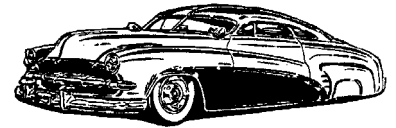




MAMA SEZ!

Volume 23, Issue 11

July, 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 15th
- 🔊 February 19th
- 🔊 March 19th
- 🔊 April 23rd (4th Sat!)
- 🔊 May 21st
- 🔊 June 18th
- 🔊 July 16th
- 🔊 August 20th
- 🔊 September 17th
- 🔊 October 15th
- 🔊 November 19th
- 🔊 December 17th

Inclément weather phone number: (301) 474-5255. 📞



Y'all almost missed *ME* last month! Deb and I were 'fashionably late' to the meeting due to our arrival in port at 7 am that morning (*in beautiful Bayonne, NJ, no less!*) from a *nine-day Caribbean cruise*. It did appear as though Lyle, Tim, and Matt had things well in hand, though!

I guess the **REALLY** big news is that we ap-

pear to have a new location for our annual show!! Watch for it.

This month, **Rich Wilson** checks out the new **Revell '10 Mustang GT** (yeah, you read that right—2010). **Thanks, Rich!**

Nick ably handled 'Parade' parking in my almost-absence. Thanks,



Nick! Thanks to everyone who continues to display their pint-sized Pontiac

Power.

Raffle/door numbers were unavailable.

Thanks to the raffle donors: **Brad, Ron Bradley, Steve M. Buter, Rich Meany, and Replicas & Miniatures Co. of MD.** 📞

Listen Up!!

Our club's '**Plastic Pusher,**' **Ron Bradley** has requested that I publish his schedule for the near future. In this way, you can plan your purchases and know when and where you can pick 'em up, especially if they are new ones.

He will **NOT** be at the following meetings: **March, May, June, July, and August.**

The remainder of his show schedule is as follows:

- April 30th: Northern VA IPMS, Fairfax HS
- May 14th: Mid Atlantic NNL, Towson, MD
- May 20-22: Super Chevy Show, VA Motorsports Park, Dinwiddie, VA
- Jun 4-6: National Muscle Car Assoc Race, Budds Creek, MD
- Jun 25-26: Mopars @ the Grove, Maple Grove Raceway, PA (Tentative)
- Jul 8-9: York US 30 Nostalgia Show,

York Fairgrounds, PA

- Jul 15-17: Super Chevy Show, Maple Grove Raceway, PA
- If any hot kits show up during those months, he will do his best to get 'em to Rich Wilson to bring to the club meetings in an attempt to help out with our '**plastic addictions.**' **Thanks a bunch, Ron.** 📞



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 Sickles, 15905 Ark Court, Bowie, Maryland 20716.

2010 Mustang GT

[Revell #85-4272; 117 pieces]

The small print on the box art claims this kit is a new tool, so being the trusting person I am, I got out a previously issued kit. I've built the '06 Mustang GT, so I don't have that version for comparison (*unbuilt*), but I do have an unbuilt '08 Steve MCQueen/Bullitt Mustang which is very close. At first glance, I thought the newer car was slightly modified, but when I compared it with the '08, I noticed many small differences. The most obvious is of course the nose, which is narrower, and lower, but less obvious is the longer interior that gives more rear seat legroom. As usual, I'm confused as to why this kit is the '10 car and not the '11, given this is 2011.

Engine: The engine is the same 21-piece assembly from the '06-'08 Mustangs, which for me is a disappointment. Not that there

is anything wrong with it, quite the opposite—it's very good. But I

was expecting the new 5.0-liter engine that I'd heard so much press about. It took me a moment (*or three!*) to realize this kit is of the '10 car and the new engine debuted in the '11 car. Strangely, all the parts are exactly the same, but they're arranged differently on the trees.

Chassis: The chassis is unchanged except for the lack of a little texturing where the mufflers lay. The exhaust system is unchanged as well. All the suspension, gears and electronic support systems on the real Bullitt car were carried over on the new car for all models. The same seems to be true of this kits' suspension as well. The only change was to increase all the available wheel sizes by one inch, which is true of the kit wheels at 20 inches (*in this case*). What we used to call the 'Monte Carlo bar' is now a standard part on the base model cars. Seven styles of wheels are avail-

able; in scale we get a set that resembles the Shelby 10 spokes that have been so popular for decades. These could look good on '67-'70 Mustangs (*gad, did I just recommend 'wagon wheels'?!).* Again, all the parts are the same as previous kits, but they are re-arranged on the trees. The only exception I can see is the rear anti-roll bar, and that requires laying the old next to the new to see the difference.

Interior: The interior has the most changes, of course, but again it takes comparison to see the differences. I think I like this upholstery pattern better, plain as it is. The real car has the choice of many different color interior lights and dash lights. The decal sheet provides six of those for the gauges as well as many others such as door releases, horse emblems, and horn button. But the cool one is the choice of two decals for the computer screen.

Apparently, the console top on the real cars interfered with the manual shifter so it was changed. The '06 and later kits had the paddle shifter but this kit does not; it's still available on the 1:1 car. The seats have the receiver for the lap belt and if you look close there is the anchor for it on the 'B' pillar.

Body: Revell captured the shape very well though now its nose and tail are separate pieces. The base model hood is now a cowl induction type. It would appear that Ford, in an effort to lower the front end of the Mustang, to make it more aerodynamic, lowered it so much that they had to design a hood scoop to

(Continued on page 3)



GT (contd)

(Continued from page 2)

clear the engine and Monte Carlo bar. The spoiler is similar to the one found in the GT-500KR kit. The taillights are clear; normally I wouldn't care for this, but with the segmented nature of them today, it's just as well. The headlights and driving lights build up as before. The side mirrors are two-piece. The windshield wipers are cast to the inner cowl as before also.

Decals: They have three sets of stripes, black, white, and silver, and the center brake light is printed to them and just in case you don't want stripes, there is a separate one (*chmsl*) as well. The

silver stripes would look great on a titanium colored body, but I see one that is just a simple white with black stripes that looks really sharp. Besides those already mentioned there are the usual assortment of under hood markings and center hub decals. Also for those not using the stripes is the tail panel decal that resembles that of the '70 Mach 1. For the first time I can remember Revell has included a complete parts list in the instruction sheet in English, Canadian French, and Spanish (*is there a difference between French and Canadian French?*). Since so many pieces are changed, this does seem like a 'new tool,' but then just as many are unchanged. I like this kit, but if you're listen-



ing Revell, you're still on the hook for the '11 Mustang, and it better have that 5.0-liter engine! For those needing pics, my usual sources only had coverage of comparisons with the 'other' pony cars and no detail pics. **Mustang Monthly** magazine had some good pics in their **Feb. '09 issue** and yeh, yeh, I know you don't have that mag. I guess you'll have to try the Internet (*or almost any parking lot—LOL!*).

by: Rich Wilson 🚗

Pinto Power!

As proof that there's a group of enthusiasts for just about everything, owners of the lowly **Ford Pinto** took to the roads in celebration of the car's 40th birthday.

Pinto owners recently drove from Denver to the Carlisle Ford Nationals in Pennsylvania, a journey of approximately 1,600 miles.

Leading the caravan were Norman and Louise Bagi in their '76 Pinto Runabout and '77 Pinto coupe, respectively. The Bagis were inspired to organize the trip when they heard of a **Mustangs Across America** tour in '09.

Autoweek recently caught up with Norman Bagi while the group of 24 Pintos was taking a break at the Air Force Museum in Dayton, Ohio.

"It's been exciting and exhausting at the same time," he said

of the trip.

The group toured Fort Riley in Kansas on Memorial Day, then went on to take laps around the Kansas Speedway and, later in the trip, the Indianapolis Motor Speedway.

"The Kansas NASCAR track was just how you would expect it to be, it was down-home," Bagi said. "We felt very welcome there."

The group took several spins around that track at speeds Bagi claims approached 95 mph. At the Indianapolis track, they were disappointed to only be allowed one lap—at 30 mph.

The Pinto's journey ended on Thursday, June 2nd, as the crew pulled into the Carlisle Ford Nationals with a crowd, by now, of 32 Pintos. The cars participated in the downtown parade and held a



raffle of a guitar autographed by Ted Nugent, with proceeds going to the Wounded Warrior Project.

Were the Bagis worried about their Pintos making it all 1,600 miles, especially with the car's reported safety setback of blowing up if rear-ended?

Norman Bagi said the problem was exaggerated, and that a simple retrofit fixes the issue. Nonetheless, Louise Bagi keeps a fire extinguisher in her car—good insurance for any classic.

Just goes to show—you never can tell! 🚗

'Government Motors!'

Interesting road test results in several issues of *Motor Trend* magazine. April included a test of 'performance' cars under \$100K. It tested the '11 Shelby GT500, '12 Skyline GTR, and '11 Z06 Vette. Surprisingly, they picked the car with the smallest engine of the group—the *Skyline*. It was, as they put it, "the quickest drag racer, and fastest road racer."

Sadly it was about fifteen grand pricier than the Vette.

In the same issue, they tested performance models of *Ford* and *GMC's* ponycars (i.e., GT and SS), but in convertible form. They chose the GT, because, and I quote, "While we prefer the convertible to the coupe, the Camaro is just too flawed to challenge the Mustang's American performance hegemony."

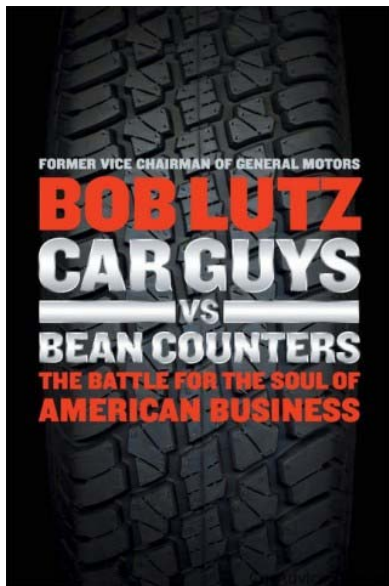
In May, we got a six-way SUV test—CX-9, Durango, Highlander, Traverse, Pilot, and Explorer. And that's about the way they finished, too. Note the Chevy was in the bottom half—again.

In June, it was a trio of the world's weirdest cars—the Porsche (twin-turbo) Panamera (\$164,145!?), BMW X6, and CTS-V station wagon. Not surprisingly, the high-buck Porsche got the nod as the winner. Surprisingly, the CTS-V wagon beat out

the BMW for runner-up status. As always, snatching defeat from the jaws of victory.

'GMC's' former boss Bob Lutz has a new book out—"Car Guys vs. Bean Counters—the Battle for the Soul of American Business."

Here are a few quotes regard-



ing the demise of 'GMC's' Hummer, Saturn and Pontiac units, and the sale of Saab: "I had no problem with two (of the decisions), Saturn I had a slight problem with, and Pontiac I had a major emotional problem with. Pontiac also had a strong rear-wheel-drive lineup at the end, including the G8 sedan, Solstice

roadster and hardtop. Plus, Pontiac also was slated get a sporty car built off a Cadillac platform. Pontiac was virtually destroyed by the fact that we had a new head of Pontiac about every eight months, and every one had a brand-new idea for its product direction." Like I've been sayin' all along, the guys at the top didn't (and still don't have) a clue!

Chevy and Detroit's Woodward Dream Cruise recently announced a sponsorship agreement expected to run for at least three years, starting this summer. The deal is for \$1 million+ (yer tax



dollars at work?!) and covers support services, cleanup and police.

The move is part of Chevy's strategy to focus on regional markets and local events while TRYING to reinforce the brand as a global force. The deal also comes as Chevy marks the centennial anniversary of its founding in Detroit in 1911.

Chevy will show the ZL1 Camaro and Sonic as part of the this years' festivities. Just shows that 'GMC' STILL doesn't have a clue—the ZL1 Camaro may get a good reception, but Woodward Dream Cruisers don't attend to see economy cars (read: Sonic)!!

Recently released US Treasury documents show the Obama administration engaged in a 'cozy' PR relationship with 'GMC' in the weeks prior to the company's ad campaign claiming to have repaid their loans five years ahead of schedule. Turns out, 'GMC' used funds from an escrow account for this payment, a move labeled as deceptive. A report shows that taxpayers will likely lose \$14 billion of the \$80 billion loaned to 'GMC.' A deceptive advertising complaint was filed, with 'GMC' stopping the ads shortly thereafter. Can you say

(Continued on page 5)

'Gov't' (contd)

(Continued from page 4)

'Conspiracy Theory?!'

A demoted 'GMC' exec has filed an **age-discrimination lawsuit** against 'GMC,' saying it is pushing out older, highly qualified execs to build a leaner, younger company after its bankruptcy.

"I love 'GMC,'" Daniel Plouffe, 58, a 40-year vet of the company, recently said, after filing the potential class action. "I'm bringing this action because it's the right thing to do—for me, my family, as well as my 'GMC' peers who have been severely affected by 'GMC's' conduct."

A 'GMC' spokesman wouldn't discuss the specifics of the lawsuit but said the company denies any wrongdoing.

Plouffe, lives in Grosse Pointe Shores and works at 'GMC' HQ in Detroit as director of 'GMC's' dealer business-to-business systems unit, which operates the computer system by which dealers order cars and parts and communicate with the company.

His suit says when 'GMC' emerged from bankruptcy, it embarked on a campaign to replace older execs with those under 50 by encouraging older ones to retire.

Many of those who didn't were demoted out of the executive ranks with no chance of being considered for future promotions, regardless of their qualifications.

Plouffe, who has worked for 'GMC' since '71, said he was demoted to a level nine position, resulting in a **20%-25% pay cut**, even though he assumed the duties

of three others who left.

He said a succession of 'GMC' officials told him he was being demoted because the company wanted younger people—those under 50—even though his last performance evaluation said he far exceeds expectations.

He asked the judge to certify the lawsuit as a class action, order 'GMC' to reinstate him and other similarly situated employees to executive positions and restore lost pay and benefits.

Here we go again—**bring in the clowns** (clones!). Rumors are circulating (*for the second time in a year*) that Chevy's prepping a coupe variant of the new **Cruze** compact sedan. The **GM Inside News** website confidently sez that there's no Cruze coming. There is, however, a two-, ugh, three door compact in the plans for North America.

As other mainstream outlets have reported, **Buick** is supposedly getting the upcoming **Opel Astra GTC three-door hatchback**. It's new design apparently fits well with Buick's new theme (*what—made in Germany?!).* It will launch in Europe next year.

Another **class-action lawsuit** has been filed against 'GMC,' complaining that they fixed rear-end problems on **police versions** of **2007-08 Impalas**, but not those owned by **400,000+ other drivers**. The problem, according to the lawsuit filed in federal court in Detroit, causes owners to **burn through rear tires**. The suit was brought on behalf of a PA woman and wants 'GMC' to replace potentially faulty rear suspension rods. 'GMC' sold **423,000 Impalas** over the two-year period. The

suit—if successful—could cost 'GMC' millions in tires and parts.

The only owner currently named, Donna Trusky, of Blakely, PA, bought a new Impala in Feb. '08 and said the tires wore out within **6,000 miles**. Her dealer replaced them and provided an alignment, but didn't disclose the spindle rod issue, she said. According to the suit, 'GMC' issued a service bulletin in '08 for police versions.

Last November, she couldn't pass an annual inspection without getting another set of rear tires—even though the car had less than 25,000 miles.

In its July '08 bulletin, 'GMC' told dealers to replace the rods, align the rear wheels and, if necessary, replace the tires. Police agencies that had replaced rear tires themselves could seek reimbursement for a year.

A 'GMC' spokesman declined comment because they hadn't reviewed it. A 'GMC' spokeswoman also declined comment, but said the police version was different from those sold to others. It has a special electrical system and suspension for police needs.

A lawyer representing owners said police Impalas were not significantly different from those sold to the general public.

One complaint said the owner had replaced tires **three times** on a '08 Impala LTZ with 41,000 miles. "This is the first Chevy Impala I have owned," the complainant wrote. "Was completely satisfied with my Pontiacs."

Guess that may be his LAST Chevy, eh?

Sounds like business as usual at 'GMC.' ☹

This n That

Assault With Intent to Maim—a Camaro?!?!? Heard this one on the way in to work one morning. Seems as though his car wouldn't start. Whether out of frustration or anger, he **pulled out a gun and shot it**, damaging the windshield and dashboard!! He was sentenced to **three months in prison** for his antics. No word on where it took place, but it sure made the commute more fun...**Limited Edition Roadster**. In a poorly kept secret, **Danbury Mint** just announced they would be producing a 1/24th scale diecast replica of the **McMullen roadster**. It will include a golden plaque featuring a unique serial number, meaning it will be done in limited quantities. Unfortunately, as this is written, the price was unavailable. You can reach 'em at 47 Richards Avenue, Norwalk, CT 06857, 1-800-822-6133, or online at www.danburymint.com. Thanks to **club Prez Lyle Willits** for the scoop (and **Norman Veber** for the flyer!)...**Flyin' Car?!?** The Jetsons' futuristic vision of a flying car is one step closer to becoming a reality. **Terrafugia**, a Massachusetts company developing a 'roadable aircraft' named the **Transition**, just received special exemptions from

the National Highway Traffic Safety Administration that will help it move the vehicle forward to production. NHTSA will allow plastic windows rather than standard automotive safety glass. The glass would add too much weight and could fracture, obstructing the pilot's view. The plastic windows better guard against bird impacts. They also will be allowed to use tires not normally permitted on multipurpose vehicles. The tires used are rated for highway speeds and are designed to withstand landing stress. The FAA also made an allowance for it, allowing it to weigh 110 pounds more than is normally allowed in the light-sport-aircraft category. Terrafugia earlier announced deliveries would start late this year but now says it will be late next year before the first production vehicle takes to the road, er, the air...**Flyin' Female?!?** In October, **Leslie Porterfield** will attempt to break the world land-speed record for women drivers in a **50,000-hp F-104 Starfighter jet plane**, converted to roll on big tires. She's already in the **Guinness World Records** as the **fastest woman on two wheels at 232 mph**. "I couldn't be more excited to be a part of such a dynamic team," said Porterfield. "I am honored to be part of their mission to go after the absolute unlimited land-speed re-

cord. This is an opportunity of a lifetime!" Porterfield and the **North American Eagle** need to go faster than an **average of 512 mph**, in two passes, in two different directions, which is the agreed-upon standard for land-speed records. If successful, she'll make a run at the overall world record next year. What the North American Eagle team doesn't have is a sponsor. It hopes that the October run will drum up some interest. "Excitement about the record has kind of dropped off, since the Brits have held it since '97," said Douglas Schwartz, NAE media director. "And it's hard to do without sponsorship." The current land-speed record is held by **Andy Green** of Great Britain, who broke the record in the Black Rock Desert in Nevada in '97. Green used a turbofan-powered **Thrust SSC** to hit **763 mph**. Americans haven't

held the record since '83. Currently, both the Brits and the Aussies are working on LSR cars, according to Schwartz, meaning it could all culminate in the next few years. The Brits are about a year away from having the **Bloodhound SSC** ready to go, while the Aussies are further away...**Flyin' Dodge, er 'Ram?!'** In an effort to compete with the **Ford SVT Raptor off-road pickup**, Chrysler and parts group Mopar have released a **KIT**. The **Mopar Ram Runner kit**, available for owners of '09-11 Ram 1500s, can be installed at

(Continued on page 7)



T 'n T (contd)



(Continued from page 6)

home or by the dealer for a total parts cost of **just less than \$20,000**. Upgraders on a budget can add parts individually as well. It was developed with the help of Off-road racer Kent Kroeker. He owns Team Kore and Kore Performance, an off-road accessory company. The most expensive part of the package, at **\$13,270**, is the **Pre-Runner Stage II Lift Kit**. It comes with a five-link coil-spring rear suspension, 4130 chrome-moly upper/lower control arms, rebuildable high-angle ball joints and forged-steel, high-angle tie rods. It provides 14" of suspension travel, damped by three-inch internal-bypass Fox shocks. The one-inch outer tie rods are made of forged steel, while the inner tie rods are upgraded as well. After upgrades, ground clearance is 13" at the center of the front crossmember and 16" at the rocker panels. A steel off-road

front bumper gets an integrated aluminum skid plate, and costs \$1,250. Mopar charges \$1,010 for the off-road rear tire carrier, which allows easier access and the ability to carry larger, off-road tires.

The off-road fenders have wider wheel wells for more suspension travel, no body-to-tire contact and a more aggressive appearance. The lightweight fiberglass upgrades cost \$1,020 each. Finally, the complete package adds a cat-back exhaust for the Hemi, and it gets special chrome tips for a bumper with cutouts. Guess Ford can **REALLY** claim "**BUILT Ford Tough**," since you can **ORDER** one, instead of havin' to **BUILD** one...**Speed Up Your Office!** If you're looking for a late Father's Day gift, or maybe just a present for the CEO who has everything, a selection of exclusive **Ferrari office chairs** can be purchased from www.racechairs.com. The rolling, adjustable office chairs look the part, and should, considering they were **removed from real exotics**. Prices for the licensed Prancing Horse chairs start at **about \$5,000**, with the Ferrari 16M model coming in at the sale price of **\$12,999**.

Materials range from leather to suede and Alcantara, while color choices are what you would expect in the brand (*think brown, black, red and gray*). They are height- and incline-adjustable, and use shift knobs for lev-



ers. They look comfortable, and press info says they'll make you forget you've been sitting in an office chair for 10 hours. Don't know about that, but it would certainly make for a cool office piece. Just remember, close the office door when making the **vroom, vroom sounds...Rent-a-Racer Return? Shelby American** is considering resurrecting its 'rent-a-racer' program that offers upgraded Mustangs for enthusiasts. Likely timed to mark the company's **50th anniversary**, the program could launch as early as next spring. They would come in two configurations: **black and gold** and **white and gold**. Power would come from the naturally aspirated 5.0, which makes 412 hp, and an automatic transmission. Shelby hasn't finalized the program and is gauging interest. Hertz has been Shelby's historic partner for the ventures. Hertz offers the GT in premium packaging for rental as part of it's **"Adrenaline" collection**, but the Shelby hasn't been available recently (*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!*) 🍌



Mustang Engine Paint

This article, courtesy of *MAMA's Boy J.C. Reckner*, by way of *Mustang Monthly* magazine, covers engine colors for 1964 1/2 through 1973 Mustangs. As a result of its size, I'll attempt to break it up into several months' worth of reprints in our newsletter (*if I can remember to keep it goin'—Ha! Ha!*). So, without further ado, here's the inaugural 'Year of the Pony.'

1964 1/2

Confusion abounds from the start with Mustang engine color because the first model year-1965- was more involved than the rest. Think of the '65 model year as two model years in one- 1964 1/2 and 1965. We call '65 Mustangs from the first five months of production '64 1/2 Mustangs. These were the Mustangs fitted with a generator charging system and a choice of four engines-170ci six, 260-2V V-8, 289-4V regular fuel V-8, and the 289 Hi-Po. Each of these engines had black blocks, cylinder heads, and oil pans. Most of these engines had natural metal color hardware (*nuts, bolts, and screws*). Valve covers and air cleaners (*except 289 Hi-Po*) were specific colors that helped identify engines at a glance.

The 101-horse 170ci six had a bright red valve cover and air cleaner. The optional base V-8, the 260-2V with 164 hp, had a

The 210hp 289-4V was a low-compression small-block with a gold air cleaner and valve covers. Like the 170ci six and the 260ci V-8, the 289-4V had a black block, oil pan, timing cover, water pump, and cylinder heads. The 289 Hi-Po with 271 hp

sported a black block, oil pan, timing cover, water pump, and cylinder heads, with the chrome dress-up kit that included valve covers and an open-element air cleaner.

One important issue to consider with air-cleaner color is the intake snorkel. Instead of being

light Ford Blue air cleaner and valve covers.

blue or gold, the snorkel is gloss black for 1965.

1965

Beginning in August 1964, the Mustang's engine lineup changed. Gone was the generator charging system; in its place was an improved alternator system. Standard power was the 200ci six with seven main bearings. Like the previous 170ci six with four main bearings,

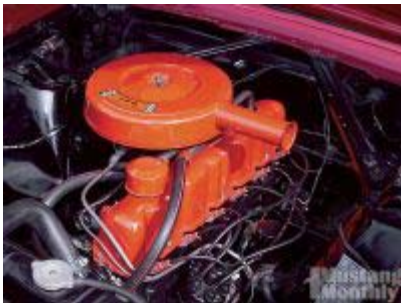
the 200ci six was fitted with a red valve cover and air cleaner. And like the 170ci six, the 200ci six had a black cylinder head and block castings. Everything below the valve cover was black.

The 289-2V V-8 replaced the 260-2V V-8 engine. Instead of the 260's light blue valve covers

(Continued on page 9)



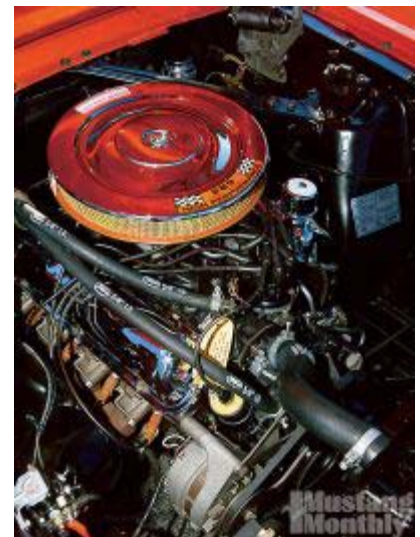
The base V-8 during the Mustang's first five months was the 260-2V with Light Blue valve covers and air cleaner. This is not the darker Ford Corporate Blue that came in '66. The air-cleaner snorkel on this engine should be black.



This is the 170ci six cylinder engine in the '64 1/2. Note the red valve covers and air cleaner.



The base V-8 for August '64 and beyond was the 289-2V with gold valve covers and air cleaner. Identical in appearance was the Challenger V-8-the 225-horse 289-4V engine with higher compression. Black, heads, and intake were black. Some Canadian-delivered Mustangs received red valve covers and air cleaner. No one has been able to determine why.



Like the other '64 1/2 engines, the 289 High Performance has black block, head, and intake castings. Where the Hi-Po differs is the chrome valve covers and an open-element chrome air cleaner.

Paint (contd)

(Continued from page 8)

and air cleaner, for '65, the 289-2V had gold valve covers and air cleaner. The 289-4V engine, with higher compression, four-barrel carburetion, and 225 horsepower, also received gold valve covers and air cleaner. If you have trouble remembering this, think of the 289 engine as the gold standard of Mustang power for '65. The 289 Hi-Po for '65 continued unchanged, with the exception of the alternator instead of a generator.

1966



Aside from an alternator in place of a generator, the 289 Hi-Po rolled into '65 with a black block, heads, and intake with chrome valve covers and air cleaner. This is the 306-horse Shelby 289 Hi-Po with the Cobra dress-up kit, high-rise intake, and Holley carb

For many years prior to 1966, Ford engines were color-keyed to specific applications and carlines.

For 1966, this practice changed, when all Ford engines were painted Ford corporate blue. Instead of color-keyed valve covers and air cleaners, the entire engine would be Ford blue, like the Ford blue oval and the Ford blue offset dealer signs popping up in 1966. Ford's message for 1966 and beyond was simple—if it is blue, it is powered by Ford.

As in 1964-'65, Ford continued to paint the valve covers separate from the engines. Engine long-blocks, which included block, intake manifold, heads, and oil pan, were

all painted Ford blue, a darker blue that covered all hardware except the valve-cover bolts. Valve covers were installed toward the end of engine assembly using natural metal bolts with integral lock washers. We've learned through observation and conversation with restorers that Dupli-color's Dark Ford Blue (1606) is an accepted color for '66 and later Ford engine restorations. An alternative, when Duplicolor isn't available, is Krylon's Dark Ford Blue, which is also the correct shade of dark blue. Plastikote is another paint brand, Royal Blue (1134) an acceptable color for '66 and later.

Stay tuned next month to see if I can remember to run part two (*remind me JC, OK?*). **Thanks to JC & Mustang Monthly. Now, let's build some Ponys!** 🐎

'64 1/2 Mustang Engine Color Quick Reference

Engine part: Brand & Color

- 170 valve cover: Duplicolor 1605 Red
- 170 air cleaner: Duplicolor 1605 Red
- 170 block, head, oil pan: Duplicolor 1635 Black (*semigloss*), 1613 (*gloss*)
- 260 valve covers: Duplicolor 1606 Light Ford Blue
- 260 air cleaner: Duplicolor 1606 Light Ford Blue
- 260 block, heads, intake manifold, oil pan: Duplicolor 1635 Black (*semigloss*), 1613 (*gloss*)
- 289 valve covers: Duplicolor 1604 Gold
- 289 air cleaner: Duplicolor 1604 Gold



The '64 1/2 289 is identifiable by its gold valve covers and air cleaner. This is the 4V low-compression, regular fuel V-8 available during the first five months of production.



- 289 block, heads, intake manifold, oil pan: Duplicolor 1635 Black (*semigloss*), 1613 (*gloss*)
- 289 Hi-Po block, heads, intake manifold, oil pan: Duplicolor 1635 Black (*semigloss*), 1613 (*gloss*) 🐎

'65 Mustang Engine Color Quick Reference

Engine part: Brand & Color

- 200 valve cover: Duplicolor 1605 Red
- 200 air cleaner: Duplicolor 1605 Red
- 200 block, head, oil pan: Duplicolor 1635 Black (*semigloss*), 1613 (*gloss*)
- 289 valve covers: Duplicolor 1604 Gold
- 289 air cleaner: Duplicolor 1604 Gold
- 289 block, heads, intake manifold, oil pan: Duplicolor 1635 Black (*semigloss*), 1613 (*gloss*)
- 289 Hi-Po block, heads, intake manifold, oil pan: Duplicolor 1635 Black (*semigloss*), 1613 (*gloss*) 🐎

Book Review

“Chrysler’s Turbine Car: The Rise and Fall of Detroit’s Coolest Creation,” by Steve Lehto, foreword by Jay Leno, by Chicago Review Press 2010

This book describes the history of the efforts of Chrysler Corporation to develop a turbine engine as an alternative powerplant for its production gas combustion engine vehicles.

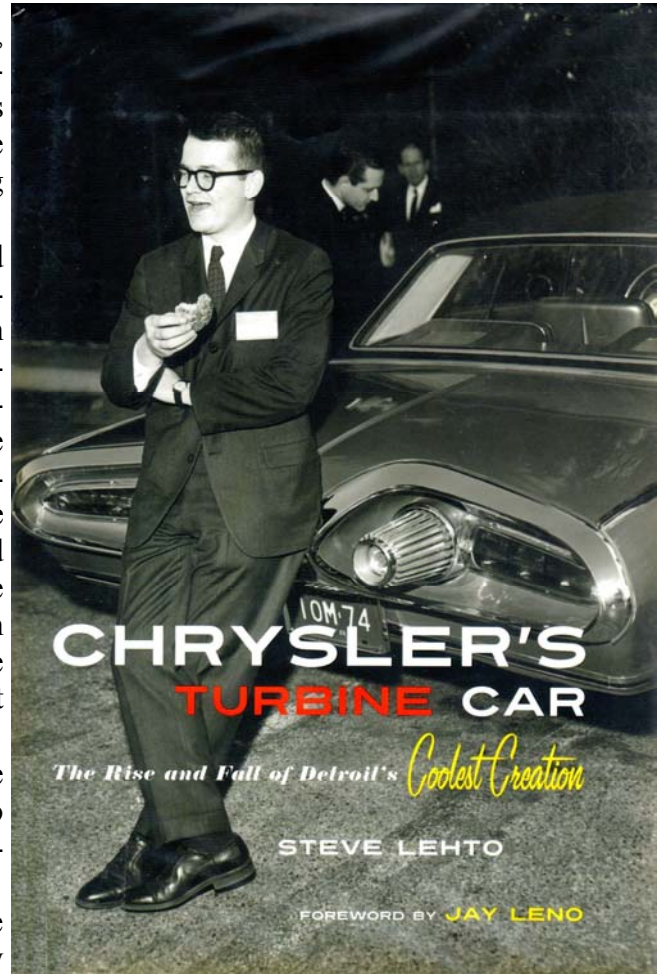
Chrysler had established a turbine engine research division in the 1930’s. In the mid 1940’s a production car turbine team was assembled, and by 1954, the first turbine powered passenger car was operational, a modified 1954 Plymouth Belvedere. Eventually there seven generations of working turbine automotive engines developed up until the program was canceled in 1979.

The most famous project was the Chrysler Turbine Car, which was introduced in 1964. It was a media sensation, with a huge display at the New York world’s fair and with a high powered publicity campaign that saw 50 cars loaned out the “average” American drivers and families as a road test/promotion (*Ed. Note: my uncle was actually on a list, but never got one*). Afterwards the public eagerly awaited the launch of the production version but it never materialized.

Much of the book provides details about this 1964 car, along with the experiences of the consumer test drivers and Chrysler’s massive promotional activities. Here are some of the more interesting facts on this car:

- 55 cars were built, 50 for the consumer road tests and five that were used for testing and development
- The car frame and chassis was designed and built in Italy by the famous Ghia coachworks, the turbine engines were installed after the cars were shipped to Detroit. The cars were often referred to as the Ghia Turbines at Chrysler
- All the cars were custom built, so parts were not interchangeable, body parts like hoods could only be fit onto one car!
- 54 of the cars were painted in “Turbine Bronze” except one that was white, a factory test vehicle
- The Ghias cost between \$50-55,000, while the average retail for a US auto was \$2-3000
- The tachs on the Ghias read over 60,000 RPM
- In addition to the Ghias, turbine engines made appearances in other Chrysler products, including a Plymouth Fury and a Dodge Dart that made a cross country run in 1962. There was also a ‘67 Coronet, a ‘72 Satellite and a ‘73 Dodge Aspen

This book was an enjoyable read, providing lots of details on



the Chrysler turbine engine program as a whole in addition to the well known Ghia Turbine cars. I am not an expert on the subject so I cannot comment on the historical accuracy. It does try to explain why the turbines never went into mass production. A common view is that the oil companies or other industrial interests conspired to kill the project to keep the status quo. More likely it was a combination of market/business factors, such as the cost of developing an all new infrastructure to support the new technology as well as the high cost of building an all new plant specifically for the turbine production. There were several new metal alloys developed by Chrysler to adapt the

(Continued on page 11)

Book (contd)

(Continued from page 10)

turbines from their designed use in aircraft to automotive everyday driving which would have been prohibitively expensive in production quantities. Some of these developments were later used in aircraft and other technologies. And Chrysler was often in a poor financial position; by 1980 they were over \$1 billion in debt and needed a government bailout so they were unable to take any risks

on a whole new technology. So the turbine project eventually faded away.

One comment from the book I did find odd was on the one page describing turbine race cars. While acknowledging the 1967 STP Turbine that almost won the Indy 500, in 1968 the author states that while nine turbines were on the entry list, “none made a dent in the race”. Joe Leonard and Graham Hill put their STP wedge turbines on the front row of the grid, and Leonard was leading with about 10 laps to go when he

was sidelined by a mechanical failure. Also he does not mention the Howmet Turbine sports car racers, which competed at Daytona and LeMans 24 Hour races in 1968. He does note that the Howmet Company was involved in supporting Chrysler in developing on parts and process used the building the Ghia turbine cars.

by: Chuck Herrmann

(Reprinted with Chuck's permission from the Grand Touring and Racing Auto Modelers newsletter)

Camaro Nats?!

As usual, Nick and I made our annual trek to the “Camaro Nationals” (*a.k.a. GMs at Carlisle*). Nothing earth shattering to report—ear-shattering, maybe. We were on hand when **Bruce Larson** and the gang **fired up Bruce's '68 Camaro** and **'78 Vette funny cars**. Boy, did that nitro bring back memories!!

Things of note included an **Olds-bodied 'Ghostbusters' 'tribute'** (complete with 'Slimer'!), and a gent who owned

a **veritable army of Corvairs**—four in all, I think!

If you wanna see some pic-

tures, go to my Fotki album. I'll warn ya though—there are very few late-model 'GMC' pix there. Just a few to show that there were 'other' cars in attendance than Pontiacs! The only exception are the enclosed photos which I titled, “When Good Camaros ('69) go

bad ('11)!” The link is <http://public.fotki.com/PMDracer/2011-gms-at-carlisle/>. Enjoy. 🍷



Mopar To Ya!

Well gang, looks like *club Prez Lyle 'Bowtie' '32 Ford' Wil-lits* has joined the ranks of classic car ownership.

Not with a '32 Ford or bowtie, mind you, but for—gasp! A Dodge!! Horror of horrors! The

'ol 'Heartbeat' is on life support 'bout now!

Seriously, Lyle didn't provide too many details on how or where he found this gem. What he did clue me in on was simply this: "It's a **'55 Dodge Coronet**, 270 V8 with a mild cam, new carb, and a complete recent engine re-build. It's been converted to 12

volts, has dual exhausts, automatic, new brakes, new wheels bearings, new tires, new grille, bumper and chrome fins, along with many other new items. Lyle also related that he felt he got a pretty good deal on it—the seller knocked off a few grand."

Congrats Lyle—there's no stopping' you (*and Lee!*) now! 🎉





- Sept. 11th—*Super September Showdown XII*, in Gilbertsville, PA. Theme—*TV, Movie, or Show Cars!*
- Oct. 8th—*NNL Nationals #32*, in Sylvania, OH. Theme:

Straight-Line Racing!

- Nov. 12th—*Southern Nats NNL*, in Smyrna, GA. Theme: *Wires, Steelies, & Alloys!*
- Nov. 12th—*LIARS Model Car Challenge*, in Freeport, NY. Theme: *The Roaring (Last) Twenty Years.*

Note: The '11 *Super September Showdown* theme is, believe it or not, *Movie and TV Cars!! So, get busy on some-
thin,' OK?!* 🚗

**Pontiac
PARKING
ONLY**



ALL VIOLATORS
WILL BE
CRUSHED!

Pontiacs on Parade!

I wasn't even sure if the Parade was even gonna happen this month. Thanks to Nick and the attendees below.

Steven M. Buter: Steve made a triumphant return with his completed Monkeemobile custom. Turned out great, Steve!

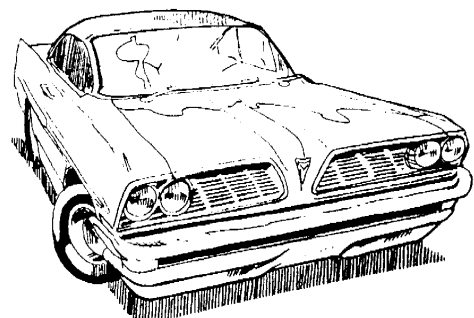
Bill Booz: Bill is an occasional visitor, due to scheduling. In talks with him, he sez that is about to change, and he's lookin' forward to making more meetings. Looks like he definitely has something to contribute, if his red '62 Catalina hardtop, and #00 "Aquafresh" in-progress Grand Prix are any indication!

Unfortunately, I had nothing to add to the display, as the wife

and I had booked the aforementioned last-minute cruise.

As I've said continuously—I'll bring the 'Reserved Parking' as long as interested parties trot out their Pontiacs, thereby needing somewhere to park! So, c'mon—bring 'em and show 'em!

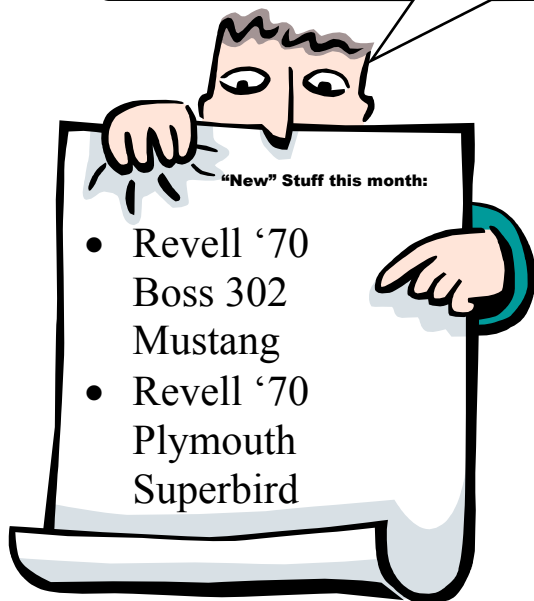
'PoP' (Pontiacs on Parade!)
Sickle signing off for now! And don't forget—we may not necessarily need all these Ponchos, but I'm sure diggin' 'em!! 🚗



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MAMA's BoyZ do it in scale!



Websites

Philly Area Car Modelers:

<http://www.pacms.org/>

Central PA Model Car Club:

<http://www.freewebs.com/cpmcc/>

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

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

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

www.yorkus30.com 🗓

Classifieds

WANTED: I'm always on the 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! 📧

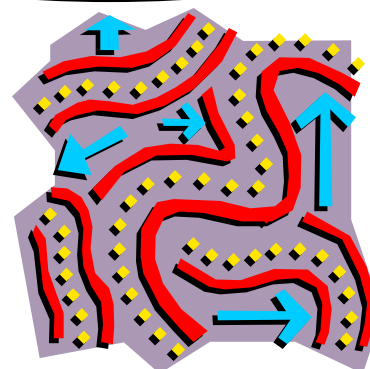


We're on the web!
<http://www.mamasboyz.org/>

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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