

Volume 18, Issue 4

December, 2004



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

Don't even Ask How Much!	1
SEMA Hijinks	2
"Nightmare"	3
1974 RC2 GTX	4
THE Ultimate Monster Truck	5
Small Block Kudos	8
2005 Z06?!	8
Model Buffet	9
Resin Review	10

2004 Meeting Schedule

Meetings are scheduled for the third Saturday of the month (*unless noted otherwise*). Do **NOT** assume meeting dates—confirm them with a club officer!

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

Inclement weather phone number: (301) 474-5255. ☞

Santa Time!

We had a great turnout last month, with about 60 people showing up to fill up the tables.

Dirk Johnson showed up, so everyone figured it must be *November (a.k. a. 'Calendar' month!)*. He'll return in *December* for our food meeting to deliver prepaid calendars.

He also had a *'Larry update.'* Looks like Larry is a *Q.A. supervisor* for *Budweiser* (*how 'bout some free samples, eh?*), in charge of check-

ing those *'Born on' dates* we've heard about. *Hey, Larry, does it involve poppin' the cap?!*

Remember the recent special *Cobra Colors' paint raffle*? Well, we replayed it, with several more new colors graciously provided by Leon Tefft. *Thanks a bunch, Leon!* Check him out at <http://cobracolors.com/>

The raffle yielded *\$93.00 (plus \$48.00 from the box)*, while the *special Cobra Colors auc-*

tion kicked in an additional *\$34.00*. Kudos to the following: *Irv Arter, Brad, Ron Bradley, Mike Brown, Steve M. Buter, Bob Foster, Gary McNutt, Rich Meany, Tim Powers, Bill Riblett, Lyle Willits, 'Mad Max' Wolfthal, and GPA Hobbies.* Another big *Thank Yew* should go out to *Replicas & Miniatures Company of MD* and *Bradley's Model Car Collectibles* for *Norm Veber's* and *Ron Bradley's continued support* of the club. *Thanks a bunch to you both!!* ☞

Don't Even Ask How Much!

Ferrari has taken the wraps off its upcoming, Pininfarina-penned *Ferrari Supramerica*, which combines 12-cylinder performance with a unique take on the convertible concept. The limited-edition Ferrari will debut at the upcoming LA and Detroit auto shows in January. The Supramerica is the first production car to com-

bine a rearward rotating roof with electrochromic technology developed for the top's glass surfaces. Industrial materials giant Saint Gobain helped develop the electrochromic glass, which allows the driver to control the level of light entering the cockpit. Five tint levels are available and the glass can go from dark to light in under a minute at

the touch of a button. The glass combines with a Fioravanti-patented rotating roof with a rearward rotation movement, dubbed 'Revocromico' by Ferrari, that electrically drops in 10 seconds flat, according to the automaker. It has a carbon-fiber structure and the boot capacity remains unchanged open or

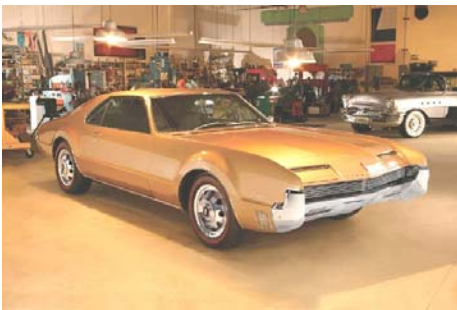
(Continued on page 8)

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SEMA Show Highlights



"Anybody get the number of that truck?"



Leno's '66 Toronado: Fully restored, and highly modified, with a **GM Performance Parts 425-cid V8** (a modified aluminum block, and a set of heads from the CTS-V race car), it makes **1070 horsepower and 1000 lb-ft of torque. V8, with 19 pounds of boost from dual turbos!**



3dCarbon Mustang



'Double-Header' by George Barris



Crossfire drifter



'Vintage' racing Mustang



Steeda Mustang



Dearborn Deuce Convertible:

A steel replica with a modern convertible top, 'buzz' windows, and an extra two cubic feet of trunk space along with polished stainless-steel frame rails, and a Ford Racing fuel-injected, 4.6-liter DOHC Signature Series V8 crate engine making 320 hp and 315 lb-ft of torque, hooked to a Ford Racing five-speed manual and nine-inch rear.



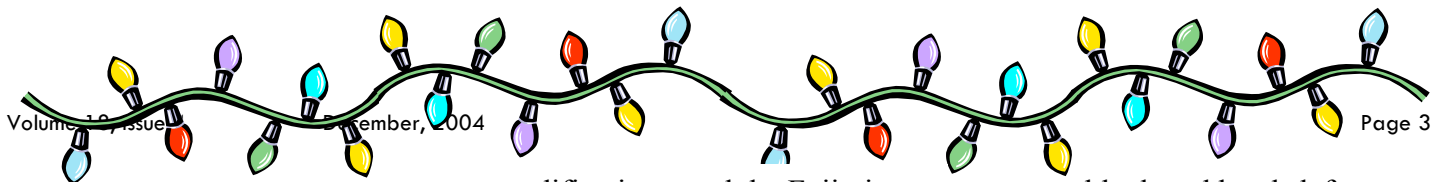
Kia Spectra5 Silver Surfer: a \$16,400 car with \$60,000 of audio-visual stuff!!



Bonspeed Mustang



Westrenz Mustang



“Nightmare!”

For many years, Carrol Shelby has been fighting a legal battle with kit car builders to regain exclusive rights to his Cobra design. This Fujimi kit is a replica of his “series 4000” Cobra, which is Shelby's new/improved kit Cobra with a fiberglass body. Since losing his legal battle, Shelby was determined to outdo the other kit car companies with his version. At the same time (1992), he resumed construction of the ‘65-‘67 427 Cobras that made him so famous. These are known as “continuation Cobras” because they are legally 1965 cars. These were priced at \$500,000 take it or leave it, as Shelby puts it.

It is this first “continuation Cobra” that I was attempting to build with the Fujimi Shelby Cobra released several months ago. It started out innocently enough, but as you will read it turned into a “NIGHTMARE.”

Those of us who have bought this kit immediately noticed how bad the windscreen frame was, but it gets worse the closer you look. I’ve been building models of all types for 45 years and this is easily the worst model I’ve ever come across. I’ve built several of Fujimi’s “Enthusiast” kits, and in 1/24-1/25 scale they have no peer. They are so incredibly detailed that just opening the box can be intimidating. This is not one of those kits. I figured I’d replace the windscreen frame with one from my parts box left over from a Revell/Monogram Cobra kit. It actually fits quite well with almost no

modifications, and the Fujimi glass can be cut down to fit as well. When I started to build up the chassis, I noticed that the main frame rails aren’t round tubes, but “u” shaped channels. So I topped them off with Evergreen half round in the engine compartment area only. Then I noticed the “x” frame between the front left and right suspensions was not included so I created one from Evergreen tubing. Unlike the R/M kit, this kit has inner fender panels cast to the frame. I had to fill in a wide space above the cast in nondescript front upper a-arms. The upper a-arms on all 4 corners are solid triangles with a hole in one corner for the uprights. The rear axle is a solid unit which is totally wrong—it should be an independent, like a Corvette, but little of the suspension is visible when the model is finished, and it does have steerable front wheels, so I just let this problem go. There is part of an oil pan cast into the frame that Fujimi tells the builder to cut out and throw away. It’s really quite accurate as far as it goes, so I combined it with the upper part of a Ford FE oil pan and used it. The piece that Fujimi wants us to use is a standard FE oil pan and wouldn’t work in a Cobra because it would scrape the ground; that’s why Shelby modified the oil pan in the first place. Which brings up the engine. It’s a piece of shit (*Oh God—will I be assessed 25 points by NASCAR?!).* The best thing to do with the engine is to throw it over your shoulder and/or into the trash can and don’t look back. Don’t save any of it except maybe the headers. I used an FE engine

block and heads left over from a Polar Lights Talladega kit, but you could use one from the AMT/ERTL Fairlane or the R/M Cobra. I used a toploader from the Fairlane, and then fitted the engine to the frame. The engine fit suspiciously easy; I should have known better. The radiator looks incomplete to me. It looked like I was missing a piece—it’s not shown in the instructions. So I found one in my parts box and cut it down to fit into the Fujimi piece. The expansion tank is actually well done but the hoses are not of any use at this point, so I had to make them as well. The tires are alright, and the wheels look rather good, including the separate 3-point knock offs.

As I built and modified the model, I pieced it together dry to check the fit. The engine wouldn’t fit between the footwells because Fujimi made them like those of the 260/289 Cobra. That is, the same length and mirror images of each other. Shelby had to shorten and reshape the passenger foot well to shoehorn the big engine in the car. So I had to cut and reshape the footwells. I used a R/M Cobra as a pattern. When I looked in the box for the firewall, I realized it wasn’t included so I sat back and laughed and shook my head. Again I used the R/M Cobra as a pattern, and made that piece as well. Through all this I hadn’t test fitted the exhaust headers. I painted the engine, headers and chassis, then glued them together. When I did another test assembly, I couldn’t get it to go together as before. After a few “what the

(Continued on page 10)

1974 RC2 GTX

[1/25th Scale; Modified Reissue; 82 Pieces + Decals]

Here is an oldie from the old MPC archives. A lot of modelers have been asking AMT/ERTL to reissue this kit for years, and they finally delivered. This reissued kit is a mixed blessing, in that it has the style of assembly of a vintage '70s MPC model kit, but it also lacks the accuracy we have grown accustomed to from this manufacturer in its latest new tools.

From my understanding, RC2, the parent company, has a virtual vault of vintage 1960s and 1970s tools from the old AMT and MPC days, which they have been releasing as reissued kits to hungry modelers like us, much to the chagrin of old kit sellers and hoard-

ers. Thanks to entrepreneurs like David Burkett (*Thanks David!*), a lot of formerly unavailable tools have re-entered the market, much to our delight. The parent company has also been reissuing these tools on their own and they are quite welcome. However, in doing some of the reissues, a sort of "Bait and Switch" has occurred, in that some of the parts of the box art model are different from the contents in the box, and this kit suffers from this problem. It seems that the prototype model used for the box art photographs was either built from an original kit, or an incomplete kit, where



the model builder installed some of their own parts to meet a strict deadline imposed by the manufacturer. In the case of the red car on the box, the stripe decals and the Cragar SS wheels on the box art car are not in the box—period. In

fairness to the manufacturer, I understand that there are several hurdles to overcome when sort-

ing through the many tools that could possibly be assembled to restore a previously "unavailable" kit. We went through the "Street Machine" fad of the '80s and '90s when a lot of vintage kit tools were modified to that style of automobile, and a lot of original parts were lost. Also when a kit

was annually updated to the current year car, parts of the tool were also modified, and parts of the old tool were lost. So in my opinion, while the kit parts will yield a reasonable replica of a '74 Plymouth Coupe, building a truly accurate kit of the car would be pretty much unlikely, unless a new tool is done at a great expense to the company, such as what the company did in producing the marvelous '71 Dodge Charger R/T tool. Let's take a look at this kit.

First and foremost, until I did my research, I had forgotten that there was a GTX for 1974. At that time, the

(Continued on page 11)

"Blast From the Past and..."



THE Factory Monster Truck

International Truck and Engine Corp. is producing what it calls the **world's biggest production pickup**, a **14,500-pound monster capable of towing 20 tons**.

This one could make the Hummer look like a girlie car.

"It's a super head-turner," said an International dealer in Fort Myers, Fla., who has been driving the five-passenger CXT (*for Commercial Xtreme Truck*) for about two weeks. "Other motorists hang out of cars to take pictures of it."

But does anybody really need a vehicle that is **nine feet tall, eight feet wide, 21 1/2 feet long, and gets about seven miles on a gallon of diesel** (466-cid, 225-hp inline six-cylinder turbodiesel)?

International's marketing director said the CXT will appeal to image-conscious contractors, roofers, landscapers and other small-business owners who can use the towing power but also want to draw attention to themselves.

"This truck is for businesses that want to make a bold statement. It's for business people that want to promote as much as perform."

International, the operating division of Warrenville, Ill.-based Navistar International Corp., makes the CXT at its Garland plant. The truck has been in production for several weeks.

International makes about 85,000 commercial vehicles a year, from dump trucks to school buses. But it hasn't

made a full-size pickup since the 1970s.

From the front, the CXT looks identical to International's other heavy trucks. International added a pickup bed to its truck chassis and dressed up the cab. One interior package includes leather seats, wood grain trim, a drop-down DVD player, satellite radio, and a rear-mounted camera.

But without question, the most noteworthy thing about the CXT is its size. **It weighs nearly twice as much as the Ford F-350 Super Duty pickup and is two+ feet taller.**

International says the CXT is the **heaviest production pickup out there**, and boasts the most towing capacity. It comes with **all-wheel drive, 22-inch 'dubs,' air brakes, 70-gallon fuel tank** and a

bed that tilts like a dump truck.

The price is also big—**\$93,000**, but options can boost that to **\$115,000**. Some large pickups cost under \$30,000.

Company officials expect to sell 100 this year and 500 next year.

The company isn't marketing the CXT as a consumer vehicle, although they added that drivers don't need a commercial license to get behind the wheel.

"Anybody can lease a Hummer now for \$500 a month. Soccer moms are driving them," he said. "This is not a soccer mom's vehicle." **Doh! Ya think so?!?**



"...Back to the Future!"



This 'n That

Flash! RC2 just canceled the **Polar Lights '05 Mustangs** and the **Ford GT** due to soft

preliminary orders. With Revell having previously announced the '05 Mustang, this isn't surprising, and it's always better to have two different cars than a duplicated effort, but many modelers are devastated at the loss of the Ford GT. Hey Revell, how 'bout picking up the ball? Opportunity is knocking... **More new stuff!** Coming soon from **Revell of Germany**, reissues of the **Italeri 1:24 scale Ford Escort Mk. II**, **BMW Z1 Roadster**, **Porsche 944 (Hasegawa)** and a new kit of the **Ferrari 612**

Scaglietti. Also, a **Ferrari 365 GTB Daytona coupe**, kit no. 07373 (which I think may be a re-issue of an Italeri kit). RoG will also reissue the former **Monogram 1:12 scale Ferrari Testarossa** as well. Finally, for vintage bike fans, two former **Protar-**

Italeri 1:9 scale kits will be released, the **Norton Manx 500cc** and **MV Agusta 500cc**... **Another company gone Bye, bye?** **Williams Brothers**, manufacturers of some neat **1:87 scale (HO)**

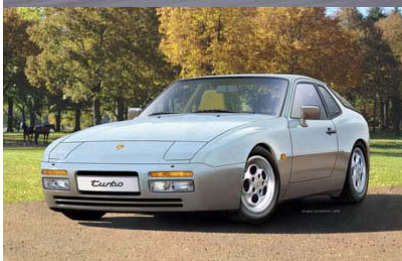
model car kits, along with cool vintage aircraft kits and other items, is in the process of closing down due to illness according to their website

(<http://www.williamsbroinc.com/>). They will be missed. **Thanks to Matt Guilfoyle...**

Novas in Print. For those of you who purchased **Trumpeter Novas**, here's a website reference for you, courtesy of **MAMA's Boy Ron Hamilton**—<http://classiconovas.net/brochure/>. Check it out... **New Ponies.**

Ford's new Mustang may be getting rave reviews, but a key competitor says it isn't worried.

Chevrolet marketing director Jim Campbell says the '**Bowtie Brigade**' can cover that segment with the **four-cylinder, supercharged Cobalt SS** and **Monte Carlo (Ed.**



Note: Yeah, right!). "The Monte Carlo is capturing part of that market," he says, pointing out the coupe's success on the NASCAR circuit... **Charger Flack?** The Chrysler group's revival of the name on a Dodge sedan is generating "hate mail," says a senior exec. Production of the 2006 model starts in January, but correspondence is voluminous opposing the name on a four-door, says Trevor Creed, Chrysler senior VP of design. The naysayers, writing primarily via e-mail, champion various Charger coupes that ran from 1966 through 1978 and from 1982 through 1987, Creed says. "They all think their Charger is the real thing." Can't say as I blame 'em. You guys saw it here in October... **300C Derivatives?!** Forget about the Chrysler group building a **Chrysler 300 convertible**, says

(Continued on page 7)



T 'n T (contd)

(Continued from page 6)

Trevor Creed, the company's senior VP of design. But do look for a 300 convertible built by **American Specialty Cars** at the Detroit auto next month. A 300 convertible is not in the Chrysler group's product plan because of the engineering changes required to create a four-door convertible. Four doors and a convertible top don't lead to good, rigid bodies. But Chrysler group engineers are involved with American Specialty Cars as it creates the 300 convertible planned for the auto show. Meanwhile, Newport Convertible Engineering Inc. in Placentia, California, built a stylin' white **Chrysler 300C convertible**. The company started making Datsun Zs into convertibles in 1983 and has chopped more than 1000 tops since. Their latest is converted for about **\$12,500**. They strengthen the A- and B-pillars, rocker panels, and add a basket roll-hoop, as well as reinforcement behind the rear seat. The hydraulically/electrically operated five layer top functions with one button, and the headliner releases with two latches. You can have your 300C sent to NCE to have the work done, or bring in your own car. See newportconvertible.com for more info... **MG Returns?** MG Rover, the British carmaker that financially has been running on fumes—again—looks to have a savior in **Chinese automaker Shanghai Automotive Industry Corp.** MG Rover and Shanghai



1952 Nash Healey

USA 37



1953 Chevrolet Corvette

USA 37



1953 Studebaker Starliner

USA 37



1954 Kaiser Darrin

USA 37



1955 Ford Thunderbird

USA 37

Automotive are setting up a joint venture that would handle Rover's engineering and design. Shanghai Automotive would own a majority

of the venture, which would be based in China. MG Rover would get a cash infusion to revive its dormant vehicle development... **Audi CEO Booted? Axel Mees has been fired from his job as head of Audi of America Inc.** for critical comments he made about the Volkswagen Phaeton luxury sedan and former Volkswagen AG Chairman Ferdinand Piech. Mees has been vice president of Audi of America Inc. only since March 1. The comments were made during his first major press event in San Francisco on Nov. 8. Mees told writers that the VW Phaeton was not selling because VW underestimated the weakness of the VW brand in the luxury market. **Oops... Cars as Postage.** Postage stamps featuring images of **five classic cars from the 1950s** were unveiled recently by the U.S. Postal Service at the world's premier event for classic car enthusiasts in Pebble Beach, CA. The **Sporty Cars of the 50s commemorative postage stamps** will be issued in 2005. Featured on the stamps are a **1952 Nash Healey**, a **1953 Chevrolet Corvette**, a **1953 Studebaker Starliner**, a **1954 Kaiser Darrin**, and a **1955 Ford Thunderbird**. The new stamps highlight the sporty American cars designed in the 1950s with sleek, aerodynamic lines and the innovative looks of the types of European sports cars American GIs favored upon returning from World War II. The stamps were illustrated by **Art Fitzpatrick** (of *Fitz and Van* fame, for all you Pontiac lovers out there), and the designer/art

(Continued on page 12)

Ask (contd)

(Continued from page 1)

closed. The glass rear window also acts as wind deflector when the roof is retracted. Based on the 575M Maranello, the Superamerica will be available with



Ferrari Superamerica

a 12-cylinder engine that has been boosted to 540 hp, and will be backed up with either an F1-style or manual gearbox. The new car can also be ordered with Ferrari's GTC Handling package, which includes features such as carbon ceramic brakes. Looks like Ferrari is on a roll, eh? *Now that you know the scoop, better get yours ordered, eh?* 🏁



Ferrari F430



Happy Anniversary, Small Block Chevy!

90 Million Strong, GM's bread-and-butter small-block V8 celebrated its 50th Anniversary on October 28th. Here are some milestones in the engine's history:

- 🏁 1955—Small-block V8 introduced in '55 Chevy, a 265-cubic-inch engine producing 165 hp in base two-barrel carburetor setup, 195 hp with a four-barrel
- 🏁 1957—Displacement bumps to 283 cid, and fuel injection pushes output to 283 hp
- 🏁 1964—Small-block's 1960s high-water mark, with 327 cid producing 375 hp
- 🏁 1967—302-cid engine with 290 hp, designed for SCCA Trans-Am racing, debuts on Camaro Z28
- 🏁 1970—Debut of 350-cid LT-1, making 370 hp; largest small-block ever at 400 cid, 240 hp, also offered
- 🏁 1975—Fuel crisis forces downsizing to 262 cid, 110 hp—smallest small-block ever
- 🏁 1980—Last year for the 400-cid small-block
- 🏁 1992—Gen-II 350-cid with 300 hp debuts
- 🏁 1997—All-aluminum Gen-III 350-cid with 345 hp debuts
- 🏁 2002—405-hp 350-cid LS6 debuts on Corvette Z06
- 🏁 2005—50th anniversary marked by introduction of 325-cid, 295-hp Gen-IV engine with fuel-efficient cylinder deactivation, and 364-cid, 400-hp small-block in C6 Corvette 🏁



2005 Z06?!



Possible features include: First-ever-for-Z06 removable hardtop; typical Z06 features, i.e., wider tires w/flared front & rear fenders; lighter-weight, two-piece 10-spoke wheels; red Brembo brake calipers behind the wheels; the 2006 model Z06 reportedly packs a 7.0-liter 500-hp V8, and debuts at the Detroit auto show in January. *Look out, Viper!* 🏁



Model Buffet

Motor City Resin Casters (Jeff Ballard, 20114 Floral, Livonia, MI 48152, <http://www.motorcityresincasters.com/>), offers many neat resin transkits as previously mentioned here. One that I've wanted for some time (and finally got) is the '63 **Mercury Comet S55 convertible** (\$45.00). It was worth the wait. Included in yellow resin (no plating) is a well-cast one piece body, cast with the hood closed, convertible boot, tub style interior (represents an automatic car) with separate front bucket seats and console, dash, steering wheel, fender ornaments, front and rear bumpers, tail panel, taillights (nicely cast in red resin), promo style wheels with full wheel covers. There are no visible defects or pinholes. The builder will have to create the "glass" using clear acetate. I'm sure Modelhaus has tires to fit. Suggested donor kit is the '69 Cougar. Jeff has done a fine job, and I highly recommend it to anyone wanting something other than another



Mustang on the shelf. (Coming soon, '62 Comet transkits).

Rumors reach me about a decal set for the **Don Nicholson Comet Cyclone**, coming from the gang at **Slixx decals** (<http://slixx.com/>).

Best Resin (<http://www.bestresin.com>) now offers an interesting item of modeling history in association with the new Johan. The unique and rare **1961 Rambler Unibody promo**, part no. J1104-BR, sells for \$39.95.

Auto Atomix (PO Box 1145, Dublin, Virginia 24084), which offers machined metal detail parts, now has a website—<http://www.autoatomix.com/index.html>.

Along with the polished '67-'68 **Plymouth dogdish hubcaps** (AM001, set of four \$6.75), now available are: **5mm Rod & Custom taillights** (AM003, set of 2 \$3.75); **50s & 60s Stock Car domed headlight covers** (AM004, set of 4 \$2.50); **'68-'70 Mopar exhaust tips** (AM005, set of 2 \$3.75); **'68 Dodge and Plymouth marker lights** (AM006, set of 4 \$3.75);

50s & 60s Stock Car cone style headlight covers (AM007, set of 4 \$2.50); **Atomic mufflers 3/32" inside diameter** (AM008, set of 2 \$4.75); and, **Stromberg-style air cleaners** (AM010, \$1.00 each). Also, listed as "Coming Soon" are resin cast and Show Rod parts. Check out the



beautiful **1968 Plymouth Road Runner** built by **MAMA member Ron Drechsler** on their homepage featuring Auto Atomix '67-'68 Plymouth machined aluminum hubcaps.

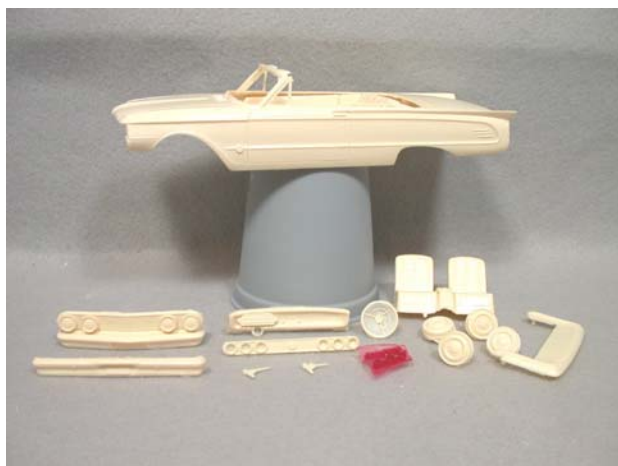
As always, many thanks to Matt Guilfoyle, for his constant hard work at bringing this column to the membership. If you find something, send it along! 📧

5mm Rod & Custom taillights (AM003)



'68-'70 Mopar exhaust tips (AM005)

'68 Dodge and Plymouth marker lights (AM006)



Nightmare (contd)

(Continued from page 3)

Hells” and other expletives, I looked to see what the problem was. I found that the drivers’ side headers were interfering with the footwell. When I located the engine, I reasoned that the oil pan should straddle the nearest cross-member, and that must be the proper engine location. In an attempt to simplify things, I used the kit headers, since all they needed were to be stretched a little and it was easier than making headers from scratch. On top of all this, the headers weren’t even close to lining up with the slots in the body for the sidepipes. The only fix was to move the cross-member and engine mounts for-

ward. I also had to rework the expansion tank and hoses a sec-

ond time.

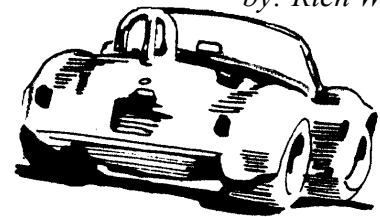
The interior is correct, except that I had to cut out where the doors are. The shifter, handbrake and steering wheel are very well done, and were painted and installed. The dash has only gauge rims and switches, decals serve as gauge faces, but **DON'T** use Polly S decal solution on them—they will **dissolve!!** Interestingly, the one part left out of all Cobra kits is the most important, considering its power to weight ratio—seatbelts and shoulder harnesses.

The body is correctly shaped, but the scoop isn’t right, so I replaced it with (*you guessed it*) one from the parts box that was left

over from an R/M Cobra. The collectors and side pipes are poorly done, so I replaced them with the extra set in the R/M drag Cobra kit. As hard as it might be to believe at this point, the chrome hardware for the body is excellent. But the “L” shaped hood and trunk hinges are useless.

The model is finally finished, and I think it looks fairly good, although it sits just a bit too high. I’m not sure if it’s a Revell or a Fujimi kit, and I sure as Hell wouldn’t recommend buying a Revell kit to do what I did.

by: Rich Wilson



Resin Review

The Modelhaus, long the after-market standard for resin, continues to impress. Now available is the **‘57 Ford Custom 2 door sedan**. It can be purchased as a complete kit (\$76.00), or as a transkit (\$45.00), using the AMT ‘57 Fairlane as a donor kit. In the transkit, you get a well cast one piece body with open hood, platform style interior with separate front bench seat and side panels, four open face rims, chrome plated hubcaps, and rear bumper. Use of the Fairlane will require trimming the chassis to



fit the Custom body, which is shorter. You can avoid all the hassle by purchasing a complete ‘57 Custom kit, which includes everything to build the car (*note, in following with Modelhaus’ new releases, the full kit body has the hood cast closed*). As al-

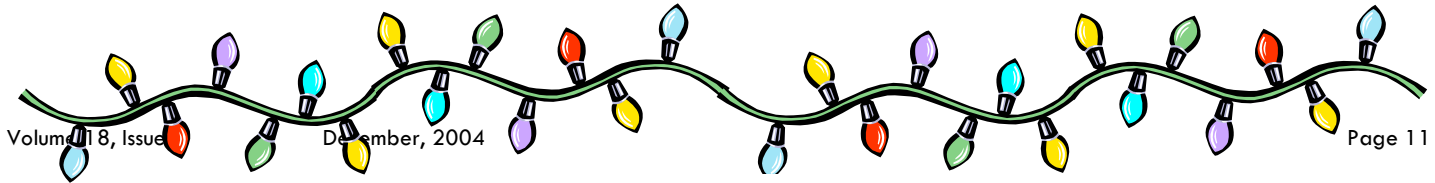


ways with Modelhaus, no defects or pinholes are evident. The second new full kit from The Modelhaus is the **‘57 Mercury Voyager 2**

door HT station wagon (\$83.00).

This is one beautiful model. Included are a very nicely done one piece body with closed hood, one piece promo style chassis with metal axles, tub style interior with separate front bench seat, dash and steering wheel, chrome plated grille, front and rear bumpers, plated wheel covers, taillights and hood ornament. Finally, you get the wheel backs, medium white wall tires, and vacu-formed glass. This is one big hunk of flawless resin, and will build into a great model.

By: Matt Guilfoyle



RC2 GTX (contd)

(Continued from page 4)

GTX was a just a sub-series of the Road Runner, and not a model in its own right, as this kit would lead you to believe. If you bought a new '72-'74 Plymouth Road Runner, and it had the 440 V8, then it was a Road Runner GTX. The GTX emblems were on the hood, right above the 440 engine call outs. In this kit, there are no references to the Road Runner, therefore, the kit is a tad inaccurate in this aspect. Licensing issues from Warner Brothers, I suppose. There are proper stripes from the aftermarket. Perhaps RC2 could have marketed this kit as the Satellite Sebring Plus model of the 1974 Plymouth, I suppose. If the company tooled up a new flat hood, and added a couple of scripts, that is what the kit could have been, but how many would they have sold? Under the conditions, they marketed the kit the best way for the intended consumer.

The Wheel and Tire package consists of two options, neither style depicted on the box art kit:

- 1) Chrysler Rally Wheels, and Goodyear Polyglas GT Tires for the replica stock version. The wheels are pretty good, in that they have the correct center caps, as first restyled in 1973. I noticed one thing about the wheels, in that the way they were attached to the sprue tree, removing them cleanly as they are, is not possible. All is not lost however. To make the wheel look truly accurate, the

raised edge should be filed off. Doing this will eliminate the marks left

by cutting them off of the tree.

Also, in my opinion, the tires used are too small for the car.

AMT/ERTL has a couple of other tires in their inventory which would have looked better on this car.

- 2) Centerline Aluminum Wheels, and Goodyear Polyglas GT Tires, with the option of a wide rear tire for a street machine version.

The induction system consists of two options:

- 1) Single 4-barrel carburetor with the accompanying intake manifold and air cleaner, for the Replica Stock version.
- 2) Triple 2-barrel carburetors, with the accompanying intake manifold and air cleaner, for the Street Machine version.

The induction system used will attach to a fair representation of a 440 V8 engine, combined with a 4-speed transmission. Curiously, a 4-speed transmission was not available with the 440 V8 on the 1974 Plymouth from the factory.

The Interior assembly is a tub style affair, with the rear seat, and floor console molded in. The bucket seats, steering wheel/column, dashboard and shifter round out the assembly. There are also an alternative set of bucket seats, steering wheel/column, and a roll bar for the Street Machine version. Unfortunately, the dashboard does not fit into the interior tub, in that is not the correct dashboard for the car. The out of production MPC '71 Road Runner has the correct dashboard. This

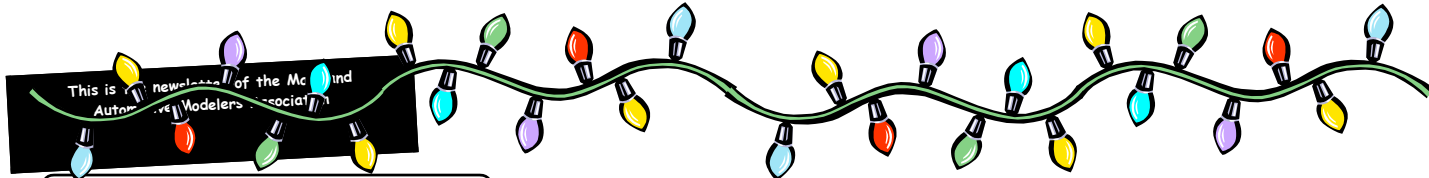
dash is from a later model of the car, and it will work with modification. I had to cut most of the "mounting ears" off of the ends of the dash, just to get it to fit in the tub.

The chassis assembly is a simple '70s style assembly, with the exhaust system, front wheel-houses, and front suspension all molded in. The only separate parts are the radiator/core support, battery, windshield washer jar, and rear axle with springs. The wheels and tires mount with stub axles in the front, and a metal wire axle in the back. Curiously, there is a single exhaust system with a catalytic converter molded into the chassis. The real car had dual exhausts and no catalytic converter.

The body of the car, while soft in its contours, and devoid of any emblems, is proportioned pretty well, and is recognizable as a '74 Plymouth mid-sized coupe. The bumpers, grille and headlight units are well detailed, and fit the body well.

All in all, this kit is not a disappointment, in that it will build up into a decent shelf model as is from the box, with more than a little work. Remember, this is not a newly designed tool, but a reissue of a 30-year-old kit, so the details are not very crisp, and to build it is a little challenging. In order to turn this kit into an accurate, contest quality replica, planning, skill, patience, aftermarket parts, and kit-bashing is the order of the day. We finally have this kit back in the lineup again, and I am happy that it's here.

By: Ron Hamilton 🍷



This is a new... of the Mc... and
Autom... Modelers' Association

Chapter Contact:

Timothy Sickle
15905 Ark Court
Bowie, Maryland 20716
Phone: 301-249-3830

MAMA's BoyZ do it in scale!



T 'n T (contd)

(Continued from page 7)

director is Carl Herrman. Current U.S. stamps and stationery, and a free catalog, are available by toll-free phone order at **1 800**

STAMP-24. Additionally, a selection of stamps and other items is available at the online Postal Store at www.usps.com/shop. Custom-framed art prints of original stamp art are available at www.postalartgallery.com...

Cobra Redux? In a world full of Cobra clones, here's one that may be worth a second look—the **Ken Miles Ltd. 427 Cobra**. Only **10 examples will be built**, each exact replicas of the prototype 427

(serial No. CSX 3002) developed for **Shelby American** in 1965, prior to successfully campaigning in 1966 at Sebring, Daytona and the 24 Hours of Le Mans in a GT40. Overseeing development and production of the cars are **Carroll Shelby** (surprised?!) and Miles' son, **Peter**, among others. The first car goes on sale in January, 2006 at the **Barrett-Jackson Auction** in Arizona. Reservations for the other nine are being accepted at (973) 324-1965. (Thanks to the *Washington Times*, *autoweek.com*, and other Internet sources for this insanity!) 🚗

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Classifieds

FOR SALE—Reference

material! Weekly *Winston Cup Scene* newspapers (several years worth), available by year or lot. Contact Tim Sickle, at (301) 249-3830, or see me at a meeting.

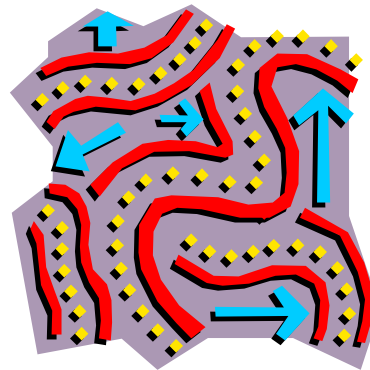
WANTED—Poncho V-8 from the Big Deuce. Building a flathead Big Deuce? I'd buy it. Contact Tim Sickle. 🚗

Update!! Don Holthaus continues recovery from **quadruple bypass surgery**. He visits the gym, cardiac rehab, and the shop. Production hasn't stopped, tryin' to keep up. They feel blessed by all the good wishes received, while their wish is for all modelers to have a joyous holiday, and prosperous new year! 🚗

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. 🚗