



# MAMA SEZ!

Volume 22, Issue 6

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

'Lectric Caddy?!	1
Ref. Review	2
Revell '68 Mustang	3
Barn Find	4
'NOTHER Barn Find?	5
T 'n T	6
So Long, Farewell, & Buh-Bye!	9
Lets Go Racin'!	10
'08 Cobra Jet?!	12
Philly Sit-Down	13



## 2009 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!

- ☞ January 17th
- ☞ February 21st
- ☞ March 21st
- ☞ April 25th
- ☞ May 16th
- ☞ June 20th
- ☞ July 18th
- ☞ August 15th
- ☞ September 19th
- ☞ October 17th
- ☞ November 21st
- ☞ December 19th



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

## It's Time to Go Racin' !!

It continues to amaze me not only the amount of modelers that consistently show up for our monthly 'bull sessions,' but also at how, eventually, stragglers manage to carry the meeting out into the parking lot!

This month, we can thank **Rich Wilson** and **Ron Hamilton** for their opinions of *reference material*, and **Revell's**

*new plastic '68 Mustang GT. Thanks, dudes!*

Don't forget to check out the new **Mustang Cobra Jet racer** on page 12. *Talk about retro!* Especially considering that the NHRA Winter-nationals was the beginning of February, where these awesome cars debuted, winning their class in an all-Mustang final.

The raffle raised

**\$59.00**, while the door box contributed another **\$91.00**. Yay—we made the rent. Thanks, guys. Thanks to the following donors: **Brad, Ed Brown, Ron Bradley, Ron Hamilton, Phil Jones, Ron Leedy, Charlie Magers, J.C. Reckner, yours truly, Rich Wilson, Replicas & Miniatures Co. of MD, and yours truly. Thanks, guys!** ☞

## 'Lectric Caddy?!

GMs' tight finances may keep them from building a production version of the recently revealed **Cadillac Converj concept car**. It would use the same technology as the **Chevy Volt plug-in hybrid**. GM designed it so the production version—if it ever happens—will look "exactly like this," says **Bob Lutz, soon-to-be-retired GM vice chairman of global product development**. But, before GM can build it,

they have to prove they have the cash.

It would have a range of **40 miles on electricity**, with a potential total range of **700 miles after a generator kicks in**. GM says the powertrain, formerly known as **E-Flex**, is now called **Voltec**, and could be used in a variety of applications.

Lutz says a production version of it would be priced like a "luxury coupe." According to



[Edmunds.com](http://Edmunds.com), the '09 Lexus SC 430 starts at **\$67,630**, and the '09 Caddy XLR starts at **\$86,200**. The Volt likely will cost **\$40,000+**, a high-priced Chevy.

"The Voltec technology we're developing is flexible, and can meet the expectations of luxury buyers," said Lutz. ☞

## Reference Review

*Mickey Thompson-The fast life and tragic death of a racing legend*, by Erik Arneson  
[hardbound, 304 pages, \$25.00, ISBN-13: 9780760331781, ISBN: 0760331782, Catalog ID: 144606, <http://www.motorbooks.com/>]

Since both of our resident Tims seem to like quizzes, here's a quick one for you.

Who invented the sling shot dragster? Zoomy headers? Water filled traffic barriers?

Who was the second man to go faster than 150mph in the ¼ mile? The manager of the 1st commercial drag strip **BEFORE** the NHRA was created? The creator of stadium off-road racing?

**BEEEEEP!** Time's up; it was **Marion Lee 'Mickey' Thompson**; one of my personal heroes. I've been following the news updates of the double murder of him and his wife since I heard of it in '88. I can remember many years ago helping my mother grocery shopping; in the early summer of '63.

There was an ulterior motive for this as the best hobby store in town was in the adjacent drug store. As we passed the magazine rack, my eyes were caught by a wild looking car on the cover of a magazine. It was **HOT ROD**, and the car on the cover had a wild set of headers coming out of a blue mid-engined, open wheeled car. It was Mickey's '63 Indy 500 entry, the Harvey Aluminum Special. This was in an era when the roadsters still dominated.

It was the first car mag I ever bought, and I had to have it, and, to this day, I still have the cover

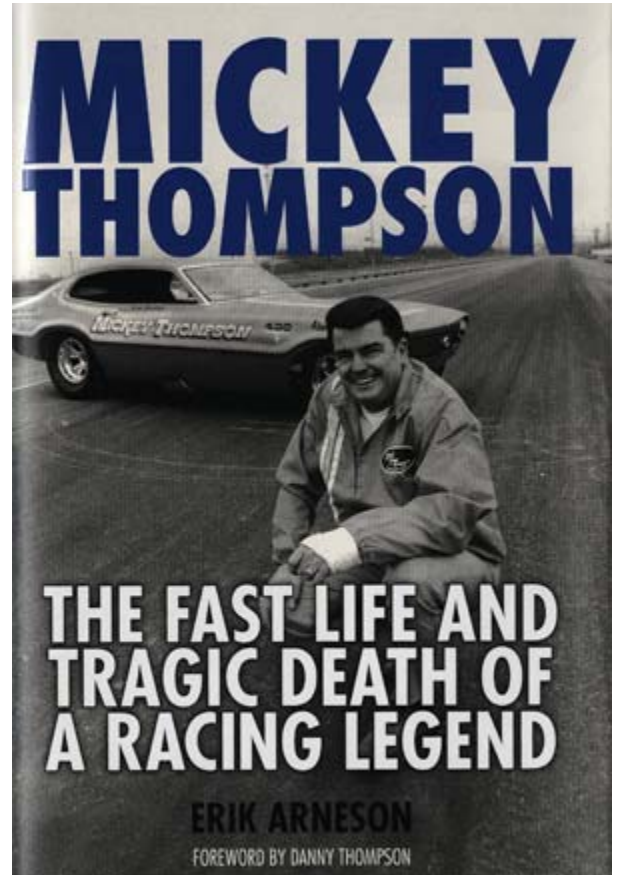
and article. When Motor Books released

this one in November, I knew I had to have it.

He was born in 1928, and was the ripe old age of 59 at the time of his and his second wife, Trudy's, deaths. It was an act of pure revenge for lawsuit losses in a partnership that went terribly wrong.

Because of a childhood illness, his stature was temporarily stunted. Later when he met his first wife to be, Judy, she was slightly taller than him. Their meeting was not unlike the famous scene in the movie *American Graffiti*, with Suzanne Sommers and the white T-Bird. She was not immediately attracted to him, but started dating him anyway. He wasn't much of a student in high school, so Judy did his homework for him. She did so much of it that the school principal congratulated her when Mickey graduated. Because of his size, he had a hair trigger temper that got him into fights all of his life. The local Lions clubs hired him to manage the newly created Lions drag strip.

Despite his efforts to make the races safe and fair, he always ended up in fistfights afterwards. People would form a line to fight him. In the early 60s he took his family to Europe to tour several Grand Prix races. While in the pits at the French race, a policeman grabbed his arm from behind. Mickey instinctively turned and



punched the unknown person right in the nose! He was hauled off to jail and wasn't released until he agreed to leave town immediately.

He was introduced to Semon E. 'Bunky' Knudsen in '55. Knudsen had just been tasked to improve Pontiacs' image. He and Mickey hit it off immediately and remained friends for decades. Knudsen shipped him **four of the new overhead valve V-8s** that had just been introduced, but they were used test engines.

Mickey and his mechanics rebuilt them and put them in his **Challenger salt flats car**, which was under construction at the time. They had to be tested and tuned separately, which required a special dragster. There is a whole chapter on the building of and the problems encountered. Later when Knudsen went to work for Ford,

(Continued on page 4)

## Revell '68 Mustang

[Revell #4233; 1/25th scale; modified reissue; 79 pieces plus decals]

[‘68 Mustang GT 2 ‘n 1; Revell #4215; 1/25th scale; modified reissue; 99 pieces plus decals]

I take my hat off to the Revell-Monogram for reissuing this kit in a new version and medium. Originally, these ‘68 Mustang GT variations included a diecast metal body and attendant parts, and styrene plastic for everything else except tires, axles and attaching screws. They issued the car in two guises:

1) A *replica* of the car driven by **Frank Bullitt**, portrayed by the incomparable actor **Steve McQueen** in the ‘68 Warner Brothers movie of the same name. The model is a faithful copy of the vehicle used in the film, with the mods which made the car unique, and highly revered in Mustang circles. It had a pre-painted **“Highland Green”** diecast metal body, with the appropriate tampo-printed trim, with a semi-gloss black styrene and chrome plating representing the rest of the parts.

2) A **‘68 Mustang GT**, which was to represent a typical car in the era of the late 60’s, tied in by the short run **“American Dreams”** TV show on the NBC TV network. The model depicted was a well-optioned ‘68 Mustang GT. This one had a pre-painted **“Candyapple Red”** diecast metal body, with the flat black hood stripes, and white **“C”** stripes, and tampo-printed trim, with a semi-gloss black styrene and chrome plating representing the rest of the

parts.

These kits were partially assembled, well engraved, simple to build, and represented the subject well. But the plastic kit purists tended to shun them, probably because they were really simple kits, and without a lot of work, the variations were limited to the one represented by the kit. These kits were run once, and have since been hard to come by, being issued five years ago.

Up ‘til now, a model of a ‘68 Mustang GT was only currently available as an AMT or MPC “annual” kit, last produced for the ‘68 model year (*41 years ago*), or a resin kit of the same. When Revell announced they were going to release a kit of this subject, I was hoping for one with a detail level comparable to the great AMT kit of the ‘67 Mustang. We did not get that. What we got was a styrene plastic bodied, completely unbuilt version of the aforementioned diecast metal kit, complete with the dogleg hood hinges, metal axles, and mounting screws. A lot of serious modelers will scoff at the build design the manufacturer set forth for these kits. They are simple, without a lot of extra detail, but very well engraved, with the exception of the body, which is not as crisp as offerings from AMT. Just about anyone should be able to build a reasonable model of this one. Modelers wanting to super-detail it will need to resort to the use of aftermarket parts and kit-bashing to get a better detailed engine and chassis. Let’s look at the various assemblies which make up these kits.

First, I must warn you, each kit is unique, but curiously, the “2 ‘n 1” has all of the parts included in the “Bullitt” version, with the exception of the “JJZ109” black on yellow California plates, which were on the movie car exclusively.

The 2 ‘n 1 kit adds not *two*, but *three building variations*, which should be welcomed by most modelers interested in building such a car. The versions are as follows:

1) A **Replica Stock ‘68 Mustang GT** with the 390 V8 engine, including the “Exterior Decor Package” hood with twin depressions

2) A **Replica Stock ‘68 Mustang GT with the 428 “Cobra Jet”** V8 engine, including a flat hood, functional ram-air scoop, and specific air cleaner. (*Not mentioned in the instructions, but included in the kit*)

3) A **Super Stock racer ‘68 Mustang GT with the 428CJ** V8 engine, including a flat hood, functional ram-air scoop, specific air cleaner, exhaust headers, mag wheels for the front, and steel wheels and slicks for the rear, as well as a set of decals for the car as raced by the **Tasca Ford** dealership with **Bill Lawton** driving

There is one engine assembly in these kits, a simplified “FE-series” 4-barrel V8, with a hole in the block for a wire axle to pass through, which will depict either a 390, or 428CJ engine, depending on the air cleaner or exhaust system used.

The 390 uses the chrome “closed element” air cleaner, and “cast iron” exhaust manifolds.

(Continued on page 8)

## Barn Find?!?

Dr. Harold Carr, an orthopedic surgeon in England, was a recluse in his later years, according to relatives. He never married or had children. So when the doctor died in '07 at the age of 89, few knew what to expect inside his dusty garage. The last thing Dr. Carr's relatives expected to find was one of the rarest cars in the world, a '37 *Bugatti 57S Atalante*, which The Associated Press said was *one of 17 in existence*.

From the Times of London: The Bugatti, a black two-seater, was delivered to Earl Howe, the first president of the British Racing Drivers' Club and a winner of the 24 Hour Le Mans race, soon after it was completed on May 5, 1937. He kept the car for eight years, adding personal touches including a luggage rack, after which it changed hands a couple of times before Dr. Carr bought it from Lord Ridley, a member of

the Northumberland gentry, in '55.

He drove it for a few years, but by the early '60s it was parked in his garage, where it remained until after his death. It has exceptional originality, retaining original chassis, engine and drivetrain. Even the odometer gives a *mileage of only 26,284*, although the vehicle is *almost 72 years old*.

The car was discovered in the garage of an English doctor who had died in '07. Dr. Carr's nephew said, "It was one of the original supercars. When it was built it could reach 130 mph. when most cars could only do 50."

The Bugatti will be a highlight of the Bonhams auction at Retro-mobile in Paris this month. Experts said the car *could fetch \$4.3 million or more (\$4.4 million—Ed.)*.

Dr. Carr's nephew, who asked



not to have his name published, told the Times of London that the discovery stunned the family.

"It's amazing, really," he said. "It's worth so much because he hasn't used it for 50 years."

The car was hardly a secret among classic-car cognoscenti. Dr. Carr's nephew said his uncle had received many letters from collectors all over Britain asking him to part with the Bugatti. "He got notes pushed through his door," he said.

(Thanks to the LA Times—<http://www.latimes.com/classified/automotive/highway1/>, and Matt Guilfoyle, for this one) 🍷

## Review (contd)

(Continued from page 2)

Mickey shifted with him.

To say he was a workaholic is a big understatement. He worked all around the clock on numerous projects. When he needed parts that were in another city, anybody else would overnight the parts if they were needed in a hurry. But that wasn't fast enough for Mickey; he would have the parts placed on a cross-country bus instead. If he wasn't building or creating he was promoting drag racing, salt flats racing, off-road rac-

ing, or stadium racing. He was racing in the *Baja 1000* before it was officially created. He participated in the first *Carrara-Panamerica race through Mexico*. When he and his sister, Colleen, were still in school, Mickey would follow her to protect her from guys he didn't approve of. He would threaten them and that was it; they would never return. It was probably because of his protective nature of her that his sister took on the investigation of Mickey and Trudy's murders when the police ran into a dead end. Trudy was his second wife. Considering her perseverance, I

wouldn't want to be on the wrong side of her. It took her 18 years to bring their killer to justice. She had worked with Mickey in all his business dealings. She knew who was guilty and refused to give up. This book has little information for building replicas of his many hot rods, but is filled with the true highs and lows of his life.

If you are a fan of *ANY-THING* with wheels on it this book is a must read and its not expensive. Every one of its pages is fascinating, I could hardly put it down.

by: Rich Wilson 🍷

## 'NOTHER Barn Find?!

OK, so it's not Pebble Beach with its high-priced Ferraris and Maybachs. But a recent "barn find" of *almost 300 classic and not-so-classic cars* in Australia is causing a bit of a stir among collectors.

The Down Under discovery was first reported by Sports Car Market magazine, though the location is being kept secret, as is the identity of the collector. But photos that accompanied the article documented a cache of cars that probably ranks as one of the bigger finds of vintage metal in recent years.

About 200 of the cars are stored in corrugated sheds with dirt floors, so tightly jammed together that there's no room to walk between them. The rest are parked outside in paddocks.

The cars are in various states of disrepair, although many are restorable—especially those that have been stored indoors, out of the elements. "The semi-arid climate is tough on paint and trim, but metal lasts forever," the maga-

zine reported. "Consider them projects

with a capital 'P.' "

Trevor Fay, the freelancer out of Adelaide who chronicled the find, said his first look at the collection was an eye-popper.

"I was stunned," Fay said. "I had never seen so many cars packed in so tightly. They were packed in like sardines in a tin."

Most of the cars date from the '40s to the '80s, although there was a smattering of earlier vintages and long-vanished marques, such as a '20s-era Hupmobile and a Jewett sedan from the same decade.

As might be expected given the location, the bulk of the cars are of British or Australian origin, ranging from well-known brands such as Jaguar and Rolls-Royce to names less familiar to Americans.

For example, there's a '50s sedan from Lanchester, a British brand launched in the 1880s that was last produced in '55; four Humbers (*including a '45 Snipe and a '64 Sceptre*), another British carmaker, which was absorbed by Chrysler and killed off in the mid-

1970s; four Holdens, one of the original Aussie automakers and a member of the GM family since the 1930s; and a flock of old sedans by Morris, another old British carmaker.

Not to mention a wide variety of Jensens, Vauxhalls, Singers and Wolseleys. There are also a few racing cars, commercial vehicles and pickup trucks.

Phil Skinner, collectible-car editor at Kelley Blue Book, did a quick calculation and figured that the whole lot is worth about *\$1.5 mil*, maybe less.

"It's an interesting lot of vehicles, to say the least," Skinner said. "But very few of them would bring six figures in fully restored condition."

That said, Skinner thinks the find will create quite a stir in Australia, which has an active car-collecting community.

Barn finds are legendary among car collectors, who dream of hitting upon that rare Ferrari or Duesenberg that got parked in a garage years ago and was somehow forgotten.

It's not clear whether the anonymous Aussie intends to sell any of his hoard. He said he considered himself a preservationist and that he began storing vehicles on his property to "keep them from the car crusher" and preserve them for future generations.

He said he'd like to restore some of them and start a museum, although given the history of the collection, I wouldn't start lining up for tickets anytime soon (*Again, thanks to the LA Times—<http://www.latimes.com/classified/automotive/>, and Matt Guilfoyle for the entertainment*) 🍷



## This n That

**One Fast Cat!** Jag's hot **503hp XFR** is officially the **fastest-ever Jag** after a record run last November at the **Bonneville Salt Flats**, piloted by racer **Paul Gentilozzi**. The lightly modified XFR ditched its electronic speed-limiter and was fitted with a teatray rear spoiler to keep the rear wheels planted on a run that broke the **200-mph barrier**, topping out at **225 mph**. That speed pushes it past the early '90s **XJ220**, which ran close to 220 mph, hence the name (*Ed. Note: or, was that just wishful thinkin'?*)... **Toyota #1?!** After 77 years, **GMs's reign as the world's largest automaker is over**. GM recently announced global sales of **8.356 million units** in '08, placing it **second** behind Toyota's tally of **8.972 million units**. GM had recorded **the most sales in the world every year since '31**, when it passed **Ford** in the depths of the Great Depression. The victory is a hollow one for Toyota, which saw its own sales skid four percent amid the global economic downturn, its **first sales dip in 10 years**... **PowerShift-ing!** Looking to wring as much fuel economy as possible out of its upcoming small cars—we're talking Fiesta and Focus here—Ford will equip them with a **new six-speed, dry-plate, dual-clutch transmission**, called **PowerShift**. The dual-clutch unit acts like an automatic, handling



shifting duties for the driver, yet has the guts of a manual. This means the new transmission is 30 pounds lighter than the four-speed automatic in the current Focus—and doesn't require a torque converter or hydraulic pump. The

trans's shifts are quick, with virtually no lag between gears. There's also a manual mode for those who want the thrill of making gear changes on their own, without the need to work the clutch. The transmission will also shift into neutral when the car is decelerating to boost economy, and it'll have hill-holding technology to prevent that little backward roll that manual trans drivers get used to... **Fiat Buys Chrysler?!** Not quite, but they are joining forces. **Fiat S.p.A.** and **Chrysler LLC** confirmed recently that the Italian company intends to acquire an initial **35 percent stake** in the U.S. carmaker... **Racier 'Vette?** This Spring, Chevy is offering a special options package to Vette buyers who want to wring just a bit more performance out of their cars—or take it to the track—without having to step all the way up to the ZR1. The **Competition Sport Package** will be available on the '09 Vette coupe **1LT** and **Z06** models. It includes **gray-colored racing**



**stripes, headlamps and wheels; a set of Corvette racing pedals; a special engine cover, and the Corvette Racing "Jake" logos on the B-pillar, seat headrest and center armrest.** On the 1LT coupe, the package also adds the Z51 package—**bigger brakes, stiffer suspension, diff cooler and a limited-slip diff with a 2.73 axle ratio**—along with **performance exhaust**. Engine output on the 1LT coupe with the package is **436 hp**, a **6-hp jump** on the base car as a result of the exhaust; on the Z06, it is unchanged at **505 hp**. Buyers also get a set of **racing-style numbers—based on build sequence**—which they can install. Pricing is not yet available...

**Bumble Back for T2.** The **new Camaro** nabbed a starring role in the **next Transformers movie** as the **Autobot** named **Bumblebee**. It was recently revealed at the Chicago auto show. It's unclear what changes have been made to the car. Other Chevies, including the **Volt** and the **Corvette**, also could make appearances in the movie, called **Transformers: Revenge of the Fallen**, which opens on June 26th... **Lutz Out at GM!?**

GM Chairman and CEO **Rick Wagoner** recently announced that **Robert A. Lutz, GM Vice Chairman - Global Product**

**Development**, will transition to a new role effective April 1, '09 as **Vice Chairman and Senior Advisor**. Lutz, 76, will provide

(Continued on page 7)

## T n T (contd)

(Continued from page 6)

strategic input into GM's global design and key product initiatives until his *retirement* at the *end of '09*. He will continue to report to Wagoner. Meanwhile... **GM 'Writes Off' Pontiac?** GM will go to market with four core brands in the future—

**Chevy, Cadillac, Buick and GMC.** **Pontiac** will be shrunk “significantly,” a senior GM exec told the Automotive News World Congress. GM COO Fritz Henderson said GM is conducting a strategic review of **Saab** and **Hummer** and that “status quo” for **Saturn** won't work. Henderson stopped short of saying GM would outright shutter the brand, but he made it clear that it would not remain in the same capacity and form it is today. Likewise, GM is working with the Swedish government to help **Saab**... **Toyota Onstar?!** Toyota Motor Sales said recently that it is launching a telematics system similar to GMs' **OnStar** that will be available on some **Lexus** and **Toyota** vehicles in late summer. At the Consumer Electronics Show recently in Las Vegas, Toyota detailed its plans for the system, which has different features for each brand. On Toyota vehicles, the system will be called **Safety Connect**; on Lexus models it will be called **Enform**. In the event of an accident with airbag deployment, an operator will call the driver. If the driver doesn't answer, the



operator will call 911 and report the car's location. As with GMs' system, Safety Connect- and Enform-equipped vehicles will have a button that occupants can press for emergency help. The vehicle's location can be determined by the cell and GPS technology embedded in it. The Lexus system offers the same services but adds features such as

**weather reports, route guidance and the ability to send and receive data.** They plan to introduce the system in late summer and give a one-year free trial. After that, customers will have to subscribe to the service, just like OnStar. Guess what they say **IS** true—**imitation IS the sincerest form of flattery... We Got the 'Beat'?!** Two more fuel-sipping Chevies will come to North America in '11—the **Beat concept**, now called the **Spark** (*first the Volt, now the Spark—what's next—Charger?! It's already taken!*), along with the **Orlando multi-purpose vehicle**, have gotten the go-ahead for production. They will be sold worldwide, including the US. Chevy says both vehicles will be able to get **40 mpg**. Sales will begin first in Europe in early '10... **More Power!** When you think hp and torque, names like as **Bugatti, Ferrari, Lamborghini** and **Volvo** come to mind. **Huh, VOLVO?!** That's right. Look out, supercar makers, Volvo is



staking a claim to the **world's most powerful series-manufactured truck**, a **700-hp monster that makes a ground-punishing 2,323 lb-ft of torque.** The semi is called the FH16, and Volvo says it's for the 'most demanding' of transport operations. So, if you need to pull something huge, such as a bulldozer or, say, North America, here's your ride. The engine's specs would make **Optimus Prime** jealous: **16 liters, six cylinders of diesel power bolstered by a turbocharger and intercooler.**

Previously, the FH16 had an engine that made **'only' 660 hp**. The engine's been in development for three years and has been tested under grueling circumstances in Australian deserts, frigid northern Sweden and high altitudes in the Rocky Mountains. It also gets a new, 230-kilowatt electronically controlled exhaust brake, with an option that upgrades to 425 kilowatts. Believe it or not, Volvo also says it is environmentally friendly, noting it meets new European emissions that take effect next fall and cuts nitrogen oxide levels more than 40 percent. Want a test drive? Check out a **video game you can play at your desk** at [www.strongesttruck.com](http://www.strongesttruck.com) (*Thanks to the Washington Times, autoweek.com, and other Internet sources for this insanity! Ya just cant make some of this up!! Thanks also to those of you in the Peanut Gallery who have attempted to help me entertain y'all by sending stuff along—I 'preciate it!*) 🍷

## Revell (contd)

(Continued from page 3)

This engine is the only one included in the “Bullitt” kit, and a variant in the 2 ‘n 1.

The 428CJ uses the “ram air” air cleaner, and tubular exhaust headers for the Super Stock racer version. An added bonus not mentioned in the instructions is a Replica Stock 428CJ engine variation, by substituting the “cast iron” exhaust manifolds and full exhaust system for the tubular exhaust.

Wheel choices include:

1) **American Torque Thrust mags**, mounted on “no-name” blackwall vinyl tires for the “Bullitt” kit. (Also not mentioned, but included in the 2 ‘n 1). For accuracy, the spokes should be painted with a dark metallic flat finish, per photos or American wheel ads

2) **‘68 Ford chrome-plated styled steel wheels** with the **GT center cap**, mounted on “no-name” blackwall vinyl tires for the “Replica Stock” versions in the 2 ‘n 1

3) **Cragar mags** (with no brand detail) mount to the stock front tires, and unplated steel wheels with lug detail and slicks for the rear of the Super Stock racer version of the 2 ‘n 1

IMHO, the tire manufacturers should allow the model kit makers to put their brands on model tires at no cost. It’s free advertisement, and the kit tires look too toy-like without them.

The radiator and upper hose attach to the chassis. No lower hose is included. Proper detail

painting and aftermarket products will make this one stand out. If poseable steering is considered, a lot of scratch-building will be required as the front suspension is molded as a single unit, and the front wire axle must be eliminated and replaced by some sort of stub axle. The kit instructions state that the exhaust system should be omitted from the Super Stock racer, but if memory serves, the rules at that time required a full exhaust system on the car, but not hooked up to the headers. Use your judgment and do some research here.

There are two **basic interior units**, neither being correct for a ‘68. The door panels, front and rear seats have the upholstery pattern of a ‘67 Mustang. Not a ‘68. Period. Curiously, the diecasts have the correct ‘68 Mustang standard front bucket seat and door pattern upholstery. Somehow, these pieces got lost during the transition from diecast to styrene media. In the 2 ‘n 1, there is an option of a folded rear seat, and a 4-point roll bar. While the interior is a well-engraved rendition of the subject, it is from the previous year’s car. This is a minor nit to some modelers, but a real problem to me. Both kits use the same well-engraved dash, with decals representing the gauges, a 4-speed shifter, a “Secura” steering wheel in the “Bullitt” version, and stock padded hub wheel with horn ring, which is curiously chrome plated for the Replica Stock and Super Stock versions. The interior tub incorporates the underhood area with good front bulkhead detail, well-engraved firewall, separate power brake booster, engine

brace, and washer bottle.

The rear view mirror mounts to the glass unit which mounts into the body. The front clip mounts to the front of the body, with clear head lamp lenses and chromed bezels. The “Bullitt” grille is an engraved mesh unit without a “Running Horse” corral or trim, and meant to be painted a dark charcoal. The 2 ‘n 1 grille includes a chromed grille with the “Running Horse” corral surround and trim. Both grilles receive a black wash for depth. There are clear lenses for the grille foglamps for the 2 ‘n 1. The “Bullitt” and 390 Replica Stock versions of the 2 ‘n 1 have the hood with the twin indentations, while the 428CJ versions of the 2 ‘n 1 have a flat hood and “Ram Air” scoop, both having big dogleg hinges, carried over from the diecast version. The rear tail treatment is a separate smooth-finished panel, incorporating a rear roll pan with exhaust depressions, separate chrome gas cap, and clear red tail lamps which mount from the inside. On the “Bullitt” kit, there are dual slash tip exhaust extensions, while the 2 ‘n 1 uses the distinctive chromed “double” tips. On the “Bullitt” version, there is no M-U-S-T-A-N-G lettering on the trunklid, and the trim at the edge is painted over, while there is a decal representing this lettering for the trunklid and the trim around the tail lamps and the rear edge of the car should be rendered in chrome for the 2 ‘n 1. A pair of chromed rear view mirrors round out the body. There are two sets of “C” stripes—black and white, and the black hood stripes, as well as the

(Continued on page 9)



## So Long, Farewell, & Buh-Bye!

Looks as though several cars are gonna disappear this year.

First off, '09 will be the swan song for the **Caddy XLR**. GM is taking final orders, with the last cars built this spring after a six-year run. It was built on the Vette platform, using Caddy's **North-star overhead-cam engines** instead of the Vette's 'small' block. No special final year packages are coming—only **Platinum** and **V-series trims**. Its' demise leaves Caddy without a halo car.

One of the original retro cars, the **Chrysler PT Cruiser** also gets the ax. It was a hit when it launched in '00, and refreshed for '06. Over the past decade, Chrysler has produced **14 variations**, including a **turbo**, a **woodie**, a **convertible**, and **five Woodward Dream Cruise editions**. Still, with styling essentially unchanged for nearly a decade, sales fell **51 percent** last year. As it has aged, rumors of its' demise increased, with Chrysler prez Tom Lasorda

confirming recently during a conference call with reporters, that production ends this summer." **Since it's going out of production, he said Chrysler would be willing to sell the assets to make the car, but so far the company has no offers.** The **Viper business also is on the market** as the company looks to cut costs and focus on core areas. Actually, Chrysler said recently that it has received **three proposals for the Viper business unit**, which includes the car, workers and a factory in Detroit. But a sale does not appear likely before the company sends in its viability plans to the feds by Mar. 31st, vice chairman Jim Press said.

And finally, the **SLR McLaren**, which has been quite a canvas for tuners—and even Mercedes. And though the end is here for the SLR, it won't fade quietly. **Florida tuner Renntech** is creating perhaps the ultimate SLR,

boosting **horsepower** to a **mind-numbing 777**, and making the most of the car's carbon-fiber chassis. Fittingly, it's called the **Renntech 777** and can reach a top speed of **210 mph** with the **heavily modified, supercharged 5.5-liter V8 and suspension**. To help cornering, a new differential system allows for **100 percent locking between the wheels**. All this power for an already formidable car might seem a bit gluttonous—but Renntech is only building **20** of them **to mark the company's 20th anniversary**. And there's more to come: the tuner hints it will make "a few different extreme vehicles" to further mark the occasion. At the Detroit auto show, Mercedes showed off the **Stirling Moss edition** (see last month's *T 'n T*). The SLR, a joint project between Mercedes and McLaren, ends this year. 🏎️



## Revell (contd)

(Continued from page 8)

various emblems for each version.

All in all, I really like these kits, and plan to buy more for other versions of the 2 'n 1 '68 Mustang, one being a "sleeper" with 428CJ, resin dog dish hub-caps and steel wheels, as well as a replica of "**Dyno Don**" **Nicholson's '68 Mustang Super Stocker** with decals which can be sourced from the "HOT ROD" version of

the Revell '69 Mach 1. If I were the kit planner, I would have included a flat, scoop-less hood for modelers so inclined. This kit is not as satisfying to build as the AMT '67, as they are much better detailed from the box, and have better defined bodies, as they were designed from the outset to be a plastic kit. Unless you are collecting distinctive box art, or plan to build a replica of the car used in "Bullitt," the 2 'n 1 has everything you need for a convincing replica of a '68 Mustang fastback

with the GT package, in various guises.

I believe that **Keith Marks** and **Fred Cady** both offer a comprehensive decal set, and **Missing Link** offers "C" stripe decals for the car in several colors. At one time, **R & D Unique (Mini Exotics)** marketed a small photoetch set for this kit. I am not sure as to its availability; as mine was purchased several years ago.

Highly recommended.

by: Ron Hamilton 🏎️

## Let's Go Racin'!

Forty years after his world-famous father, **Mark**, won the race, **David Donohue** earned his own spot in history by holding off NASCAR Sprint Cup driver **Juan Pablo Montoya** for the overall victory in the *47th annual Rolex 24 Hours at Daytona*.

Donohue was part of the two-car **Brumos Porsche team** in the Daytona Prototype class. The other Brumos car, driven by a team headed by endurance-racing legend **Hurley Haywood**, finished *third*. Brumos had not won a Grand-Am sports-car race since '03, and this is the first time Brumos won the 24 Hours of Daytona since '78. Haywood has five 24 Hours of Daytona victories.

Donohue's co-drivers were former Indy 500 winner **Buddy Rice**, **Darren Law** and **Antonio Garcia**. Montoya's teammates were Indy Racing League champ **Scott Dixon**, **Scott Pruett** and **Memo Rojas**. Their Lexus-powered Ganassi Racing Riley was the defending race champ. Montoya was going for his third-straight 24 Hours of Daytona win, Ganassi's team for its fourth. Montoya was not graceful in defeat, saying that the Porsche engine had much more power than his Lexus.

The **NHRA** is cutting some ticket prices and letting military personnel and children 12 and younger into some events free this year as part of a *"fan relief program."* The promotion launched with the Winternationals at Pomona, CA, where \$20 general-admission tickets were available

in one of the grandstands. The NHRA made 1,500 tickets available daily for the four-day event at this price. Children 12 and younger can get in to all NHRA-owned tracks for free this year, including Pomona, Gainesville, Atlanta and Indy, as well as other national tracks that participate in the promotion. Also, military personnel can get a free Friday reserve ticket with proof of their service. Additionally, the NHRA passed out coupons for \$10 off merchandise for purchases of \$25 or more to the first 1,000 adults on Saturday and Sunday at the Winternationals. More details of the promotion will be announced later, the NHRA said.

One of cross-country rally racing's most successful programs, **Mitsubishi**, is withdrawing—starting with the next Dakar—as a result of the global economic downturn. The pullout is the latest blow to motorsports as manufacturers reshuffle priorities and cut costs. **Subaru** and **Suzuki** have left the *World Rally Championship*, **Honda** has withdrawn from *Formula One* and **Audi** has left the *American Le Mans Series*. Mitsubishi has been one of rally's spotlight teams, *winning Dakar 12 times in 26 entries*—including a string of seven in a row from '01 to '07. The pullout covers all cross-country competition, reportedly including events in Spain and Portugal. The move comes after an uncharacteristically poor performance at Dakar last month, where Mitsubishi finished 10th with the debut of its new racing Lancer. The program also has served as a catalyst for technological development for production

cars for Mitsubishi, particularly all-wheel drive. It cost the company *nearly \$260,000 to compete in the two-week Dakar Rally* in January, according to the Financial Times. The event was held in South America this year for the first time after it was canceled in '08 because of terrorist threats.

Brace yourself for another war of words between **F1 commercial boss Bernie Ecclestone** and **F1 manufacturers** after Ecclestone told London's Financial Times that he is poised to *pay teams less money*, despite recent calls from the *Formula One Teams Association (FOTA)* for a bigger slice of the revenue pie.

FOTA president and Ferrari boss Luca di Montezemolo recently exchanged barbs with Ecclestone regarding this very issue. He said that major changes must happen—including an increase from the 50 percent of F1 revenue received now—when the manufacturers' contract with F1 expires at the end of 2011. But Ecclestone appears to think that since the sport is on the verge of major cost cuts, teams should be happy with whatever he gives them.

"We don't need to pay more. We've got to give them less," he said. "In what I call the good old days, all we had to do was have a chat with the people who had all the money...but now they come along and they've got lawyers and masseurs and they can never agree on anything...They can ask for more but they won't get it."

Meanwhile, American engineer **Ken Anderson** and former **Williams Formula One team**

*(Continued on page 11)*

## Racin' (contd)

(Continued from page 10)

**manager and well-known TV commentator Peter Windsor** are attempting to form an **American Formula One team**, according to a report on [Autosport.com](http://Autosport.com). The team is set to be called "**USF1**," and a website already exists—[www.usf1.com](http://www.usf1.com)—though as of now it only displays a logo while disclosing no details of the operation. Anderson has an impressive racing resumé, serving as the now-defunct Ligier Formula One team's technical director. He also held the same position with Chip Ganassi and A. J. Foyt's Indy Racing League teams, and also **designed the original and subsequent G-Force Indy Racing League chassis**. He is co-owner of the full-scale Windshear wind tunnel near Charlotte, N.C. Autosport.com's sources claim the team plans to build cars in North Carolina, something that is now feasible since in-season Formula One testing is banned. The latest round of cost-cutting measures in the sport, and the availability of relatively affordable "customer" engine supplies, have also played a large role in USF1's ambitions.

Over in **NASCAR-land**, **Roger Penske**, who owns and fields three full-time NASCAR Sprint Cup teams, has **bought the No. 22** used by several drivers over the past 16 years with owner Bill Davis. The No. 22 Bill Davis Racing/Caterpillar Toyota with driver Dave Blaney finished 31st in owner points in '08 and thus has a **guaranteed starting spot in this year's first five races**. Davis

closed down his team and sold its assets shortly after last season ended. **Sam Hornish Jr.**, one of Penske's three full-schedule drivers, will get the No. 22's points and be assured of starting the first five races (*he was 38th in '08 owner points*). He will stay in the No. 77 Dodge, teaming with Kurt Busch in the No. 2 and David Stremme in the No. 12. Davis will be listed as a minority owner of the No. 22 team. No drivers have been named.

Former Cup Series champ **Bobby Labonte** said he and team owner Chip Ganassi were at 90 percent agreement to make a deal for Labonte to drive Chevies for the new **Earnhardt Ganassi Racing team**. Instead, Labonte will drive **Ask.com-sponsored Fords** for **Hall of Fame Racing** through its new partnership with **Yates Racing**. Yates Racing will feature Labonte in No. 96 (*the old Hall of Fame number*), team **newcomer Paul Menard** in No. 98 and **Travis Kvapil** in a "new" No. 28. It's new because last year's car-owner points were moved from No. 28 to Menard, meaning Kvapil will begin the season without being top-35 in owner points and without a guaranteed starting spot in those races. **Earnhardt Ganassi laid off 40 more employees** recently, and perhaps that's what spooked Labonte. The team now seems almost certain to be able to field only two full-schedule Chevys next year, one for Juan Pablo Montoya, the other for Martin Truex Jr.

**Nationwide Insurance** wants to increase its brand awareness during its second year sponsoring the **second-tier Nationwide Se-**

**ries**. It's starting with **TV commercials featuring two-time series champion Dale Earnhardt Jr.**, said to be "a longtime customer of our company." Nationwide also will offer \$25,000 bonuses to series regulars (*including Cup drivers*) in the stand-alone races at Nashville, Iowa, Kentucky and Memphis. If the winner isn't eligible (*a Cup driver, for example, who runs a limited Nationwide schedule*), the bonus rolls to the next stand-alone race. The driver who scores the most points in the stand-alone races will receive a \$50,000 postseason bonus.

Series director Joe Balash said that NASCAR hopes to have a "new" Nationwide car by next year. "We're watching the economy and talking with owners in our garages," he said. "We'll see if we'll be able to launch for the '10 season, but that's our plan right now."

In team-related news, Michael Annett signed for the full season in No. 15 Toyotas for Germain Racing; Larry Foyt will run the Daytona race in the No. 56 Chevy for Mac Hill; **Tony Stewart** will drive a No. 80 Chevy at Daytona for **Hendrick Motorsports**; Paul Menard will run 16 Nationwide races in the No. 98 Ford for Yates Racing, and Danny O'Quinn reportedly will run the full schedule in No. 0 Chevys for Johnny Davis.

**Multiple motocross champ Ricky Carmichael** realizes that he faces a huge learning curve in his rookie season in the **Camping World Truck Series**. He'll drive a Harvick-owned No. 4 Chevy in at least 14 of this year's 25 races, more if sponsorship arrives in time. **Later!** 🍷

## Blast From the Past—Mustang Cobra Jet!

The latest speed demon from **Ford Racing**, the **Cobra Jet Mustang**, is a lock to be a collector's item—but at least four of them are sure to light up their tires and make it down the strip.

An Oklahoma enthusiast, Brent Hajek, bought the **first 10** and plans to enter four at the **NHRA Winternationals** at Pomona, Calif., next month.

That's the idea, Ford Racing says, as it wants to get the limited-run cars in the hands of sportsman racers and reestablish the Mustang among drag fans.

The Cobra Jet was first unveiled at SEMA in November, and Hajek got the keys to the first car Dec. 18 at **Roush Industries** in suburban Detroit, the site of final assembly.

Only **50 will be made the first year**—and they're **sold out**. They get a **supercharged 5.4-liter, 400-hp engine** paired with a six-speed manual transmission or an optional three-speed automatic, an NHRA-legal interior and a curb weight of only 3,300 pounds. Ford Racing says it's expected to be able to run in the **10-second range**.

The car is also outfitted with a crankshaft damper, racing

headers, a one-piece driveshaft, a drag spring kit and a nine-inch rear axle assembly. The wheels measure 15 inches by 4 inches in the front, and the back are 15 inches by 10 inches.

The cars are painted white and have hood scoops and optional exterior graphics. Inside, there's a five-inch pedestal tachometer, a SVT short-throw shifter and Cobra Jet seat package.

The cars cost **\$69,900**, and deliveries are expected to begin in the first quarter of the year, though they're being called '08 models. Ford is looking at bringing back the car in '10, said Brian Wolfe, director of Ford Racing technology. They'll likely remain low-volume in the future, with perhaps 50 being produced per year.

Though collectors are likely angling for the cars, Wolfe expects at least half of the first year's allotment will make it to the drag strip for display or competition—which is the whole point of the CJ.

The car begins life at Ford's Flat Rock, Mich., plant with street Stangs before the bodies-in-white make it over to the nearby Roush plant. Development took about eight months.

The Cobra Jet, also known as the **FR500CJ**, is the latest speedster from Ford Racing. The series



also includes the **FR500S**, the **FR500C** and the **FR500GT**, which are built with Ford performance parts and can be ordered through dealers.

The new car also marks the **40th anniversary** of the **original Cobra Jet**, which was the brainchild of drag legend **Bob Tasca**, a Rhode Island car dealer with a taste for competition. His conversion package got the attention of Henry Ford II, who had the Blue Oval assemble several Mustangs in the same fashion. Tasca's grandson, Bob Tasca III, drives a Mustang Funny Car in the NHRA series.

At the '68 Winternationals, two Mustangs made the finals, and Al Joniec won the Super Stock championship. Afterwards, Ford announced plans to build the 428CJ engine.

Hajek, meanwhile, remains happy with the modern version. After the Winternationals, he's aiming to set a class record with the Cobra Jet at another event, and is considering outfitting one of his 10 cars with an E-85 engine.

"It's cool, man—it's like living a dream," he said shortly after receiving the keys. 🏁





- ☞ Feb. 28th—**6th Annual Philly BoyZ 'Big Sit'** (details below)
- ☞ March 21st & 22nd—**Masscar 21st Annual Model Exhibition**, at the Holiday Inn in Taunton, MA (now featuring military classes). Get-together/Italian Feast on the 21st. Vendor/military class info—Stu Mar-

cus, (603) 382-9724; show info—Ed DaRosa, (717) 413-8668.

- ☞ April 18th—**23rd Annual NNL East**, 9 a.m. to 4 p.m. at the Wayne PAL Building, 100 Pal Drive, Wayne, NJ. **Theme—Fins & Feathers** (tailfins, sharkfins, any feathered animal—T-Bird, Firebird, Hawk, etc.), with a **Compact Car sub-theme** (Pintos to Novas, or Civ-

ics to WRXs). Info: Tom Geiger, (732) 264-9305 (7-10 p.m. weekdays), [NNLEast@aol.com](mailto:NNLEast@aol.com), or [www.nnleast.com](http://www.nnleast.com).

- ☞ Apr 22nd to Apr 26th—**Spring Carlisle Swap Meet & Corral**
- ☞ April 30th to May 3rd—**GSL-XXII Greater Salt Lake International Scale Vehicle Championship**, at the Salt Lake Sheraton City Centre. Info: [www.gslchampionship.org](http://www.gslchampionship.org).

## 6th Annual Philly Area Car Modelers 'Big Sit'

**When: Saturday February 28th**

**Where: Main Line Hobbies**

*Hey, how you doin'?*

*Listen up if yous knows whats good for ya.*

*The Philly Boyz. (aka Philadelphia Area Car Modelers) is putting' out an invite ta our 6th Annual Sit Down! If any of yous clowns happen to be in da Philly area on Saturday February 28th, come on down to Mainline Hobbies in East Norriton Pa. (2915 Hannah Ave.) and sit down wit members of da area modeling "Families."*

*We is expecting representatives from MAMA, Silent Traffic, Joisey Shore, Del Val, Central PA, and a' course PACM.*

*Dis is a chance ta get togedder before da model car contest season gets into gear and B/S wit' some of de East Coast's best modelers. Hey, some a' dese boys is even listed on dat fugaze Master Modeller Invitational ting." Dis is NOT a contest of any kind, but we want yous ta' bring some of your work to da table. Da only competition of any kind may be on da stores' two primo 1/32 slot car tracks.*

*So, unless yous don't wanna end sleeping wid da fishes, get yer carcasses to Mainline Hobbies on Saturday February 28th, from 10:00 AM to 5:00 PM. Ya won't regret it.*

*For information, send Uncle Bobby an e-mail @ [rdoebley@comcast.net](mailto:rdoebley@comcast.net)*

*Dat is all. Tank yous for your time.*



**FROM I-476 North:**

Take the last exit before the tolls, Exit 20, "Germantown Pike - WEST/Plymouth Road" and Bare Right at the fork in the ramp for Germantown Pike West. Follow Germantown Pike for 3 Miles. Look for a Sunoco Station on your right hand side, and make a right onto Hannah Avenue Just before the Sunoco. We are the First Building on the Left.

**FROM Pa Turnpike/NE Extension (I-476 South):**

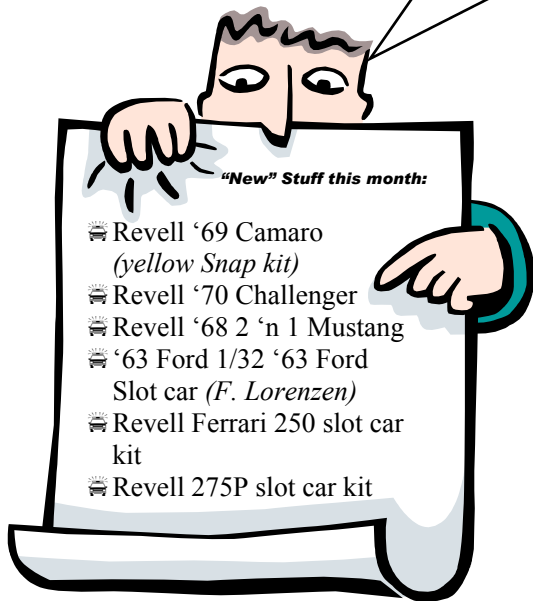


Take Exit 333 Norristown, Make a Left at the Traffic light at the end of the ramp, Then a Right at the

**Chapter Contact:**

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

**MAMA's BoyZ do it in scale!**



## Websites

**Carlisle Events:**

<http://www.carlisleevents.com>

**East Coast Indoor Nationals**  
(Timonium, MD):

[www.eastcoastindoornats.com](http://www.eastcoastindoornats.com)

**Maple Grove Raceway:** <http://www.maplegroveraceway.com/>

**Philly Area Car Modelers:** <http://www.pacms.org/>

**Maryland Intl Raceway:**

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

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

**York US30 Muscucar Madness:**  
[www.yorkus30.com](http://www.yorkus30.com) 📧



## Club Contact Info

## Classifieds

**WANTED:** I'm gonna do the equivalent of throwing chum into shark-infested waters, if you'll pardon the analogy. I am looking to purchase mint, unbuilt and/or rebuildable GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops. I also have an extensive collection to trade from, including but not limited to some mint, unbuilt kits such as an *MPC '71 Demon*, and *'77 Volare*. Also want Monogram '81 Snap Firebird, and Revell Formula convertible, 5-spoke & Minilite-style wheels, in both 1/32nd and 1/24th and/or 1/25th scales, Revell

1/32nd scale '70 Trans Am kits, '84-'87 MPC Fieros, and '70-'81 Firebird Formulas and T/As, Polar Lights funny cars, empty *Pontiac kit boxes*. Would also like to buy or borrow *old AMT/MPC/Monogram/Revell model car catalogs*. Contact Tim Sickle at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting.

**FOR SALE/TRADE:**

Thinning/narrowing focus, not quitting. Contact Tim Sickle at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting.

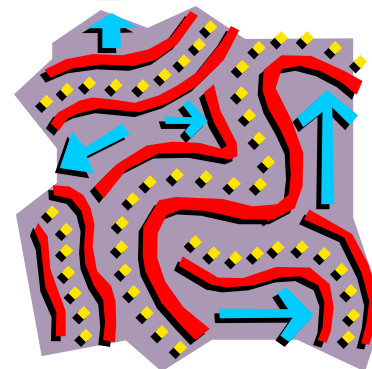
**Got an ad? E-mail me, and we'll see if we can fit it in!** 📧

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

## Directions

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

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



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

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