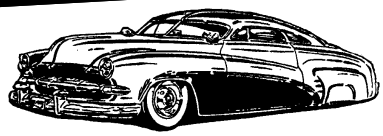
MAMA Sez!



Volume 26, Issue 1 **September, 2013**

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

2013 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 19th
- February 16th
- March 16th
- April 27th
- ***May 18th (?!)*** NOTE!
- June 15th
- July 20th
- August 17th
- September 21st
- October 19th
- November 16th
- December 21st

Inclement weather phone number: (301) 474-0646.

Happy 25th Anniversary, MAMA!

Happy Anniversary to us! I'm sure lookin' forward to another of ***Tim and Dawn Powers' excellent cakes***—sure hope I'm not disappointed!

This month, ***Rich Wilson*** examines the ***Revell Fireball Roberts '57 Ford stocker***, along with details on a fun, change of pace project. ***Thanks, Rich!***

We've got news on ***Ford's bailout on the NHRA pro category racers***, and see more of ***Courtney Force*** than we may be used to! We've also got a picture inside of the upcoming ***Revell Slingster dragster***, thanks to the Internet.

The raffle raised ***$52.00 (!)***, while the door kicked in an additional ***$70.00 (!)—a bit shy, guys!***

Thanks to the raffle donors: ***Brad, Ron Hamilton, Rich Meany, George Openhym, Pro Tech Model Parts, and Replicas and Miniatures Company of Maryland. Tanks again, guys!***

Ford Bails on NHRA?!

Neither ***John Force's*** rapid-fire sponsorship spiels nor ***Courtney Force's*** slightly naughty nudie magazine layout *(see inside)* could convince ***Ford Racing to continue its team support programs in the NHRA's Mello Yello Drag Racing Series beyond 2014***.

That's one way to interpret Ford's stunning decision to concentrate its drag racing bucks on NHRA's grassroots and Sportsman racers beginning in 2015.

Announced during the NHRA Sonoma Nationals in California in late July, Ford's decision will directly impact the Ford Mustang-bodied funny car programs of ***John Force Racing***, ***Tasca Racing*** and ***Tim Wilkerson Racing*** as well as ***Larry Morgan Racing's Pro Stock Mustang***.

Jamie Allison, director, Ford Racing, elaborated on the decision during a Q&A interview posted on the FordRacing.com website. Allison began by stating that Ford and drag racing remain "inseparable."

On the pop culture front, Courtney Force generated plenty of traditional headline buzz and social media chatter when she graced the national cover of ***"ESPN The Magazine's"*** 2013

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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 Sickle, 15905 Ark Court, Bowie, Maryland 20716.

Revell "Motor Sports" '57 Ford Fairlane

Well the version we've been waiting for is finally here, the one that has the complete supercharger option. For your monthly history lesson, you may remember ***Robert Paxton McCulloch*** of chain saw fame. Well, he and Francis L. Colburn also designed this belt driven supercharger. But for all the improvements made over subsequent years, it wasn't until Andy Granatelli saw a way to make it more efficient, in '58, and bought the company that it really took off. "Out of the box" this kit is buildable only one way, NASCAR stocker, as I'll explain in a minute. As such it's probably the most accurate stock car kit *(122 pieces)* issued of this era. The car depicts one of Fireball Roberts' more successful seasons. I've always thought it was terribly ironic that someone with the name of Fireball would die as the result of a fiery crash. But Edward Glen Roberts got his nickname as the result of being a very good pitcher in his other passion, baseball. Another overlooked fact is that it was ***Ned Jarrett*** that stopped his car in the middle of the race and pulled Roberts out of his burning wreck.

Engine: By now we've all seen the chromed supercharger that needs to lose its shine at least. The pressure pot is two pieces that attaches to a separate carburetor top while on the other end is the three-piece air cleaner. A new fuel line is included and a drive belt for the supercharger stacks on top of the other belt. The stock air cleaner as well as the two little ones for the dual carb set up are extra pieces.

Chassis: The front suspension didn't have shocks in the previous kit but now we get dual shocks with an interconnecting stabilizer bar. And the rear suspension gets the same treatment with larger perches to mount them. The rest of the chassis is the same as the previous kit including the dual exhaust system with metal tubes for the tips.

Interior: The interior is the assembly that keeps the builder from building anything other than a stock car *(NASCAR)*. It builds up off the floor as before and the door panels are the same as are the decal upholstery. But the back seat is a flat panel with the package shelf. For the first time the front seat is already modified with the seat back for the passenger side already removed and a bolster is included in case the car goes into a turn. The dashboard has been modified with a set of round gauges included on the decal sheet. The steering column carries over but the steering wheel is replaced with one with padding and there is no floor shifter. The builder will need to check his sources to see if this is correct. A three-piece roll bar is also included.

Body: There is no change here with three small exceptions. The headlights and taillights are replaced with flat panels and there is a gas cap that goes where the license plate would mount. There is a gate handle that mounts on the engine hood near the cowl. There are no taillights of any kind in this kit.

Tires/wheels: One set of stock appearing tires *(87 series)* is all that's present as well as stock steel wheels. The dog dish caps are also included. While the wheels are correct, I think the builder should find replacements for the tires. Again photo resources would be a big help.

Decals: Besides those mentioned above there are of course

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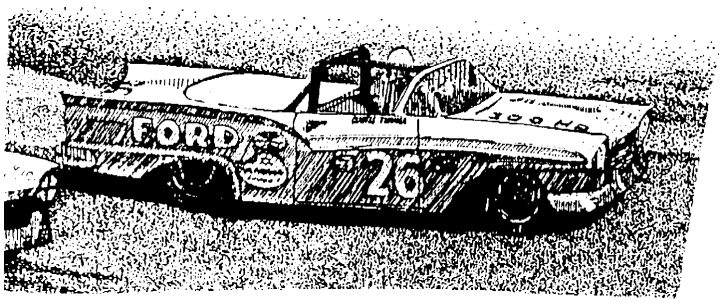

Ford (contd)

(Continued from page 2)

the "Fireball" decals. But there is also a second set; no driver name is present for this version. Placement instructions are included for both.

Personally, I've never seen this car before, though that doesn't mean much. I'd recommend doing an Internet search for pictures of this car. This kit should make a good companion for last years' Black Widow Chevy. It strikes me that we could build a hotrod/custom by swapping in seats from our parts box and a set of taillights. All the pieces for the stock headlights are in the kit as are the taillight bezels. Oh, I have to wonder if Revell likes to tantalize us with future releases. On one of the trees that is a carry over from the first kit is an old style two-way radio, like a police car might have! And this car is from the era of the "convertible wars." I'm not sure if they used this body style or the Fairlane 500 body style, but they cut the roofs off rather than use a convertible body. That way they had a roof to bolt back on for the other races.

By: Rich Wilson

A Fun Build!

This past Spring, I was helping our plastic pusher Ron at the annual Shrewsbury show—more toys than models. I hadn't seen anything I "needed" until I looked at George Johnsons' table a second time. I noticed a baggy with odd-shaped parts. The more I looked at them, the stranger they appeared. There were two teardrop fenders and a chrome tree with three two-piece wheels. At first I thought it was a trike. I was so curious that I paid the $5 for it to take it home and study it further. On closer examination, I noticed the label on the chrome tree that said ***"Pyro"*** and "***Vespa***". I did a Google search for pictures of Vespas and confirmed that it was the scooter we've all seen in so many films. But the bad news was my bag of parts was incomplete; only half the parts were there.

But I figured if I could find someone with a complete kit, I could copy the missing parts in resin. My first thought was Matt Guilfoyle *(Ed. Note: REALLY?!?)*, he has all sorts of unusual kits, but he didn't have this one. Dave Toups was the next one to ask. Sure enough, he loaned it to me a week later. My first task was to figure which parts I needed. The complete kit has only about 40 parts but I didn't want to turn this into a major effort. So, several parts were passed over for copying. I wanted just the basic scooter and at that I needed around 14 pieces. I discovered that even though it's 1/16th scale, the tires are close to the same size as some 1/25th scale tires, so that helped.

I found that the parts I needed were grouped together on two trees. I made a mold of these trees and poured the silicone. The next day, I started the task of cutting the mold open. But try to imagine digging a hole in the ground in a spot where you know there is something rare and fragile and you're blindfolded. In the end, it looked like a wedge of cheese caught in a blender, but then I only needed one set of parts and Daves' parts were unharmed. I poured the resin and thankfully, the first set of parts were acceptable. I also took the time to copy the instructions though as bad as they were, I'm not sure why. They have nice exploded views but are very vague as to the attachment points. The rear spring/shock attaches to the engine and to the rear of the chassis, but the tire has to end up in the center. Once that was figured out, the rest fell together. I added the kickstand and it was able to stand by itself though it was only the rear half. I added the footboard and leg shield next followed by the front suspension, more like a bicycle than a motorcycle. It actually steers! The seat, handlebars/headlight, grips, taillight and a few minor parts finished it off. I added some chrome foil and touch up paint in a few spots to help bring it 'alive.'

This is an extremely rare kit issued in 1967, made by a company no longer in business, though I believe Round 2 bought up Pyro some years ago. While the engine is an unrecognizable blob, the finished model is quite accurate looking. It was a fun diversion from what I usually build. Next time you're bored with what you're building try something you never build, beyond your expertise.

By: Rich Wilson

‘Gov-a-mint Motors’

‘GMC’ has adopted a new purchasing contract that would allow it to recover from suppliers the cost of safety recalls—***even if a component met ‘GMC’ specs***, says a lawyer for suppliers.

The new contract framework also demands unprecedented access to a supplier’s financial info.

Under the new contract, which ‘GMC’ began to implement July 15th, suppliers can be held responsible if ‘GMC’ later determines that a component the supplier built to ‘GMC’ specs poses a safety risk to consumers.

This language creates a “potentially catastrophic” financial liability for suppliers, per a spokesman. “As a practical matter, it’s not insurable,” he adds.

The potential cost of such after-the-fact design-related safety determinations was highlighted this year when ***Chrysler Group*** agreed to install trailer hitches on as many as ***1.56 million 1993-98 Jeep Grand Cherokees*** and ***2002-07 Libertys***. The hitches are intended to protect vehicles’ fuel tanks, even though they met federal safety specs when built.

Chrysler estimates the hitch fix will cost ***$151 million***. The recall was requested in June by the National Highway Traffic Safety Administration, which concluded the vehicles’ fuel tanks, positioned behind the rear axle, were unsafe.

NHTSA told ***Automotive News*** afterward that to avoid recalls, automakers must stay “within the zone of reasonable risk,” not only meeting federal safety standards but also keeping up with the state of the art in design and technology among competitors.

Asked whether ‘GMC’ suppliers might be held at least partially responsible in similar recalls involving parts, “It fits the scenario to a T.”

The new ‘GMC’ contract has open-ended implications, stating that the supplier’s components “will not, at any time *(including after expiration or termination of this contract)*, pose an unreasonable risk to consumer or vehicle safety.”

Warranty costs have been a traditional source of tension between suppliers and automakers, which have sought to expand suppliers’ liability.

Asked for comment, a ‘GMC’ spokesman said that the company “remains committed to the safety of our customers and the quality of our vehicles. One important goal of our terms and conditions [contract] is to ensure that our supply base is aligned with that commitment.”

It’s not clear yet whether suppliers will accept the new terms—or how hard they can or will push back.

‘GMC’s’ contract is supposed to be in effect for all purchasing agreements signed after July 15th. But some big suppliers may demand changes.

The bigger the supplier is, the more bargaining power it has. If a large global supplier has cutting-edge technology, it’s in a better position to negotiate.

‘GMC’ is re-examining its strategy for Chevy in Europe after ***disappointing sales*** so far this year.

Through the end of June, market share for ‘GMC’s’ ***largest European brand, Opel***, was ***flat year-over-year at 6.9%*** in the European Union. Chevy’s share for the same period was ***1.2%***, down from ***1.5%*** despite the intro of new vehicles, according to ACEA, the European auto makers association which tracks new registrations.

‘GMC’ is positioning Chevy as a low-price, small car brand in Europe. ‘GMC’s’ German Opel brand, and its British Vauxhall brand, aim for more affluent, mainstream consumers.

CEO Dan Akerson, in June, called the issue of selling the Opel and Chevy brands side by side in the European market one of the more “complicated subjects” within the company.

“We had this thing called the misery index which measured how many people would never consider buying your car to how many people would consider, and it’s finally starting to change,” Mr. Girsky said.

These are the first official teasers of the upcoming and all-

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'Gov't' (contd)

(Continued from page 4)

new ***2014 Chevy Colorado and GMC Canyon midsize pickup trucks*** set to be presented this Fall, possibly at the LA auto show in November, with North American sales to begin next year.

'GMC' didn't release anything substantial in the way of info other than confirming that they will both be built at its Wentzville, MO, assembly center, and that both were designed to be "capable, versatile and fuel-efficient alternatives to full-size pickups" *(like the trucks they replaced?!)*

While the duo will share more or less the same body and underpinnings, 'GMC' CFO Dan Ammann noted that there will be differences in the way they are trimmed and marketed. "The Colorado will be positioned as a sport truck," while the Canyon will live squarely up to GMC brand promise of professional grade. They can't be any worse than their worst-in-class replacements. Or can they?!

'GMC' has begun gradually cutting its South Korean presence after ***mounting labor costs*** and ***militant unionism*** triggered a reevaluation of its reliance on the country for a fifth of its global production, three individuals familiar with 'GMC's' thinking said.

The company's plan, which already appears to have been put into action with recent decisions to ***shift production of newer models away from South Korea***, highlights complaints from both local and foreign carmakers about rapidly rising wage costs in the world's seventh-largest exporting nation.

"We need to make sure we mitigate risk in *(South Korea)*, not over the next 2-3 years but over time, not to become too dependent on one product source," said one of the sources who declined to be identified due to the sensitivity of the matter.

"If something goes wrong in Korea, whether it is cost, politics, or unions, it has an immediate impact."

'GMC' made South Korea one of its main production hubs after its 2002 purchase of ***failed local automaker Daewoo Motors***. The country accounts for slightly more than 20 percent of 'GMC's' annual global production of some 9.5 million cars.

More than 80 percent of those 'GMC' cars made in the country are exported.

The sources, all privy to high-level discussions inside 'GMC' about the future of its South Korean strategy, said labor costs had risen sharply over the past decade, turning the country into a high-cost base—a problem exacerbated by the South Korean currency's strength over the past year.

'GMC' Korea's labor union disagrees and believes 'GMC's' talk of reducing its presence is a bluff designed to intimidate workers against seeking further pay hikes. Last month, 'GMC' Korea reached an annual wage settlement that included bonuses of $9,000 per member, according to the 'GMC' Korea labor union.

"Our view is that management is making threats to pressure us and make us cooperate," union spokesman Choi Jong-hak said.

However, 'GMC' appears to have already begun easing its reliance on South Korea, leading some union leaders to tell Reuters on condition of anonymity that they fear an eventual shuttering of some 'GMC' factories in the country.

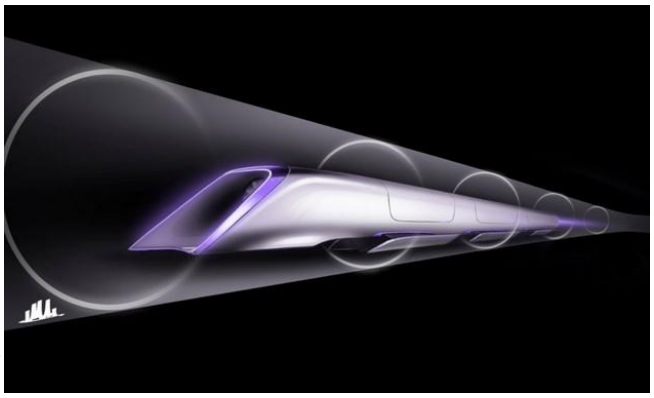
'GMC' told its South Korean labor union late last year it would ***not produce*** the ***next-gen Chevy Cruze in Korea***, though it indicated it planned to continue to produce the current model there as a lower-cost strategic car for emerging markets. It has not specified where it expects to make the new car, though ***Spain*** is rumored to be the choice.

Two individuals familiar with 'GMC's' product-development plans said the automaker had also shifted the Cruze's lead development team out of Korea to its technical center near Detroit.

The company has similar plans for the ***Opel Mokka***, a subcompact SUV it makes in South Korea and exports to Europe as the Mokka and to China and the US as the ***Buick Encore***. 'GMC' said it planned to shift a large chunk of production of the car's redesigned model to Spain from the second half of 2014, initially using kits brought in from Korea. 'GMC' Korea would keep producing its current model in South Korea. ***Whaddaya bet we'll see Chinese-built Korean cars??!***

Vacuum Tube Transportation?!?

Elon Musk has been teasing us with something called the ***Hyperloop*** for a while now, referring to some Goldbergian cross between a railgun and an air hockey table that would zoot us and scoot us from San Francisco to LA in a ***half-hour***. Now, in a 57-page PDF, he's outlined just what Hyperloop could be. Bad news? By the calculations Musk has put together in conjunction with his teams at ***Tesla*** and ***SpaceX***, it'll take more than a half-hour to get from the Golden Gate to the City of Angels. The time required will be a whopping ***35 minutes***. Boiled down, Hyperloop would work like this: first, you'd build a bunch of pylons roughly following the route of I-580 out of San Francisco and over the Altamont Pass into the San Joaquin Valley. Continue building pylons along the I-5 corridor to the foot of the Tehachapis—largely in the median of the Interstate. Over the Tejon Pass and down into Santa Clarita, the Hyperloop path may deviate some from the road's right-of-way and run through a tunnel here or there. Once you've got your pylons and tunnels, you'll take a bunch of prefabb'ed steel tubes and weld them together. If you just want to carry people from SF to LA, you'll only need a tube with a 7.4-foot inner diameter. If you'd like to carry vehicles as well *(something Musk called "Passenger Plus")*, you'll need tubing with a 10.1-foot ID. Once you've got your tubes up on the pylons *(fitted with dampers to mitigate the effects of earthquakes)*, you'll install solar panels on top of 'em, running the length of the system. They'll provide more than enough energy to power it; batteries *(or perhaps compressed-air storage)* can be used to run in inclement weather, fog and the abject blackness of the Central Valley night. The panels will power linear induction motors in the tubes. Imagine an electric motor, cut and unrolled. The stator's attached to the tube, while the rotor's affixed to the passenger pod. Magnetic forces will keep the pieces in perfect alignment To decrease drag, you'll simply suck out most of the air in the system, giving it an atmospheric pressure 1/6th that of Mars—a place Musk really, really, really wants to go. With all that set, now you just need a 28-person pod capable of taking advantage of your brand-spankin'-new infrastructure. Musk's pod design features a front-mounted air compressor. Given the low-friction environment the pods have access to, the compressor isn't needed so much for forward propulsion as it is to suspend the vehicle inside the tube via air bearings. The air bearings will be mounted on skis designed to conform to the shape of the tunnel, keeping the pod centered. So how fast will it go? Musk calculates that high subsonic speeds are the sweet spot, allowing for reasonable haste between San Francisco and LA without the need for an overly complex system designed for the unique stresses of supersonic forces. Between San Francisco and the Central Valley, Hyperloop will initially travel at ***300 mph***, accelerating to ***555 mph*** once it reaches the more wide-open spaces of the East Bay. Once out in the San Joaquin, the pod reaches Vmax, ***hitting 760 mph***. Up and over Tejon Pass, the pod slows again to 555 mph then decelerates to 300 for the 167-second descent into LA. Musk also envisions spur lines that operate with less frequency than the SF-LA pods' every-30-seconds schedule. Pods from Sacramento would depart every 15 minutes for San Francisco. Fresnans could catch a pod to the City every 30 minutes or shunt themselves to LA every 15. In San Diego, there'd be an LA-bound pod every five minutes, and for the Angelenos with a jones for Vegas glitz, there'd be pods headed across the Nevada state line 12 times an hour. In case of an emergency or system failure, the pods could deploy mechanical brakes, as well as electrically driven wheels. Interestingly, in the case of a medical emergency involving a passenger, Musk suggests that the pod would simply complete its journey; the 35-minute station-to-



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Tube (contd)

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station transit, after all, is less time than it takes for an airport to rejigger its pattern for an emergency landing and have the plane taxi to the terminal. So what about the duckets? Musk calculates that the whole system, including 40 capsules, would cost ***$6.1 BILLION***. Which, to put it in perspective, is $310,400,000 ***less*** than what California is spending to rebuild the eastern span of the San Francisco-Oakland Bay Bridge. If the Passenger Plus model was embraced, Musk suggests a ***10-billion-dollar*** bill could cover the cost. And while tickets on California's proposed high-speed rail system will likely come in around 100 bucks each way, Musk suggests that a one-way fare on Hyperloop would cost just $20. Of course, this is all theoretical at the moment and Musk admits there are flaws in the plan. So he's released it as an open-source project, noting he doesn't have the time or resources to put into such an undertaking while devoting attention to his automobile and rocketship concerns. He has, however, suggested that he'd be willing to construct test track, saying, "I am tempted to at least build a demo prototype," perhaps at the SpaceX Central Texas test facility between Killeen and Waco *(Ed. Note: Maybe former MAMA's Boy Larry Boothe could be his 'test pilot'?!)*. The theories behind Hyperloop don't sound particularly outré and Musk ***does*** have a track record of taking big science and applying it to the real world. The Golden State's high-speed rail plans seem to get called a 'boondoggle' every other week. Could this network of hundreds of miles really be as cheap as a 2.17-mile stretch of suspension bridge? Musk clearly believes in the capacity of California to do great things. California takes great pride in Elon Musk's accomplishments thus far. Can the two work together to create something new, brilliant and concrete? There are a lot of ***ifs*** here, but we've also learned that one makes long-term bets against Elon Musk at one's own peril. The real question is, will Hyperloop have enough Musk in it to have a chance of actually getting off the ground? *(Thanks to autoweek.com for this tidbit!)*

Here Come De Judge?!

The ***Trans Am Depot*** *(http://www.transamdepot.com/index.html)* is on the verge of releasing the ***2014 Judge***, based on the Camaro. They already build ***"Smoky and the Bandit," and Hurst Edition T/As*** and what they call the ***6T9 GTO***, all made to evoke the originals. TAD teased the new classic on its website in a video, where it impressively beats a ***current gen Shelby*** in a drag race. De Judge can very likely do it—TAD's 6T9 Trans Am is rated at ***1,100 hp at the rear wheels***. ***Kevin Morgan***, a graphic designer from Canton, PA, does the designs. In January of '06 he designed the ***Concept T/A*** based on the current Camaro. Since then, he's penned both the ***6T9 Trans Am*** and the ***6T9 Goat***. TAD was founded by brothers Tod and Scott Warmack and Jim Dowling of Tallahassee, FL. The three claim 30 years of love and appreciation for the brand and are the only company authorized to use the Trans Am moniker, 'an honor they hold in the highest regard.' The Stage 1 Judge upgrade adds a supercharger boosting power to about ***500 hp***. The Stage 2 kit bumps output to ***575 hp*** while the most powerful version makes ***650+ hp***. Other upgrades include bodywork, Eibach springs, honeycomb wheels, new lights all around, Hurst shifters, decal packages, a dash plaque, embroidered console, retro leather seats, refaced gauges and more. Pricing unknown. ***I think it's very cool that they are 'upgrading' Camaros to 'Pontiac' status!***

This 'n That

New Stuff! In case you hadn't heard, word is that ***Moebius Models*** has struck again—this time, in the guise of a ***1956 Chrysler 300-B!*** No word on availability. ***Rumors*** had been circulating on the Spotlight Hobbies' website of the ***POSSIBILITY*** of a ***1961 Ventura (!)***. Obviously, as with recent issues, Moebius followed the stock kit issues with race versions, so, in the case of a possible Ventura, the possibilities of NASCAR releases are almost limitless at a time when Pontiac was tearing up NASCAR! Why, there might even be a few NHRA racers that could be kitted as well! ***I'm sayin' my prayers as I write this…Happy Birthday to Karmann Ghia!*** Volkswagen is celebrating the Karmann Ghia's 60th birthday, saying thanks to the car that gave its mid-'50s lineup something it could position above the Beetle, giving them a broader customer base. The prototype was shown internally right before the Paris auto show 60 years ago this October, and the car went into production in '55. Today the prototype is part of Volkswagen's Osnabrück Automobile Collection. The idea for the car originally came from Wilhelm Karmann, who hired Ghia's Luigi Segre in Turin to build a prototype. VW didn't even know about the plans at the time. Segre and Karmann

initially thought they'd do a convertible, but the prototype was a coupe. Ghia showed Karmann the car in a small Paris garage in October 1953; Karmann was in town for the motor show. He was thrilled, and in November '53 Karmann—who had a close relationship with VW because his company had been building the VW Beetle Cabriolet since 1949—showed it to VW boss Heinrich Nordhoff. He loved it, and once costs were worked out, he made the decision to go ahead and put the car in production. Beetle running gear underpinned all 450,000 Karmann Ghias. It was known internally as the type 14 and was built from 1955-1974. Of course, Karmann's dream of a convertible also became reality: at another internal presentation in Wolfsburg, the cabrio—once again Ghia designed—was a hit. Convertible production began in 1957. By the time Karmann Ghia production ended in '74, 362,601 coupes and 80,881 cabrios had rolled off the line. Today the Karmann factory is part of the VW Group and produces the Golf Cabriolet, the Porsche Boxster and Cayman, and the Volkswagen XL1…***Sexy, 'Spensive Spyker!*** Spyker, renowned for their unique sense of Netherlandian zaniness, has been treading the comeback trail this year after founder and CEO Victor Muller's ill-fated adventure in Saab ownership. Back in March, they pulled the sheets off their ***B6 Venator concept***, and recently, showed off the ***B6 Venator Spyder***, a convertible version of the V6-powered car Spyker's hoping will pull hearts and minds away from the cliché of 911 ownership. They havn't released final specs, only saying that the transversely oriented, mid-mounted six will put out 375+ hp and that the body is all carbon-fiber, suggesting that they are aiming for lightness over excessive power. Indeed, the target weight for the car is under 3,100 lbs—at least 100 pounds less than a 911 Carrera cabrio. But let's face it, Spyker's appeal has always been in the uniqueness of their cars. And the Venator retains a healthy measure of their off-kilter Dutchness while standing as the most traditional-looking car they've shown to date. The fairings behind the seats are a time-worn sporty-car affectation, beloved by Ferrari and occasionally employed by Porsche on special cars. Muller's upped the ante by topping them off with diamond-stitched bull hides from Holland's Royal Hulshof Dutch Tanneries. With the Spyker retooling, Muller's clearly hoping to sell more cars. And although the Saab venture tanked, surely he picked up a few tricks during his tenure that might help. Based on the appearance and specs of the Venator

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(Continued from page 8)

line, he's aiming for a hole in the market under-served by Ferrari and Lamborghini, instead pitching an alternative to the Vantage and 911. There's room in the market there, if one can figure out how to crack it…***Simply 'Spensive GTR1!*** As you read this, Beau Boeckmann of Galpin Auto Sports should be pulling the cover off the ***GTR1***, a 1000-hp *(1024 at the flywheel, actually!)* supercar based on the ***Ford GT***. The car is resplendent in its Aston Martin "lightning silver" paint, propelled by a ***twin-turbo 5.4 V8*** *(formerly supercharged)*, which make almost double the horsepower of the stock car. Galpin Auto Sports manager Steve Carpenter sez its capable of ***1250***, and that's on ***91 octane***, by the way. Put 100 octane in the tank and the engine will make ***1197 hp***. When the car was on the dyno using all 18 pounds of boost from the turbos, it hit a simulated ***196 mph*** with the engine spinning at ***7200 rpm***. Top speed is listed on the spec sheet at a theoretical ***"225-plus."*** The GTR1 got its start about two years ago as a private project by a guy who liked the ***Shelby GR-1 show car*** and wanted to take it further. He had the artisans at Metalcrafters working on it. You can still see a lot of GR-1 in the rear three quarter view. About 18 months ago Metalcrafters approached Galpin about building a supercar. What you see here the future *(if the Ford GT were still in production, and using the GR-1 as inspiration)*, five inches wider and a lot more muscly. It's what Boeck-

mann calls "futuring," imagining the lineage of a car when the manufacturer has stopped production. Designer Chris Ito penned most of the lines you see here, while Boeckmann and team did the front end and interior. The body on this car is made of aluminum, but any production vehicles *(more on that in a minute)* will be carbon fiber. Why? Aluminum bodies are unbelievably expensive to make. This one was made by hand at Metalcrafters in Fountain Valley, which also made all glass and lighting. The carbon fiber bodies will be made from molds cast off the car's clay styling buck. How much will all this cost *(assuming you go with carbon fiber)*? ***As Dr. Evil once said, pinky raised just so, "One million dollars!"*** Or a little more. The exact price is officially ***$1,024,000***, or, as you math types have already deduced, ***a thousand dollars per horsepower***. That includes the donor car, by the way. The drivetrain and mechanicals except the turbos and intercoolers are stock Ford GT. "They're solid," said Carpenter. The forged aluminum knock off wheels spied on a shop visit to G.A.S. were made specially for this car by Metalcrafters and wrapped in Bridgestone Potenza RE 050As measuring 345/35 rear and 265/30 front. Tread wear rating was a remarkably sticky 140. 'Production' models will have 20-inch wheels front and rear. Stopping them—and the rest of the car—are an amazing set of carbon-carbon discs—16.625-inch fronts and 14-inches rear—with six-piston Brembo calipers in front and four-piston rears. As you might imagine with that delicate aluminum bodywork, no one has driven it yet. Boeckmann wanted it to arrive on the concept lawn at Pebble Beach—without any dings. But with an estimated curb weight of 3000 pounds and a weight balance of 51/49, not to mention 1024 hp, it should be a ball to drive…***Hennessey Ferrari?!*** At this year's ***Concorso Italiano*** in Monterey, CA, ***Hennessey Performance*** unveiled the ***HPE700 Twin Turbo 458***. The Texas-based company is bringing its American knowhow to the already fantastic 458 Italia, adding two turbos and increasing output to ***738 hp at 8,400 rpm***, compared with 562 hp. Hennessey claims a sprint to 60 mph will take 2.8 ticks, and a quarter-mile of just 10.5 seconds at 137 mph. The package costs a cool ***$59,995 installed***, and it comes with a one-year/12,000-mile warranty including a dyno tune and road test. Serial-numbered plaques included (*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!)*

New Old Chebbies?!

As reported on ***Autoweek*** recently, the news of the ***Lambrecht Chevy liquidation auction*** has caused quite a frenzy, with collectors of all stripes salivating at the thought of roughly 500 cars—mostly Chevies—crossing the block in Pierce, NE this month.

There are a lot of worthy vehicles represented in the auction inventory *(from a '60 Lincoln Continental to a '64 Pontiac Tempest)*, but nothing we haven't seen before. No, the real draw is the dozens of never-titled cars and trucks with low, low odometer readings.

Autoweek chewed through VanDerBrink's auction listing and pulled out the lowest of the low-mileage cars set to cross the block. By their count, there are 48 vehicles with fewer than 20 miles on their odometers. The oldest are a pair of '58 Chevys—a one-mile Cameo pickup and a five-mile Apache pickup—and the newest is an '80 Monza with nine miles.

Fans of 1964 ½-ton Chevy pickups have hit the jackpot: There are a dozen low-mileage examples listed. They're not sure why the Lambrecht family decided to load up on these things and then let them sit for decades, but their excess inventory has worked to the discriminating 1964 ½-ton Chevy pickup collector's advantage.

Keep in mind that there are several dozen cars with no recorded mileages, and details are a bit spotty even where odometer readings exist. Hopefully, VanDerBrink straightens everything out ahead of its Sept. 28-29 auction, but this should give you a rough idea of the dusty new-old-stock Chevys you can expect to see at the sale:

- 1958 Cameo ½-ton pickup *(I6, 3-speed)*, two miles
- 1958 Apache ½-ton pickup *(I6, 4-speed)*, five miles
- 1959 Biscayne *(I6, 3-speed)*, three miles
- 1959 Impala 4-door sedan *(V8, 2-speed automatic)*, two miles
- 1959 Impala 4-door hardtop *(V8, 2-speed automatic)*, two miles
- 1959 Bel Air 4-door hardtop *(V8, 2-speed automatic)*, two miles
- 1959 Bel Air 4-door sedan *(V8, 2-speed automatic)*, one mile
- 1959 Viking 40 2-ton Heavy Duty truck, *(I6, 4-speed)*, seven miles
- 1960 Corvair Monza 4-door, one mile
- 1961 Apache ½-ton pickup *(I6, 4-speed)*, two miles
- 1963 Impala 2-door hardtop, *(V8, automatic)* 11 miles
- 1963 or 1964 Corvair 2-door sedan *(140 cu. inch H6 engine, 4-speed)*, 17 miles
- 1963 ½-ton pickup *(I6, 4-speed)*, 16 miles
- 1964 Impala, 2-door hardtop (*V8, 3-speed)*, five miles
- 1964 Corvair 2-door sedan, 15 miles
- 1964 ½-ton pickup *(I6, 4-speed)*, five miles
- 1964 ½-ton pickup *(I6, 4-speed)*, eight miles
- 1964 ½-ton pickup *(I6, 4-speed)*, three miles
- 1964 ½-ton pickup *(I6, 4-speed)*, eight miles
- 1964 ½-ton pickup *(I6, 4-speed)*, five miles
- 1964 ½-ton pickup *(I6, 4-speed)*, four miles
- 1964 ½-ton pickup *(I6, 4-speed)*, five miles
- 1964 ½-ton pickup *(I6, 4-speed)*, six miles
- 1964 ½-ton pickup, *(V8, 4-speed)*, five miles
- 1964 ½-ton pickup *(I6, 4-speed)*, five miles
- 1964 ½-ton pickup *(I6, 4-speed)*, four miles
- 1964 ½-ton pickup *(I6, 4-speed)*, two miles
- 1965 Impala 2-door hardtop *(V8, 2-speed automatic)*, 12 miles
- 1965 Bel Air station wagon *(V8, 2-speed automatic)*, five miles
- 1965 Impala 4-door hardtop *(V8, 3-speed)*, six miles
- 1965 Impala 2-door hardtop with air conditioning *(V8, 2-speed automatic),* 10 miles

(Continued on page 11)

Chebbies (contd)

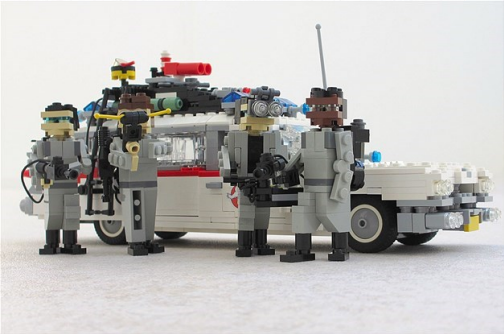
(Continued from page 10)

- 1965 or 1966 ½-ton pickup *(V8, 4-speed)*, five miles
- 1965 ½-ton pickup *(I6, 4-speed)*, five miles
- 1966 Bel Air 4-door sedan *(V8, 2-speed automatic)*, six miles
- 1966 Chevelle 4-door hardtop, *(283 engine)*, 4 miles

- 1972 ½-ton pickup *(V8, 2-speed automatic)*, three miles
- 1975 Caprice 4-door *(V8)*, seven miles
- 1976 Cheyenne pickup, 4-wheel drive, four miles
- 1977 Vega 2-door hatchback *(I4, automatic)*, six miles
- 1977 pickup, 4-wheel drive, five miles
- 1978 Corvette *(V8, 4-speed automatic)*, five miles
- 1978 Malibu, 11 miles
- 1978 Impala, five miles
- 1979 Caprice 4-door, five miles
- 1979 C70 tractor truck *(V8)*, five miles
- 1980 Monza, *(V6, 4-speed)*, nine miles
- Year not listed Vega two-door wagon *(I4, automatic)*, 17 miles
- Year not listed Impala, *(V8)*, four miles

Woo! Hoo! I can now add one of ***'GMC's' engineering 'triumphs'*** to my garage—a ***Chevy Vega*** *(hatchback OR wag-on!)*, and with low miles on it, yet—***Thanks to Autoweek for this 'Blast From the Past."***

Lego 'Art' Cars!



Due out this month, too?!

NHRA (contd)

(Continued from page 1)

'so-called' ***Body Issue*** *(http://espn.go.com/espn/bodyissue)*.

JFR Mustangs have been responsible for almost 75 percent of Ford's NHRA funny car victories *(156 of 219)* and almost half *(49.3 percent)* of all Ford wins at the professional level *(156 of 316 in Funny Car, Pro Stock and Top Fuel)*. JFR Fords have won 11 of the last 16 NHRA series titles.

Force: "I have two options moving forward. I can start selling chassis, motors and paint to other race teams, which I have the capability of doing right now, or I have to find a new manufacturer—and that door could be open any day. I have made some changes to my team to put us in position to win for the future and with these young drivers and crew chiefs we can adapt, so this is an exciting time. There will always be bumps in the road. It's a challenge, and I love challenges."

Tasca and Wilkerson also issued statements, with the former considerably less politically correct than Force. "For Ford to make a decision to pull out of professional drag racing, I truly believe they have underestimated the passion and loyalty of the NHRA

fans," said Tasca, whose ties to Ford theoretically could make it difficult for him to align with a rival manufacturer.

Grandfather Bob Tasca Sr. founded Tasca Racing in '62, one of the first businessmen to capitalize upon the potential of "Race on Sunday, Sell on Monday" during drag racing's infancy. Bob Sr. opened his Ford dealership at age 27; 70 years later, it is run by the family's second and third generations.

"It is a sad day for all Ford drag racing fans," Tasca III continued. "Tasca Racing has no plans on leaving the sport. I have already begun working on sponsorships for the 2015 season and beyond. Expect a big announcement from Tasca Racing sometime next season. Until that time, I look forward to a successful 2013 and 2014 season with Ford, Motorcraft and Quick Lane."

Be interesting to see how this all shakes out.

See You at the AUTO SHOW

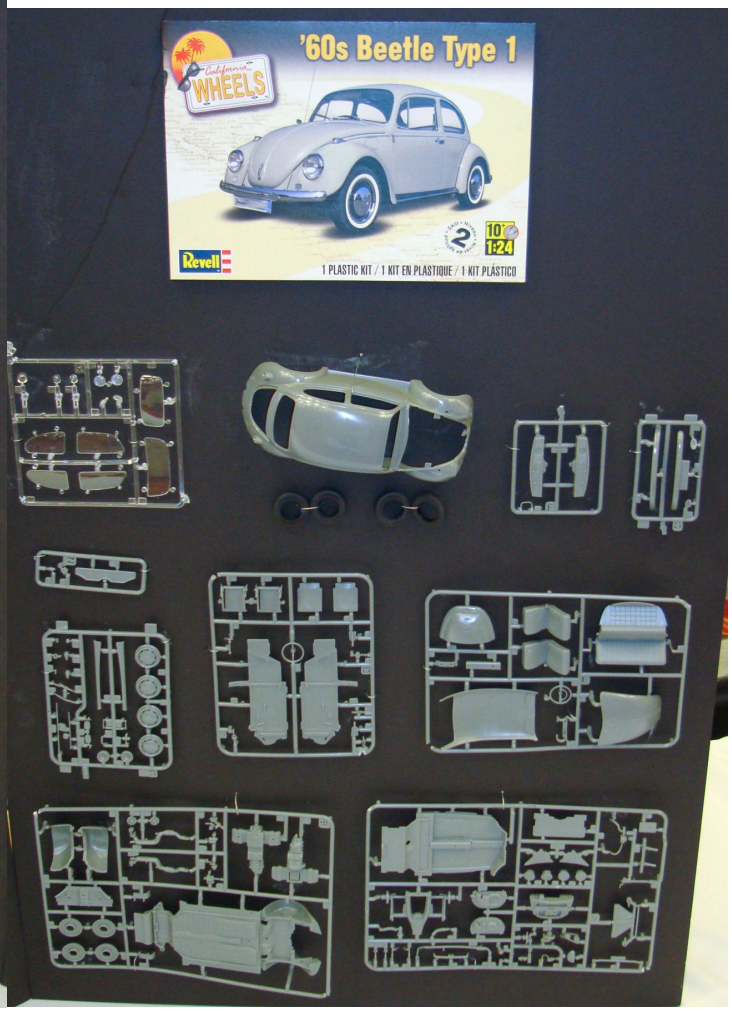
- Oct. 3rd to 6th—***The International iHobby Expo,*** in Schaumburg, IL.
- Oct. 5th—***NNL Nationals 34***, in Sylvania, Ohio, with ***"Keep on Truckin' " & '50 Olds themes***.
- Nov. 9th—***Southern Nats NNL***, in Smyrna, GA. Themes are ***"Salt & Sand."***

Tim's Words of Wisdom: "Two things that need CONSTANT change—diapers AND politicians!"

More New Stuff

Here we can see the new ***Revell Slingster dragster***, and ***VW Beetle***. No word on availability, though.

ROYAL BOBCAT



This is the newsletter of the Maryland Automotive Modelers Association

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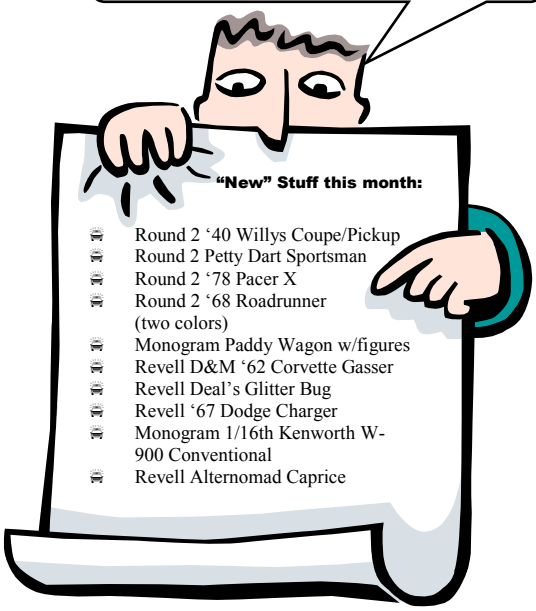
MAMA's BoyZ Do It In Scale!



"New" Stuff this month:

- Round 2 '40 Willys Coupe/Pickup
- Round 2 Petty Dart Sportsman
- Round 2 '78 Pacer X
- Round 2 '68 Roadrunner (two colors)
- Monogram Paddy Wagon w/figures
- Revell D&M '62 Corvette Gasser
- Revell Deal's Glitter Bug
- Revell '67 Dodge Charger
- Monogram 1/16th Kenworth W-900 Conventional
- Revell Alternomad Caprice

Classifieds

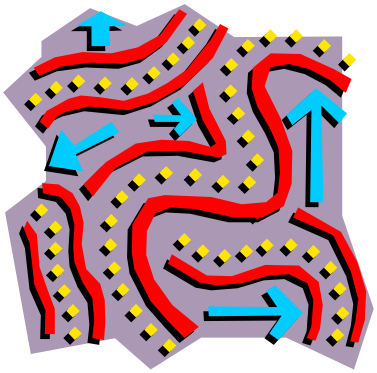
WANTED: I'm always on the hunt for unbuilt/rebuildable Pontiacs in general *(and GTOs, specifically '68 and '71 MPC hardtops and convertibles in particular!),* and have an extensive collection to trade from. In search of 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird *(snap)*, '66 Bonneville *(MPC or Hasegawa)*, '69 to '72 Grand Prixs, Revell 1/32nd scale '70 Trans Ams, and '70 -'81 Firebirds, '82 KITT Firebirds, and empty ***Pontiac kit boxes, and instruction sheets***. Would also like to buy or borrow ***old AMT/MPC/Monogram/Revell model car catalogs***. Also interested in any Pontiac diecast racers. Contact Tim Sickle at gtoguy@verizon.net, or see me at a meeting. ***Thanks!***

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 the Route 193 *(Greenbelt Road)* exit. Stay to the right on the off-ramp, 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 go west on Greenbelt road, 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.

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

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