



# MAMA Sez!

Volume 27, Issue 11

July, 2015



This is the newsletter of the Maryland Automotive Modelers Association

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## 2015 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 17th
- ☞ February 21st
- ☞ March 21st
- ☞ April 11th
- ☞ May **NONE (!)**
- ☞ June 20th
- ☞ July 18th
- ☞ August 15th
- ☞ September 19th
- ☞ October 17th
- ☞ November 21st
- ☞ December 19th

**Inclement weather phone number: (301) 474-0646.** ☎

## It's ALMOST Here!

The June meeting, for those that were MIA, was an **auction** of a portion of **MAMA member Pat Crittenden's collection**. There was a decent turnout, but bidding seemed light. The auction brought in a good chunk of change for Pat's wife Bonnie, with several MAMA members upping the ante with personal donations. When the dust

had settled, the door box was also presented to Bonnie. Thanks to everyone for your support—I'm sure Bonnie appreciates it as well!

**Rich Wilson** this month takes a peek at the highly anticipated **Moebius Ford pickup duo**, while **Ron Roberts** checks out the **Round2 '32 Vicky**. Thanks, guys! Thanks to **Matt Guil-**

**foyle** for the **Model News** column this month.

The **Pontiac Parade** was back, but will be MIA for a few months, due to other commitments.

The raffle will return in July.

Oh, the title this month? Why, it refers to my **'mythical' GTO**, of course!! **You WON'T be disappointed!** 🏆

## Condolences

The racing and Corvette world bids farewell to another legendary Corvette racer, **John Greenwood** has died at the age of 71. He and his brother Burt were the sons of a 'GMC' exec, so they grew up around cars in the epicenter of street racing—the suburbs of Detroit and Woodward Ave. his fascination with speed and engine building began early, street racing on Woodward shortly after turning 16,

with a **'55 Pontiac (!?)**. Next he switched to an Impala, moving to Corvettes, around '64.

He first gained recognition as an engine builder when he stuffed big blocks into street racers in the early 60's and then later in sanctioned racing in the early 70s when he won consecutive SCCA A Production National Championships in a Corvette. Best known for his thundering L88 racecars that dominated in the late 60's and early 70's, Greenwood and his icon-

ic Corvettes are among the most legendary in Corvette's racing history.

In '72 he was sponsored by BF Goodrich with the mission of proving the capability of BFG's radial tires on some of the world's most famous tracks. That sponsorship lasted two seasons and ignited the famous 'tire wars' between Greenwood's BFG "Stars and Stripes" Corvette L88 and Goodyear's "Rebel" L88; those Corvettes have become some of the most

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## Moebius F100 Pickups

Holy crap—it's **FINALLY** here! It seems like a decade since a few of us got secret info of it being in "the pipeline." Maybe not that long, but long enough that I can't remember exactly when. The odd thing to me and a great deal of us is it seems like a gimme. Why wasn't this generation of pick up kitted back when pick ups were so popular? And you still see this generation of Ford pick up every now and then, still working hard. This is the first Moebius kit I've gotten with the intent to build and I remember waiting since the first Moebius kit was released. I did a little research and discovered that the Ranger XLT was, of course, the high end option. And I think, if memory serves me right, it was the first or among the first to offer a pick up that was a little too fancy to use as a work truck. It was available with a C-6 automatic, and I remember people saying it would be no good as a work truck because of it. But time has proved them wrong. I'd like to commend both Moebius and Dave Burkett for releasing both versions at the same time rather than make us suffer more.

The Ranger XLT option was actually first offered in the spring of the '70 model year and while I haven't been able to find brochures or specifications to verify it, I have found enough pictures to be fairly sure it was offered in both short and long wheel bases. It seems most of us intend to swap parts to make other versions, but we'll need to be careful because the XLT interior is not correct for

the '69 nor is the short bed interior correct for the '71. As long as you swap all the XLT parts you'll be safe. And don't forget small things, like the tailgate

changed every year. Moebius intends the 6 cylinder engine to be the 240 cubic inch, but I see no reason it can't be the 300 cube engine either. As nice as the script on the valve cover is, I am fairly sure it's wrong at least for the '69 pick up.

**Engines:** The 6 banger has a total of 24 parts, though I'm a little disappointed that the head is not separate from the block. This is the first time we've ever gotten the Ford "big" 6 in scale form. With minor modifications it could be swapped into other models like Galaxies and early Fairlanes over nearly 20 years or so. Everything else is separate pieces. The clutch can is one of the best pieces. The transmission is a 3-speed manual as indicated by the two shift rods. There are two motor mounts that have to be the most accurate I've seen in this scale. Somebody with better eyes and a steadier hand may be able to drill out the distributor cap. There's a very accurate air cleaner and heat riser, spin on oil filter, starter, coil, timing cover, fan, carb, and separate intake and exhaust manifolds. One thing missing that I would have missed were it not for a picture and text I



downloaded from "3w old car brochures" is the smog control system. It may very well be that brochure was one from California and I remember light trucks were exempt from smog control equipment for several years.

The V-8 can pass for the 352-360-390 equally as well with minor mods, but as nice as the valve covers are, the chrome will need to come off for stock versions. I think they could have done better with the intake; it looks too plain and the runners are too thin. The 27 piece assembly comes with a very nicely done C-6 automatic transmission and while the 3-speed manual from the other kit could work on this V-8, the C-6 was not available on the 6 banger. A C-4 or equivalent would be the more correct for the six. The air cleaner doesn't look like the ones I see in photographs at all, but the parts box of most Ford fans should contain one. It has all the pieces the six has, but the correct ones for the V-8.

**Tires & wheels:** The hollow tires are very nice in scale fidelity, but with no lettering. Not so bad if you are building a base model, but it would be nicer to have a little

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## Round2 '32 Lil Viky

The '32 Lil' Viky (AMT902/12, 1/25 scale customizing kit; skill level 2—glue assembly, paint required; retooled original parts—wheels, motor parts & custom fenders; clear & optional tinted windows; pad printed drag slicks; deluxe vintage decal artwork; bonus mini display box) is a re-issue originally introduced in 1963 as a “give-a-way” from Ford dealers. Included are 168 parts, which include two window glass sets (*one clear + one blue*). Round2 has restored all the original chrome parts and have retooled the racing chrome wheels. A retooled roll cage and a pair of bobbed custom rear fenders are also included in this wonderful kit. I believe old school hot rodders will approve of the restored and expanded decal sheet! Round2 also restored all the original engine and chassis parts from the first release. This gives the builder the ability to build a period perfect street rod or drag car circa 1963!

**Engines:** Two engines are included—stock flathead and a 390-

427 cu in Ford engine are your power options, with two induction choices for the 390-427 cu in engine, (*log manifold with six carbs or a single carb high rise manifold*).

**Chassis:** A true 3 'n 1; with stock, street rod/custom or racing options. Round2 has included all the 70's street rod parts from all previous releases beginning with the “Iron Lady” release of the late 70's. **Choices!**

**Tires/Wheels:** New tires that Round2 has been producing the last several years. Four Firestone tires with raised lettering on one side and wide white on the other and two M&H drag slicks are included. There are four wheel sets included:

- Stock two piece wire wheels with chrome hub caps
- Retooled original chrome drag wheels
- Chrome deep slotted mag wheels

- Chrome deep centerline wheels

### **Interior:**

Standard 60's AMT tub style with separate front seats and dash. As stated above, the roll cage has been retooled for this release.

**Body:** The body and the kit have minimal



flash and the tool has stood the test of time for a kit of this vintage. Fit and finish is quite good with the exception of the fit of the body to fenders. With just a bit trimming of the interior bucket on both sides of the front, this problem was solved. The kit can be built with or without fenders—follow the directions and you should have no problems!

**Summary:** The Kats at AMT® have restored all the super-desirable missing parts to resurrect the 60's Lil' Viky 3 'n 1 edition of the '32 Ford Victoria. With retooled drag wheels, motor parts and custom fenders, this kit once again has all the exciting parts that made it so great all those years ago. It's got the full Retro Deluxe™ treatment with extras that make it better than the original! Box art, restored original parts and expanded decal sheet make it worth the price. Hats off to Round2, I highly recommend this kit to all old school modelers!

Here is a photo link to the build progress and end product—<http://public.fotki.com/Modelpal/ron-roberts-models-/1932-lilviky-amt902/>.

by: Ron “Box Art” Roberts 🎨





## 'Gov-a-mint Motors!'

Back to a subject 'GMC' knows **INTIMATELY—RECALLS** (*Ha! Ha!*).

'GMC' is recalling **40** '15 Colorado/Canyon midsize pickups over **faulty airbags**.

A front driver air bag inflator that may be misaligned to the backplate of the air bag module may cause the inflator to separate from the backplate during a deployment.

If it separates from the backplate in the event of a crash, the inflator could rupture with metal fragments striking and potentially seriously injuring the driver or other occupants. Even if it doesn't rupture, the air bag may fail to properly inflate, or detach from the steering wheel, increasing the risk of driver injury.

Meanwhile, 'GMC' is adding **14,838 MORE** '15 Colorados/Canyons to the recall list for **faulty brakes**.

They may experience leaking front brake calipers, due to air pockets, an imperfection in the metal caliper body.

If the vehicle experiences a leak, it can increase stopping distances, increasing risk of a crash.

'GMC' will notify owners and dealers will inspect and replace the front-brake calipers if necessary, free of charge.

'GMC' is recalling **330,198** **2007-08 Silverado/Sierra heavy duty trucks** over an **airbag issue**. Vehicles are equipped with a pas-

senger side front air bag that may be susceptible to moisture intrusion which, over time, could cause the inflator to rupture upon its deployment.

In the event of a crash and deployment, the inflator could rupture with metal fragments striking the vehicle occupants, potentially resulting in serious injury or death.

'GMC' will notify owners, and dealers will replace the front passenger air bag inflator, free of charge.

'GMC' is recalling **126** '14 **Chevy Impalas** over a potential **parking brake** issue.

The electronic parking brake piston actuation arm may not fully retract causing the brake pads to stay partially

engaged.

The brake pads that remain partially engaged with the rotors may cause excessive brake heat that may result in a fire.

'GMC' has notified owners, and dealers will reprogram the electronic parking brake control module with new software, free of charge.



'GMC' is recalling **437,045** **2011-12 Chevy Malibu sedans** over a potential **seatbelt issue**.

The flexible steel cables that connect the seat belts to the vehicle at the outside of the driver seat and the front passenger seat may be bent from being sat on while entering the vehicle. This repeated bending may result in the cable breaking.

If it breaks, the seat occupant may not be properly restrained in the event of a crash, increasing their risk of injury.

'GMC' will notify owners and dealers will replace the outboard lap anchor mounting bracket and inspect the flexible steel cable, replacing it as necessary, free of charge.

'GMC' is recalling **2,163** '15 **Cadillac ATSS/CTSs** over an issue with the **brake pedal**.

A bracket between the brake pedal assembly and the rod that actuates the brakes may fracture during normal brake pedal operation. If it fractures, the driver would not be able to apply the brakes, increasing the risk of a crash. **Ya think!?!'**

'GMC' will notify owners, and dealers will inspect the vehicle and replace any affected

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## 'Gov't' (contd)

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bracket, free of charge.

It appears **SOMEONE** in San Francisco Bay Area has issues with the **first-gen Volt**, as four of 'em were **torched** in June at a Chevy dealership in Novato, CA.

Police and fire crews were called at 11:30 pm to reports of a brush fire in the vicinity, but they got a little more than they bargained for when they spotted the Volts ablaze. Fortunately, no one was injured and fire crews were able to quickly extinguish the flaming Volts.

Police believed the vehicle fires were caused by the nearby brush fire but further investigation led them to believe an arsonist purposely set fire to the vehicles.

It appears two were **melted like marshmallows** and are surely beyond repair, while the other two may be salvaged depending on the extent of the damage.

**Guess someone don't like Volts, eh?**

According to a story shared on [CorvetteForum.com](http://CorvetteForum.com), a '15 Z06 Corvette experienced an **engine failure** with **just SIX (6!?! ) miles on the clock**. You're probably wondering how that could be. Well, here's a firsthand account of what actually happened:

*"...the car had 6 miles on it and not even a mile from the dealership [it] started knocking, and died before I could pull over..."*

The post was initially public, but the site actually seemed to have taken it down and banned the member who wrote it, believing that it was the work of a troll.



But according to several comments made after the owner shared his story, it appears that there are **at least three instances of C7 Z06 engines failures**. We know of at least one other Z06 that failed, and that was with **891 miles** on it. Granted, three isn't a high number, but the Z06 is already a low-volume vehicle to begin with.

So, it'll be interesting to see how 'GMC' wiggles out of this one—technical service bulletin, recall, or another type of a customer program.

While on the subject of Corvettes, a Z06 is a decent performance deal for what it is, but it's not exactly cheap. It starts about **\$80 grand**, and as you can imagine, there's some pricey options: racing stripes are **\$950 (?!?)**, a carbon fiber ground effects package is **\$3995**, and a fire extinguisher is as much as a **Chevy Cruze. What? What?!**

According to Chevy's Build Your Own Vehicle site, one of the options listed under "Accessories" is a Fire Extinguisher. Okay, that's probably a smart thing to have around. I'll have one in my GTO, when it is on the road. The difference here is that the price of that fire extinguisher is listed as

**\$17,160**. That must be one hell of a fire extinguisher!!

I'm not really sure that's the case, though. If you roll over the 'Fire Extinguisher' entry, you see the detailed description stating that this item contains "432 pcs." So, let's see, 432 fire extinguishers at a total of \$17,160 comes to about, uh, carry the two...\$39.72 per extinguisher.

Put that way, it's not so bad. Guess it makes sense to cram every inch of interior space in your new Z06 with **432 fire extinguishers**. That gives that look of confidence and preparedness that are hallmarks of any Corvette owner.

Of course, this is just an online configurator, and nobody **really** knows how those work, so mistakes like these occasionally happen. I suppose it's not real, but I bet you could find a dealer who'd sell you the package for that price if you really wanted it.

Hopefully Chevy won't notice this (*probable*) mistake until some buyer committed to having the most fully-optioned Corvette orders it, and several palettes of extinguishers show up at the dealer.

We hate to bring you this kind of news, but felt it would be an excellent time to remind Corvette owners how to exit the car should something like this ever happen.

72-year old James Rogers of

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## This 'n That

**Rumor Mill?** A post on the *Spotlight Hobbies* website would seem to indicate that we *MAY* see a **1983 Hurst Olds** model from *Revell*. Here's the link—<https://gbodyforum.com/threads/1983-hurst-olds-revel-model-coming-soon.40791/> (which may or may not work by now). Guess we'll hafta wait and see... **Retro Mustang?** The sixth-gen Mustang has a lot going for it, but one thing it's been sorely lacking is **hood-mounted secondary turn signals**. 'Least that's what we've been saying around the office. Why should the Mopar guys get to have all the fun with retro-inspired accessories of questionable functionality? Well, no more—hood blinkers are back on the '16 Mustang. It's a nice nod to pony car heritage, with hood-mounted turn signal indicators first appearing on a Mustang back in '67 ('68?!). They're standard equipment on '16 GTs, so if you're gunning for a new five-point-oh, you'll have no excuse for leaving that blinker on after changing lanes. Ford is also using the new model year to roll out a few appearance packages. First, the Blue Oval is reviving the **Pony Package**, available only on Mustang EcoBoost Premium-trimmed cars. It adds 19-inch polished aluminum wheels, special logos, side stripes and chrome



window surrounds. For prospective GT convertible or coupe buyers, the **Black Accent Package** will add 19-inch black-painted aluminum wheels, a decklid spoiler, dark tail lamp trim and blacked-out "5.0" and pony logos. Plus, of course, those turn signals. But wait! There's also the **California Special Package**, which is offered to GT Premium buyers. Your CA Special 'Stang comes with 19-inch ebony-painted aluminum wheels, a CA Special-badged strut tower brace, a performance front splitter, a unique grille, dark tail lamp accents, hood and side stripes and more. Interior accents include ebony leather and Miko suede seat inserts, new door panel inserts, premium carpet (*premium carpet!*) and a unique aluminum dashboard finish. No, you don't even need to be from California to get it. In other news, the **Performance Package** is now offered to buyers opting for a manual-equipped GT convertible—previously, you had to order a closed car to get the upgraded, stiffer suspension, larger radiator, Torsen limited-slip diff with a 3.73 final drive ratio, six-piston Brembo front calipers and more.



And racing stripes are back! Ford claims they're "over-the-top" straight out of the factory, so maybe think twice before checking that box! They're available in black or silver. You can also order a black-painted roof, last seen on the Boss 302. The only potential downside here is that you'll have to ride out the summer if you absolutely have to have any of this stuff: Ford says the new model-year Mustangs won't go on sale until the third quarter of '15... **200MPH Mustang!?! Hennessey's new HPE750 Supercharged Mustang was tested to 207.9 MPH.** My personal transportation needs *require* at least 208 MPH, so while this car is not for me, for *under \$70,000*, it's still a hell of a deal for those who need to go really, **REALLY** fast. This speed makes the HPE750 the *first* '15 Mustang variant to break the 200 MPH barrier, long known to be one of the average Mustang owner's primary requirements for their cars. The high-speed run happened on Continental Tire's 8.5 mile high-speed oval track, and the event was witnessed by Jay Leno, who was both shooting an episode of *Leno's Garage* and a pilot for a possible new TV show, *Jay Leno Witnesses Events That Occurred*. In the context of a supercar, it is pretty amazing that 200+ mph speeds are now available for cars well under \$100,000. It's a fascinating feat of modern engineering, and, sure, maybe a little useless, but just knowing that a car can go and run an absurdly high speed seems to be the key criteria for sales. More usably, the HPE750 will get from a dead stop

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## T 'n T (contd)

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to a mile-a-minute in **3.4 clicks**, and run a **10.9/133 MPH quarter mile**. Here's all the mods the donor Mustang gets from Hennessey to become a 750 HP Hennessey HPE750: supercharged 5.0L V8 engine upgrade, 2.9 liter supercharger, carbon fiber high flow air induction, upgraded fuel injectors, upgraded fuel system, carbon fiber coilpack covers, all necessary gaskets & fluids (**REALLY?!),** professional installation (*again—REALLY?!),* engine management calibration, dyno tuning and road testing, exterior badging, premium floor mats, embroidered headrests, serial-numbered dash and engine plaques, 3 Year/36,000 mile limited warranty. Please note that the "Hennessey Premium Floor mats" are the **only** Mustang floor mats tested to over 200 mph...**LeMans Ford GT!** The mid-June headline said it all: "Ford to Announce Significant Performance News this Week." The blue oval is returning to Le Mans. We've been following the Ford-back-to-Le Mans rumors since mid-December '14, a month before the Detroit auto show, where Ford showed its GT successor as a production car. At that time, sources close to the program told Autoweek an announcement was coming—in addition to the street car, Ford is working the GT into a full factory-backed racing effort in '16, including two cars in the Tudor United SportsCar Championship and, significantly, next year's 24 Hours of Le Mans and the full '16 World Endurance Championship series.

Making the announcement on the eve of the Le Mans race made perfect sense. IndyCar, NASCAR and Tudor Series Chip Ganassi Racing (*of secret testing tunnel fame*) is anchoring the two-car assault, starting with the '16 Rolex 24 at Daytona. Since Ganassi is Ford's lone Prototype-class rep in US sports-car racing, campaigning a Riley-Ford EcoBoost Daytona Prototype, this too makes perfect sense. Ganassi was on hand at Le Mans for the announcement and is also the team on the WEC effort. Running Le Mans in '16 is no coincidence, coming as it does **50 years after Ford's GT40 Mk. II won the world's biggest sports-car race** with Bruce McLaren and Chris Amon piloting the winning car. They led a GT40 sweep of the top-three finishing positions and capped Henry Ford II's well-documented feud with Enzo Ferrari. Ford's first Le Mans try was 1923. So as the new Ford GT supercar program gears up to battle the GTLM class' (*LM GTE Pro in WEC*) Porsches, Chevys, Ferraris, Astons and BMWs globally, there's arguably no better way for Ford to re-establish itself as a serious performance-car player. It's certainly a great way to celebrate the 50th anniversary of the company's first Le Mans overall win...**700hp JEEP?!?** Ever since the Charger/Challenger duo were '**Hellcatted,**' Mopar fans have been waiting and wondering what would be next. Rumors have been swirling that the **Jeep Grand Cherokee** would be getting the beastly engine with an output of



707 hp and then rumor flames were fanned when a trademark filing revealed that FCA had the name **Trackhawk** under copyright. According to [Motorauthority.com](http://Motorauthority.com) the hell-wagon is called "Project K" behind the doors at FCA. Also there is confirmation that test mules are out testing the powertrain in '16 bodies. The inside source says that the Trackhawk will use the same 6.2 liter, 707 hp Hellcat engine. The 'H-powered' Grand Cherokee is estimated to have a top speed of **200 mph** and be able to demolish 0-60 mph in **under three seconds**. If this all pans out, this may put the Grand Cherokee Trackhawk in the running for "**Most Insane SUV Ever.**" It is expected to be a '17 model, but if you can't wait, Jeep already sells the Grand Cherokee SRT with 470 hp, not a Hellcat, but still hella fast (*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!*) 🍷





## Model News!

**Matt Guilfoyle** continues to make my job easier. While not aftermarket-related, this month's offerings *ARE* model-related, and may or may not be news.

Scheduled 2015 releases from assorted companies include, but are not limited to the following: **Revell of Germany** (Revell AG): **BMW i8** in 1/24th scale, No. 7008 (June), **Porsche 918 Spyder**, No. 7026 (July), **Porsche 918 Spyder Weissach Sport**, No. 7027, **VW Bus Type 2 T1 Samba** (New Tool), No. 7009 (September), 1/24th **MAN TGX XLX**, No. 07426 (October), and a **MAN Schlingmann HLF 20**, No. 07452 (November).

From **Ebro Models** (courtesy of HobbyLink Japan), comes a **Citroen DS-19** in 1/24th scale, featuring opening hood, front doors, and complete detailed en-

gine. Images of the test shot here: [http://ameblo.jp/eb1998/entry-](http://ameblo.jp/eb1998/entry-11968951605.html)

[11968951605.html](http://ameblo.jp/eb1998/entry-11968951605.html)

From **Tamiya**, a 1/24th scale **Toyota AA** (1936 Toyoda) No. 24339, MSRP (around \$25 US).

From **Hasegawa**, a 1/24th scale **Nissan Sunny** (GB120) **Long Body DX "Early Type"** (1973 – 1979 pickup—June).

And finally, from **Aoshima**, a **Toyota Corolla DX E70** (late) sedan.

Thanks to **Gerry Paquette** for the scale pix. Apparently, **Revell** stopped by one of their meetings to 'show off (!)' Gerry apologized for the pix—hastily taken with a cell phone.

If any of these strike your fancy, make plans with **Ron Bradley** to see if he can help you 'scratch that itch'!!



As always, if you hear about something of possible interest to your fellow club members, by all means, send it to my attention for inclusion in a future column. Thanks again to **Matt** for all his help! 🍷





## News (cont'd)



(Continued from page 1)

famous racecars in history. The tire wars yielded national prominence for the tire manufacturers and the L88 Corvettes.

This same success prompted him to start his engine and racecar company, ***Auto Research Engineering (ARE)*** in the late 60's. Following success on the track with the Corvettes by '74, he added a wide-body to the Corvette.

He won the SCCA Trans Am championship in '75, winning three of the season's seven races.

John will be missed by the racing community, Corvette enthusiasts and his many fans. 🏁

## F100s (contd)

(Continued from page 2)

fancier tire for the XLT version. Both kits come with the same tires and we even get a real spare. Both kits come with one piece steel wheels, but if you ask me, somehow the center got flipped inside out. With the XLT full mag style wheel covers it won't show, but the short wheel base (*w.b.*) kit comes with "dogdish" covers, though they are for the F-250 model. Could this be evidence of another version? The XLT kit comes with optional "American mags" that are one piece as are all the wheels.

**Chassis:** The quick version: there's two differences. One the length, and two the exhaust system. And the only difference there is the "Y" pipe for the V-8 version. Personally, I like that the front coil springs are cast to the split "I" beams; it makes for a sturdier model and maybe less trouble getting it to set with all four wheels on the table at the same time. But there are no front shocks. Posing the wheels other than straight ahead isn't possible, but it comes with a very nicely detailed tie rod that passes through the radius arms. The receiving part of the engine mounts are separate pieces; a scale first, I believe! A three-piece front sway bar finishes off the eight-piece front end. The rear suspension has seven pieces all together, but I'm not all that taken with the rear axle. The gear set isn't quite shaped right and neither is the back cover. I may be wrong here as I'm thinking it would be the now classic

Ford nine inch rear. If you look closely you can see the levers that Ford pioneered for the rear leaf springs. They were designed to shorten the effective length of the springs when extra weight was added. By being shorter they would have greater load capacity. The steering box and three-piece spare finish it off. Not a bad point but it shouldn't be too hard to make the top of the muffler round like the bottom; casting forced the open top. The modification would help the chassis realism. The wheel backs are so plain and smooth that they can pass for disc brake rotors, all you need is a caliper. I'm impressed that Moebius went to the trouble to make different radiators for each of the engines.

**Interior:** It's of the new age type; that is platform. The best thing about which is that it allows both sides to be detailed and is done so correctly. A builder can show off the underside of his build and know it looks as real as reasonably possible. The only difference is the inner door panels and the bench seats. There are different steering wheels as would be expected and the column has both levers with the shifter having the double bend in it. The floor has a correct cross-member to mount it to the chassis. All the pedals are separate and hang from a mount under the dash. The dash only lacks the numbers in the speedom-



eter, but that detail is on the decal though, if you opt to use it you may want to grind away the cast in details in the gauge cluster. I'm glad the seat is a separate piece because it takes a major effort to cut it out and rebuild the interior when it is cast in; pick ups need hot rodding too you know! I forget when seat belts became required in pick ups, but I think these were still exempt.

**Body/trim:** Both kits use the same cab and it'll take a very keen eye to find the mold seams. The thing that impresses me is when I run my finger down the side of it, I can't feel a difference in level between the door and the rest of the cab. The eight-piece beds are identical except for the obvious difference in length. That will make swapping the XLT trim very easy. The double wall and rear fender houses are separate from the floor which is appreciated also. The separate firewall is basically clean of everything except the heater bulge. The cast in front wheel houses are smooth also. All this should make for an easy/fun build as a street rod/hot rod/custom as some are bound to do. Included also are a battery and

(Continued on page 11)



## F100s (contd)



(Continued from page 10)

power brake master cylinder, though a base model pick up more than likely wouldn't have power brakes. Dual horns and a windshield washer tank are more of the detailed separate pieces. Don't forget when swapping parts back and forth that the tailgates are year specific. The taillights get chrome bezels with clear red lights. The grilles are fantastic in that they are already opened up; personally I prefer the '69 over the '71. They are chromed and while they would be correct for a mid-level trim truck, painted off-white would be more correct for a base model. The headlights are clear pieces, but the turn signals will need to be detail painted. The trim for the sides of the hood are separate and have decals for the details. There is a chrome trim bar that goes across the front of the hood and while it is correct for the '71, it is not correct for any trim level of the '69. Both memory and Old Car Brochures bear that out. The glass has the rubber molding cast to it, but the chrome molding is cast in the body; nice detail. The wipers are separate items and there are mirrors for both sides of each truck, but they are different

in each kit. The ones in the short bed kit are of a type that weren't available until the '80s. The long bed gets a chromed rear bumper while the short bed has a step bumper though none was required. I remember our club VeePee telling me how he got ticketed for the lack of one. There are separate chromed door handles and gas cap for each.

**Decals:** I mentioned a couple, but in addition the XLT has the option of a wood applique or silver lettering to go over the aluminum panel that you paint. There are decals for the air cleaner and the oil filter and "Ranger XLT" for the bed. Given all the effort that Dave Burket has put into this kit for so many years, I can't blame him for doing a larger set for his kit. But I had to chuckle at one of them. It is the big Ford blue oval with Burket Ford and Toms river, NJ around it! But who am I to say such a business didn't/doesn't exist?! The tailgate has two decals to choose from—one black with silver letters and the other the reverse. There are six pairs of tags from California, Kentucky and "would you believe" New Jersey ("sorry 'bout that Max"). There is a realistic "Fast



Frank's speed shop" decal as well.

Most people would be surprised to learn that these kits have been made through the herculean efforts of Dave Burket of "Model King." I hope it was worth the effort and maybe he will do something else in the future. The one thing I appreciate is the available colors chart that they include along with the two-tone combos. There are several spots on the trees where parts have been removed at the factory, which would seem to confirm other versions. There were only 6000 kits made of the short bed truck so if you think you want one you better get it now and think about it later. I can tell you they are going fast and more than likely there won't be any more made. Oh—Tim got the ticket canceled at the MVA!!

by: Rich Wilson 🍷



For more pix, try goin' to <http://www.ford-trucks.com/forums/1294317-69-f100-427-sohc-pro-touring-build.html>. Thanks to Ron Hamilton! 🍷

## 'Top Gear' Fans!

The trio of *Jeremy Clarkson*, *James May* and *Richard Hammond* may be gone from our TV screens for good (*or for the near future, depending on which British tabloid you pick up any given morning*), but that doesn't mean the cast of "Top Gear" UK cannot be replicated on your office table. If all goes well, the **Lego brick incarnation** of the long-running BBC show could be made into a commercial set that you can buy.

Lego Ideas user FisheeC3 re-created the cast and set of "Top Gear," complete with figures of Clarkson in his trademark late-'80s jeans, May in his aesthetically challenged sweater, Hammond with teeth bright enough to produce lens flares on the TV camera and of course The Stig. What more, there's a wall with guest lap times from the Star in a Reasonably Priced Car segment, TV cameras, a backdrop wall, a main stage for the cast, and a Toyota Hilux truck that the trio just could not destroy.

The concept set includes the stage and a total of six figures, including the three main hosts.

"My goal in designing this set was to create an homage to 'Top Gear' by re-creating some of the most memorable elements of the show...while maintaining a realistic parts count," FisheeC3 writes. "Construction techniques include standard stud on top mixed with studs not on top (*S.N.O.T.*). Parts include a mix of standard, sloped, solid, transparent, technic axles and connectors, and hinges..."

We can't help but think that

there will need to be guests: Simon Cowell to critique the trunk of the BMW 7-series, Sir Michael Gambon to frighten the hosts with his driving skills, and our own columnist Jay Leno from Series 13 episode 7 to talk classic cars.

The set of course includes a wall with lap times set by the guests.

This concept Lego set needs to reach **10,000 votes** to advance to the next stage, where the company will evaluate it for production. If it passes that stage with whatever changes Lego has to make in order for it to be easily producible, it will be made into a set that you could buy.

The set itself is not terribly complex from a production standpoint. Aside from the figures, most of the parts are ones that Lego keeps in continuous production, and the number of pieces is not that great: just 540 including the figures.

Guess you guys better get crackin'!! 🍷





# Happy Anniversary!

*Back To The Future* turns 30 this year—and this fall, Marty McFly arrives from the past. And a new book travels back and reveals a wealth of info about this legendary film.

If you love *Back to the Future*, you absolutely need to pick up a copy of Gaines' *We Don't Need Roads: The Making of the Back to the Future Trilogy*, which came out June 23. Heck, if you love movies, you should pick this book up. It's an incredibly revealing look at a film series that helped change Hollywood, and it gives a glimpse into how so many great science fiction comedies got off the ground in the mid-1980s in the first place.

Gaines talks to absolutely everybody involved with the BTTF films (*well, maybe except for Michael Fox, Eric Stoltz or Crispin Glover, I think*) He says in the intro that he did 500 hours of interviews, and I can believe it.

As with a lot of these “making of...” books, you emerge with a sense of just how difficult these films were to get right, and how easily they could have been clunkers. You also learn how pernickety that famous DeLorean was, and why using such a cramped, inefficient car as Doc Brown's time machine might not have been the best idea after all. You find out the whole story about why Stoltz was replaced with Fox a month into shooting. And how hard director Robert Zemeckis and writer Bob Gale had to fight for their vision.

And you also learn all about

the making of the two sequels, and why they were *shot back-to-back*. Plus how the filmmakers felt they had painted themselves into a corner with that funny “your kids are in trouble” ending of the first movie. And why Zemeckis regrets not getting more time to sit with *Back to the Future 2* in the editing bay, to make sure it worked as a film, before putting it out. There's also some horrifying details about the near-fatal injury that a stuntwoman suffered during the filming of the “hoverboard” sequence.

As Gaines says in the intro, a lot of the best-known stories about this series have been “scrubbed clean” or condensed over the years. And this story “isn't simply about the making of one film trilogy, but is also about how some of the titans in the movie industry came into being.”

*We Don't Need Roads* is one of those “behind the scenes” books that gives you valuable insights into how a great movie became great—and by extension, the many ways that other films



manage to fall short of greatness, in spite of everybody's best efforts. There's some great detail in here about how the Hollywood studio system was changing in the mid-80s, but also just some terrific nuggets about the creative process, and how the two Bobs—Zemeckis and Gale—bounced off each other and slowly rejected bad ideas for better ones. 🚗



## 'Gov't' (contd)

(Continued from page 5)

Port Arthus, TX stopped at a restaurant for a quick bite with his pet dog. As he headed out to the Corvette to check on his dog, the two *became trapped inside the '07 C6 Corvette* as the *battery had gone dead*. The Corvette uses an electronic door handle, rendering it useless should power be zapped.

Unfortunately, he was not aware of the emergency exit handle beside the seat. The handle pops the door should this situation occur. Police say Rogers and his dog died of heat exhaustion while flipping through the owner's manual. Rogers had left his phone in the restaurant to charge, rendering him helpless in the Corvette.

If you own a Vette with the electric door, please, acquaint yourself with the emergency 'exit.'

What's it like to live with a '15 Camaro Z/28? Well, *Motor Trend* is helping us find out as they march through their long-

term loan of the car. This time, they have performed some routine maintenance on the Z/28.

First off, maintenance is a mixed bag. As *MT* points out, you're getting the affordability of owning a Camaro, but also paying for the race-trackiness that comes with the Z/28 badge. An oil filter for the '15 Z/28 costs \$10. But the oil change? **\$123.88**. That's **9 quarts of fully-synthetic oil**. Win some, lose some.

If one thing jumped out from the report, it's the service bulletin 'GMC' has issued for Camaros, including *this car*. A clunking noise emerged from the right-rear passenger area when entering a driveway from an angle. The fix? **Hit the area with a hammer**. Yep, 'GMC' has advised dealers to go *Jeremy Clarkson* on the problem and "**dimple frame/sheet metal to correct oil canning noise**" to keep the metal from flexing. Thankfully, that was no charge.

That takes care of service, but there's also the matter of the tires. Letting racer Randy Pobst track the car for all its' worth chewed



through the Pirellis in short order, so when we decided to retest the car with the wickerbill, there was no choice but to order up a set of direct replacements. A complete set of Trofeo Rs shipped from our friends at Tire Rack ran **\$2,292, plus mounting** at a local shop. After a second track test, we're already staring down another set of worn tires in need of replacing, but this time, we're considering trying another brand.

Seems like ever since 'GMC' exited bankruptcy, they can't seem to build a car without the need to recall it!! **31 million strong, no less!!** 🚗

2014 GMC Recall Ticker
# of Recalls
93 (!?)
# of Vehicles Affected
31,434,864



**FREE to a good home:** Glass display case w/the following dimensions: 60" L x 53 1/2" H x 24" D (at base). Angled glass front starts 11" from the floor, tapers to 15-1/2" deep @ the top. It has 3 shelves and white felt on the case floor. The top is glass, but has cracked into 2 pieces. Can be used, as the break is almost straight, front to back. This piece(s) of glass has never been attached, but is loose to slide! I never secured it. It could be replaced with a piece of clear acrylic sheet. Access is from rear sliders. The catch is that this thing is a bit on the heavy side, and you'll have to remove it from my basement yourself! If interested, bring **"3 strong men and a boy!"** Call Norm Veber at (410) 768-3648 or email [norman-veber@aol.com](mailto:norman-veber@aol.com), if interested, want a look-see, or have any questions. 🚗







- Sept. 13th—**Super September Showdown** in Gilbertsville, PA. Theme—**“European Invasion.”** *Stay tuned!*
- Oct. 10th—**NNL #36** in Sylva-

nia, OH. **Theme—“Demolition Derby.”**

- Nov. 14th—**Southern Nats NNL**, in Smyrna, GA. Theme—**“Vans & wagons.”** 🍷



## Pontiacs on Parade!

Last month, I displayed a few sets of Pontiac decals (*what else—Ha! Ha!*) that I found at NNL East, which run the Pontiac gamut, starting with a **‘65 NASCAR Catalina** driven by Chance McMillion, a **‘67 NASCAR GTO** driven by Roy Tyner, and a **‘70 Firebird** driven by Buck Baker.

I also displayed a **JoHan ‘55 Pontiac promo** of a new-found friend, **Deetl Sole**. He was a salesman for **Burdette Pontiac**, a local franchise in Hyattstown, MD, before being ‘dumped’ by ‘GMC’ in ‘09.

Apparently, Deetl wanted scale replicas of some of his Pontiacs built to join the ‘55, so, he hit the dreaded ‘Interweb’ (*thanks, Matt!*) in search of help. He ended

up on the MA-MA website, having been referred there by a Canadian contact, no less!!

We hooked up at the recent Burdette Motors Pontiac show (*yes—the dealership is STILL in existence, though they do more now with trailer sales*), to talk about his needs.

Deetl drove many Pontiacs back in the day, both as demos and personal vehicles, mostly GTOs and Firebirds. He can lay claim to actually having owned a **1974 SD455 Trans Am**, a car that

is currently escalating (*rapidly!*) in value, to the tune of **\$50,000** to **\$60,000**. If only hindsight were 20/20, eh?!

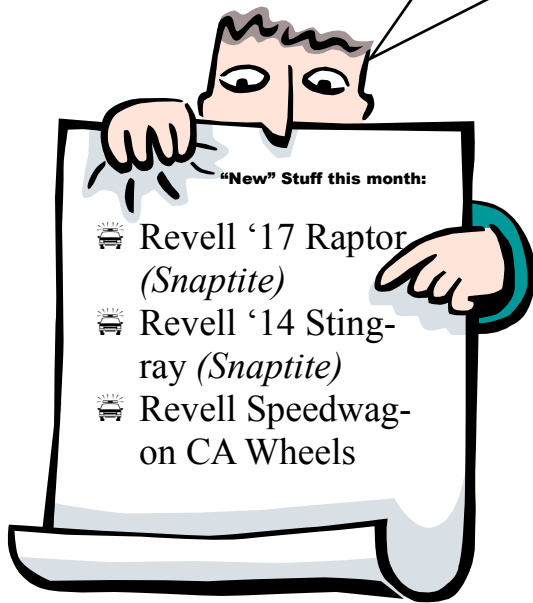
**‘PoP’ (Pontiacs on Parade!) Sickie signing off for now! And don’t forget—MAMA may not need all these Ponchos, but I’m sure diggin’ ‘em!!** 🍷



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!**



## Websites

**Philly Area Car Modelers:**

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

**Central PA Model Car Club:**

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

**NNL East:**

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

**East Coast Indoor Nationals:**

[www.eastcoastindoornats.com](http://www.eastcoastindoornats.com)

**Maryland Intl Raceway:**

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

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

**Carlisle Events:**

<http://www.carlisleevents.com>

**York US30 Musclicar Madness:**

[www.yorkus30.com](http://www.yorkus30.com) 🚗

## Classifieds

**WANTED:** I'm always on the 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. In search of 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prix, and '70-'81 Formulas and T/As, and empty **Pontiac kit boxes**. Would also like to buy or borrow **old AMT/ MPC/ Monogram/ Revell model car catalogs**. Contact Tim Sickle at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting. **Thanks!** 🚗

**RUBES/Leigh Rubin**

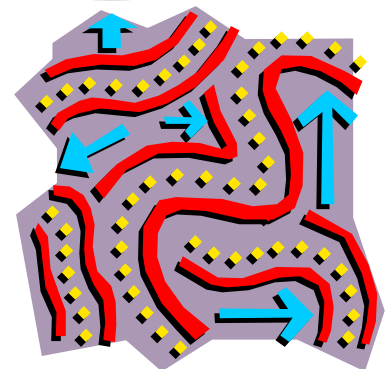


**We're on the web!**  
<http://www.mamasboyz.org/>

## 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. 🚗

## Club Contact Info

President: Marcos Cruz  
[cruz2123yb@yahoo.com](mailto:cruz2123yb@yahoo.com)  
Vice President: Tim Powers  
[partsbox@verizon.net](mailto:partsbox@verizon.net)

Treasurer: Matt Guilfoyle  
[blackbuick1941@yahoo.com](mailto:blackbuick1941@yahoo.com)  
Newsletter Editor: Tim Sickle  
[gtoguy@verizon.net](mailto:gtoguy@verizon.net)