I was able to pull that 'diecast' look off with the damned thing, so I'm happy with *ANY* 77 piece front-engined dragster kit. I must once again mention how awesome the decals were. The other thing I forgot to mention is the beautiful rail seat in vinyl with belt and buckle detail molded—*NICE!*

Final Thoughts:

Considering how old this one



is ('70-'71), the molds weren't bad, so flash was minimal. I give this one four paint bottles out of five for the sheer 'neat factor.' The kit even comes with a little box and a postcard with lots of winning dates for this car from 1970 to 1971 with track low ET's at some meets.

Until next time, keep building, and friggin' have fun!!!!

Pat 



'Gov-a-mint Motors!'

Picking up where we left off last month, The Wall Street Journal reported that 'GMC' placed an **URGENT** order for **500,000 replacement ignition switches nearly two months before opening a recall with NHTSA**. The discovery, gleaned from an e-mail exchange between a 'GMC' contract worker and ignition-switch supplier Delphi Automotive, contradicts 'GMC's' previous reports on the chronology of the sweeping recall that affects 2.5 million vehicles and has been implicated in 30 deaths.

According to the e-mails, which were furnished by Delphi in connection to a court case involving the recall and viewed by the Wall Street Journal, a 'GMC' contract worker asked Delphi for a plan to urgently build and ship 500,000 replacement switches on December 18, 2013, one day after 'GMC' execs met to discuss ignition-switch problems with small cars including the Chevy Cobalt.

The finding contradicts 'GMC's' previous claim that the company had not decided on a recall at the December 17 meeting. No minutes were recorded at the meeting, although some who attended were later dismissed by 'GMC' CEO Mary Barra.

The automaker learned of problems with ignition switches in 2001, but it took years to pinpoint the issue and link the problem with specific accidents, some fatal.

It was not until February 7, 2014, that 'GMC' informed NHTSA about an ignition-switch

issue requiring a recall. The safety campaign launched that day has now expanded to 2.5 million vehicles and called into question the way automakers and safety regulators handle recalls.

The first trials against 'GMC' involving death, injury, or economic loss in connection to the ignition-switch problem will begin in January 2016.

Jean Averill died in a car crash in '03. Her Saturn Ion's airbags never deployed, leading 'GMC' to name this the first fatal crash tied to a defective ignition switch. But while her name appears in 'GMC's' 315-page internal ignition-switch report, her family tells The New York Times they **never heard from 'GMC'** about the mechanical malfunction that most likely caused her death. It was only recently, after a Times inquiry, that the family discovered they're eligible for at least \$1 million from 'GMC's' victim-compensation fund—if they can file a claim by the December 31 deadline.

"That's just so incomprehensible to me," Susan Averill, 66, Ms. Averill's daughter-in-law, told the Times. "All these years, we didn't know why she crashed into a



tree." Despite Averill's name appearing in 'GMC's' internal documentation about ignition-switch problems, the last known communication between the automaker and Averill's family occurred in '04, when the company rejected an insurance claim for Averill's death citing airbag non-deployment.

'GMC's' legal department names Averill as the first among 13 victims in accidents attributed to the ignition-switch defect. Families of these 13 victims are eligible to receive at least \$1 million from a victims' compensation fund set up by the automaker. But it wasn't until last month, when the *Times* encouraged the family to contact NHTSA, that they discovered they were eligible for the fund.

'GMC' said it was making efforts to contact affected owners about the compensation fund, although it would not tell the *Times* whether it had specifically endeavored to reach out to the Averill family or those related to the other 12 victims named.

Now, Averill's family must file a claim before the December 31 deadline if they wish to be considered for payment. The Averills

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'Gov't' (contd)

(Continued from page 4)

cannot sue 'GMC' due to the company's protection against litigation involving incidents that occurred before the company came out of bankruptcy in '09, the *Times* explains.

Kenneth Feinberg, the compensation specialist appointed to administer 'GMC's' victim fund, has sole authority over victim compensation. The *Times* could not reach him for comment. Averill's family members say they never considered whether the '03 crash was tied to the ignition-switch recall, which 'GMC' only announced on February 17 of this year.

'GMC' will face its first wrongful-death trial linked to the ignition-switch recall in 2016.

And, along comes number 77 (recall, that is!).

'GMC' will recall 316,357 SUVs and sedans, mainly in North America, because the low-beam headlights can stop working, the company announced in early December.

Affected vehicles are the model years 2006-09 LaCrosse sedans; 2006-07 Trailblazer, Envoy and Rainier SUVs; and 2006-08 9-7X and Isuzu Ascender SUVs.

'GMC' said it has not been

able to confirm whether the loss of lights has caused any accidents.

"If the headlamp driver module is not operating correctly, the low-beam headlamps and daytime running lamps could intermittently or permanently fail to illuminate. This condition does not affect the high-beam headlamps, marker lamps, turn signals, or fog lamps," 'GMC' said in an emailed statement.

'GMC' said it has informed NHTSA of the recall.

The newest recall brings to **30.4 million vehicles worldwide** and **26.85 million vehicles in the US** that 'GMC' has recalled this year.

Of the 317,357 vehicles in the latest recall, 273,182 are registered in the US, with most of the rest in Canada and Mexico.

I guess old habits are hard to break, eh?! ***Guess Santa will be leaving lumps of coal in their stockings!!***

When you talk to people in the plug-in vehicle industry, one theme you hear repeatedly is that the more plug-in cars out there, the better things are for everyone. One reason is that more EVs build a need for more public chargers, and more chargers mean more people see that plugging in is feasible. But there's still something to be said for old-fashioned competition, and in the sales race between the two long-running plug-in vehicles in the US, the *Nissan*



Leaf is resoundingly beating the *Chevy Volt* for '14. In fact, it won't be long before the EV's cumulative sales top the PHEV's.

November results show that Nissan set another monthly record with **2,687 sales** last month. That's **up 34 percent** over last November and up 35 percent year-to-date. Toby Perry, Nissan's director of EV marketing, said in a statement that, "Our 'Kick Gas' ad campaign and 'No Charge to Charge' launch in Chicago and Atlanta drove an increase in November Leaf sales. Even with gas prices falling across the country, consumers appreciate that the cost of driving a Nissan Leaf is still a fraction of a gas-powered car."

Over on the Chevy side of the ledger, there were **1,336 Volt sales** last month, **down 30.4 percent** from the 1,920 sold in November '13. So far this year, Volt sales are **down 16.4 percent**, and Chevy has sold 17,315 Volts in '14. As we said last month, the Volt slump might be due to people waiting on the new version to make an appearance at the Detroit Auto Show next month before going on sale in the second half of '15. So far in '14, Nissan has sold 27,098 Leafs.

Wayto go, Chevy! 🍪



2014 GMC Recall Ticker

of Recalls

77 (!)

of Vehicles Affected

30,328,575

This 'n That

Challenger T/A Racer?! It hasn't taken long for the new Challenger SRT to transition into racing. The Street and Racing Technology (SRT) Motorsports team debuted two Challenger SRTs in the Trans Am Series with Miller Racing in mid-August at Mid-Ohio Sports Car Course. Piloting one of the beasts was four-time Trans Am series champ Tommy Kendall—his first series start since '04. "I've wanted to return to Trans Am competition for the longest time," said Kendall, who has the third most Trans Am victories with 28. "Being coaxed back into the Viper GTS-R program back in '12 helped pave the way to my return. "Trans Am was a huge part of my professional life and to get to play a small part in keeping up the visibility here is really exciting." Kendall's Miller Racing teammate is TA2 points leader Cameron Lawrence, who won the Mid-Ohio event in '13. Lawrence will race the No. 1 Challenger with Kendall in the No. 11 car. Meanwhile, was anyone **REALLY** surprised at the announcement of the **'15 Charger SRT Hellcat?!** Same drivetrain, different body. In other words, a no-brainer...**Pricey Pony!** Ford will build a limited run of **50 Year Limited Edition Mustangs** to commemorate it's launch at the New York World's Fair in '64, and the very last car out of that series crossed the block



at Barrett-Jackson this past August. The car offered at auction was car No. 1,964, as that's the last car of this special run. Ford took the wraps off the 50 Year Limited Edition at the New York auto show back in April, with the '15 Mustang on sale this fall. The 50 Year Limited Edition will be

based on the '15 Mustang GT fastback and will only be available in two colors: Kona blue and Wimbledon white.

The engine will, of course, be a 5.0-liter V8 making 435 hp, and since it'll be based on the Mustang GT performance pack that means it'll feature 19-inch wheels wrapped in Y-speed-rated Pirelli P Zero summer tires and Brembo brakes. The 50 Year Limited Edition will be the only '15 model that'll combine the performance pack with an automatic; on standard versions of the Mustang, buyers will be able to couple the performance package with a manual. All proceeds from the sale of this example went to **Get Your Heart Racing**, a fundraising event supporting Edith and Benson Ford Heart & Vascular Institute...**Special 'Stangs.** For Ford fans, since it's gonna be a little while before the Shelby appears, if you wanna play the horsepower wars, the only answer right now is to place a call to **Hennessey**. According to their website, for **\$59,500 on top of the cost of a Mustang GT**, Hennessey will add 717 hp. Expected performance numbers are—0-60 mph in 3.6



sec., and quarter mile in 11.2 @ 131 mph. Meanwhile, rather than taking the "insane performance" approach of Hennessey's 717 hp Mustang GT, **Roush Performance** is sticking with appearance upgrades for its version of Ford's newest pony car. The '15 Roush Mustangs come in three flavors: **RS, Stage 1** and **Stage 2**, each more aggressive than the last. The RS upgrade (\$4,495, for the V6) adds a new front fascia, front splitter, driving lights, badges, rocker panels, a new rear spoiler, a Roush medallion on the dash and custom floor mats. Additionally, buyers can add extra graphics, billet pedals, shift knob, quarter window scoops and a few other bits. Output sticks at 300 hp. The Stage 1 package (\$5,895, for the EcoBoost) comes with a quad-tipped exhaust, high-flow upper and lower grilles, fender badges, a new rear valance, spoiler, a serialized engine bay plaque and embroidered floor mats. Optional features are mostly the same as

(Continued on page 7)

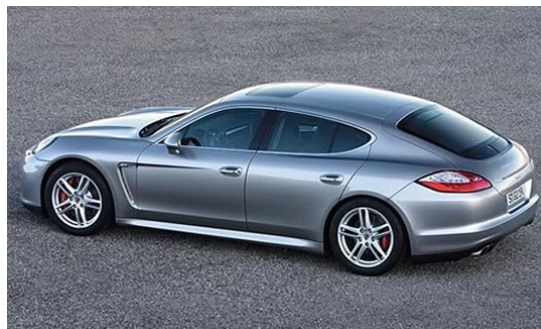


T 'n T (contd)

(Continued from page 6)

the RS package, but Stage 1 buyers can specify a performance exhaust system, premium paint and a hood scoop, in addition to the upgrades offered on the RS. The EcoBoost comes preloaded with 310 hp. Finally, the Stage 2 package (\$8,495, for the GT) includes the quad exhaust, high-flow grilles, badges, hi-po wheels and tires, a splitter, spoiler and an engine dash plaque. Optional equipment is pretty close to the same as the Stage 1, including the full exhaust setup, illuminated door sills, premium paint and few other upgrades. The V8 GT Mustang delivers 435 hp. None of the packages affect fuel mileage on the Mustang and all come with a three-year, 36,000-mile warranty. Go to roushperformance.com for more info...**Ugly Panamera?!** Let's call it as we see it: when Porsche said they were going to build a **four-door sedan** there was a collective "**what?!**" from the automotive community. Porsche could make sports cars in both front-and rear engine configurations, did both water and air cooled engines, and had a great 4wd system going for it's 911 line. But a sedan? While the company had investigated the idea of making a sedan with the 989 concept in '88, they never moved on it until model year '10, when the Panamera debuted. And it made an impact. Immediately panned for it's looks as quickly as it was praised for it's performance, the consensus over the years is that the Panamera is a wonderful driver's

car, comfortable, powerful, and even for as heavy as it is, a handler...it's just that the driver should not look back after he gets out of the car. The reviews weren't pretty: **Autoblog** wrote: "*Regardless of what descriptor you use, most of us seem to agree that it looks like the unlikely five-door offspring of an illicit tryst between a Porsche 928 and a Chrysler Crossfire.*" **Road & Track** called it "*the elephant in the room.*" It's essentially a Porsche meant for Sir Mix-a-Lot: It does everything you ever wanted one to do and it will do it well, so long as you like a big ass. Well, let's just go ahead and make it official: **even Porsche thinks they could have done better and intend to do better for the second-gen Panamera.** When interviewed by Australian site motor-ing.com.au, Porsche CEO Matthias Mueller admitted what many had hoped to hear: "*There have been some small mistakes and we will do it better. For example, the design could be better.*" An admission of a failure by Porsche is a rare event, but in this case hardly chalks up to an overall failure. In spite of it's roundness in the back, Porsche has managed to move over 100,000 of 'em since the car's debut. Not too shabby for a styling flop, and a lot of that is owed to the driving experience,



which is roughly a luxury sedan with the connectivity of a 911. Spy shots of what is believed to be the second-gen Panamera shows a more toned-down look with improved rear visibility, but this isn't a watering-down. According to Mueller: "*I am sure a lot of people won't like the design of the next generation. And that's fine by me. I would prefer to have cars and products that polarize rather than being just okay. I think that's the worst thing for a product. And the new Panamera I am sure there will still be people that don't like it. But we have addressed certain things and I think it is more attractive, but if as a designer I was to tell you the successor generation doesn't look as good as the old one then most likely I should look for another job.*" It's nice to see a CEO who is willing to stand up for their product instead of dumbing it down so it appeals to the majority. Part of the Panamera's success might be due to the controversy, where curious shoppers put themselves into the car and walked away impressed. While the next-gen car isn't a radical departure from the current, it does symbolize an improvement on what already exists, and that's a gig Porsche has been working since the original 911 came out in '63. Thanks to bangshift.com. It's a shame that the gang over at 'GMC' can't be as honest about some of their offerings! (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!) 🍷

More Insanity?! The “Bad”

Seems like two things lately remain relatively unchanged (*and, no, they aren't death and taxes!*). They are the *bidding insanity at Barrett-Jackson auctions*, and the “Can you top this” mentality of people building cars for the annual SEMA convention.

So, without further ado, I present the 'good' and 'bad' from SEMA '14. 🙄

The “Good”



Blast (cont'd)

(Continued from page 2)

Body: It's the classic one-piece with separate grille surround, firewall, horn and radiator. A small surprise is the metal spring clip that joins the hood to the body; we haven't seen them in decades. A nice touch are the paint callouts for the "Ford" crest on the hood. The bed, of course, has not only its' separate stock fenders, but what I believe are '57 Chevy pickup fenders for the custom option. The stock taillights will need to be detail painted as will the '57 Corvette lights for the custom version. The rear stake pockets are separate items that have the tailgate pivot holes in them, which offers the option of leaving them off and gluing the tailgate on for a smoother look. There are the stock and filled tail-

gates to choose from as well as a roll pan to complete the custom look. Other small touches abound, such as tailgate support chains, '49-'50 Mercury taillights (*chromed*), stock and custom gas caps (*chromed*), chromed side pipes, antennas, a tube grille with canted headlights, and tonneau cover with supports. The service version gets tons of optional parts also. The welding tanks and torch as well as the pliers, wrenches, screw driver and ball peen hammer are still in this kit. The scissor jack and crank could be better used in a car trunk like a Mustang or Falcon. The roof has air horns, cab lights, and west coast mirrors. The service bumpers are still in the kit though I'd like an explanation for the holes. And two parts I've wondered about for decades; a pair of chromed nerf bars. The glass is in its' own baggy and looks better than I've seen in the

past. Unusual for the era are the clear headlight lenses.

Decals: They're mostly a reprint of the original decals, but the colors have changed mostly for the better. One problem I anticipate is the box art custom version shows a yellow paint job with white pin-striping but the decal sheet has yellow pin-striping! A few sponsor decals have been added and that's it. Another interesting piece is a detailed paint guide both in the instructions and on a separate card.

You may have to buy several of this kit to satisfy your needs and they are selling fast. In light of the number of times this kit has been reissued, I'm amazed at how little flash there is to contend with. And at the ability of AMT staffers of years ago to get all these parts in a box two thirds the size!

Rich Wilson 🍷

Cruzer Cash!

The First Capital model car show and contest held last month in conjunction with the 15th Annual Greater York Train and slot car show, yielded a **surprised MAMA Prez Marcos Cruz.**

I am told that he scored a 'C' note (\$100 cash award!) for his gorgeous '62 *Corvette* (entered in the "Stock—1961 to Present" class) from show promoter Barry Skelly! "Hail to the Chief" And, thanks to **MAMA's Boy Gary Sutherlin** for the scoop and the pix! 🍷



Condolences (contd)

(Continued from page 1)

the writing on the wall for Ford's factory supported drag program and went back to the world of selling cars.

Bonner made his name and rose to prominence during the wild match racing era that started in the South and exploded all over the country. Booked in "Run Whatcha Brung" shows became extremely popular from coast to coast and extremely lucrative for drivers and car owners who were booked into tracks for stout money and could perform at several tracks a week, putting on shows and raking in cash. When people wonder how guys like Bonner got so famous in the sport in the days before the internet and social media, it is because he was shaking hands and kissing babies in front of packed strips several nights a week. These guys literally built a following from track to track and the whole thing kind of stacked up on itself over a few years.

Things got serious for Bonner in '61 when he campaigned a 390 powered Starliner and then really got rolling in '62 with a 406 powered Galaxie and then a 427 powered Galaxie in '63. He was on the short list of Ford drivers that were "sold" Thunderbolts in '64. The

week before the Winternationals, he ran his car against the best in the country at Lions and slayed them all, dipping into the 11.20s. The Winters were not as kind to the Thunderbolts as the loosey goosey rules at the Lions event allowed them to run on wider tires and the cars really hauled. On the smaller slicks, they didn't have the success right off the bat, but across the country the Thunderbolts were known and feared.

Taking matters into his own hands during the '64 season and into '65, Bonner built an AWB Falcon with a hairy 427 in it that was able to hang with the AWD Chrysler products in match races at tracks across the country. In '65 he also ran a legal A/FX SOHC powered Mustang like Bill Lawton had for the Tasca Team. He'd run the Mustang at events that required legal cars and then pound on the match race Falcon multiple nights a week to pay the bills and stock away the cash. '68 was a great year to be Phil Bonner as he had the wildly stretched nose Mustang as well as seat time in super stock Cobra Jet Mustangs and a 427 powered Fairlane, but changes were afoot and being the smart guy that he was, Bonner started to read the writing on the wall.

While he had a flip top Torino funny car to drive in '69, he did not have factory support. Bonner did publicity with the car and the drag racing world was sure that they would see him on the track but that never came to fruition. Running the thing out of his own pocket was something that Bonner was not willing to do so he packed it in for good. Phil went back to selling cars and did quite well for himself in that enterprise. He was often seen at reunions and nostalgia races as well as at NHRA national events. Phil Bonner never stopped loving the sport, he just stopped being part of the show.

Guys like Phil Bonner had a nearly immeasurable level of importance to the growth of the sport. They lived a wild life even on the calmest of weeks back then, running hard and fast on tracks that angels would fear to tread on. Their amazing level of fan contact and the frequency that it happened at helped to personalize the sport for thousands of young men and women across the nation on a weekly basis.

Somewhere there's a wheel-standing outlaw A/FX Ford running down Chryslers like they're tied to a stump. Rest well, Phil. You earned it.

Thanks to bangshift.com. 🍷





- April 18th, 2015—29th Annual NNL East, in Wayne, NJ. Themes—“Life’s a Gas (Gassers!)”, with a subtheme of “And then You Die (Professional

vehicles)”.

- July 10th & 11th, 2015: *Musclecar Madness* at the York Reunion. This years’ theme—“Celebrating the 50th Anniversary of the 1965 Super Stock Nationals.”
- Sept. 13th, 2015—*Super Sep-*

tember Showdown in Gilbertsville, PA. Theme—“European Invasion.” Stay tuned! 📺



Pontiacs on Parade!

With 2014 quickly drawing to a close, it’s time to start thinkin’ about hittin’ the workshops for those Winter projects.

Mike Hensley: Mike *REALLY* ‘legitimized’ my ‘little’ parking lot display last month with his impressive late-model GTO racer. **Thanks, Mike—Grrreat work!!**

Meanwhile, I dragged out a few slow-moving projects, a *Monogram* ‘85 Fiero GT, and...what’s that...a *CHEVY*?!! Yup, I confess, it is. Rest assured though, when I’m finished with it, it will bear absolutely no resemblance to what you see here (*Ha! Ha!*)!!

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!) Sickie signing off for now! And

don’t forget—MAMA may not need all these Ponchos, but I’m sure diggin’ ‘em!! 📺



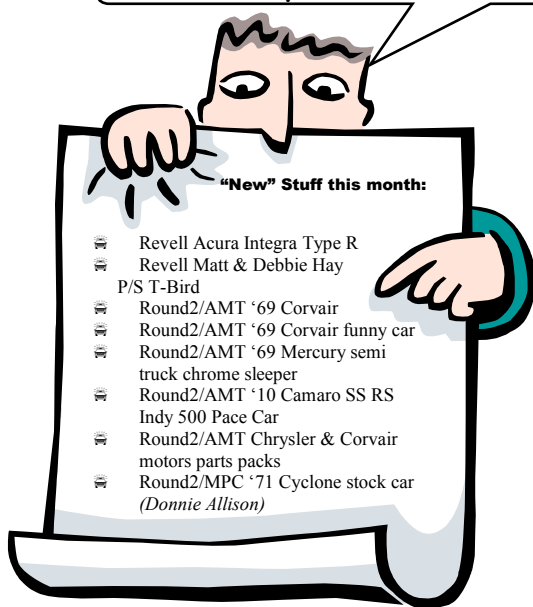


This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ do it in scale!



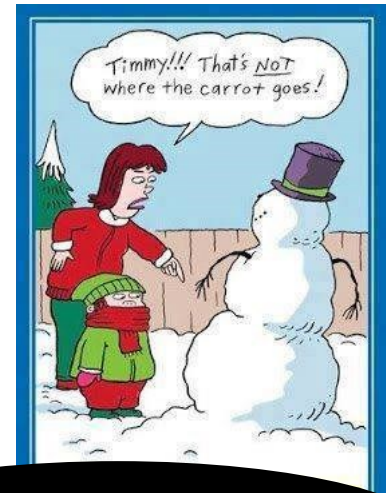
"New" Stuff this month:

- Revell Acura Integra Type R
- Revell Matt & Debbie Hay
- P/S T-Bird
- Round2/AMT '69 Corvair
- Round2/AMT '69 Corvair funny car
- Round2/AMT '69 Mercury semi
- truck chrome sleeper
- Round2/AMT '10 Camaro SS RS
- Indy 500 Pace Car
- Round2/AMT Chrysler & Corvair
- motors parts packs
- Round2/MPC '71 Cyclone stock car
(Donnie Allison)

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 Sickle at

gtoguy@verizon.net, or see me at meeting. *Thanks!* 🍷

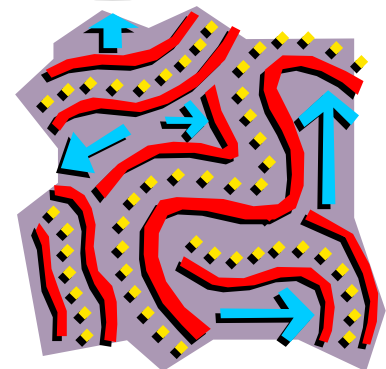


We're on the web!
<http://www.mamasboyz.org/>

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. 🍷

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 Muscledar Madness:

www.yorkus30.com 🍷

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