

MAMA Sez!

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

Best Ad- EVER!	1
'13 Challenger SRT8	2
Raptor Dead?!	2
'Gov-a-mint Motors!'	4
T 'n T	6
Blue Oval Exotic!	8
Red (Italian) Exotic	9
Save the Stingrays?!	10
WTF?!?	11
Big Sit!	13
Richmond ODO	14
Pontiac Parade	15

2015 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 17th
- ☞ February 21st
- ☞ March 21st
- ☞ April 11th (MOVED!)
- ☞ May **NONE (!)**
- ☞ June 20th
- ☞ July 18th
- ☞ August 15th
- ☞ September 19th
- ☞ October 17th
- ☞ November 21st
- ☞ December 19th



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

Time to Go Racin'!

Due to circumstances beyond my control, I was MIA last month (!?), so I don't have a clue as to what happened. Nick assumed *Pontiac Parade parking duties* in my absence. *Thanks, Nick!*

This month, *Rich Wilson* peeks at the *Revell '13 Challenger SRT8 pre-finished kit*. *Thanks, Rich!*

The raffle raised

\$86.50, while the door kicked in an additional *\$111.00*, and an additional *\$15.00* in decal sales.

Thanks to the raffle donors: *Brad, Ed Brown, Mike Brown, Steve M.*



Buter, Mike Costic, Ron Hamilton, Lisa Mandy (Lisa & Mandy?), Rich Meany, Tim Powers, JC Reckner, yours truly, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD. Thanks—we 'preciate it!

NNL East is 2 months out!

Best Superbowl Ad—**EVER!**

The ad herein is famously known as the *'Humbler' spot* because it introduced what the Pontiac was gonna call its *"Humbler" option* in the form of *dash controlled, vacuum operated exhaust cutouts*. The driver would pull the knob opening the pipes, letting all of that 350hp music fill the air, the drive in, burger stand, or starting line on whatever street kids gathered to race. Amazingly, after

one airing, *it was pulled out of rotation and never seen again*. Presumably on Monday morning after the game, calls came down from on high to kill the *VOE (vacuum operated exhaust) option IMMEDIATELY*. As a result, *only 233 '70 GTOs were sold with it before it was axed*. Pontiac freaks will tell you if you look at the bracket that holds the Ram Air knob under the dash, there is a catch where the cable for

the VOE would have gone...if they ever sold it in volume.

November '69-January '70 mfg dates were the only cars that could have gotten it because it was after the game when the hammer fell down hard. *Waldron Exhaust* repops the system as the factory made it. So while your car may not have been an actual 'Humbler' equipped model, it can be now.

(Continued on page 16)

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Revell '13 Challenger SRT8

Mopar fans probably know the true story of the Dodge brothers, but Fiat/Chrysler sure as Hell doesn't. To begin with Horace Elgin and John Francis never worked for Ford. They founded their company in 1900 as an assembly and parts supplier to Ford and others. By 1914, they had decided to build their own cars, but by January 1920, John had died of pneumonia and then Horace died of cirrhosis in December of the same year, supposedly out of the loss of his brother.

We all have projects that take forever to finish mostly because of the extreme detail we put in them. When we're done with that build we are so spent that a simple build is about all we're up to. These pre-painted kits can fit that bill quite well. You may not want all in the series, but there's bound to be one that attracts your attention. For me, it's this Challenger, if for no other reason than the orange paint. If you know me, you know I'm bonkers for any vehicle with any shade of orange. I personally

don't care for tri-five Chevys, but I must admit I took a picture of one at the Rodders Journal show earlier this year.

With just 44 parts, it's not a difficult build, but a little detail painting really makes it stand out. I built Revells' more detailed glue version (*in orange*) a while back and they compare very well.

The heart of the engine is the same, but the lower end and the upper end are simplified, but not so much that detail suffers.

The chassis is the same except that things like the shocks are not included.

The interior is the same except for an updated steering wheel. I am intrigued by the visual texture that Revell gave the interior pieces.

The decal gauges are included, but don't do what I did recently. Nowadays, these kits come with clear pieces to go in front of the gauge decal. I put the decal in front of the clear piece (*so as to trap it*) so it wouldn't fall off later. It was two or three days later



before I realized my goof.

I guess Revell had painted the white stripes before clear coating the body, because I can't feel them at all. I'm not sure if the color shade is factory correct or not. Like it matters to me? I checked a color chip chart and it seems to match, but I keep seeing a real one near the airport that is more of the Vitamin C shade and the shade of this kit is hemi orange.

Although the same tires are used, new wheels are used in this kit. But the tires are so plain they just scream for some kind of detail, so I added some leftover Shabo lettering. Although there aren't many decals, a little extra paint detail makes the model stand out and can help get you back in the mood for the next mega-build.

by: Rich Wilson 🍷

Raptor Dead?!*

The **2017** Raptor will deliver 500 hp from its **3.5-liter twin-turbo'd EcoBoost V6**. Ford had previously only said it would get more than the previous truck's 411 hp from its 6.2-liter V8. Still, that's a far cry from the 600-plus it puts out in the Ford GT.

Car, er **TRUCK** guys love the bad-ass Raptor partly for it's big V8. Do ya think this new V6 will sell? Anybody remember the **Eco-**

boost Tremor?!

Meanwhile, in Mustang news, it is being reported that the **GT350R** lapped the Nurburgring in 7 minutes, 32.19 seconds, **5 seconds faster than its natural enemy, the Camaro Z/28**. In fact, according to Wikipedia's 'Ring lap page, the time would put the GT350R ahead of the **Ferrari 458 Italia** and the **997** version of the **Porsche GT3**, and just behind the **first Nissan GT-R** run and the **Porsche Carrera GT**. Of course, these times are always tainted

with tire options, weather and other factors including the driver, but it still gives us decent baseline of how good this car could be. Remember, all Ford has told us so far is that the GT350R will get "at least 500 hp." 🍷

* In my humble opinion (LOL!)



RIP Desoto!

Well these photos sure are tough to look at. Before a *mini-van* drove off the road and center punched the *brilliant blue 1950 DeSoto* parked on display out in front of a New Jersey body shop, it was a beautiful example of the often forgotten brand. Although it is pretty sad to look at this once proud automobile that was restored by a former owner, it may be sadder to consider how it was even involved in this wreck in the first place. The man who owned, loved, and restored the car was Dan Wyatt Sr. according to a story on NJ.com, *Wyatt Sr. loved the car so much its likeness was etched on his tombstone*. Unfortunately, none of his kids or family members shared that love for the car and it was sitting in front of the body shop with a for sale sign in the window when it was struck and destroyed.

We're not here to blame anyone (*except the minivan driver, who sucks out loud*) but it is pretty sobering to think that something this man loved enough to have put on his own grave was worth nothing more to the family than the

\$13,500 asking price it was seeking to get before the wreck. Now, it will be crushed, melted, and erased from the Earth forever. That's kind of a heartbreaking thing when you consider the hours, sweat, blood, and care that went into making that car what it was. The owner's son Dan Wyatt Jr. operates a business close to the body shop and undoubtedly was on the scene quickly after the accident. He did not comment on the scene but we can only imagine what he was thinking.

Not big "karma" guys here, but when you think about the scenario, you can start to draw some interesting "beyond the grave" story lines from it. The way the van completely center punched the car was kind of amazing. Honestly, it couldn't have been any better lined up than if a stunt man did it. The fact that the thing was for sale about a year after Wyatt Sr. died, the fact that it wiped out



a sign that says CARS on it in the process of sliding across the parking lot. All of it is weirdly appropriate and sad.

We completely understand that not everyone shares interest in cars. We get that. It just hits us as really sad that something this guy really cared for was wiped out in such a violent way after being essentially abandoned by his family.

(Reprinted from bangshift.com) 🚗



'Gov-a-mint Motors!'

Well, the deadline for *filing lawsuits* over *defective ignition switch crashes* affecting some **2.6 million vehicles** is obviously past.

Attorney Kenneth Feinberg, hired by 'GMC' to dole out the money, has received **338 death claims**, and **2,730 for injuries**. So far, he has made 50 deaths and 75 injuries eligible for compensation.

Toyota has managed to keep the *sales crown* last year after delivering an impressive **10.23 million cars**.

Compared to '13, Toyota sales (including Daihatsu and Hino) increased by three percent, hitting 10 million for the first time. However, they are estimating a one percent decrease in deliveries in '15 due to an expected slower demand at home in Japan as well as emerging markets.

In *second place* in '14 came the **VW Group** which also hit 10 million for the first time by shipping a total of 10.14 million vehicles, a 4.2 percent hike. Analysts are now estimating '15 could be the year VW steals the lead from Toyota as the Germans haven't said anything (*yet*) about a decrease in sales.

As far as 'GMC' is concerned, they took *third* with a 2 percent increase in deliveries to 9.92 million. It should be noted 'GMC' held the title for the biggest manufacturer for *almost eight decades* until '08 when Toyota took it and kept it 'til 2010. A year later, 'GMC' grabbed first place but Toyota snatched it back in '12 and is holding tight to it since then.

What is it they say? number

two tries harder, number three not at all?

Ready for *ANOTHER recall*? 'GMC' is recalling 46 '15 *Corvettes* because of a rear suspension part that may not have been properly tightened.

The problem: on affected vehicles, the "toe link outer ball joint on the rear suspension may not have been properly tightened during the assembly process", causing it to eventually loosen and separate and resulting in a reduction in vehicle stability and steering control, while increasing the risk of a crash.

In addition, 'GMC' said that a loose toe link can cause the rear suspension to make loud metallic noises, particularly when the vehicle is traveling around corners or over bumps or potholes.

Currently, 43 of the affected cars are in the US, while three are in 'GMC's' possession internationally—two in Germany and the other in Canada.

'GMC' will notify owners of the recall and dealers will inspect and replace any damaged parts. In addition, 'GMC' told dealers to tell owners "that shuttle service or some other form of courtesy transportation is available and will be provided at no charge."

'GMC' is *quietly slashing prices on base models*. The company is launching new base trims for several popular models that make them even cheaper but with tight dealer margins.

The new entry-level trims are



the *Cruze L*, *Equinox L*, *GMC Terrain SL* and *Buick LaCrosse ISV*. Buyers lose some content by picking them, but prices are slashed. According to *Cars Direct*, the biggest savings are on the LaCrosse, where customers pay \$2,570 less than the previous base 1SB trim but must accept things like 17-inch wheels and no cargo net in the back (*Oh, no!*).

Dealers are expected to keep very low stocks of these though. "Dealers use such vehicles to get people in the door, but they do not generally want to do high volumes of these strippers. The margins are next to nothing; they don't make much money off these cars," said Ed Kim, VP of Industry Analysis for AutoPacific to *Autoblog*.

Dealers are also expected to advertise that these new base trims undercut major competitors. One potential drawback for buyers is that these models might not be eligible for incentives.

While attractive prices might hook customers, folks may not actually end up driving these entry-level models home. Kim indicated base trims also make up a small portion of the sales mix. "Consumers aren't asking for stripped vehicles, even at the low

(Continued on page 5)

'Gov't' (contd)

(Continued from page 4)

end of the marketplace," he said.

So, again, 'GMC' has their finger on the pulse of the car-buying public!

A recent editorial piece in *Automotive News* suggests Dodge, which has vowed to become FCA's performance arm, could be set up nicely to fill the hole left by GMC's *Pontiac* brand. The article says FCA is building a lineup that is a "natural home" for displaced 'GMC' customers looking to replace Hummers and Pontiacs.

With Hummer's demise, 'GMC' no longer has an off-road focused brand. These former Hummer owners may feel comfortable at Jeep, a brand which offers a good alternative to the H2 and H3 in its Wrangler models. Similarly, Dodge is touting itself as "the American performance brand," and will pump out more offerings like its Challenger and Charger Hellcat duo in the future, potentially luring Pontiac buyers.

Dodge says it will have *seven new performance nameplates by 2018*, which should win them some more enthusiast type buyers. 'GMC' hasn't shied away from offering performance models either, and may be winning over performance-minded Pontiac shoppers with its Chevy SS and Camaro (*not THIS buyer!*).

Even amidst strong competition, 'GMC' isn't letting its Pontiac customers go easy. A company spokeswoman told *AN* they consistently communicate with Pontiac owners, alerting them of new models and offering brand loyalty

incentives.

'GMC' may be *donating large sums of money to charities* that subsequently *bestow honors upon CEO Mary Barra in an effort to rehab her image*, a prominent nonprofit recently said.

The awards amount to an 'unseemly' way to buy positive publicity for Barra in the wake of a company-wide safety scandal responsible for killing at least 45 motorists, the president of the National Legal Policy Center wrote in a letter to 'GMC's' chairman.

The organization noted multiple instances of dubious award giving, and requested 'GMC' disclose records that detail the company's charitable contributions.

'GMC' did not respond for a request to comment.

It's not the first time the NLPC, which promotes ethics in public life, has criticized Barra for accepting awards amid the ongoing ignition-switch saga. Two months ago, they pressed the National Women's History Museum to rescind a "Living Legacy Award" meant for Barra. Family members of deceased motorists made similar requests, and the museum ultimately did not present Barra with the award at its banquet, though it left open the possibility of giving it to her later.

Flaherty's letter comes one day after *The Daily Kanban* detailed three instances in which Barra had received an award from charities that appeared funded by 'GMC', including an "Appeal of Conscience" award from an organization that encouraged "a standard in which corporate America and global corporations accept responsibility."



She received that award only months after documents and Congressional hearings revealed how 'GMC' delayed action for more than a decade on an ignition-switch flaw in millions of vehicles.

'GMC' was an underwriter of the gala at which the award was presented, according to the news outlet. One year prior, event sponsors paid \$100,000 to underwrite the event. *The Daily Kanban* cited two more instances where 'GMC' had made donations to charities that proceeded to honor Barra.

If the contributions are linked to the awards, 'GMC' and the respective charities may have run afoul of Internal Revenue Service regulations, the NLPC said. "If the campaign is designed not only to enhance 'GMC's' image with the public, but also to strengthen Ms. Barra's position within the company, it is inappropriate because it is being conducted with corporate assets," Flaherty wrote.

Flaherty said 'GMC' contributed \$70,000 to the Michigan Women's Foundation in '13. In April '14, only two months after news of the widespread ignition-switch crisis broke, the Michigan Women's Foundation gave Barra a "Women of Achievement and Courage" award.

He hopes that 'GMC' will voluntarily disclose its charitable giving. If the company does not, the NLPC says it will file a shareholder

(Continued on page 15)

This n That

Longroof Recognition! The Antique Auto Club of America Museum will host an exhibition celebrating that once-essential American automotive workhorse, the **station wagon**. Before this bodystyle was pushed out by minivans, SUVs and crossovers, millions of family truckers, some with faux-wood siding, filled roads and driveways. Just two decades ago, we probably would have never guessed that the **Buick Roadmaster** and its **Olds twin** that were sold through the middle of the '90s would be the swan song for traditional full-size American wagons. The AACA museum's exhibition will look back at the age of the station wagon with a special exhibition titled "**A Family Affair: Station Wagons**" opening **May 23, 2015**, the weekend of the Carlisle Import and Kit Nationals in Carlisle. The museum has a wish list of cars it would like to exhibit, and wants to hear from owners of these examples who would be willing to lend their longroofs to the museum for five months. Hemmings Blog reports that so far the museum has just over a dozen confirmed examples ranging from a '58 **Edsel Villager** to a **Ford Pinto Rallye**, but it needs help filling out the rest of



the list. The museum seeks a variety of woody wagons, coachbuilt shooting brakes from **Aston Martin, Bentley, Rolls-Royce**, and a few others. The full wish list, reproduced below, can also be found on the museum website, so if you have one, or know someone who does, and would be willing to loan it to the museum, contact the AACA. The exhibit itself will run May 23-Oct. 12 at the museum in Hershey, PA. Here are the 'longroof sedans' that they are seeking: **Volvo P1800ES/ PV544, Citroen DS/Ami, Chevy Vega, Ford Pinto, AMC Pacer/Hornet etc., Ford County Squire, Chrysler Town & Country, '84 Dodge Caravan/Plymouth Voyager, Olds Vista Cruiser, Chevy Corvair, Mercedes 300TD, Rolls-Royce/Bentley/Aston Martin Shooting Brake, Fiat 128/131 etc., Edsel, National Lampoon Family Vacation's "Family Truckster", Checker, a variety of Woodies, VW Squareback etc., Dodge Arries/Plymouth Reliant, Custom Mustang/Corvette/Firebird conversions, Nash Rambler, Studebaker Wagonaire, and SAAB 95**. So, if you can help out, pick up the phone and give 'em a call...**Hellicat Scrappage?!** Last month you read here that a **Challenger Hellicat** had been wrecked. Not surprisingly comes news that it's for sale. An auction

date has not yet been posted, so if you are interested, you still have time. More good news is that the keys are with the vehicle. This may be a car that can be brought back. At a minimum, it is valuable to any Challenger owner for a parts upgrade project. The wheels, interior, suspension, doors, rear quarters, trunk, and possibly the drivetrain are in **'like-new' condition**, having **less than an hour's drive time on them...Route 66 Reboot?!** The original series ran from 1960-64 and featured two main characters played by **Martin Milner** and **George Maharis**, who traveled the US in a Corvette convertible, helping people along the way. The show's format provided for an endless parade of guest stars, as each episode featured an entirely new storyline and was set in a different location. "Route 66" served as a launching pad for the careers of many of its guest stars, including **James Caan, Leslie Nielsen, James Coburn, Rod Steiger, Robert Redford**, and others. "Route 66" is also credited with contributing to the popularity of the Corvette, which was prominently featured in the series. The format of the show will reportedly stay the same, and even though it lends itself well to a prominent product placement, it's too early to say whether the star will be a new Corvette convertible. Produc-

(Continued on page 7)



T 'n T (contd)

(Continued from page 6)

tion company Slingshot Global Media is currently searching for a writer to adapt and update the original show's premise for a modern TV series, and it'll be interesting to see how the 50 year-old concept is translated to the present day...**Chrysler Group Defunct!** Chrysler Group LLC recently announced that it has changed its company name to FCA US LLC. The name change is effective immediately and follows the naming convention of its global parent company, Fiat Chrysler Automobiles (FCA), which officially adopted its new name in October when it listed on the NYSE.



The name change to FCA US LLC does not affect the company's headquarters location in Auburn Hills, MI, its holdings, management team, board or brands... **Timex—by PLYMOUTH?!** You know—**"Takes a licking and keeps on ticking?!"** When you see all the dents in this '66 **Plymouth Belvedere II** and the bumper sticker reading "disc brakes are for cowards," you begin to get the picture. There may be cars in worse shape than this around the

world, but we've yet to encounter them. Owner Adrian Smith, of San Leandro, CA, doesn't mind the wicked comments. Actually, embraces them. The car was created to be a running joke. Smith says it was turned

into a racer for an event featuring some of the country's most pitiful cars, the **24 Hours of LeMons**, in '08 "and we have not washed it since." Apparently, a good wash would only make the car's numerous dents rust faster. Yet the car has all the appeal of a rescued puppy. "This car is the love of my friends," says Smith. It was saved from de-

struction in a salvage yard. It was supposed to be used for one race. By the time we saw it in August at the Concours D'LeMons—a car show for the misfits of the auto world, dreamed up by the same bunch that puts on the 24-hour race—it had already endured **10 races, including a rollover**. Smith says, too, there's a good reason why the car's personalized license plate reads **"Big Pile."** "The DMV turned me down for **'Dung Pile.'**" Thanks to the **USA Today**, and **MAMA's Boy Gary Sutherland...Max Vette Auction**. Chris Mazzilli was at a car show, displaying his '71 Corvette, when a stranger approached with questions about resto work involving dozens of cars. Mr. Mazzilli, a serious student of Chevy's sports car who has judged dozens of events—was happy to help. But



the questions kept coming: What about a '53 Corvette? A '55? A '57? "Are you talking about the **Peter Max Corvettes?**" Mr. Mazzilli asked, playing a hunch. His questioner, Peter Heller, was quiet. After a moment, he answered: "Yes. How did you know?" Mr. Heller had not realized that the cars—a set of **36 Corvettes**, one from each year starting with the model's '53 debut and continuing through '89—were famous among Corvette followers. Not only because they were owned by Mr. Max, the pop art star who gained fame in the '60s, but also because he stored the cars for years in **publicly accessible parking garages without any thought for their upkeep**. Members of Corvette forums seethed every time a new photo emerged showing the dust-caked cars in a dim garage. Some wanted him to sell the cars or donate them to a museum. Others didn't much care who owned the cars: They only wanted to see them—the '53, in particular, one of 300 built that year—restored to their former beauty. Those people are getting their wish. Mr. Heller and his cousin Scott, along with Scott's sons, Adam and Mike, bought the cars over the summer.

(Continued on page 12)



Blue Oval Exotic!

In mid-January, Ford unveiled the all-new GT, an ultra-high-performance supercar that serves as a technology showcase for top EcoBoost performance, aerodynamics and lightweight carbon fiber construction.

The GT is one of more than 12 new Ford Performance vehicles coming by 2020. It joins *Focus RS*, *F-150 Raptor*, *Shelby GT350* and *Shelby GT350R* in the growing Ford Performance lineup.

Beginning production late next year, the GT hits the road in select global markets to celebrate the 50th anniversary of Ford GT race cars placing 1-2-3 at the '66 24 Hours of Le Mans.

It features rear-wheel drive, a mid-mounted engine, and a sleek, aerodynamic, two-door coupe body shell. It is propelled by the most powerful EcoBoost production engine ever—a next-gen twin-turbo'd EcoBoost V6 producing **more than 600 horsepower**.

It makes extensive use of lightweight materials, including carbon fiber and aluminum—enabling outstanding acceleration and handling with improved efficiency.

Ford's commitment to and capability in delivering technologies typically offered only in elite vehicles is evident here. These include advanced active aerodynamics, such as a deployable rear spoiler, and a host of material and technology innovations to help better serve the driver, such as SYNC3—the latest version of Ford's connectivity system.

Few innovations provide a

more wide-ranging performance and efficiency advantage than reducing weight. All factors of a

vehicle's capabilities—acceleration, handling, braking, safety, efficiency—can improve through the use of advanced, lighter materials.

The car features advanced lightweight composites, which will help Ford's entire product lineup moving forward. With the broad application of structural carbon fiber elements, it will exhibit one of the best power-to-weight ratios of any production car.

Anchored by a carbon fiber passenger cell, it features aluminum front and rear subframes encapsulated in structural carbon fiber body panels. Carbon fiber is one of the world's strongest materials for its mass—enabling an ultra-stiff foundation for chassis components, while creating a lighter overall package for increased dynamic performance and efficiency.

Ford EcoBoost technology is available in every new Ford car, utility and light-duty pickup in North America starting this year.

EcoBoost engines power a growing number of Ford performance models, including the new Mustang, just-announced F-150 Raptor, as well as Fiesta ST and Focus ST.

Based on the same race-proven engine architecture serving Ford's IMSA Daytona Prototype



endurance racing efforts, the next-gen twin-turbo'd 3.5-liter V6 features a wide powerband with impressive time-to-torque characteristics.

The engine demonstrates remarkable efficiency—a key attribute of its endurance racing-derived powertrain, where exceptional performance combined with efficiency is a critical competitive advantage.

Ford's twin-turbo V6 raced to three wins in its first season of the IMSA TUDOR United SportsCar Championship in '14, including a win in the prestigious *12 Hours of Sebring*, along with seven podiums over more than 15,000 endurance racing miles.

The GT features an all-new, port/direct dual fuel-injection setup to improve engine response, plus a low-friction roller-finger-follower valvetrain. The twin-turbo'd EcoBoost V6 will be paired with a seven-speed dual-clutch transaxle for near-instantaneous gear changes and exceptional driver control.

Aerodynamic efficiency is at the heart of the GT design, actively reducing drag while aiding downforce and stability.

From its optimum tear-drop shape to its aircraft-inspired fuse-

(Continued on page 12)

Red (*Italian*) Exotic!

That didn't take long: The *LaFerrari's* reign as top purebred in the Ferrari stable is over. If it's any consolation, the usurper—the super-hyper-giga-extreme *Ferrari FXX K*—will be even more limited than the LaFerrari, and it's based on the LaFerrari's carbon fiber bones anyway. Plus, you won't be able to drive it on the road. Or anywhere, really. And don't even think about racing it.

What's the point again?

Well, it *looks* striking, for one. Ferrari promises that all the additions, like the twin-profile spoiler and a splitter up front, improve aerodynamics. The moveable rear spoiler, which (*of course*) extends 2.4 inches further here than on the LaFerrari, is flanked by vertical fins topped by small wings. Call it dramatic, call it goofy, but the body kit supposedly works—downforce is up 50 percent in the 'low drag' configuration and up 30 percent in the more aggressive configuration.

Like the LaFerrari, the FXX K is a gas-electric hybrid; new cams and a modified valvetrain for its V12, plus redesigned intakes and an exhaust system free of any noise restrictions, help make the

FXX K a bit more powerful. Compare its *1035 hp* to the LaFerrari's *950 hp*. On its own, the 6.3-liter 65-degree V12 supplies 848 hp.

It's all channeled through to the ground via Pirelli P-Zero slicks. Brembo brakes (*carbon ceramic, naturally*) slow it down.

Still, there's nothing that's vastly different from the LaFerrari. Most of the mechanical enhancements, then, seem to be the car's HY-KERS regen system (*that "K" in the car's name is a nod to the "KERS"*). As Ferrari describes it, the system gets four settings: "Qualify, for maximum performance within a limited number of laps; Long Run to optimize performance consistency; Manual Boost for instant maximum torque delivery; and Fast Charge, for a fast recharge of the car's battery."

Ferrari comes right out and says that the FXX K's design was "unfettered by homologation and racing regulations" and stresses that it will "never be used in competition." We're not even sure

how many will be built.

So again, we ask: What's the point?

Well, Ferrari calls it a "laboratory car" and suggests that it will be made available to an "exclusive group" of client test-drivers. We suspect deep pockets and a long history of Ferrari purchases will do more to qualify you for that group than any experience as a development drivers—why pay someone to test drive your cars when they'll pay you for the privilege?

Either way, we're not sure we'd pony up for a car you can't even take home with you, but we doubt there'll be any trouble tracking down well-heeled recruits. Such is the way of world... and we can't really blame Ferrari for finding creative ways to use the LaFerrari platform now that the limited-production hypercar is all sold out. *What now, Brad?! 🏎️*



'Save the Stingrays'?!'

Y'all know me well enough to know that I am certainly no fan of 'GMC.' You can also count me in the larger-than-expected group of people who do not like the new Stingray, Chevy's "Plastic Fantastic."

Recent events (*from December, 2014*) would seem to indicate that a "Save the Stingrays" campaign should be undertaken before many more late-model 'Rays' suffer the fate of those pictured here.

A man stopped on the side of I-71 North near Deerfield Township, Ohio is fighting for his life after he and his pickup truck were struck recently by a white '15 Corvette Stingray.

Troopers said that the GMC driver was checking on the load in his Sierra on the berm of the interstate when the Corvette driver lost control of his vehicle and struck the truck, tossing him into the road where he was run over.

The GMC driver suffered life-threatening injuries and was transported to Bethesda North Hospital first, then transferred to UC Medical Center.

Meanwhile, the Corvette driver was trapped in his car and, after being extricated by rescue workers, was flown to Miami Valley Hospital for treatment of serious

injuries, despite having his seatbelt on.

The crash occurred about 9:30 a.m. on a northbound entrance ramp.

That portion of northbound I-71 remained closed for about 45 minutes while the ramp was closed for more than four hours, a spokesman for the Ohio Highway Patrol said.

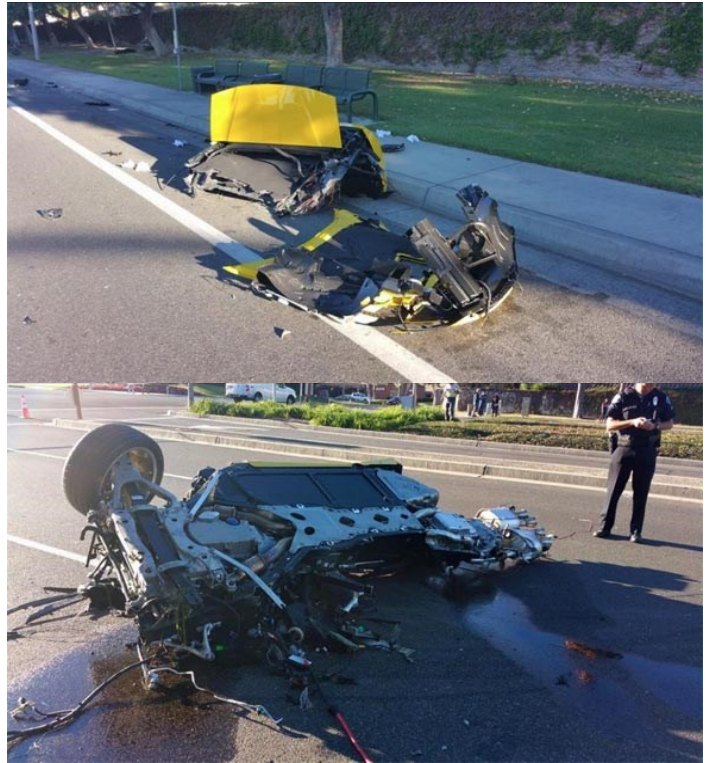
The investigation into the crash continues as officials check to see if impairment or speed were to blame.

Meanwhile, this Velocity Yellow Stingray must have been traveling at a high velocity to experience the kind of damage evident in these pictures that were recently posted on Reddit.

Basically, it was cut in half—nearly right down the middle—and not much is distinguishable from the aftermath. The condition of the driver in this accident is unknown.

Finally (*and sadly*), we have what I understand is brand-new Z06 Vette (*you wouldn't know it by the picture!*).

The **new Z06 was destroyed** and its driver was **pronounced dead**



at the scene following a fatal accident in Arkansas.

Police say the car was traveling at a high rate of speed when the driver lost control. The Z06 went off the road and hit some trees, ejecting both the driver and the passenger.

The crash happened around 12:20 pm on Highway 365 about 3 miles north of White Hall in Jefferson County Arkansas.

A follow up post on the **Corvette Forum** says the passenger was in surgery with broken arms and legs and that he will survive.

(Continued on page 11)



WTF?!

What you see here is a '91 **Rolls Royce**. And It Could Be Yours For **\$66,500**. **Stop laughing!**

Rolls-Royce. The name of power, luxury, exclusivity. Stately sedans, elegant limousines, one badass luxo-coupe, and **this**. It started life as a '91 Rolls Royce. Mulliner Park Ward was, up until '91, the coachbuilding arm of Rolls Royce: it was their job to perform customizations to suit the requests of a customer, such as a limo extension of a Silver Spur.

This ain't a Mulliner Park Ward. This is barely a Rolls Royce Silver Spur. This thing is a child's nightmare. It looks like someone placed a Rolls in the center of the jester face on the truck from **Maximum Overdrive**. It looks like Cruella DeVille's ride that was parked outside the retirement home. You get the feeling that this car was

meant to be in **Batman and Robin** as George Clooney's limo.

Out back the view is just as grim. I'm sure Billy Gibbons from ZZ Top isn't too amused that the ass end of this Roller looks like his famed **CadZZilla**. The pipes look like they were dredged up from the Everglades. And the interior isn't much better...while the builder (*ahem!*) had the good sense to leave most of the interior alone,



they simply couldn't help putting in the Colorado Customs steering wheel, and that appears to be an aftermarket deck in the dash.

This Rolls is so bad on so many levels that finding the worst thing about it is a difficult task.

From the bat-wing fins at the front of the car to the Corvette-coves on the sides, from the cheapest wheels on the planet to afterthought turn signals in the front end...this thing is horrible. It looks like the Lincoln Futura concept car got caught in a *ménage à trois* with the black Lincoln from **The Car** and a **donk**.

Whoever was responsible for this, know that a few British gentlemen in suits that look like extras from a Jason Statham movie are on the way to your residence now, and they are not pleased with your handiwork.

Thanks to bangshift.com for this gut-wrenching travesty. 🚗

Save (contd)

(Continued from page 10)

With the high horsepower in some of today's current crop of cars (i.e., **Corvette**, **Camaro**, **Mustang**, **Challenger**, and **Charger**, to name a few. And, let's not even

mention tuners like Callaway!!), perhaps people buying them need to take **performance driving classes and/or prove that they can handle all that power?! 🚗**



Of course I talk to myself.



Sometimes I need expert advice.

Blue (cont'd)

(Continued from page 8)

lage and visibility-enhancing curved windshield, every slope and shape is designed to minimize drag and optimize downforce.

Although each surface on the GT is functionally crafted to manage airflow, it also features fully active aerodynamic components to improve braking, handling and stability.

An active rear spoiler is keyed to both speed and driver input, reactively deploying and adjusting its height and/or pitch angle depending on conditions.

Designed for purpose While it shares a legacy with classic Ford racing and performance cars, GT

is a fully contemporary and functional shape that communicates modernity and pure beauty.

The state-of-the-art chassis is suspended by an active racing-style torsion bar and pushrod suspension, with adjustable ride height. The 20-inch wheels are shod with Michelin Pilot Super Sport Cup 2 tires featuring a unique compound and structure designed specifically for the Ford GT. Multi-spoke wheels encircle carbon-ceramic brake discs at all four corners.

The narrow-profile canopy reduces frontal area and caps a purposeful interior that provides state-of-the-art technology to ensure control, comfort and safety. The two-seat cockpit is accessed by upward-swinging doors, and features driver and passenger seats integrated directly into the carbon fiber passenger cell.

This configuration significantly reduces seating hardware and weight, and provides a consistent and direct sensory connection to the chassis. The fixed seating is combined with adjusta-



ble pedals and steering column to accommodate a very wide range of driver statures.

An F1-style steering wheel integrates all necessary driver controls, creating a stalkless steering column that allows uncluttered access to the transmission paddle-shift controls. A fully digital and configurable instrument cluster provides a wealth of driver-focused data. The display is configurable for multiple driving environments and different driving modes.

“While we hope enthusiasts rejoice about this all-new GT, all Ford customers will benefit from the ultimate performance Ford and its new-generation innovations,” said Nair.

I dunno about you, but it just **SOUNDS** expensive. 🗣️



T ‘n T (contd)

(Continued from page 7)

They plan to clean, and restore all 36 as needed before taking them to auction...**Fast & Furious SE-RIES?!?** Six studio heads got together last year for an interview with The Hollywood Reporter. Topics included the “**Fast and Furious**” franchise. Universal’s Donna Langley was asked if the

series could stand after one of its two main stars, **Paul Walker**, was killed in November ‘13. “I believe it does,” said Langley. “We think there’s **at least three more**. Paul is, and always will be, an integral part of the story. But there are many other great characters, and it’s also an opportunity to introduce new ones. I think it’s still a growing franchise. We’ll see what happens with ‘**Furious 7**,’ obviously, but our box office has

grown over the past three or four films and internationally, in particular. So we think that there’s more to mine there. But we’re, of course, very mindful about fatigue.” **REALLY?!?** (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!) 🗣️

THE BIG SIT

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Drawing Coordinator:
Mike Lyons / 804.306.4517
milyons@richmondicezone.com



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

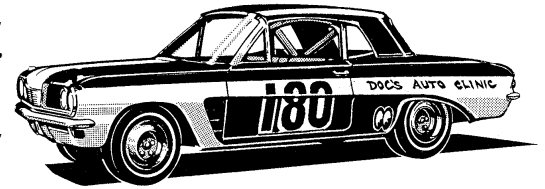
vehicles)”.

• July 10th & 11th: *Musclecar Madness* at the York Reunion.

This years’ theme—“*Celebrating the 50th Anniversary of the 1965 Super Stock Nationals.*”

• Sept. 13th—*Super Septem-*

ber Showdown in Gilbertsville, PA. Theme—“*European Invasion.*” *Stay tuned!* 🍷



Pontiacs on Parade!

As previously noted, due to circumstances beyond my control, I missed last month’s meeting. However, Nick was nice enough to cart the Pontiac Parade to the meeting and administer it. *Thanks, Nick!*

Don Stone: Don debuted his completed MCW ‘81 LeMans racer in fine fashion—I’m just sorry that I missed it! I hope to eventually build one or more of this bodystyle, so I’m gonna need to sit down with Don and see what obstacles he overcame to complete this nice rendition!

According to Nick, there was also a ‘65 Bonneville which showed up, but mysteriously vanished before he could photograph

it.

To this I added a *red Trans Am promo*, and a *Jim Yates Splitfire/Peak Firebird Pro Stock (diecast) racer*.

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



into existence. So, lemme just say—“*Thanks, I needed that!!*”

So, c’mon—bring ‘em and show ‘em!

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



‘Gov’t’ (contd)

(Continued from page 5)

er resolution at ‘GMC’s’ annual meeting in June that seeks release of the records. In the past, the NLPC has used a similar tactic in asking other companies (i.e., *Verizon* and *PepsiCo.*), to disclose their giving. *Good luck wit’ dat!* 🍷



2014 GMC Recall Ticker

of Recalls

79 (!?)

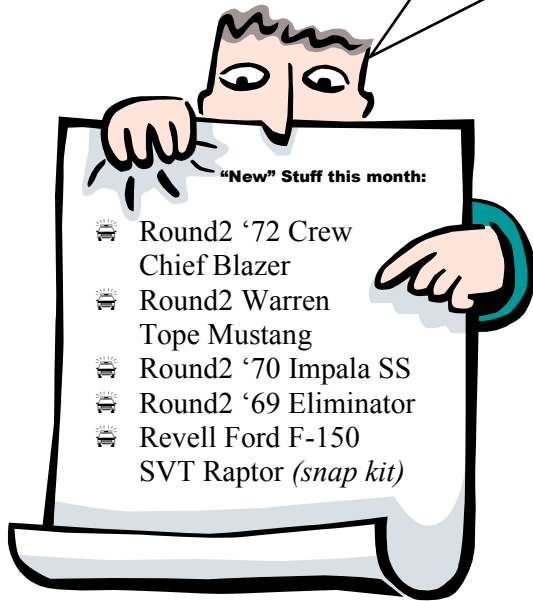
of Vehicles Affected

30,412,193

Chapter Contact:

Timothy Sickle
15905 Ark Court
Bowie, Maryland 20716
Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMA's BoyZ do it in scale!



"New" Stuff this month:

- 🏆 Round2 '72 Crew Chief Blazer
- 🏆 Round2 Warren Tope Mustang
- 🏆 Round2 '70 Impala SS
- 🏆 Round2 '69 Eliminator
- 🏆 Revell Ford F-150 SVT Raptor (snap kit)

Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

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

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

www.yorkus30.com 🏆

Classifieds

WANTED: I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*). I also have an extensive collection to trade from. In search of 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prix, and '70-'81 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 a meeting. **Thanks!** 🏆

Best (contd)

(Continued from page 1)

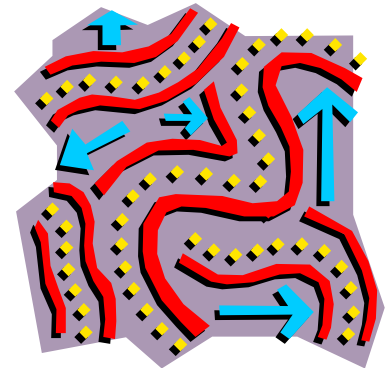
Modern spots during the game, 'specially car spots, have become theatrical and preachy. This was straight ahead, mine's bigger than yours, horsepower, rumble, gut check stuff. **You gotta love it!** The spot can be seen at this link: <https://www.youtube.com/watch?v=KGC3dlzQ8WQ>. Ah, the good 'ol days! 🏆

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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