



MAMA SEZ!

Volume 23, Issue 4

December, 2010

Merry Christmas, MAMA!

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

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

A rather low-key meeting during which we discussed the upcoming (February) **Ray Wickline Memorial Auction**. So, be prepared and bring lotsa money.

This month, **Rich Wilson** checks out the 'sister car' to the Chi-Town Hustler—the **Revell "Hawaiian" funny car**. **Thanks, Rich!**

Even though Pontiac

is 'dead,' the 'Parade' continues. Thanks to everybody who brought their Ponchos out!

The raffle raised **\$82.00**, while the door box added **\$136.00**. Thanks to all!

Thanks also to the raffle donors: **Brad, Ron Bradley, Steve M. Buter, Chris Clark, Bob Foster III, Jerry Frazier, Matt Guilfoyle, Phil Jones,**

Sean Kirby, Charlie Magers, Rich Meany, Tim & Nick Sickle, Steve Strauss, Howard Weinstein, and Replicas & Miniatures Co. of MD. 📞



Zombie Poncho?!!

Anybody watch the AMC channel mini-series **'The Walking Dead'**? I was both **mildly amused** and **horrified** at the first few episodes. The first featured a high-speed pursuit (*pre-Zombie*) involving one of the main characters, a sheriff's deputy. Several officers responded with a roadblock with spike strips. A comic twist has one of the officers talking about maybe getting some TV

"World's Wildest Police Videos"! The scofflaw soon comes into view, driving what appears to be a **Palladium Silver '71 Judge** (*horror of horrors!*). Anyway, the car hits the spike strips and goes 'off-road' and is promptly totaled!! A gunbattle ensues, killing the occupants and injuring the deputy, putting him in a coma in the hospital. Upon awakening, he is rudely introduced to 'Zombie World'!

The amusing part (*third episode, I believe*) required a diversion to distract the zombies. They break into a **current-gen Hemi Orange Challenger**, and go blasting through the streets, with pipes **AND** alarm wailing. The young guy driving seems to be having a good time, letting loose with several rebel yells. I wouldn't have even had a problem if they had torn up a last-gen Goat. If you're into Zombies, you might wanna check it out on AMC. 📞

"Hawaiian" funny car

[Revell 1/25th scale; 102 parts]

All too often when a new tool is made of a real racecar, the manufacturer uses it for other kits of the same venue. The NASCAR kits are a good example. When I reviewed the Chi-Town Hustler kit a while back, I had the impression that this kit would be a modified re-issue of the Chi-town kit.

Due to the "in house construction" of that real car, I figured that this kit would be a nightmare of incorrect parts since I was told the second kit would be based on the first. But nothing could be more incorrect; this kit is virtually all new. Unless I miss my guess, it builds into a replica of the car as it is raced today in the historic drags. There are a few parts that come from the Chi-town kit, though. Besides the body and the tires there are 17 other smaller parts that are common between

the kits. Even still, I think this kit

deserves to be considered a new kit and not a modified kit.

And with 102 parts in total, 17 carried over is not much.

Engine: The engine depicts one of the products from the best fuel engine builder in drag history, Keith Black. It probably uses the most carry over parts of any of the assemblies in this kit. The engine block, heads, valve covers, intake manifold, oil pan, and exhaust headers are all common parts, but everything else is new. The new parts consist of the blower and drive, injector scoop, timing cover/engine mounts, oiling and fuel systems. All these parts are very accurate and in proper 1/25th scale. Extra detailing from the aftermarket would be a must for the builder.

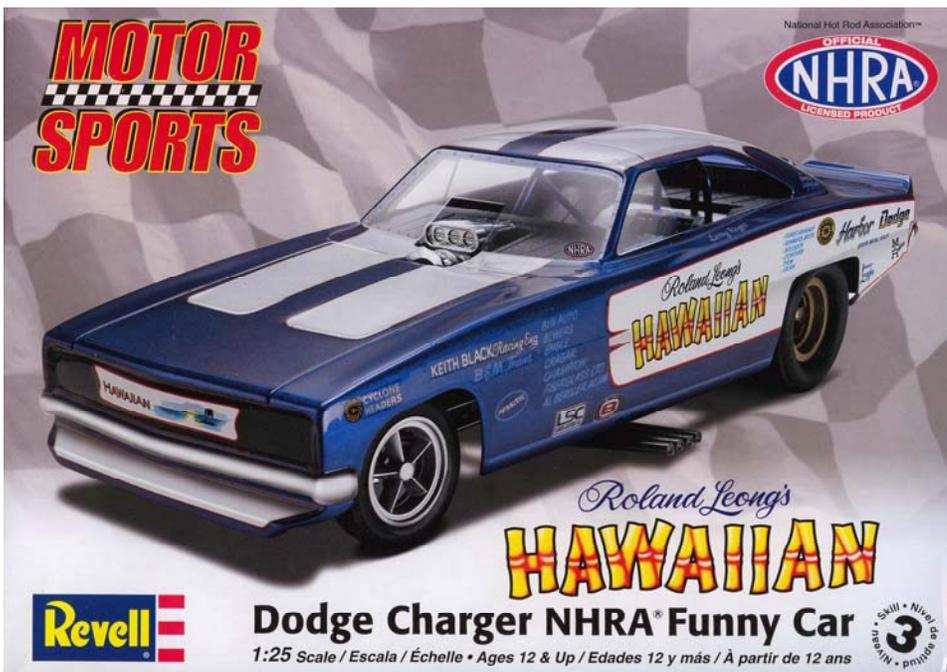
Cockpit/Chassis: The chassis like the Chi-towns' is new, one piece and very nice and true to scale. All of the tubing is "in scale" and not over sized like in

old funny car kits. The straight front axle, spring shocks, radius rods, tie rod, drag link, and steering box are new and "in scale." The steering wheel is a carry over. The roll cage is new and has all the pedals, shifter, and gauges (*with decal*) to add to the realism. The seat is a separate part from the surrounding cockpit (*don't you love that word*) and has a decal-ized seat belt/shoulder harness. Hell, there is even a pair of master cylinders for the brake pedal and you can see the finger notches on the caps. The rear axle is a Dana unit but if you compare it to the Chi-Towns' it has different brack-etry. The radius rods for it are new as are the wheelie bars behind it. But if this assembly mounts solidly to the frame then what do the shocks do? A nicely detailed battery and fuel tanks complete the chassis.

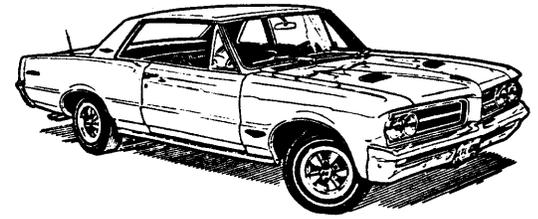
Body: As I indicated earlier, the main part of the body is a carry over, but the cowl/engine hood is new since this car has the engine centered. And the windows of course are new and in their own baggy (*thanks*). The rear window has the pineapples cut out of it rather than a decal. The builder will need to fill in the escape hatch lines. The "Hawaiian" didn't have one since they were not mandated at that time. That seems scary when you think of all the narrow misses over the years. The instructions have a pic to show how to modify the rear wheel openings. All of the outer cockpit shrouding is included and they have scale panel beading on them.

Tires/wheels: The tires are

(Continued on page 3)



“A Yuletide Goat’s Tale!”



’Twas the night before Christmas, 1964,
When an elf came knocking on Santa’s door.
“Mr. Claus, there’s a problem,” was what the elf said.
“The reindeer are sick, so they can’t pull your sled.”

“They caught the flu. They’re hacking and wheezing.
They have stuffy heads, and they’re coughing and sneezing.”

Give ‘em Nyquil,” said Santa, “is what we should do.”
“But it won’t be invented ‘til 1982.”

“The reindeer can rest,” Santa said to the elf.
“This year, I’ll deliver the presents myself.”
“I’ve got a new beast that can pull the big sleigh,
A beast that I’ve been saving for just such a day.”

So, they went ‘round back to Santa’s garage
And walked past a shiny red Super Stock Dodge.
“This one,” said Santa, “belongs to Aunt Gina.
She’s a Little Old Lady, down in Pasadena.”

“The Dodge here is quick. My Corvette can run.
But we need more than speed to get the job done.
Delivering presents, we race through the skies.
These cars are both fast, but I need one that **FLIES!**”

So, Santa
walked to the
end of the
row

And unlocked the door of a new GTO.
He hooked up the sleigh and said, “this one is mine.
“Three deuces, a four-speed, and a 389.”

He then cranked it up. It rumbled real loud.
He then idled outside, and spoke to the crowd,
“Without any reindeer, I’ll still make my run.
Just me and this Goat, we’re gonna have fun.”

He revved it up and then popped the clutch.
He wheeled through first, the guy was too much!
By second, he’s airborne, and pullin’ some G’s.
He powershifts third, while clearing the trees.

He circled the pole and then headed south,
A twinkle in his eye, and a smile on his mouth.
Then we heard him exclaim at a hundred miles an
hour,

“When all else fails, you should always Tri-power!”
(Thanks to my very good friend Tom Szymczyk and the
Delaware Valley Old Goat Club for this one!) 🍷

“Hawaiian” (contd)

(Continued from page 2)

carryovers but the wheels are new and correct. There are yellow “L&R” makings for the tires but no manufacturers names. The rear slot mags are the correct ones not only for this car, but also for the Chi-town Hustler if you are thinking of building it as it appeared in the day.

Decals: Besides those already mentioned there are decals for the twin remote mounted oil filters and the drive belt. The decals for the body look thick enough to cover over the blue paint and the

“remove before flight” tags are a nice touch.
I’d still like to see the decals in a baggy; the ones in my kit are damaged from a slight dent in the box. They may be salvageable, but I won’t know for sure until I put them on. I think a baggy would have saved them from damage.

Check out the pix at the web-site given previously in the Chi-Town Hustler review. If you look closely you’ll see this car as well. This is a great kit, and a suitable companion to its’ sister kit. This “new” Revell just keeps “knocking ‘em out of the park.”

By: Rich Wilson 🍷



'New' US Carmakers?!!

'GMC' is recalling 13,780 '10 and '11 V8-equipped *Buick Lucerne* and *Cadillac DTS vehicles* because of a risk of fire caused by a power steering fluid leak. The leak in the vehicles is caused by either the starter or alternator cable touching the steering return line and causing the steering line to wear through. The fluid could leak onto hot engine parts and ignite. Owners of vehicles affected by the recall can take their cars to a dealership to have the lines secured or rerouted to prevent contact free of charge.

SAIC Motor Corp announced that a Hong Kong-based subsidiary had *acquired a nearly 1 percent stake in 'GMC' as part of the automaker's initial public offering.*

Both The Wall Street Journal and the AP reported that SAIC had issued a statement confirming the investment. SAIC Motor HK Investment Ltd was the affiliate of the state-run automaker that made the investment in 'GMC.'

The company paid the \$33 per share IPO price for *15.15 million shares*, or about *\$500 million.*

Following the footsteps of the Cruze, the *Aveo* will get a new, global name. 'GMC' has elected to rename Chevy's global sub-compact sedan when the all-new model arrives next year. The current car has been on the North American market since '04 and has lost any luster it had when the car first arrived from South Korea.

The lackluster image of the current Aveo has left 'GMC's' new marketing chief, Joel Ewan-

ick, to conclude that the car needs to be renamed. Although 'GMC' has not formally announced the new name, GMI sources are stating that 'GMC' has signed off on the name "*Chevrolet Sonic*" (*Ed. Note: how about "Sub-sonic"?!)*

According to US Trademark records, 'GMC' filed for a trademark on the name on October 5th.

The new Sonic will follow the footsteps of the Cruze compact in that the Sonic will be a global name—further trying to unify Chevy's global lineup (*Sorry, no money for the 'cuss' jar!*).

'GMC' has struggled with the Aveo's name for two years. According to sources, former US marketing chief Mark LaNeve originally wanted to rename it to "Viva." Following 'GMC's' bankruptcy, Lutz ordered the name to stay put.

The replacement for the Aveo is expected to be revealed during the '11 auto show circuit. The Holden variant of the Aveo is expected to retain its "Barina" name.

Despite the sad fact that Pontiac is *STILL* dead (*having officially ceased operations on October 31st*), that does not seem to be slowing 'em down one bit.

Pontiac recently rewarded ungrateful, out-of-touch parent 'GMC' with yet *ANOTHER NHRA Pro Stock championship*, this time at the hands of *Greg Anderson*. The final points standings found seven of the top ten positions were *G6 GXPs*. As a



matter of fact, the first non-Pontiac car placing was Allen Johnson, sixth, in a Dodge.

While on the subject of Pro Stock, could you see the 'GMC' teams runnin' *Cruzes* next year?! Don't laugh—it could happen!

Speakin' of Cruzes, three months after launch, the Cruze is on the shopping lists of fewer than 5% of compact-car buyers, 'GMC' sez.

With the arrival of a redesigned Focus next month and a new Civic in the spring, 'GMC' has a short window to ramp up the Cruze's image.

Chevy needs consumers to associate the car—which replaced the Cobalt—with value-priced safety and creature comforts before ads for Focuses and Civics crowd the airwaves. Chevy needs a small-car winner in case gas prices rise and as a way to win younger buyers. But it's a competitive field. 'GMC' sold about 8,000 Cruzes last month, placing it *fifth* among compacts, behind the no. 1 Civic and No. 2 Corolla, which each sold 16,000+ cars.

GM has its Lordstown, Ohio, plant running three shifts to build it, which suggests a sales volume of 20,000+ a month. Yet *ANOTHER* 'GMC' success story. 🚗

New (contd)



Say Howdy to the *Cadillac Urban concept*. This is the 'future' of 'GMC.' *What're they smokin'?!*



This 'n That

Diecast Warning. For those of you who have yet to order your **Danbury Mint Dream Truck**, better get on the ball, 'cuz quantities are limited, and production ends Dec. 31st. While on the subject, there's also the limited edition (*2,500 pieces*) **Larry Watson '58 T-Bird**, and, oh by the way, didja know they also just released a **45th Anniversary Montero Red GTO convertible** (*Ed. Note: Ya just HADDA know it was comin', right?!?*)? It's got all the 'right stuff'—tri-power, 4-speed, and redlines. The DT and '58 T-Bird are goin' for **\$149 each** (*plus \$9 s & s each*), while the **Goat** is a bargain at only **\$129** (*plus \$9 s & s*). You can reach 'em 24/7 at 1-800-979-6468, or online at www.danburymintdiecast.com... **This Judge WAS Bought!** Didja hear about the recent auction of **Milton Robson's** car collection? Among them was a **'69 Starlight Black Ram Air IV Judge convertible** with black interior. The final damages? A **whopping \$682,000!!** Now, **THAT'S** what I call getting' your money's worth, Pontiac style... **Russian Racer.** Russian Prime Minister **Vladimir Putin** recently took a **Formula One race car for a spin** after signing a deal with F1 chief Bernie Ecclestone to bring the series to Russia starting in 2014. After instructions, he climbed into the cockpit and roared off down an empty road near St. Petersburg. He spun out once, but regained control, reaching speeds of up to 150mph... **Wanna Buy Ferrari?!**

No, not **A** Ferrari, as in a single car, but **THE** Ferrari, as in **the Company!** European reports have Fiat considering selling a big chunk of Ferrari S.p.A. to raise cash in order to increase its stake in Chrysler Group to 51 percent. The Italian newspaper *Il Corriere della Sera* said it gathered information at Fiat's Turin headquarters and reported Fiat wants to raise cash to fund buying more of Chrysler, up from the 20 percent it owns now. Listing Ferrari could be the way to do that. A Fiat spokesman recently denied the report. But then immediately following that, Fiat CEO Sergio Marchionne said Fiat will "evaluate everything" on Ferrari, though he added there is nothing immediately "on radar" for the supercar maker. And how much is Ferrari worth? In a recent report Morgan Stanley in London valued 'em at **\$4.0 billion.** **Sounds like a bargain...** **NASCAR VW?!?** According to motortrend.com, the next entry into this American series could very well be the first ever from Germany. Per Matthias Muller, the newly appointed Porsche CEO, VW Group (*parent company*)—is considering it. Should it happen, VW would be the second foreign brand to do so, behind Toyota in '07. VW reportedly began discussions with NASCAR officials after the current season ended in late November. One of the owners that VW is considering is **Roger Penske**, who is currently associated with Dodge and has a successful history in the series. **Kurt Busch, Brad Keselowski** and **Sam Hornish Jr.** are the team's

drivers. The main factor that would enable a NASCAR entry is VW's new Chattanooga, TN, plant and the midsize sedan to be built there. Whatever it's called, it's the most likely base for a NASCAR VW stocker. **You thought people were pullin' their hair out when Toyota joined—wait'll they have to get used to a VW stock car...Chrysler 'Back in Black (!?)'**? Not quite, but they're workin' on it. They posted an **operating profit of \$239 million** in the third quarter and raised their outlook for the rest of the year, anticipating stronger sales and improved performance. That would make their third straight operating profit. Chrysler's third-quarter net loss was \$84 million, down from \$172 million in the second quarter, their smallest quarterly net loss since emerging from bankruptcy 17 months ago. Revenues rose 5.2 percent to \$11 billion during the July-September period. Chrysler benefited from improved product mix and rising unit sales while being hurt by higher costs tied to seasonal plant changeovers. They are in the midst of launching **16 new or refreshed products** over a 16-month period. They now expect to post an operating profit of \$700 million for all of '10, up from a previous forecast of as much as \$200 million. Revenues for all of '10 are expected to total \$42 billion, within the range of \$40 billion to \$45 billion forecast a year ago. Additionally, Chrysler now expects to generate \$500 million in positive cash flow this year, compared with negative cash flow of \$1 billion previously.

(Continued on page 7)

T 'n T (contd)

(Continued from page 6)

And while on the subject of profits, Ford racked up **\$2.6 billion** worth... ***Supra to be Resurrected?*** Top Toyota dude, Akio Toyoda, is making efforts that would allow the company to move one. And what better initiatives could he be working on, if not resurrecting one of the vehicles that have gathered a huge worldwide fanbase? It was recently reported that Toyoda has



greenlighted development of a new Supra. However, he stressed that this doesn't necessarily mean it will be built, as it might be killed by other company decision makers. Toyoda said he "wants to see the next Supra tested in the near future" but underlined that "even if one president says that we want to have a Supra again, the whole company is not going to be responding to that request." Various media reports show that the new Supra, together with a ***next-gen MR2 sports car***, will be launched in '13 or '14. Both models will be offered as hybrids. The Supra is expected have a powertrain that mixes electric

power with a V6 powerplant, just like the one present on the '07 FT-HS (*Future Toyota Hybrid Sport*) concept on which the car is based. The MR-2 will have a hybrid powertrain that uses a 1.5 liter gas unit. The development of the Supra is running alongside the FT-86 project (*the delayed sports car co-developed by Toyota and Subaru*). Time will tell... ***Oopsie!*** And while on the subject of Toyota, the company sez data from black boxes it has inspected showed many drivers were ***pressing on the throttle, not the brake***, during unintended-acceleration events. Toyota has investigated at least 2,000 reports of unintended acceleration. It has reviewed data from black box recorders when a car was in a crash, per spokesman Mike Michaels. He said the causes of unintended acceleration include pedals being trapped by floor mats and sticking pedals—issues that caused Toyota to recall ***8 million+ vehicles globally*** to fix. There also have been issues with other objects in the car, and the wrong pedal being pushed, Michaels said. Asked to describe the number of crashes that were caused by the wrong pedal being pressed, Michaels said it was 'virtually all.' Toyota has not found any electronic problems with its cars' drive-by-wire throttle system. A report by the Wall Street Journal said that the NHSTA found in many cases of unintended acceleration, drivers were actually pushing on the throttle, ***NOT*** the brake. NHTSA declined to comment on the



report... ***Fiat Club Bennies?!*** Attendees of this year's Club Fiat-Lancia Unlimited national convention—also known as the ***"Fiat Freak Out"***—were rewarded for their devotion. During the convention's closing dinner, Fiat fans got first dibs on the ***Fiat Cinquecento Prima Edizione***, a collector's edition of the US-bound Fiat 500. Only 500 will be sold in the US. Each will have a unique vehicle ID and badge according to production number, and be available in white, red or gray. "For over a quarter of a century, the members of [*Club Fiat-Lancia Unlimited*] have kept the spirit of the Fiat and Lancia brands alive in North America through their unique and passionate support for true Italian design," said Laura Soave, head of Fiat North America. "We really value their loyalty, and the car is our gift of appreciation to these fans on behalf of Fiat North America." The public will also get the chance to reserve one via a website link that will be posted on www.ciaofiat.com (*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!*) 🍷

Caddy Surprise?!

[Revell; 106 parts]

In a recent issue of that 'Other' model magazine, there was coverage of a build-up that I became more interested in the more I looked at it. **Ismael Gonzalez's** build-ups that I had seen in the past have always been very attractive models, but this one was even moreso. I started to see if I could find the kit, but I just couldn't remember it. At first our resident mobile model vendor, Ron, didn't remember it either. Turns out he only had a few of them when they were current. A few days later, he announced that it was still available. Once I saw the box art, I understood and wondered how anyone could expect the kit to sell at all. The box art car is beyond ghastly. White paint with black graphics and carbon fiber hood and those stupid Conestoga wagon wheels that aren't mounted very well. As I understand it, these 'uptown' kits

were originally meant to be diecast kits, but a last minute change made them plastic.

Engine: Given the kit, I was surprised that it had an opening hood, but then the engine is represented by an engine plate. It has two additional chromed parts that go with it, but it's not a detailed engine as I would expect. It's supposed to be supercharged; I'm not sure if it's factory or aftermarket, but there are decals that say, 'supercharged.' I suppose one could swap in the new ZR1 engine.

Interior: The interior appears to be stock Caddy but I'm not enough of a Caddy fan that I would know. It could certainly pass for stock and its' well detailed. The front seats are two-piece with a choice of decals for the TV screen in the seat backs. The dash has a chrome insert for the computer screen and a choice of decals for it as well. The steering wheel is an air bag type that is chromed. There are speakers in

the door upholstery and the package shelf and either an amplifier or 'LARGE' to go between them. Don't ask me I'm too old to know.

Chassis: The chassis is circa '59 SMP. The one-piece brake rotors/calipers glue to the frame and a wire axle goes through them to the wheels, with two different sets to choose from. There are 'Brembo' decals for the calipers. The tire/wheel combos are so big they wouldn't steer if the model had steering. I'm tempted to build a heavy-duty truck and put these things on it. But, the best idea is Ismael's and find a wheel set a little smaller overall (*big & littles*) and give it that 'Arter' rake. That's my plan! There are two chrome mufflers/tail pipes as well.

Body: The white plastic body is very shiny and looks true to shape to the 1:1 car. The doors open with a scissor action with preassembled hinges, probably for the younger audience this kit was aimed at. But if you leave them shut, maybe no one will know! The trunk opens as well to display more stereo and speaker parts on the trunk floor and the underside of the lid. The mirrors mount from the inside of the doors; should keep them from falling off later. The front window is clear of course, but the rear door and rear windows are smoked black; at least they didn't smoke the front window like they usually do. The hood and trunk lid have huge 'dogleg' hinges like the ones you see on cheap die casts. Again, leave them shut if you're embarrassed. The headlights and taillights have chrome reflectors that are a nice touch, but you'd expect

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Miscellania

The *Vinsetta Garage* and its glowing red neon façade are instantly recognizable to anyone who has ever attended the cruise or done laps in a classic car on *Woodward Avenue*.

One of the local landmarks that adds an authentic feel to Detroit's Woodward Dream Cruise has closed.

The Vinsetta Garage, an art deco repair shop that dates to 1919 and sits just feet from Woodward Avenue, was closed in early-December as the owner prepares for a new direction in life. Jack Marwil, who owned the shop since '89, plans to attend law school after the death of his wife this fall.

The historic repair shop and its glowing red neon façade are instantly recognizable to anyone who has ever attended the cruise or done laps in a classic car on Woodward. It remains the perfect backdrop for enthusiasts to snap photos of custom cars, and it has vintage gas pumps in front though the shop has not functioned as fill-

up station recently.

Marwil bought the Berkley, MI, business from the original owner's family after working there as a mechanic. Its historic appearance

belies its modern function, with only about 15 percent of the work coming from classic cars. The 54-year-old sold the car work—similar to how a medical practice is transferred—to another nearby shop, 4th Street Auto in Royal Oak..

He now plans to study law at Detroit's Wayne State University, calling it a "perpendicular life change" after his wife's death from breast cancer.

What's next for the shop? Marwil said he is hoping to sell the historic building, but it won't be called Vinsetta Garage.

Chuck Jordan, the legendary designer who helped usher in the modern era of car styling at '*GMC*,' died in early December at



the age of 83.

Some of the vehicles that his long career at 'GMC' included stints as design director of Cadillac and Opel and in oversight of exterior styling for 'GMC's' premium brands. He played a role in designing the following:

- GM Aerotrain
- Cameo show truck
- Buick Centurion
- 1958 Chevy Corvette
- 1959 Cadillac Eldorado
- Opel Manta concept
- 1968 Opel GT
- Oldsmobile Aerotech
- GM Ultralite
- Stingray III
- Buick Reatta
- 1992 Cadillac CTS

He'll be missed. 🕊

Caddy (contd)

(Continued from page 8)

by now that the taillight lenses to be clear. They're not, they're clear red. Most of the assemblies mount to the inside of the body with small screws. There is a choice of two grilles, a mesh grille with the Cadillac emblem and a tube grille that I guess is supposed to be a billet piece but is way too

shiny for the look.

Decals: The most prominent one is for the carbon fiber for the engine hood, but there are dash gauges, amp faces and TV screens as well. There are wheel centers and side marker lights also. Oh, and the graphics—there's no accounting for taste. There is a decal for the steering wheel and a center brake light.

Packaging: The packaging is first rate like we've come to ex-

pect from Revell (*US*). The chrome and glass are in separate bags. It may be a good idea if they would put the decals in a bag as well, so they won't dry out over time.

Believe it or not, there is a nice looking car in here somewhere, check out the May/June issue of that 'Other' model car mag.

by: Rich Wilson 🕊

“Wooden I?!”

With Christmas *FAST* approaching, have I got a unique gift idea for you guys.

Check out the enclosed *carved wooden race cars*, and tell me that their creator, *Gary “The Carver” Tatman* isn’t incredible! The *REALLY* amazing thing is that he is right here in *nearby Glen Burnie, MD!!*

As I understand it, he works on a commission basis, and pricing as you can imagine will depend on the amount of detailing incorporated in the build. As a rule of thumb, he charges \$20.00 USD/hr and all work is documented in a log book, given to buyer upon delivery. He has a standing guarantee on the 600-800hr projects, if commissioner at time of delivery is, for any reason, dissatisfied with the outcome, he/she is under no obligation to complete the commission. He would rather shake hands and part company friends, and gain another display piece, as he wouldn’t sell

something he wouldn’t be proud to display at Concours events, than have someone have one and not be thrilled!

Gary is putting together a list of *functioning parts and features* for the carvings and get it to me for inclusion in a future newsletter.

He is currently working on getting a website up and running, so if you are interested, use the contact info enclosed.

Gary asked me to tell all of you *“To Have a Wonderful Day, and Keep the Revs Up!!!”*
Thanks Gary! Come to a meeting, and ‘show off,’ OK? 🙌



Gary Tatman, 421 Phirne Rd.
West Glen Burnie, MD 21061
Home: (410) 768-8440
Cell: (410) 736-2083
Email: GTsupracer@gmail.com

Pontiac Power!

Rodney Butler, a *Pontiac stalwart* from Butler Performance recently unveiled his latest awesome machine—and the word ‘awesome’ doesn’t begin to do it justice!!

It is a *twin-turbo’ed ‘63 LeMans sedan*. The 2,750 lb. car runs an Indian Adventures 482 c.i. IA II engine on methanol.

At a recent ‘Test ‘n Tune” session at the Ames Tri-Power Nationals at Norwalk raceway, the

full-bodied car became the *quickest and fastest Pontiac ever to utilize a traditional Pontiac engine*.

On Friday, Butler laid down a *nearly out of control 6.42 at 222mph*, lifting *THREE TIMES* to keep the car on his half of the track.

Saturday, he bettered that time with an *astounding 6.27 at 228 mph*, lifting only once.

Tuner Travis Quillen stated that the times were achieved *AFTER* turning down the boost to get the car too hook up on the



slick track. “We still have about *500 hp*. tuned *OUT* of the engine.” Given that, a five-second full-bodied Pontiac ain’t far off! Thanks to January, ‘11 *High Performance Pontiac* magazine for the preceding. 🙌

Model Buffet

This month, we'll revisit a close-to-home cottage industry resin caster, *Replicas and Miniatures Company of MD*. Proprietor Norman Veber somehow found the time to cast a 2009 'Cuda conversion for what is referred to as *Mr. Norm's "Legend Edition."* All for the more than

reasonable price of *only \$9.95*, too!

It is listed as consisting of nine pieces, and was mastered by *Shannon DiMauro* and our own *Rich Wilson*.

The enclosed pictures are courtesy of the November MAMA meeting, courtesy of club Prez Lyle Willits. *Thanks, Lyle!*

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! Nice job, Rich! 🍷

Replicas & Miniatures Co. of Maryland

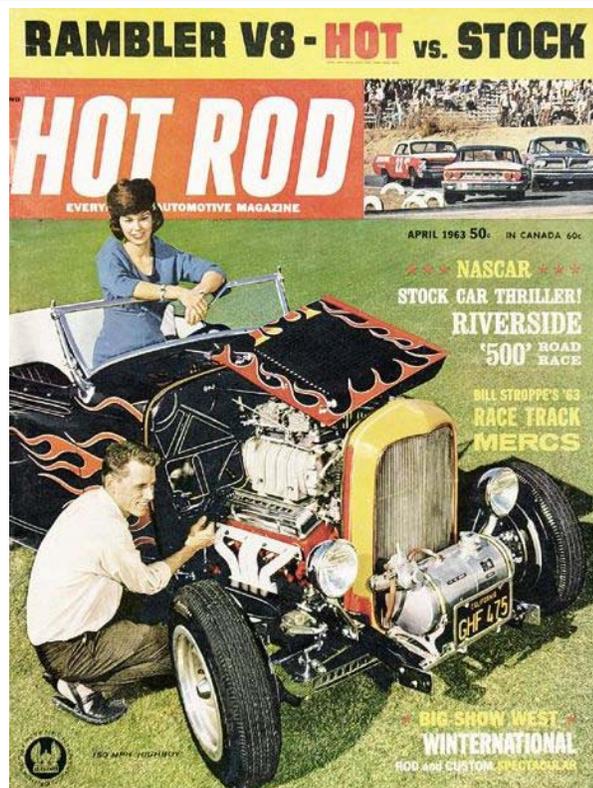
Normanveber@aol.com



New Stuff

I just found out from *club Prez Lyle Willits* that the *Tom McMullen roadster* is scheduled to be the next highly detailed *historic hot rod diecast* from *The Danbury Mint* (*surprised?!?*).

This info comes from several reliable sources, including the photographer who took hundreds of pictures of the car for Danbury. So, watch your mail, or, better yet, if you simply can't wait, or don't want to take the chance of missing out, contact 'em 24/7 at 1-800-979-6468, or online at www.danburymintdiecast.com. *Tanks, Lyle! Ordered yours yet?! 🍷*

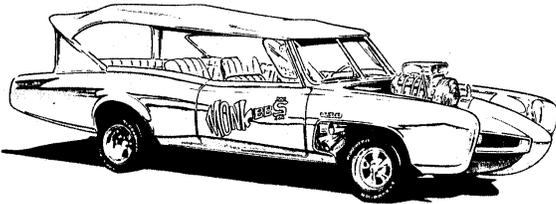


Note:

Please remember: **NO** congregating in the halls (*thereby creating a possible fire hazard!*) prior to the meetings **NO** admittance to the meeting room until 11 AM (**NO exceptions**) Meetings are scheduled for 11 AM to 2 PM—**NO EXCEPTIONS!** We **MUST** be out of the room by 2 PM, or we will be charged additional fees 🍷



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

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!!*).



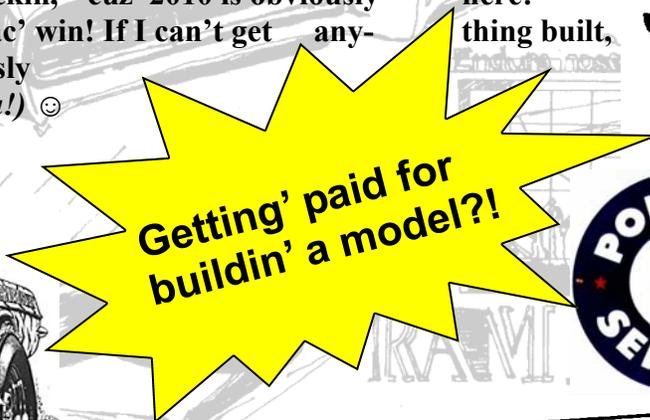
How serious am I about this ‘celebration’? Not only will the monthly winners be featured on the MAMA website (*alongside Tim Powers’ Model de Jour*), I will also attempt to include a blurb (*with pix, if possible*) on it in the newsletter.

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 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!*) ☺



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





A polite reminder: The '11 Super September Showdown Theme is, believe it or not, *Movie and TV Cars!!* So, between NNL East, our Mid-Atlantic NNL, and the Showdown, you could theoreti-

cally build models for three different shows—*Kew!* *So, get Busy on those projects, OK?!* 🍷



Flash! Leslie "Airplane/Naked Gun/Police Squad" Nielsen died in late-November of complications from pneumonia in a hospital ("A building with sick people!") near his home in Ft. Lauderdale, FL at the age of 84. *And, sadly, yes, I am serious!* He'll definitely be missed!! 🍷

Pontiacs on Parade!

Well, the 'Parade' is windin' down, with only another month or two to go. I'm currently considering my next move. *Ideas?*

Steven Buter: Blue *mild custom* '62 Catalina hardtop.

Dave Hejna: '04 Pearl White GTO, '04 Yellow Pro Stock GTO.

Gary Sutherlin: '65 blue GTO Camino.

Dave Zinn: Gray '63 Tempest sedan race car.

I added two hardtops (*after all, it IS Winter, right?!*)—a '69 Carousel Red Judge, and a green '67 Firebird.

Last month's winner was **Dave Zinn**, for his Gray '63 'Warrior' Tempest racer. Here's what few details Dave provided.

"My inspiration for this build was the "Mystic Warrior" SD421

Tempest. The basis of the kit was the Model King AWB kit. The major part of this build was returning the AWB car's wheelbase to stock. To that, I added an AMT/ERTL '62 SD

Catalina dual quad 421 engine and trans. A *Pro Tech Mallory coil*, *BSAP velocity stacks*, and *plug wires* enhance an already nicely detailed engine. This was mounted into an AMT/ERTL Pro Street '66 Nova chassis. The engine breathes through a scratchbuilt hood scoop with Pontiac arrowhead." It's topped

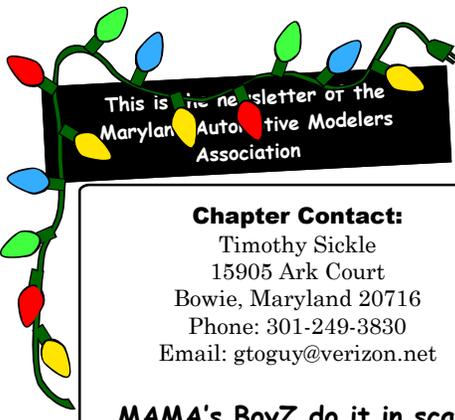


off with Slixx decals.

"A scratchbuilt rollbar and parts box seat round out the interior." Thanks, Dave!

So, remember—for the remainder of the year, there's gonna be reserved Pontiac parking at **EVERY** meeting—for *Pontiacs ONLY!* Thanks guys, and keep it up!! 🍷





This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ do it in scale!



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 Thompspon 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-2500 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 squeeze it in! 📧



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

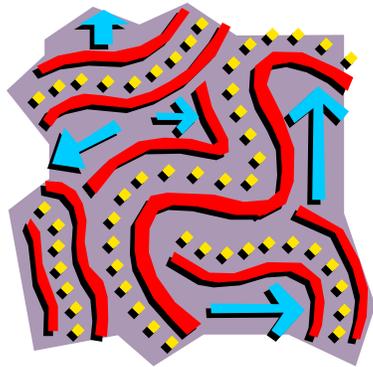
Websites

- 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 📧

Directions

From the Baltimore Beltway (RT 695): Take Exit 7, Route 295 (Baltimore-Washington Parkway) south towards Washington approx. 18 miles to Route 193 (Greenbelt Road), and exit. When on the off-ramp, stay to the right and merge right onto Southway (see below).

From the Washington Beltway (RT 495/95): Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (Greenbelt Road). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (at the light) onto Southway (read on!)



Once on Southway: Go straight to the second (2nd) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 📧

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