



MAMA Sez!

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March, 2015



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

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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**
- ☞ May **NONE (!)**
- ☞ June 20th
- ☞ July 18th
- ☞ August 15th
- ☞ September 19th
- ☞ October 17th
- ☞ November 21st
- ☞ December 19th



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

"Big Go East" is Imminent!

Due to a weather 'event' (*snowstorm!*), I received an e-mail cancellation prior to leaving for the meeting! I understand there *WAS* a small meeting, before members *fought* to return home!

This month, *Rich Wilson* peeks at the *Round2 UNCLE Spy car*, and the *Revell Raptor snapdite*. *Thanks, Rich!*

Since I was not there, there was no *Pontiac Parade* display.

I've no idea what the raffle did, as a result of the aforementioned e-mail.

I don't believe we even had a raffle, so, no need to

thank 'non-existent' donors! I will thank you all for the continued support, though! ☞



"Snowplow of the Rich and Famous?!"

Condolences!

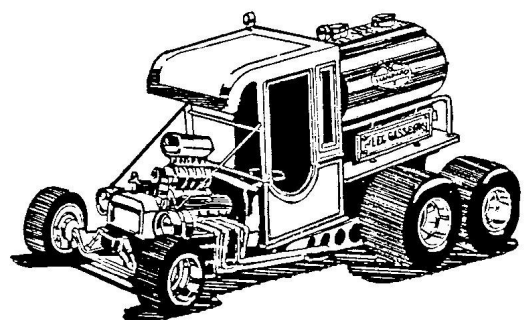
For those of you who missed former MAMA Prez Lyle Willits' e-mail, it is my sad duty to report the *passing of MAMA club member Pat Crittenden in late February*.

As you all know, Pat was fighting both lung and brain cancer.

As a matter of fact, the enclosed picture was taken by *MAMA member Ron Hamilton* at the December meeting, when the club collected approximately \$800 and

donated it to Pat & his wife Bonnie, in an attempt to help defray medical bills.

God-speed Pat—you will be sorely missed! ☞



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Round2/AMT Piranha: The Man from UNCLE Spy Car

Whew!! That's a big name for such a little car! I can't remember the last time this kit was available other than the barely related Piranha drag car, and you don't see it in old collections either. I remember some 20 odd years ago reading the story of the car. It was the idea of someone to offer it as a kit car, but it floundered from the start. I believe it was either **Gene Winfield** or **Bud "the Cat" Anderson** or both that aided in its' design. Personally, I consider Gene "**the True King of the Customizers**" and he is still at it today! But AMT Corp. apparently bought all the rights and ownership to the Piranha. As best I can remember, only like four fiberglass bodies were ever made and little else was ever done with those. Somebody made a tube frame with a mid-mounted Hemi and put part of one of them on it and made the drag car. In the early to mid 60's, **Robert Vaughn** and **David McCallum** starred in the hit TV spy show "**The Man From UNCLE**" (*United Network Command for Law and Enforcement*). It was as much a tongue in cheek adventure comedy as anything, but this car was never part of the show. It was only used in a feature length (*UNCLE*) movie made long after the show was canceled and it must have been a flop. I've seen the movie and it was pretty bad compared to the TV version and at that, the car didn't get much more

than 2-5 minutes on film.

There are 116 parts in this kit, and of that 61 are chromed with 44 bare plastic. The rest are tires and windows. I remember it was originally done in white plastic versus the blue it is now. I also remember painting it metallic blue and then gluing it together. It didn't want to stay together mainly because I hadn't removed the paint at the glue joints. But that would have spoiled the paint job; either way I was screwed. I eventually saved a few parts and tossed the rest. I still have the engine in my parts box today. I recommend that you assemble the basic body and interior and roof, sand, fill, prime and paint that much then insert the rest into it like you would with a ship in a bottle kit. Also I'd lose all the 'Spy' parts and build a reasonably nice sports car.

Engine: As if you didn't know, it's a built up Corvair 6-cylinder boxer engine. The block, starter, fan housing, belt, and turbo exhausts are blue plastic—all the rest is chrome. One of the shortcomings is the fan belt, which looks like it's off a V-8. If you know 'Vair engines, you know how the belt should come off the crank pulley, up over the top of the engine to the fan blade, but not so in this kit. The turbos



aren't very accurately shaped either. And the exhaust manifolds would scale out to 1.5 inches; not very big for an engine with twin turbos fed by two side draft Weber carbs. The pipes that go from there to the turbos look like your bathroom sink drain. But for all its' shortcomings, it's a neat little engine; I strongly recommend looking in your parts box or buy the recently available Corvair kit and fix/accurize this assembly. It does have nice finned/chromed valve covers and matching extra capacity oil pan. The silly parts are the propeller shafts with 3-blade props that make a sharp right angle and seem to connect nowhere.

Chassis: There is none of the traditional type, so I guess the suspension attaches much like that of the "super cars" of today. There are nicely detailed A-arms and spindles/up-rights that mount on sub-frames with chromed spring shocks. Rack and pinion, tie rod and front sway bar finish the front off. The rear is similar but has a one-piece half-shaft. The rear has drum brakes (*part of the wheel backs*) I would assume, while the

(Continued on page 9)

F-150 SVT Raptor

This truck is such a popular vehicle that I thought I'd pick one up, even though it's a snaptite kit, to see what's inside and whether it could be modified to suit our tastes for more detail. The Raptor is available with only one engine, the 6.2 liter V-8. It seems to be based on the new Coyote engine family, but is modified from that found in the Mustang Boss 302. The chassis has a similar situation as well. We could substitute the chassis from the SVT Lightning kit, to build a hot rod, but it would need to be stretched significantly and all the suspension, front and rear, is totally different even from that in the Lindberg F-150 kit. The only practical thing to do is to build it out the box; which is correct from the pictures I've seen. If you do an Internet search, you can find tons of photos for inspiration. I found one that has the truck "slammed" to the ground. As "kool" as it looks, it doesn't make a whole lot of sense for a 4-wheel drive truck. If you need further convincing of its' good (*raptorous*) looks, check out the additional pic (*see page 7*) I found!!

Chassis: Two pieces are all there is, but it is fairly well detailed. There are disc brakes for all four wheels. Internet pics can help you detail it if you like. I almost forgot about the tailpipe end that is chromed and definitely needs drilling out ala Larry Greenberg. Drilling new axle holes higher to lower it would be very easy, but I'm just not sure if it makes sense if you're going to take it off road.

Interior: There are eleven

pieces all together and quite well detailed, three-dimensionally.

My only personal complaint would be that it's all molded in black plastic. But that seems to be normal for skill level 1 kits, and there are two-tone patterns available to spruce it up a little that wouldn't be hard to do. Being an extended cab, there is a second row seat that looks more like three bucket seats joined together. The front bucket seats are two-piece with great detailing. I couldn't figure out what the square piece was until I looked at the instructions and discovered it's the steering column—oopsie. The dash is nicely detailed and gets two decals; one being the computer screen. The automatic shifter handle reminds me of the pistol grip handles in the Mopars of the '70s.

Body: It's two pieces molded in red/orange plastic, but the bed snaps together with hooks reminiscent of earlier Revell pickup kits. The grille, headlight sockets and lenses all snap together with the body trapped between. But I like Revell's choice for the glass. The windshield and skylight are one piece clear in a baggy, while the quarter and the rear windows are lightly 'smoked' in a second baggy. The taillights are clear red, but really need chrome foil behind them. The top edges of the bed are black plastic as is the inner part of



the tailgate, rear bumper and mirrors. The mirrors get chrome inserts, but need to be partly painted the body color. The body needs several areas painted flat black to match the real thing. The hood inserts and grille are black plastic as well. This is just an observation, but wouldn't these snaptite kits be more requested or sell-able if they were pre-painted like Revell's Challenger, Corvette, and Audi kits of a similar skill level?

Tires/wheels: The wheels are chromed though it seems they should have the spokes painted black; I just don't like that look. They scale out to 17 inches in diameter while the tires scale out to 34.375 inches and look fairly nice, but the tread depth isn't very deep like one would expect for an off road-bound truck. Maybe I'm being petty. To me they are spoiled by the lack of any sidewall lettering either raised or tampo printed.

Decals: You can see the sum total of them in the box art, though the body needs a great deal of accent painting to really look good. Did I mention they are peel and stick?

by: Rich Wilson 🍷

'Gov-a-mint Motors!'

'GMC' is *trimming production* at two of its car plants amid mounting dealer inventories, an effort to reduce stocks of the **Chevy Sonic** and **Camaro**, **Regal** and other models.

'GMC' scheduled downtime for March 9th-13th at its Orion Assembly plant in suburban Detroit, where the Sonics and Veranos are made, to adjust supply to demand, according to a plant worker and another person with knowledge of the schedule.

The Orion plant previously had scheduled a down week for April 6th-10th, also to trim excess inventory.

Meanwhile, the "Flex" line at 'GMC's' Oshawa, Ontario, plant will be idled April 13th-17th, cutting production of the **Camaro**, **Regal**, **Cadillac XTS** and **Impala**, one of the sources said.

The cutbacks come as car sales cool amid lower gas prices while demand for trucks and crossovers grows. Most of 'GMC's' production trims are for nameplates that are well into their life cycles and due for redesigns within the next year or two.

Inventories on most of them have grown in recent months.

On Feb. 1st, there was a **216-day supply** of **Sonics** on dealer lots or on the way to stores, the highest inventory level since it debuted in August 2011. The **Regal** had a **213-day supply**, up from 96 days on Jan. 1st. **Camaro inventory** was **131 days**, up from a month earlier but lower than at the same time last year.

Inventory of the **XTS** (109-day

supply on Feb. 1st), **Verano** (92 days) and **Impala** (65 days) was not significantly higher than in recent months.

A 'GMC' spokesman declined to discuss the company's production plans.

Back in late January, 'GMC' announced a *stop-sale* of some of its '15 model year full-size crossovers—including the **Chevy Traverse**, **GMC Acadia** and **Buick Enclave**—over the possibility of *treads cracking on their 18-inch Goodyear Fortera HL tires*. Back then, 'GMC' said that the issue would eventually result in a safety recall to address the issue, and NHTSA has now released details of the campaign.

To note, Goodyear has announced its own recall of the tires in late January after internal testing found small cracks in tire tread. The tire maker said that the cracks didn't present a safety issue, but recalled the tires to comply with federal laws. The campaign covered an estimated **48,512 tires**, of which around **32,000 were reportedly made for 'GMC'** to either be installed on vehicles or sold as replacements, while the remainder was sold in the aftermarket. Number of vehicles affected: **5,876 vehicles**.

The problem: the tread in vehicles equipped with 18-inch Goodyear Fortera HL tires could crack, resulting in a loss of pressure and possible failure, thereby increasing the risk of a crash.

As such, the vehicles fail to



comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 110, "Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or Less."

The fix: 'GMC' will notify owners, and dealers will replace the tires that were manufactured within a specific date range free of charge. 'GMC' has not yet provided a schedule by which it will notify owners.

'GMC' is recalling **67,000 2013-15 Cadillac ATS sedans** to fix a problem with the power sunroof controls.

The problem: a vehicle's sunroof can automatically close if the non-recessed switches are even slightly touched. The recall is being performed since the driver or passenger can activate the switches with less force than allowed under federal safety standards. 'GMC' found the problem in testing an ATS in January.

The fix: 'GMC' will notify owners of the recall and dealers will replace a switch trim plate in affected vehicles. Dealers have been instructed to *stop selling the*

(Continued on page 5)

'Gov't' (contd)

(Continued from page 4)

cars on their lots until they are fixed, while vehicles that are at the factory already received the repair.

'GMC' is recalling **2,062 '15** North American ***Chevy Cruzes*** to address a ***rollaway risk***, and Chevy dealers have been issued a ***stop-delivery*** on the affected units until they have been repaired.

The problem: "the left-rear or right-rear parking brake cable brackets may not have been properly fastened during the assembly process", said NHTSA in its recall summary. "As a result, the fastening bolts may back out completely, causing the parking brake bracket to separate and the parking brake to not hold the vehicle in place."

The issue increases the risk of a vehicle rollaway resulting in a crash. 'GMC' isn't aware of any crashes, injuries, or fatalities related to this condition, which was discovered February 9th during a plant audit.

The fix: Chevy dealers will inspect affected vehicles and, if necessary, tighten both the left and right rear park brake cable bracket bolts. The repairs will be performed free of charge to the customer.

'GMC' is recalling **69,633 MORE** models of the **2006-07 Malibu** and **G6** over an issue with the cars' power steering system.

The problem: in affected vehicles, the electric power steering assist system can suddenly fail and increase driver effort to steer the vehicle, increasing the risk of

a crash. This is most perilous at low speeds when power steering is most helpful.

Note that this is an expansion of previous recall to cover additional vehicles.

The fix: 'GMC' will notify owners and dealers will replace the torque sensor assembly in the power steering system. The repairs will be conducted free of charge.

'GMC' is recalling approximately **64,000 Chevy Volts** to implement a fix that will limit the length of time that the car can be left idling. Automotive News reports. The issue stems from the possibility of ***carbon monoxide build-up (!) in enclosed spaces*** when Volt drivers forget to shut off the car, which can happen when the driver accidentally leaves the car on while it's in electric mode.

Leaving it powered up in electric mode will eventually drain the battery and the gas engine will kick in.

"If the gas engine runs for a long period of time within an enclosed space, such as a garage, carbon monoxide could build up," 'GMC' said.

'GMC' informed Automotive News in a statement that it was aware of two injuries stemming from carbon monoxide exposure related to this issue.

The Volt is already programmed to emit a chime when the driver exits the car if it hasn't been switched off, but the change to the Volt's software will limit the time that the car can remain idling in the 'on' position. This alteration to the software will be implemented at the dealer level

once the software fix is ready.

This recall affects **50,249 Volts** in the **US** and another **13,987** in **Canada** from the **2011-13 model years**. NHTSA hasn't posted a recall notice to its website as of March 13th, but 'GMC' has already asked dealers to ***stop selling new or used Volts*** from those model years until the software is updated. ***And yes, there are still several hundred new, unsold Volts from the 2013 model year.***

Guess it's back to 'business as usual' at 'GMC' (recalls!), eh?!

Now for a few ***new Stingray stories.***

There's normally few reasons to feel bad for the owner of a brand-new 650 horsepower supercar, but we sympathize with the poor soul who walked out to find their ***'15 C7 Corvette Z06 sitting on wooden blocks.***

Corvette7 forum user Schlok posted the enclosed photo along with the following message:

"Heads up fellow owners, someone ***stole my wheels*** in front of my GF's apartment this morning! If anyone sees wheels for sale, let me know!"

Some particularly brazen thieves showed up, probably at night or in the early hours of the morning, propped the car up on a wooden block and made off with tires belonging to a \$78,000 su-

(Continued on page 12)

2014 GMC Recall Ticker

of Recalls

84 (!)

of Vehicles Affected

30,620,764

This n That

Petty's Garage Mustang! At the '14 SEMA Show, Ford revealed a **custom '15 Mustang GT** that was modified by Petty's Garage—a tuning company owned by **NASCAR legend Richard Petty**. Apparently the car must have been well received, as Ford just announced that it has opened the order books for **143 Petty's Garage Mustang GTs** in two stages: The **Stage 1 PGM GT** will feature a host of mods. The exterior will carry exclusive front and rear fascias, a center-exit exhaust, and a race-inspired spoiler. Inside, it will get embroidered headrests and floor mats, and it will feature Petty's signature on the dashboard. Under the hood of the Stage 1 model, the Mustang GT's 5.0-liter V-8 has a Ford Racing/Roush supercharger, a cold-air intake, custom engine calibration, and a Magnaflow exhaust to push the total output to 627 horsepower—a 192-horse boost over the base GT. Also added are 20-inch Petty's Garage HRE FlowForm wheels wrapped in Continental tires. The **Stage 2 package** adds in a Wilwood brake kit, a set of Petty's Garage HRE three-piece forged aluminum wheels, and the same custom Tuxedo Black-on-Petty Blue paint job we saw at SEMA. Ghosted into the paint on the C-pillars and hood is Petty's number 43. Of the 143 units offered, 100 of them will be Stage 1 and 43 will be Stage 2. As of February 20, only 42 Stage 2 cars remain available, as **AC/DC front man Brian Johnson ordered the first one**. The Stage 1 car will check in



at **\$62,210** and the Stage 2 will run **\$92,210**. The order books are now open at all Ford dealerships nationwide... **'Unobtainium' GT!** The **new Ford GT** has a lot going for it: Great looks, a V6 (!) with a racing pedigree, and heritage for miles. The biggest upset at the Detroit show, it rolled out to a ton of fanfare, but two questions lingered: **how many, and how much?** Ford's new tactic is to keep mum on certain details, like horsepower figures, but in the case of the GT, one would think that in order to get the cars moving once production is up and running, Ford would want a waiting list handy. In order to buy a car, a price should probably be noted, and a lot of prospective buyers of a supercar like the GT want the power figures in hand before they sign up. Well, we only have the **"over 600 horsepower"** quote to go by, but at Geneva the price and production numbers were announced: **250 cars per year**, which is reasonable enough. But Ford Performance director Dave Pericak said that they are targeting the **Lamborghini Aventador's price**. It starts at **\$397,500**. We have a question: how can Ford justify a large jump in price to the supercar? At it's highest in '06, the last-gen Ford GT stickered for **\$149,995**. We know that the market for these high-end cars is out

of reach for most, but at least the last-gen GT was within reasonable reach. It was still reasonably accessible and was a massively cheaper alternative to Ferrari, Porsche and Lambo while meeting them head-on at the track, ready to fight. That was a winning package back then, so what in the **royal Hell** changed in the last ten years that requires **another \$250K investment** to keep up? Here's hoping that the V6 blows everybody's



doors off, because with that kind of price, it damn well better!... **The Last Veyron?!** Ten years have passed since the first Bugatti Veyron came across our computer screens—10 years since we gasped at the power, torque and top speed. And now, a decade later, it's production run is complete. The **450th example**, a **Grand Sport Vitesse with 1,183 hp** dubbed **"La Finale,"** will appear at the Geneva auto show in March, before heading to a private collection. Over 10 years ago, Bugatti developers were given four goals: Build a car that could transfer more than 1,000 PS (986 hp) to its wheels, go faster than 400 km/h, get to 100 km/h (62 mph) in less than three seconds and be suitable for a night out at the opera. Lofty goals, for sure. The hardtop debuted in '05. The first open-top version came out in '08,

(Continued on page 7)

T 'n T (contd)

(Continued from page 6)

followed by the Super Sport and roadster in '10 and finally the Grand Sport Vitesse in '12. Unsurprisingly, a customer in the Middle East bought the last car, which will be displayed in Geneva alongside Veyron chassis No. 1. ***Must be nice, eh?...JEEPERS!*** Jeep will be celebrating its ***75th birthday*** at the Bantam Jeep Heritage Festival in Butler, PA, from June 12th-14th. The festival will pay homage to the ***Bantam Reconnaissance Car (the world's first jeep)*** with a parade, rare models and off-road trails. The most anticipated event is the ***Guinness World Record parade***. One Jeep from every year of production (1940-2015) will lead the way, but altogether ***2,000 Jeeps will drive a 3-mile route***. After, Jeeps will line the streets of Butler for a party. "Our fans have been asking for another parade since we set the first record in 2011, and we thought the Bantam Jeep's 75th birthday was the perfect time to do it again," said Patti Jo Lambert, festival director. A history exhibit is also on the list, featuring the only remodeled BCR and a dozen rare Jeeps from the 40s. A World War II Encampment area contains more than 15 WWII Jeeps, shedding light on what military life was like during the Jeep era. If you would rather get down and dirty, then the off- and on-road trails are for you. Put your skills to the test while navigating through mud, trees and other barriers to explore the area. Fans can join the Ultimate Jeepers Contest,

which will provide one lucky owner with a \$7,500 prize package of parts and accessories for their Jeep. The Show 'n Shine, which allows you to show off your tricked-out Jeep, and the Ruff 'n Tuff competition, which is for more eccentric owners looking to win Best Trail Ready and Most Mud, bring a fun twist to the party. All events will take place at Cooper's Lake Campground in Slippery



Rock, PA, except the parade. Bringin' your Jeep to the festival? You must register. Pre-registration is available online until May 17th. To learn more, go to www.bantamjeepfestival.com...***"I'm Goin' to Ferrari World!!"*** FW Abu Dhabi has proven to be a great success. The park, which claims to be the world's largest indoor park, has the ***world's fastest roller coaster, Formula Rosso***, which launches like a jet off an aircraft carrier before hitting a 150 mph top speed. It's been so successful that a second one, ***Ferrari Land***, is being



planned for the ***PortAventura theme park in Spain***. PortAventura is already the most popular destination in Spain and sixth most popular in Europe. As expected, the theme is speed and a ton of red everywhere. Two highlights will be the standout feature: ***the tallest and fastest roller coaster in Europe***, and...no, we aren't making this up...***a five-star luxury Ferrari-themed hotel shaped to look like the nose of an F1 car***. Ferrari Land is expected to occupy up to 18.5 acres of PortAventura and hotel booking is expected to start the end of the year (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!) 🍷



Ford Racing Into the Future!

Out of beer and still wanting more, Ford exec Jamie Allison starting licking his arm outside victory lane.

Given the month Ford enjoyed at Daytona International Speedway, it's no wonder Allison and his guys emptied the cooler.

Ford swept *every* points race at Daytona, culminating with **Joey Logano's victory** in the Daytona 500 on Sunday. It was the first time the automaker had accomplished the feat.

"It feels great," said Allison, Ford's director of North American Motorsport. "I feel like every Ford employee and every Ford fan—just elation. How could you not be elated over spending a weekend in Daytona—this is kind of the Holy Grail—and to walk away with literally a sweep, you just pinch yourself. Dreams don't take you that far."

It's a reality now, thanks to the biggest win in Logano's career.

The driver nicknamed "Sliced Bread" held off a host of challengers over the final laps to give team

owner Roger Penske his second Daytona 500 title.

Logano spent seven years trying to live up to impossible expectations after breaking into the Sprint Cup Series at 18. But after four lackluster seasons at Joe Gibbs Racing, Logano landed at Penske and rejuvenated his career.

Logano's run wasn't worry-free. Two Ford drivers—teammate Brad Keselowski and Ryan Blaney—blew engines in the race. That prompted questions and concern from just about everybody in Logano's pit, including Allison and several other Ford execs.

"I think everybody's fingers became crossed fingers," Allison said. "When you see two of those on the same team, you start to wonder...You don't know how it's going to turn out. At the end, we prevailed."

In every race, too.

Ford driver Tyler Reddick won the Truck Series season opener Friday night, ending Toyota's *eight-year*

winning streak at Daytona. Ford's Ryan Reed followed that win with a victory Saturday in the Xfinity Series opener.

Throw in Chip Ganassi Racing's win in the Rolex 24 at Daytona last month with an Ecoboost DP, and it's been a Ford festival at the famed track.

"I think that's a pretty big deal for those guys," Logano said. "You deserve a high-five or something."

Allison would settle for a beer.

"This is sports, and in sports, momentum matters," he said. "And we have a momentum coming out of Daytona. So, you know, it feels great, all the teams feel great. At the end of the day, it will translate into confidence, which will manifest itself into coming out of the gate as fast as you can."

Congrats to all the winning drivers. Oh, and the **Daytona Prototype Corvettes**? They followed the Ford across the finish line in **2nd, 3rd, and 4th!** (Thanks to the Associated Press) 🏁



Oopsie!!

The Oscar Mayer Wienermobile might need to go all-wheel drive after it crashed into a pole recently in central Pennsylvania.

The 27-foot-long fiberglass Wienermobile slid off an icy road near Harrisburg. Fortunately no injuries were reported—besides, of course, the driver's ego. The accident did mess up local traffic, though.

This particular dog was one of

six running examples Oscar Mayer uses to advertise across the country.

The first version was created in 1936 by Mayer's cousin Carl. Drivers are

nicknamed Hotdoggers—obviously for good reason. 🌽



UNCLE (contd)

(Continued from page 2)

front has chromed disc brakes.

Tires/Wheels: I can't honestly remember what tires came in this kit originally, but I'm fairly sure it was the Firestone Supremes, as the drawing in the instructions look more like them than the smaller 13 inch tires AMT made at the time. In any case, we now get Round2's newest tires. They are a smaller tire with red lines on one side and blue lines and "Goodyear" lettering on the other. They're gorgeous and it's difficult to decide which side to use. They measure 1 inch in outside diameter, but the inside diameter is of the 1/25th scale standard size, so swapping wheels will be easy. I imagine Round2 did this to make it easier on themselves and to provide a tire of the more correct size. The wheels are unchanged with chromed back halves for the rear and unchromed for the front because of the brake discs.

Interior: This is the only time I can remember gauges being separate chromed pieces (*just the dials*); all six of them. The seats mount in recesses in the body very similar to the LaFerrari of today.

What we now call the center stack is one of the spy parts. It has gauges on one side and radar screen, dials and switches on the other. Its intended to be reversible. The glove box door gets fastened either open or closed depending on whether you want to view more spy 'stuff' in there. A steering wheel that looks like it was lifted from a Pontiac and a Vette-like shifter are all that's left.

Body/Glass: This and the real ones were like a fiberglass boat in that the upper and lower halves bonded together in a similar manner, though the car was made with cycolac. The working doors seem like a neat feature, but they hinge between the laser cannons in the overhead console and a notch in the window glass. The "gull wing" doors have "door cards" that have rocket tubes in them with chromed rockets. I can just imagine the stars having to open the doors to fire a rocket and hopefully they did remember to do so. Then again, how do we show the rockets. If the viewer could see them, the doors wouldn't shut! Oh, and the laser guns are just chromed cylinders. There are two flame thrower barrels that can be mounted to the front grille area. Don't forget to drill out the ends

for realism. There's a weapons bay between the interior and the engine compartment that has a door to be mounted either open or shut. In the open position, it would act as a bulletproof shield, closed Napoleon and Illya would have to freeze to death in the winter since there is no back window. There are two sets of glass, clear and smoked; I think I'd use a combination of the two. And then there are the two turbo wastegate doors at the rear either open or shut, your choice. I do like the full width clear red taillight.

Decals/Extras: They seem almost not needed, I guess would be the kindest comment. Why would a spy car bring attention to itself?! The "Piranha available in full size kit" seems a little late, but Round2 must have re-printed the original. There are numbers in roundels, sponsors, fish, Corvair powered, two pinstripes, and two racing stripes, one in orange. There is a booklet that has a lot of pictures dating back to the mid 60s, and a big picture to mount on your wall.

I don't mean to make fun or slight the kit—it's well done for the era it's from, but the spy parts just seem silly these days.

by: Rich Wilson 🍷

Update: As I mentioned in the review of the model, I couldn't remember where I had read about the Piranha. And of course, I did remember *AFTER* I sent the review to our editor. Go figure!! It is mentioned in the biography of **Gene Winfield** by David Grant. If you are a fan of cars of any type, I highly recommend this book. Gene has and continues to be in-

involved in so many cars in movies and TV that it's very surprising. It turns out that there were many more Piranhas built than I thought. In a recent conversation with **MAMA member Frank Knapik**, he mentioned that he knew of a web site that was full of Piranha information. I was thinking of building this kit as the sports car and not the spy car.

Having visited the site, I can tell you it is overflowing with hard to find info and pics that will be **VERY** handy no matter how you plan to build it. The funniest thing I read is that despite the spy cars' twin propellers, the car **did not float!** I just hope Napoleon and Illya could swim! The web addy is www.c-we.com. Check it out—you'll be pleasantly surprised! 🍷

French 'Barn Find' Auction!

All eyes were on the Baillon collection during Retromobile week last month in Paris, with the Artcurial auction house offering a stunning menagerie of 100 cars, 60 of which were deemed to be in restorable condition. The collection had come to light only recently and consisted of automotive treasures that had been hidden for decades, rescued from the crusher by Roger Baillon, a shipping magnate. While the lion's share of the collection consisted of obscure coachbuilt French autos from the pre-war era, a number of better known cars were also in the sale.

In all, the collection brought in a **staggering \$28.5 mil** with an 89 percent sell-through rate, 85 percent of the lots going to buyers outside of France.

The star of the sale, a **'61 Ferrari 250 GT SWB California Spyder**, didn't fail to disappoint, bringing a **world-record \$18.5 million**. Exhibited at the Paris Motor Show in '61, this example existed as a rumor among a very small circle of people for decades, despite having been owned by a movie star earlier in life. This California, with chassis number 2935GT, joined the collection of Jacques Baillon in November '71, and had been out of sight just until a few months ago when Artcurial was contacted to come see a few

cars sitting in a barn. This was one of a handful of better-kept cars from the Baillon collection, alongside the **'56 Maserati A6G 2000 Gran Sport Berlinetta by Frua**, and will reportedly run just fine after a recommissioning.

And speaking of the Maserati, this stunning coupe managed to bring in **\$2.2 mil**. The magic dust of the Baillon collection seemed to have done its work, coaxing an impressive amount from an American bidder. This Maserati shared a garage with the aforementioned '61 Ferrari 250 GT SWB CS and was found sitting under a pile of books and magazines when the garage was opened.

Another major surprise of the sale was the amount achieved by



the **'49 Talbot-Lago T26 Grand Sport SWB by Saoutchik**, a car that had effectively been crushed on one side. Estimated to bring between \$458,000 and \$688,000, it stunned bidders by achieving **\$1.9 mil**. The winning bidder, only identified as a collector from Europe, will certainly have a few options when it comes to deciding what to do with it. As friends in the collector car business keep reminding us, all you need is a chassis number.

The winning bidder will not only have that, but the engine,



most of the frame, and a large number of trim should a complete restoration be undertaken. There was said to be enough of the car there to create a 100 percent accurate 3-D blueprint of the Talbot-Lago T26, and cars that were much further 'gone' have been brought back countless times.

Top 10 Sellers

- '61 Ferrari 250 GT SWB California Spider (*Baillon Collection*) – \$18.5 mil
- '56 Maserati A6G 2000 Gran Sport Berlinetta Frua – \$2.2 mil
- '66 Ferrari 275 GTB Berlinetta – \$2.2 mil
- '49 Talbot-Lago T26 Grand Sport SWB by Saoutchik (*Baillon Collection*) – \$1.9 mil
- '38 Mercedes Benz 380 K Cabriolet A – \$1.6 million
- '68 Bizzarrini 5300 GT Strada – \$1.4 mil
- '57 Mercedes Benz 300 SL Roadster w/hardtop – \$1 mil
- '62 Maserati 3500 GT Spider Vignale – \$971,015
- '61 Maserati 3500 GT Spider Vignale – \$944,054

(Continued on page 16)



'A' Team Limo?!?

Still more bangshift.com insanity! BangShifter Robert Burris who spotted this creation on the street while strolling around Manhattan. He didn't put the pieces together as quickly as I did but we're sure many of you took a look at this aging Lincoln limo that has been "armored" with galvanized steel and immediately defaulted to the *A-Team* like I did. There's no other possible explanation for this car other than coming to terms that *BA Baracus*, faced with overwhelming force from the bad guys and having only limited resources at his disposal, built this car while *Face*, *Hannibal*, and the mentally ill member of the A-Team (Ed. Note: *Murdock!*) fought it out with the bad guys.

Just when it looked like things were going to go the bad guys' way, BA and the boys busted through a flimsy sheet-metal "garage door" in their armored limo and beat the bad guys back, saving the day and then going to have sexy time with 80s chicks.

The other explanation is that this is owned by some dink who fancies themselves an artist and this is some sort of statement. While the galvy won't rust up like normal sheetmetal, it is also thin enough that rounds from a .22 would probably puncture it like they were heading through a brick of firm cheese. The treatment on the nose, the stuff on the roof, and the weird outgrowths on the quarters and hood literally make no sense. It made sense to someone but we didn't get the memo. The thing sucks when you think of it in

this context, but it has some awesome still dripping off of it when you think about BA Baracus actually building it, right?

Just what the doctor ordered for the streets of New York, eh?!

(Thanks again to bangshift.com) 🙏



'Gov't' (contd)

(Continued from page 5)

percar. Some of these wheel robbers are a little more considerate and leave the car up on four blocks, but in this case, they just let the car rest on its rear brakes.

We can't imagine there are too many C7 Z06 wheels for sale right now, so if any pop up, it'd be considerate to let this guy know. On the bright side, at least he has an excuse to splurge on some nice aftermarket wheels.

The owner did follow up with a new post on Feb. 7th:

"So 'GMC' called me this morning—someone is supposed to come move my car via magical means, we'll see if it happens. I'll post pictures if successful."

On Sunday, Feb. 8th, the owner shared a photo showing the Z06 on the back of a tow truck. Unfortunately, he says **"Well 'GMC' Roadside was NO help. After setting up the tow, they backed out of their desire to help...car is off the street."**

When you pay **nearly \$80,000 for a car**, you expect everything to be in full working order upon taking delivery, but as some **Corvette Forum** members have learned, that isn't always the case.

More than one **Corvette Forum** member has reported their C7 Z06 arrived with **cracks in its**

tires. Most recently, member 'sdtoothdoc' posted photos of his '15 Z06 after taking delivery of it in San Diego showing **large horizontal cracks** in the sports car's rather expensive Michelin tires.

He posted the following message along with the photos:

"Hey guys...my A8 Z06 finally got here in San Diego and I took her home a few miles away. As suspected, all four tires have cracks like Dennis's from Las Vegas. When at the dealer, they said that four other Stingrays all have the same cracks in the tires."

A Michelin rep has now addressed the cracked tire complaints, advising Corvette owners **not to drive or move their cars in cold weather if they'd like to prevent cracks from appearing in their tires (WTF?!?)**.

"This winter has been extremely harsh in much of the country and some recently shipped Corvette tires may exhibit cracking. In general, summer tires should never be driven on or moved in temperatures under 20° F because they may crack. Tires should be carefully inspected at the dealership before taking delivery of a vehicle. Never use a tire with freeze cracks, breaks, or damage to the sidewall or tread. For those residing in colder climates, Corvette owners should have a plan for vehicle storage during cold winter months. **If**

your garage drops below 20° F regularly, consider removing tires and storing them inside. If you live in colder climates and want to drive your vehicle in temperatures below 40° F we

strongly recommend investing in a **set of winter or all-season tires."**

The C7 Z06 owner in this case is from San Diego, so his car likely wasn't subjected to sub 20° F temps while at the dealership. Another forum poster who complained of cracked tires was from Las Vegas, again ruling out the possibility of sub 20° F temps. This makes us think the tire cracking is likely happening at the plant in Bowling Green, or on vehicle transporters. Owners should take the issue up with 'GMC' rather than Michelin, as it seems to be a delivery issue rather than a manufacturing flaw.

"Godzilla 1, Z06 Vette nothing!" The April issue of *Motor Trend* featured a head-to-head of the **Z06 Vette** and the **Nissan GT-R NISMO** (both '15 models). It was a close one, but the testers chose the GT-R.

The best things they could say about the Z06 were that it was a screamin' bargain vs. the GT-R (\$105,210, vs. \$151,880 as tested), and it's mechanical 'noise' (engine vroom! Vroom!).

Despite being 50 hp. shy (GT-R—600, Z06—650), the GT-R outperformed the Vette across the board. **AWD will do that for ya!**

Ironically, the Z06's spoiler package was a good news/bad news deal—it conspired to cause some drag, thereby slowing it down in high-speed stretches of the track (*Willow Springs*), but helped with cornering grip in twisty sections.

For those of you who ain't Chevy fans, and may be interested, you may also be able to find a video of this test online, if you avail yourself of Google. 🚗

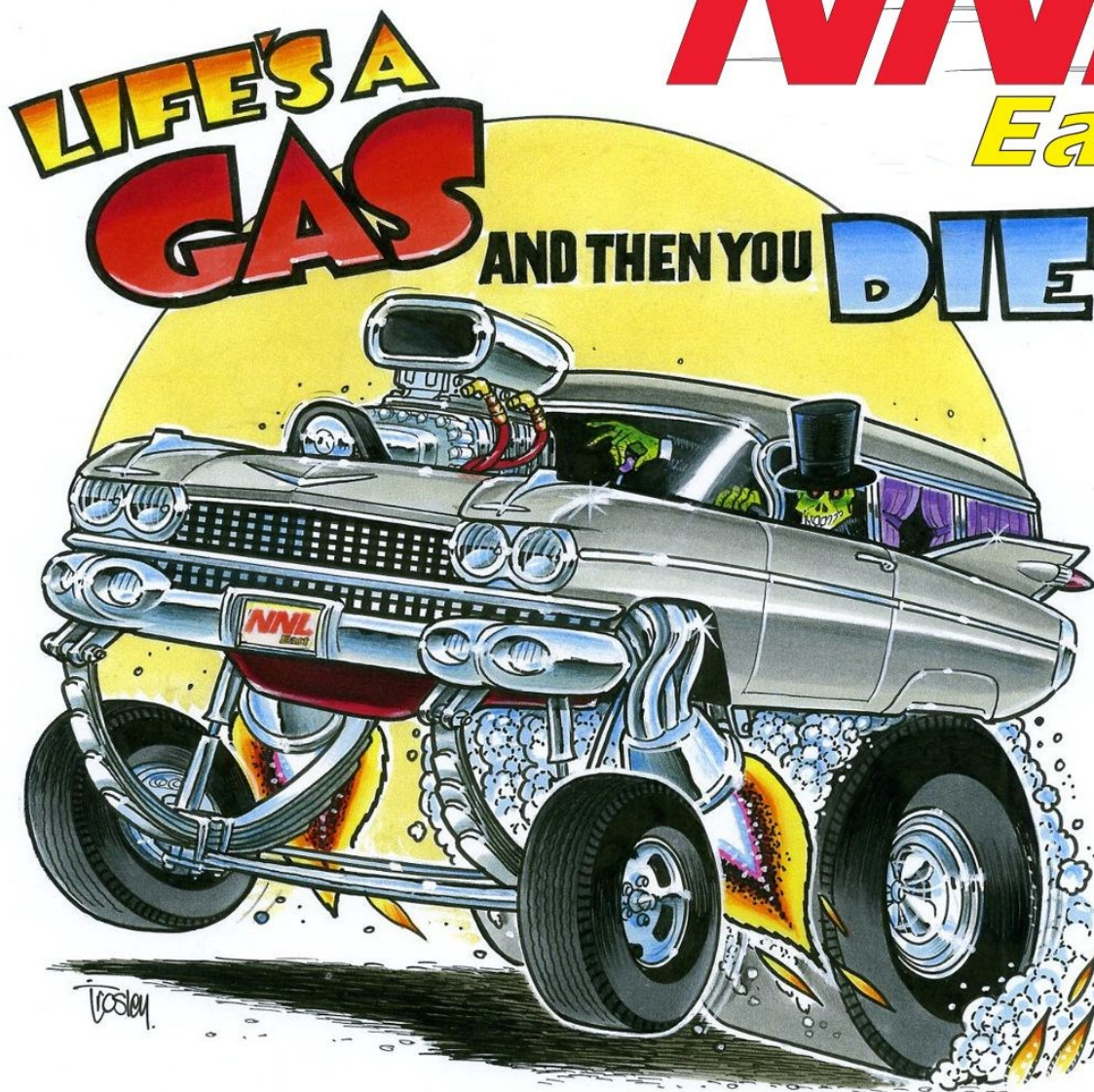




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• April 18th—**29th Annual NNL East**, in Wayne, NJ. Themes—“*Life’s a Gas (Gassers!)*”, with a subtheme of “*And then You Die (Professional*

vehicles)”.

• May 9th—**Mid-Atlantic NNL**, in Severna Park, MD. Themes—“*Remembering 1965*” and a subtheme of “*Gassers.*”

• 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 September Showdown** in Gilbertsville, PA.

Theme—
“European In-
vasion.”
Stay tuned! 🍷



Pontiacs on Parade!

With the imminent threat of snow on the morning of last month’s meeting, phone calls and e-mails filled the airwaves. Yours truly had all of my paraphernalia all gathered and ready to go the night prior.

Bottom line was, that after calling the community center hotline, the **ONLY** cancellation noted was that of a morning child’s ballet class.

Almost as if on cue, upon hanging up the phone, I received an e-mail notification that, given the forecast, it was prudent to cancel February’s meeting!

Sadly, it seems as though **SEVERAL** MAMA folks didn’t get that memo, and, I’m told, a

meeting of sorts was, in fact held that day! Problem was, for at least a few of the attendees, it was as much as a **THREE-HOUR** ‘trek’ back to the safety of their homes—**YIKES!**

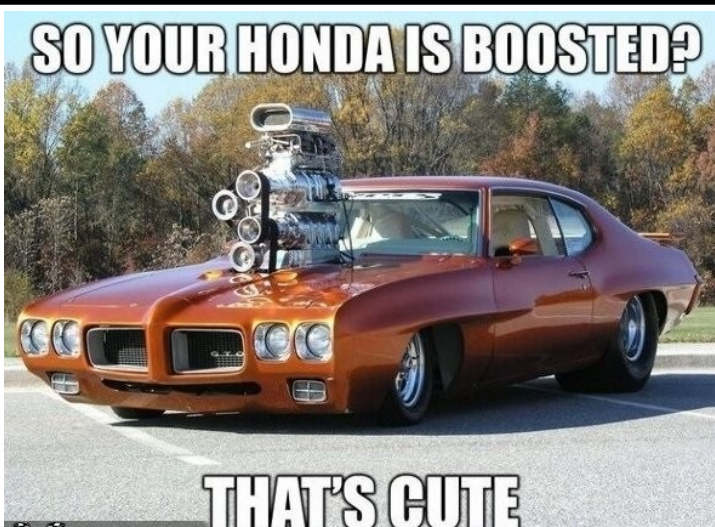
As I’ve said continuously—I’ll bring the ‘Reserved Parking’ as long as interested parties trot out their Pontiacs, thereby needing somewhere to park! I am also **VERY** intent on ‘ramping up’ my own building schedule, no thanks to those of you who have fed my ‘Pontiac Fever’ since this display



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!! 🍷



OMG (LOL)!

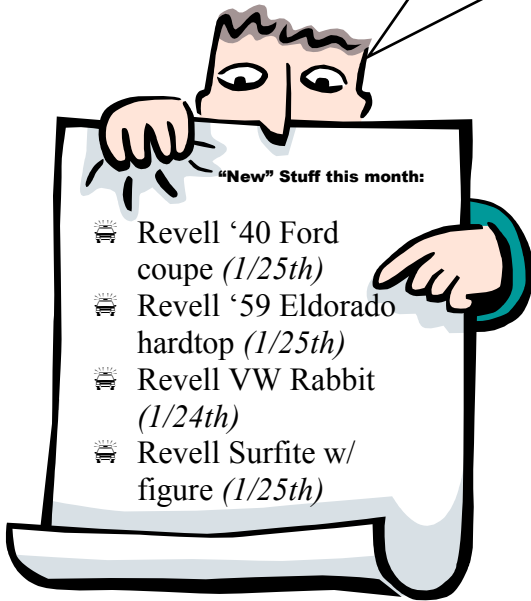


Here’s a picture from **MAMA’s Boy Rich Wilson** recently sent to yours truly, with the statement “*what my next car could look like*” or something along those lines. **IRONICALLY**, this **WAS** a Maryland car, and Nick and I **KNOW** him (*surprised—LOL?!*)!! Everybody told him it couldn’t be done, so Bill hadda prove ‘em wrong—and with a Pontiac yet! The car was sold a while ago, and it seems to have disappeared—except from the Internet (!). You can even Google it, and see videos of it running. Kudos to you, **Bill Bolin!** 🍷

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Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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<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!** 🚗

Barn (contd)

(Continued from page 10)

- '48 Talbot-Lago T26 Record Cabriolet by Saoutchik (Baillon Collection) – \$843,000

So much for a buncha old cars in a dirty 'ol barn, eh?! 🚗

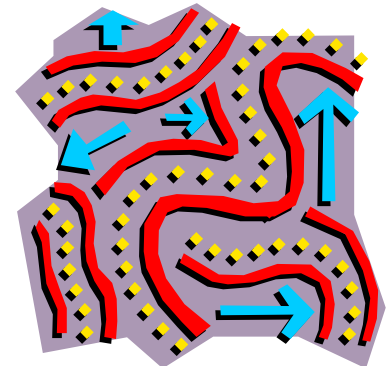


We're on the web!
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Directions

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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