

MAMA Sez!

Volume 27, Issue 8

April, 2015



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

GSLMCC!	1
R2/AMT '37 Chebby	2
'Gov-a-mint Motors!'	4
T 'n T	6
Model Buffet	8
Ugh-a-Lee 'Stang?!	10
Gasser Mania!	12
NNL East	13
Mid-Atlantic NNL	14
Pontiac Parade	15
Events	15
New Stuff	16

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 Here!

I think 'cabin fever' finally got the better of **NUMEROUS** MAMA modelers last month as we saw members we hadn't seen in like, forever, including but not limited to **"Robo Joe" Atwell** (formerly "Joe the Hat"), **Bill Geary, Jerry Flynn, George Openhym, and Ron Roberts!** Nice to see some of the 'ol gang!

Since I *WAS* there, so was the **Pontiac Parade**.

The raffle raised **\$121.00**, while the door kicked in an additional **\$186.00 (!)**. We **MORE** than made the rent—thanks!

Thanks to the raffle donors: **Brad, Steve M. Buter, Mike Costic, Matt Guilfoyle, Rich Meany, Bradley's Car Collectibles, and Repli-**

cas & Miniatures Co. of MD (Feb.), AND Brad, Ed Brown, Steve M. Buter, Ron Hamilton, Rich Meany, George Openhym, Nick Sickie, Don Stone, Rex Turner, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD (Mar.). Thanks—we 'preciate it!

NNL East is up next week—be there! ☞

GSLMCC!

As you know, the **25th Anniversary GSL International Scale Vehicle Championship and Convention** will be presented in Salt Lake City, April 30 to May 3. GSLMCC will be a great event filled with the best scale vehicles in competition anywhere (including a few long-term projects!), three days of skill seminars, a trade show, tours of the International Model Car Builders' Museum to-

gether with a museum seminar, a museum-benefit auction, and a special early Saturday afternoon seminar on the history and future of GSL together with the Sunday morning awards ceremony where a new tradition in awards will be inaugurated. Of particular note is a major seminar on the **history of the Fisher Body Craftsmanship Guild** accompanied by a contest hall display where a good number of historic Guild models will be on display with their builders!

Please check out the details of the 25th Anniversary event on the website at <http://www.gslchampionship.org/> which contains all of the info: check back on the "News" page, linked from the home page, from time-to-time for updated information on the Anniversary Championship.

If you have any questions, please contact Mark S. Gustavson directly at msgsl@xmission.com (be sure to put "GSL" in the subject line). ☞

MAMA Sez is the official monthly publication of the Maryland Automotive Modelers Association. Articles as attributed by author and source, and may be reprinted with proper credit given. Opinions expressed are those of nobody of any importance. Any correspondence or contributions should be sent to: Timothy Sickie, 15905 Ark Court, Bowie, Maryland 20716.

R2/AMT 'Stovebolt'

This is of course a re-issue originally introduced around 1970 (*maybe earlier*); it's hard to remember. Initially, it was the roadster or convertible version. That's the one I bought at the time, if only because it was a new kit. I never thought the car was very attractive, but I met a guy yesterday that thought it was the best looking Chevy **EVER**, and that he had a closet full of these kits. I think the convertible has never been re-issued, or at least not for a long time. For those that don't know, it was nicknamed "Stovebolt" because it was strong, reliable, and very well built; like a bolt in an old fashioned wood stove (*Ed. Note: Not like nowadays, eh?*). The Chevy straight six may not have been very powerful or glamorous, but it had overhead valves when everybody else was still building flatheads. With **182 parts, you sure get a whole bunch of parts for the price**. Even with the silhouette on the bottom of the box, I was unable to tell if all the stock parts were in this kit. I'm glad to say they are, since that's what I intend to build. There's such a diverse group of parts that almost any type of car can be built out of the box. I have to laugh at myself because as I look over the parts, I see parts that I still have but didn't remember where they came from.

Engines: Yes there are **TWO**; a big block and a straight six. It's quite detailed with 20 parts just for the stock version, including a two-piece horn; strange place to put it. To hop up the six there are

multi-piece chromed headers, chromed two-carb intake, a chromed and finned Offenhauser valve cover and two bell shaped air cleaners. The "rat" motor

builds one way—blown. You get a beautiful chromed/finned deep oil pan, three-piece blower with Enderle injector scoop, and multi-piece long tube headers. The block is non-descript, and the heads are even worse and should be replaced.

Chassis: The stock built chassis uses 16 parts while the hot rod or drag version uses eight additional parts. The front axle has separate tie rod and multi-piece steering linkage and chromed high arched springs to get the nose in the air; Gasser style. The rear axle gets traction bars and tube shocks. Of interest is the radiator that gets mounted in reverse for the rat motor version. I like that the running boards are part of the chassis. While the rear tires/wheels mount with a wire axle, the fronts seem to have to be glued in position.

Tires/Wheels: Of course they are the newer tires that Round2 has been producing the last several years. Four Firestone skinnies with raised lettering on one side and wide white on the other. Two Goodyear Bluestreak drag slicks are included. But this is where it gets confusing to me. There is a set of steelies that look correct for



the late thirties and a set of dog-dish caps for them. Fine, no problem so far. The steelies have the correct axle hub for the front and no axle stub for the rear. The **Cragar S/S mags** are **worth the price of the kit by themselves**. They have the correct style rim and S/S center cap. The center cap alone makes these one in a million perfect. Also fine so far. The fronts get chrome rings for the back of the tires, while the rear gets chromed backing plates. They seem to be done so you will see chrome between the spokes when assembled; really kool. But there is a pair of chromed wheel rims for the outside of the front tires, but the centers are smooth and flat. I've never seen anything like them and they aren't shown in the instructions. The chromed wheel backs are also used for the rear tires of the stock and custom versions regardless of whether you use the steelies or the Cragars. Are you taking notes? In addition, there are two rings (*not chromed*) that go between the Cragars and the chromed wheel backs for the rear tires, regardless of tire choice. If you aren't confused yet (*as I am*) there are two thin discs $\frac{3}{4}$

(Continued on page 3)

Chebby (contd)

(Continued from page 2)

inches in diameter, smooth on both sides that are bigger than the wheels and no instructions on what to do with them. As *Yosemite Sam* said, "I'm athinkin' and my head hurts".

Interior: Well, it's the one piece bucket type, so the door engraving is very light, and you may remember that the package shelf is rolled and pleated that extends to the floor as well. You get bucket seats to match the rear of the interior for the custom/drag version or a three-piece mostly smooth bench seat for the stock. *Ron "The plastic Pusher" Bradley* explained to me that he used to own a car years ago just like this, a business coupe. The bench seat should be a split seat for access behind the seat and the included cover that goes from the seat to the rear window should hinge up as well. There are two dashes, stock and custom; both need gauges that aren't included on the decal sheet. The custom dash is

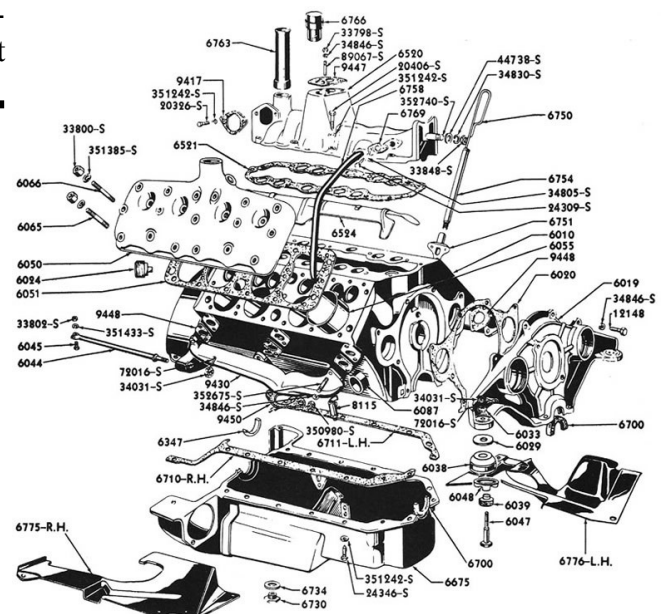
rolled and pleated to match the rest of the custom interior and it gets a chromed set of gauges. There's two shifters, two steering wheels and a hand brake. A three point roll bar and a shoulder harness finish up a rather plain interior either way.

Body/Glass: As has become the norm for Round2 (*thank you very much*), we get the clear parts in clear and amber; lenses and custom hood included. Which brings up another point—I still have my '37 Chevy convertible and its' stock hood is one piece as opposed to the one in this kit being two pieces. All four fenders are separate pieces and there are two custom grilles and the stock one as well. Personally, I prefer the stock bumpers since they don't have the little bumperettes. The convertible boot has never been removed for this coupe kit. The custom version gets a huge taillight that's totally out of character. It's like something *G. (em) Barris* would come up with. And the unplated side pipes are just as bad. There is a set of custom bumperettes that

are worth saving for a '60s custom if you don't use them here. I'm impressed with the radiator braces that are included as well as the chromed windshield divider. The stock taillights will need a spot of clear red paint. The headlights are clear pieces, but I have always liked the Lucas lights and they should add a special touch to the custom version.

Extras: There are the now customary things like the miniature box, but now there is a separate color/paint chart. Round2, it seems, has included a decal sheet as big as the box that has every decal this kit has had in all the various re-issues of the past. There's **TWO** chrome trees separated by tissue paper and the plating is excellent. I like the fact that Round2 includes/restores **ALL** the various parts from past years. If this kit has any shortcomings, they are small and not Round2s' fault. I'm a Ford and Mopar fan, but this is a must have kit; at least one.

by: Rich Wilson 🍷



Happy 83rd Birthday, to the Ford Flathead V8!

'Gov-a-mint Motors!'

'GMC' must be reeling with a sickening sense of déjà vu. The *Detroit Free Press* reports the company is back in bankruptcy court, facing the same judge that oversaw its bankruptcy proceedings in '09.

The company is in court to determine whether it has a "financial shield" from lawsuits and pending litigation levied at vehicles, mostly ignition-switch-recalls, prior to its official bankruptcy in mid-'09.

If 'GMC' wins, it will only have to face lawsuits dealing with "new GM" vehicles—any lawsuits aimed at "old GM" will no longer be the problem of "New GM". To be clear, the company will still have to face all of the post-bailout lawsuits. This legal battle will only determine whether the company will be liable for "old GM" vehicles and perceived wrongdoing.

If the plaintiffs win, "new GM" will be ***considered liable for the actions of "old GM" and will be open to paying billions more in potential lawsuits and legal fees.***

The plaintiffs will be arguing on behalf of thousands of 'GMC' customers who own vehicles that were recalled last year for a wide variety of defects and malfunctions, including the all-encompassing ignition switch recall. Those customers have sued 'GMC,' claiming they lost value on their vehicles. Some of those customers are also suing for personal injury and even deaths in relation to the defects.

"Judge Gerber must determine

whether 'GMC' had sufficient knowledge of any defects such as the defective ignition switches to warrant disclosure to him back in '09 before old GM was given the shield and allowed to go broke," noted the report.

The Judge is not expected to levy a final decision for weeks.

Just when it seemed as if the major fireworks surrounding 2.6 million defective—and in some cases deadly—"GMC" ignition switches were starting to fade, two lawyers at the heart of the case said a new round of drama will soon take place.

Lance Cooper and Jere Beasley, two attorneys who have handled lawsuits involving the defective ignition switches, say a fresh round of litigation has uncovered ***proof that 'GMC' actively tried to cover up the problem switches.***

If the allegations are true, they would run counter to the conclusion of 'GMC's' internal investigation, which blamed incompetence as the primary reason the automaker approved the use of faulty ignition switches, and then was slow to recall them once it learned of accidents.

'GMC' did not immediately respond to CNBC's request for comment on the allegations.

In the conference call with reporters on recently, Cooper said the evidence to support his allegation will come out when the first class action lawsuit surrounding



the defective switches takes place in January.

Attorneys are already in the midst of discovery and are exchanging documents. Later this year, Cooper said he expects former and current 'GMC' engineers and executives to be deposed about what they knew regarding the faulty switches.

"Beginning in May and running throughout the end of the year, depositions of all important 'GMC' witnesses will be taken, including high-level execs," he said.

It's unclear if Mary Barra will be deposed as part of the class action case. Barra took over as chief exec shortly before the automaker announced the first round of recalls involving defective switches. She has maintained throughout the controversy that she did not know about the faulty parts until shortly before the first recall was announced in February '14. ***Plausible denial, eh?!***

The 'GMC' internal investigation also concluded Barra did not know about accidents related to defective ignition switches prior to becoming CEO that January.

In June, during an interview on NBC's "TODAY" show, she

(Continued on page 5)

'Gov't' (contd)

(Continued from page 4)

said, "I really don't think it was a cover-up."

More than a year after 'GMC's' ignition switch recall burst into the spotlight 'GMC' is still feeling the effects. As we know now it all started with Mark Hood, an engineer from Florida, and his discovery that the ignition switch he salvaged from Brooke Melton's car was different from a new ignition with the exact same part number. Brooke died tragically in March '10 behind the wheel of her Cobalt, on her 29th birthday.

In mid-March, 'GMC' finally settled its second and final lawsuit with the family that brought the whole recall to light. The terms of the settlement have not been revealed.

One of the Melton's lawyers, Lance Cooper, originally confronted switch-designer Ray DeGiorgio in April '13 and five months later, as Cooper was preparing to depose more 'GMC' employees, the company agreed to a **\$5 million settlement**.

Why the second lawsuit? After 'GMC' went public with the recall in February '14, the Melton's filed another lawsuit accusing 'GMC' of fraud when settling the first lawsuit and of "knowingly selling defective vehicles".

Even with the Melton case now settled, again, 'GMC' is still facing thousands of potential claims in relation to the switches.

The Feinberg compensation fund has received "4,343 claims, including 478 deaths and 291 cat-

astrophic injuries. Feinberg has deemed 64 death claims, 11 catastrophic injuries and 97 injuries as eligible for payments so far, with 1,571 claims still under review," according to *AN*.

While 'GMC' earned healthy profits during the fourth quarter of '14 as well as for the full calendar year, its European division continued to post **ever-greater financial losses**.

During Q4 '14, 'GMC' posted a pre-tax profit of \$2.4 billion, up \$500 million compared to the third quarter of '13. Spurred by stronger pricing in major markets and robust sales of pickups and SUVs in North America, the results represent 'GMC's' best fourth quarter since emerging from bankruptcy in '09. For the full '14 calendar year, pre-tax profit was \$6.5 billion, **down \$2.1 billion** compared to calendar year '13 due to recall-related expenditures.

But as 'GMC' as a whole posted notable growth, its European operations continued to post significant losses, bleeding more money in '14 than in '13. 'GMC' Europe posted a **\$393 million loss during** Q4 '14, a loss **increase** of 7 percent or **\$27 million** over Q4 13.

For the full '14 calendar year, 'GMC' Europe posted a **\$1.37 billion loss**, a loss increase of 52 percent, or \$471 million.

'GMC' CFO Chuck Stevens attributed the losses to the economic troubles experienced affecting Russia, where a weaker ruble and slumping economy has made it more challenging for consumers to pay for new vehicles, resulting in slowing new vehicle sales.

'GMC' sells vehicles from its Chevy, Cadillac, and Opel brands in the country.

"As we go through '15, Russia will continue to be a headwind," Stephens said to reporters in early February at 'GMC's' headquarters in Detroit. "But we've taken and will continue to take aggressive action to mitigate those issues."

To mitigate the situation in Russia, 'GMC' has laid off plant workers and will suspend its manufacturing operations at its plant in St. Petersburg for roughly two months. The automaker has also adjusted prices of its vehicles to offset the devaluation of the ruble.

Comprised of Opel and Vauxhall brands, **'GMC' Europe hasn't turned a profit for well over a decade**. Since emerging from bankruptcy in '09, the automaker has been working to turn around the division's financial fortunes. In '13, the firm was working towards breaking in the region in '15, and becoming profitable in '16. But in December, 'GMC' Europe chief, Karl-Thomas Neumann, stated that the '16 profit target was threatened by economic challenges. Meanwhile, 'GMC' CFO Stevens reiterated the '16 profitability objective.

Meanwhile, 'GMC' India sold 4,320 Chevys in February '15, a **23 percent drop** compared to the 5,607 units sold during February '14.

In typical 'GMC' fashion, the automaker attributes the drop to factors outside of its control. When all else fails, blame someone else. Typical, eh?

"The discontinuation of excise duty benefits has impacted the in-

(Continued on page 11)

This n That

Limited Sheldys?! Ford may put an annual cap on *Shelby GT350 production*—5,000 per year for the GT350, and a mere 500 *GT350Rs* per year—at least according to info leaked by a Ford dealer and posted to the [Mustang6g.com](#) forum. The dealer's info also suggests that the pair will get a **five-year production run**; if true, the 27,500-car run would positively dwarf Boss 302 production, which capped out at a stated 4,000 cars/year for two years (*actual production may have been slightly higher*). Of course, since Ford will be selling the new Mustang worldwide, this limited run may have to be shared by a much larger pool of potential buyers. Beyond production, there's a lot we still don't know about the GT350s—including price, exact output and fuel economy (*as if anyone cares*). For now, we know that the GT350 gets **'at least 500hp'** courtesy of a 5.2-liter flat-plane crank mated to a six-speed manual transmission. The GT350R keeps that engine but loses 'at least' 130 pounds by shedding A/C, an audio system, rear seat and more. The [Mustang6g](#) forum has a fairly solid history of providing accurate info. So get that deposit ready if you want to avoid the fate of all those prospective **Hellcat owners stuck on lengthy waitlists...Speakin' of Hellcats!** Fiat Chrysler Automobiles has **stopped taking orders for Challenger and Charger SRT Hellcats** so it can work through a lengthy backlog. Order-taking is expected to resume in August, ac-



cording to [Allpar.com](#), which reported the news. FCA US confirmed the suspension but didn't specify how long it would last. Demand for the pair of 707hp cars has wildly exceeded projections, and their limited availability has frustrated dealers and would-be buyers. Several weeks ago, FCA's top US spokesman **criticized 'a handful' of dealers for engaging in 'unscrupulous' and potentially illegal behavior** by taking orders they may be unable to fill. Dodge dealers have delivered **2,200+ Hellcats—some at well above sticker**—but Dodge brand head Tim Kuniskis told Automotive News recently that the company had received **9,000+ orders**. That's double the annual sales for which FCA had planned. Most of Dodge's 2,300 US dealers were told they may get no more than one a month, yet some have **taken orders for dozens, or even hundreds**. Some have asked for **non-refundable deposits of up to \$5,000**. Meanwhile, **Vipers just got cheaper**. WTF?!? Dodge will **cut \$15,000 from the sticker price of the more than 600 unsold Vi-**



pers on dealer lots. It also will offer \$15,000 coupons to recent Viper buyers to trade their '13 or '14 Viper on another one or to **buy an additional Viper (?!)**, and it will open Viper sales to all Dodge dealers. In addition, Dodge will market it with the rest of the brand's lineup, treating the 640-hp car as a halo car...**Gold-Plated GT-R?! Close**. All GT-Rs are special: They best cars costing twice as much and look like real-life transformers. For '16, buyers can get an even more special, **45th Anniversary Gold Edition GT-R**, painted in a color comically called **Silica Brass (borrowed from the R34, M-Spec model)**. "Fewer than" 30 of the special edition are slated for the US. They'll cost **\$102,770**—that's \$1,000 on top of the Premium trim price. The price of the **Black Edition (\$111,510)** and **Nismo (\$149,990)** remain unchanged from last year. It comes with a **gold-tone VIN plate underhood** and a **special commemorative plaque on the center console**. **And, that's about it**. Resale value and bragging rights will be positively affected by the limited-edition model. Seriously. The only other additions for '16 are an **additional five hp for the Premium and Black models, and new 20-spoke wheels**. But again, the prices are the same so, no problems. The lower two trims now run with 550hp. A six-speed dual-clutch transmission sends power to any corner the computer deems fit, and everything is slowed with Brembo six-piston fronts and four-piston rears. All get Nissan's Bilstein DampTronic adjustable shocks that switch from comfort

(Continued on page 7)

T 'n T (contd)



(Continued from page 6)

to normal to R for race. The same three-mode system works on the stability control system, though Nissan notes that **“damage resulting from racing, competitive driving, track and/or airstrip use not covered by warranty.”** We’d say don’t risk it with the launch control function, which necessitates turning off the VDC, but damn if it’s not the most fun you can have in a non-racing vehicle. The top Nismo trim bumps power to 600hp, gets a stiffer suspension—still adjustable—reduced weight, welding for increased rigidity and Nismo-tuned aerodynamics to add downforce. A dry (!) carbon fiber rear spoiler requires special attention for care and cleaning. The only option on the Nismo is the titanium exhaust, assembled and installed with the rest of the car in Tochigi, Japan. If you want one, act now. You’ll want to get into one as soon as possible. You won’t be disappointed. Unless you want a car that’s not insanely awesome, in which case, get a **Camry**. **Special edition fever!...Happy B’Day, Flathead!** March 9th was the **83rd birthday** of the Ford V8! We’d be remiss if we didn’t recognize one of the coolest gearhead birthdays in the world. On March 9th 1932, the first Ford V8 engines began rolling off the produc-

tion line in Dearborn. It was a humble 60hp affair that would become the mechanical platform for the high performance industry to grow from. The venerable engine was a revolutionary piece in that it brought then exotic eight cylinder power to the masses. Prior to the Ford V8 being mass produced, the only real way to get your hands on a ‘bent 8’ was from an expensive coach built domestic or even more expensive high end import. With the V8, Ford sent the world’s thirst for horsepower into overdrive. The number of companies and careers launched by this single engine has to outnumber nearly anything else in the history of hot rodding. **Edelbrock, Duntov, Weiand, Herbert**, and dozens more built whole companies around parts for the engine. Three men were largely responsible for secretly taking one of Henry Ford’s ideas and making it a reality. Their names are **Carl Schmaltz, Ray Lard, and Mil Zorerlein**. Totally behind the back of Ford’s upper management, these guys became obsessed with making the idea of a V8 block made of a single casting, come to life. To that point in history V8s were made of banks of cylinders bolted together or similarly mounted. The mono-block casting is what allowed for the price to reach the point that an average Joe could buy one. Outside of the engineering the three men named above did, brilliant Ford casting engineer Charles Sorensen actually designed the methodology to create what the others dreamed up. The engine continues to be loved by hot rodders, despite a myriad of shortcomings and famously, **Ron**

Main’s “Flatfire” streamliner ran **302mph** at **Bonneville** about 10 years ago with a **301ci blown flat-head** that made about **700hp**. We believe that this is probably the most powerful flathead ever built...**CHEAPER VWs?!?** VW is moving closer to the debut of a **new Chinese budget brand**. Plans to introduce a new marque below VW in the Chinese market, where VW has had a presence since ‘82, were announced three years ago by VW CEO Martin Winterkorn. A target price of **\$6,500 to \$7,600** for the new brand’s first vehicle has been announced, and the design was reportedly finalized last year. VW execs previously disclosed more work to be done to trim costs for the car’s target price. No word on the name of the new brand, or whether it will eventually be offered outside China. VW also builds **Skodas** in China, a brand that was once at the bottom of the price ladder. In recent years Skoda has followed VW offerings upmarket with the debut of larger and more luxurious vehicles such as the **Yeti** and the **Superb**, leaving an entry-level gap at the niche of the market that domestic Chinese manufacturers have exploited. VW’s new budget brand will follow **Nissan’s return** of the **Datsun brand** to certain world markets, a venture that has experienced limited success in markets where it was introduced, which have not included China (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!) 🍵

Model Buffet

OK gang, have you all missed this column, conceived and brought to you almost entirely by our own Matt Guilfoyle? Well, get comfortable, and let him tell ya about some neat new stuff!

Best Model Car Parts (or, *BMCP for short*) offers resin parts/kits as well as printed dashboard gauges and license plate sets (all photos courtesy of *Best Model Car Parts*).

Owner **Mike Hanson** offers various license plate sets for all 50 states as well as several Canadian Provinces. For Maryland, they offer different options for 1955-59 (3 series offered) and current (3

series offered). Each set offers five different options. Plates are printed on durable, high quality glossy paper. The price is \$2.49 per set.

The dashboard gauge sets are printed on durable, high quality glossy paper, and sell for \$2.49 each. Shown is the 1949 Ford set for the AMT kit. Note they have included the horn button graphic.

BMCP resin conversion kits and parts are cast in white resin.

They offer several different conversions for the Revell 1950 Olds Club Coupe kit.

1952

Pontiac Station Wagon: The kit consists of 27 pieces and include a dashboard gauge set, retailing for \$62.00.

1950

Oldsmobile Station Wagon: The kit consists of 16 pieces, and retails for \$50.00.

1949

Olds Coupe conversion: The kit consists of 7 pieces, and retails for \$29.00.

1948

Chevy Woody



Station Wagon: This is a conversion for the Galaxie Limited 1948 Chevy kit (either the Sedan Delivery or the Sedan kit can be used as the donor). The kit consists of 19 pieces, and retails for \$54.00.

1951 Chevy Station Wagon: This is a conversion for the AMT 1951 Chevy to transform it into an 8-passenger wagon. The kit consists of 25 pieces, and retails for \$62.00.

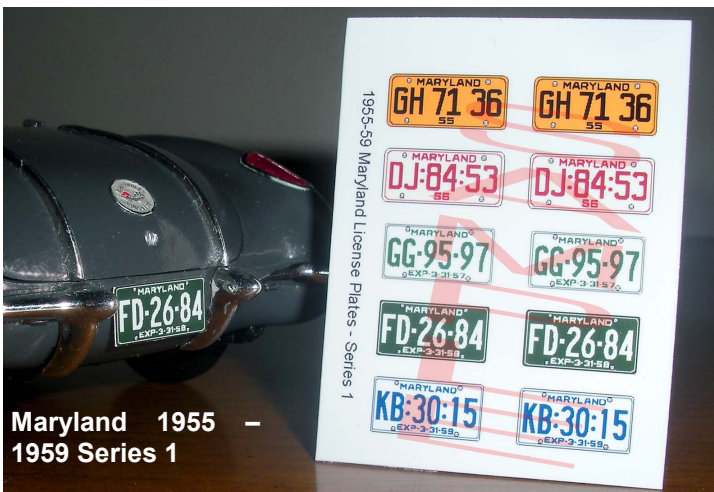
As you can see by the photos, no chrome is included. That means a chroming service, or a session with Alclad is in order.

Please allow up to two to three weeks for shipping of resin items, although he will ship as soon as possible. Shipping is \$9.00 to USA addresses, \$18.00 international. Items will be very well packed and double boxed for a safe shipment! They declare actual value for customs paperwork on all international orders. Oh, and he accepts Paypal.

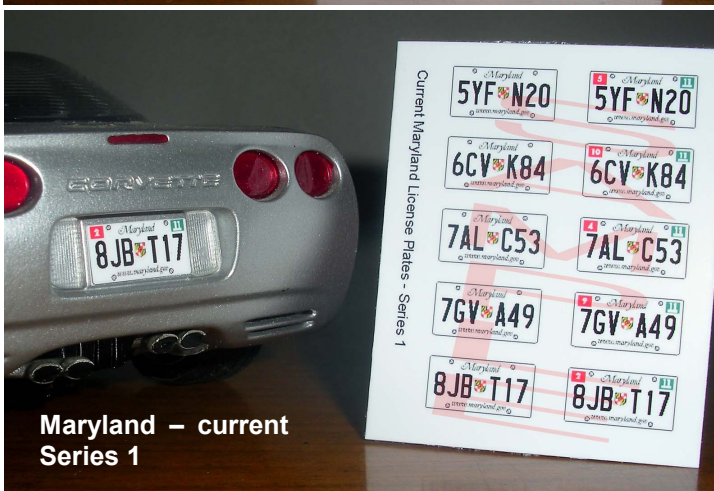
While on the subject, **Kitchen Table Resins** (Ken Kitchen) produces a straight 8 for the Pontiac. Contact info is included.

As always, if you hear about something of possible interest to your fellow club members, by all

(Continued on page 9)



Maryland 1955 -
1959 Series 1



Maryland - current
Series 1

Model Buffet



1952 Pontiac Station Wagon



1950 Oldsmobile Station Wagon



1949 Oldsmobile Coupe



1948 Chevrolet Woody Station Wagon

(Continued from page 8)

means, send it to my attention for inclusion in a future column. Thanks again to **Matt** for creating this monster! (Ed. Note: I must point out that I added a bit to Matt's ramblings. Specifically, info on the '51 Chevy, Kitchen Table Resins straight eight, lack of chrome, and S+H info. Hope you don't mind, Matt!). 🚗

Best Model Car Parts

<http://bestmodelcarparts.com>
info@bestmodelcarparts.com

Kitchen Table Resins

[http://public.fooki.com/KenK/
 kitchen_table_resin_kits/](http://public.fooki.com/KenK/kitchen_table_resin_kits/)
Kitchen_table_resins@yahoo.com



1951 Chevrolet Station Wagon

Ugliest ‘Stang EVER?!

To make the statement that this is an “*Awful Mustang*,” would be like saying that a woman was “slightly pregnant.” **WOW!** This thing fell out of the top of the tallest ugly tree on earth and hit every single branch on the way down. At the bottom of said tree was a giant trampoline that launched it back up through every branch on the tree and then it fell back to earth on the other side after hitting them all for a third time. **WOW! WOW! WOW!**

Okay, okay, we know that beauty is in the eye of the beholder, and that someone clearly spent considerable time and effort in creating this “Mustang.” And from the limited photos, we are comfortable saying that they did a ‘good job’ creating whatever it is you call this. After all, the ad states that everything but the roof and door skins are hand fabbed steel. Not fiberglass. But, it certainly is **NOT** what Ford’s designers envisioned for the ‘07 *Mustang*. Am I wrong is saying it’s the **Ugliest Mustang in the World?** If I’m wrong is it because

there is one that is uglier that I am just unaware of, or is it that you can’t really call this one a Mustang anymore?

It does have a Vortech supercharger, so that’s cool. Of course, the electric Lambo doors totally kill any coolness you get from the extra hp.

The photo (*below left*) actually scares me. You know how you mess with someone by sticking your face uncomfortably close to theirs while they are sleeping and then poke them to wake them up. Yeah, looking at this photo made me jump like that. The headlights are from a Lotus Elise, a car I’m sure they wished they still lived on, but the grill opening looks like it is ready for the fanciest big mouth Bass lure you can find.

Nothing says high performance and style like a spoiler like this one. It’s all about the aero baby. The Caddy tail lights bring a touch of class that otherwise



might be missing. And please tell me those are backup sensors on the bottom since you can no longer see what’s behind you due to the wing and fins. As if a late model Mustang needed help in the blind spot department.

Are you wondering about the license plate’s meaning? According to what we could find, **MUIA** is a Romanian verb that means to wet, moisten, douse, or soak. It can also mean to soften, or to dip in a liquid to make soft.

I’m not sure about you, but this car most certainly does **NOT** get me wet. Oh, and while I am normally a huge fan of dipping cookies in milk, I’ll pass after see-

(Continued on page 16)



'Gov't' (contd)

(Continued from page 5)

dustry during the last two months. Even the budget announcements are not enough to revive the consumer sentiment," said Paramu Balendran of 'GMC' India communications.

"Going forward, car sales will be driven mainly by new entries and we expect the market to gain only momentum if interest rates are reduced in phases to facilitate consumer spending since over 85% of vehicles are purchased through financing," added Mr. Balendran.

'GMC' India will introduce the Trailblazer SUV and Spin MPV in '15 and '16, respectively. The move is generally expected to make the automaker more competitive and boost its sales.

'GMC' *will be cutting its 100,000-mile powertrain warranty on Chevies and GMCs down to five years/60,000 miles*, citing a *lack of interest (!)* from buyers for the warranty, Automotive News reports. The 100,000-mile warranty has been offered by 'GMC' for almost a decade, though it apparently has not proven to be a strong selling point to justify its continued existence.

'GMC' will also *cut back on its offer of two years of free maintenance* for most new Buick, Chevy, and GMC vehicles. The maintenance offer has included free tire rotations and oil changes, and 'GMC' now plans to reduce that offer from a maximum of four visits to two, starting with the '16 model year cars.

'GMC's' new 5-year/60,000-

mile warranty was announced in a memo sent to dealers, though it will roughly match those offered by Honda, Toyota, and Ford. Hyundai and Kia's warranties, however, remain at 100,000 miles. 'GMC' will still offer roadside assistance and courtesy transportation during its coverage period.

"Through research, we have determined that when purchasing a new vehicle, included maintenance and warranty rank low on the list of reasons why consumers consider a particular brand over another," reads the memo sent by Chevy vice president Brian Sweeney and GMC vice president Duncan Aldred. "As a result, we have benchmarked our competitors, reviewed our current offerings and have concluded the following modifications to align closely with our customers' needs and expectations."

However, the memo pointed out that *Cadillac* and *Buick* will keep their *six-year/70,000-mile coverage*, with the Volt maintaining its 100,000-mile warranty on its battery and drive unit.

The 100,000-mile powertrain warranty was instituted in '07 by former 'GMC' CEO Rick Wagoner as an *effort to improve 'GMC's' image when it came to perception of quality (or lack thereof)* compared to its competitors. The warranty was instituted to give new buyers more confidence in 'GMC's' new vehicles, while also giving pre-owned sales a boost.

After recalling over *30 MILLION vehicles* last year, what does *THAT* do to a buyers' confidence level with respect to 'GMC' products?! Heck, the ten-year war-

ranty is the main reason I'd buy a Hyundai!

'GMC' closed the books on its epic year of recalls, saying they cost the company *\$4.1 billion in repair costs, victim compensation and other expenses*.

The recalls caused operating profits to fall to \$6.5 million in '14, even though 'GMC' sold a record number of cars worldwide.

The company *essentially broke even* during the first half of the year due to recall costs.

'GMC,' the nation's largest automaker, recalled a *record 30.4 million cars and trucks*. The most serious were related to a flawed ignition switch in 2.6 million cars that has been tied to at least 51 deaths.

It set up a victims compensation fund and took a *\$400 million charge* related to those expected payments. It also took a *\$874 million charge* during the year to account for the cost of future recalls.

But the biggest expense—*\$2.8 billion*—came from the estimated cost to repair the cars recalled during the year.

Most of the recall costs were taken by the company earlier in the year, and the fourth quarter results reported recently were strong. Operating income jumped 27% in the quarter, and the company said it expects to raise its dividend to shareholders. That news lifted shares of 'GMC' (GM) in trading.

The 'beat (down)' goes on. ☹

2014 GMC Recall Ticker

of Recalls

84 (!)

of Vehicles Affected

30,620,764

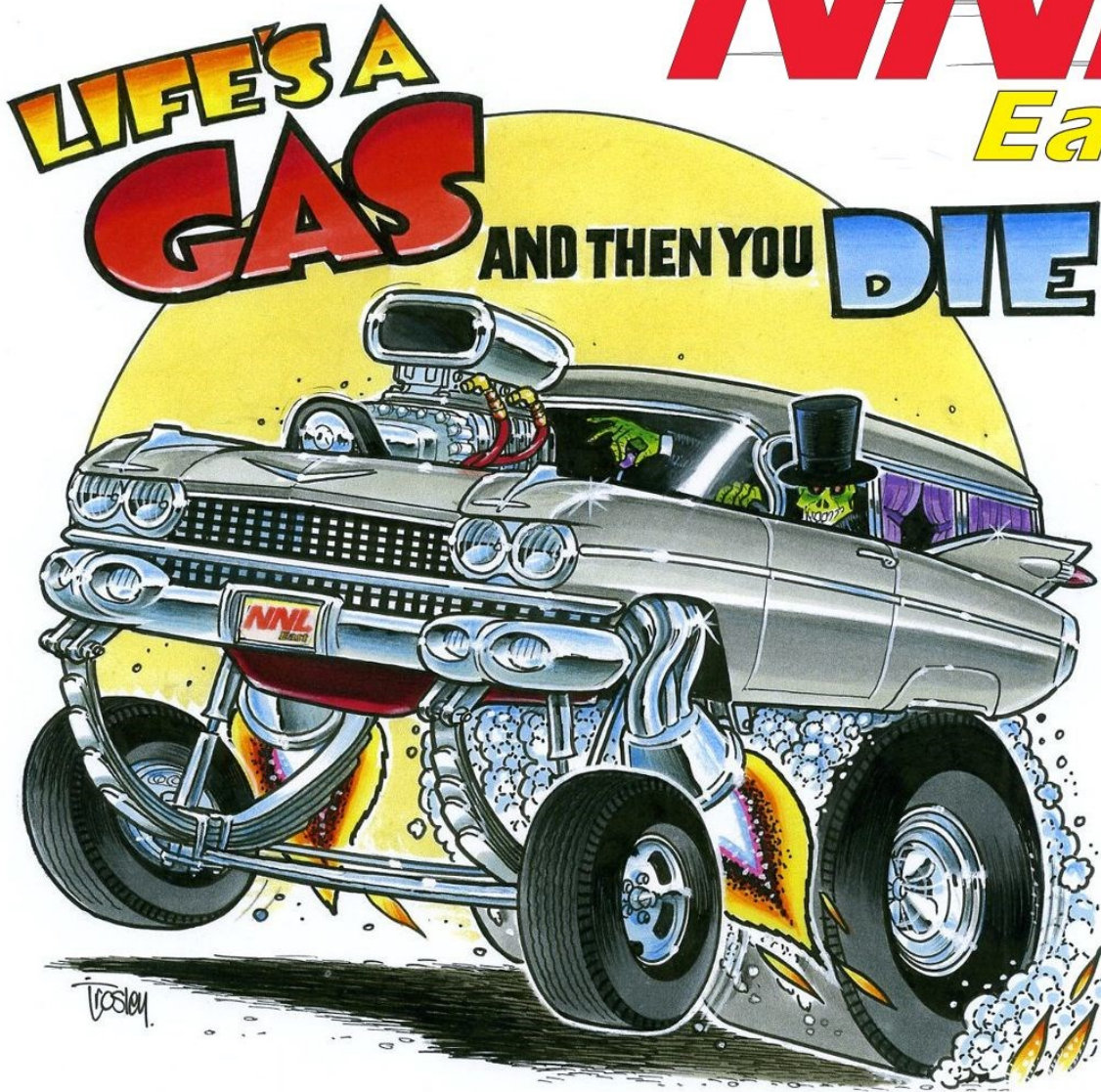




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• April 18th—29th Annual NNL East, in Wayne, NJ. Themes—“*Life’s a Gas (Gassers!)*”, with a subtheme of “*And then You Die (Professional*

vehicles)”.

• April 30th to May 3rd—25th Anniversary GSL International Scale Vehicle Championship and Convention in Salt Lake City, UT.

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

theme of “*Gassers.*”

• July 10th & 11th—*Musclecar Madness* at the York Reunion. This years’ theme—“*Celebrating the 50th Anniversary of the 1965 Super Stock Nationals.*”



Pontiacs on Parade!

Looks as though we got some diversity in this month’s display.

Rich Wilson: Rich showed up with a unique creation—a Fiero panel/station wagon.

Don Stone: Since I missed it when Don debuted his late model LeMans racer, he was considerate enough to bring it back for a return engagement and give me a chance to see it—I ‘preciate it! We talked at length at the work he put into it. **Great job, Don!**

Unknown modeler: I think you guys do this just to screw with me (*Ha! Ha!*), but every now and then, someone will plop something down in the display and not identify themselves. Such is the case with the *silver ‘63 LeMans*

shown below.

To this diverse selection, I added a diecast Pro Stock Firebird.

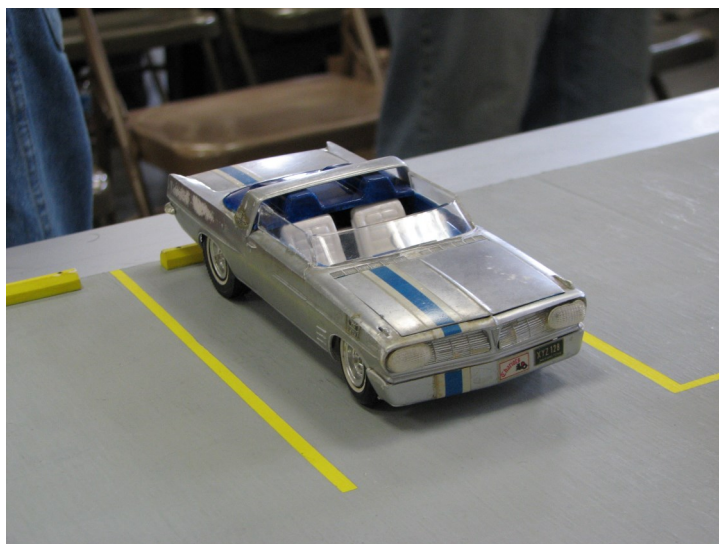
As I’ve said continuously—I’ll bring the ‘Reserved Parking’ as long as interested

parties trot out their Pontiacs, thereby needing somewhere to park! I am also **VERY** intent on ‘ramping up’ my own building schedule, no thanks to those of you who have fed my ‘Pontiac Fever’ since this display has come into existence. So, lemme just

say—“**Thanks, I needed that!!**”

So, c’mon—bring ‘em and show ‘em!

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



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Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

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

EVER (contd)

(Continued from page 10)

ing this thing for fear of **losing my cookies**. Isn't there some rule about not looking at awful cars for at least 30 minutes after eating?

The interior at least was left alone. But, it is a **salvage title**, so who knows what DNA could be in this thing after the crash that took it out of commission originally. If this one somehow interests you, it's on **Craig's List**.

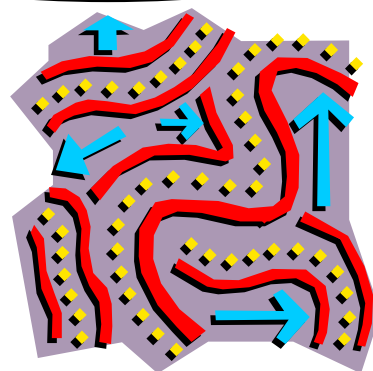
(Thanks again to bangshift.com) 🍷

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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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