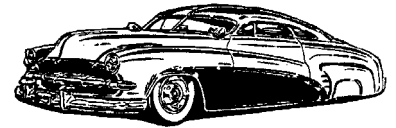




MAMA SEZ!

Volume 23, Issue 5

January, 2011



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

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2011 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- ☛ January 16th
- ☛ February 20th
- ☛ March 20th
- ☛ April 24th (4th Sat.!) 
- ☛ May 15th
- ☛ June 19th
- ☛ July 17th
- ☛ August 21st
- ☛ September 18th
- ☛ October 16th
- ☛ November 20th
- ☛ December 18th

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

Happy New Year, MAMA!

Well, I sure hope Santa was good to y'all, bringin' you whatever was on your lists! Strangely enough, our **'Monster' Christmas meeting** had **only 40 hungry members and spouses/significant others** in attendance. Wha' happened, guys?!

This month, **Rich Wilson** checks out the new **Revell Midget racer**,

along with a **'recovered' Chi-Town Hustler**. **Thanks, Rich!**

Even though Pontiac is dead, the 'Parade' continues. Thanks this month to **Ron Roberts** for his **Beswick '62 SD Cat!**

The raffle raised **\$49.00**, while the door box added **\$124.00**. Thanks to all!

Thanks also to the

raffle donors: **Brad, Ron Bradley, Gary Frazee, Matt Guilfoyle, Ron Hamilton, Rich Meany, Rex Turner, and Replicas & Miniatures Co. of MD.** ☛



National Contest!

For those of you who have been hidin' under a rock lately, there's a new **national hot rod model car contest** takin' shape!

Revell and Stacey David of **GearZ** recently announced it with **Tes-tors** sponsorship. It runs from mid-Jan. to mid-May.

In a break from tradition, the contest appears to have a list of **'approved' kits** to choose from (and there ain't a **single Pontiac** in the

bunch, either ☺). The list is as follows: **Revell**—'30 Ford Model A touring (#4242), '32 Ford sedan (#2062), '32 Ford 5-window coupe (#4228), '36 Ford (#4227), '37 Ford pick-up (#7208), '41 Chevy pick-up (#7202), '49 Mercury coupe (#2860), '50 Ford pick-up (#7203), '55 Chevy street machine (#2211), '57 Chevy 150 sedan (#4240), '57 Chevy Bel Air (#4251), '58 Chevy Impala (#2073); **Monogram**—

'32 Ford street rod (#0882), '37 Ford sedan (#0884), '39 Chevy coupe (#4241), '48 Ford Woody (#4282), '55 Chevy Bel Air (#4295), '55 Ford F-150 (#0880), '55 Chevy Bel Air (#4269), '56 Chevy Bel Air (#0881), '57 Chevy Nomad (#0883), '58 T-Bird (#4280).

Go to <http://revell.com/contest/revellgearz.html>, or <http://www.staceydavid.com/contest.html>. Pick yer poison and get busy, 'cuz time's a'wastin'! ☛

MAMA Sez is the official monthly publication of the Maryland Automotive Modelers Association. Articles as attributed by author and source, and may be reprinted with proper credit given. Opinions expressed are those of nobody of any importance. Any correspondence or contributions should be sent to: Timothy Sickie, 15905 Ark Court, Bowie, Maryland 20716.

Kurtis Midget Ford V8-60

[Revell #85-4249; 105 parts]

When I saw the announcement for this kit, my first thought was it would be a re-release of the old Monogram kit, but upon closer inspection, to my surprise it was this kit. I never thought a kit of this type would garner enough support to be even considered for production. And then there was the long wait. Well it's here, at least the first version. According to our '*Plastic Pusher*' **Ron Bradley**, the entire production run was ***sold out the day it was released.***

Frank Kurtis built 1150 of these midgets over many years. It would seem they were popular. They dominated racing for over 20 years. One even competed in the '59 U.S. Grand Prix, but it didn't do very well; it didn't finish. If you do a Google search, there are many web sites with info, pics and short videos available. I find it hard to believe it's

1/25th scale though, but our own **Norm Veber** checked the engine against info from his vast library, and it checks out. I tried a different approach—I got out some of my driver figures and test fit them in the seat, and most do fit.

Engine: It's only a 15-piece assembly, but then it's a simple engine. It was first offered in '37 to replace the old flat head four-cylinder engine. Henry Ford hated straight sixes and refused to build them. The V-8-60 was economical as well as compact in size, so it made for a good fit in these midgets. The Edelbrock heads, intake, carbs and fuel pump are plated with a cast aluminum (*not shiny*) look. The headers and dumps are one piece, brightly chromed and have the ends drilled out. That should make Larry Greenberg happy at the very least! Also included are a crab-style distributor and a very delicate fuel line that installs later in the build-

up. It would have been a nice touch if Revell had given the throats of the carbs some detail, but they didn't. There are no air cleaners or velocity stacks.

Frame: The frame is cast in one piece and looks more like a go-cart frame; it's so small. The quick-change rear is plated to look like cast aluminum and is smaller than we're used to. The axle shaft is chromed, as is the rest of the suspension including the 'hairpin' radius rods. The tube front axle is chromed as are its' radius rods, tie rod, and drag link.

Cockpit: For such a small car, there's a great deal of parts to go in it. There are two pedals (*clutch and gas*) and a hand brake mounted outside the body. There is a photo-etched dash panel and decal gauges to go with it. You get to choose either a plastic steering wheel or a plastic rim and photo-etched spokes to go on a chromed column. There's also a hand-operated fuel pump for the outside of the cockpit. The seat is two pieces (*seat & headrest*) and the typical pleated affair, and no seat belts as was the style of the day.

Tires/wheels: The wheels are of the cast aluminum variety and scale out to 13." The tiny tires scale out to 4" wide and 20" tall and 6" by 23" at the tread and are dwarfed by the trailer wheels. No lettering is included for the tires.

Body: It's a multi-piece body, seven or eight, depending on how you see it. It has a full belly pan and a three-piece hood with louvers everywhere. There is a tail-piece and a choice of either of two noses with chromed grilles. A

(Continued on page 11)



'Chi-Town Hustler' funny car

[Revell #85-4286; 97 pieces]

When these kits were announced last fall by Revell, I was under the impression that the three of them were re-releases of older kits which has been the norm in recent years. The Tom McEwen 'English Leather' Duster that came out recently seemed to support that; or so I thought. When I looked at the parts in this kit, it became obvious that this is a new tool. I'm surprised because I thought funny car kits were out of vogue. Apparently 'Nostalgia' drag racing is very popular. Looking deeper at the parts I realized my meager knowledge of funny cars didn't cover this very unusual car. So I called *MAMAs*, '2 legged encyclopedia of funny cars,' Jerry Flynn. The first comment from him was 'the kit is 100% correct.' For those who don't know Jerry, he has spent a lifetime collecting pictures and

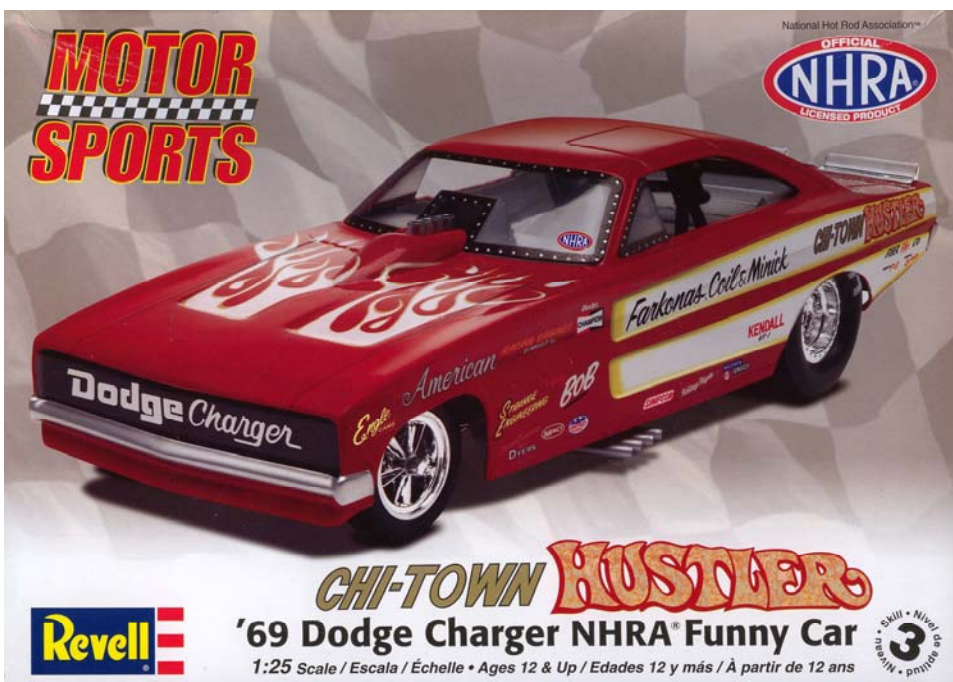
information on funny cars since day one. But as he points out, the kit builds up only as the car exists today in restored condition. As such, there are a few differences between it and the car as originally raced back in the late '60s. The original should be build-able with a few changes. It ran a best ET of 6.96 and a top speed of 206 mph.

Engine: The 22 piece engine is a Keith Black aluminum hemi, and is an excellent example of what Revell can do when they put their minds and efforts to it. The heads, valve covers and especially the oil pan are of special note. They even included an oil line from the pan to the filter. The blower is a three-piece unit with a four-throat injector that has linkage cast into it. The blower belt is cast together with its' pulleys, but both have tooth and cog details. Another piece of note is the belt tensioner, which is usually forgot-

ten. The third pulley is always left to float in mid-air. As nice as this belt is, this might be the occasion to spend some extra money on an aftermarket aluminum pulley set—this kit deserves it. The distributor is cast to the front cover but could easily be cut off to use a cap that would allow the builder to wire up the engine.

Chassis: Back in the late '60s, teams were starting to take advantage of chassis built by specialty shops like Logghe, but John Farkonas decided to design and fabricate their own. It was one of the last funny cars to have an offset chassis. My guess would be he wanted to lower the top heaviness of the car to make it more stable. But whatever he had in mind worked very well since the Pat Minnick driven 'Hustler' had a win-lose rate of about 90%. It was responsible for the *most extreme* (read: smokey!) *burnouts ever*. That's probably why today burnouts are limited. The one-piece chassis is the most unusual piece in the kit. It's lower and wider than others. Revell managed to cast it so that the tubing appears to be round, but if you look closely, it is slightly flat on the inside. The scale fidelity reminds me of the Revell race car kits of the early '60s. The front axle is fairly typical of funny cars of the late '60s, but the three-piece Dana rear is heavily modified because of the right side offset of the engine and the custom built chassis. The driver's seat nestles down in the left side of the chassis instead of on top. The steering wheel is so small it looks 1/32nd scale. A padded roll cage installs

(Continued on page 11)



'New' US Carmakers?!!

Toyota has regained the top spot among US consumers who are considering buying a new car, followed closely by Ford and Honda, Kelley Blue Book recently announced.

KBB's study for the third quarter of 2010 said 25 percent of new car buyers consider Toyota, followed by 24 percent for Ford Motor Co and 23 percent for Honda Motor Co.

In pickup trucks, Ford was the most considered, and in minivans, Honda was on top, KBB said.

The car results show Toyota is slowly recovering from its public-perception crisis and regaining a position of prominence in the minds of new-car shoppers. But Bell cautioned that Toyota may not regain the standing it had before its recall and safety crisis. About 11 million Toyota vehicles in the US were recalled beginning in November '09. Also, in early '10, the company suspended sales and production of some of its most popular vehicles, including the Camry sedan.

Ford topped Toyota as the most-considered brand in the US market in the KBB study for the three quarters prior to the '10 third quarter. Toyota held the top spot from the first quarter of '07 through the third quarter of '09. In the third quarter this year, behind the top three, were 'GMC's' main brand, Chevy, at 19 percent, Nissan Motor at 16 percent and Hyundai Motor Co at 13 percent. While the study showed Toyota was the most considered brand, its share of the US market through

November '10 fell to 15.2 percent from 16.8 percent in the first 11 months of '09, according to Autodata.

Autodata shows Ford's share of the US market rose to 16.7 percent from 15.3 percent.

Speakin' of *Toyota's massive recall*, is anyone else wonderin' how much the government was behind it?! After all, as much of 'GMC' as they owned (*before the recent sell-off*), anything they could do to put a dent in their sales **COULD** help 'GMC,' right? But only if those buyers actually **BOUGHT** 'GMC' vehicles. It amazes me that the whole unintended acceleration debacle seems to have magically disappeared from the radar.

To no one's real surprise, **mega 'GMC' dealership owner Rick Hendrick** (*also owner of Hendrick Motorsports*) bought one of the **first Chevy Volts**, with the proceeds going to Detroit schools. It sold for **\$225,000** in an online auction that closed on Dec. 14th. Chevy began shipping them to dealers in late December. Hendrick got his shortly afterwards.

The Detroit Public Schools Foundation will use the money for science, math, engineering and technology education initiatives.

'GMC' said it hopes the money will help cultivate the next-gen engineers to build upon the Volt's technology.

For the first time since '85, the **Camaro** has outsold its arch rival,



the **Mustang**. Chevy sold 7,655 more of its coupes than the Blue Oval. 'GMC' moved 81,371 Camaros compared to 73,716 Mustangs.

This is mildly amazing, given the fact that the Camaro has been beaten by the Mustang (*both V6 AND V8*), as well as the **Hyundai Genesis** on more than one occasion. The latest was in the February, '11 issue of **Motor Trend**, wherein, the Mustang was crowned the **'People's Pony Car.'** Meanwhile, the Challenger (*third*) and Camaro (*fourth*) rounded out the bottom half of the field.

Consumer Reports will not recommend the Chevy Tahoe. It scored **too low in testing to be recommended**, the magazine, published by Consumers Union, said in a press release.

The publication said it only recommends vehicles that have "performed well in its tests, have at least average predicted reliability based on Consumer Reports' Annual Auto Survey of its 7 million+ print and Web subscribers, and performed at least adequately if crash-tested or included in a government rollover test."

The Tahoe was downgraded for its "ungainly" handling and

(Continued on page 5)

New (contd)

(Continued from page 4)

long stopping distances. The magazine also said the interior fit and finish also didn't match the Tahoe LTZ's high as-tested price of **\$57,435**.

The full tests and rating for all the vehicles will appear in the February issue.

"Bring on the Clones." The long awaited compact luxury sedan from **Buick** was recently revealed at the North American International auto show. As expected, it is basically a sedan version of the all-new **Opel Astra** with several major tweaks. The entire front and rear fascias are unique to the **Verano**, both of which resemble the larger Buick LaCrosse sedan. No imagination, eh? Obviously, 'GMC' feels that Opel can do a better job at Buick

than it did for Saturn.

Caddy clones, too? Cadillac, 'GMC's' luxury brand, is studying versions of the **Chevy Traverse** and **Buick Enclave SUVs**, said people who didn't want to be named because the plans are private. Caddy understands that it can't thrive as a one-car (**CTS**) and one-SUV (**Escalade**) brand, and that they need product to survive. The **STS** and **DTS** may go out of production in June of this year, according to a forecast by Lexington, MA research firm IHS Automotive.

Caddy is seeking to lower the age of its average buyer from 62 (*sounds kinda like Buick, eh?*). Thanks to Bloomberg news for this upbeat item.

OK gang, more conspiracy theories. Anybody notice in the **Motor Trend Car and Truck of the Year awards**, that the **Chevy Volt** and the **Chevy Silverado HD**

won? Did the government play **ANY** part in this apparent coincidence?

Forget the fact that the Volt is an overpriced (**\$41,000**) hybrid (*a 1.4-liter premium-fueled inline 4 recharges the batteries*). Or has a shorter range than the full-electric **Nissan Leaf**, which is also cheaper, too?!

And finally, didja hear about the new **GMC concept truck** tryin' to horn in on the **Ford Raptor's press**? It's called the **GMC Sierra All Terrain HD concept**. It's powered by the Duramax diesel paired with an Allison transmission, special Fox off-road shocks, and 20-inch meats. Somehow, I don't think it'll measure up to the Ford, with it's new 411hp. 6.2-liter V8. It'll likely never see the light of day. Imitation **IS** the sincerest form of flattery—thanks, 'GMC.' 🚚



'Runner'



'Poseur'



AN AMERIKAN REVOLUTION™

This n That

Chinese Ferraris?! It was a solid year for Ferrari in the Chinese market in '10, as the Italian maker racked up its most impressive sales in that country with a tally of **300 cars**. Sales were up almost 50 percent compared with '09 results. With 10 current dealerships and the addition of some new business partners, Ferrari expects the added sales for Hong Kong and Taiwan will elevate the region to one of the company's top five international markets. Additionally, to mark the occasion, Ferrari had a celebration in Shanghai on Jan. 14th for the **999th client** as a tribute to the Chinese superstition that the number nine is lucky and represents longevity...**Buh Bye**. The last Mercury—a Grand Marquis—rolled off the production line recently at Ford Motor Co.'s assembly plant in St.

Thomas, Ontario, marking the official end of another Detroit brand. It will be shipped as part of a fleet order. Ford is eliminating Mercury to focus on two core brands, Ford and Lincoln. Snowstorms delayed parts shipments to the plant, pushing production of the final Grand Marquis into the new year. It came off the line at around 8 am. The Grand Marquis had been produced for 25 years at St. Thomas. The plant will continue to build Ford Crown Vics for taxi and police fleets until the plant's slated closure in September. Ford has sold more than **21 million Mercury cars and light trucks** in the US since the brand debuted with the '38 model year. Mercury's demise ends another



entry in Detroit automakers' efforts to market multiple brands to appeal to every purse and purpose. Mercury was sold as a step between Ford and Lincoln. When Mercury debuted, 'GMC' had established a ladder of consumption, beginning with Chevy and followed by Pontiac, Oldsmobile, Buick and Cadillac. Chrysler marketed Plymouth, Dodge, DeSoto and Chrysler. "Ford determined it wasn't worth the money to substantially differentiate Ford from Mercury," said Bob Casey, curator of transportation at The Henry Ford museum in Dearborn, MI. Foreign competition and limited marketing have forced Detroit automakers to shrink their brand and model lineups. Chrysler has shed Eagle and Plymouth, while GM has jettisoned Pontiac, Saturn, Hummer, Saab and Oldsmobile...**Bosses and Cobra Jets are Back**. Two new potent Mustangs that channel the past but pack serious modern muscle will soon be available for enthusiasts. Ford revealed the '**12 M-FR500 Cobra Jet Mustang** for drag racing at the Performance Racing Industry Show recently in Orlando. For road racers, the

(Continued on page 7)



T n T (contd)



(Continued from page 6)

Blue Oval is adding the **'11 Mustang Boss 302S**. A mere **50 Cobra Jets** will enter production for '12. The car has a sticker price of **\$91,900** and comes **fully loaded** for **\$103,980**. It will be available in red, blue and white with graphics. The Cobra gets a 5.4-liter engine with two supercharger options: a 2.3-liter TVS unit or a 4.0-liter Ford Racing Whipple supercharger. The Cobra Jet summons the spirit of the '68 car that dominated the NHRA Winternationals. The racer also is fitted with an automatic transmission, a double-keyed crankshaft, low-drag racing brakes and optimized spring rates. It's set for the NHRA's Stock and Super Stock classes. For enthusiasts who want to soup up their own 'Stangs, there is a rolling-chassis Mustang based on the Cobra Jet, minus the powertrain. Bodies-in-white also are available. Then there's the Boss, another favorite with a 40-year lineage. This demon is also limited to just **50 examples** for 2011 and stickers at **\$79,000**. The 302S meets requirements for competition in the SCCA World Challenge GTS class and the NASA American Iron Series. The

car has a 5.0-liter V8 paired with a six-speed transmission. The suspension has two-way adjustable coil-over dampers and Ford Racing antiroll bars in both the front and rear. It also gets a six-point, FIA-spec roll cage and Recaro race seat. Other features include a fiberglass heat-extracting hood, an adjustable front splitter and a carbon-fiber

rear wing. There's also a retro Boss 302 graphics package that harks back to the original 1969 car. The Cobra Jet and the Boss 302S will be built at the Mustang plant in Michigan... **Raptor/Harley-Davidson Hybrid?** Ford is Raptorizing one of its top-flight F-150s for '11, adding more power underhood to go with the loads of looks and leather that are the hallmarks of the Harley-Davidson edition. The '11 model is fitted with the 6.2-liter V8—first offered in the Raptor SVT that makes 411 hp while towing up to 9,300 pounds. That's a monster upgrade from the previous edition, which displaced 5.4 liters and made 320 hp. Ford also loaded up the content this year in the Harley edition, with a voice-activated nav screen, a 4.2-inch "productivity screen," a power moon roof and remote start. Harley and Ford have a long-running relationship, collaborating on a long list of models, including nine F-150s and six Super Duty F-250s and F-350s; there was also an F-450 in '09. The '11 H-D F-150 is fronted by a six-bar chrome billet grille, gets 22-inch wheels, side graphics and special badging. Inside is leather, ambient lighting



and more badging... **Mini Rally Car?** Forty-three years after a Mini won at world rallying's highest level, the iconic name will return with a **Prodrive-built Countryman WRC** next season. The confirmation of a deal which has been the source of intense speculation has just been received from Mini's base in Munich. The Prodrive-Mini collaboration will produce the Countryman WRC in time for a selected program of World Rally Championship rounds next season—although no events were mentioned in the communication—and a full series in '12. However, Prodrive sources have suggested that the debut could come on the Rally d'Italia-Sardegna this year in May. The statement from Mini points out that the program is planned for several years to come. It started testing last fall, although no mention was made of who will drive it. Drivers who have been linked to the car include **former World Champ Marcus Grönholm, reigning Intercontinental Rally Champ Kris Meeke** and **longtime Prodrive customer Mads Ostberg** (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!) 🍌

'Loose Nuts'

First of all, apologies for the slight delay in reporting this story, but you all know how the holidays can get. Soooo, without further delay, here goes...

On November 6th, some of the **Philly Guyz** made another pilgrimage to the local shrine of speed, the **Simeone Foundation Automotive Museum**. This time, the guys were there strictly as fans. The event was one of the museum special events—"The Legends of Motorsport" series. The featured car this time was the "**Hippie car**," a **Porsche 917**. This car finished 2nd in the 1970 24 hours of LeMans (*and you all thought it was one of those Gulf cars from the movie*), and this car still holds the all time lap record at LeMans. Also on hand for the festivities was none other than racing legend, **Vic Elford**.

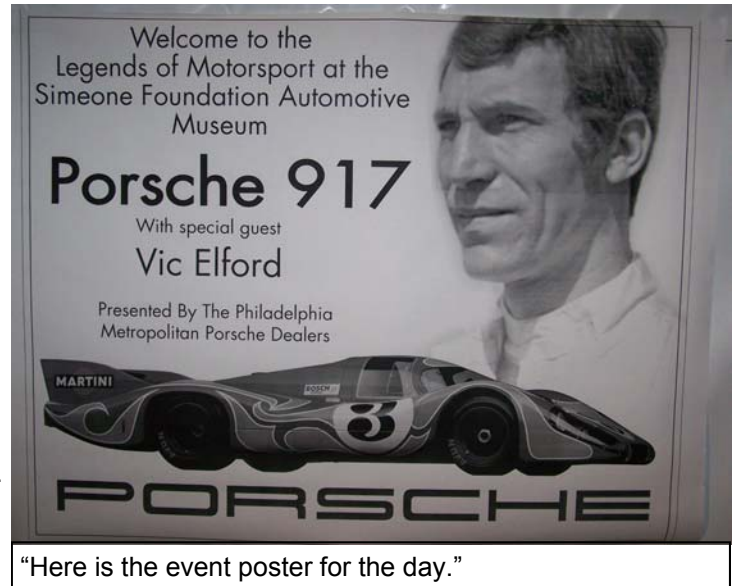
For the uninitiated among you, Vic Elford was born in London on June 10, 1935. He has competed

in F1, World Rally, World Sports Car championship, Can-Am, Trans-Am, and NAS-CAR. Vic has raced in the 24 hours of LeMans, 24 Hours of Daytona, 12 Hours of Sebring, Daytona 500, Monte Carlo Rally, Monte Carlo

Gran Prix, Targa Florio, and the 1000km at The Nurburgring. He has won at Daytona, Sebring, and Targa Florio. In 1972, he was awarded France's National Order of Merit when he stopped mid-race during the 24 hours of LeMans to rescue another driver whose Ferrari crashed and was burning.

Vic held or holds **lap records** at **Targa Florio, Nurburgring, Daytona, Sebring, Norisring, Monza, Buenos Aires, Road Atlanta, Laguna Seca, Riverside** and **Le Mans**.

Although he raced five years for **Porsche**, he also raced for **Ford, Triumph, Lancia, Alfa-Romeo, Ferrari, Chaparral, Shadow, Cooper, Lola, Chevron**, and **Subaru**. He also drove **McLaren** in F1 & Can



Am and **Chevrolet** in Trans Am.

The day was wonderful, and the weather good. Upon arrival, we found not only the 917 on display, but a **Porsche 911S** that was an exact replica of the car Vic raced in the '67 Monte Carlo Rally. Also on hand was the beautiful **Havoline Porsche 962**. Porsche North America and the Delaware Valley Porsche dealers were also there with some of the latest street models. Once the event got started, Mr. Elford took the stage with Dr. Simeone talking for about an hour about his career. Mr. Elford then sat and signed autographs while the cars were taken outside to be warmed up. Everyone then proceeded out to the back lot where Vic Elford proceeded to take each car around the museum's diminutive ersatz test track. It was absolutely fantastic to hear the symphonic sounds emanating from these cars. It was music to the car guys' ears. One could only imagine what these beauties (*the 917*) must have sounded like screaming down the Mulsanne straight at over 200

(Continued on page 9)



"Here we see Elford driving a replica of his 67 Monte Carlo Rally car."

Loose (contd)

(Continued from page 8)

mph. After the demo, the cars were displayed completely open for everyone to take photos (*talk about a modelers dream*). Your intrepid reporter shot a boat load of reference photos. Here's a link to the pix: <http://public.fotki.com/El-Tanque/simeone-foundation-/legends-of-motorspo-1/>

Mr. Elford was kind enough to

remain for more autographs, and while waiting in line to be able to see him, I was fortunate enough to bump into none other than '09 24 hours of Daytona winner, **David Donahue**. He was kind enough to sign a book for me. When I got to Vic, he was extremely polite and gracious enough to take time and answer a few questions I had for him. I asked if he had a favorite car. He said he loved racing the 917. He also said it was the most complete race car he had ever driven. I asked

if he ever drove a car he hated. He replied the Shadow he drove in Can-Am was the most evil one he had ever driven. He said it was just awful. Elford also told me The Nurburgring was his most favorite track and even though it was **14 miles long**, he was able to memorize the entire track. He said that he enjoyed all forms of racing in which he has competed, but Rally was his favorite. He said it tested your ability to control the car more than all the oth-

(Continued on page 10)



"Vic is reunited with an old friend, The Porsche 917."



"Vic (left) and Dr Simeone doin' a bit of bench racing."



"Vic is seen here driving the Porsche 962, probably for the first time ever."



"Our very own Fernando and Uncle Bobby with swag in hand standing next to the 917. Check out that roof height!"

More of 'Old GM' Dies

After 68 years of arming the nation and putting America on wheels, the Willow Run manufacturing plant in southeast Michigan closed in late December.

The 5-million-sq. ft. powertrain plant, owned by **Motors Liquidation Corp** (the company formerly known as General Motors Corp.), has fallen victim to 'GMC's' '09 bankruptcy and restructuring.

About 300 workers left at the plant will either 'retire, transfer to another campus or go on layoff,' per a 'GMC' spokesman. Workers built the last powertrain there Dec. 15th.

Last month 'GMC' offered buyouts for skilled workers at the plant and 12 others. The offer, which expires March 1st, gives these workers **\$60,000** to retire or leave the company. A 'GMC' spokesperson was unsure how many had taken the buyout.

'GMC' acquired the plant from Kaiser-Fraser in '53. The

purchase came after an August fire destroyed 'GMC's' Livonia "Hydra-Matic" plant. Within three months, its first automatic transmissions were being built.

Most recently, the plant has been supplying transmissions for the Detroit-Hamtramck plant and components for other facilities.

Just over a decade ago, the plant had 5,000+ workers and produced nearly 22,000 parts daily. At the time of 'GMC's' bankruptcy, staffing had dropped to 1,364 workers.

But the plant is most famous for its original incarnation as **Henry Ford's B-24 Liberator bomber plant** during WW II.

The plant, built on farmland owned by Henry Ford, supplied the US government with military aircrafts after President Roosevelt's push toward American involvement in the war. The first B-



24 came off the line in October of '42.

Kaiser-Fraser bought the plant from Ford in '45 to make cars and farm equipment.

The building was named a state historic site by Gov. William Milliken in '80.

A Motors Liquidation spokesperson said if the plant wasn't sold by year's end, a trust would inherit ownership of the building.

As part of the bankruptcy process, four trusts are being established to control any leftover General Motors Corp. properties.

The trusts are to be in place by the first quarter of '11. Big plants like these are hard to sell even in good economic times. 🚗

Loose (contd)

(Continued from page 9)

ers. In the end it was a great day. We got to see some historic cars "in action," and meet some real legends. I can't wait for the next one. Enjoy the enclosed photos from the day. And don't forget to check out the additional photos at the aforementioned Fotki link, either!

By: Tommy Kortman



(The preceding was submitted by Tommy Kortman, and our neighbors to the north, Da Philly BoyZ. Tanks, Tommy! Ya done good!) 🚗

Please Note

Please remember: **NO** congregating in the halls (thereby creating a possible fire hazard!) prior to the meetings

NO admittance to the meeting room until 11 AM (NO exceptions unless otherwise noted)

Meetings are scheduled for 11 AM to 2 PM—**NO EXCEPTIONS!**

We **MUST** be out of the room by 2 PM, or we will be charged additional fees. Thanks! 🚗

'Hustler' (contd)

(Continued from page 3)

after the cockpit is attached. The five-spoke front wheels are correct for the car regardless of which era you are building, although the five-slot front wheels of the era are just as accurate if you want something different. The rear wheels and tires are one of the pieces you will need to change if you are trying to build the original, but the ones in the kit are quite accurate for the car as it is now. The tires in the kit are devoid of any detail, but there are 'M&H' decals for the rear tires.

Body: The body is a 'take off' of the Charger 500 body since it's more aerodynamic. The sheet metal that surrounds the cockpit has stiffening ribs cast on them that give it more reality. The two-piece body had me stumped. The engine hood and cowl are one piece separate from the body. The reason for this is because this body is shared with the 'Hawaiian' funny car due out later. It will have a different chassis with the engine centered. The rounded rear wheel openings are correct for the car as it is today but for those who prefer the earlier car they will need to reshape the openings to a more squared shape; see the inside of the body and find some period pictures as well. The escape hatch would be hinged in the center to operate like a sort of gullwing door. The body color of the 'restored' car is candy apple red, but originally the car was red, best duplicated with Tamiya bright red. Surprisingly, the two rear spoilers that are chromed are correct since the real

car had polished aluminum pieces. The front bumper is cast into the body and will need foil or metalizer.

Decals: Everything you see on the box art car is on the decal sheet, including the window rivet detail, and are very accurate. By the way, the name 'Coil' on the side graphics is none other than *Austin Coil of John Force fame*, and may account in part for this cars' success rate. That brings up another point—the color callouts in the instructions are incorrect. Follow the colors on the box art car—it was built by Jerry.

This is a 'gotta have' kit that is very well executed. I've been told that Revell sold out of the initial run of 7,500 kits, and a second is already in the works. If you want it, you better buy it when you see it—it's that good. I'd like to thank Jerry for his invaluable help with this review.

By: Rich Wilson 🍷

(Ed. Note: Apologies—this review was slated to run BEFORE the Hawaiian—it somehow mistakenly got deep-sixed!) 🍷

V8-60 (contd)

(Continued from page 2)

clear windscreen finishes off the body as well as chrome nerf bars for the front and rear. Oh, and let's not forget the photo-etched leather belts to hold the hood in place.

Trailer: It is rather simplified but very complete. The ramps are meant to be glued in position, but shouldn't be hard to make oper-

able. There are cages to trap the front tires to keep the midget from coming off. Also included are a choice of two hitch assemblies.

Decals: There is a choice of either of two markings. The first is red stripes on a white body, but the builder will need to match the red to paint the nose. The second is gold graphics on a black paint job. Also included are two trailer tags.

This is a great little kit (*accent on LITTLE!*) and should be a fun build. The aftermarket parts and decals are bound to be many.

By: Rich Wilson 🍷

Condolences

For those of you unaware, it is with a heavy heart that I announce the passing of *MAMA's Boy Tony Meeker* in early January.

Pat and Bonnie Crittenden are attempting to deal with the passing of *Bonnie's father* after a long battle with cancer.

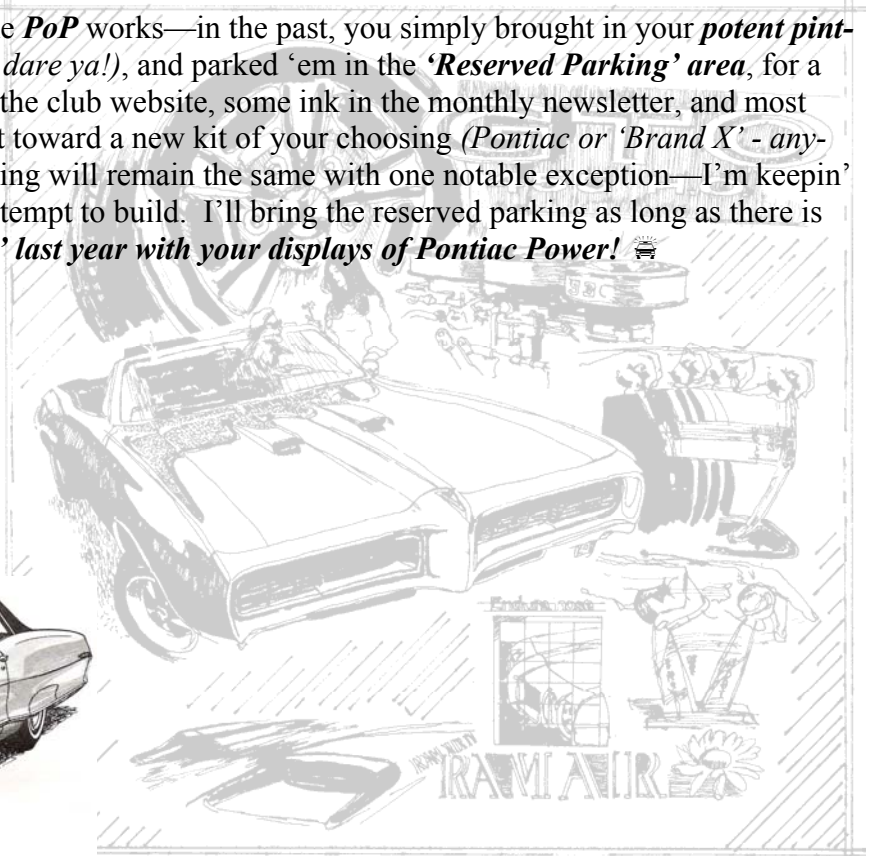
While on this sad topic, I must also announce the passing of a friend and standout in the GTO hobby—none other than *automotive writer and Pontiac enthusiast Paul Zazarine*. He edited the first GTO resto manual with *Chuck Roberts*. He regaled many of us with musclecar features in numerous publications (*magazines AND books*), both currently and formerly available. He also edited *Musclecar Review* and *Pontiac Enthusiast*, and created *Mustang*, *Corvette*, and *Musclecar Enthusiast* mags before Amos recently killed them.

Godspeed—you'll all be missed. 🍷

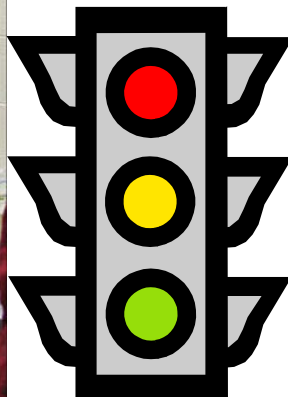
Pontiacs on Parade!



Well, by now, you guys all know how the **PoP** works—in the past, you simply brought in your *potent pint-sized Pontiacs* (say *THAT three times fast, I dare ya!*), and parked ‘em in the **‘Reserved Parking’** area, for a shot at notoriety, in the form of a feature on the club website, some ink in the monthly newsletter, and most importantly, the tidy sum of **ten bucks** to put toward a new kit of your choosing (*Pontiac or ‘Brand X’ - anything else—Ha! Ha!*). For this year, everything will remain the same with one notable exception—I’m keepin’ my dough to spend on Pontiacs for **ME** to attempt to build. I’ll bring the reserved parking as long as there is interest. *Thanks again for easing my ‘pain’ last year with your displays of Pontiac Power!* 🍷



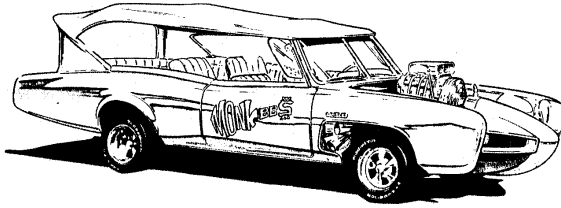
Here Nick gives new meaning to the term bein’ “Lit up” for Christmas!





A polite reminder: The '11 *Super September Showdown* theme is, believe it or not, *Movie and TV Cars!!* So, between *NNL East*, our show, and the *Showdown*,

you could theoretically build for **THREE** different shows—*Kewl! So, get busy on somethin,' OK?! 🍷*



Pontiacs on Parade!

Oddly enough, after a minor refurbishment of the parking lot (*parking lot stops installed*), There were no visitors' cars parked there! As you can see, it was festively decorated, too!

I displayed two diecast Ponchos—*Milt Schornack's '66 'ROYAL' GTO racer*, and a *Regimental Red '67 GTO hardtop*, along with an early Christmas gift to myself (*courtesy of Rich Meany—Thanks, Rich!*)—a '71 *Firebird Formula* built-up.

This month, Tim P and I recognized *Ron Roberts' rendition of Arnie Beswick's "Passionate Poncho" '62 SD Catalina* as the *Pontiac de Jour*. Here's Ron with details:

"As you all know by now, I'm into 'Box art' builds. This '62

Pontiac SS/S racer uses Testors' hobby paints throughout. I don't remember which colors, as I built this model about 13 years ago (!) when AMT first released this outstanding kit. It was built out of the box with the exception of the drag slicks, which came from Modelhaus. I used photos from various mags for my inspiration. The build remained 'decal-free' until the recent AMT/Round2 release of the kit. I simply used the decals from the new release. Guess you could argue that I com-



pleted this build in February of this year!" **Thanks, Ron!**

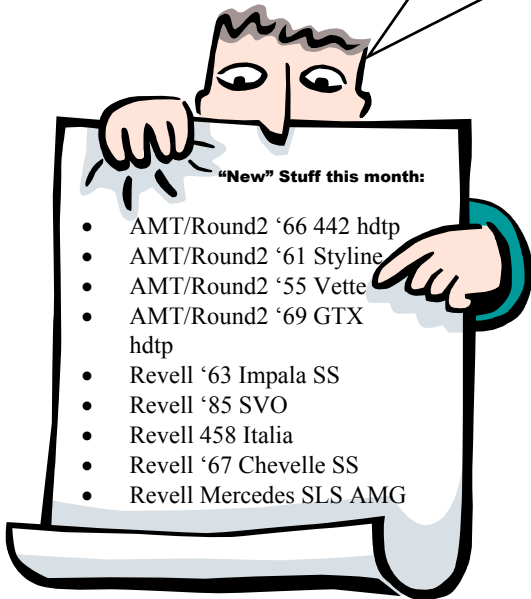
So, guys, there you have it. As promised, a year-long celebration of *Pint-Sized Pontiac Power*. Hope you all enjoyed it as much as I did. Guess after last year, you can all call me '**PoP**' (*Pontiacs on Parade!*) *Sickle*, eh?! **Thanks to Tim P for the nickname!! 🍷**



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MAMA's BoyZ do it in scale!



"New" Stuff this month:

- AMT/Round2 '66 442 hdp
- AMT/Round2 '61 Styline
- AMT/Round2 '55 Vette
- AMT/Round2 '69 GTX hdp
- Revell '63 Impala SS
- Revell '85 SVO
- Revell 458 Italia
- Revell '67 Chevelle SS
- Revell Mercedes SLS AMG

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 lookout to purchase unbuilt and/or rebuildable Pontiacs in general (and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I also have an extensive collection to trade from. Also want Mickey Thompson Attempt I/Challenger I kits, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (snap), Revell Sunbird, '66 Bonneville (MPC or Hasegawa), '69 to '72 Grand Prixs, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70 -'81 Firebird Formulas and T/As, '82 KITT Fire-

birds, late '80s Chevy C-3500 dually kit (*not promo*), Polar Lights funny cars, and empty **Pontiac kit boxes**. Would also like to buy or borrow **old AMT/MPC/Monogram/Revell model car catalogs**. Contact Tim Sickle at gtoguy@verizon.net, or see me at a meeting. **Thanks!**
Got an ad? E-mail me, and we'll squeeze it in! 🗓

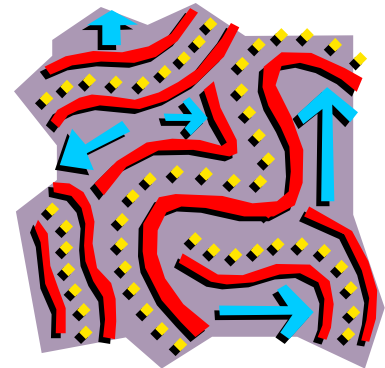


We're on the web!
<http://www.mamasboyz.org/>

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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