



MAMA SEZ!

Volume 23, Issue 5

January, 2010



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

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2010 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 16th
- ☞ February 20th
- ☞ March 20th
- ☞ April 24th (4th Sat.!) 
- ☞ May 15th
- ☞ June 19th
- ☞ July 17th
- ☞ August 21st
- ☞ September 18th
- ☞ October 16th
- ☞ November 20th
- ☞ December 18th

Inclément weather phone number: (301) 474-5255. ☎

Winter's REALLY Here!

Debbie and I made it back from our *Caribbean cruise* re-charged (after I did a stint as the *Indian from the Village People* performing 'YMCA' on stage—don't ask, and I won't tell!). I'm rarin' to get busy!

Look at the enclosed pic of 20" of snow on my Honda, and you'll know why there's nothing to report on for last month! Cancelled for only the *second* or *third time* in *20 years*—what're the chances?! ☹



Oldest Pontiac in the US!

When organizers of one of the most prestigious car shows in the country found out General Motors was discontinuing one of its *most storied brands, Pontiac*, they decided to plan something big for this year's show.

So the *Fairfield County Concours d'Elegance* in Westport, Conn.—a show that routinely attracts high-end Ferraris, Porsches and Lamborghinis—launched a campaign to find the

oldest existing Pontiac.

Organizers peppered the auto media with notices, tapped their network of car aficionados, and alerted every Pontiac club they could, including the *Pontiac Car Club of Australia* and the *Manitoba Pontiac Association*.

After three months, they discovered 12 Pontiacs still in existence from 1926, the brand's founding year.

Based on an analysis of VINs, they found that

the oldest of all resided in Minnetonka, MN — owned by Paul Jaszczak, 49, a distribution center manager, and his father, Roy Jaszczak, 76, a retired bricklayer.

So their car will be shipped out East and they will be flying to New York City to enjoy a complimentary stay in a luxury hotel. Then they'll drive their *Series 6-27 five-passenger coach* with its classic cowl lamps, wood frame

(Continued on page 7)

'New' US Carmakers?!!

'GMC' **CEO Fritz Henderson steps down!!** 'GMC' Chairman and former AT&T CEO Ed Whiteacre held a press conference prior to the LA Auto show stating that he will take over as Chairman and CEO of 'GMC' until a new CEO can be found. Details surrounding Fritz's exit from the company are unclear. The only comment out of GM is that Fritz and the Board met and felt that it was best for him to resign from the company.

Plenty of *Corvette owners* like to think they can blow the doors of most everything else on the road. But GM is now **recalling Vettes** from the '05 through '07 model years because the **roof panel may blow off**. The recall covers coupes with the removable roof panel. There's a problem with the adhesive that bonds the plastic roof panel to its frame. If the bond breaks, the roof panel could 'self remove' while driving. There are clues to the problem, such as a snapping noise from the roof when driving over bumps, water leaking from the headliner or the roof panel moving when the door is closed. Nearly 22,100 cars are involved in the recall. Those with a bad one—'GMC' has previously run a customer satisfaction campaign for this problem—will get a new one. 'GMC' says it will start the recall in January. Until then you may just want to drive topless—weather permitting.

Meanwhile, 'GMC' is also **recalling 59,000 '10 Chevy Equinox, GMC Terrain CUVs** over faulty defrosters. 'GMC's' new

Theta platform crossovers face their first recall. The National Highway Traffic Safety Administration has announced that 'GMC' will recall some 59,031 units of the CUVs due to a potential problem in the HVAC system. According to NHTSA, an unspecified fault in the system's software programming can render the heating, A/C, defroster, radio control, and panel backlighting inoperative. Without proper defrosting/defogging capabilities, visibility can be diminished, increasing the chance of a crash. So, beginning this month, Chevy and GMC dealers will be replacing computer modules in the center console to solve the problem.

According to the **autoblog.com** website (<http://www.autoblog.com/2009/12/27/russias-sberbank-wants-gm-to-pay-for-dropping-the-opel-deal/>), it not only takes money to close a deal, it takes money to get close to closing a deal. Sberbank, **Magna's Russian partner** in the **bid for Opel**, said it assembled 9,000 contract pages during the negotiations. Unless Russian corporate lawyers are that much cheaper than American ones, the legal fees could probably be described by the word 'heinous.'

Sberbank says 'GMC' walked away from the deal 48 hours before contracts were to be signed, and did so without reasonable explanation. In that case, Sberbank believes it is owed for the money it spent in preparation. Company



CEO Stefan Gref said "In reality we spent an awful sum, because we had to address complex tasks," and "I hope that we shall be able to settle all issues out of court, but we shall be prepared to defend our position in courts of law."

Unless there was a provision restricting 'GMC's' ability to walk away, it is unclear what kind of chances Sberbank will have in court. By comparison, Magna CEO Frank Stronach said his company's bills from the transaction "weren't material," which could be his way of saying, "water under the bridge." With the other issues occupying 'GMC' right now—like, oh, Opel and the German government, among others—Sberbank should probably just grab a place in line.

'GMC' is offering its dealers hefty incentives to move thousands of leftover vehicles from its **discontinued Saturn and Pontiac** brands. This tactic could inflate the car maker's December sales and cut the cost to car buyers by as much as 46% off the sticker price. In what is equivalent to a **year-end fire sale**, 'GMC' sent letters to dealers Dec. 23 saying it would **pay them \$7,000 for every new Saturn or Pontiac on their**

(Continued on page 3)

New (contd)

(Continued from page 2)

lot that is moved to rental-vehicle or service-vehicle fleets operated by the dealers. Dealers can then sell them at a more attractive price, though they must be described to customers as *used* because the dealers technically will be the vehicles' first owner. The offer expired Jan. 4th, the last day of the December car-sales month. 'GMC' will book the sales to dealers as fleet deliveries. This move could speed the company's restructuring. Pontiac and Saturn, along with Hummer and Saab, were deleted from 'GMC's' lineup under its government-backed bankruptcy reorganization last summer. 'GMC's' remaining US brands are Chevy, Buick, Cadillac and GMC. The expense of the new program will add to 'GMC's' considerable cost of closing Saturn and Pontiac, a figure 'GMC' hasn't disclosed. 'GMC' spokesman Tom Henderson declined to comment on the financial impact of the new dealer incentives. At the beginning of December 'GMC' dealers had **14,500 new Pontiacs and Saturns** on lots, which typically represents about **two to three months of inventory** depending on the model. Edmunds, another car-data service, estimates that 'GMC' will sell about 6,800 Pontiacs and 3,500 Saturns in December. That means dealers could have some 4,200 cars left. Thanks to **MAMA's Boy Ray Wickline** for this one.

Motor Trend recently tested a group of eight sport sedans in the

fifty grand (\$50,000) class. They included the **Acura RL, Audi A6 3.0T Quattro, BMW 535i, Cadillac CTS 3.6 DI, Infiniti M35 S, Jaguar XF 4.2, Lexus GS 350,** and the **Mercedes-Benz E350.**

The bad news follows:

1. BMW 535i
2. Audi A6 3.0T Quattro
3. Mercedes-Benz E350
4. Jaguar XF 4.2
5. Cadillac CTS 3.6 DI
6. Lexus GS 350
7. Acura RL
8. Infiniti M35 S

The CTS got high marks for braking, steering feel, automatic transmission, and overall sporting feel. It was heavily dinged for a lack of comfort, too much mass, and not enough space. Again, why is 'GMC' crowing about **finishing in the bottom half** of an eight-car test?! If they want **ANY** business, they'll have to show shareholders (**EVERY American!**) that their hardware can at least finish in the top half, if not win outright! Ironically, the Feb., '10 issue of **Consumer Reports** places the Cadillac CTS first in testing against the **Acura RL, Mercedes Benz E350, Audi A6** and the **Lincoln MKS.** They said it's **typical of many recent 'GMC' designs.** It's a solid performer, but their owner surveys show that **reliability is spotty at best.** As a result, even though it outscored many German and Japanese competitors, CR **cannot recommend it.** The car, in its third model year after its '08 redesign, continues to be unreliable. It has drawn complaints for body squeaks and problems with the audio and nav systems. Squeaking brakes have been another weak spot. Go here

http://www.motortrend.com/roadtests/se-dans/1002_luxury_sport_sedan_comparison/index.html#ixzz0auqub8DU for details on the Motor Trend test.

According to **Left Lane News** (<http://www.leftlanenews.com/two-bidders-to-submit-offers-for-saab-board-delays-meeting.html>), **four bidders** for **'GMC's' Saab unit** have been confirmed as of Jan. 8, which is considered the final "do or die" deadline for the Swedish automaker. In addition to the well-publicized **Spyker** bid, three private equity firms have made offers. [SaabHistory.com](http://www.SaabHistory.com) says it has received confirmation from four bidders so far, including two American entities. Dutch supercar manufacturer Spyker was joined by Wyoming-based **Merbanco**, Miami-based **AWMS** and one European outlet, **Genii Capital.** Genii Capital bought a stake in Renault's F1 team last month, and has ties to F1 chief Bernie Ecclestone. Meanwhile, the **Wall Street Journal** recently reported (http://online.wsj.com/article/BT-CO-20100108-707903.html?mod=WSJ_latestheadlines) that the board of Saab Auto has decided Jan. 8 to liquidate the company, although US-based owner 'GMC' is still evaluating bids for the car maker, Stefan Lofven, head of Swedish trade union IF Metall, said in a press release Friday. As of 10:38 a.m. on Jan. 8, Bloomberg Radio is reporting that 'GMC' has selected **ALIX Partners** to supervise the closing of their Saab division. **RIP, Saab. Join Saturn and Pontiac on the 'GMC' scrap heap.** ☹

TV Tommy Ivo Dragster

[AMT/Round 2, 74 pieces]

Round 2 seems to be keeping their promise of releases, though usually late. Seems like I've been waiting for this kit for a year or so. At least they are bringing us kits long out of production. I'm not aware of this kit ever being re-issued though it has been released in other forms.

When I opened the box, the chassis looked very familiar, so I rifled through my collection of models and finally discovered the dragster that had the same chassis. The search was made more difficult since the model didn't have its chassis, because at the time I built it (1970) the chassis was warped and twisted so badly that it was unusable. I had replaced it with a monocoque similar to a contest-winning Charger model of a few years earlier. But then I couldn't remember the name, so I called Ron B. to see if he could remember it, since this kit had been re-issued a year or so ago. It took an internet search to jog our memories. It's called the "Digger Cuda" and was re-issued a year or

so ago. I was surprised to learn that the "*Too Much*" dragster from last year is also related to this Ivo kit.

The *engine* is built up from 21 pieces to replicate a *Keith Black hemi*, probably the best engine builder at the time. Tommy Ivo's cars were show cars as much as they were race cars, and as such, lots of chrome was normal. I can tell this isn't an MPC kit by the simple fact that the valve covers are the right shape. It seems a little plain and boring compared to AA/FD engines of today, but it is period correct.

The *chassis* is one piece except for the hoop over the driver's head. Given the almost 40 years since I last saw this chassis, I was a little surprised that it was one piece. It will take at least an hour of careful clean up to get it ready for paint, but will be well worth it. All the pedals and levers are included and accurately shaped as well. The butterfly steering wheel seems a bit too large and the drag-link must be the longest ever on record. It stretches the length of the chrome tree! The chromed

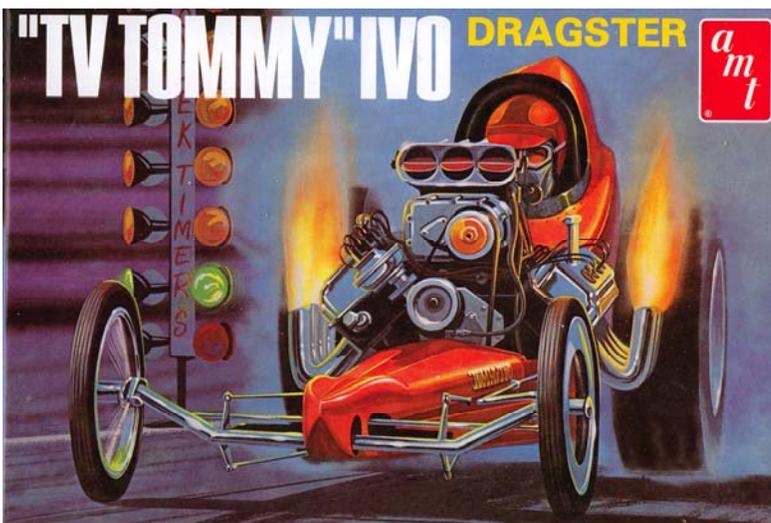
blowshield is a bit much. I thought blowshields weren't required until after Don Garlits blew half his foot off, but maybe my time line is

wrong. The front axle is on the simplistic side, and the rear axle gear set looks more like a 4 speed tranny. But the rear axle housing looks right. You may remember they used narrowed production axles at that time. The slicks are totally wrong measuring 18 inches at the tread. They'll need to be replaced and the wheels may be correct for Ivo's car, but look like crap. They are two piece and difficult to describe, but they aren't the slotted or American mags you'd expect.

My personal pet peeve is that the axle stubs have no way to retain the tire/wheel assemblies. So, when you pick up the model all four wheels fall off unless you glue them on which I can't stand either. I'm going to replace the whole rear axle assembly with one that will solve all these shortcomings. I plan to drill and pin an extension on the front axle stubs to extend them so I can put a small cap to retain the front tires.

I've always loved these fully enclosed dragsters and Tommy Ivo's were always sharper looking than his competitors. It builds up from four pieces, left, right, front section, and a small piece for the bottom of the nose. I'm fairly certain I can build the first three body pieces around the painted and assembled chassis (*less the engine and front axle*), do the bodywork and paint, then finish the assembly. I'd then only need to mask off the drivers and engine compartments and the chassis nose to paint the body. I've done similar before and it makes a big difference in the finished model.

By: Rich Wilson 🍷



Most Expensive Car Wrecks; Biggest Loser?

#10. Bugatti EB110—\$500,000:

The car was being driven by a mechanic as part of its annual checkup. He claims an oil slick caused him to lose control and hit a pole. The owner is a famous “feel good” guru named Emile Ratelband. Not sure how good he felt after this wreck



#9. Pagani Zonda C12 S—

\$650,000: Only 15 were ever built, but that didn't stop this guy from driving like a maniac, crashing in the wee morning hours driving in Hong Kong



#8. Mercedes Benz SL 300—

\$950,000: The Gullwing repre-



sents the finest of Mercedes. The owner thought it would be a neat idea to race this million dollar car at the annual “La Carrera Panamericana” race—limited to classic cars produced before ‘65

#7. Jaguar XJ220—\$1.1 Mil:

This car once held the record for highest top speed for a production car (217 mph)



#6. Ferrari Enzo—\$1.3 Mil: The most famous Ferrari crash was at Malibu, CA in ‘05, when the driver, “Fat (*Stupid!*) Steven” Eriksson crashed at 196 mph



#5. Bugatti Veyron—\$1.6 Mil:

The most expensive production car ever. Only 300 were to be



produced, and already two have crashed. Here is the first. The driver thought it was okay to drive at 100 mph in the rain. He only had the car for one week



#4. 1959 Ferrari 250 GT—\$1.65

Mil: This extremely rare classic Ferrari “Tour de France” hit a wall at the Shell Ferrari-Maserati Historic Challenge in ‘03.



#3. Ferrari 250 GT Spyder—

\$10.9 Mil: A record price for this car at auction was set on May 18, ‘08 at \$10.9 Mil. So what is one doing buried in the sand? The unlucky owner had it stored near the beach when a Hurricane hit.

#2. Ferrari 250 GTO—\$28.5

Mil: The Ferrari 250 GTO became the most valuable car in the world. In ‘08, an anonymous English buyer bought one at auction for a record \$28.5 Million. This crash represents a car worth more than the combined value of

(Continued on page 8)

This n That

Plastic Scale Electric?!

Looks as though model maker *Fujimi* will release—believe it or not—a *Toyota Prius* plastic kit later this year! No further info is currently available. Not to be outdone, *Trumpeter* recently announced new kits comin' of a '64 *Falcon Sprint* and a '65 *Ranchero* (again, no further info is available, so don't ask!). Thanks to *Ron Bradley* and the *Spotlight Hobbies board* for these tidbits... **Big Go West Update.** The date on the flyers found at this Fall's show for this year was incorrect. For '10, and '11, the show will be on the second weekend (Oct 9 & 10, 2010). Then, for '12 and '13, it moves back to the first weekend. Got all that? There'll be a pop quiz later! Mark yer calendars. Thanks to *Norman Veber* for the scoop... **Challenger Dress-up.** Feel the urge to dress up your



Challenger? The 'Mopar Gang' have something for ya. The parts unit of Chrysler has released an exterior appearance package for the car that includes a **new hood with scoop, body-color rear spoiler and stripe.** An interior kit gets you a **T-handle shifter, bright accelerator and brake pedals, door sill guards, floor mats and car cover.** Both kits can be factory ordered. Suggested



price for the exterior kit is **\$1,995**, while the interior kit costs **\$945** for automatic cars and **\$780** for manual trans cars... **Battle Royal Winner.** It's official: **Mustang outsold Camaro in '09**, despite the Bowtie brand's contender stringing together month-on-month sales leads over the Blue Oval's bruiser. But it was a close race. According to sales data released by Ford and 'GMC,' the Mustang sold **66,623** units in '09, with 'GMC' coming in behind at **61,618** units for the year. For more info—<http://www.autoblog.com/2010/01/05/ford-mustang-takes-the-2009-pony-car-sales-crown-from-the-chevro/>... '10 **Indy Pace Car—Anyone REALLY Surprised?!**

Looks like this year's Indy pacer is that **'reborn' pony car** from the **company formerly known as General Motors.** It will pay homage to one of the first, in Inferno Orange Metallic with full length white diamond rally stripes, reminiscent of the pacer from the '69 race (although reversed!). That was the second Indy pacer duty stint. It also served in '67, '82, '93 and '09... **One Fast Aston.** Aston Martin says a **prototype** of the **One-77 notched**



220.007 mph during testing in southern Europe. The speed mark was set in dry, windy conditions. It's powered by a 7.3-liter V12. The car's body makes extensive use of carbon fiber and aluminum, thereby keeping weight down. Aston plans to start deliveries of the car next Summer. On the opposite end of the spectrum, is the **Aston Martin Cygnet concept.** It is being billed as a **luxury commuter ride** for urban areas. It's a **Toyota iQ** with a restyled front end with Aston styling cues. No one will mistake this thing for a Vantage, but Aston says development will continue on it this year, when it could become a reality for sale in the U.K. and other European markets. It could be offered to current Aston owners as a second or third car. Look for mechanicals to remain unchanged from the iQ... **Lady Drivers!** Indy

Racing League driver **Danica Patrick's** first public foray into stock-cars was dampened by weather in late

(Continued on page 7)



T n T (contd)

(Continued from page 6)

December, as participants in the first of a **three-day ARCA racing test** at Daytona International Speedway got in only a handful of laps before the track was closed early. Just 24 of more than 70 registered drivers managed to get track time, but that included Patrick, whose best lap in the No. 88 **GoDaddy.com Chevy**, owned by **Dale Earnhardt, Jr.**, was 176.142 mph, good enough for 12th. Ven-



turini Motorsports driver Mikey Kile was the only driver to break 180 mph, with a lap of 180.708 mph. **Alli Owens** was third fastest at 178.660 mph in another Venturini car. Of the **10 female drivers registered** for the test, only **Patrick, Owens** and **Angela Cope**, niece of '90 Daytona 500 winner **Derrike Cope**, took to the track. **Milka Duno**, the other IRL driver, was expected to practice later... **Volvo Sold? Ford** confirmed in late December that all substantive commercial terms relating to the potential sale of Volvo Car Corporation have been settled between Ford and **Zhejiang Geely Holding Group Company Limited**. While work remains to be completed before signing—including final documentation, financing and government approvals—Ford and Geely anticipate a sale agreement

will be signed in the first quarter of '10, with closing of the sale likely in the second quarter, subject to appropriate regulatory approvals. The prospective sale would ensure Volvo has the resources, including the capital investment, necessary to further strengthen the business and build its global franchise, while enabling Ford to continue to focus on and implement its core ONE Ford strategy. While Ford would continue to cooperate with Volvo Cars after a possible sale, the company does not intend to retain a shareholding in the business (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!) 🍌

Oldest (contd)

(Continued from page 1)

and spokes, and original golden tan corduroy upholstery in the 50-mile Nutmeg Tour for Autism, surrounded by million-dollar-plus sports cars. They are a bit overwhelmed by it all.

"When they called and said they were going to fly us to New York and all that, I thought it was a hoax," said Paul Jaszczak, who split the cost of the car with his dad seven years ago after seeing an ad in the classified section of the **Minneapolis-St. Paul Star Tribune**.

"If you'd asked either of us what a '26 Pontiac looked like, we couldn't have told you," Paul said. "Honestly, we just thought the car

was really neat."

The history of the car itself is a bit cloudy. The man they bought it from—whose name they've lost—said that the founding owner of the Fishman-Holm dealership in Minneapolis died in 1926 and his son, who inherited the dealership, bought the **\$825 Pontiac** as a tribute to his father.

The six-cylinder, 32-horsepower car apparently sat in the Fishman-Holm showroom at 1224 Harmon Place for many years before it was passed on to an unknown number of owners over the years.

The 6-27 is the first and only collectible car they have owned, and they've taken their ownership seriously.

Paul has made unsuccessful attempts to find the family con-

nected with the Fishman-Holm dealership, and he's collected reams of old Pontiac ads. They've cleaned up the car, given it a valve job and replaced all five tires. "Some of the tires had Lindbergh's airplane on them, they were that old," said Paul.

Roy Jaszczak used to drive the Pontiac to church, to Pax Christi in Eden Prairie, but now father and son mostly take it out for leisurely spins or down to the local Dairy Queen. 🍌



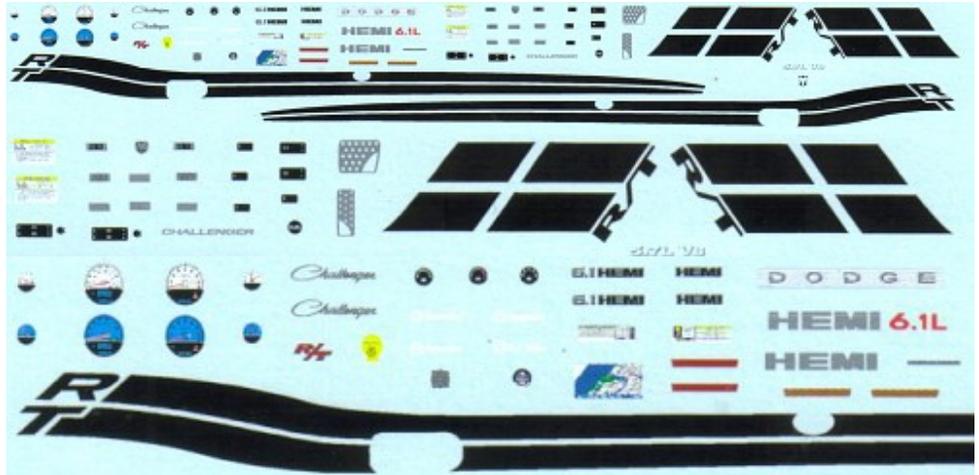
Model Buffet

Looks as though **Keith Marks** is tryin' to strike while the iron is hot. He has just announced new decals for the '09 **Challenger R/T kit**. I understand that they will be available in black and white, with other colors available on request.

Enclosed herein are a few scans of the decal sheet (including a close-up), along with some reference photos that Keith worked from to develop this set.

Ordering info is as follows: Payment in U.S. currency by **money order** (green U.S. Postal Money Orders aren't accepted at this time) or **Paypal**.

Checks are now accepted, but must include your name & address. If sending payment, please mail to: **Keith A. Marks, 138**



Leila Ave., Winnipeg, Manitoba, Canada R2V 1L2. Please include an E-mail print-out if payment is mailed so he can easily crossreference his records with your payment (or you could write down the specifics on a piece of paper). And finally, shipping is \$1.00 to Canada, \$2.00 to the US, and \$4.00 everywhere else.

As usual, a special thanks goes

to Matt Guilfoyle for creating this monster of a column. If you see something you like, contact the company. If you find something that everyone might want to know about, send it to me for inclusion in a future column! 🍷

Keith Marks Decals
<http://public.fotki.com/mofobow/mofobow@hotmail.com>



Expensive (contd)

(Continued from page 5)

all 14 Enzos involved in accidents. After a historic car



track event, the owner rammed the back of another car after traffic unexpectedly slowed
#1. Tiger Wood's Escalade—\$55 Mil (and rising!): Most expensive car crash ever? **Final estimate to be determined by Elin Nordegren!**

Thanks to MAMA's Boy Gary Sutherlin for this one! 🍷



2010 Old Dominion Open

Scale Model Show and Contest

Proudly hosted by IPMS Richmond and AMPS/IPMS Central Virginia

February 27, 2010

Richmond International Raceway Complex, (Old Dominion Building)

*We're rattling the
Establishment (again)!!!*

NEW for '10!

**NNL Style Judging
Format for all
Automotive Categories!**

**"Best of" and "Runner-Up" awarded
for each category. Theme and Sub
theme also awarded...see our web
site for details!**

- *Last year we had 158 contestants with 621 model entries, 45 vendors with 129 tables of great modeling stuff for sale; especially automotive!!!*
- *We've added more categories for 2010!*
- *We've also added a "People Choice's" Most Popular Model Award!*

**The VERY Popular AMPS style
judging for Armor returns for a
3rd straight year!**

Check for the latest updates downloadable flyers, rules, directions, registration forms plus other good stuff, see our site at:

www.IPMSRICHMOND.org
&
www.AMPSCV.org

- Show opens at 9am and ends around 5:30pm
- Contestant Registration 9am to 1pm;
- Fees:
Adult Category Entrance fee: \$10 for the first three models and \$1 for each additional model. Junior Category Entrance fee: \$3 for unlimited entries

General Admission \$5 per adult, \$2 for those under age 18.

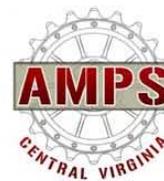
Uniformed Service Members, Boy & Girl Scouts : *Free Admission*

- Raffle drawings throughout the day. Make-n-Take model program for young and new modelers. In house food vendor for lunch and snacks!
- Armor judging begins at 9am, all other model judging begins at 1pm. Awards presentation begins around 4:45pm.

For Additional Information Please Contact

Aaron Winer
IPMS Richmond 2010 ODO
PO Box 2544
Glen Allen, VA 23058
Phone: 804-270-7898
Email: alw727@verizon.net

Contact Aaron for all your inquires especially regarding Vendor participation, Raffle donations, and general contest information.



THE BIG

SIT

FEBRUARY 27, 2010

MAINLINE HOBBIES
EAST NORRITON, PA.

Go to <http://www.pacms.org/> for further details and directions! □

Magic City Car Modelers, IPMS Birmingham Presents

THE GREATER BIRMINGHAM CLASSIC

NEW LOCATION! SAME GREAT SHOW!

MODEL CAR SHOW AND SWAP MEET

MARCH 6TH, 2010, 8:00AM-4:00PM
CITY MEETING CENTER - ANNISTON, AL

THEME:

*Any vehicle built in the 1940s
 and any "Short Track" Race Car.*

BEST OF SHOW!

Sponsored by: BSR Replicas & Finishes

TOP FIFTEEN!

Come vote for your favorites!

BEST JUNIOR!

13 YEARS OLD AND YOUNGER

Sponsored by: The Model Box



**PRIVATE AWARDS ARE
 WELCOME AND ENCOURAGED!**

Registration

\$10.00 Adults and \$4.00 Juniors for an unlimited number of entries. We encourage you to bring a bunch! General admission is \$1.00. Models will be displayed by class for presentation purposes. Registration is day of the show only.

For show information contact: Tim Kolankiewicz at (205) 901-5266; E-mail: timkustom@aol.com

Vending

Vendor tables are \$20.00 for the first and \$15.00 for an additional. Please reserve your tables by February 5.

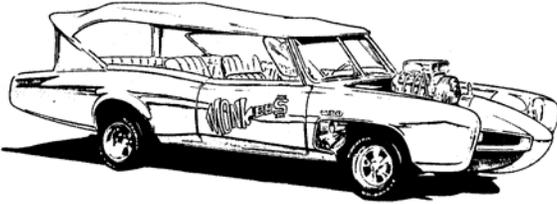
For vending information/packets, contact Paul Farley at (205) 221-7774, or write 2966 Pineywoods-Sipsey Road, Jasper, AL 35504-5417

Accommodations

Baymont Inn & Suites, Oxford, AL, is the host hotel for The Greater Birmingham Classic. The hotel is one block south of I-20. Consider making reservations immediately, as this hotel can fill up fast!

For reservations call: 256-835-1492 or go to www.baymontinns.com. Rates are \$47/night for a King room.

Pontiacs on Parade!



With the demise of the “Excitement” division of General Motors after the 2010 calendar year, I am proposing a year-long celebration of Pontiac power.

What I propose is simply this: Every month this

PONTIAC
FIREBIRD
TRANS AM



year (*twelve in all*), I exhort you all to bring your pint-sized Ponchos to the monthly MAMA meetings, to be displayed in the ‘Reserved Parking’ area for all to see. I don’t want to sound as though I am overstating my credentials at this point, but I believe that if I am if not *THE* Pontiac expert

of the group, then at very least, it could definitely be said that I am *ONE* of an elite group of Pontiac experts. I will attempt to recognize one entry per month (*hopefully, I don’t sound TOO egotistical—don’t want the membership to tar and feather their fearless editor!!*).



How serious am I about this ‘celebration’? Not only will the monthly winners be featured on the MAMA website (*alongside Tim Powers’ Model de Jour*), I will also attempt to include a blurb (*with pix, if possible*) on it in the newsletter.

But it don’t stop there! I’ll also put some of my own *hard-earned dough* where my big mouth is. I propose to at least partially subsidize (*\$10.00*) the purchase of a new kit *EVERY* month next year for the owner of the Pontiac chosen for recognition! And, the best part is that you are not required to buy a Pontiac, either—you can buy whatever you want!



It would be nice to see new builds for this ‘Parade’ rather than bringing out something previously displayed, but I will not bar *ANY* Poncho from the ‘Reserved Parking’ area. Street, race, or concept—the more, the merrier! So, “just bring ‘em”—ya just might get paid!

So, I’d like to think that I’ve given you at least a little bit of lead time to get started on those Pontiacs. So, let’s get crackin,’ ‘cuz January, 2010 isn’t far away! And, may the ‘Best Pontiac’ win! If I can’t get any- thing built, at least I can live vicariously through you guys (*Ha! Ha!*) ☺



Getting’ paid for buildin’ a model?!



Note: Not sponsored by MAMA—paid for by yours truly!





🏆 Feb. 27th—*Old Dominion Open scale model show and contest*, at the Richmond Int. Racing complex, in VA. **Themes:** *My First Car* (real or scale)", and *Rust 'n Dust* (rust and/or dust weathering). Info:

www.ipmsrichmond.org, and www.ampscv.org.

🏆 Mar. 6th—*The Greater Birmingham Classic Model Car Show & swap meet*, in Birmingham, AL. **Themes—***Shorties* (short-track racers) and *Forties* (Forties-era vehicles). Info: Tim Kolankiewicz, (205) 901-5266, timkustom@aol.com.

🏆 Mar. 6th—*MDA Model Car Contest* in Roanoke, VA, from 9 a.m. to 4 p.m. 25 classes, swap meet. **Theme:** *Barris Customs* (any vehicle built, customized, or owned by George AND Sam!). Info: www.mdacarshow.com. What're ya waitin' for—Get busy! 🏆

Back by Popular Demand!



Last month, *MAMA's Boy Gary Sutherlin* showed us the next-gen 'GMC' (or, the company formerly known as General Motors!) vehicles. Well, here are a few more shots—I ran outta room! Thanks again, Gary, and keep 'em comin', big guy! 🏆



