



MAMA SEZ!

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October, 2011



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

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Fall is Here—Hit the 'Shops!

Well, for those of you who missed it, the club celebrated its' **23rd Anniversary** last month with not one, but **TWO** cakes! Thanks to **Tim P** and yours truly!

This month, **Sean Brian Kirby** makes his debut as a MAMA kit reviewer with the new **Moebius Hudson Hornet** (and does an admirable job, too!), while **Rich**

Wilson submits for your enjoyment yet another **Builder's Review**—this time, a '**Dynamic Duo**'—the "**Wild Dream**"/'**King T**' kit. **Thanks, guys!**

The raffle raised **\$57.00**, while the door kicked in an additional **\$164.00**. Whaddaya know—we made the rent—yippee, and thanks!!

Thanks to the raffle donors: **Brad, Ron Bradley, Chris Clark, Bob Foster, Phil Jones, Dave Redzensky, Ron Roberts, Steve Scott, yours truly, and Replicas & Miniatures Co. of MD.** 🇺🇸



LOOK

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. 📞

Flash! Moebius Hornet!

(The following review was written by **Sean Michael Kirby**, and posted on *Internet Modeler*, <http://www.internetmodeler.com/artman/publish/flautomotive/Moebius-Models-1-25-53-Hudson-Hornet.php>)

History

The Hudson Motor Car Company was founded in 1909 by eight Detroit businessmen, and named for its major backer, department store

owner **J.L. Hudson**. Young automotive executive **Roy D. Chapin** organized the company, which wasted no time in producing their first low-priced automobile, which proved to be a great success. Hudson made 4,508 units for 1910, the best first year's production run for an auto company up to that time. Hudsons were innovative, offering the first emergency brake system in the industry, oil pres-

sure and electrical system warning lights, and the industry's first balanced crankshaft, on their 1916 Super Six, which allowed for higher RPM, smoother operation, and greater power for its displacement. Most Hudson automobiles relied on straight six power.

Continuing their tradition of straight sixes was the great **Hudson Hornet**, which debuted for the 1951 model year. Based on the Hudson Commodore, it featured

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Hornet (contd)

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Hudson's trademarked "step-down," semi unit-body construction. The way the frame encircled the passenger compartment made the cars lower, safer, lighter, and lowered the center of gravity, resulting in a vehicle with excellent handling. Streamlined styling visually lowered the car further.

All Hornets featured the **high-compression H-145 flathead straight six**. Factory rated at 145hp with 275 lb-ft. of torque, these engines could really be made to sing by expert tuners. Hudson engineers also offered thinly-disguised racing parts; the **Twin H-Power option** (represented in this kit) was dealer-installed, beginning in November 1951, and could be had for \$85.60. Twin H-Power became standard equipment on Hornets in 1952. It featured two big single-barrel carbs, and increased horsepower to 170hp. Further options could increase output to 210hp.

The Hornet's place as a NAS-CAR legend is assured. The smooth-handling cars were virtually unbeatable in their day, even against the new overhead valve V8s of their GM counterparts. In spite of their racing dominance, sales slipped through its production run, largely because it still closely resembled the original 1948 Commodore, mainly due to its' unit-body construction. By comparison, its industry competitors, with the bodies of their cars mounted atop their frames, could easily retool freshly styled bodies between years.



A racing heritage can secure an automobile's place in peoples' hearts. The Hudson was so great in its day that it was a necessary addition to that great car-guy movie, "*Cars*," being further immortalized by the late **Paul Newman's** turn as **Doc Hudson**, a long-retired "Piston Cup" champion who helps coach the film's hero, Lightning McQueen.

The Kit

Car modeling enthusiasts know how long we have waited for this offering, Moebius' first foray into the world of 1/25th scale plastic automobiles. Those who waited patiently for its release are in for a treat. Not only do we now have a new styrene model of this significant and legendary machine, but what lies within the standard-form car model box is a thing of beauty, obviously very seriously thought out from conception to execution.

One's inspiration to buy and build begins with the box art, an excellent balance of a very attractive artist-rendered painting on the top and ends, and photographs of

a strikingly well-built box art model on the sides. The modeler's assurance that quality lies within begins here.

What is found inside the box is even more exciting. The **body** is a one-piece affair with separate hood. We waited a while for this kit, and it would seem that part of the reason was Moebius' conviction to get this first car model of theirs absolutely right. They initially, from what your author has read, had a body with very good proportions, but went back and tweaked the tooling to make it even better. It is hard to argue with the results, which look spot-on. The petite "Twin H-Power" script on the trunk looks like it will disappear under a coat of paint, a common problem with model car kits, where scale fidelity must often result in invisibility. A nice touch is the separate little hornet on the chrome tree, which is to be positioned just above and to the right of the aforementioned faint script. There are techniques, involving pre-foiling, to address

(Continued on page 3)

Hornet (contd)

(Continued from page 2)

trim that may be excessively fine, and one suspects a photoetched set will be on its way that could also be used to tend to the matter.

There are fine mold-separation lines on the body, which can easily be treated with a sanding stick and perhaps Mr. Surfacer or the like. The hood is adorned with a beautifully-molded hood ornament on the chrome tree, which has fine separate teeth. This part alone is impressive. What ejector pin marks reside along the headliner are commendably minimal, and should be readily taken care of with a few quick strokes of sandpaper or a tiny bit of your favorite filler. The inner fender wells are molded to the body, as well as the radiator shroud area.

A separate battery, simple but nicely molded, affixes to the driver's side inner fender well. The grille, tail lamp trim piece, headlight bezels, windshield wipers, side mirrors, rear view mirror, backup light bezels, and bumpers are brightly-plated chrome pieces. There are even separate molded hood props and hinges, which will permit the modeler to display the hood open in a most realistic manner. Separate pieces which attach to the firewall include a couple of diagonal braces, two wiper mechanisms and motor, and two horns. There is even an optional visor to mount above the windshield.

The **engine** is a 30-piece rendering of the H-145 Twin H-Power straight six. The level of detail and engraving is very high.

The block/transmission assembly splits down the middle, and many parts are separate, including a crankcase ventilation tube. A one-piece throttle linkage setup connects to the twin carburetors; most of the time, if we want linkage detail, we have to rely on etched metal aftermarket parts, or cobble something up ourselves. This detail will satisfy all but the most finicky. The big air cleaner canisters are well-represented, consisting of three parts each. These are augmented, after painting, by 'Twin H-Power' decals. The radiator hoses are separate. The engraving quality and number of individual components make for an impressive assembly, to which the addition of wiring and plumbing can make for an exceptional engine.

The **frame** is molded apart from the floor pan, and features separate lower A-arms, sway bar, tie rod, and molded plastic spring detail up front, separate master cylinder, two-piece rear-end through which runs a brass rod for the rear axle, a pair of shocks, a nice looking set of leaf springs with molded-in shackles, and a rear swing arm. The one-piece exhaust pipe and muffler is separate, and the drive shaft is of special note, with all three universal joints displaying subtle but impressive detail. Brake backing plates feature simplified detail - but are there, which is more than can be said for many car kits. They were careful not to get ejector pin marks on the engraved radiator faces. There's even a fuel-fill pipe attached to the frame rail. A bit of attention paid to painting and whatever level of weathering

you prefer will be rewarded by the detail in evidence here.

The **tires** have pre-painted (*or Tampo-printed?*) whitewalls, into which one inserts the chromed hubcaps. The hubcaps look accurate - and they're attractive caps - but there could be one niggles here, and that is that these cap/wheel inserts are just that - inserts. They get stuffed inside the tire, as opposed to being the normal two wheel halves with a hubcap, or a wheel back with separate hubcap half on the facing side. The tires themselves are soft rubber, and when first seen, the first thought was, "Those look pretty big." Upon inspection of photographs, though, these tires look to accurately depict that with which these big, fast beauties were shod. There is no sidewall lettering in evidence, but what can we expect these days?

Upon the aforementioned **floor pan**, which faithfully replicates the Hornet's step-down interior wells, go the twelve other pieces which comprise the **interior**. Even here, the engraving and level of detail are worthy of remark. There is a one-piece dash, under which we find a heater; the three pedals are molded as one piece, and are nicely engraved. The vent found atop the dash obviously uses slide-molding, as its details are deeper than what one would expect here. The seats, front and back, are separate, and represent the deluxe rolled and pleated interior. Each interior sidewall is one piece, with very satisfying levels of detail. The backs of the front seat have molded-in pockets and separate

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AMT 'Twofer'—Don Tognottis' "King T"

It must have been in '65 that we were treated to not one but two custom/street rods, both of which were winners of "*Americas' Most Beautiful Roadster*" trophy. But therein lies a strange tale, since while the "King T" was the AMBR winner for '64, the "Wild Dream" did not receive that award until '68. It did win the Sweepstakes Rod & Body shop award and long distance trophies at the summer national show that year.

Don Tognotti started with a 1913 Ford and a custom tube chassis. He added a fully chromed Jag rear axle and a 327 cube Chevy engine. Interestingly, the engine was built as a non-functioning piece, but four years ago the owner, Ken McBride, in ill health, decided to sell the car at auction. He decided to restore it to original condition with the exception of the engine, which he had rebuilt to function, but with a Carter carb instead of the Hilborn fuel injection it had originally, probably because mechanical fuel injection systems are very hard to properly tune. **Gene Winfield** was asked to fly to Seattle to repaint the car as he had done 43 years earlier with wild pearl lavender paint. It sold at the 2010 Barrett-Jackson Scottsdale auction for \$85,800.00. If you're interested in pictures, do a search at their (B-J) website for a 1913 Ford.

Looking at the parts spread out, it seems like a very low count, but one must realize that 54 of its 89 parts are on the chrome tree. As a whole, it's quite well detailed by our standards of the

time and I guess it would be difficult to improve upon today. The only thing I could criticize would be the grille shell, carriage lamps and headlight rings that should be brass plated and that's probably not quite fair. I've been trying to come up with a way to correct this problem, but so far no ideas.

I started with the **chassis** by cleaning it of flash and attaching the jag rear center section, supports and engine mount cross-member. Finding painting info is difficult, but as near as I could tell, the chassis was white, but the front crossmember is definitely chromed, as is the rear gear case, both of which I decided to paint chrome silver later for simplicities' sake. As luck would have it, while I was contemplating this problem, one of Speed channels' many reruns happened to be showing the many purchases of collector Tammy Allen. She eventually won the bidding on this car, but Gene Winfield was asked to say a few things about the car. He mentioned that this car was the first to have a **fully chromed chassis!** From the many camera angles, I was able to finally conclude that the engine is gold metalflake. If you decide to find and/or build one of these models, the suspension is not for the average builder. I'd rate it at a skill level 5 or 6. Yes it's **THAT** difficult, with extremely small fiddly parts that are very hard to keep in place until the glue dries. Mounting the engine wasn't much better since the tranny mount is on top of the tranny, and it kept coming loose and then the driveshaft



would fall away. The next aggravation was assembling the tires and wheels to their axles. The rears were straightforward, but the fronts were another **BIG** pain in the ass. The tires are Goodyear Power Cushions and are very hard to come by today—they were standard equipment for many cars in the '60s. Only then did I discover that the front disc brakes were missing, and they weren't found. So, I went to my parts box and found a pair that were very close to what I needed. They were white metal and took a little modification to work; but hey, it was the **ONLY** thing that went right. At this point I needed a break from this thing for a few days.

Since there is no engine hood, I decided to replace the finned valve covers with a newer pair that were a better match, taller. The heads are cast to the block, and the manifold is chromed, as is the scoop, which has a cover. The transmission is a manual, but the real car had a hydro-matic. Shifting controls were mounted on the steering column.

One part AMT never had in this kit was a firewall, so I made a pattern and cut out a piece of

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AMT 'Twofer'—Joe Wilhelm's Wild Dream

If you were alert, you noticed the date problem at the top of this article. It would appear Wilhelm built and displayed his rod for show competition for the '64 show year. It appeared painted in his favorite color, purple metal flake with piecrust slicks just as we remember. But for the '68 show season he re-painted it in gold with orange fading and the slicks were replaced with gold line Goodyear racing tires and new mag wheels. Wilhelm also made a top that resembles the one Ed Roth had on his "Outlaw" show rod in its' early days, but with a half black vinyl covering. It was this version of the rod that won the AMBR trophy. The January '64 issue of *Rod & Custom* magazine has black and white photos of the rod that offer a great deal of information. Andy Southards' book *"The Oakland Roadster show-50 years of Hot Rods and Customs"* has a lone picture of it as it was at that time.

The custom formed chassis was fitted with a rear axle from a '56 Mercury that he covered with finned and polished aluminum tubes. The drive shaft was done the same way. When I built this kit 'back in the day,' I thought it was an independent rear axle. He split '48 Ford wishbones, modified and chromed them. The wheels were Buick and Oldsmobile that he modified, by making cones and then mounting 20 ribs to each. The front spring perches came from a '58 Aston-Martin and the springs are from a '52 Henry J. All these parts are chromed in this kit and like the

King T are very delicate and trying to glue into place. I glued the front axle to the chassis twice and it fell off both times. So I got serious and glued it with instant glue and held it together for three-quarters of an hour just to be sure. It's designed to steer and rotate but it's too delicate to try it very often. The real car had 7.50x14 and 8.20x15 M&H cheater slicks, but AMT gave us four M&H 8x15 slicks. At that time, AMT didn't have an M&H slick, so these must have been specially done for this kit, and they have never been in any other kit since then. When this kit came to me, it didn't have any slicks in it, but I figured I could come up with something to replace them. Little did I dream that I had the correct tires in my parts box; what luck.

Just to show the level of aggravation this kit generates, I found a little part on the chrome tree of the King T that I couldn't find where it went. I checked the instructions *FIVE* times to no avail, so I gave up and tossed it in my spare parts box. The next day I started to assemble the Wild Dream engine and its' instructions have a note to find the oil filter on the King T chrome tree! Where's that damn sledge when you need it!? The 283-cube engine came from a '60 Chevy, while the trans is a 4-speed from a '61. It's very simple; the heads are cast to the block and the exhaust flanges are on the heads. That will help mounting the headers later. The intake is a three-deuce set up, but according to the R&C article it



actually had 2 four-barrel carbs. I chose not to correct this issue because of hood clearance problems. And I didn't wire it either for the same reason, but did replace the distributor with one that had a vacuum advance housing on it. There is no alternator or generator, I suspect for space problems. Assuming this car was drivable, between its' light weight and 10.5 to 1 compression, it must have been very fast.

The body, three-piece hood, grille/chassis, and engine were painted using the paint I had left over from the King T. I had to darken it a bit with the Plum Crazy it was made with originally. After three coats were dry, I over coated them with clear mixed with rainbow and gold flake. The body was a little hard to polish because of its' wild shape, but the rest was fairly easy. The trim was fairly easy to mount. I chose to mount the taillights before the lower pieces of the fins, but there was an aluminum piece that mounts over the taillights. But one of them was missing. I managed to create a replacement out of .030 x.100 evergreen strip in just a few minutes. I don't remember these pieces from years back. The hood

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'Government Motors!'

The first '12 **ZL1 Camaro** put up for sale brought **\$250,000** at the Barrett-Jackson auction in Las Vegas on Sept. 24th. Fairway Chevy-Buick-GMC listed it, with proceeds going to the Southern Nevada YMCA. It was bought by **Hendrick Motorsports owner Rick Hendrick** (*surprised?!),* who expects delivery in the first quarter of next year. His will be the only ZL1 of the '12 model year with a 'carbon flash metallic' exterior. Also, it is the **69th ZL1**, in honor of the 69 production copies of the original ZL1. "Like the original, the '12 Camaro ZL1 introduces a performance benchmark for the street and the track," Chevy spokesman Russ Clark said. "Offering the 69th ZL1 at auction was a fitting tribute to the 'original." The '69 ZL1 was the most elite Camaro ever produced, according to 'GMC.' The all-aluminum big-block was originally developed for Corvette race cars in the late 60s. It was similar to the L-88, except the ZL1's aluminum block reduced overall weight by 100+ pounds. It was rated at 430 hp, but 'GMC' says it was known to produce 500+ hp.

The car is equipped with a supercharged 6.2-liter V8 that delivers 580 hp and 556 lb-ft of torque.

OnStar, the 'GMC' subsidiary that provides nav and safety systems for cars, recently took a terrible turn (*pun intended!*) when it announced a huge change to its contract with its customers. It informed them it planned to continue to collect driving data from their devices *even after they had*

canceled their OnStar subscriptions. COLLECTING INFORMATION FROM NON-CUSTOMERS UNLESS THEY OPTED OUT.

Valuable, sensitive information about when, where, and how they drive.

Customer Jonathan Zdziarski was the first to notice the change, because he took time to read the boring "updated terms and conditions" email the company had sent him. On the second page of the company's updated privacy statement—that was set to go into effect in December—OnStar wrote in bold: "Unless the data connection to your vehicle is deactivated, data about your vehicle will continue to be collected even if you do not have a plan. It is important that you convey this to other drivers, occupants, or subsequent owners of your vehicle. You may deactivate the data connection to your vehicle at any time by contacting an OnStar advisor.

That includes data about vehicle diagnostics (*oil changes, tire pressure, gas used*); information about crashes; and the car's GPS/location information. He **immediately** canceled his account with the company (*and took the time to contact an advisor to cut the data connection to his vehicle*). And now three senators are revving the engine for an investigation into the company's practices.

Senators **Al Franken** and **Chris Coons** said the company's decision to collect info from non-



customers was a blatant privacy violation and may break federal law. Senator Chuck Schumer is asking the **Federal Trade Commission** to launch an investigation, calling it "one of the most brazen invasions of privacy in recent memory."

I can't really imagine a scenario in which OnStar will actually decide to move forward with its plan. It could have been mighty valuable, creating an amazing wealth of information about American car use and giving 'GMC' a huge pool of test drivers in real road conditions.

OnStar has millions of users; not only do the units come pre-installed in 'GMC' vehicles, they are now available for purchase for cars from other automakers. The company argued that when collecting data from units that were not actively subscribed, it would only be from customers who had previously chosen to subscribe to OnStar and had previously consented to the data collection. But, the service usually comes free with a new car for the first few months to try to hook subscribers. If the term change were to go through, that would mean OnStar would be able to collect info from

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'Gov't' (contd)

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all these drivers, even if they opted never to actually pay for the service.

It's mind-blowing that On-Star thought this would be okay.

Just because you have a tracking device pre-installed in a vehicle doesn't mean it's okay to leave it turned on at all times. Though, the equivalent for those of us without vehicles might be companies placing cookies on our computers that then track us around the Internet.

A huge problem, and the one that Senators Franken and Coon focused on, was OnStar giving itself the right to share or sell location information in "anonymized form." As many have pointed out, it's virtually impossible to "anonymize" the movements of a person's car—the fact that it sits in your driveway every night for hours and at your work place for several hours each day means that it would be fairly easy to figure out the "anonymous" person the car belongs to.

As more and more of our belongings go wireless, businesses are going to have to grapple with when it is and isn't okay to collect sensitive data. Your refrigerator could report on how often you eat ice cream. When your house is on the smart grid, it could reveal which rooms you like to spend time in. All this data is super interesting, making it hard for companies to take their hands out of the information cookie jar.

After the public outcry over this blatant invasion of privacy,

OnStar was forced to reconsider its' boneheaded decision, and wisely decided to reverse itself, not collecting data. Thanks to forbes.com for this enlightening info.

Bob Lutz, the former 'GMC' vice chairman who rejoined the automaker last month as an adviser, has taken a position with electric vehicle maker VIA Motors.

Lutz's role at 'GMC' won't change because of the move, a 'GMC' spokesman said.

Lutz will be a member of VIA's board of directors, David West, VIA chief marketing officer, said in an interview. He said Lutz will help the privately held startup raise money and create partnerships with automakers. Guess that 'ol revolving door at 'GMC' still works just fine, eh?!

The redesigned **Chevy Colorado pickup**, which is launching this month in Thailand, will be sold in the US, Chevy recently announced.

The new Colorado was developed by 'GMC's' Brazil operations to be sold globally.

'GMC' said the current Colorado will be sold through the '12 model year. It is built in Shreveport, LA. 'GMC' did not disclose where the new Colorado will be built or which powertrains it will use, nor did it release information about a possible 'GMC' version of the new truck. 'GMC' currently sells a twin to the Colorado re-badged as the Canyon.

In Thailand, the new Colorado is available in regular, extended and crew cab models, and rear and all-wheel-drive versions. My guess is it'll come from the **Dae-**



woo, er, **Chevy** group.

Sales of midsize pickups in the US have been overshadowed for the past several years as automakers used incentives to sell full-size trucks. Sales of the Colorado totaled **only 23,985 units** through the first 10 months of this year, while GMC Canyon sales totaled **7,634 units** so far this year.

Cover your ears, Corvette lovers—the **'69 Camaro** is the best Chevy of all time, according to Chevy fans.

As part of its centennial celebration, Chevy asked fans to vote online for their favorite vehicle from the marque's 100-year history. Nearly 125,000 people voted, and the Camaro edged out the **'70 Chevelle SS** in the final round of the four-round elimination contest.

Chevy design director Tom Peters agrees with the verdict: "Today, the '69 Camaro has become one of the best examples of timeless design in the industry.

"Like the very best designs, the Camaro is much more than just a machine because it evokes powerful emotions in people of all ages," Peters said. "That's why we looked to the '69 for inspiration when designing the fifth-gen car and why the '69 is an example of the timeless vehicles Chevy will strive to deliver for the next 100 years." Yeah, right, if they can manage to stay in business.



This n That

Still MORE New Stuff?!? And from Model King again, no less?! Looks as though 'Mr. King' somehow got his hands on the 'ol **JoHan '59 Rambler station wagon**. From what I've heard, it'll have

BOTH Model King AND IMC logos on it. No word on price or availability. Add to this that, on a recent visit to the **Round 2 AMT** site, that

yours truly spotted **four new 1/25th scale slot cars**—a '57 Chevy, '70 Camaro, '66 Chevy II, and an '06 Camaro (figures—just a buncha Chevies!), and the **RHCTA show** later this month, there seems to be no shortage of neat stuff around. Oh, and let's not forget the **AMT '76 Gremlin** that will reportedly be retooled as a **true 2 'n 1 kit**. Gotta get me one 'o dese (us 'Orphan car' guys gotta stick together!)... **Would You Buy a Cuban Used Car?!**

For decades, driving down the streets of Cuba was like entering an automotive time warp. The streets are full of cars from the 50s, and there's virtually nothing modern. But with a recent announcement by President Raul Castro, the strict rules are going to be relaxed a bit, and Cubans and foreign residents now have the right to buy and sell cars

made after '59. Previously, only cars that were in the country before the '59 revolution could be bought and sold, and only a select few citizens could import cars. So the streets were crowded with decades-old American-made cars. Now, newer cars can be bought and sold among residents, though

such cars have not been widely available to citizens not linked to the government. "Any car owners can buy or sell their cars to anyone, and for that trade, they

only will have to pay a tax," said Eduardo Mesejo, director of Havana's automotive museum. The new regulations will allow only foreign residents and Cubans who have government permission to import cars. All others will still be limited to cars already on the island. These altered rules took effect Oct. 1st. What remains unclear is whether this shift indicates a move toward doing away with Cuba's old automobiles... **Lincoln 'Waterfall' Dried Up?** Love it or hate it, Lincoln's waterfall grille is

on the way out, according to sources familiar with plans for the updated MKS sedan and MKT crossover coming next Spring. One source

said the MKS and MKT grille will be 'completely different' from the current grille, which has been controversial. He said the new grille is 'not as pronounced' as the wa-



terfall and 'more elegant.' Ford might show the revised MKS and MKT at the LA auto show in November, says a Ford source...

Extreme Toys? It's not unusual to find Explorers rolling out of the Chicago assembly plant, but a recent creation on display had a slightly different manufacturing process. A red **Explorer** made of **380,000+ LEGO bricks** was assembled at the plant and went on display recently, showcasing the product **2,500+ hours** of construction. It was created by **22 designers** and is supported by a **768 pound interior aluminum base**.

The whole 'vehicle' weighs **2,654 pounds**. Like its operational siblings, the full-size LEGO car will soon leave the plant, bound for the **new LEGOLAND theme park** in Orlando, FL. It will be transported in a trailer with transparent sides so motorists can see it en-route. The theme park opened Oct. 15th and will feature a **Ford Driving School**, where kids can drive their own vehicles—at a maximum speed of 3 mph.

Thanks to the Huffington Post... **Interceptor Revisited?** CPP, a British specialist automotive group co-owned by Russian businessman Vladimir Antonov, said it will build a **modern version** of the iconic **Jensen Interceptor** grand tourer, starting in '14.

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T 'n T (contd)

(Continued from page 8)

Healey Sports Cars Switzerland, which owns the Jensen brand, has appointed CPP to engineer, develop and build it, CPP said. CPP will build it in a new factory on the site of the former Jaguar Browns Lane plant in Coventry, England. A team of Coventry-based design consultants has completed the styling of the car, which has already gained significant customer interest. It will be based on an all-new aluminum chassis and handcrafted aluminum body, and will echo the four-seat grand tourer layout of the original car built between '66 and '76. CPP said the public unveiling is planned for late '12, with customer deliveries beginning in '14. It did not give details of production volumes or pricing. Brendan O'Toole, co-owner of CPP, said: "The Jensen design team has respected and honored the great heritage and attributes of the original Interceptor, while injecting a contemporary edge and advanced technologies that will ensure it appeals to the passionate, discerning motoring enthusiast of today." Liam Cardiff, director of Healey Sports Cars, said: "Our dream of seeing the Jensen and Interceptor badges once again adorning the bonnets of beautiful, modern, British-built GT cars has come closer to reality." Earlier this



month, CPP said it will consolidate automotive operations at Browns Lane in the British Midlands. They currently carry out component manufacturing, body-in-white engineering, prototype

vehicle production and low-volume vehicle assembly in five locations in Coventry... **Quick Snake**. Dodge has released video footage of the 600-hp '10 Viper ACR lap-ping the *Nürburgring* in **7 minutes, 12 seconds**. With Dominik Farnbacher in the hot

seat, Dodge reclaimed the Viper's lap-speed record around the 12.9-mile course. With no '11 model-year Vipers built, Tomball Dodge in Texas supplied two '10 ACRs to Chrysler's SRT group. Mintgen Motorsport, an automotive shop based just a few miles from the 'Ring, provided garage support. The ACR's '08 record lap time (7:22) had been eclipsed earlier this summer by a '12 **Corvette ZR1**, at 7:19. Shortly thereafter, the **Lexus LFA** came in at 7:17.6. SRT made a few changes to get more speed from the car: a shorter fifth-gear for improved acceleration and faster straight-line speed, adjustments to the rear-wing profile and end plates to optimize aero and improve down-force for greater speeds through high-speed turns, and a new short-throw shifter for enhanced driver control and quicker shifts... **'Nother Mustang 'Tooner**. The guys at **Hennessey Performance** took the Boss 302



behind their curtain, plopped a supercharger on top—among other things—and hit the drag strip. The outcome? Hennessey sez **11.9 at 124 mph for the quarter**—and that's with a 0-to-60 sprint of **3.9 seconds**. The **HPE650 upgrade**, which is the *middle* package, ups power to **650 hp**. It comes with the roots-style TVS2300 supercharger, a high-flow intake system, a strut tower brace and Hennessey's HPE engine-management calibration. It's not inexpensive—it'll set ya back **\$15,995** with installation. The **beginner kit**, the **HPE492**, gets cold-air induction, headers, a high-flow exhaust and engine-management calibration for **\$3,995**, or **\$5,495** installed. For the **truly brave**, the company offers an even more powerful package called the **HPE700**, making—you guessed it—**700 hp**. It gets the same supercharger as the HPE650 with a pulley upgrade, intercooler, high-flow intake system, fuel-system upgrade, strut tower brace and side exhaust. The **\$19,995** cost includes installation, gaskets, fluids, Hennessey badges and dyno tuning. (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!) 🍷

Hornet (contd)

(Continued from page 3)

grab arms. The pockets alone are engraved to impress. The steering column has an integral turn signal stalk and shifter. The steering wheel is found on the chrome tree. Nicely-rendered *decals* represent the gauges and various details of the dash, as well as the emblem on the horn knob. Careful finishing here will result in a highly convincing interior.

The *clear pieces* include a windshield, greenhouse with rear side windows, headlamps, front turn signal lenses, back up lights, and vent windows. The tail lamp lenses are molded in clear red plastic. These look to be a bit light in color, but feature nice engraved detail. Whether the builder opts to darken these a bit with clear red paint will be a personal choice.

The *instruction sheet* far exceeds ordinary expectations. It is printed on *glossy paper*, with boldly-lettered guiding texts and clearly drawn assembly pictures with numbers and parts name call outs on one side. Flip it over, and there are bright *full-color photographs* of yet another beautifully built kit (*the one on the box-top being blue with a white roof, and the one on display in the instructions sporting bright red paint and a cream-colored top*), which show decal locations as well as parts locations on the finished engine - on both sides. These photos will do wonders in guiding the modeler in finishing their kit. Interestingly, it looks like the aforementioned trunk script on the box-top

model didn't quite make it, while we see this same script sitting proudly on the back of the red model in the instructions, either foiled or brightly painted. So, as they say, your mileage may indeed vary.

There is also a list of *suggested paint colors* to aid the builder in the coloring of the various components, along with their own research, and something that will no doubt be highly appreciated, a guide for accurately coloring one of the three available interior color combinations, as well as a *complete list of 1953 Hudson paint colors, matched to Hudson and Ditzler paint codes*, along with *another chart showing what two-tone color combinations were available*, using these same codes. The "Thank You" at the end of the instructions reads like a *Who's Who* of the plastic model industry, and shows just how very, very serious and dedicated Moebius was in making sure they gave us the best representation possible of this important and beautiful 1950s icon.

Conclusion

If you are a car modeler, with even a passing interest in American automobiles of the 1950s - and really, who among us does not love the cars of this era? - get this kit. It is guaranteed not to disappoint. The level of engraving and detail is first-rate, with individual pieces where we like to see them. One also can see people buying scads of these as parts kits, with rat-rodders wanting the flathead six and others going for all those cool detail parts. Customizers will surely also try their hand at chopping, sectioning, and other-

wise tweaking this machine - an exercise far more recommendable in 1/25th scale than full size. There is also this: Moebius put a great effort into this, and a Chrysler 300 is due next. They obviously want to keep doing this. This modeler wants to see them do a '53 Buick Roadmaster to this standard. So it's hoped this terrific new Hudson Hornet sells like hotcakes.

Something else that has to be noted is that *Model King* will be releasing this kit as an earlier Hornet, with decals to depict early *NASCAR champion Tim Flock's mount*. At least a couple parts that pertain to this kit are in evidence on the sprues, a couple molded plastic straps that probably hold down a plastic hood and plastic trunk. So that is exciting news.

One other quick note: reviewers often do not address price. This new offering by Moebius retails for *under \$30*. Its price is comparable to that of a similar Revell kit, and about \$20 less than one of Trumpeter's car kits, which often have infuriating accuracy issues. We don't know what Trumpeter is thinking much of the time, but it's eminently obvious that the heads and hearts at Moebius are in the right place. They have executed and priced these models to sell. Let us hope they do just that.

by: Sean Brian Kirby

(Ed. Note: Be sure to check out the *Model Buffet* column for the first resin body—but not the last—for this kit! A Pickup, a 4-door, and I believe at least 3 others are on the way!) 🍷

King (contd)

(Continued from page 4)

chromed mylar and stuck it to the interior; it made a big difference. Previously I had painted the engine block gloss white, but when I discovered it needed to be gold, I just mixed some Testors gold and sprayed it on. Later, when the paint was dry I was so impressed with the shine that I decided to paint the grille that way. As it happened, I had a copy of this grille in my parts box. So, I removed the rest of the chrome from it and painted it, but it crinkled. I stripped it again, painted it again, and got the same results. After a few more days studying the problem, I came to the conclusion that there were only two possibilities left. The first was gold metalizer, but that looked more like gold metallic paint. My last hope was Tamiya clear yellow. I thinned a few drops of it and tried it on a chromed piece that I knew I wouldn't need. It worked fantastic; with the chrome visible through the clear yellow it looks just like gold plating. Try it you'll like it! But just make sure the chrome is clean and shiny with no fingerprints as they will be visible through the clear yellow.

I had been looking for a source of lavender pearl paint and having no luck at all. In desperation I grabbed a jar of **Testors Plum Crazy** and poured a little into some gloss white. For once, I got the shade perfect the first time. I found out later that Testors/Boyd Grape Pearl wouldn't even come close to matching the color needed even though it looks close to the

Plum Crazy.

The interior was fairly simple. The dash is just two pieces that needed a little detailing on the gauges. The model T steering wheel has chromed spokes and a separate rim, but two of the spokes broke off and had to be repaired; go figure! I mixed some Testors flat rust with gloss white for a little sheen and used it on the dash and steering wheel rim. For once I remembered that the wheels needed some of this concoction for the wood overlays on the spokes. The only other pieces were the seat cushion and pedals.

Final assembly went fairly well with the fenders, body and turtle deck gluing into place without problems. But as was the norm, until recently, the windshield glass had scratches that I had to sand and polish out and then the windshield assembly didn't want to stay glued upright. The kit came with two upper radiator hoses, but since I'm not aware of any such small block Chevy so designed, I only used one. The headlights were the next "pain in the ass." I had forgotten to paint the housings body color when I should have, and I had neither the mixed color nor the Plum Crazy I had mixed it with left. I had to dive into my trashcan, find the empty bottle and hope there were a few drops left. Luck finally turned my way, as there was just enough to wipe out with a paintbrush, mix and spray. Later I added the clear yellow (*gold*) to the light rims and glued in the lenses. They then attach to a fender support rod and then to the chassis/fender unit, but of course, they wouldn't stay in place and

the lights kept falling off the supports. At that point I had had enough and closed shop for the night. And just to show who's the boss the next day I found the headlight drooping down again. Where's the sledgehammer when you need it?! The folded top was the last piece to go on and had to be clamped in place overnight.

I'm thinking of renaming this rod "**King size pain in the ass T**", I'm amazed it survived the build, but it's done.

by: Rich Wilson 🍷

Wild (contd)

(Continued from page 5)

sides end up being glued in place since the headers go through them. When I glued the body to the chassis, I used the hood as a locator for placement. Oh and do you recognize the headlights? They're from a '62 Imperial!

The **interior** was quite simple to build since it only needed pedals, shifter, hand brake and steering wheel/column to be attached. The dash has four chrome pieces, one being a gauge that attaches to the cowl of the body. The steering column seems too long to mount to the column drop as instructed, so I made the hole in the column drop bigger so the column would go through it instead. Mounting the windshield and headlights was uneventful; surprisingly there were no marks on the glass to polish out. If you ask me, this rod looks like something **Batman** would drive on his days off! In its' day, it cost Joe a whole \$8500 to build.

by: Rich Wilson 🍷

Model Buffet

First up this month are some pix of **MAMA's Boy Gordon Holsinger's** rendition of the newly issued (June, '11) **Historic Racing Miniatures' (a.k.a. Brad!) Cobra kit**.

Next up is news of yet another masterpiece from **MAMA's Boy Howard Weinstein**. According to **Missing Link's Kevin Lutz**, he's now takin' orders for a **'68 LTD four-door hardtop**. It includes, body, hood, chassis, interior, chrome front & rear bumpers, clear red taillights, complete interior, radiator, and air cleaner! Finish it with the '69 Galaxie.

Price? **\$75.00 + 7.50 USPS priority shipping**. Shipping info—29508 Southfield Road Suite 200 Southfield Michigan 48076, www.missinglinkrc.com, info@missinglinkrc.com.

Jeff Ballard of **Motor City Resin Casters**, believe it or not, already has a **'53 Hollywood** available for the Moebius kit! **Thirty bucks (not including S+H)** gets you a body and hood. I hear a four-door may be next! Check him out at www.motorcityresincasters.com, and tell him I sent ya.

Recent releases announced by **M&S Hobbies** include **Model Factory Hiro's Eagle F1 1967-8**. **Lance Sellers'** next release

(this month) will be the **'63 Novis** of **Jim Hurtubise** and **Bobby Unser**. Pricing has not been determined. Thanks to the Hoosier modelers for the scoop.

Studio 27 has released photoetch and racing decals for the **Fujimi 911 GT3R**, along with photoetch for the reissued **Tamiya 961**. For these and more see: www.mshobbies.com (thanks to **GTR Auto Modelers**)

As usual, special thanks to **Matt Guilfoyle (!#%&*@)** for creating this monstrous column. If you see something you like, contact the company. If you find something that you wanna spread the word about, send it to me for inclusion in a future column! 📧





- 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.*

- April 21st, 2012—*26th Annual NNL East* in Wayne, NJ.
Theme—*The Show Must Go On* (show rods!), with a sub-theme of *Showroom Stock* 🏠



Pontiacs on Parade!

Well gang, I keep bringin' the Pontiac Parade display, and to your credit, you all have been bringin' things to park in the 'Reserved Parking' area there!

Dave Hejna: Dave trotted out a few new builds in the form of a nicely modded Starlight Black '78 Trans Am Street Machine, and a Palladium Silver '69 Judge hardtop.

Ron Hamilton: Ron 'threw in' a very recent ebay acquisition—a built, but unpainted '66 Bonneville hardtop. How recent? It arrived a day or two prior to the meeting!

I trotted out Greg Anderson's championship-winning GTO in diecast form.

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!!** 🏠

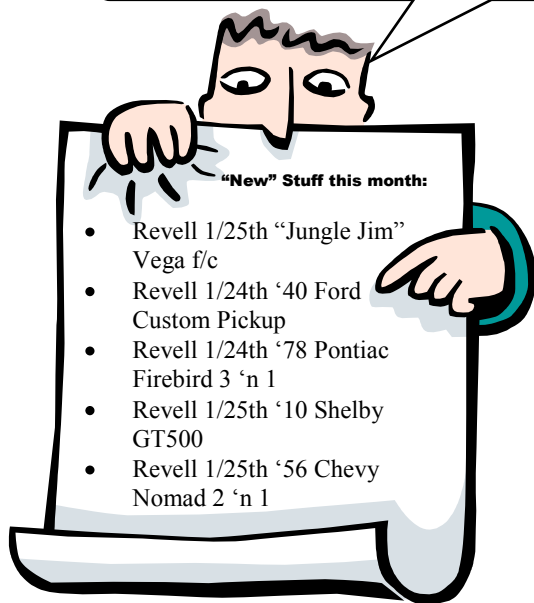


Classifieds

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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>

www.oldtoylandshows.com/

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclecar Madness:

www.yorkus30.com 

WANTED: One entire window glass unit from *AMT/ERTL's or Lindberg's '40 Ford coupe*. I seem to have said piece get away, orrrrrrrr...maybe, just maybe it wasn't there to begin with (*thrift store purchase*). Contact Steven M. Buter, newspeak96@aol.com.

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

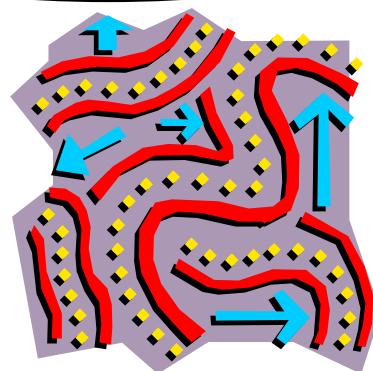
1/Challenger I kits, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), Revell Sunbird, '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prixs, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70 -'81 Formulas and T/As, '82 KITT Firebirds, late '80s Chevy C-3500 dually kit (*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 Sickles at gtoguy@verizon.net, or see me at a meeting. **Thanks!**


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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