



# MAMA Sez!

Volume 27, Issue 9

May, 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 History!

After March's 'attendance overflow,' April was very laid back, with discussions on the upcoming shows (*NNL East and Mid-Atlantic*). We also discussed the *auction of club member Pat Crittenden's collection in June. Be dere!*

*Rich Wilson* this month takes a peek at the neat *Revell Surfite with figure* in the review sec-

tion—*thanks, Rich!*

The *Pontiac Parade* showed the way into Spring.

The raffle raised **\$64.00**, while the door kicked in an additional **\$69.00**, meanin' we came up just a tad shy of the room rent.

Thanks to the raffle

donors: *Brad, Ed Brown, Steve M. Buter, Mike Costic, Matt Guilfoyle, Ron Hamilton, Rich Meany, JC Reckner, Rich Wilson, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.* Thanks—we 'preciate it! ☞



## Condolences!

*James Best*, whose prolific career included **83 movies** and **600 TV shows** but is best remembered for portraying *Rosco P. Coltrane*, the bumbling sheriff of Hazzard County, died in early April in Hickory at age 88.

He died in hospice after a brief illness of complications from pneumonia, said Steve Latshaw, a longtime friend and Hollywood colleague. Best had fall-

en ill with respiratory trouble on a cruise and never recovered.

His career included roles in such movies as "The Caine Mutiny" with Humphrey Bogart and "Shenandoah" with Jimmy Stewart. As a character actor in TV, he was cast on popular shows like "Alfred Hitchcock Presents," "Bonanza" and "The Andy Griffith Show."

But it was in "*The Dukes of Hazzard*," a comedy on CBS from '79 to '85, that he made

his name. As Hazzard County's ever-frustrated lawman catching the dickens from a blustery *Boss Hogg*, he found himself constantly in pursuit—and ever outwitted—by Bo and Luke in the "General Lee."

"Rosco—let's face it—was a charmer," Best said in an '09 interview with The Charlotte Observer. "It was a fun thing."

"Dukes" was a top 10 prime-time show for three seasons, '79 to '82.

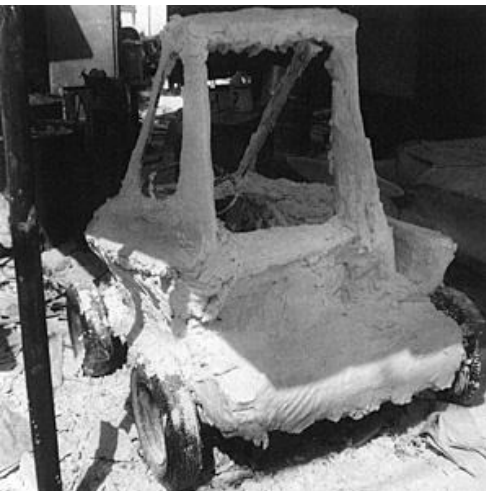
Fans of the program

(Continued on page 11)

## Surfite with figure

Yeah, I know this is like the third time this kit has been offered, but we get a pre-painted figure of the man himself! I would guess that these kits with figures sell very well; I have to confess I'm one of the guilty ones. For those of you who don't know Ed Roths' background, he was a pin stripper first, hence the '56 Ford F-100 and '57 Chevy he drove for years. He decided to branch out selling T-shirts. Big deal you say? Well at that time T-shirts were plain and white, no logos. Ed Roth invented the idea of putting lettering and/or artwork/pics on them. He decided to sell them at a big car show, but he wasn't allowed to vend them because he didn't have a car in the show. Sounds dumb you say? Well, that's what led him to building his wild hotrods. If you want to chuckle for days on end, I can highly recommend his book *"Hot Rods by Ed Big Daddy Roth"* by him and Tony Thacker. It may be out of print, but it's well worth the effort to locate a copy.

Ed would buy truckloads of plaster of Paris to make the bucks of his hot rods (*see pic*). Just a gi-



ant pile of plaster. He would spend days and weeks sanding and carving those piles until he was satisfied. Many times he would cut off a major portion and start over. When his first hot rod, the *Beatnik Bandit*, was done and the chrome parts were delivered and installed, he decided to start up the car for the first time in the tiny one car garage it was in. Now, bear in mind this is where he sanded and carved on all that plaster. When he was satisfied with a buck, he would lay fiberglass over it, sand it smooth then turn it over and hammer the plaster out. When he started up the engine it kicked up giant choking clouds of plaster dust. It must have been a fun place to work.

One day while cruising around a junk yard, as he often did, he came across a little car that he didn't recognize. It was a Morris Mini Cooper with the 1.2 liter engine. He was so intrigued, he bought it and dragged it back to his shop. One of his employees, Ed Newton, drew up a sketch of Roths' idea (*see drawing*), and construction began, though

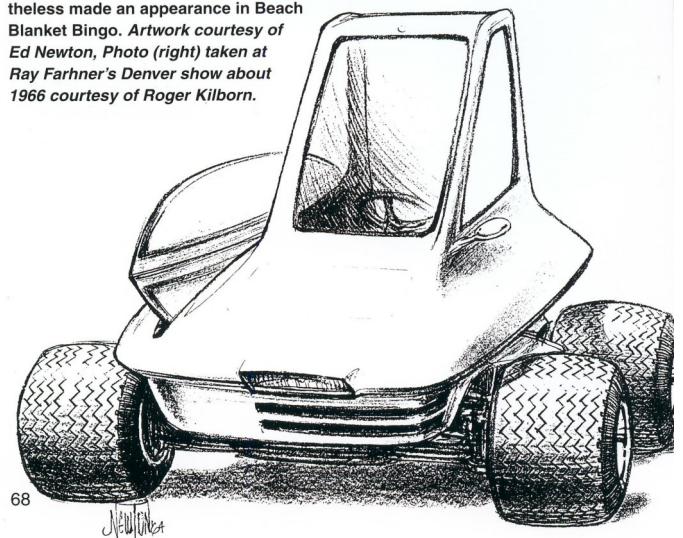


Newt (*Ed Newton*) tried to point out to Roth that it should have the high flotation tires.

Back in the day, I wasn't a "Roth" fan. I knew of him, but that was it. One year in the mid '60s, I was at the Baltimore Custom Car show just walking around admiring the cars when I came across a little asymmetrically designed hot rod. I was floored, this *Surfite* was the coolest thing I had ever seen! This model was never in any of the hobby stores I went to at that time. It wasn't until the previous re-issue that I knew of it or got one (*three, as a matter of fact*). I was further aggravated

(Continued on page 3)

Below: Newt's 1964 sketch for the Surfite clearly shows the wide, floatation-type tires he wanted. Right: Albeit for a split second only, the Surfite nevertheless made an appearance in Beach Blanket Bingo. Artwork courtesy of Ed Newton, Photo (right) taken at Ray Farhner's Denver show about 1966 courtesy of Roger Kilborn.





## Surfite (contd)

(Continued from page 2)

when just a few years ago, it (*the real one*) was sold at auction for only around \$5000 give or take; I could have afforded that!

**Engine:** It's quite accurate compared with the Austin/Morris Mini kits made more recently by others and it has 19 pieces; not bad for such a tiny assembly. It comes with chromed intake and exhaust.

**Chassis:** You have to build it yourself out of four pieces, though it's not hard. It comes with separate two-piece gas tank and a battery. The rear suspension is simple enough with just a swing arm, shocks and disc brakes. The front is a little more complicated with upper and lower suspension arms, shocks, spindle, and tie rod. The half shafts are represented by a plastic shaft that goes from wheel to wheel.

**Tires/Wheels:** The tires are 3/4" and 7/8" in outside diameter and reasonably close to that on the real car, but like Newt, I question the use of such skinny tires on a car meant to go on the sand. That's not Revells' fault, it's the way the "Big Daddy" wanted it. I was surprised to notice (*how bad can my eyes be*) that the tire sizes are still on these tires. In truth I had to use a jewelers' loop to read them and I'll call anybody a liar that claims he/she can read them without one. But they are marked 5.75-10 and 6.25-12. Hey—**big and littles!!** It strikes me, where in the Hell would Ed have gone to get high flotation tires that small?! The wheels are Astro wheels just

as on the real car though because of their size you'll have to look real close.

**Interior:** Of course it is made for one person, bucket style and very simple. It has pedals, steering column and wheel. Of note is the long transmission shifter that actually connects to the transmission.

**Body/Glass:** Oh my God, it's multi-piece—four, to be exact. I'd recommend using a glue with capillary action from the inside, wait a day then sand and finish. It does have a very small engine hood as well. The windshield is "make it yourself," but that's good since it's a simple rectangle and clear acetate is included. The head and taillights are decals, not a bad idea. It comes with a wiper and a mirror.

**Extras:** The most obvious is the surf shack or Tiki Hut. I built this a couple of years ago and had a lot of fun painting and detailing it. It's a good project to practice skills like wood graining or



shadowing. The decal sheet has a camp fire to cut out for the display and lettering for the sign. I had to double check with Norm to confirm that the three surf boards are from the original issue; if you need surf boards for other builds here they are. And you get decals for two of them. But the figure is the best reason to buy this kit, **IF** you're a Roth fan.

**Decals:** Most have already been mentioned, but there's a scale model box to cut and fold and half a dozen Ratfink decals to choose from.

by: Rich Wilson 🍷



## 'Gov-a-mint Motors!'

It seems some US dealers have sold *"hundreds"* of *recalled vehicles without actually fixing them*, according to a recent *ABC News* investigation.

By law, vehicle dealers must repair new vehicles with recalls at or before the time of sale. Though it is not mandatory for a salesperson to disclose the vehicle's history, it ***IS*** illegal to sell a vehicle without completing mandatory recall repairs.

The news program went undercover at Hawthorne Chevy, in New Jersey, and used a hidden camera to capture a salesperson who willingly sold them a recalled vehicle that had not been fixed.

They purchased a '14 Silverado with recall #14192, a serious mandatory recall that states that the vehicle is ***at risk of rolling away while in neutral***. It also says that if the vehicle's transfer case switches to neutral while being driven the vehicle could lose power, increasing the risk of a crash.

The news team simply ran the vehicles VIN to find the recall and then visually inspected it to ensure it had been repaired. To their surprise, none of the repair work had been completed.

That particular recall was launched in June '14 and the recall rate currently stands at 86 per cent, meaning 402,000 of the 467,000 recalled vehicles have been fixed. That same recall also concerns '14 and '15 Sierras, and certain '15 Silverados, Tahoes, Suburbans, Yukons and Yukon XLs.

" 'GMC' instructs its dealers to complete all open recalls on new and used vehicles prior to sale and delivery to customers," 'GMC' said in a statement to the news program. " 'GMC' has systems and reports available to dealers to allow them to check the status of open recalls on 'GMC' vehicles for both new and used car inventories."

However, it's not just 'GMC' dealers that have been caught. The news program says it's confirmed that several hundred vehicles have been sold from a wide variety of OEM's. In total, over 100 dealerships have sold vehicles without recall work, and most of the sales occurred just in the second half of '14.

***The lesson here? Don't buy used "GMC"!!***

It seems ***Chevy's withdrawal from Europe*** (sans a few models) was a bit too quick and heavy-handed.

That's the official decision of a Paris court, anyway. The court ruled that Chevy must pay ***\$8.5-million bucks*** to its French dealers as compensation for its "brutal" withdrawal from the continent, according to reports.

The payout will be divided amongst 17 dealers who all sued the company for "not respecting" a notice period it was obliged to provide them after the compa-



ny's announcement in '13 that it would withdraw from the market in '15 due to poor sales.

The dealers originally went in looking for ***\$17+ million dollars***, claiming that when they rejected Chevy's original compensation package, the company purposefully withdrew marketing material and delayed vehicle shipments. In doing so, the dealers had no metal to move.

Chevy originally pulled out of Europe so as not to compete with ***Vauxhall*** and ***Opel***, two companies that are far-more entrenched and accepted in the European marketplace. ***Chevy sales tumbled 64.5 percent*** in France in the three months following its decision to pull-out of the market.

'GMC' has announced that they will be ***halting production*** of the ***Volt plug-in hybrid*** this May in order to "prepare for the new model generation." Yes, that is one reason why they are stopping production, but there is another, more important reason.

*(Continued on page 5)*





## 'Gov't' (contd)

(Continued from page 4)

**Chevy currently has a 210 day supply of Volts waiting to be sold.** The ideal supply for an automaker is **60 days**. This is **3.5 TIMES** that, which will be a burden on dealers to move before the new car goes on sale. That means a lot of incentives and discounts will probably be coming to the current Volt before the '16 model goes on sale.

Sales of the Volt have **declined every year since '12**, and are **down 48 percent for the year so far**. Not ideal.

Of course, these falling sales have a lot to do with the sudden drop in gas prices that has made consumers want more SUVs and fewer small hybrids.

While the '15 Volt bides its time until it can be replaced by its younger '16 brother later this year, its suffered a bit of an upset from its biggest plug-in EV challenger in the US—the **Leaf**.

For the first time in about three years, the **Nissan Leaf has surpassed the Volt** in terms of total US sales numbers since December of '10.

December '10 is, of course, the month when both the Leaf and Volt became available for purchase. But what's behind this hand-off of the title of plug-in EV sales king? Well for one, the first-gen Volt is prepping to exit the market, making way for a newly redesigned second-gen model. That almost invariably leads to lower sales for **ANY** model.

But then, one must also consider that the '15 Volt bases at

around \$4,000 more than the '15 Leaf, at \$34,345 versus \$29,010. Those thousands of dollars are still enough to make an impact.

The sales tallies from late '10 through March of '15 sit at **76,407 units** of the **Leaf**, versus **75,231 units** of the **Volt**.

The Indy 500, as a rule, is an exciting and daring race.

However, some of that excitement came early.

Just before midnight recently, a suspect inside of Bill Estes Chevy in Zionsville, IN, **stole an Indy 500 pace car**, drove it **through the glass front door and down a flight of stairs**.

The suspect didn't get far,



though, as the car was abandoned about 3 miles away. Police told Fox 59 in Indianapolis that the car was no longer drivable.

The suspect is described as a white male with glasses and no shirt. Police believe he is on foot and say he may be hurt after driving the car through the glass door with its top down.

Vehicle technology is both our best friend and worst enemy, it seems. While many of us enjoy new tech like **LED head and tail-lights, backup and around-view cameras**, and other features like **rear cross-traffic alert**, they **balloon vehicle costs and skyrocket repairs**.

For instance, we can only imagine—and shiver at the thought

of—what it might cost to replace the camera-based rearview system on the new '16 Cadillac CT6.

But it's not just camera systems that are bleeding us dry. A lot of the time it's the fact that we add LEDs and other tech into basic vehicle functions like head and taillights. For example, let's say you bust the LED-peppered headlight on a **'15 Escalade**.

That's no \$300-and-done housing—you'll pay **\$1,650** for the **entire unit**, according to **Automotive News**. If that was '00 Escalade, though, you'd shell out a measly \$200 in repairs.

If you happen to crack the tail-light lens on your '00 'Lade, you'll be out-of-pocket a mere \$56.08, and the entire unit will cost you \$220.49. Smash a lamp on a **'15 Escalade** and you're forced to repair the entire housing, as they are no longer separate parts. You'll also be digging deep, to the tune of **\$795**.

Of course, many of these tech-bits are built into the price of the vehicle, with the average price of a car now more than \$33,000. In other words, what millennials make in a lifetime, probably.

The takeaway? While technology is no doubt impressive and allows car makers to offer loads of extra options, it makes vehicles and repairs that much more expensive.

**GM Authority** top tip: **Don't crash!**

This month's insanity. 🚗💥

### 2014 GMC Recall Ticker

**# of Recalls**  
**84 (!)**

**# of Vehicles Affected**  
**30,620,764**

## This n That

**NASCAR DRAG Racing?!** It has been about 50 years since NASCAR abandoned their burgeoning drag racing division in '67 and stepped away from the sport but reports from inside the halls of the company indicate that NASCAR plans to make a bold reentry into the sport of drag racing in '16 with a national event series. The ties between NASCAR and drag racing extend back to '60 when Wally Parks and Bill France worked together to put on what was the first Winternationals during the Daytona 500 speed week in Florida. From there, the NHRA and NASCAR went in different directions before becoming competitors in the 60s with NASCAR's biggest years in the straight line realm being '66 and '67. Internal changes within the NASCAR organization brought an end to the Drag Racing Division but some in the company believe that there is an opportunity to leverage the sanctioning body's massive television reach and other resources to dive back into the world of drag racing. An unnamed exec after initially denying the claim made an about face and said, "Drag racing is a very viable commodity and we're not looking to become a carbon copy of anybody or anything that is currently out there." He continued, "We see sections of the drag racing world that are growing quickly and largely being ignored which we think would fit. Let's just say that several of us have become real experts with regard to radial tires lately." When asked about where



the series would compete and if they would work with current sanctioning bodies like the NHRA and IHRA, the NASCAR official told us, "There are multiple tracks in play across the country in good markets right now. We don't do things halfway here so we're actively working on a couple of fronts to make sure that we are in the right places and markets with this series in 2016." With attendance declines happening with their stock car program and manufacturers looking for other outlets for their racing spending we're guessing that this is a move by the company to brace up what appear to be sagging fortunes. While drag races on the whole draw fewer spectators than NASCAR events they also operate at a lower budgetary level and that is apparently where the company sees an opportunity. As we were told, "Have you seen what we pay the stock car racers? We have people who literally show up only to collect the money they get from qualifying and they don't even care about driving in the race. That's crazy, right? Best we can tell with the current situation across drag rac-

ing, we can make an impact with a minimal, relatively speaking, risk for us. That's why we see the opportunity here. Plus most of the people around this place have never smelled nitro before and that's a problem in and of itself." As of this writing, we are not sure what, when, or where, the '16 NASCAR drag racing series will begin but it would not be too far out of the realm of reason to expect construction somewhere on the expansive grounds of Daytona International Speedway to bring the race "home" during Speed Weeks in February. Mountains have been moved in shorter time frames. Maybe competition is a good thing, like the NHRA, AHRA, and IHRA in the good 'ol days...

**Continental Rises From the Ashes?** As Neil Young more or less predicted, **Lincoln** has unveiled a new **Continental**, at least in concept form. It's exactly the car that everyone has been saying Lincoln should build and, according to Lincoln, that's exactly what they plan to do. Powered by a Lincoln-specific and Chinese displacement tax-friendly 3.0 liter V-6, the production car should look very similar to the concept we saw in New York. That will include the grille treatment, which will come to re-

(Continued on page 7)





## T 'n T (contd)

(Continued from page 6)

place the current “Flying Mustang” or split-wing grille across the entire Lincoln lineup. While the car’s exterior dimensions are closer to those of an Audi A6, or Cadillac CT6, the interior is limousine-like with deep shearling carpets and a fully reclining rear seat on the passenger side. With a Revel sound system, champagne chiller and a small desk that rises from the center console via an actuator and houses a tablet, the concept’s rear-passenger amenities will be familiar to those accustomed to Europe’s best luxury cars. Front seats are adjustable in 30 ways, including individual adjustments for the angle of both of the driver’s legs. The roof features a glass panel that can be electronically dimmed. Aside from the powerplant, Lincoln execs kept mechanical details to themselves. So, the big question of whether it will be driven by the right or wrong wheels remains open, even if it’s hard to imagine that Lincoln found a way to build a rear-drive car and for some reason decided not to shout it from the rooftops. Regardless, the firm does seem to be moving in a different direction than almost every other mainstream luxury carmaker, focusing on ease and comfort rather than pure performance—there wasn’t a single mention of the Nurburgring or the Autobahn during Lincoln’s presentation. In that sense, this concept seems as close to a modern interpretation of a traditional American luxury car as anything we’ve seen. When it heads to pro-

duction next year, it will compete in a US market packed with German-style sport-luxury cars and in a Chinese market with an appetite for comfort. Could Lincoln be on to something here... *You GOTTA Be Kid-din’ Me!* Remember the recent *SIM* (Source Inter-link Media) *magazine debacle*, wherein they combined and/or eliminated 10 or 11 titles (including the *ONLY* Pontiac magazine on the planet), under the guise of eliminating ‘duplicative’ content, and saving money?! Well, the *other shoe has dropped*. As a result of my replacement *Car Craft* sub, I was offered the chance to extend my subscription *BEFORE* the upcoming rate increase! I politely (*believe it or not!*) told them that, given their *lack of Pontiac features*, it was simply not worth my money to extend my sub. So, I saved even more money by *NOT* renewing! ...*“Dare to be Different” Model Car Forums! MAMA’s Boy JC Reckner* wanted me to pass along this pair of message boards for builders of racers that he found in his Internet ‘travels’—[race-car-models.proboards.com](http://race-car-models.proboards.com) (Road racers), and [indycarmodeling.proboards.com](http://indycarmodeling.proboards.com) (Indy cars).



Thanks, JC (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!) 🍷



## Stingray Fever!

Take one guess as to who got their hands on the C7 Stingray below. If you said *Forgiato*, you'd win the prize if there was one. Forgiato first showed off a collection of wide body Corvettes about a year ago in primary and pastel colors (refer to *MAMA Sez*, November 2014).

**Bold Ride** picked up on this incredibly in-your-face Stingray from Forgiato complete with a gold-wrap fit for Goldfinger himself. In the rear, a matte black wrap helps contrast the hue in a fairly tasteful (!?) manner, but there's no way you would miss this particular Stingray roaming the streets.

The car appeared at the '14 SEMA show, and is available for build now. Price is unavailable due to customization options, including **ELEVEN** different ways to customize the five different sized wheels, but we can imagine this could get pricey. One of those sizes is a **26-inch wheel option**, which we personally hope no one is equipping. Inevitably, there probably are some.

Have you ever wondered what it's like to be the proud owner of a new '15 Corvette Z06 (*Ed. Note: Nope!*)? 'Course you have, we've all fantasized about throttling its

LT4 super-charged V8 both at the track and between the lights, and admiring exotic looks as we step out of the cockpit. And while its MSRP remains a performance bargain, chances are the Z06 is more expensive to own than you may think. So expensive, in fact, that **a set of new Michelin Pilot Super Sport Cup tires, carbon ceramic Z06 rotors, and brake pads cost more than a brand new Cruze.**

It's almost jaw dropping, that a '15 Chevy Cruze starting at \$16,170 is more affordable than the previously listed maintenance parts for a '15 Corvette Z06. The parts come to a total of **\$16,730**, which is **\$17,859.96 after taxes**, according to a quote posted online from a Chevy dealer customer. But hey, pay to play. World-class Brembo hardware ain't cheap.

Of course, cheaper alternatives to dealership prices exist, as one commenter suggested ordering the parts online instead of the dealership—total price being **'only' \$9,900 shipped. Whatta bargain!**

Oh, and let's not forget the unfortunate owner who had his Vette's wheels ripped off his car in front of his girl friend's house



(as chronicled in *MAMA Sez*, March 2015). Here's another unflattering picture of it on the wrecker.

Many of us put our toys away for the winter, and rest easy knowing the car will remain safe from the elements. A Flint, MI man followed the same procedure, locking up his '14 C7 Stingray for the winter, but returned to the worst surprise he could receive.

Upon retrieving it from storage, he found the garage had been broken into and the car vandalized and stripped of pieces. Maintenance of the garage says a hole had been drilled into the adjoining garage to gain access to where the Corvette was being stored.

The perp stole a custom cover made specifically for the owner's car, and proceeded to steal the right rear-view mirror along with an interior panel from inside. The report also notes the engine had been tampered with, and it seemed the battery was missing.

(Continued on page 14)





# 'Gone in 60 Seconds' Car 'Order' Roster

1. 1999 Aston Martin DB7—Mary Asti
2. 1962 Aston Martin DB1—Barbara (*DB1 edition was discontinued in 1950, and in the film, an Aston Martin DB4 GT Zagato*)
3. 1999 Bentley Arnage—Lindsey
4. 1999 Bentley Azure—Laura
5. 1964 Bentley Continental—Alma
6. 1959 Cadillac El Dorado—Madeline (*in the film, a Cadillac Coupe de Ville*)
7. 1958 Cadillac El Dorado Brougham—Patricia
8. 1999 Cadillac Escalade—Carol
9. 2000 Cadillac El Dorado STS—Daniela
10. 1957 Chevrolet Bel Air Convertible—Stefanie
11. 1969 Chevrolet Camaro Z28—Erin
12. 1953 Chevrolet Corvette—Pamela
13. 1967 Chevrolet Corvette Stingray L71—Stacey
14. 2000 Ford F-Series F-350 4×4 Pickup Modified—Ann (*in the film, an F-250*)
15. 1971 DeTomaso Pantera—Kate
16. 1969 Dodge Charger Daytona—Vanessa
17. 1998 Dodge Viper Coupe GTS—Denise
18. 1995 Ferrari 355 B—Diane
19. 1997 Ferrari 355 F1—Iris
20. 1967 Ferrari 265 GTB4—Nadine (*in the film, a Ferrari 275 GTB4*)
21. 1999 Ferrari 550 Maranello—Angelina
22. 1987 Ferrari Testarossa—Rose
23. 1956 Ford T-Bird—Susan
24. 2000 GMC Yukon—Megan
25. 1999 Hummer H1 Truck 2 Door—Tracy
26. 1999 Infiniti Q45—Rachel
27. 1994 Jaguar XJ220—Bernadine
28. 1999 Jaguar XK8 Coupe—Deborah (*in the film, a Jaguar XJ8*)
29. 1990 Lamborghini LM SUV—Gina (*in the 1994 film Lamborghini Diablo SE, LM SUV cars are extremely rare*)
30. 1999 Lexus LS 400—Hillary
31. 1999 Lincoln Navigator—Kimberley
32. 1957 Mercedes Benz 300 SL / Gullwing—Dorothy
33. 1999 Mercedes Benz CL 500—Donna
34. 1999 Mercedes Benz S 600—Samantha (*in the movie, a Mercedes Benz S500*)
35. 1998 Mercedes Benz SL 600—Ellen
36. 1950 Mercury Custom—Gabriela
37. 1971 Plymouth Hemi 'Cuda—Shannon
38. 1969 Plymouth Road Runner—Jessica (*in the movie, a Plymouth Superbird*)
39. 1965 Pontiac GTO—Sharon
40. 1999 Porsche 996—Tina
41. 2000 Porsche Boxster—Marsha
42. 1961 Porsche 356B Speedster—Natalie
43. 1988 Porsche 959—Virginia
44. 1997 Porsche 911 Twin Turbo—Tanya
45. 2000 Rolls-Royce Park Ward Stretch limo—Grace
46. 1966 Shelby AC Cobra—Ashley
47. 1967 Shelby Mustang GT500—Eleanor
48. 2000 Toyota Land Cruiser—Katie
49. 1998 Toyota Supra Turbo—Lynn
50. 2000 Volvo Turbo Wagon R—Lisa (*in the movie, a Volvo V70 R*)



- I can't vouch for the authenticity of the preceding list, but it gave you something to read, didn't it (*Ha! Ha!*)?! 🚗



## BICYCLE COPS

Faster than a Corvette

<http://go.funpic.hu>

# Shelby Raptor!

The 2011 to 2014 Ford Raptor is highly off-road capable with 411 horsepower. The **Shelby Baja 700** adds a supercharger, big ol' exhaust, jump-worthy suspension, and takes the output up to (*you guessed it*) **700 horsepower**.

The whole Shelby kit includes a 2.9 liter Whipple supercharger for the 6.2 V8, bigger throttle bodies and injectors, "a more robust heat exchanger," and a Borla exhaust.

Underfoot are 3" King remote-bypass shocks, 18" wheels, and BF Goodrich KO2 All-Terrain tires.

The interior is dressed up with some Shelby accents, and customers will be able to order bumpers and lights as well.

Shelby American's Senior Designer and Test Driver Vince LaViolette reckons "We've built a truck with ultimate performance and off-road capabilities."

The company's only signing off on **50 examples**, and each will be "numbered and documented with a unique Shelby CSM num-

ber and entered into the official Shelby Registry" if that means anything to ya.

Clearly, it means something to some people, and I'm sure buyers will be hoping they might be able to unload this at auction without losing too much money on it someday.

I get that Shelby has a lot of pedigree associated with its name, but for \$45,000 I might be more tempted to just buy a **spare Raptor** for when I split my first one in half. Does look damn fine in that color scheme, though.





## Miscellanea!

After the recent peek at the *Revell Raptor* by MAMA's Boy Rich Wilson, imagine my surprise when I read about the *NEW '17 Raptor* in a "*Make and Take*" program at the Detroit auto show! No word on *IF* or *WHEN* we'll see this one in regular release, but we can hope, can't we?! 🚚



**I get 60  
miles per gallon.**



**What do  
you get?**

**Laid.**



## Condolences (contd)

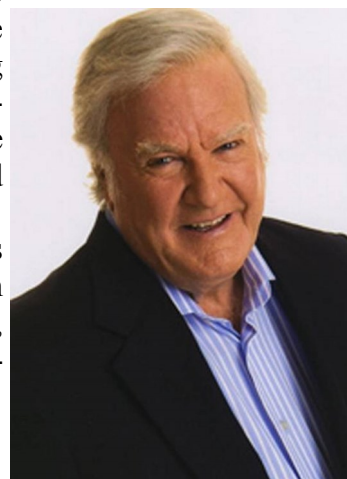
(Continued from page 1)

would remember *Flash*, a molasses-paced basset hound who accompanied Sheriff Coltrane on patrol.

Best was a dog lover who rescued the dog from a pound and brought it to the set at the beginning of the third season, suggesting the sheriff needed a partner. Producers didn't like the dog, but Best prevailed and the dog got a role.

Best liked to greet fans who would bring their own basset hounds to meet him, and he kept "doggie numnums" handy for them.

*Godspeed, 'Rosco.'* 🚚





22ND. ANNUAL  
**MID-ATLANTIC NNL**

www.mamasboyz.org

**MAY 9, 2015**

**9AM - 3PM**

**ADMISSION - \$10.00**

**FREE UNDER AGE 16**

Tooner class  
added!



**REMEMBERING 1965**



(sub-theme)

**GASSERS**



**COLUMBIAN CENTER**

**VENDORS** 335 N. RITCHIE HWY **DOOR**  
SEVERNA PARK, MD. **PRIZES**  
**21146**

For show or vendor info contact:

**MARCOS CRUZ - cruz2123yb@yahoo.com**

**or phone: 443-206-8776**





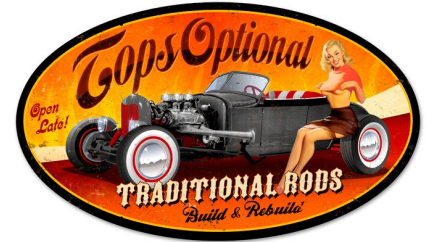
• July 10th & 11th—*Musclecar Madness* at the York Reunion. This years' theme—“*Celebrating the 50th Anniversary of the 1965 Super Stock Nationals.*”

• Sept. 13th—*Super September Showdown* in Gilbertsville, PA. Theme—“European Invasion.” *Stay tuned!*

• Oct. 10th—*NNL #36* in Sylvania, OH. Theme—“*Demolition Derby.*”

• Nov. 14th—*Southern Nats*

*NNL*, in Smyrna, GA. Theme—“*Vans & wagons.*” 🍷



## Pontiacs on Parade!

Looks as though Spring *FINALLY* hit in a *BIG* way, with sun and temps near 70 on the day of our April meeting.

To recognize this ‘event,’ the ‘Spring’ contingent—a pair of ‘70 diecast *GTO convertibles*—were displayed in the Pontiac reserved

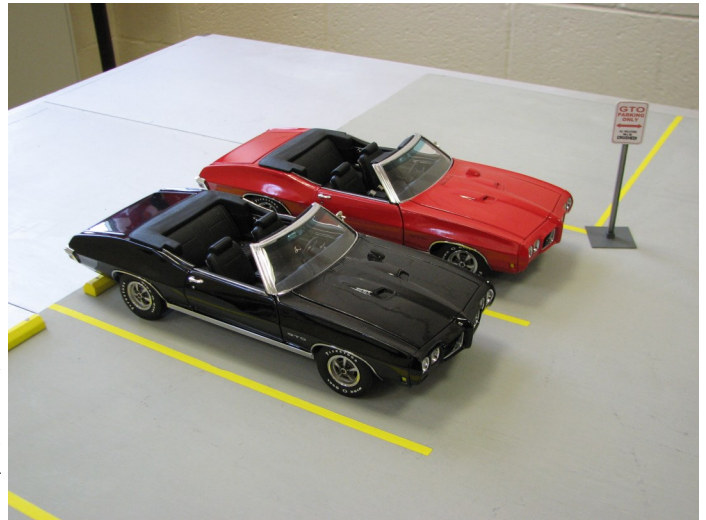


parking area in all their ‘topless’ glory!

As I’ve told anyone

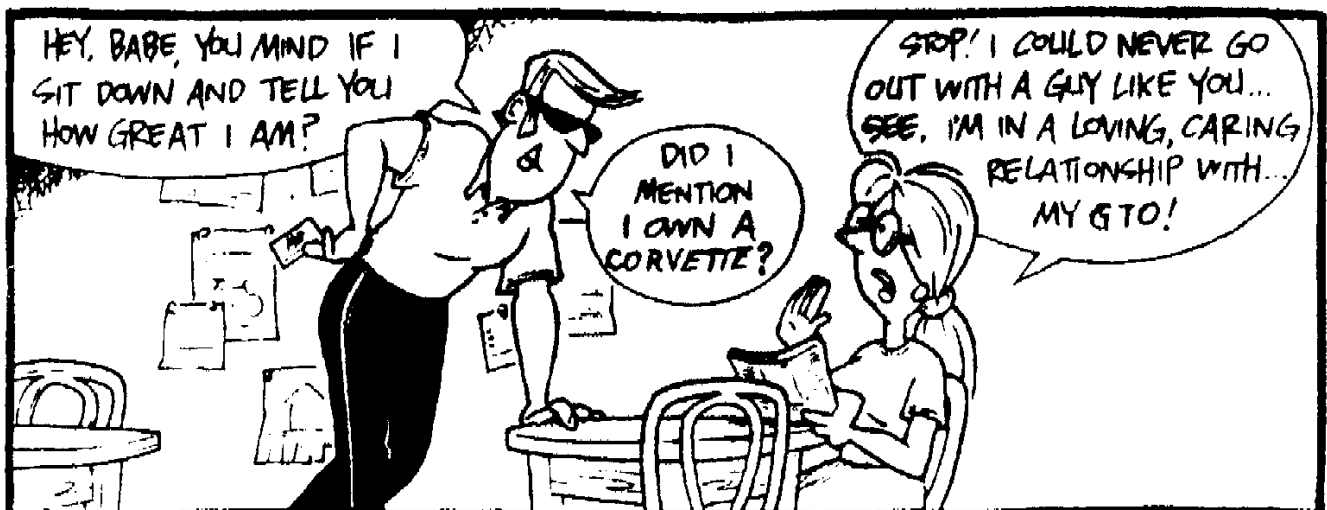
who would listen to my rantings—I’ll bring the ‘Reserved

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!!*”

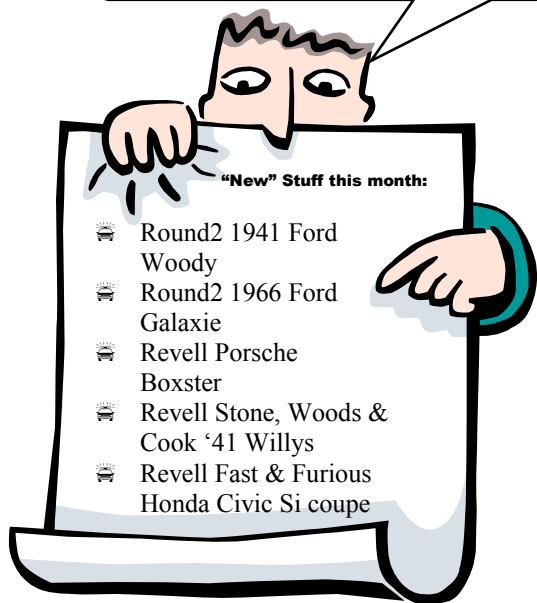
So, c’mon—bring ‘em and show ‘em! ‘*PoP*’ (*Pontiacs on Parade!*) *Sickle signing off for now! And don’t forget—MAMA may not need all these Ponchos, but I’m sure diggin’ ‘em!!* 🍷



**Chapter Contact:**

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**MAMA's BoyZ do it in scale!**



- Round2 1941 Ford Woody
- Round2 1966 Ford Galaxie
- Revell Porsche Boxster
- Revell Stone, Woods & Cook '41 Willys
- Revell Fast & Furious Honda Civic Si coupe

## 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](http://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](http://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](mailto:gtoguy@verizon.net), or see me at a meeting. **Thanks!** 🚗

## Fever (contd)

(Continued from page 8)

As if that isn't awful enough, the sides of the car are completely scratched and damage is present on the hood too. Damage estimates are around **\$5,000**, with no leads on who is responsible.

All we have to say is we hope whoever is responsible is caught and served justice accordingly, because no one deserves to have this done to their car.

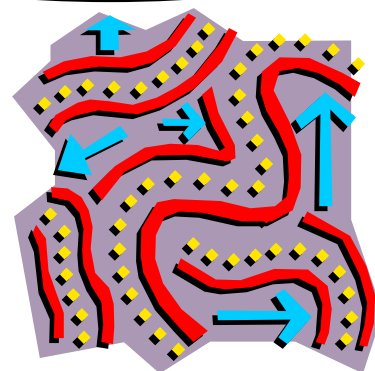
Someone must **HATE** Corvettes, eh? 🚗

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. 🚗

## Club Contact Info

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