



MAMA SEZ!

Volume 25, Issue 2

October, 2012



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

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Fall's Here—And Cooler Temps!

From what I heard (*AGAIN!*), the September meeting was well attended. *Didja miss me an' Nick?! Anybody save us a piece of cake?!* Thanks to Matt G. for his stint at secretarial duty.

Thanks to club Prez Lyle Willits for takin' care of the cake in the absence of Tim & Dawn 'Cake Boss' Powers.

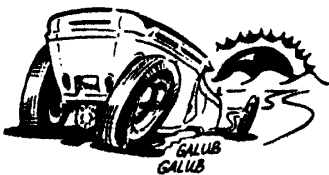
This month, *Rich*

Wilson gives us a peek at **BOTH** the new Revell '50 Olds and the reissued *A M T / R o u n d 2 'Phantom' Ford Econoline*—*thanks, Rich!*

The Pontiac Parade was in 'stealth mode.'

Thanks to the raffle donors: *Ron Bradley, Brad, Steve M. Buter,*

Robert Foster III, Matt G., Ron Hamilton, Rich Meany, and Replicas and Miniatures Company of MD. 🍰



2012 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 21st
- 📅 February 18th
- 📅 March 17th
- 📅 April 23rd
- 📅 **May 5th**
- 📅 June 16th
- 📅 July 21st
- 📅 August 18th
- 📅 September 15th
- 📅 October 20th
- 📅 November 17th
- 📅 December 15th

NOTE!

Inclément weather phone number: (301) 474-0646. 📞

Condolences!

Word reaches me via club Prez Lye Willits that club *VeePee Tim Powers* lost his *mother-in-law* in early October. Condolences to Tim and Dawn on their loss.

Another untimely passing is that of none other than *Chris Economaki*. left us late Thursday, Sept. 27th at the age 91.

He was one of a kind: brash, funny, marvelously articulate. A great story teller, even in his

80s he could still outwork the younger competition. He had connections with anyone--and seemingly everyone--involved in the sport, from the top to the bottom of the racing food chain, from the smallest back-country dirt track to Indianapolis and Daytona.

Chris leaves behind two daughters, two grandchildren, a host of friends and admirers all over the globe, and left the National Speed Sport News, of which he was

the heart and soul. He was there at the beginning in 1934, when as a 13-year-old he stumbled across its first issue being printed in a storefront in Ridgewood, NJ. He did everything from delivering it and hawking it at race tracks to becoming a correspondent, then editor in 1950 and later publisher, part owner and eventually editor and publisher emeritus, of the country's premier newspaper devoted strictly to competitive motorsports.

Both of these people will be missed. 📞

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 Sickle, 15905 Ark Court, Bowie, Maryland 20716.

Revell '50 Olds Club coupe



Considering the rather plain looks and seemingly limited accessories of this car, this kit has been one of the most anticipated in many years. This car began production in '49 and apparently was known as "Futuramic" but the name was dropped in '51 in favor of "Rocket." There were eight body styles available, but two were discontinued after '50 and replaced with one that had less trim and a second that had a roof similar to the Bel Air. While their famous flathead 6 was still offered, the new overhead valve V-8 with 303 cubic inches and 135 horsepower was the thing to have for '49. The only other domestic OHV V-8 was offered by Cadillac. Two transmissions were available; a three-speed manual and a 2+2 dual range automatic. A Google search turned up very little information other than a fair number of pictures. The 135 total

number of parts should tell something of the detail in this kit.

Engine: The engine is the only thing I've personally been waiting for since so many racecars and customs used this engine. Revell has offered this engine before in various kits but never with this accuracy or detail before. This engine is built up from 27 parts and there is only one way to build it; no extra parts. There are none of the 'blob' type shapes like in the past. There are very well detailed parts like the starter and oil filter. The carb is made up of two pieces and the air cleaner is four. It seems odd that there are no chrome parts. The narrow plates on top of the valve covers clamp down the spark plug wires. The exhaust manifolds are very accurate and details include the 'donut' clamps that join the exhaust pipes to the manifolds. If you're familiar with the Ford flathead V-8 that

has part of the bell housing cast into the block; this Olds block is made the same way and it has the engine mount on the front cover housing like an early small block Chevy.

Chassis: At first glance it's very plain with frame rails almost parallel. The good news is its' separate from the sheet metal of the underbody. Surprisingly, the rear suspension is coil sprung with 'truck arms' and a sway bar. The rear axle has separate parts for the gear housing and cover. The front suspension is a little simplistic in that the lower A-arms, spindles and tie rod are all one piece; this is probably for the better, strength wise. Also included is the steering box. The upper A-arms are separate items, but bear in mind despite its' accuracy it isn't a sports car suspension. The single tube one-piece exhaust system traps between the chassis 'X' cross member like the Revell '37 Ford street rod. There are detailed backing plates for all four wheels. The one thing I don't care for is the wheel attachment. They mount just like those on the '68 Firebird and '72 Cutlass. I couldn't keep the wheels on either of those kits without CA glue. No matter how hard I pushed them on, there seemed to be something in there pushing them off. Under the hood everything that's usually cast in place is separate, washer bottle (clear), heater, battery. I couldn't find the master cylinder. I can only guess that it's under the floor. The problem is that the air cleaner is located where the master cylinder usually is. I found a picture of a 6-cylinder car and still

(Continued on page 3)

Olds (contd)

(Continued from page 2)

could not see it.

Tires & wheels: The tires are very well done, especially in the tread detail, but I think they are just a touch big. They seem more suited for a Cadillac and they are black walls. The whitewalls are on the decal sheet; I've never tried using these kinds of decals and to tell you the truth I have very little confidence they would stay on. I'll have to try an experiment sometime. The wheels are two-piece, inner and outer, steelies with dog dish caps and beauty rings. They are made like the ones in the '68 Firebird in that they are oversize to fit inside the semi-hollow tires. If you choose to replace the tires then the wheels won't fit unless you shave them down.

Interior: The interior builds up on the lower sheet metal, platform style. The seats are bench type, the front being split with rope grab bar detail on back. Both seats have very fine raised rib detail on them. If you have any of Scale Motorsports' upholstery decals, they could really add some good detail. One cool option is the sheet metal part that is behind the rear seat on real cars but we never get in scale. It's included for the race versions. The pedals are separate pieces as are the visors. The door panels are quite plain, but I'm sure they are accurate, but I couldn't find any pictures to prove it. The dash comes with a decal for the speedometer and another that I believe is a clock. And there is a very simple three-piece

roll bar for the race version. The inner fenders are molded with the floor with no molded on detail like hoses or wiring.

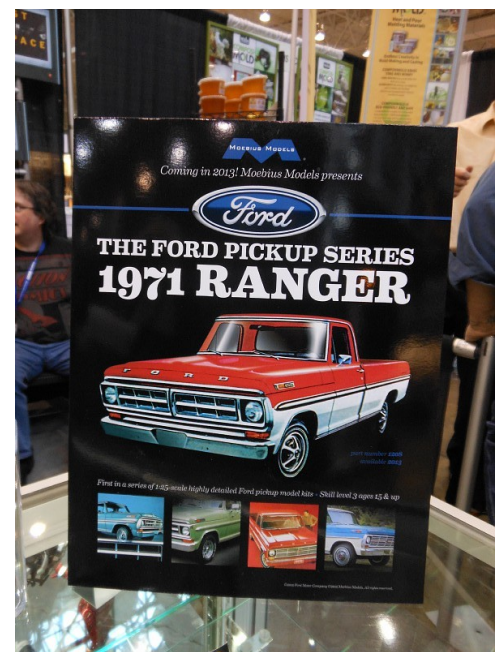
Body: The mold seam cuts across the curve in the trunk lid and over to the quarter panels, then down towards the rear bumper area. This should make it fairly easy to remove. There's another seam that follows the drip rails to the rear quarter panels. The final seam is the length of the front fenders to the drip rails. All are very faint and hard to find. Another cool feature is that rather than have a big depression for the airplane mascot on the hood for the custom freaks to fill; there are two small holes to open up if you choose to use the mascot. Otherwise the hood is 'peaked and smooth.' There are, what I believe, 'globe' emblems for both ends of the car that are separate chrome pieces. At first I was disappointed that the taillights were not clear red pieces, but given their size and shape of both the lenses and the bezels it's probably for the best. Also separate are the fender skirts, which for once don't make the car look any worse (*not possible*). The holiday coupe had the roofline I personally would prefer, but I presume Revell wanted to offer the Mexican Pan America or an early Darlington stock car. If you search Google pics far enough, there is a pic of the Pan America car. The body color seems more tan than the box art car. Chrome is very minimal, consisting of front and rear bumpers, headlights bezels and taillights, and mirror. The grille is part of the bumper. Our friendly "**Plastic Pusher**" Ron suggested

checking the fit of the '47 Olds grille in the Revell '48 coupe kit and I can report that it's virtually a perfect fit and looks better as well.

Decals: Besides those already mentioned, there are scripts for the valve covers and the hubcaps, and 'Oldsmobile' lettering for front and rear. There are several decals for the oil filler cap, air cleaner, washer bottle, and generator. Then, there are complete decals for not only the Mexican race, but also the Darlington stock car race. And lastly a pair of vintage tags.

My guess would be that Revell chose the '50 Olds over the '49 because of the cars success in racing even though '49 was the first year for this new body style. Rumor has it that a second version of this kit will be out later with custom options like flipper wheel covers. The tires, glass, and chrome are separately bagged which is very much appreciated, but I would still like to see Revell bag the decals like Round 2 does.

by: Rich Wilson 🚗



Round 2/AMT (1976) Ford Econoline van

“Keep on truckin’ ” and *“If this van’s rockin’ ”* were the favorite catchwords of the mid ‘70s to the mid ‘80s. Muscled cars were out and custom vans were ‘in.’ No two were ever alike even when they were modified at aftermarket shops. With a parts count of 137, this is quite a complete kit. I’ve always felt the AMT van kits were far superior to their rivals; the detail is much better. The kit builds two ways—stock and custom. Though ‘custom’ covers a very wide range of possibilities from slightly modified as a work truck, service truck or a tow vehicle to a full custom with endless possibilities such as the sides that make for a large canvas to paint to your hearts’ content.

Engine: The box art claims it is a 351 cubic inch engine, but it looks more of a 302. In either case, it is a Windsor built engine. It’s a 20-piece affair with a separate oil pan but the starter is molded to it. It correctly has a two-barrel carburetor and the air cleaner has the extended snorkel that all Ford vans had. As a matter of fact, it also has the extended oil filler tube as well. There’s not a lot of room under the engine cover but I think a Cleveland based engine could be swapped in or the parts box could donate a pair of chromed valve covers to replace the kit covers.

Chassis: The chassis is separate from the floor as are seven cross members that support it. There are six pieces that make up the rear suspension and nine to make up the twin I-beam front



suspension. For the stock version, a single exhaust system is included, but for the custom, there are chromed side pipes not unlike those found on 427 Cobras. The radiator seems a tad large but other underhood details include power master cylinder, heater, steering box and column, battery, washer bottle and a radiator cap.

Tires/wheels: When this kit was originally issued it came with two-piece tires that no type of glue would ever hold together, and they looked like crap anyway. Round 2 has replaced them with two different sets. The stock set are the Goodyear Custom wide tread tires, while there is a set of the 8.25/10.00 Goodyear race tires (*hollow*) for the custom version. Most of us remember the white painted ‘wagon’ wheels that were popular at the time for the custom version. There is a set of full wheel covers that while are correct for the Chateau, would not be

for the base model Econoline van most of us saw in back in the day. Replicas and Miniatures Co. of MD has a set of wheels and dog dish hubcaps (*from Scale Resin Detailers*) that, while they aren’t totally correct they would look more like what we remember.

Interior: Depending on how you look at it it’s either big or small, but the door panels do have the upscale pattern from the Chateau van. The kit includes two captain’s chairs, but I would think the seats from a Thunderbolt kit would look more appropriate if you are building a base Econoline model. The kit includes a steering column with transmission lever and turn signal and the correct wheel, but the instructions show it upside- down. There is a ‘Grant’ style custom wheel, but the parts box should be able to offer something better.

Body: It’s spot on correct to

(Continued on page 5)

Van (contd)

(Continued from page 4)

scale with both 'Econoline' and 'Chateau' scripts pronounced enough so not to disappear under a few coats of paint. There is glass for all around and the taillights and bezels are clear red plastic and will require foiling. The engine hood is a separate piece so one can see all the previously mentioned detail and the underhood view does look true to scale. Custom parts include fender flares and a front spoiler. I can remember the spoiler would be broken off if you drove the van through deep snow. There are three different styles of portholes to choose from and Round 2 included a

smoked set also. I know of one van owner that has fake portholes for his van that are two-dimensional magnetic signs! There is a tube grille with four Cibie headlights, that I find attractive, for the custom version and stock grille and bumpers that are chromed, but base model vans had painted grilles more often than chrome.

Decals: The decals are few with only a pair of murals, 'Phantom' lettering and tags. Previous issues of this kit called it the *Vantom*, but for some reason Round 2 has changed it to Phantom. I've built one of these kits a few years ago and I was inspired to build it replica stock after seeing one in a crime show on TV. The mural decals were dried out

and no good anyway. Chrome foil and a minimum of other simple details really bring this kit alive and there is a class three hitch to aid if you plan to use it as a tow vehicle. I bought a second one to build the custom version; I recommend this kit if you want something different. And if you're not sure what style of van to build or whether or not to even get this kit I suggest you do a Google search under '76 Ford van' and either chateau or Econoline with it as well. Click on 'images of' to see thousands of pictures. One good possibility would be to combine it with the ramp truck/camper kit of several years ago.

by: Rich Wilson 🍷



Tom 'Stroker McGurk' Medley's "new" car!

Please Note

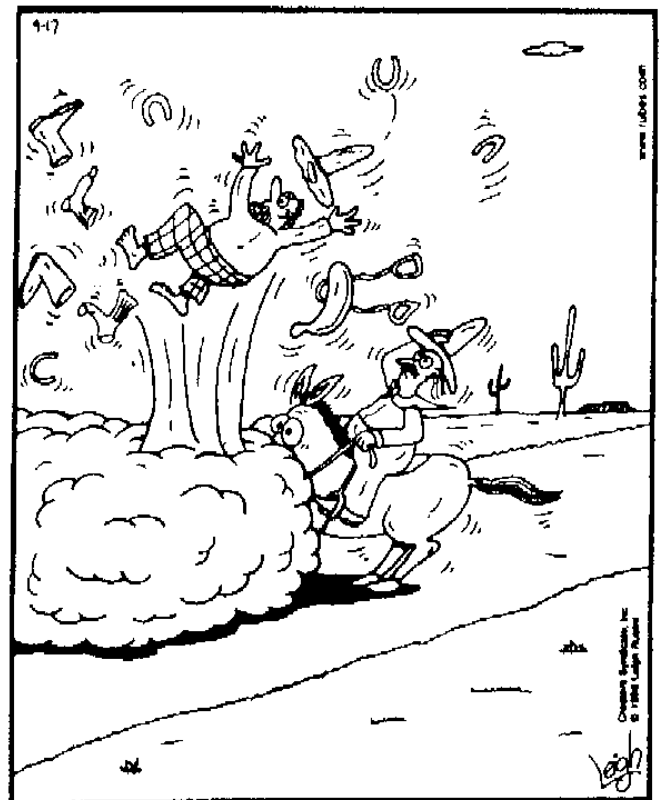
Also remember:
NO congregating
in the halls

(thereby creating a possible fire hazard!) prior to the meetings

NO admittance to the meeting room until 11 AM
(**NO** exceptions unless otherwise noted)
Meetings are scheduled for 11 AM to 2 PM—**NO EX-CEPTIONS!**

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

RUBES/LEIGH RUBIN



Tragedy strikes on the trail when Leon accidentally rear-ends his partner's Pinto.

'Gov-a-mint Motors'

'GMC' is recalling the *Chevy Malibu*, *Pontiac G6* and *Saturn Aura* to fix a problem with the transmission shift cable. The tabs on it may break, and if that happens, the shift indicator may not match the transmission's gear. The driver could shift into Park, but the transmission may not actually go into that gear. That could mean difficulty getting the car started, or it could roll away, causing a crash.

Cars covered are 2008-10 Malibu and G6, and 2007-10 Auras, totaling approximately 426,240 vehicles. Dealers will install a retainer over the cable or replace the cable free of charge.

I'm a bit unsure why 'GMC' doesn't simply refuse to fix the G6s and Auras, 'specially since they aren't in production anymore. You know what they say—"Out of sight, out of mind."

Wildaboutcars.com reported recently that 'GMC' has trademarked the **Z28 badge**, building speculation that there will be a Camaro (*surprised?!)* wearing that

badge in the near future.

Looks like the *Chevy Volt* set a sales record for the month of August, with **2,800 cars sold**. That's a good thing, right? For customers maybe, but **NOT** 'GMC' and taxpayers! Why?! For the simple reason that they are now **HEAVILY** discounting the car.

The sales increase was due to discounts of **almost \$10,000**, or **25%** of the sticker price of the car!!

'GMC' execs conceded from the start that they were losing money on the cars, even before discounts. Studies show that it costs between **\$60,000 and \$75,000** to build a Volt, including development, manufacturing, and raw materials.

With a sticker of forty grand, minus the ten grand in incentives, that means that 'GMC' gets about thirty grand for each one sold, meaning losses of about thirty grand per car. You do the math!



Volt sales totaled just 7,700 in 2011, somewhat shy of 'GMC's' goal of 10,000, and **SUBSTANTIALLY** shy of sales of the Toyota Prius hybrid at 136,000. Volt sales have climbed to 13,000 this year, but at their current pace, will fall well shy of 'GMC's' target of 60,000 for 2012.

And, if I'm not mistaken, 'GMC' just announced the Caddy version of the car, the ELS.

'GMC' was quoted as saying that they are trying to create a market for a brand-new technology. How much longer can they (*and, by default, every one of us, the American taxpayers!*) afford to be able to sell these cars at 'fire sale' prices?! **What is this—'Obamanomics' in action?!**

In a related vein, Nissan is also offering cheap leases and discounts on the all-electric Leaf. 🚗



This 'n That

Flash! New Stuff News! Between our own *Ron Bradley*, *Lyle Wil-lits*, and the recent *Toledo>NNL*, comes news of some **'13 kits!** The **BIG** announcement was that of a **'49 Merc woodie station wagon!** It don't stop there! Mixed in with reissues, will be a **'57 Chevy convertible**, **'69 ZL-1 Camaro**, **'70 Hemi Cuda**, and a **'92 Mustang LX 5.0 sedan!!** Revell musta also either renewed or acquired licenses to *Smokey and the Bandit*, and *Miami Vice*. So, expect to see the *iconic T/A*, *Daytona convertible*, and *Testarossa* in '13. **Round2** was quiet, but I hear they'll be re-releasing the *Mon-keemobile*, and a **'Christine' '58 Plymouth**. From *Moebius models*, 2013 will see the intro of a **'71 Ford Ranger pickup**. And while on the subject of new kits, I hear *Fujimi* has a kit of the *F12 Berlinetta* comin'. **Start Savin' now!...Shelby Being Sued (NOT vice versa!)?!** Stephen Becker, an authorized Shelby dealer since '07 (having sold 49 cars between '07 and '10), is suing for **non-delivery of between 10 to 12 Cobras**, in addition to **4 or 5 anniversary cars ordered 20 months earlier**, which Shelby promised to deliver no later than December, 2011. The suit also alleges retaliatory action by Shelby when Becker challenged price increases, while Shelby planned to resell these cars to other customers at the higher prices. The suit also states that Shelby stopped buying car bodies from a Mexican supplier and

started buying them from one in South Africa. Guess the shoe's on the other foot now—it's up to the lawyers and judge...**Fill 'Er Up?!** In a move that seemed only logical, Danbury Mint has announced a **1/24th scale Texaco Gas Station**. It's been 100+ years since the first Texaco station opened with the familiar slogan, **"You can trust your car to the man who wears the star."** It's a single-bay station, but can display two cars—one in the bay, the other at the pumps. Comprised of cold-cast resin with a wooden base, the roof is removable to display all the intricate detail inside. It costs barely more than one of their cars—**\$169.00** plus **\$15** shipping and service, payable in five monthly installments of **\$36.80**. And if you were lookin' for something to go with it, they just announced a **Bright Green '75 Corvette convertible**, including all the operable features we've come to expect—doors, hood, convertible deck, steerable wheels, removable spare, and even a working gas filler door. It features the hi-po L82, and separate black upton. It'll set you back only **\$129** plus **\$9** shipping and service, broken into four monthly installments of **\$34.50**. Contact 'em at 1-800-822-6133, 24/7, or order online at www.danburymint.com. Is it just me, or is there something a bit sick about a **diecast replica of a plastic car?!?...White Cat?! Jaguar** is partnering with Gilt.com to market a special edition of its' **'13 Jaguar XJL Ultimate**. It'll be Polaris White, with a black interior. Buyers had to be logged on to the

site Sept. 21st, and the first click got it. What else does the **\$155,875** tab get you (*besides the car*)? A trip for two to London, and a stay at the world's only Jaguar suite Callum. Only 30 of these cars are coming to the US, and all of them except for the Gilt.com car will have Amethyst paint. The car also includes **TWO iPads** for backseat passengers, a **rear chiller w/champagne flutes**, and a **15-channel, 20-speaker Meridian sound system**. Seems like overkill though, with the 510 hp super-charged 5.0-liter V8 under the hood...**'Spensive New Toy**. Gibbs Sports Amphibians Inc. is introducing an **all-terrain-vehicle** that doubles as a **jetski**. **Huh?!** The **Quadski** is a one-person, four-wheeled ATV that becomes a jetski at the touch of a button. It's being billed as the first commercially available amphibious vehicle. It's equipped with a **4-cylinder BMW engine** (Uh! Oh!), that can reach speeds of 45 mph on land and water. The company is also going to produce the **Phibian**, a 30-foot long, 6.5 ton model, and the **Humdinga**, a 22-foot, 3.5 ton model, both intended for first responders and the military. The Quadski is scheduled to go on sale in the US by the end of the year at a bargain-basement price of **\$40,000 (!?)**. No word on price or availability of the other two (*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!*) 🍌

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MAMA's BoyZ Do It In Scale!

"New" Stuff this month:

- AMT/Round2 '69 "Super Judge" f/c
- Monogram/Revell Viper RT/10
- Monogram/Revell '93 SVT Cobra
- Monogram/Revell '71 GTX
- Monogram/Revell '50 Olds
- Monogram/Revell '69 Daytona

Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

Old Toyland Shows:

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

Carlisle Events:

<http://www.carlisleevents.com>

Classifieds

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!*), and 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 Prixs, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70 -'81 Firebirds, '82 KITT Firebirds, and empty **Pontiac kit boxes**.

Would also like to buy or borrow **old AMT/MPC/Monogram/Revell model car catalogs**. Contact Tim Sickle at gtoguy@verizon.net, or see me at a meeting. **Thanks!** 🚗



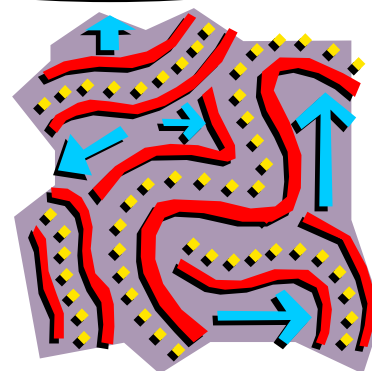
We're on the web!

<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 the Route 193 (*Greenbelt Road*) exit. Stay to the right on the off-ramp, 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 go west on Greenbelt road, 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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