



MAMA Sez!

Volume 27, Issue 5

January, 2015



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

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2014 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 18th
- February 15th
- March 15th
- April 19th (3rd Sat!)
- May **NONE (!)**
- June 21st
- July 19th
- August 16th
- September 20th
- October 18th
- November 15th
- December 20th



Inclément weather phone number: (301) 474-0646. ☎

Happy New Year, Everyone!

Thanks for yet another good turnout for our annual *Christmas 'Food Fest.'* Thanks also go out to those who shared an item with club members, but mostly our *"better halves"* (wives & girl friends) who did such a good job on presentation!

This month, *Rich W* peeks at the *Revell Porsche Turbo*, while *Rich M* scopes out the

Round2 '70 AMX—both reissues. Thanks, guys!

The raffle raised \$135.00, while the door kicked in an additional \$63.00, plus a 'special' collection that netted a \$635.00 for ailing MAMA member *Pat Crittenden*. So, we more than made the rent this month except for the fact that it was decided to present ALL monies collected to

Pat and Bonnie to help defray his medical expenses.

Thanks to the raffle donors: *Ed Brown, Steve M. Buter, Mike Costic, Chuck Glass, Ron Hamilton, Rich Meany, JC Reckner, Don Stone, Rex Turner, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.* Thanks—we 'preciate it! 🍷

Racing At Death's Door?!

Several stories reported within *only three days* in the middle of last month seem to indicate that racing seems to have fallen out of favor with at least two manufacturers and one sponsor.

After a successful season in the fastest growing Motorsport in the US, *Hyundai* has decided to step out of The *Red Bull Global Rally-Cross Series*. Partnering with *Rhys Millen Racing* based in Huntington

Beach CA for the past six years, this partnership has produced world records at the Pikes Peak International Hill Climb, RallyCross wins at the iconic Daytona International Speedway and multiple wins in the sport of Formula Drift.

2014 will mark the last time that we will see the partnership together after producing wins in Los Angeles and Dayto-



na for the Red Bull Global RallyCross series—arguably the fastest most exciting form of racing to hit the US in years.

Team principal and lead driver *Rhys Millen* commented, "This is disappointing news to the

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Round2 1970 AMX

Hi all you MAMA members—Rich Meany here, givin' you the scoop on the newly reissued AMT/MPC Round2 1970 AMX kit (*Whew! Whatta mouthful!*).

This is my first time giving a model review since my buddy Pat has temporarily stepped down due to health issues, I thought I'd take over the reins, so here goes.

I did some research on an original kit, and this one is a straight repop of the original. MPC did offer this kit in '68 and '69, as both an annual and a funny car. No 'funny' parts come with this one—the kit offers you four different versions—stock, drag, custom and salt flats.

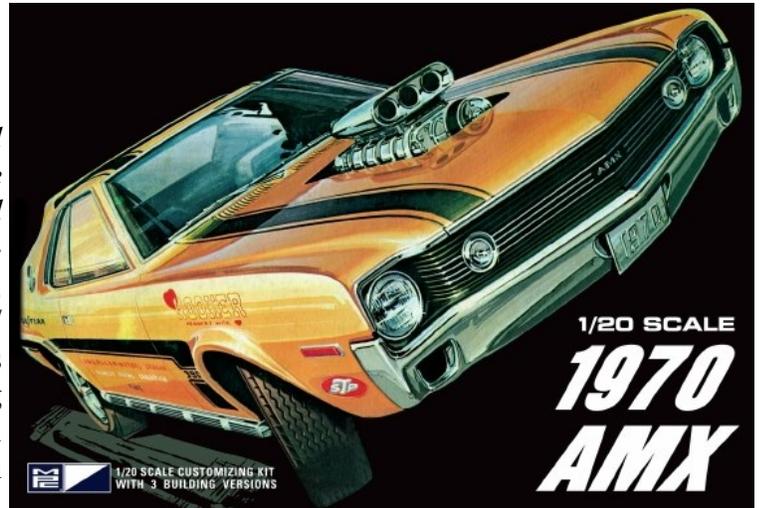
Body: An 18 piece assembly. The main body is stock only. Front 'n rear bumpers are both chrome-plated. Two separate hoods—one stock with power bulge, while the drag version has a hole in center with a clear scoop insert. Stock side pipes, but no pipes to connect to exhaust. There are four separate red taillights, rear window straps, insert with molded in spoiler for trunk lid, top of rear window spoiler, rear valance panel, and clear, one-piece glass rounds out this unit.

Engine: A 32 piece assembly. Two separate engine block halves, with a four-speed trans molded to them. Two cylinder heads, chrome valve covers. The engine represents 390 cid, stock four-barrel intake manifold, carb, stock air cleaner with separate air tube, coil, oil filler cap, starter, timing cover with a molded in oil filter & water pump, alternator, fan (*both*

chrome plated but they can be stripped and painted appropriate colors), fan belt, drag/custom parts chrome timing cover, fuel pump, Hilborn long tube fuel injection, five piece blower setup with bug catcher scoop (*all parts chromed*). The engine bay is an eight piece assembly that features a separate brake booster, heater and wiper motors, battery, upper radiator hose (*no lower hose*), radiator support with a molded in radiator, radiator cap, oil cooler, chrome plated. That about sums up the engine.

Interior: A 27 piece assembly, that consists of tub, stock dash w/separate chrome gauge insert, kool five piece fold-down stock bucket seats, console, chrome shifter, stock steering wheel w/separate chrome center insert. Non-stock items include a roll cage, fiberglass bucket seats, Hurst shifter, and chrome shoulder belts.

Chassis: A 31 piece assembly, consisting of frame, rear end molded in, exhaust, lower rear end housing, chrome exhaust tips, transmission mount, front and rear shocks, front springs, two mounting pins, tie rod ends, front calipers, front and rear drums, front sway bar and tie rod. Great job on the front end assembly. Non-stock parts include traction bars and rear end raising blocks.



Decals: Stock stripes, various speed equipment sponsors, Big Bad AMX racing stripes, and license plates.

Wheels/Tires: Four stock Goodyear tires, two slicks, and four stock Super Stock rims. The aftermarket rims are a deep dish wire design.

Cheers and jeers on this kit. This is the first time the kit has been reissued, so not much in mold lines. Form and fit of everything looks great, though Round2 should have put in a different set of aftermarket rims, say Cragars or Americans from other 1/20th scale kits from MPC. Search thru your parts box for these. They would make a custom/drag version look more period-correct, but overall, a great kit.

See ya next month. Build or collect, but **MODEL ON!!!!**

by: Rich Meany 🍷



Porsche 911 Turbo

This, of course, is a reissue of a kit that I gather came out around '88 and with 87 pieces, isn't over-run with parts like other Porsche kits. As nicely done as those kits are, they have a parts count that is very intimidating. The one I built took years for me to finally open the box and start building it. And in the end I think it suffered because it was overly complicated. All that has no real bearing on this kit except that a builder shouldn't avoid a kit because of part count. Most of our enjoyment comes from making the kit more than what's in the box. I haven't built this kit yet, but I bet in the end it will be better than that enthusiast kit. And don't let the 'so-so' box-art steer you away from the kit either. For one thing, the color chosen for the body isn't even close to a factory color, but it is cleanly built. The parts in the box are generally well done, it's just the constraints the box art builder had to work under that makes it look a little plain. It doesn't jump out and grab you and say 'you need to buy me now.'

I've never been a Porsche fan (1:1) mainly because I think they are very over priced. Considering all the safety and environmental laws, I'm amazed Porsche was able to sell a car as wild as these were. I was confused for quite some time until I finally found out that the "930" designation was not by the factory, but an unofficial one. For those interested it got 15/20 (city/highway) mpg. On opening the box, the first thing that jumps out at you is the

chromed engine; all of it. Even if the builder sprays it with clear flat it won't look right. It'll need to be stripped then painted appropriately.

Engine: It represents the 3.4 liter/201.5 cubic inch engine that develops 282 hp at 5500 rpm without the turbo boost. As I just said, it's worst feature is the chrome—beyond that, the engraving is very good. There's only 10 pieces to it, and it may be a little overly simplified, but proper painting should really make it pop. The transaxle looks great with all of the reinforcing ribs all over it. There are separate half-shafts with rubber boots on the ends. The turbo is really small, but that's what made the car so fast; there's little or no lag.

Chassis: Since the car has a unit body, it's really more like a belly pan, but the engraving looks correct. The front suspension doesn't lack in detail with it's four parts, it's a McPherson strut type and therefore has fewer parts. And due to the transaxle assembly, the rear suspension with its' eight pieces is reasonably done.

Tires/wheels: This is where I have a problem. The wheels are nicely done, and with a touch of detail painting will really come alive. But even with my limited Porsche knowledge, I clearly remember them having wider tires in the rear than the front. So I did



a 'Google' search for 911 Turbo specs, and after several let downs was able to finally determine that they did, in fact, come with 225/50 VR-16 tires in front and 245/45VR-16 in the rear. Revell gives us the same tires as their Ford Thunderbird kit of the same era, only now without the recessed lettering. All four are the same and are too tall and just don't look right. The builder will need to find replacements for these for a better, more accurate build.

Interior: It's the tub type, but has separate door panels. Parts include steering column with two stalks and correct steering wheel. There is a center console and correct shifter and handbrake. The front seats are nicely done in two pieces each with backs only for the rear since the bottoms are cast in the tub. The dash is nicely done and gets five decal gauges. And lastly, a separate storage shelf.

Body: It's very well proportioned and very thin. The whale tail hood (*Ed. Note: trunk?!?*) is two-piece with open louvers in the upper piece. It has no hinge, just two pins to hold it from sliding off. The windows are packaged in their own baggy (*thank you*) and

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'Gov-a-mint Motors!'

After a tumultuous '14, 'GMC' kicks off '15 the only way it knows how—by issuing *three new safety recalls*.

When the stock market was closed for the New Year's holiday, the automaker issued the call-backs, the biggest involving the *ignition design* of several SUV and pickup models. 'GMC' shares were pressured throughout '14 as ignition switch problems led to accidents that caused more than 40 deaths and the recall of millions of vehicles.

No crashes or injuries were reported in the latest round of recalls involving 83,572 sport-utility vehicles and pickups. 'GMC' expects that fewer than 500 will be affected by the defect, an ignition lock actuator with an outer diameter that exceeds specifications.

Still, the issue could spook consumers and investors. Ignition system problems were behind the record number of recalls made in '14 by 'GMC', which has struggled to rebuild its reputation following its '09 bankruptcy.

In the primary recall recently announced, the outsized ignition lock actuator can lead to the ignition key getting stuck in the "start" position. If the vehicle is driven that way and experiences a "significant jarring event," the ignition lock cylinder could move into the "accessory" position, affecting engine power, power steering and power braking.

"Also, the timing of the key movement into the accessory position relative to crash sensing could result in the air bags not deploying

in certain crashes," company spokesperson Alan Alder said in a statement.

The problems caused by the '14 recall aren't over yet, of course. A compensation protocol run by Kenneth Feinberg is active through the end of January, and the possibility of charges from the Department of Justice hang over 'GMC's' head too. Last year, 'GMC' was fined *\$35 million* by the Department of Transportation and NHTSA, but a potential settlement with the DoJ figure to be much larger.

In all new full-size 'GMC' trucks and SUVs, which covers the *2014-15 Silverado, Tahoe and Suburban* along with the *Sierra 1500, Yukon and Yukon XL*, the shift column can come into contact with the head of the key, causing the vehicle to shut off. This is only possible when the steering column is adjusted to its highest position.

'GMC' is not conducting a recall over this issue, as investigators determined it is not a safety defect as it only happens when the driver has his or her foot on the brake and the vehicle is not moving. A technical service bulletin was issued on November 6th of



last year along with instructions for dealers to replace the keys of owners who complain about the issue. Redesigned keys began production in February of '14.

Last year, 'GMC' had to recall *2.6 million vehicles* for faulty ignition switches and an *additional 11 million* for *other ignition-related issues*.

So, you've waited and watched and waited some more for the arrival of your *650-horsepower, \$78,000 '15 Z06*. Finally, that joyous day arrives and you eagerly, but gingerly, begin to break-in the 6.2-liter supercharged V8 monster under your hood. Then *900-odd miles after delivery*, your excitement grinds, quite literally, to a halt. That's what the owner of one '15 Z06 claimed happened to him when a simple break-in drive resulted in a *lunched engine*.

The owner, known as Lawdogg149 on *Corvette Forum*, says he was out breaking-in his car ahead of a January track event when it happened.

"While making a pull from 35 miles per hour, I accelerated and shifted short of redline, and *BOOM—the car began knocking*. I pulled over and popped the

(Continued on page 5)



'Gov't' (contd)

(Continued from page 4)

hood. I could hear a *loud knock coming from the number 6 cylinder area along with a serious, grinding, metal-on-metal sound coming from the supercharger area,*" Lawdogg wrote.

A subsequent trip to the dealer confirmed his concerns, with the service facility telling Lawdogg that the *number 6 valvetrain had failed.* The dealer couldn't research the issue further, though, as 'GMC' requested the engine be returned for a more thorough evaluation. The good news for the unlucky owner, at least, is that 'GMC' will be covering the engine replacement under warranty, an expense that *Corvette Forum* estimates at *nearly \$24,000.*

At this point, the two leading theories behind the engine's detonation involve a manufacturing defect (*surprised?!)*—which could be why 'GMC' is so keen to tear the blown powerplant down—or a mistake on the part of Lawdogg. As *Motor Authority* points out, such an error could be something as simple as the Z06's owner accidentally shifting to first rather

than third during his 35-mph pull (*Ed. Note: and resulting in the failure of ONLY the number 6 valvetrain?!).* If, however, there's a deeper manufacturing problem with the Z06's engine, this might not be the only case we end up hearing about.

'GMC' is facing a new enemy in ongoing court battles, thrown under the bus by 'Old GM.'

The pre-bankruptcy entity, which still lives on as a trust, has accused the 'New GM' of illegally hiding the defect during the bailout proceedings. The trust argues that the surviving company is consequently responsible for paying lost-value claims and other compensation related to the ignition-switch defect.

'Old GM's' position does not come as much as a surprise, as the 'New GM' asked courts to redirect customer lawsuits to the pre-bankruptcy company. 'Old GM' is responsible for managing old debts, however it claims to be short on funds to pay damages in a flurry of lawsuits.



“ ‘New GM’s’ request exceeds the bounds of both constitutional due process and the sale order, and therefore, must be denied,” the trust wrote in a filing, as quoted by Bloomberg.

'GMC' has continued to defend its legal position, noting in a follow-up statement that the issues “will be decided by bankruptcy court.” The court’s decision will be significant, potentially exposing the company to claims worth *\$10 billion.*

Considering all this, can *ANY-ONE* explain to me why 'GMC' vehicles are still selling?!? 🤖

2014 GMC Recall Ticker	
# of Recalls	78 (!)
# of Vehicles Affected	30,412,147

BUCKLES / David Gilbert



This n That

OMG!!! This guy owned his *Hellcat* for *an entire hour before totaling it* showing off with his friends in the car. No one was seriously injured (*a testament to the car's construction*), but it serves as undisputable proof that there's no real way to weed idiots out of the purchases of certain powerful rides. I just shudder to think what's going to happen when today's ultra powered cars become used cars that are priced low enough for young, even more inexperienced and testosterone-fueled drivers can afford them. This time it's a tree. Next time it could be me or you or your family. These are the type of idiots who are going to ruin things for everyone else. **UPDATE:** Colorado State Patrol have revealed that the driver of the crashed 2015 Challenger SRT Hellcat was 34-year-old Lance Utley. He was traveling along Riverdale Road with two passengers when he lost control of the car and crashed into a tree. Authorities have confirmed that there were no injuries, and that they are charging the driver with careless driving. Deliveries of the '15 Challenger SRT Hellcat only commenced a month ago, but the injury toll is already mounting. The crash involving this lime green ex-



ample is easily the worst so far; it happened on a stretch of road in Colorado. There is little information surrounding the events, but it is believed the owner only picked up the car from the dealer an hour before it ended up like this. Some information from the scene suggests the car skidded off the road near a bend and crashed head-on into a tree. Fortunately, we hear no one was seriously injured. The same can't be said for the car; as the image shows; this 707-horsepower muscle machine is



likely to be a complete write-off. The new Challenger SRT Hellcat obviously delivers performance that will leave even those used to powerful cars awestruck, so this sad sight serves as an important reminder for buyers of such cars to always factor in

their own skills and consider whether the cost of performance driving course should be included in their price estimations... **Spoiled Russian Kid?!** Konstantin P, a fifteen-year-old goalkeeper for the Zenith-84 soccer team in Russia, is doing a hell of a lot better than most people on planet Earth, because on New Year's Eve, Konstantin and two teenaged friends visited a man named Dimitry and paid for an *Aston Martin in cash*, then asked him to leave the car in the city center. Three days later, the unlicensed teen was out and about when he was struck by a VW Tiguan in the right-side door. Konstantin panicked

and fled the scene, though he did manage to tell press that he blamed the Tiguan driver for the accident. The

teenager is now looking at several charges, including fleeing the scene of an accident, as well as a pissed-off father, who, according to Konstantin, bought him the car as a gift. Oopsie, and thanks to bangshift.com for this depressing story... **"Doc, it Hurts When I do That."** Arthur Lampett's '63 *T-bird* suffered a catastrophic collision with a truck fifty-one years ago. He survived the collision, the Ford did not. While his *broken hip* was the main focus during his healing, something managed to slip past the doctors and didn't make itself known until about ten years ago, **when he set off a metal**

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T 'n T (contd)



(Continued from page 6)

detector in a courthouse. An X-ray showed that a **seven-inch long object was in his arm**, but on his doctor's suggestion, it was recommended that he leave it alone. When his arm started to swell after moving some bricks around recently, however, it was decided that the object had to come out of the 75-year-old's arm. The object? The **turn signal level from Lampett's T-bird. OUCH!...2015 B-J Insanity.** The **very first Shelby GT 350** will be up for grabs at Barrett-Jackson's Scottsdale sale with proceeds from the sale to benefit **Juvenile Diabetes Research Foundation (JDRF)**, which is leading global organization funding Type 1 diabetes research. Lot #3008 will commemorate the 50th anniversary of the Shelby GT350 Mustang, and the winning bidder will have the opportunity to pick colors and packages for the first retail production version of the legendary pony car. It feels like a serious understatement to call the Shelby GT350 a pony car at this point—the Shelby version will produce over 500 hp from its specially tuned 5.2-liter V8, which makes it the most powerful naturally aspirated production Ford engine in the company's history. Helping send all that power to the rear wheels is a six-speed

manual transmission along with a Torsen limited-slip diff, and ensuring that the wheels don't spin for minutes at a time while trying to gain traction are 19-inch aluminum-alloy wheels wearing state-of-the-art Michelin Pilot Super Sport tires with GT350-specific sidewall construction and tread tuned for maximum grip. A Mustang as bonkers as this of course needs massive brakes, and that means that at the front the Shelby GT350 gets 394-millimeter rotors with Brembo six-piston calipers, while at the back the GT350 has 380-millimeter rotors that use four-piston calipers. This car will be offered at no reserve at the auction's flagship sale in Scottsdale, which will be broadcast live on Velocity on Saturday, January 17th... **'Bandit' Auction.** Thirty-five years ago, no Hollywood star had the box-office power of **Burt Reynolds**—and there's still a little of that magic left, based on an auction of his personal items in mid-December that included a **'77 Trans Am in "Smokey and the Bandit" style**, which sold for a stunning **\$480,000**. The T/A was one of several hundred items sold through the Julien's Auction house at a sale in Las Vegas, from his awards and art collection to props from several of his movies. None drew quite the bidding that the Trans Am did—a car that was detailed as a promotional vehicle for the movie, then given to Reynolds after the movie wrapped. *(it's a different Trans Am than*

the one up for sale by the Well-born collection in Florida.) As classic cars go, there was precious little information available about this car, aside from that Reynolds had held onto it since the Bandit days. Photos released shows a Trans Am in need of some restoration, although the new owner will be wise to simply make sure the Screaming Chicken logo and **"1977 Pontiac Trans Am Owned By Burt Reynolds" gold door tags** are preserved rather than replaced. Julien's had expected the car to sell for \$80,000. That was a trend throughout the auction; many of Reynolds' personal effects sold for far above their estimates, from trophies and artwork to movie memorabilia. A jacket left over from **"Stroker Ace"** expected to fetch \$600 went for \$9,375; his football helmet from **"The Longest Yard"** went for \$20,000, and the canoe built for **"Deliverance"** sold at \$17,500. That's one movie vehicle we'd rather let someone else pilot! **So, is Burt in need of cash?!** (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!) 🍷



Door (contd)



(Continued from page 1)

team and myself as we proved we could win or produce the top three fastest times in each event at the last six rounds of competition.” “We had achieved victories in various disciplines of motorsport that we had partnered in the US over the years.” “This came as a real shock after Hyundai Korea had invested so much into supporting the same style of racing in the World Rally Championship.” “I am happy with what we achieved as a team and am thankful to those at Hyundai that supported the program and believed in motorsports.”

The cars will now go up for sale or rental to any privateers interested in entering the series. As for Millen, he is currently without a ride for '15.

Meanwhile, this one came as a surprise. Volvo Cars' Marketing Director Alain Visser has made it clear that *Volvo will end all involvement with motorsports by '16*. In a statement made to Dagens Industri, Visser said, “Motorsport does not conform with our brand, where we stand for smaller engines and safety. We are therefore pulling out of *STCC*, for example as soon as the contracts permits.” If it sounds bleak, it should. Ending ties with motorsports is only a part of a radical re

-think of the marketing strategy of the *Chinese-owned, Swedish-originated manufacturer*. In addition to walking away from racing, there is talk of ending all of their sponsorship deals with the exception of the Volvo Ocean Race and to limit auto show appearances to three locations: Geneva, Detroit, and Beijing/Shanghai. They are also exploring avenues involved with selling cars over the Internet.

Volvo isn't the first vehicle anyone thinks of when it comes to racing, but they are very competent when they compete. Europeans have long known that Volvos, especially cars like the 242 and the 240, are excellent rally cars. The 850 was run in Touring Car racing as a station wagon. And lately, the S60 has been running in Australia's V8 Supercar series, where it's been competitive with the Holdens, Fords, Nissans and Mercedes. Polestar Racing, Volvo's partner in racing activities, had this to say: “We are going to continue racing in the '15 STCC and V8 Supercars. The STCC contract runs out after '15 and V8 Supercars after '16. We are going to evaluate our participation after that, as we for example have done a number of times in the past for the STCC, a championship we have taken part in since '96.”

Volvo has bowed out of racing



before, only to return, so there's a chance that this might just be a temporary setback. In '87 Volvo pulled out of racing only to return to Touring Car in '88. Will they do it again? Polestar Racing seems optimistic, but the rest of the scene looks like one of Volvo's crash tests to us.



Finally, *NASCAR* announced on December 17th that *Sprint* will not extend title sponsorship of the series beyond its current contract, which expires after the '16 season.

Sprint has been the entitlement sponsor for NASCAR's top series since '04, when Nextel signed a 10-year agreement for the Nextel Cup Series. The name changed to the Sprint Cup Series in '08 following the corporate merger between Nextel and Sprint. That original 10-year deal was worth \$750 million. Sprint is based in Overland Park, Kan.

Sprint agreed to a three-year extension that took the contract through 2016.

Don't look too good for racin' in the short term, does it? 🙄

Model Buffet

OK, not so much a column as maybe a testimonial?

Enclosed are a few pictures which help to illustrate the quality of some prior Model Buffet column subjects.

First up, we will showcase **Tom Faletti's** excellent buildup of one of his company's products—the **American Racing Miniatures' Deussenberg 91/122**, driven by Pete DePaolo (originally from *Etzel's Speed Classics*).

Next up on the list is **JC Reckner's** excellent work on this 'dynamic duo' of **Porsche 914s**, based on a transkit from **Historic Racing Miniatures** (our own *Harold Bradford*).

I am consistently amazed at the craftsmanship of the work members of this club come up with. *Thanks, guys!* 🍷



Turbo (contd) Miscellania!

(Continued from page 3)

in two pieces. There's the windshield with vent wings and the rear window with defogger lines and all the side windows. The nose and tail pieces are separate as is the rear bumper with its ugly overriders. The lights are clear or clear red with a decal for the taillight trim. Three windshield wipers for front and back and separate unchromed door handles pretty much finishes it up.

Decals: Besides those already mentioned there are comparatively few which is refreshing in that there are none of a graphic nature. There are badges for the wheels, steering wheel and trunk lid. Also included are decals for the rear wheel opening flares and the jack holes. There are seven labels for under the hood or on the engine and two brochure covers. And let's not forget the "Turbo" for the engine hood.

by: Rich Wilson 🍷



Here is a picture of a shocked and grateful Pat Crittenden, with MAMA club Prez Marcos Cruz immediately after receiving MAMA's 'Christmas gift' at the December meeting! Thanks to Ron Hamilton for the pic!

Scofflaws!

Want to avoid speeding tickets? Don't make the **Subaru WRX** your daily driver and you should cut the odds of being ticket bait significantly.

The Japanese-made pocket rocket is the **most ticketed in the US**, with 33.6% of owners getting a traffic ticket recently, according to a survey by Insurance.com. The **GTO**, which ceased production six years ago, finished **second** with 32.7% of owners receiving tickets.

It seems that Japanese models have been topping many recently lists about vehicles lately, and this one is no exception. The rest of the top five include the **Scion FR-S** (32.6%), **Toyota Supra** (30.8%) and the **Subaru Tribeca** (29.7%).

For all models, the average was 19.9%. The most-ticketed brand by percent was Scion. According to the website, 27.5% of Scion owners has gotten a traffic violation.

The rest of the top 20 include:

6. VW Rabbit – 29.6%
7. Mercury Topaz – 28.8%



8. Toyota FJ Cruiser – 28.4%
9. Mazda2 – 28.1%
10. Veloster – 28.1%
11. VW GTI – 28.1%
12. Suzuki Reno – 28.1%
13. Pontiac G8 – 27.7%
14. Mini Cooper S Countryman – 27.5%
15. Mitsu 3000 GT – 27.4%
16. Saturn Aura – 27.1%
17. QX56/QX80 – 27.1%
18. Toyota Prius C – 27.0%

Ironically, the American cars that made the list—GTO, G8, Topaz, Aura—are no longer in production. Ford discontinued the Mercury brand and the Topaz was last produced in '94. 'GMC' abandoned Pontiac and Saturn in its '09 bankruptcy restructuring.

Getting a traffic ticket can have a significant impact on what a driver pays for auto insurance.

Unlike accident claims, which ultimately drive up rates for everyone insuring that particular model of car, tickets jack up the premium for only the driver involved.

“Every insurance company looks at cars, drivers and violations based on its own experiences, and their rates reflect huge differences of opinion,” the website said. “One company might charge a WRX driver with a speeding ticket less than another company might charge the same driver with a clean record.”

How big? Well, the site noted that the premiums for drivers with no violations ranged from \$2,618 to \$4,182. When a speeding ticket for 11 to 15 mph over is added to the quote, the premium rises to \$3,610 to \$5,248.

So, slow down you scofflaw Subie and GTO owners!! 🚗



Late-Breaking!

Former *late-night talk show host and all-around car guy extraordinaire Jay Leno* recently awarded a '15 **Challenger SRT Hellcat** to a wounded vet during a segment for the “Today” show!

Cpl. Ethan Laberge was seriously wounded in Afghanistan by a suicide bomber who killed two of his fellow soldiers.

They took turns driving the car

near his post at Fort Campbell, Kentucky. His name was drawn at random.

Upon returning to the base, and asked for an instant review, Laberge responded, “That was awesome...I wouldn't mind having one of those.”

At that point, Jay responded matter-of-factly, “It's yours” and handed him the keys!! Leno added “Thank you

buddy. Have a lot of fun. Don't get any tickets.”

Cpl. Laberge responded, “I can't promise that.”

Kudos to Jay Leno! 🚗



THE BIG SIT

MAIN LINE HOBBIES

FEBRUARY 28, 2015



10 AM

**PLYMOUTH MEETING MALL
500 GERMANTOWN PIKE
PLYMOUTH MEETING, PA. 19462**

Old Dominion Open

Scale Model Show and Contest



Richmond Raceway Complex

The Henrico Building • 600 E. Laburnum Ave. • Richmond, VA 23222

Doors open at 8:30 • Registration Closes at 12:30 • Awards Ceremony at 4:30



FEB.28 2015

Over 60 Model Categories

Hobby Vendors

Special Awards

Huge Kit Drawing



Contact us:

Bob Walls 804.740.3736

robertwalls@comcast.net

www.ipmsrichmond.org

Kit Drawing Tickets:
\$1.00 each or 6 for \$5.00
Special Drawing: \$5.00 each
Drawing Coordinator:
Mike Lyons / 804.306.4517
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- April 18th, 2015—*29th Annual NNL East*, in Wayne, NJ. Themes—*“Life’s a Gas (Gassers!)”*, with a subtheme of *“And then You Die (Professional*

vehicles)”.

- July 10th & 11th, 2015: *Musclecar Madness* at the York Reunion. This years’ theme—*“Celebrating the 50th Anniversary of the 1965 Super Stock Nationals.”*
- Sept. 13th, 2015—*Super Sep-*

tember Showdown in Gilbertsville, PA. Theme—*“European Invasion.”*



Pontiacs on Parade!

In an attempt to wrap up 2014, the *50th Anniversary* of the *“Great One,”* I rounded up a few examples of the inaugural version of this trendsetting car.

The green hardtop is a fairly cheap Racing Champs diecast. The red convertible, however, is at the opposite end of the spectrum. A ‘Mint’ car, with the option of either top-up or top-down motoring, including wire wheel covers and splitters, mounted on redline tires. I definitely wouldn’t mind findin’ one (*1:1, natch!*) under my (*1:1*) tree!

With any luck, my schedule for 2015 will yield at least a few builds (*Pontiac or otherwise!*), although, I’ll stop short of claim-

ing I made a New Years’ resolution to do so. We all know how they sometimes go (*Ha! Ha!*)!

As I’ve said continuously—I’ll bring the ‘Reserved Parking’ as long as interested parties trot out their Pontiacs, thereby needing somewhere to park! I am also *VERY* intent on ‘ramping up’ my own building schedule, no thanks to those of you who have fed my ‘Pontiac Fever’ since this display has come into existence. So, lem-



me just say—*“Thanks, I needed that!!”*

So, c’mon—bring ‘em and show ‘em!

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



Our ‘Real GTO’ MAMA’s Boy Harold Bradford wanted to share this REAL GTO with you guys (*Ha! Ha!*)



Comin’ SOON to a MAMA meeting (*Ha! Ha!*)?!

This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ do it in scale!



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 hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*). I also have an extensive collection to trade from. In search of 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prix, Revell 1/32nd scale '70 T/A kits, and '70 - '81 Firebird Formulas and T/As, and empty *Pontiac kit boxes*. Would also like to buy or borrow *old AMT/ MPC/Monogram/ Revell model car catalogs*. Con-tact Tim Sickle at

gtoguy@verizon.net, or see me at a meeting. *Thanks!* 📧



Words to live by, from **MAMA's Boy Gordon Holsinger:** "Ashes to ashes, dust to dust. If it weren't for Chevies, all of my tools would rust!"

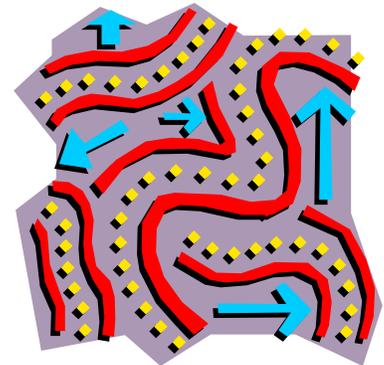
Ha! Ha! Thanks, Gordon! 📧

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. 📧

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