



# MAMA SEZ!

Volume 24, Issue 4

December, 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

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



## Merry Christmas Everyone!

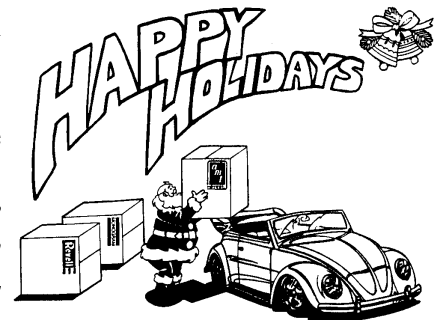
The November meeting—what can I say? **WoW!** Not only a great **Toys for Tots** turnout, but a **great member turnout as well!**

This month, **Rich Wilson** pores over the **Trumpeter Ranchero**, while new MAMA reviewer **Sean Brian Kirby** takes an in-depth peek at the **Tall 'T' double kit**. **Thanks, guys!**

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

The raffle raised **\$116.00**, while the door kicked in an additional **\$243.00**. **Tanks a bunch, guys!** Thanks to the raffle donors: **Brad, Ron Bradley, Steve M. Buter, Jerry Frazier, Matt Guil-**

**foyle, Mark Mason, Nick Sickie, Steve Scott, Rich Wilson, Max Wolfthal, and Replicas & Miniatures Co. of MD.**



## AMT/Round 2 Sold!!

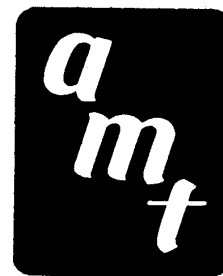
Round 2, LLC, announced Nov. 30th that they acquired all rights to model kit brands **AMT**, **MPC** and **Polar Lights** from TOMY International, Inc. (formerly **RC2 Corporation**).

Round 2 acquired them from TOMY International after manufacturing branded model kits under a licensing agreement since 2008.

"We've had a great relationship with TOMY International for a long

time and it has been a pleasure working with them as a licensee and now as a buyer," said Thomas Lowe, President of Round 2 LLC.

"We feel extremely fortunate to be acquiring these brands," continued Lowe. "These are some of the industry's most iconic brands and our acquisition represents a



significant strategic fit with our initiatives and where we believe the industry is headed, in the near and long term. This deal is a win for Round 2, TOMY and most importantly, modelers."

"We are pleased to have been working with Round 2 as a licensee the last three years, and now as the buyer," said Pete Henseler, president of

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

# Twass the Night Before Christmas in Brooklyn

Twass da Night Before Christmas,  
Da whole house was mella,  
Not a creature was stirrin',  
Cuz I had a gun unda da pilla.

When, up on da roof  
I hoid somethin' pound,  
I sprung to da winda  
To scream, "Yo, keep it down!"

When what to my wonderin' eyes should appear,  
But da Don of all elves,  
And eight friggin' reindeer!

Wit' slicked-back black hair,  
And a silky red suit,  
Don Christopher wuz here,  
And he brought along da loot!

Wit' a slap 'a der snouts,  
And a yank on der manes,  
He cursed and he shouted,

And he called dem by name.  
"Yo Tony, Yo Frankie, Yo Vinnie, Yo Vito,  
Ay Joey, Ay Paulie, Ay Pepe, Ay Guido!"  
As I drew out my gun and hid by da bed,  
He flew tru da winda, and slapped me upside da head!

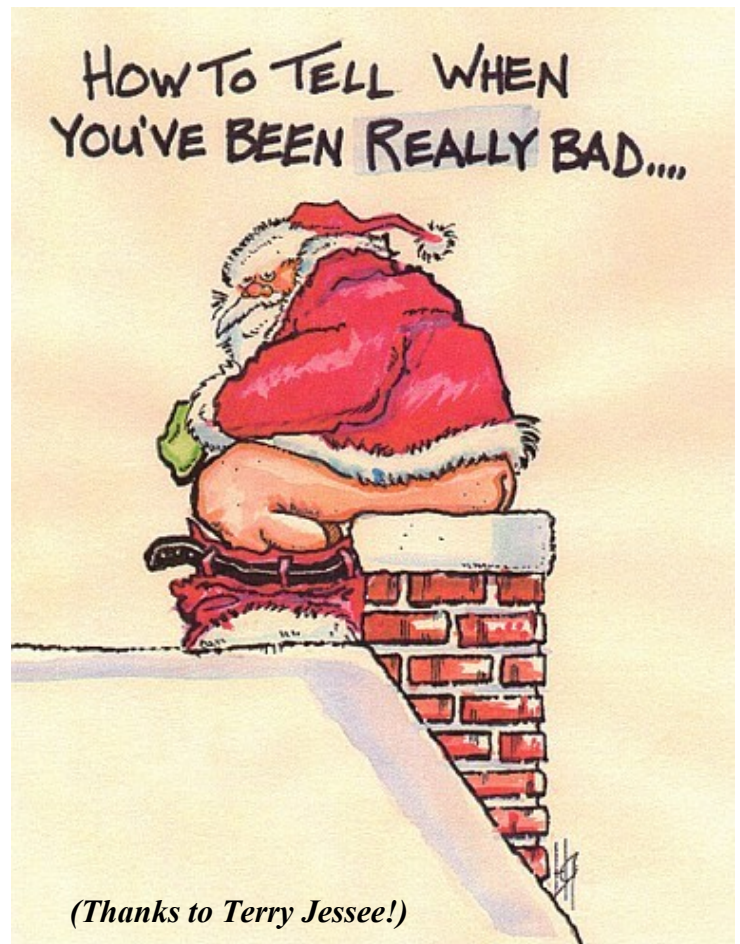


"What da Hell ya doin',  
Pullin' a gun on da Don?!"  
"Now, All yours' is getting' is coal,  
Ya friggin' moron!"

Den, pointin' a fat finga,  
Right unda my nose,  
He twisted his pinky ring,  
And up da chimney he rose.

He sprang to his sleigh,  
Obsenities streamin',  
Away dey all flew,  
Before he trew 'em a beatin'.

Den I hoid him yell out,  
What I did least expect,  
"Merry Friggin' Christmas to All,  
And yous better show some respect!" 🚗



## '65 Falcon Ranchero

*[Trumpeter, stock plus]*

Of the four versions planned by Trumpeter, this is the one I've been waiting for most. Having owned a Ranchero many years ago I still like them, though mine wasn't Falcon based. Falcons never seemed to get much in the way of performance options or respect, and it's a shame. Kits of Falcons never seem to come with the basic parts that 90% of the real ones came with. In '63 there was a 'Sprint' option package, which included a 260 cubic inch V-8, and in '65 Ford of Canada offered the "K" code 289/271. But since only 14 were built, the NHRA wouldn't let them race. The "K" code version was not offered in the US in '64 or '65.

**Engine:** Needless to say, this engine is the same as the previous issue, except this time we get the rest of the "Cobra" parts. I just wish Trumpeter had put these parts on a chrome tree. We get the finned aluminum (*Cobra*) valve covers, though the fins could stand to be more pronounced, a dual-four barrel carb intake and two-piece oval air cleaner or two small round air cleaners that are chromed. The exhaust manifolds seem a little narrow and thin. A set of tri-Y headers **WOULD** have been a nice touch and complemented the Cobra engine. Another nice touch would have been the 'small' 6-cylinder engine, but both of those items are available from the aftermarket. The kit includes a generator which **IS** correct for the '64 Fords; it should be replaced with

the alternator which is included. The transmission in this kit is still the C-4. The toploader was available with the Canadian "K" code option, but isn't in this kit. Having said that, no such car (289/271/toploader) was ever built on the Ranchero body.

**Chassis:** Believe it or not, the chassis is different. The body of the Ranchero from the centerline of the rear axle to the rear bumper is longer than the other body styles. And since the rear wheel tubs are made with the pick-up bed, the chassis in this kit reflects the correct stock shape. Those wanting a more correct stock convertible or coupe could easily shorten this chassis. The rest of the chassis components are carryovers from the previous kits.

**Interior:** It's a platform style and the good news is the seat is a separate two-piece assembly. But there are locator marks on the floor for bucket seats which seems curious. Again, there is a manual floor shifter and clutch pedal for the automatic transmission. There is a column shifter but no turn signal lever. What I didn't expect is that the dash is different and the decal gauges and trim reflect it. Separate gas and brake pedals are included and a clutch pedal as well (*for an automatic trans-*



*mission?*). If you can't find them, it's because they really are separate (*individual that is*). Seatbelts became mandatory in '63 though none are in this kit; they were very simple in nature and easy to add.

**Body:** This is where it gets dicey. If you look at the box art on the side of the box you'll notice there is a gas cap on both rear fenders and the body in the box is that way also. The one on the drivers' side is correct. It'll be a bit of a pain to fill because of its' proximity to a side molding. Also, the bed builds up on the chassis with the rear of the cab which is a separate piece from the main body. What this means is Trumpeter expects us to paint the bed and the body separately and then glue them together which will be a mess. Although I haven't tried it yet, I think we can assemble all of the body with the bed, paint it, then put it together with the chassis like we usually do. The biggest disappointment is the grille; it's totally wrong. The individual elements are right, but they are inside out so to speak. I'm afraid it can't be fixed. The best hope would be to fit an AMT grille

(Continued on page 10)

# 'Tall T' Double Kit

## Introduction

The Model T was America's introduction to affordable motoring, the brainchild of an enterprising American mechanical and business genius who put his fellow countrymen on the road by the millions with reasonably-priced, dependable automobiles. Over 15,000,000 would be produced from its model run between 1908 and 1927.

The T was also one of the original hot rods, with many aftermarket parts produced to really get these bone-simple little cars going. They raced sideways on the dirt tracks and straight ahead and fast-as-you-can on the salt and beaches. While the later Model As, Deuces, and 1933-34 Fords would supersede the Ts in popularity with rodders, in no small part due to their having engines with greater performance potential, they saw a vast resurgence in popularity in the '60s and '70s. Tommy Ivo's Nailhead-powered beauty and Norm Grabowski's famed Kookie Kar—named for the character who drove it on the television program '77 Sunset Strip—marked the beginnings of this new trend, the birth (*or re-birth, depending on how you look at it*) of the T-bucket, often found in the form of "Fad Ts"—rods built starting with fiberglass bodies and prefabricated frames.

With this neato little reissue from AMT, you can have one of each: A stock original, and a Sixties-style rod. And what combination is chosen—stock tall T coupe, roadster, or roadster pickup; tall T

competition coupe or a Fad T roadster in any number of styles—is entirely the choice of the builder.

## The Kit

Upon hearing about this release from Round 2/AMT, the first thought was, didn't we just get this model with the other T double kit, albeit without the stock T coupe body? While this at first blush may seem to be the case—and these two kits are based upon the other—this is not how it is, at all. While the other kit offers the stock roadster variations and myriad other options using the roadster and heavily chopped coupe bodies—the rods one can build from this kit are more of a '50s flavor. What you get in the new kit is a very groovy little '60s-style approach to the T rod game—and yet more stock options, given the stock coupe body.

Round 2 has done yeoman service in their custody of many of the old AMT tools. The two T kits they have produced are an excellent example, with their retooling new coupe bodies for each kit, faithfully reproducing the old kit bodies that had disappeared over the years and reissues. Each coupe body—the chopped one in the last release, and the stock-height one we have now—is a clean, fresh molding. In lieu of raised lettering molded into the bodies, Round 2 proudly gives all the pertinent information in



printed form on the reproduced parts. By producing these new bodies, they have brought back classic old kits without anything missing. They are to be commended for this, because, for the price of tooling one item, they give modelers the chance to recreate old favorites without needing to wonder where that old part might be found. These revived AMT kits appear to be extremely popular, surely because of their being fully-renewed.

The **body** is not one but two, with the roadster body shared between this and the other double Model T kit, and the newly-tooled stock-height T coupe body, with its integral trunk area. The roadster body may be mated with a turtle deck, stock pickup bed, or a

(Continued on page 5)

## Tall (contd)

(Continued from page 4)

vastly shortened pickup bed box, complete with separate tailgate. Additionally, there is a wooden keg-style tank that may be parked out back, complete with gas cap and keg handle. The roadster body seems to be suffering a bit from its age, as there is a thickening inside the left-side cowl that the modeler will want to grind out. The custom interior will not fit with this lump there, and it would prove unsightly on a stock version. The roadster body may be built with a stock-style down-top, or an up-top. Stock and custom firewalls are provided, as well as two different windshield frames for the roadster, one stock and one for the rod. There are two radiator shells, one of which is a chromed, chopped down unit; each has a separate radiator. Headlamps feature clear lenses. All of the kit's windows are offered in either standard clear or optional clear purple plastic. There is also a set of four cycle fenders, increasing your hot rod styling options, as well as a shiny **chromed Moon tank** with its own big knockoff fuel filler cap, chromed round tail-lights, an aerial, and some nerf bars, old-fashioned cowl lamps, and other accessories that may be utilized according to the builder's tastes.

There are two engines provided, a stock Model T 4 cylinder, and a big Lincoln 430 V8. The stock engine is a very simple 6-piece assembly, consisting of two block/transmission halves, one of which has molded-in water pipe

detail, oil pan/lower transmission, head with integral radiator hose, and a four-bladed fan. The assembly is very simplified, and anyone wishing for a more detailed unit for a stock build will probably end up scratch building most of it. Otherwise, paint it up and hide most of it beneath a folded stock hood and it will look the part.

The second engine is a different animal. While there is simplification here, as well, with starter and oil filter detail molded to the block/transmission halves, there are all kinds of speed goodies, including a three-deuce intake, Latham supercharger with sidedraft-type carbs, and the return of the six-carb intake last seen in the '80s issue of the '25 T roadster. Big chromed venturis—up to six—are used on the carbureted setups, while four chromed bell-type air cleaners serve the Latham's sidedrafts. There is a separate lay-down magneto for the blown option, and a Spaulding Flame Thrower ignition for use with the six-carb intake. The mag for the three-carb arrangement is molded at the back of the row of carbs, but how to build the three-carb engine is not so clear in the instructions. Fan and fan belt/pulley assembly are separate pieces, with a chromed generator, and the valve covers and oil pan are also found on the chrome tree. There is also a nice plated set of open hot rod headers. While not typical of the engines one would generally find stuffed between the frame rails of a '60s T rod, this will make into a great-looking hot rod engine, perhaps especially with the six-carb manifold that returns with this kit.

There are, of course, **two frames**. The stock unit is unsurprisingly a simple affair, with the exhaust molded to the frame. The front axle has a separate radius rod/tie rod piece, and the instructions note where your stock steering column will attach. The rear-end has integral radius rods, plus the torque tube, and is hollow at the top. A separate transverse leaf spring joins the rearend to the frame. Straight metal axles are found front and back. To their ends attach multi-spoked Model T wheels, of the earlier wooden-spoked, steel-rimmed style, which fit skinny stock rubber tires. Paint it semi-gloss black, throw it all together, and you will have a reasonable representation of a Model T's undercarriage.

The other frame represents a traditional z'd hot rod assembly. The front axle is a chromed dropped tube unit, with a separate chromed leaf-spring/shock brace/shock absorber piece that joins axle to frame. There is also an individual tie rod, wishbone radius rods, and a drag link, all of which are also chromed. Out back, we find a **plated quickchange rear** with separate axle bells. Rear radius rods are chromed, as are the leaf spring and rear shocks. Metal axles are also present here. While many modelers may wish to rework their front suspension to eliminate the front metal axle, some well-built versions of the earlier T kit have been seen with them in use, and they looked fine.

This brings us to one of the kit's major selling-points, the hot rod tires. All six of these tires, four skinny ones based off AMT's

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## 'Government Motors!'

'GMC' said recently that it would be difficult to *support a sale of Saab* if the transaction hurt its existing tie-ups in China or its competitive position in other markets. China's Pang Da Automobile Trade Co and Zhejiang Youngman Lotus Automobile have struck a deal to buy Saab from its current Dutch owner, Swedish Automobile, in what amounts to a rescue plan for the Swedish auto brand formerly owned by 'GMC.' Swedish Automobile, then called Spyker, rescued Saab from closure by former owner 'GMC' in early 2010. 'GMC' still has preference shares in Saab and is a major supplier of vehicle components and so must approve the Pang Da and Youngman takeover.

"'GMC' would not be able to support a change in the ownership of Saab which could negatively impact 'GMC's' existing relationships in China or otherwise adversely affect 'GMC's' interests worldwide," 'GMC' spokesman Jim Cain said in a statement. Saab has lurched from crisis to crisis in the past year and has not produced a car in months. The company was given court protection from creditors in Sweden in September. It was the second time Saab received protection from creditors in two years.

If Pang Da and Youngman were able to complete the deal to purchase and rescue Saab, it would mark the second time that a struggling Swedish auto brand once controlled by Detroit automakers has been acquired by a

Chinese company. In August 2010, Geely bought Volvo from Ford. Pang Da operates auto dealerships in China. Youngman produces commercial vehicles, including buses and trucks, and sells cars under the Lotus brand.

'GMC' posted a *lower third-quarter profit* on losses in Europe and offered a disappointing outlook that raised doubts about the speed of its turnaround two years after emerging from bankruptcy.

The percentage drop was the *largest one-day decline* since the company's initial public stock offering in November 2010.

"The big story today is going to be what looks like a pretty disappointing fourth-quarter outlook," said Citi analyst Itay Michaeli, who has a 'buy' rating on 'GMC's' shares. Recently, 'GMC' said it expects fourth-quarter adjusted earnings before interest and taxes to be similar to the same quarter last year...that forecast implies fourth-quarter earnings in the *low 30-cents-a-share range*, far below the *86 cents analysts had been expecting*.

The contrast between 'GMC' and Ford was striking. Ford last month posted third-quarter net earnings that were nearly as high as 'GMC's', on revenue that was 10 percent lower. Ford, the only US automaker to have avoided bankruptcy, ended the quarter with almost \$13 billion in debt.

Shares of 'GMC' closed *down*



*10.9 percent* at \$22.31 recently, not far off the day's low of \$22.15. Its shares are *down 43 percent* from the 12-month high of \$39.47 reached in January. ***Good investment, Barak!***

The Camaro ZL1 will carry a base sticker of ***\$54,995*** including shipping charges when it goes on sale next spring as a '12 model.

That's *more than double* the sticker price of a *base '12 Camaro coupe*, which starts at \$24,100 including shipping charges, and *more than a base '12 Chevrolet Corvette coupe*, which starts at \$50,500.

The '12 Camaro ZL1 packs a supercharged 6.2-liter V8 rated at 580 hp. Chevy says it has a top speed of 184 mph and makes the run from 0 to 60 mph in 3.9 seconds. It is set up for track use and includes coolers for the engine, transmission and differential fluids and cooling ducts for the brakes. Also standard is a suspension that uses electrically charged fluid to rapidly change damper stiffness.

Chevy said pricing for the Camaro ZL1 convertible will be released later.

Earlier on Tuesday, Ford said the ***'13 Mustang Shelby GT500***

*(Continued on page 7)*

## 'Gov't' (contd)

(Continued from page 6)

will get **650 hp** from its super-charged 5.8-liter V8—another salvo in the muscle-car wars.

'GMC' built its 100-millionth small-block engine recently, marking a milestone for the company. Engine No. 100 million is headed for 'GMC's' historic collection (*oh, this is history they wanna remember, not like all the show cars and concepts that got auctioned off at Fire Sale prices!*).

Chevy introduced the small-block in '55. Since then, it has been used all over the world to power everything from passenger cars to boats to industrial machines. Currently Chevy, Cadillac and GMC use it in the US while Vauxhall and Holden use it overseas.

The small-block program began in the years after World War II, when chief engineer Ed Cole transferred from Cadillac to Chevy. Cole retained the design of the company's Stovebolt engine while decreasing weight and adding power. It was a better way to build engines, according to Chevy, that leveraged streamlined production techniques.

"The small-block is the engine that brought high-performance to the people," said David Cole, founder and emeritus chairman of Center for Automotive Research, and Ed Cole's son. "There is an elegant simplicity in its design that made it instantly great when new and enables it to thrive almost six decades later."

Chevy installed mechanical fuel injection starting in '57 but discontinued the feature in the mid

-'60s. In the 80s, electronically fuel-injected engines debuted, including the famous (?) '85 Tuned Port Injection unit, some of which are still used today.

The pinnacle of the current generation of small-blocks resides in the confines of the Corvette ZR1's engine bay. It produces 638 hp. That's a long way from its first application, when the engine delivered just 195 hp.

For the next gen small-block, 'GMC' has invested more than \$1 billion in manufacturing facilities. The engine will feature direct injection to improve fuel economy but will still have 4.4-inch bore centers, a hallmark of the small-block engine.

Talk about wrong place, wrong time: three weeks after being crash-tested by the National Highway Traffic Safety Administration, a **Chevy Volt caught fire** in an agency parking lot. Bloomberg reports that the fire has prompted a NHTSA investigation into the safety of electric cars.

NHTSA doesn't have an explanation for the fire, but says that it started in the battery pack and was severe enough to damage vehicles parked near the Volt. It is possible that the crash test damaged something in the battery pack. As a result, the regulatory agency plans to investigate the fire safety of lithium-ion batteries used in electric vehicles like the Chevy Volt and Nissan Leaf. NHTSA reportedly will investigate a case where a Volt caught fire while charging in a garage in

North Carolina.

'GMC' said it is contacting all owners of the Volt plug-in hybrid to reassure them that the car is safe as NHTSA investigates.

'GMC' said any Volt owner who had safety concerns would be offered a different 'GMC' car as a loaner vehicle. Execs also stressed during a teleconference that the battery issues were seen only in vehicles in the crash tests.

NHTSA is opening a formal safety-defect investigation on the risk of fire in Volts that have been involved in serious crashes.

Recently, 'GMC' officials said the fire started because power was left in the crashed Volt's battery pack. 'GMC' says it has developed procedures that call for depowering the Volt's battery pack after a crash.

In an effort to re-create the May test, NHTSA conducted three tests in which the battery packs were intentionally damaged and coolant lines intentionally ruptured. The results were as follows, according to NHTSA:

"Following a test on Nov. 16th that did not result in a fire, a temporary increase in temperature was recorded in a test on Nov. 17th. During the test conducted on Nov. 18th using similar protocols, the battery pack was rotated within hours after it was impacted and began to smoke and emit sparks shortly after rotation to 180 degrees. NHTSA's forensic analysis of the Nov. 18th fire incident is continuing." **Guess you could say someone lit a fire under the gang over at NHTSA, eh?**



## This n That

**Good Customer Service!** Just in case some of you hadn't heard, **Moebius** is intent on making modelers very happy with the release of their **Hudson Hornet**. Apparently, the decals in the first run of kits featured poor opacity. In an attempt to rectify that, you can get a corrected decal sheet by sending an SASE (*self addressed stamped envelope*) to: Moebius Models, Attn. Customer Service, PO Box 229372, Glenwood FL 32722, and signifying how many sheets you need. Thanks to **Dave Metzler** of Moebius, and **Matt Guilfoyle** for the scoop...**REAL Hot Wheels?! Rally driver Ken Block** isn't the only one who gets to play around with his Monster/Ford Racing rally car. In time for the holidays, Mattel has created a special line of Hot Wheels toys based on Block's Ford Fiesta race car. "This is a dream come true. I never actually thought I'd have my own line of Hot Wheels cars," Block said. The line includes the traditional 1/64th scale diecast car and two remote-controlled cars—the **Nitro Speedsters Ford Fiesta**, with a self-contained controller and racer unit, for \$26, and the **R/C Fiesta Stunt Car**, with a scale speed of 0-to-80 mph in two seconds. This runs \$45. The lineup is available at Toys "R" Us, Walmart, Target, Kmart and Pep Boys...**Tragedy Overseas. Bi-**



**ante**, makers of high-quality models of new and vintage Australian street and race cars in a number of popular scales, has seen one of its Chinese contract factories suddenly declare bankruptcy, causing the company to lose some of its tooling for the cars. According to CEO Andrew Whittles, it is unlikely Biante will be able to recover these molds from this Chinese based supplier, so a number of models have been postponed, including: **1/18th scale Cooper T51 and T53s, 1/18th, 1/43rd and 1/64th scale V-8 Supercars, 1/18th scale Plain White Holden VE Commodore, 1/18th scale HSV Maloo Utes (resin), 1/43rd scale Holden EHs, and 1/12th scale Norton motorcycles.** Additionally, only one color scheme of both the Holden EH sedan (*white over dark red*) and HX Sandman panel (*white, blue stripes*) in 1/64th scale made it out the door, making these particular castings terribly collectible for the foreseeable

future. The V-8 supercars in all scales represent a sizable proportion of Biante's output, and the larger-scales afford a higher profit margin than the smaller ones. While it is known that AutoArt is one of Biante's suppliers, it is not believed that AutoArt is the culprit here (*thanks to the Hemmings blog—<http://blog.hemmings.com/index.php/2011/11/04/australian-model-maker-loses-tooling-with-close-of-factory-in-china/>*).

(*refer=news for this sad news*). Check out Biante's website—<http://www.biante.com.au/>... **Maybach DOA.** High ranking Mercedes-Benz sources have confirmed recently that the **underperforming Maybach brand will be officially killed off in 2013.** The decision to disband Mercedes-Benz's upper luxury marque comes after a decade of disappointing sales for the Maybach 57 and 62 and a recent decision from the German car maker's chairman Dieter Zetsche not to push ahead with the development replacement models—the likes of which were tentatively due out in 2014—owing to what one insider describes as a "positive move to focus greater attention on the Mercedes-Benz brand". "**We've come to the conclusion that it is better to cut our losses with Maybach than to continue into an uncertain future with a brand that has failed to live up to original sales expectations,**" the insider said. "Plans are already in place to fill the void left by the axing of the Maybach 57 and 62 with the next-gen S-class, which will be offered in three wheelbase variations and six different body styles, including a top-of-the-range S600 Pullman."...**Sounds EXPENSIVE!** Details leaked from a dealer conference recently held in Holland suggest that **BMW's upcoming 550dX** will be the first recipient of the German carmaker's **new high-tech TRIurbo** 3.0-liter inline six-cylinder diesel engine. The new engine, which also is destined for the new X5 xDrive50d and X6 xDrive50d models, is claimed to produce 376 hp—some 70 hp

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## T 'n T (contd)

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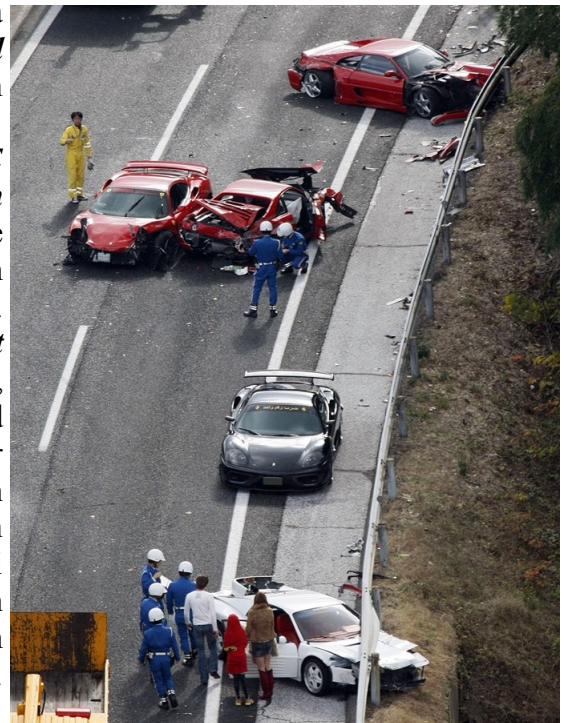
more than the most powerful version of BMW's existing **TWIN-turbo'ed** 3.0-liter inline six-cylinder diesel engine, as found in the X5 xDrive40d. The radical new engine, which is rumored to use two traditional exhaust-blown turbos in combination with an electrically driven turbo to add low-end response, is planned to be offered exclusively with an eight-speed automatic gearbox and four-wheel drive. **More is ALWAYS better, right?!...Condolences.** **Margie Petersen, wife of automotive publishing magnate Robert E. 'Pete' Petersen** and the driving force behind many of the couple's generous philanthropies, died Nov. 25 after a decades-long battle with breast cancer. She was 76. Mrs. Petersen was by her husband's side as he built one of the world's largest publishing houses. **Petersen Publications** was known for its automotive titles, **HOT ROD** and **Motor Trend**, but also produced special-interest magazines as diverse as **Skin Diver** and various teen-oriented books. After Robert Petersen sold the company, the couple concentrated on philanthropic interests, which included the **Petersen Automotive Museum** in LA, to which Margie recently gave **\$100 million**. Mr. Petersen passed away in '07. The couple's two sons died in a plane crash in '75...**Say it Ain't So!** Ford is finally putting the **Econoline** out to pasture. The full-size van has been available in one form or another since **1961**. The E-series will be replaced by

the European-designed **Transit van**, which will arrive with a global platform in 2013. It will be produced at the Kansas City assembly plant. Ford says it will offer improvements in handling, fuel economy and technology. Ford says the fuel-economy improvement, which will be 25 percent better in the Transit, is a result of the **300 pound weight difference** between the two (*that's it?!...*)... **World's Most EXPENSIVE Accident!!** Nearly **\$2 million worth of vehicles** were wrecked in a **14-car crash** in Japan on Sunday, Dec. 8th. The pileup involved **eight Ferraris, a Lamborghini, three Mercedes-Benzes** and two **Toyotas**. The fancy car convoy was headed from Kyushu to Hiroshima when the driver of a red Ferrari skidded while switching from the right lane to the left on the rain-soaked expressway. "It was a gathering of narcissists," Mitsuyoshi Isejima of Yamaguchi Prefecture's expressway-traffic police unit said of the drivers. Cars were the only casualties in the crash—among the wrecked vehicles was a **Ferrari F360** that costs more than **\$231,000**. No fatalities were reported; 10 people had minor injuries. **Wouldn't wanna be calling to**



**report THAT to MY insurance man!!** (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!) 🍷



## Falcon (contd)

(Continued from page 3)

from Holthaus. I've checked and dimensionally the AMT grille is 1/8" smaller, but two small fillers could take up the difference on each side. There's not much other choice other than a grille from another Trumpeter kit. The tailgate is two pieces with no hinge, but with some effort they could be made. Decals are very few, limited to scripts and markings.

**Tires & wheels:** If I remem-

ber right, the base model tire for the '65 Falcon was the D78-14. The "D" meant it was 6.95" from the wheel to the tread (sidewall). The "78" was the aspect ratio and meant that the tread was 78% of the sidewall dimension. The stock tires in this kit scale out to 26" in outside diameter and look more like a '70' series tire, but they look reasonably close to right. The stock open wheels suffer from a similar inside out problem as the grille. The good news is the dog dish hubcaps are correct and will cover the

wheel problem. The wire wheel covers and knock offs are in this kit as well. For the performance option there are a pair of wider tires and a set of 'cheap' slot mags. On the positive side I saw a build-up of one of the hardtop versions of these kits at the COMA get together recently, and I thought it looked quite good. My only criticism would be that the engine looks more of the 1/24th scale. Despite a few problems with this and its' sister kits, I'm looking forward to building them.

by: Rich Wilson 🍷

## AMT (contd)

(Continued from page 1)

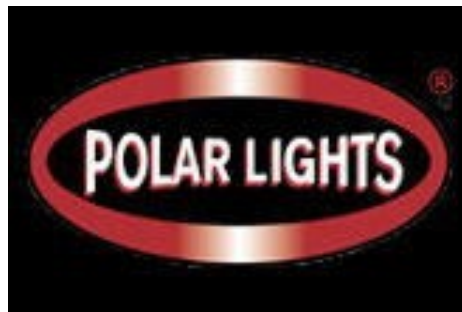
TOMY International. "We wish them continued success in the model kit business and expect their expertise and passion for the model kit business to drive these brands in future."

The history of the brands goes back as far as '48 when AMT, which stands for *Aluminum Model Toys*, was founded as a promotional toy company. *Model Products Corporation*, MPC, was started in '63 and focused on bringing even more automotive subject matter to market in kit form. Founded in '96, *Polar Lights* has focused on figure, horror and pop culture genres.

The acquisition gives Round 2 tooling and materials dating back to the 50s. The tooling and artwork also represent an opportunity to bring back classic model kits in original-style packaging, fueling desirability and nostalgia.

"I grew up building models. Not in my wildest dreams would I

have ever imagined I'd someday own the brands I was building as a kid," said Lowe. 🍷



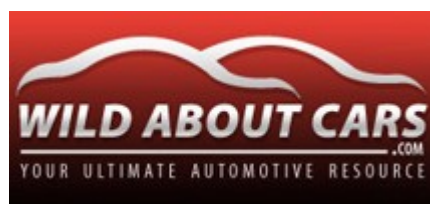
## New Website!

Well, car guys, I have a new website for you—*Wild About Cars* (<http://wildaboutcarsonline.com/>). It is a website built by car nuts, for car nuts. It is an archive/storehouse for most things automotive, and the focal point for the hobbyist.

WAC includes the following features for research, casual view-

ing and free downloading: *factory manuals and technical publications; advertisements, brochures and other pictorial materials; magazines from 1946 –1999; technical articles from hobby experts; brand advisors and experts; real-time automotive news and blogs; forums; social media to build your own buddy groups; full e-commerce, including classified ads, business directories and storefronts; Facebook-style social interaction to share personal interests and activities with other hobbyists; show, cruise and events calendars; and a digital magazine newsstand* enabling members to purchase a single digital copy of their favorite car mag, or obtain a yearly digital or hardcopy magazine subscription.

They are actively soliciting help from fellow car nuts in the form of technical input, printed material scans, or by just spreading the word of WAC. Best of all, *membership is free!* So, what's not to like?! You register, but that keeps the riff raff out. What're ya waitin' for? *Test drive it today!* 🍷



## Tall (contd)

(Continued from page 5)

old Firestones, and two of their now very well-known M&H Racemaster slicks, have a thin white-wall already printed on their sides. In this way, they will serve the modeler well as they endeavor to build their own very cool '60s-style T. No matter how one slices it, there are going to be extras, and these tires are great, so they will come in handy for all manner of projects. These tires mount to plated Cragar SS-style mags. The box-top art shows you just how groovy these tires can look on the finished model.

There are several interior options. The stock interior features a bench-type seat, complete with under-seat fuel tank detail and separate seat-bottom, with factory-style rolls and pleats. There is a stock dash with somewhat faint gauge detail. The steering column has integral stalks, and goes through the firewall to the tie rod. A four-spoke steering wheel attaches to it. Some stock pedals, molded as a piece, and a hand-brake round out the Spartan interior. A special note is in order: As it comes in the kit, the stock seat only serves the roadster-bodied variant properly. For the tall coupe option, there should be a package shelf present behind the seat. This omission is catered to by a cleanly-cast resin replacement part from *Replicas and Miniatures Company of Maryland*.

The rod interior takes several forms. For the roadster, there is a heavily-pleated bucket interior

that fits the '60s theme quite well. It should serve a '70s-style build with equal aplomb. The coupe gets a full floorboard which goes from firewall to turtleneck, to which one affixes bucket-style seats with tight rolls and pleats, which notably work well as custom or competition seats. Optional plastic lap belts and shoulder harnesses are provided. The three-spoke deep custom wheel stands fairly vertically within the interior if used as designed. Chromed parts include the pedal assembly, a long shift lever, the separate face of the instrument panel, a roll bar, and a fire extinguisher. Both interiors are period-correct for the overall '60s theme.

In keeping with the Enhanced Retro nature of this kit, the decals have very complete markings from the past, with different nicknames and phrases to be put about the T's body and suspension, a "padded coupe top" decal made to represent lines and shadows in black, different speed equipment and racing association decals, classic AMT markings, including *The Kat from AMT*, competition numbers, and hot-licking cowl flames specific to the coupe or roadster body. There's even a big fat red racing stripe that could find itself used here or on just about any '60s-themed racing project. The 'Genuine Ford Parts' decals are doubtless meant for a stock T pickup build. These decals were obviously con-

ceived with fun in mind, and are sure to provide it.

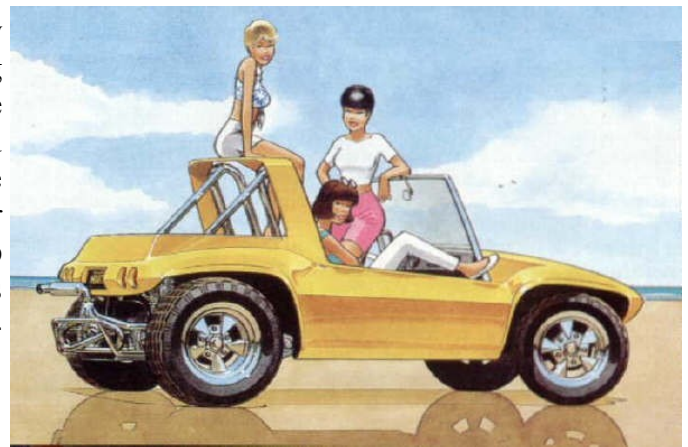
As an added bonus, as with many other AMT rereleases, there is a smaller version of the kit's box provided, which may be cut out and folded to display with your finished models. The box art for this kit is especially nice, so this small added feature is very welcome.

### Conclusion

A good look at the box-top artwork made this kit a must-have. The rods of the '60s were so often things of beauty, an ever-increasingly wild bridge between the functional elegance of their '40s and '50s predecessors and the styling excesses of the '70s. For those with a special affinity for '60s rods, like this reviewer, this kit is a very desirable item. The terrific whitewall tires and return of the stock-height body might make the purchase of multiple examples a choice for many. Overall, this kit should provide hours of fun, and it is great to see how something old can truly become new again.

Review sample purchased at Overlea Hobbies, Baltimore, Maryland.

by Sean Brian Kirby 🍷





# MAINLINE HOBBIES

Plymouth Meeting Mall  
500 W Germantown Pike # 2085  
Plymouth Meeting, PA.

10:30 AM until,,,,,,,,,,,,,,,,,,,,,



- Feb. 25th, 2012—*The Big Sit*, at Mainline Hobbies (see flyer opposite).
- Feb. 25th, 2012—*The IPMS Old Dominion Open* from 8:30 AM to 5:30 PM in Richmond Int'l Raceway's Heinrich building, in Richmond, VA. Theme: "Back to Basics."
- 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!

As noted a few months ago, the missing signage has been 'ordered,' and should reappear shortly!

**Tracy Settles:** Tracy's contribution this month came in the form of a '64 Bonneville hardtop.

**Bob Foster:** Bob was responsible for the Pepsi Wendy's Firebird funny car driven by NHRA great Don Prudhomme.

**Jerry Frazier:** Jerry dropped the 1/43rd scale 'Mint' GTO convertible into the display.

Meanwhile, I added several recent acquisitions from **Shawn Carpenter**, including a '55 convertible, '57 Super Chief station wagon, '59 Star Chief sedan, and '68 GTO convertible. It was a

pretty good one-time hit to the hobby budget, but most members who saw them agreed that it was money well spent!

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! I am also **VERY** intent on 'ramping up' my own building schedule, no thanks to those of you who have fed my 'Pontiac Fever' since this display has come into existence.



So, lemme just say—"Thanks, I needed that!!"

So, c'mon—bring 'em and show 'em!

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



This is the newsletter of the  
Maryland Automotive Modelers  
Association

**Chapter Contact:**

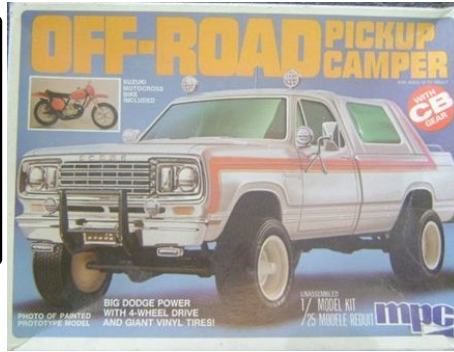
Timothy Sickle  
15905 Ark Court  
Bowie, Maryland 20716  
Phone: 301-249-3830  
Email: gtoguy@verizon.net

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

**"New" Stuff this month:**

- Revell 1/25th scale '64 GTO 2 'n 1
- Revell 1/24th scale Tom McEwen dragster
- Revell 1/24th scale "Compuware" C5-R Corvette
- '66 D. Pearson Charger (1/32nd slot car)

## Classifieds



**WANTED:** I need a small favor, guys. I've got a friend in the GTO hobby who is also a modeler (*imagine that!*), and he is looking for the kit pictured above. Any leads on procuring one would be greatly appreciated! See me at a meeting, or e-mail me

at [gtoguy@verizon.net](mailto:gtoguy@verizon.net).

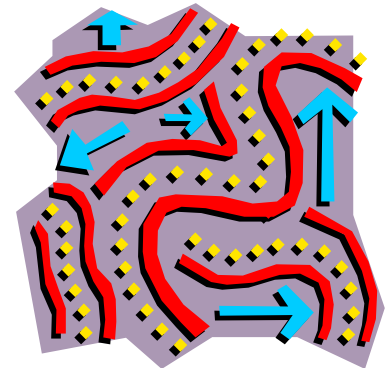
**WANTED:** I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*). I also have an extensive collection to trade from. Want Mickey Thompson Attempt I/Challenger I kits, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prix to name a few.

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. 🚗

## 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) 🚗

## Club Contact Info

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