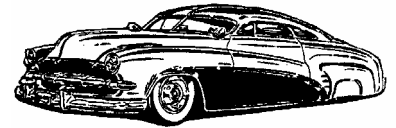


MAMA SEZ!

Volume 23, Issue 8

April, 2010



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

PMD STILL Kickin'!	1
Double Dragster	2
Dream Truck!	3
T 'n T	6
Model Buffet	8
GTO Returns?!	8
Ford Cop Car	9
In Your (Scale) Neighborhood	10
R & S Carnage	11
Pontiacs on Parade	13
Events	13
Classifieds	14

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.!) **NOTE!**
- 🔊 May 15th
- 🔊 June 19th
- 🔊 July 17th
- 🔊 August 21st
- 🔊 September 18th
- 🔊 October 16th
- 🔊 November 20th
- 🔊 December 18th

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

Our NNL Show's a'Comin'!

There was a lively *theme discussion* for our **2011 event**, as well as meeting hours. More info when something is nailed down.

This month, **Rich Wilson** takes a peek at an eagerly awaited reissue—the Double Dragster special edition tin. He also shows off his latest diecast acquisition. Thanks, Rich!

Pontiacs on Parade has a mind of its own, and continues to entertain. Ron Hamilton had no problem taking the subsidy for his '64 Grand Prix to further his collection.

The raffle raised **\$55.00**, while the door box added **\$108.10**, and

MAMA decal sales adding an additional **\$25.00**. Thanks, guys (*and gals*)!

Thanks also to the raffle donors: **Ron Bradley, Bob Foster, Gary Frazee, Nick Sickie, Howard Weinstein, and Replicas & Miniatures Co. of MD.** 🏠



Pontiac **STILL** Hangin' In!

Several months ago 'GMC's' Holden division announced it would offer a special edition of the **Commodore**, dressed up to look like the **Pontiac G8**. Called the **Holden VE Commodore SS V-Series Special Edition**, the new model looks identical to the Pontiac model, except for the absence of Pontiac badging.

It has been such a huge success, that Holden has now said it will continue to offer the

package indefinitely. Retailing for **\$1,000 Australian premium** (\$923 U.S.), dealerships are even ordering stockpiles

of Pontiac badges so Aussie gearheads can more accurately replicate the G8.

(Continued on page 3)



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.

Round 2/AMT fiat-double dragster special edition tin set

I can hardly believe how popular this kit still is. I remember going to my then favorite hobby store around 1962 and seeing this kit proclaiming that it could build **TWO** models. “What a concept.” and only \$2.00 compared to the usual \$1.49—a screamin’ deal! Originally cast in red plastic; it’s a little known fact that it was also available in blue plastic at that time as well. I still have a few parts to prove it. It was reissued several times over the years with some parts being replaced and/or updated. It was reissued again 18 years ago as a “Blueprinter” special in gray plastic and was quite popular then as well.

The tires are the most talked about parts in this kit. They are the best slicks, M&H or otherwise, we’ve ever received, and Round 2 should seriously consider selling these separately. There are **TWO** (*there’s that word again!*) pairs of new M & H Racemaster slicks included, pad printed lettering on one pair and narrow white-walls on the other pair. In addition to that there are four Firestone skinnies with narrow white-walls and two more blackwalls.

There is a pair of the old Goodyear Bluestreak 9” slicks as well.

Now done in what I like to call “Brite White” plastic, Round 2 has for this special edition only, included all of the parts and decals from all the various issues. The original kit had unchromed Halibrand style rear wheels for the Fiat. They were replaced years ago with unplated deep and shallow Centerline wheels. The Centerlines are still in this issue. But in an effort to restore the originality of the kit, Round 2 has included an extra chrome tree from the dragster part of this kit to be used for the Fiat. In doing so, they have provided us with enough parts to almost complete a third model, or second dragster. The builder needs only to make his own chassis cross-members from plastic rod to complete both dragster frames. The chrome trees are flash free and have the brightest chrome I’ve seen in a long time.

In fact, there is very little flashing on any of the parts. The only flash I found is on the 8-carb manifold, and is minimal at that. The only clear parts are the windows in clear, translucent red and green, to relieve us of the chore of



painting them with candy paint ourselves. The decal sheet includes all of the decals from the various yearly issues. The most notable to me being the “Walt’s Puffer” in its original green and orange, as well as white. There are “tons” of sponsor decals, tow rig decals and many car names.

The instruction sheet is reproduced exactly as original though mine was folded wrong—big deal. Round 2 also included a booklet, from the original kit, that explains drag racing and some of its terms.

The box (*tin*) art is apparently from the second issue of many years ago.

The packaging is the now familiar excellent and everything is double protected. Of the three chrome trees, the center one is wrapped in tissue, as are all the tires. The windows are in a segmented bag so they won’t scratch each other.

One thing some may not have thought of is that at the time this kit premiered, AMT also produced their now much sought after “parts packs.” In that series was a competition set that consisted of a ‘27

(Continued on page 3)



STILL (contd)

(Continued from page 1)

Sadly, the Aussie's enthusiasm for the car isn't shared by American consumers, or at least not by the execs at 'GMC,' who killed off the brand shortly after it began to offer the G8—*arguably, the best product from the company in 30 years!!* Guess 'GMC' should considered this decision for *more than thirty seconds*, eh?!? *Gotta get me one!!* 🚗



TWO (contd)

(Continued from page 2)

T body with hard tonneau and turtle deck. It also had various chassis parts but no chassis.

That parts pack was included two years ago in the "competition

parts pack" kit #38677. It had box art of a scale brick wall with several multi-colored engines in the foreground. Those instructions recommended using the Fiat chassis for that T roadster.

The bottom line here is if you think you might want one of these

kits you better get it now because there were only a limited number made and the version that will be available in the fall won't have the new slicks or extra parts or decals. It will be only as it was originally with the original box art.

by: Rich Wilson 🚗



Rich also wanted to share his latest 1/24th scale diecast acquisition with us, and forwarded these pix for your viewing pleasure. If I recall correctly, it's from **Danbury Mint**. It was developed in association with its original owner, **Spencer Murray**, the *founding editor of Rod & Custom magazine!* Production ends forever on December 31, 2010. It retails for *only \$149 (plus \$9 s&s)*, payable in four monthly installments of **\$39.50**. Get 'em while ya can! Go here for more details: http://www.danburymint.com/diecast/prod/Limited-Edition-Dream-Truck_13575.aspx. *Thanks, Rich!* 🚗

'New' US Carmakers?!!

'GMC' is pretty pathetic. Why? I'll tell ya. At the 2010 *NHRA Winternationals* in Pomona in mid-February, the **G6 GXP Pro Stockers** were *still on a tear*, fresh off their *championship-winning ways* last year with **Mike Edwards**. Well, it came down to an *all-Pontiac final*, pitting, if I recall correctly, Mike Edwards against Greg Anderson. Here's the pathetic part—it was referred to as an 'all GM' final. As a matter of fact, I don't believe that **Pontiac's name was even mentioned for the entire show!** 'GMC' was pretty quick to kill Pontiac, but if they're winning (and generating good press), that's OK. If your friend did this to you, you'd call them two-faced!

A Congressional panel says **GMAC has no business plan**; suggesting a *break up*. One idea is to move auto finance back to 'GMC'. GMAC Inc. still has no business plan even after receiving a **\$17.2 billion investment from the government**, and the Treasury Department has been lax in making sure that the bank repays taxpayers, according to a congressional panel. Now, **THERE'S a BIG surprise**—the government not riding herd on GMAC after throwin' a buncha money at 'em! GMAC lost **\$8.3 billion** on its mortgage business last year, which amounted to more than 80 percent of its total net losses, per the report.

'GMC' is mulling a **radical re-engineering** for the *Corvette*, centered on a more fuel-efficient, **mid-engined V6 powertrain** (can

you say *Acura NSX?!),* a lightweight alloy body and a more compact footprint. The idea is to re-energize 'GMC's' ambition for the car, with fundamental changes that will make it into a contemporary global supercar. The changes are penciled into 'GMC's' product plan for the next major model change, the C8, with an on-sale date around 2016. Both coupe and convertible models are planned. The C7 had been the focus of plans for a mid-engined model capable of matching Europe's most exotic supercars. The mid-engined C7 got as far as engineering development but was canceled when the global credit crunch hit and 'GMC' faced financial woes that eventually led to the company's bankruptcy. As a result, 'GMC' recast its Corvette plans around a more modest revamp of today's C6 into the C7 version, essentially a stopgap until the world-beating C8 arrives. "That [the C7] will be the last of the traditional, old-style Corvettes," per a senior 'GMC' insider. That will buy 'GMC' time while it works on a new concept for the C8 that can blend fuel-economy and emissions improvements with the required level of supercar performance and handling. Engineers will likely shrink the C8 to cut weight and aero drag and reduce its visual bulk, which also will help with sales outside the US. Likely to shock Vette purists is the suggestion that a **V6 will replace a V8 in**



the C8, although 440 hp courtesy of twin turbos ought to calm fears of reduced power output. With a traditional C7 on the horizon and a world-challenging all-new C8 in the wings, the survival of 'GMC's' greatest sports car likely will depend on its adaptability more than on longevity. **I don't know about you, but a Corvette without a V8 just ain't a Corvette!!**

Ford's recent introduction of their **twin-turbo 3.5 V6** has brought the industry limelight to high tech, forced induction V6 powertrains. Rumors of 'GMC' jumping on the bandwagon have been around for several years now, however GMI has confirmed that The General really will be joining Ford. According to 'GMC' engineering sources, they are currently working on a **twin-turbo 3.0L V6**. Development on it is so far along that it has a RPO code of "LF3." The naturally aspirated 3.0L debuted in several '10 products with direct injection and has the code "LF1." Sources did say to expect the engine to rival Ford's EcoBoost. It's intro is expected in late '11 or early '12 in the Caddy XTS. Sources also state that 'GMC' is looking to use

(Continued on page 5)

New (contd)

(Continued from page 4)

the engine in the Caddy ATS and maybe even the next Camaro. Most rumors surrounding the potential of a turbocharged V6 out of 'GMC' have centered on the company's 3.6L V6. Info regarding the potential of a blown 3.6L quieted for years until 'GMC' showed a 425 hp, 3.6 twin-turbo V6-powered Camaro show car at the '09 SEMA show. ***Always a follower, never a leader!?***

US Pay Czar Kenneth Feinberg confirmed his intentions to announce a ***cap on the number of 'GMC' and Chrysler execs making a base pay of over \$500,000*** this year. The announcements, made in order to comply with pay restrictions that come with "extraordinary" government bailouts, were made in late March. Until the automakers pay back the government loans, they must comply with federal rules that restrict only top 25 execs from receiving more than \$500,000 in base salary—unless the automaker can justify the higher salaries. Currently, Feinberg has final say on executive compensation at 'GMC', Chrysler, GMAC and Chrysler Financial, as well as AIG Inc. Feinberg said no exec at GMAC will receive more than \$500,000, although 'GMC', and Chrysler will likely have a handful of highly-paid execs. (<http://www.leftlanenews.com/pay-czar...this-week.html>)

'GMC' is ***suing a small Ohio company*** for building replica versions of its iconic Corvette, court

documents show. ***Mongoose Motorsports*** of Cuyahoga Falls, Ohio, specializes in replicas of the '63 ***Grand Sport***, the rarest Corvette. Only ***five originals*** were built, and they sell for millions when they come up for auction, The Detroit News reported. Mongoose replicas sell for less than \$90,000, but 'GMC' is demanding Mongoose stop producing them at ***ANY*** price, the News said. 'GMC' is suing for trademark infringement and says the replicas, which the automaker calls exact copies of the Corvette's design, have irreparably harmed their iconic brand. "This is not an homage," 'GMC' spokesman Tom Wilkinson said. Gary Krause Jr., Mongoose operations manager, was unaware of the suit until being contacted. "That's news to me," he said in a telephone interview. "I really would rather not go into any detail."

Holden recently announced it made a ***\$210.6 million loss last financial year***, largely due to the ***suspension of its lucrative US export program***. "Much of our loss was incurred as a result of 'GMC's' decision to discontinue the Pontiac brand in North America," Holden CFO Mark Bernhard said in a recent statement. He said the record loss included a series of special, one-off charges totalling \$223.4 million. "Before the special charges, which stemmed mainly from program cancellations and the final closure of the Family II (4 cylinder) engine plant, we posted a small, after-tax profit of \$12.8 million." The Commodore large car continues as Australia's best-selling car, but the Cruze also gives them insur-

ance as sales in the large family car sector continue to decline, hurt by rising interest rates and the ongoing fallout from the global financial crisis. "However, as the health of the world economy began to improve in the second half of the year, so too did our finances. At this time that we started to witness the benefits of some of the more difficult restructuring decisions made during the year to ensure we were operating on a leaner, more efficient base. This contributed to the company's positive operating cash flow of \$289.8 million." Holden has already made changes to align production with consumer demand at its manufacturing facilities, he said. Mr Bernhard said improvements in the Australian new car market, and streamlining its production process meant that Holden had made a profit in the first two months of this year.

Second tier again. The May '10 edition of ***Motor Trend*** ran a seven-car test of family sedans, including the ***Hyundai Sonata***, ***Nissan Altima***, ***Chevy Malibu***, ***Subaru Legacy***, ***Honda Accord***, ***Ford Fusion***, and ***Toyota Camry***. And, true to form, 'GMC's' entry, the Malibu couldn't crack the top half of the field, ***finishing sixth out of the seven*** cars. Not surprisingly, the ***Camry*** was ***first***, with the ***Ford Fusion*** hot on its heels. Good enough, just isn't good enough anymore 'GMC'!

Even with Toyota's recent troubles, a recent online survey showed that more current Toyota owners say they are likely to buy another Toyota than GM owners who say they will buy another 'GMC' product. ***Surprised?! 🤖***

This n That

Lexus Ltd.

Lexus is celebrating its entry in the 24 Hours of Nürburgring in May with a **special-edition**

LFA package featuring even more power and better aerodynamics. Aimed at the most serious track enthusiasts, the option boosts output for the mid-mounted V10 by 10 horses to **562 hp**. Shift times are cut to 0.15 second with the six-speed sequential transmission, allowing a sprint to 62 mph in a blistering **3.7**

seconds, with a top speed of **202 mph**. Downforce is improved with a larger front and side fin spoilers, and a new rear wing.

The suspension has been retuned, and the wheels are wrapped in high-grip tires. **Just 50 copies** will be made, which are included in the total run of only 500 LFAs. Buyers get individual instruction on the Nordschleife from the Nürburgring's chief instructors and a one-year pass to the circuit...**Birthdays Wishes!**

Exactly who is the guy on the go-kart? None other than **Tom "Stroker McGurk" Medley**, who turned 90 on March 27th. Thanks to Lyle Willits for the heads up...**Sad news!** Lyle also informed me of the **stroke (!)** suffered by long-time MAMA member **Tony**



Meeker in early April. A recent contact with Mrs. Meeker had him still in the hospital. A Hot Wheels collector by the name of Chuck also suffered a stroke, too. Keep 'em in your thoughts and prayers. Take it

easy, both of you and get well...

Mustang Wrangler. The April 6th edition of *The Washington Post* had a nice article about **MAMA's Boy Rex Turner** and the **'72 Olympic Mustang convertibles** used in the Cherry Blossom parade to annually ferry princesses. Kudos Rex, and thanks to Ron Hamilton for the scoop. Rex also made it into the April issue of *Hemmings Muscle Machines* with a one-page article on his **'G-machine' Mach I**.

Kudos, Rex, and thanks to Charlie Magers and Lyle Willits for "phonin' it in"...**'NOTHER Vette Auction?!**

You certainly didn't expect the **first Z06 Carbon Corvette limited edition** off the line to go for sticker, didja?! Carbon Corvette No. 1 crossed the block in April at the B-J auction in Palm Beach, Fl. It gets a buncha of ZR1 fixins',

including Brembo carbon-ceramic brakes, magnetic ride control, a splitter, body-color spoiler, and is limited to just **500 copies**. It marks the **50th**

anniversary of Corvette at the 24 Hours of Le Mans. For a sinister vibe, it comes with blacked-out headlamps and mirrors, black 20-spoke rims on Michelin PS2s and black carbon-fiber rockers. Other carbon parts include the engine cover, steering-wheel emblem and embossed headrest logos. The exterior gets Euro-themed racing numbers, and the performance is aided by a tuned exhaust and carbon-coated transmission syncros. All this means reduced weight—and increased speed. It comes in a new color called **Supersonic Blue** or in **Inferno Orange** and will be available this summer. If you remember, the **first retail '09 ZR1** fetched **\$1 mil** at B-J, the **first retail '10 Camaro** went for **\$350,000**, and 'GMC' recently sold a **limited-edition Z06** for **\$200,000** to benefit **Red Cross**



relief efforts in Haiti (Ed. Note: If I recall correctly, bidders were bidding on the **RIGHT** to buy the car, not the car itself!)...**Ralliart**

BellyUp. Ralliart Inc., a wholly owned Japanese subsidiary of Mitsubishi Motors, informed global distributors recently that it would cease business operations March 31st. In the US and Europe, Mitsubishi markets a Ralliart sports version of the Lancer, which has become a sporty halo car. That racing image has, in turn, influenced Mitsubishi styling. But Mitsubishi doesn't use or distribute Ralliart parts in the US. Mitsubishi still owns the name, and intends to brand cars with it.

(Continued on page 7)



T n T (contd)

(Continued from page 6)

Ralliart's failure is a barometer of the Japanese tuner market, which has been in decline for several years. Their suspension parts and turbo kits proved to be too expensive when exported to markets such as the US... **Racy Mercedes.** Mercedes-Benz AMG pulled the



wraps off its new race car recently in Oaxaca, Mexico, scene of a commemoration of M-B's victory in the '52 Carrera Panamericana. The new **SLS GT3** is a modified SLS intended to meet FIA homologation requirements for the GT3 class in series throughout the world. While it's not known what the final production car will look like when it goes on sale to customers either this fall—according to the press release—or “before the start of the '11 racing season,” according to AMG, the prototype had a full roll cage, new front skirt with splitter, rear diffusers and an huge rear wing. A hood extractor sat in front and all fenders were widened about an inch. It was rumored to have had a stock SLS drivetrain in it, but the final configuration will have to wait until later this year. Mercedes insiders

hint the V8 output to be about **600 hp** and that the SLS GT3 will be significantly lighter than the road car thanks to a stripped-down interior and a carbon-fiber body...

Speakin' of Mercedes. Nine years ago, a Chrysler auditor was shocked to hear from Daimler-Chrysler execs in Germany that the **company regularly bribed foreign governments for business—even though they knew it violated U.S. law.** That whistle was finally answered in early April, when Daimler appeared in a US federal court in Washington on charges it spent hundreds of millions on pay-offs in **22 countries between '98 and '08.** Several outlets reported that the company will pay **\$185 million** to settle the charges, but the company and the US DOJ declined comment. So too did the auditor, whose '04 lawsuit first revealed the secret accounting system Daimler ran to pay off officials, including kickbacks to Hussein's government under the UN's “oil-for-food” program. According to the lawsuit, the auditor, an 18-year Chrysler vet, warned his boss about the payments. When his boss told him to keep quiet, he went over his head. When nothing was done, he was transferred, and eventually fired in January '04, two weeks after his corporate protector retired. At the time, D-C was trying to recover the aura that surrounded its creation, washed away by Chrysler's struggles and anger in the US that the “merger of equals” had become a German takeover. The DOJ said recently that all told, Daimler's bribes generated at least **\$50 million in pretax profits.** At the time of its '97 purchase of

Chrysler, Daimler had 200 accounts used for world-wide bribes. By '04, it had cut back the accounts to 40, but the DOJ complaint says the company only did so after probes launched by U.S. officials... **Fake Ferrari For Sale!** The single surviving fiberglass-bodied replica from the '86 John Hughes classic **Ferris Beuller's Day Off** will be up for the bidding in London this month (19th) by the Bonhams auction house. Their website estimates that the “ready-to-drive” car will fetch somewhere between **\$45,000 and \$67,000**, which is very affordable for the die hard Ferrisphile. Even for the non-fan who wishes to pretend he has a real, original **250GT California Spyder**—given that those can fetch as much as **\$10 mil**—such a deal... **Caliber SRT4 DOA.** Dodge dropped its fastest, most powerful small car for the '10 model year. The **Caliber SRT4**—a **285 hp** turbo'ed, muscle-bound version of the Caliber—is being discontinued. According to a Dodge spokesman, it was planned for a limited production run in the sport compact segment. No info on the number of SRT4s sold since it's intro in late '07. **Didja miss it?!** That leaves Chrysler's SRT (*Street and Racing Technology*) group with five vehicles: the 300C SRT8; the Charger SRT8, Challenger SRT8 and Viper SRT10; and the Cherokee SRT8...(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 appreciate it!) 🍵

Model Buffet

I recently participated in an e-mail marathon with *Norman Veber* of *Replicas & Miniatures Company of MD* (Gee, I wonder why?!) on upcoming product—a *corrected, louvered hood* for the *Beswick “Passionate Poncho” Catalina SD racer*—that was displayed on the table at last month’s meeting. Eyeball engineering at

it’s best—looks darned good to me, Norm!! If ya want one, ya know how to reach him.

Thanks, Norm!

Heard from *Kenny Shores* (a.k.a. *Bandit Resins*), about the item last month on his ‘74 Monte Carlo stock car. He sez to tell you that you can order by check, money order, **OR** PayPal. While on the subject, check out the Monte

Carlo that he just finished. Thanks fer sharin,’ Kenny!

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! 🍷



Replicas & Miniatures Co. of MD

Normanveber@aol.com

Bandit Resins

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



GTO Returns!!

Nope, sadly, **NOT** the Pontiac version—the **OTHER** one. Those three iconic letters, which stand for *Gran Turismo Omologato*, and summon the spirit of the original **250 GTO** from the early ‘60s, which dominated GT racing in that era, and the ‘84 model, spawning the modern supercar era. Maranello claims the new car as the **fastest Ferrari road car ever**.

It’s essentially a street-legal 599XX, the gent’s racer also being built in extremely limited quantities, and just 599 copies will be produced.

As with all Ferraris, the story of this car must begin with the en-

gine. As the name implies, displacement is 5,999 cc, or 366 cu. in., with an 11.2:1 compression ratio. It packs **670 hp** at 8,250 rpm and 457 lb-ft of torque at 6,500 rpm, V12-based. It gets an F1 six-speed gearbox, which has the same 60-millisecond shift times as the 599XX. Curb weight is 3,538 pounds.

These numbers mean it impressive performance—0 to 62 mph in just **3.35 seconds** a Fiorano lap time of 1 min., 24 sec., and a **top speed** of **208 mph**.

The carbon-ceramic brakes employ F1-derived doughnuts, and stopping from 62 mph is accomplished in 107 feet. Contact with the pavement is handled via 20-inch meats. The chassis gets new springs

and a stiffer antiroll bar, and the suspension works with vehicle dynamic control and F1-Trac (*traction control*).

Inside, the cockpit is marked by carbon-fiber paddles for racing-style shifting and what Ferrari calls a **Virtual Race Engineer**, allowing the drive to monitor the status of the car and its performance.

Oh, and if ya have to ask, ya can’t afford it!! 🍷



Condolences

Donald Frey, senior product planning manager at Ford Motor Co. in the '60s who, along with **Hal Sperlich** and **Lee Iacocca**, developed the iconic **Mustang**, died March 5th in Evanston, Ill., from a stroke. He was 87.

He led a team at Ford that developed an affordable, sporty car in the early '60s. But with Ford reeling from the Edsel flop, he couldn't get a standard budget for the project. So he piggybacked on other programs—borrowing the platform and instrument panel from the Ford Falcon, for example—to create the Mustang. It took only 18 months.

The original Mustang debuted on April 17, 1964, at the New

York World's Fair. Managers expected to sell a bit less than 90,000 units the first year, but sales topped the 400,000 mark.

He joined Ford in 1950. In addition to the Mustang, he was a key figure in **Ford Motorsports**, succeeding Iacocca as head of the Ford Division and maintained Ford's participation in NASCAR and international racing at Le Mans. He is also credited with working on the original Bronco.

He left Ford in '68 to head General Cable Co., then became chairman and CEO of Bell & Howell in '71. During his tenure he **helped engineer the first CD-ROM**. He also became a key player in getting Hollywood to release films on videotape, thus creating the **home-video entertainment industry**.

He retired from Bell & Howell in '88, and later worked as a researcher and professor at Northwestern University.

Peter Graves, well-known not only for his stint as **Jim Phelps** on the **"Mission Impossible" TV show** (from '67 to '73), but also for his appearance in the **"Airplane" films** as pilot **Clarence Ober**, has died. He passed away March 14th just a few days before his 84th birthday outside his home in LA. He was returning from brunch with his wife of nearly 60 years and family when he had what his doctor believed was a heart attack. He married his college sweetheart, Joan Endress, in 1950 and had three daughters—Kelly Jean, Claudia King and Amanda Lee—and six grandchildren. Godspeed, gentlemen. 🚗

Ford Cop Car!

Ford's new **Taurus-based cop car** goes on patrol in late '11 (when **Crown Vic** production ends next year), replacing 'old reliable,' the **Crown Vic** in police fleets across the country.

With **EcoBoost V6 power** and **all-wheel drive**, the new purpose-built Police Interceptor is a departure from the rear-wheel-drive, V8 Crown Vics which have around for 15+ years.



Ford has had the cop-car market mostly to itself since the death of the Caprice in the '90s. But it now finds itself with renewed competition from the new Caprice (a.k.a. **Pontiac G8!!**), in '11, and Dodge, which has a strong following for its Charger.

The new car gets two motors: a naturally aspirated 3.5-liter V6 making 263 hp, and the 3.5-liter V6 EcoBoost with 365 hp. They're mated to a six-speed column-shifted automatic, and come in front- and AWD.

The squad car is also loaded with new high-tech features including **Sync**, **blind-spot detection**, **cross-traffic alert**, a **rear-view camera** and **standard stability control**. Safety technology includes a side-curtain airbag rollover-

protection system. It was tested by the Michigan State Police and the LA Co. Sheriff's department.

Additionally, larger brakes work in concert with standard 18" steel wheels for ventilation. Engine cooling is improved, and the interior is redesigned from the street car. Most notably, the front seats have a lower bolster for officers' utility belts, and there's an anti-stab plate to protect front-seat occupants.

It's also easier to load perps in the back: The rear doors open further for easier entry and exit, especially in cuffs.

The new vehicle sets up an intriguing choice for departments nationwide—the tried-and-true rear-wheel V8 power as an option from Dodge and Chevy, or the EcoBoost V6 with AWD. Time will tell. 🚗

In Your (*scale*) Neighborhood!

The enclosed link belonging to *Michael Paul Smith* spread like wildfire across the Internet. Heck, I got it *three* or *four times*, both from full-size car guys and modelers alike! Definitely cool. Check it out at <http://www.flickr.com/photos/24796741@N05/sets/72157604247242338/show/with/2346008881/> - enjoy! 🍷

I BRAKE FOR...
Oh Shit, No Brakes!

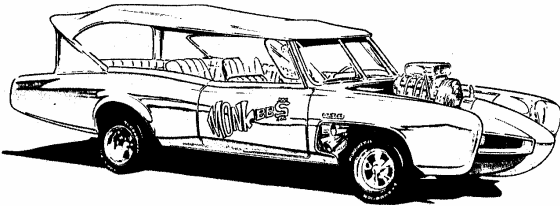


Russo and Steel Carnage!



'Nuff said—OUCH!!

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 next

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

PONTIAC
FIREBIRD
TRANS AM



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 2010 is obviously here! 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!





- ☛ May 2nd—**Super Bowl Sunday Shrewsbury Toy Show**, from 9 a.m. to 1 p.m.
- ☛ May 8th—**Mid-Atlantic NNL model car show and swap meet**, at Ruhl Armory in Towson, MD. **Themes: Modern Muscle** ('00 to present), and

Diecast Replicas (w/diecast!).

Info: www.mamasboyz.org/.

- ☛ May 22nd—**Model Classic 2010**, at Fairfax high school, 3600 Old Lee Hwy, Fairfax, VA, from 9 am to 4 pm.

Theme: Heroes & Villains.

Info: Tom Henderson, Tomhenderson51@vrizon.net, or Mike Neyland, mjneyland@aol.com.

- ☛ June 5th—**Meeting of the Marques** at Penn State Milton S. Hershey Medical Center, Hershey, PA. Proceeds benefit Children's Miracle Network at Hershey Children's Hospital. Special emphasis on a **Pontiac Farewell—Firebird to Fiero, GTO to G8!** Info: Stan Carpenter, (717) 502-1023, stangiec@comcast.net,

Pontiacs on Parade!

The Poncho Parade continued unabated this month with several more attendees.

Joe Bush: '59, '67, and '69 full-size Pontiacs, and a '69 Firebird.

Dave Hejna: First off, I need to apologize to Dave for misspelling his last name—sorry, Dave! Dave brought along his '04 GeeTo Tiger, along with the modern version of the '66 GeeTo Tiger currently being campaigned by Jim Wangers and Dave Anderson.

To round out the field, I brought my **Marimba Red '64 Grand Prix promo**, and Nick's **Torrid Red '04 GTO**.

This month's lucky recipient of the cash award was **Ron Hamilton**, for his **Marimba Red '64**

Grand Prix hardtop.

He started with a pristine, unbuilt kit. At the time of the build, he was strategizing, when AMT released the '62 Cat, which had far better detail than the original annual, so he decided a kitbash was in order. He also decided to open the trunk and the doors to exhibit the added detail. Unfortunately, when he did so, he found the vintage '64 plastic to be a bit brittle—the A pillars and rocker panels broke when he removed the doors. They were reinforced with metal, but it seemed that the breakability of the brittle plastic went around the car. He was

tempted to stomp this rascal numerous times during the build, but persevered. He scratchbuilt interior side and door panels, arm rests, center console, steering column, and modified the front buckets to appear more realistic, and added the Custom Sport Steering



Wheel from an AMT '65 GTO kit. He built the car as a **421 tri-power/4-speed car**, using the driveline from the AMT Cat, adding a Revell Parts Pack tri-power manifold, and Revell '59 Chevy carbs and air cleaner (*ANOTHER guy parting a Chevy out for a Pontiac—I love it!*). Norm Veber gave him a naked 8-lug rim that was used for the spare. Paint is MCW Marimba Red with a white interior and simulated vinyl roof, trimmed in dark red. He sez it gave him fits. He really likes the car, though the next time he does an old model, he **WILL NOT** cut the body open.

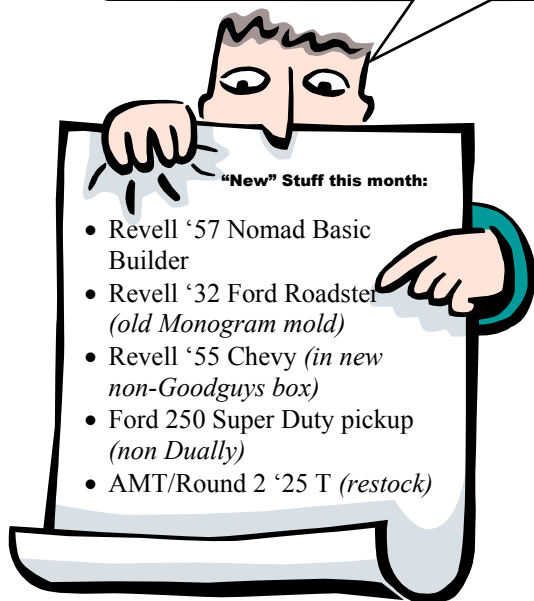
So, remember—for the remainder of this year, there's gonna be a reserved parking area at every club meeting—for Pontiacs **ONLY!** ☛



Chapter Contact:

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

MAMA's BoyZ do it in scale!



- Revell '57 Nomad Basic Builder
- Revell '32 Ford Roadster (old Monogram mold)
- Revell '55 Chevy (in new non-Goodguys box)
- Ford 250 Super Duty pickup (non Dually)
- AMT/Round 2 '25 T (restock)

Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

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

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

www.yorkus30.com 🗻

Classifieds

WANTED: I'm always on the lookout to purchase unbuilt and/or 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. Also want *Mickey Thompson Attempt I/Challenger I kits*, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (snap), Revell Sunbird, '66 Bonneville (MPC or Hasegawa), '69 to '72 Grand Prixs, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70 -'81 Firebird Formulas and T/As, '82 KITT Fire-

birds, late '80s Chevy C-3500 dually kit (*not promo*), Polar Lights funny cars, and empty *Pontiac kit boxes*. Would also like to buy or borrow *old AMT/MPC/Monogram/Revell model car catalogs*. Contact Tim Sickle at gtoguy@verizon.net, or see me at a meeting. **Thanks!**

Got an ad? E-mail me, and we'll see if we can fit it in! 🗻

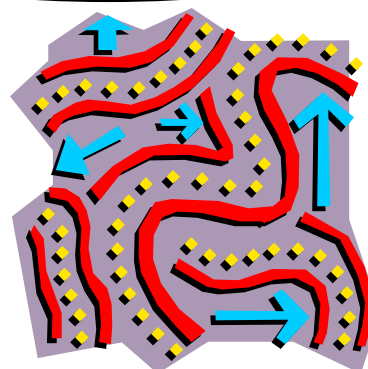


We're on the web!
<http://www.mamasboyz.org/>

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

President: Lyle Willits
mamaprez@aol.com
Vice President: Tim Powers
partsbox@verizon.net

Treasurer: Matt Guilfoyle
blackbuick1941@yahoo.com
Newsletter Editor: Tim Sickle
gtoguy@verizon.net