



# MAMA SEZ!

Volume 23, Issue 12

August, 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



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

## Summer—The Heat's STILL On!

It was hot and sunny last month, meanin' that it **MUST** be Summer, meanin' that most folks were outdoors, prob'ly at area car shows. This meant that the meeting was lightly attended.

This month, **Rich Wilson** checks out the **Revell Ferrari Italia**. **Thanks, Rich!**

Big news this month is the opening of a

**Pontiac museum** in... where else... **Pontiac, Illinois!** More inside!

Speakin' of Pontiacs, thanks to everyone who continues to display their pint-sized Pontiac Power.

The Raffle raised **\$48.00**, while the door kicked in an additional **\$51.00**. **C'mon guys, we didn't come close to makin' the rent!**



Club Prez Lyle was reimbursed for a \$40 Super September Showdown trophy package.

Thanks to the raffle donors: **Brad, Steve M. Buter, Gary Frazee, Ron Hamilton, Steve Scott, 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.** 🏆



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# Ferrari 458 Italia

[Revell #85-4912; 110 parts, white]

This newest Ferrari has taken the world by storm with its' looks that rival the 250GTO or the 275 & 365 GTBs. It replaces the F430 which most believed couldn't be topped. And wow—has it done just that with performance so staggeringly better that comparisons are almost futile. I tried to compare it to the previously issued Revell F430 kit, and the first thing I noticed was how similar the bodies are to each other. If these thin bodies were thicker it would only take talent to reshape the F430 into a 458. The wheelbase and openings are the same and if you cut down the front fenders of the F430 they could look like the 458. And the roofs are very similar with the exception that the air scoops are now hidden in the 'C' pillar. But it takes real talent to 'see' such a great looking design

in a car that is already good looking to begin with. This kit is a new tool but you can see the evolution of design by comparing the parts of the two kits.

**Engine:** The one good thing (at least) we can count on from Revell-Germany is that they always include an engine. I believe its' a major development of the F430 engine, but I think the heads have been completely redesigned and this kit reflects that. The 4.5-liter V-8 develops 570 horsepower at 9000 rpm. It makes 398 pound-feet of torque @ 6000 rpm to move the 3490 pound car to a top speed of 202 mph. The kit engine is a 14-piece assembly, but the last piece is the intake top and doesn't attach until the final step. It's much better detailed than the previous kit. It's kind of a shame to cover this beauty with all the rest of the kit. I believe this paddle shifted 7-speed transaxle is the only one available, but with shifts so fast and smooth who cares.

**Chassis:** The chassis is, like so many of the cars in this class, a plate/belly pan with the lower a-arms cast to it. They and the upper a-arms are generic in shape. And generic wheelhouses cover five-spoke mags in generic (*no name*) tires. This lack of cast on lettering is a pile of #@\$\$%; I have white lettering but it wouldn't look right. The Italia uses 20 inch wheels, but the kit versions seem to scale out to 21; not a big deal. There are four shocks and a generic tie rod with no steering shaft or box, but the front end is steerable. There are four brake discs/caliper combos in white plastic that trap between the two-piece wheels which are a bit too shiny, but do measure correctly. The prerequisite decal hub emblems are included on the decal sheet. The two-piece radiator finishes off the chassis assembly.

**Interior:** Remember the advanced customs like the 'Silhouette' by Dean Jeffries, or the super wild factory show/dream cars that had seats more like lounge chairs—well that's what these remind me of. Seat belts seem superfluous! There are no less than 14 decals for the dash and console, with a choice of computer screens for the all-digital dash. The upper portions of the seats have a raised 'prancing horse' that has a choice of decals (*silver or gold*). The steering wheel has paddle shifters and raised bumps for the many switches that will really stand out with careful painting. It also has a decal for the hub center.

**Body:** Careful painting will be needed on the rear hatch win-

(Continued on page 3)





## Italia (contd)

(Continued from page 2)

dow to hide the separate frame/hinge. There are intake scoops for the 'C' pillars, but the headliner that extends down the 'A' pillars is very welcome. The taillights are two pieces with a lens and a cover all in clear plastic that should look very realistic if painted just right. There are many 'mesh' looking decals for various positions of the body. One goes on the tail pipe opening before the triple exhaust. The center pipe only comes into use at one of the more livelier computer settings.

**Decals:** Besides those already mentioned, the plenum top has a pair of decals that could be replaced with paint. There are only four license plates to choose from (*they're slipping*) and the usual emblems that are common to most modern Ferraris. Among the 58 +/- decals are three sets of 'Ferrari' caliper decals, different colors to contrast with the caliper color you choose. Save the sets you don't use for that rat rod you want to build!

**Packaging:** Let me say you won't find any damaged parts in these Revell-Germany kits, but I do get **BLOODY FLAMING** tired of peeling off all the frickin' cello-

phane tape off the baggies. If I were a betting man, I'd bet their tape bill must be staggering. I found no less than four pieces on the bag with only four tires in it.

I really like this car and kit tremendously; it just makes one wonder where Ferrari will go from here for the next-gen 'replacement' car and at a base price of **\$225,325** this is the 'entry' level Ferrari?! Needless to say, **Forza** has an excellent article in their Feb. '11 issue, but **Road & Track** has a reasonable article in their Dec. '10 issue.

by: Rich Wilson 🇺🇸

## "To the Batcave!!"

Want to see the world's only **turbine-powered Batmobile**?! Casey Putsch certainly has something to be proud of. The auto resto genius has completed a real-life Batmobile. The vehicle, which looks about as awesome as it does in the movies, is powered by a **Boeing turbine engine** from a decommissioned military helicopter. His website (<http://www.kbiii.com/putschracing/?p=50>) has more. While there, check out the **video test drives**!! I want one of these, but for my daily commute, I **ESPECIALLY** need the **fender-mounted machine guns functional** (Ha! Ha!)!! 🇺🇸



## 'Government Motors!'

The trust responsible for the properties of Motors Liquidation Co.—better known as “old” ‘GMC’ (*a.k.a. General Motors!*)—has sold three old factories in the Midwest for a total of \$11.4 million.

‘GMC’s’ former 88-acre Grand Rapids Stamping Plant was the deal of the bunch, selling to developer Lormax Stern for just \$2.35 million. As a part of a deal with the city of Grand Rapids, Lormax Stern will sell the property to the city for \$1. In turn, The Right Place Program Inc.—a Grand Rapids-based economic development organization—will redevelop the property.

‘GMC’s’ former plant in Parma, Ohio went to Ohio-based 54 Chevy LLC for \$3 million. 54 Chevy plans to repurpose the plant for green manufacturing.

‘GMC’s’ former truck plant in Moraine, Ohio was sold to California-based Realty Group for \$6.05 million. The Dayton-area plant is slated to be renamed Progress Park and rented out to multiple tenants. The facility could employ up to 2,000 people.

After ‘GMC’s’ misadventure with the *Malibu Maxx SS*, Chevy issued an edict that only true per-

formance cars could wear the storied badge. Thus, Cruze RS, but not SS. What about the new Malibu?

“We’re studying that now,” says Mark Moussa. “I’d say, stay tuned,” Moussa hints. “You may be pleasantly surprised in the future.”

Motor Trend is even tryin’ to get everyone worked up with the enclosed Photoshop exercise. I wouldn’t be surprised at all to see them prostitute the great SS badge on a four- or six-banger Malibu ‘SS’. *Real SS’s have V8s!!*

The third Transformers movie opened earlier this year. And Chevy says it will offer a *Bumblebee edition* of the ‘12 Camaro to celebrate. *Surprised?!*

The Transformers Special Edition Camaro will be a *\$3,000 option* on the 2LT and 2SS versions of the car. But you have to take it in Rally Yellow. Dealers started taking orders in July.

This is the second time Chevy has offered a Bumblebee Camaro. About 1,500 copies of the ‘10 Camaro Bumblebee were built, which added about \$1,000 to the sticker price.

Are you then terribly surprised then to hear that ‘GMC’ will release a *Chevy Cruze Transformers Edition* in China, according to China Car Times?! The vehicle, despite just debuting in the North American



market this year has been available in other parts of the country including China since ‘08.

While ‘GMC’ has attached the Transformers Special Edition to Camaros stateside, the Camaro is simply too cost-prohibitive for most Chinese, hence ‘GMC’s’ decision to use the cheaper Cruze. They may have a better chance sellin’ a few of them, if they’re lucky!

The car gets a yellow color scheme, complete with racing stripes and Autobot emblems and Transformers logos. *Transformed, eh?! 🚗*





## New Museum!

Noted *Pontiac collector Tim and his wife Penny Dye* hosted the grand opening of the **Pontiac Oakland Museum** in, of all places...*Pontiac, Illinois*, last month.

It features 15 Oakland and Pontiac cars, a Pontiac buggy (*one of two known to exist*), 300+ linear feet of literature and printed promotional items, thousands of factory publicity photos, a historical library, dealer sales training films, pamphlets and guides, 2,000+ gas station road maps from the '30s-'60s, 2,000+ oil cans, and Pontiac models and toys.

Collectors loaned five cars to the museum and 10 will be displayed permanently, some set in

historical dioramas. A **'24 Oakland Touring car**—the first to use “True Blue” nitro-cellulose lacquer paint—is presented as a ‘barn find.’ Another features a **'64 Parisienne Safari station wagon** in a camping scene. A **'50 Pontiac sedan** that Ron Panzer pretended to work on was displayed in a garage setting, complete with old oil cans.

Other cars currently on exhibit include a **'34 Pontiac coupe**, **'63 'Swiss-Cheese' Catalina**, **'10 Oakland**, **'68 Firebird**, **'77 Can Am**, **'68 GTO**, **'31 Oakland Sport Coupe** and the **'66 'Tin Indian' GTO**—a famous Bill Knafel drag

racer. A Pontiac chassis with drive train also was included to show the general public what goes into a restoration.

I've already been in touch with Tim—suffice it to say that a visit to this museum will be on mine and Nick's *short 'Bucket list'!* If you recall, Tim wrote the **Ultimate Pontiac Memorabilia Guide** that I showed off to several club members at a meeting. 🚗





## This n That

### *Million-Dollar Fender Bender!*

A blonde woman driving a **Bentley** crashed into an **Aston Martin**, **Ferrari**, **Mercedes**, and **Porsche**. Insert punch line here—**Ouch!!** Nothing in Monte Carlo is understated, from baubles to yachts to bank accounts. Now add **traffic pile-ups** to that list. The Hope Diamond of fender benders unfolded recently in possibly the most conspicuous stretch of asphalt in the .75-square-mile principality—the round-about in front of the James Bond-worthy casino—when three blondes in a **jelly-bean blue Bentley Azure** (\$363,000) scraped the rear of a white **Mercedes-Benz S-Class** (a paltry \$91,000). And that was merely an appetizer. The main course was a hapless **black Ferrari F430** (\$186,000), which was hit nose-first by the Bentley. Then, like two tankers mashing in the fog, a four-door **Aston Martin Rapide** (\$228,000) crunched into the Azure's passenger door. The cherry on this metal, plastic and carbon-fiber shattering soufflé: a stray **Porsche 911** (\$77,000). In all, a Titanic mess in mere moments, involving **nearly a million dollars of primo automotive machinery**. How did it happen? A quick photo-based forensics of the scene based on knowledge of the Place du Casino offers many clues. What's evident is that these five vehicles did not all converge on each other in one massive su-

percar big bang. The Bentley clearly was at fault, its nose is pointing straight at the casino's entrance, where fine cars are routinely valet parked diagonally.



Seems that the Bentley's driver thought she could squeak past the white Mercedes, then swerved right when she realized they were going to collide, which in turn clipped the Rapide coming up on her right. The Ferrari and Porsche were collateral damage—parked directly in the Bentley's now diverted path. Any chance that the trio responsible for this mess—whose damage tally will easily hit six-figures—would get to scamper off anonymously after a quick chat with Monaco's efficient and ever-present white-gloved police were dashed given both the location of the crash and the time of year. If there ever was a season when this moneyed retreat is more crowded than Times Square on New Year's Eve, it's summer.

Photos of the crowd, gawking and photographing the impromptu car show run amok, only go to show that when rich people do dumb things in a big way, the masses are

more than happy to snicker.

**Thanks to Yahoo! Autos...**

**By the Way**—did anyone see **Tanner Foust** jump a **Hot Wheels truck** to a new record at the Indy 500? Before the 500, Team Hot Wheels yellow driver and three-time X Games gold medalist Tanner Foust broke the world record for distance jump in a four-wheeled vehicle. He dropped 10 stories down a life-size version of **orange Hot Wheels track** and soared **332 feet** through the air. He then unmasked himself—his identity had been a mystery up to that point. "As a kid playing with Hot Wheels, I could

only dream of experiencing

something as outrageous as a life-sized V-Drop track set, and today it became reality," Foust said in a Hot Wheels press release. The previous record was set at **301 feet... Aussie Stock Cars Comin'?! No**pe, I don't mean those **'GMC' Holden conversions**, I mean V8 supercars! The local touring car championship is believed to be on the verge of announcing a race in **Texas**—the US state made famous by the 80s TV oil drama **Dallas**. The Holden and Ford teams will race at an all-new race track in Austin, called the **Circuit of the Americas**. It was already confirmed as the stage for a **Formula One US Grand Prix** from '12 and a round of MotoGP

(Continued on page 7)

## T 'n T (contd)

(Continued from page 6)

bike races from '13. V8 Supercars boss Tony Cochrane made no secret of his desire to expand the series' appeal beyond Australia. In recent years there have been rounds held in the Middle East and China, in addition to closer neighbor New Zealand... **'NOTHER Special Edition Pony?!** Ford teamed with US Naval Aviation to produce a single-



edition **'Blue Angels' '12 Mustang GT**, to be auctioned in honor of the 100th anniversary of the Navy's air presence. The design of the centennial-edition GT was inspired by the **F-18 Hornet** used in the Blue Angels team's performances. It crossed the auction block July 28th at the Gathering of Eagles charity event, held the week of the Experimental Aircraft Association's '11 AirVenture in Oshkosh, WI, with proceeds benefiting the EAA Young Eagles organization, financing education for young pilots. It features a Ford Racing supercharged 5.0-liter V8 rated at 624 hp, backed by a performance exhaust, handling pack and upgraded brakes. The exterior was custom-painted chrome blue with yellow accents used for the Blue Angels script and crest. For added effect, the Blue Angels script is illuminated

in the sill plates, and puddle lamps project jet images when the door opens. Matching yellow stitching is used to out-

line the leather Recaros... **Goin' Big in Texas!** A few times a year, some of the fastest and most powerful cars meet in Texas for an adrenaline-filled weekend of **top-speed runs** called the **Texas Mile**. The machines have one mile of arrow-straight runway to get the highest top speed at the one-mile marker. It was the right mix of conditions for Mark Heidaker and Sean Kennedy, who drove their **twin-turbo'ed Ford GT** to a top speed of **235.1 mph** down the runway into a decent 20 mph headwind. To turn the already muscled Ford GT into the flame-throwing Hennessy GT1500, the boys in Texas threw on **TWO** 67-mm ball-bearing turbos, custom intake and exhaust, twin waste gates and blow-off valves, an adjustable boost controller, custom tuning, upgraded fuel system with new lines, pump, fuel rails and injectors. The stock 5.4-liter V8 got a custom forged crank, forged aluminum pistons, forged steel rods and balanced rotating assembly. Four custom-ground cams were added with upgraded valves and valvesprings in ported factory heads. Finally, it got an upgraded clutch and flywheel. Hennessey claims the total power of the tune is a stampede of **1500 horses at the flywheel; 1290 hp at the wheels**. The upgrades cost a cool **\$105,000** and take about **4-6**



**months to install**. Total cost as tested is **\$142,000**, which ain't too bad for a world-beating domestic supercar. **BUT,**

the upgrades **DO** requires a donor vehicle, and that's **not included**... **"Imported From Detroit?!"** A federal judge recently denied a motion by **Chrysler Group LLC** to bar use of its 'Imported from Detroit' commercial tag line by clothier Pure Detroit, which in turn has formally opposed Chrysler's bid to trademark the phrase. A US District Judge ruled that Chrysler's request didn't show that it would suffer irreparable harm or that it had a strong likelihood of winning its case. That means Pure Detroit's owner, Detroit retailer Moda Group LLC, can continue selling its 'Imported from Detroit' products. It was also noted that Chrysler doesn't have a trademark on the phrase and rejected their argument that trademark law isn't applicable to the case. Ironically, **Audi AG** and **Eight Mile Style LLC**, the company that licenses **Detroit rapper Eminem's songs**, just settled a dispute after Audi released a commercial in May that seemed to rip off of Eminem's **'Imported from Detroit'** Chrysler spot (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

Looks as though I can continue for at least another month as your fearless newsletter editor, due in large part to my ability to remember part two of the Mustang paint article, courtesy of Mustang Monthly and J.C. Reckner (Ha! Ha!). That said, let's get to it!

## 1967

The lineup for '67 didn't change much, with the exception of the optional 390ci high performance big-block from the FE-series family. Ford Blue was again a mainstay for all Ford engines, including the base 200 six, the base 289-2V small-block V-8, and the 225-horse 289-4V engine with a new carb design—the Autolite 4300. The 271-horse 289 HiPo returned for '67 with mechanical lifters and a more radical cam profile than its 2V and 4V sidekicks. However, the biggest news for '67 was the 325-horse 390, also clad in Ford Blue, with chrome stamped-steel valve covers and a chrome-topped high-performance air cleaner.



The big news for '67 was the 325-horse 390 Hi-Po big-block. Note the correct Ford Blue color beneath the chrome air-cleaner lid.

## 1968

Base power for '68 was again the 200 six, with either Thermator or IMCO emissions improve-

ment systems. Although we tend to associate the 289 V-8 with the beginning of the '68 model year, it was offered and produced for the entire model year. New for '68 was the stroked 302 small-block that would ultimately replace the 289. The optional 289 HiPo was dropped after '67. Contrary to fantasies, there never was a 302 Hi-Po with a mechanical camshaft and special heads. The most we can dream about there is the 302 tunnel port Hi-Po V-8 Ford produced only for Trans-Am competition.

Back was the 390 Hi-Po with chrome-steel valve covers and air-cleaner lid. The 390 returned virtually unchanged for '68. The biggest flash for '68 was the 428 Cobra Jet introduced mid-year on April 1, '68. One engine we rarely hear about is the X code 390-2V V-8 installed in a handful of Mustangs for '68. What do all of these engines have in common? They're all blue-Ford Blue—from air cleaner to oil pan.

## 1969-'70



The 289 appeared one last time for 1968 as a two-barrel only.

In case you haven't figured it out, Ford became committed to Ford Corporate Blue after '65. It was an engine color people could identify with; if it's dark blue, it must be a Ford powerplant.

The '69 Mustang was redesigned from bumper to bumper, with twin-set headlamps and a mouthy grille. With that came a greater lineup of engines. Base power was, again, the 200 six, with a taller deck 250 six and 155 hp, added to the option list.

A bright spot for '69-'70 was the standard 302ci V-8, 220hp work-horse. Spanking new for '69 was the raised-deck small-block displacing 351. It was a wider small-block, with the 302's 4-inch bores but a longer 3.50-inch stroke. With optional four-barrel carb, the 351 made 290 hp.



This is the 428 Cobra Jet with Shaker hood scoop, clad in Ford Corporate Blue with cast-aluminum valve covers. Chrome-steel valve covers were more common for '69.

Back for '69 were the 390 Hi-Po and 428 Cobra Jets—both producing more than 320 hp.

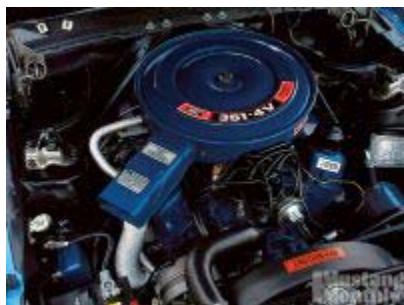
For 1969-'70, two high-performance V-8s debuted that would change the world of Ford performance forever—the Boss 302 with 290 hp, and the hemi-head Boss 429 with 375 hp on tap. Both were short-lived and available only in limited quantities before it all came to an end in late-'70.

Whether your '69 engine is a Boss 429 or a short-stroke six, it has to be Ford Corporate Blue.

(Continued on page 9)



## Paint (contd)

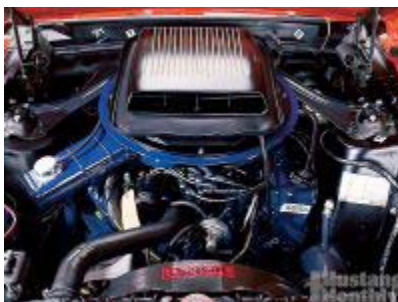


New for '69 was the taller deck 351ci small-block in two- and four-barrel versions. Note the correct Ford Corporate Blue color.

(Continued from page 8)

For '70, a new 351 thundered onto the scene with plenty of torque and the largest ports ever from a Ford powerplant. The 351 V-8 introduced for '70 was a completely different small-block from the '69 351. Place the two engines side by side and you can see the differences. The '69 351 looks like a 302 on steroids. It's wider, yet sports the same valve covers and valvetrain. The newer 351 has wider cylinder heads with poly-angle valves and wedge chambers. It's clearly a different engine.

Because Ford introduced two different 351s just one year apart, things were a tad confusing. To identify them, Ford gave each an identifying name. The '69 351 would become known as the 351 Windsor, named for its foundry



In '70, an all-new 351ci small-block debuted with wider canted-valve cylinder heads, huge ports, and endless breathing potential. This is the 351 Cleveland in the correct, darker Ford Corporate Blue.

and plant in Windsor, Ontario, Canada. By the same token, the 351 introduced for '70 would become known as the 351 Cleveland, named for its foundry and plant in northeastern Ohio.

### 1971-'73

We are grouping these model years together because they have a lot in common. When the Mustang grew in size for '71, it needed greater amounts of power. Standard power was the 250 six, as the smaller 200 six was deleted from the lineup. Base V-8 power remained the same—a 302 with two-barrel carburetion. From '71-'73, you could expect to find a 351 Cleveland two-barrel underhood, although there is evidence that 351 Windsor 2-Vs were installed in some cars. If you had to have four-barrel power, Ford sent you a 351 Cleveland with Autolite 4300 carb for '71, followed by Motor-

craft 4300 atomization in '72-'73. In '71, when Ford fitted the 351 Cleveland with a mechanical high-performance cam and 4300D Autolite carb, it became the Boss 351 with 330 hp.

The last year for a big-block Mustang was '71, the year of the 385-series fat-block 429 Cobra Jet. With a mechanical cam and Holley carb, it became the 429 Super Cobra Jet. Both were fitted with cast-aluminum valve covers.

As you might have guessed by now, all these '71 Ford engines have one thing in common: They're all supposed to be the darker Ford Corporate Blue.

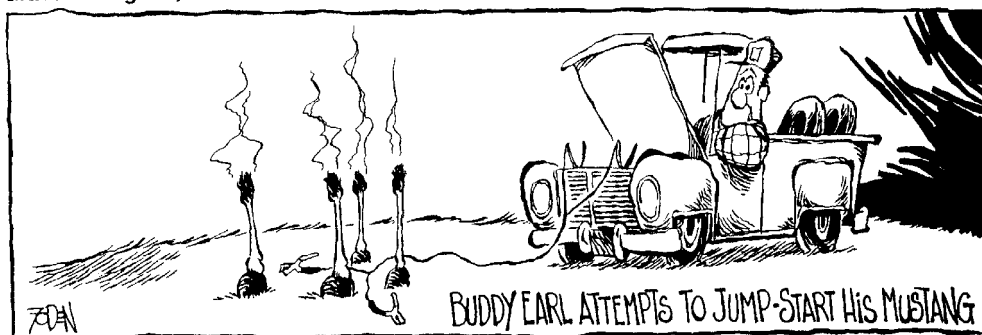
For '72, Ford dropped most of its heavyweight powerplants. The Boss 351 disappeared, replaced for a short time by the 351 High Output with lower compression. In '73, the era of mighty Mustangs drew to a close, with snappy 351 Cleveland power remaining a valuable option. The Ford engine color that year was again Ford Corporate Blue, with all engine hardware, including valve-cover bolts, in the blue hue.

### Blue Be Gone

The traditional Dark Ford Blue engine color was discontinued after '81. Beginning in '82, all Ford V-8 engines were painted a battleship gray color, known at Duplicolor as Ford Gray (1611). Later, Ford stopped painting engines entirely, leaving them in bare iron, except valve covers, which were either semigloss black or cast aluminum.

Well gang, that oughta do it for J.C.'s Mustang engine paint article—thanks to both *J.C.*, and *Mustang Monthly*. Almost makes me wanna build one! 🍺

Graven Images by Glenn Foden



## Model Buffet

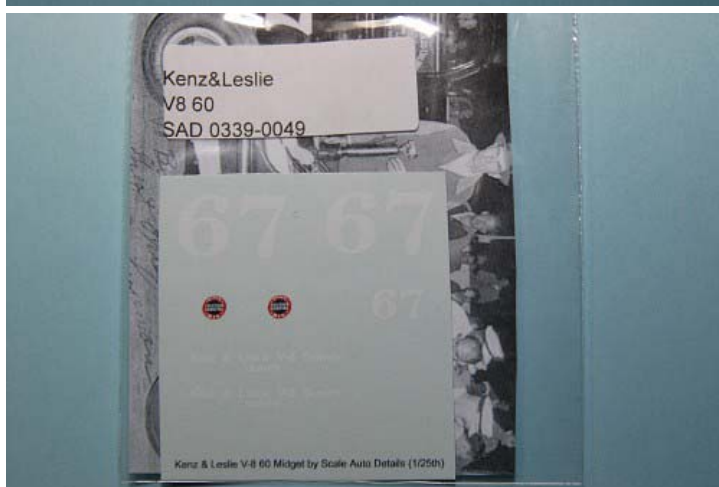
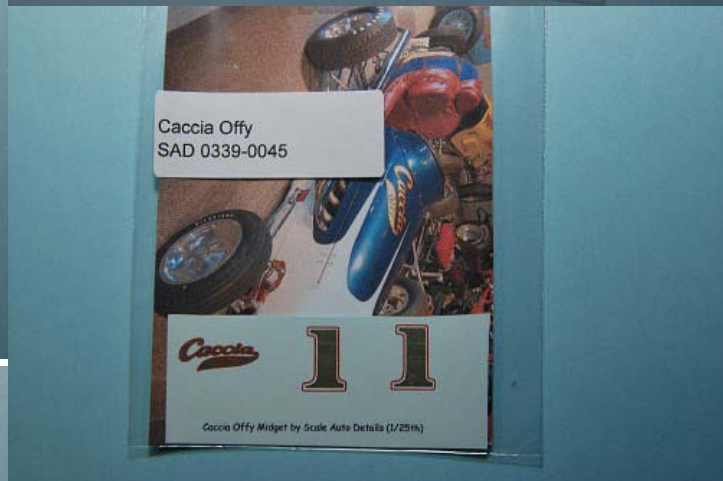
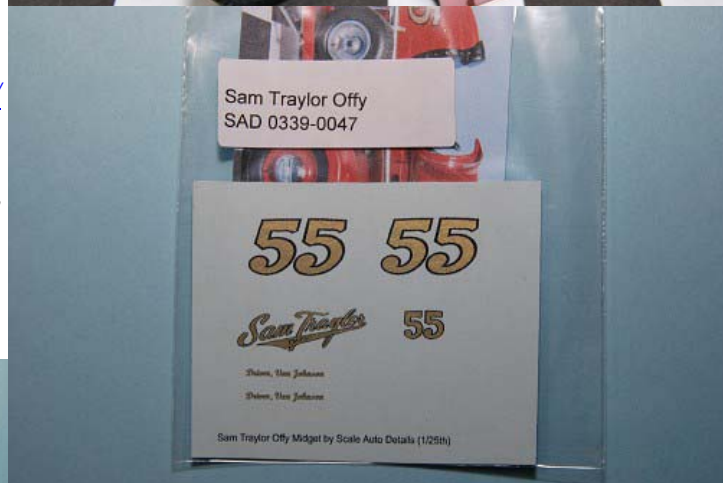
A company by the name of *Scale Auto Details*, out of nearby New Jersey, has some interesting things to offer modelers. Chief among them are numerous decal sheets for the new Monogram Midget car.

They include but are not limited to: the Offy's of Ken Brenn (*both red and blue cars*), Caccia, Sam Traylor, Charlie Sacks (*Eddie Sachs*), Caruso (*Bill Shindler*), Tuffy's (*Duke Nalon*), Bowes Seal Fast Special Jr., and the Hollywood Spring Axel Special, and the Kenz & Leslie V-8 60.

They appear to be very reasonably priced at between \$4.00 and \$6.00 per sheet. Check out the enclosed photos, or, you can visit his Fotki site—<http://public.fotki.com/doctordarryl/scaleautodetails/>.

If any of these interest you, you can place orders with *Scale Auto Details, Darryl Peters, 111 Kennedy Mill Rd., Stewartsville, NJ 08886* (e-mail orders to: [doctordwp@gmail.com](mailto:doctordwp@gmail.com)). Oh, and PayPal is accepted.

Thanks to *club Prez Lyle* for the details. 🍷



## Flash!

*Elliot Handler*, 95, the inventor of *Hot Wheels*, died July 21 at his home in California.

He and his wife, Ruth, and friend Matt Matson founded the *Mattel toys* in '45. *Barbie* was a huge hit in '59. Lookin' for a 'boy toy,' they launched Hot Wheels, featuring eye-catching designs and paint schemes, in '68. In 43 years, there have been **10,000+ designs**. He'll **DEFINITELY** be remembered! 🍷



## 'No Escape From Maryland—Yet?!'

Remember my rant in the June issue about the *statewide toll increases* proposed by the Maryland Transportation Authority (MDTA)?

Well, according to a small item in the Washington Times' Aug. 1st edition, the increases will not take place by October as scheduled. Why, you ask? Apparently, the board is still working on the plan in response to an outpouring of public comments on their plan. *Ya think?!?*

Their 'plan' would have *doubled fares* across the bridge on Oct. 1st, with another increase in July of '13.

The continued work on the plan means the board can't vote in a meeting at the end of August, thereby *delaying* the increases until *at least November*, because they are required to give at least thirty days notice for such changes.

They 'warn' us that we should still expect increases, except for

the ICC (*although, E-ZPass penalties would increase!*), the most expensive toll road in the country.

In a related vein, a *freshly paved jogging/bike path* is open along the ICC in the Rockville-Derwood area. It is separated from the road by concrete dividers and freshly planted trees. It's the first segment of what the MD SHA sez will be 11+ miles of bike paths built as part of the new toll-road project. Wonder what *THAT* toll is gonna cost bikers?! 🍷

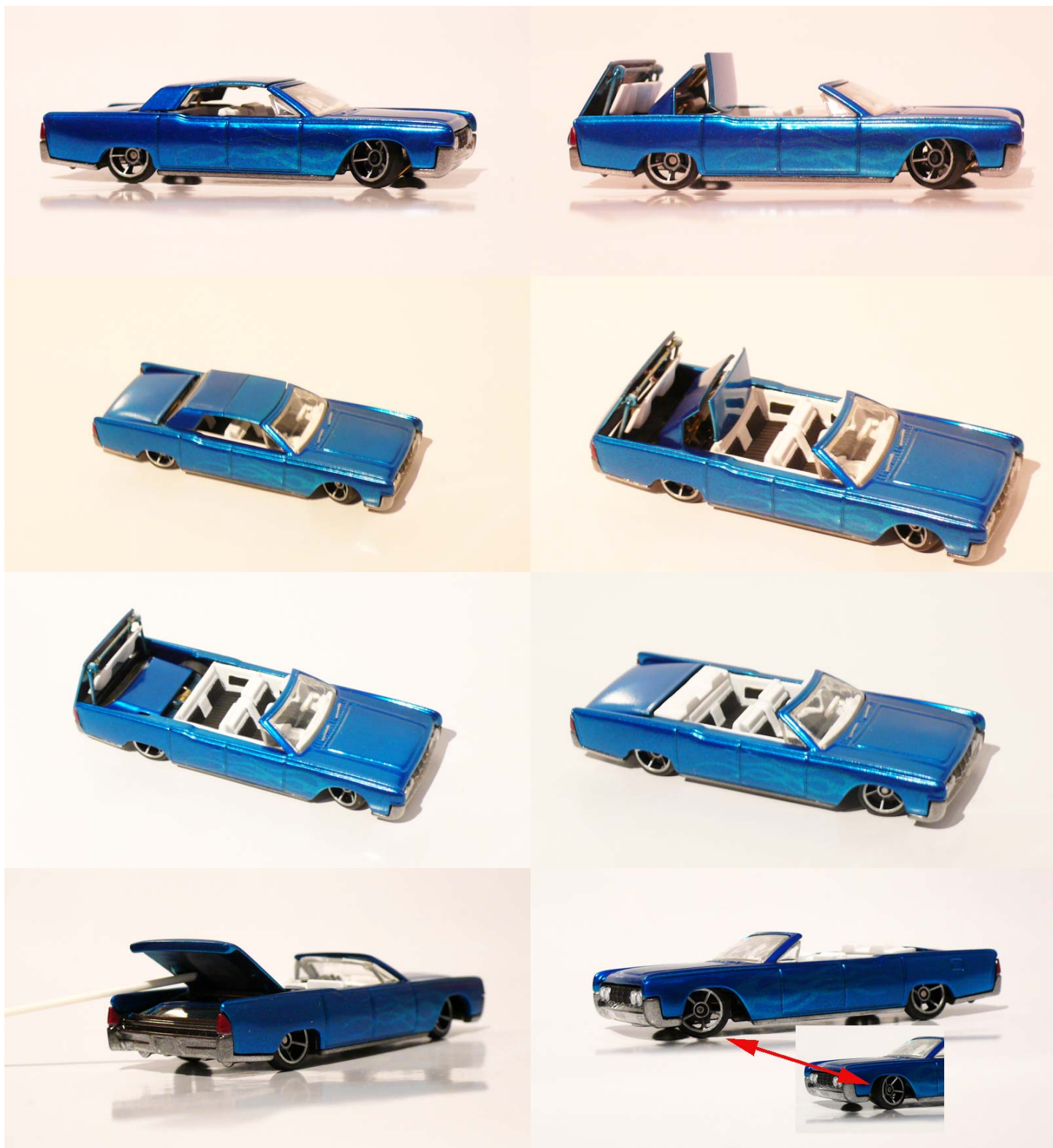
## BBQ Power!

Check out the backyard barbecue 'entertainment' area submitted for your consideration *by MAMA's Boy Gary Sutherlin*. Yours, Gary?! Thanks! 🍷



# Insanity!

Here, also for your approval, is a *tasty Continental custom*, courtesy of my son, Nick. Ya know what that means, right? Yup, you guessed it—a *1/64th scale Hot Wheels custom*, from an online Hot Wheels board that Nick belongs to!! Someone with the screen name of *Spikedbanana* recently posted this beauty, after a *multi-year absence*. I'd like to call your attention to the *working steering* (!). I'd say the therapy is doing wonders for this guy (*LOL*)!! 🍌







- 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 something, 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:** I *THINK* that Steve was responsible for the blue and white '62 Cat with the blower, and 'in 'the-air' attitude, ala gassers of yesteryear. If not, my apologies to the builder, whoever you are!

**Tracy Settle:** Tracy brought along not one, but TWO '60 Bonneville hardtops, complemented by the '61 bubbletop he has in progress.

To these I added a '64 LeMans convertible promo, and a diecast IROC Firebird in Dale Earnhardt colors.

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 n—bring 'em and show 'em!

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



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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](http://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](http://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 Bonnevillle (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](mailto:gtoguy@verizon.net), or see me at a meeting. **Thanks!**  
**Got an ad? E-mail me, and we'll squeeze it in!** 📧

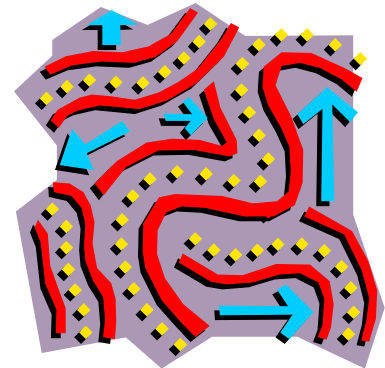


**We're on the web!**  
<http://www.mamasboyz.org/>

## 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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