



MAMA Sez!

Volume 28, Issue 2

October, 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. ☎

Happy 27th Anniversary To Us!

The September meeting was a blur! My agenda went right out the window. See the Pontiac Parade to see why!

Thanks again to **Tim Powers** for the *dee-lish MAMA Anniversary cake* last month!

Next years' NNL themes were voted upon. The envelope please... *station wagons* and *full-size muscle*. So, get

busy!!

Rich Wilson this month takes a peek at the new *Revell '29 Model A Roadster*, while **Lyle Willits** provides a builder's perspective; **Ron Roberts** looks at the *Round2 "Curley's Gasser" '40 Willys coupe—thanks, guys!*

The raffle raised **\$66.00**, while the door kicked in an additional

\$62.00—leaves us a bit shy!

Thanks to the raffle donors: **Ed Brown, Steve M. Buter, Mike Costic, Matt Guilfoyle, Ron Hamilton, JC Reckner, Tim Sickle, Rex Turner, Bradley's Car Collectibles, Historic Racing Miniatures and Replicas & Miniatures Co. of MD.** We *'preciate it!* Turn the page! 🍷

Condolences

We lost many notable people since the last newsletter.

The first two have something in common—Corvettes. Racer and SoCal hot-rod icon **Dick Guldstrand** passed away in early September at age 87.

He was one of the few remaining hot-rodders-turned-racers, whose exploits took him as far away as Le Mans and Indianapolis and as near as his first

Guldstrand Motorsport shop in SoCal's Thunder Alley.

He was an engineering major at UCLA but was a hot-rodder before and after. As he once said about his high school years in Southern California, "Either you were a hot-rodder or you were a candy ass!"

He started out in a '27 Ford on '32 frame rails that he built in high school. Then he raced sprint cars on the dangerous dirt tracks of Southern California in the days

before Nomex, helmets, freeways or Disneyland. He raced many of the various classes of mid-gets and sprint cars at the myriad circle tracks that were strewn all across Southern California before discovering the Corvette in about '57.

He was hired by **Zora Arkus Duntov** to drive a 427-cubic inch, 560-hp Corvette coupe at Le Mans along with **Bob Bondurant** in '67. Unlike today's small army of technicians, other than the drivers, there were

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Model A Roadster

The Model A was the first car designed by Edsel Ford after begging his father, Henry, for so long to replace and/or update the model T. This kit has been long awaited (*or so it seems*), and it is the newest tooling of a Model A in maybe half a century. I wish I knew why it seems to take so long from the time we see it advertised in a magazine to when we see it on the shelves. This of course builds up only as a street rod in one of two versions and I guess both are intended to be “retro rods.” With 146 parts total, there are nearly as many chrome parts as white (64/67). I was under the impression that a second engine was to be in this kit, but apparently it will be in a different version. I’m glad to see Revell decided to do a Buick “nailhead.” And although it builds as a “souped up” engine, it’s nice to finally have an accurate one in scale. Most of us know that it was called a nailhead because of its’ small valves that were straight up and down, but Buick designed it that way because they wanted an engine that was a “torque monster” and not a horsepower monster. If you look at the air cleaner labels on these engines they only had the torque rating on them.

Engine: As I said it’s a nail-head and has no stock parts; that’s not a bad thing. The only parts not chromed are the block (*no oil pan*), oil filter, starter, front cover and belt/pulleys. The valve covers are chromed and finned as are the valley cover and the oil pans for the engine and transmission. The

transmission is a modern turbo 400 and while it is a great transmission, it’s really out of character for a ‘50s rod. There are two intake options, injection or six Strombergs. The injection comes with a separate fuel block with fuel lines. The six carb set up is all chromed as well except for the log manifold, but the parts are cast in such a way that they aren’t spoiled by the mold seam. The injectors are even drilled out. The distributor brings up the rear and there are multiple radiator hoses for upper and lower (*eight in all*).

Chassis: There are two chassis to choose from, deuce and Model A. Both are modified front and rear; notched or “Z ed”. The mold alignment is a great deal better than the deuce kits, but there is a little bit near the front cross-member. All four corners of the boxed rails will need to be sanded to remove the sharp edge. Each has its’ specific floor, cross-member, drag link, and tail pipe system that need to be wound in very early in the build up. A fuel cell and battery box are included and there is a vintage steering box with column. The rear axle is a Ford nine inch with a chromed “punkin” supported by chromed spring shocks. As nice as it is, it’s a little out of character for an early rod. But the chromed and dropped “I” beam front axle is perfect. It



should have been included in the now discontinued Stacey David Deuce kit. The radius rods for the rear suspension are much like those found in the Deuce kit and really not correct *if* you are building a hot rod from the ‘50s or ‘60s. But there is a choice of front radius rods depending on which rod you are building; high boy or channeled. The headers are over the frame dumps with a bypass system. There are brake back plates and finned drums all around. The wheels mount by way of rivets that Revell uses in all their kits these days; which are somewhat handy if you want a different set of tires and wheels. There is a chromed steering link, tie rod and tube shocks with integral headlight mounts.

Tires/wheels: All are narrow and hollow and look like dirt track tires. But they are new and very nice despite their lack of lettering. The wheels and hub caps, both of which seem to be from 1946 are very nice, but the wheels scale out to 18” diameter which is a little strange. If you use acrylic based paint on the hub cap recessed lettering, the extra slop is easy to

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'A' Builder's Review

Let's start at the beginning, as Yogi would have said. By now it has been well publicized that there is a mistake on the instruction sheet and Revell will be correcting the error on the next printing. Simply stated, **DO NOT USE** floor pan, part # 13, on either version of the roadster. Part # 62 is to be used on both the hiboy or channeled versions (*Someone made a 5 minute video on Youtube to tell you that fact...geeeez*)

Also, if you choose to build the channeled version, do not follow **ANY** of the steps on page 5. For either version, **DO NOT** glue the transmission cross member and the floor pan to the frame early in the build process because there will be no way to install the assembled engine later. I found this out the hard way and had to do some "un-building" with a saw blade to get the engine installed. Fortunately, I rarely display my models upside down so the mods won't be seen.

Pay careful attention to the part numbers for whichever version you are building because there are 3 (*three*) sets of several different parts, i.e. coolant hoses, split wishbones, exhaust assemblies and steering columns. Parts for the upcoming next version of the kit are already in this kit, which is why there is a third set of some of the parts.

I chose to build the channeled version of the roadster, box stock, except for just a couple of after-market parts from **Replicas & Miniatures Co. of Maryland**. I started with the very nicely de-

tailed, and much sought after, 401 Buick nailhead engine. The engine assembly represents a new, modern build with a late-model automatic transmission. I decided on the fuel injection set up over the 6 carb induction system. A fuel block with 8 in-scale fuel lines attach to the injectors and the fuel block mounts to the holes in the chrome valley cover. As only one valley cover is provided, the builder will have to decide what to do with those mounting holes if using the 6 carb set up. The chromed injector tubes each have an indentation at the top and could receive a drop of flat black paint, but I drilled out the tubes for more realism. I toned down the chrome oil and transmission pans with flat clear to represent aluminum items. I used the **NEW** nailhead valve covers and spark plug covers and, also, the **NEW** cheater slicks from Replicas & Miniatures Co. of MD. The headers and coolant hoses were added later after the engine was installed into the frame.

I built up the traditional dropped I-beam front suspension as per the instructions. I found the tie rod to be somewhat difficult to properly install onto the axle and it reminded me of the spindly little parts that were found in the early 60's Revell kits (*Yeah, I know... I'm getting older and the eyes are not what they once were.*). I was careful to use the correct split



wishbones for the channeled version. This all came together to make an accurate, detailed chromed suspension once mounted to the frame. The steering arm, strangely **NOT** chromed, was then added. The rear suspension is **NOT** traditional and consists of a 9 inch Ford rear and chromed 4-bars very similar to the set up found in the Revell '32 Ford kits. The coil-overs seem **VERY** large and out of scale, but I used them on this first build.

I learned from this build that at this point, one should add the transmission cross member to the frame with the suspension in place and then install the engine assembly. **NEXT**, attach the correct (*check the part numbers!*) rear portions of the exhaust system to the bottom of the painted floor pan, **THEN**, finally, glue the floor pan to the frame. A modern fuel cell and battery box is provided to be glued to the top side of the floor pan in the trunk area. Unless one cuts open and hinges the trunk lid, these items can't be seen and are pointless parts that can be left in the box. At this point, I installed the engine headers and remaining under-the-frame exhaust pieces.

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'Gov-a-mint Motors!'

'GMC' India has announced that it is voluntarily recalling **155,000 Chevy Sparks, Beats (new Spark), and Enjoy MPVs** to address a potential issue with the "remote keyless entry accessory".

They haven't provided specific details about the issue, but did say affected vehicles were manufactured between **2007-14**.

'GMC' will notify customers individually about the recall and also how and when to bring in their vehicles for inspection and correction of the issue. Alternatively, customers can also contact their nearest Chevy dealership and schedule an appointment for vehicle inspection and correction.

'GMC' is recalling **121,000 2013-16 Cadillac ATS sedans** over a potential issue with the rear window defroster.

The control can overheat due to a weak electrical connection in the module that powers the defroster, which is located in the driver's side C-pillar. The problem occurs after the defroster is cycled a lot or run continuously.

If the defroster control overheats, it can catch fire.

Dealers will update climate control software to remove a function that automatically turns the defroster on. 'GMC' says that drivers will still be able to manually turn it on. The update will be performed free of charge.

'GMC' has issued a service bulletin on its heavy duty pickup trucks—the **Chevy Silverado HD** and **GMC Sierra HD (2500/3500)**—over a potentially-missing seal within the power-steering fluid

cooler unit.

Trucks may have been built with a hose connection within the power-steering fluid cooler unit that's missing a seal.

If driven, the system could run low or dry, resulting in difficult steering and possible damage to other parts of the system. And should the power-steering fluid find its way to an ignition point, like a hot exhaust manifold, then it could ignite and cause a fire.

'GMC' will inspect the power-steering hoses on both gas- and diesel-powered vehicles. If in good shape, dealers will replace the power-steering fluid cooler unit, reattach the hoses, fill the system, and check for leaks.

The repairs will be covered under the new-vehicle warranty.

Owners looking to find out if their vehicle is included in this service bulletin should visit recalls.gm.com (REALLY?! They've had so many recalls, they had to build a website just for that purpose!).

'GMC' is going to pay **'only'** a **\$900 million fine** and be **criminally charged for hiding a defect from regulators in order to end a federal investigation**, according to sources. That's less than the **\$1.2 billion Toyota** paid, but it's still a massive fine.

The investigation stems from the **ignition system design flaw** on numerous 'GMC' cars that contributed to airbags not properly deploying in accidents, contrib-



uting to 120+ deaths in accidents according to attorneys hired by the company to pay compensation.

Engineers knew of the problem for over a decade, but the company didn't begin recalls until '14. 'GMC' still faces **200+ civil lawsuits over the defects**.

Sadly, no one will be charged in the criminal case, one of the sources said.

That's a big win for 'GMC' and not at all surprising given that, despite the many deaths, almost no one is ever held personally accountable.

There are many lawyers and critics of 'GMC' who say the deferred prosecution deal didn't go far enough in the ignition-switch scandal.

The chief US prosecutor in Manhattan says "siloing" within 'GMC' made it difficult to pin individuals in the criminal investigation, which began in '14.

Responding on behalf of victims and safety advocates' criticisms, US Attorney Preet Bharara, said he understands calls to hold specific people accountable for the lapse in judgment, and cover-ups that followed the ignition-switch fallout.

"We're not done, and it re-

(Continued on page 5)

'Gov't' (cont'd)

(Continued from page 4)

mains possible that we will charge an individual, but the law doesn't always let us to do what we wish we could," Bharara told Reuters.

What makes the process so difficult to pin on one, or a handful of people, is that reporting responsibilities are so general at automakers, it makes it incredibly difficult to hold one person accountable.

"A particular person may have had only partial knowledge, and contributed in a chain of actions," he said.

Adding to the difficulty was the problem of producing "criminal intent," an essential component to charge individuals with crimes in the US.

Following the recall, 'GMC' CEO Mary Barra, proceeded to **fire 15 execs**, including quality-control employees.

Really sad that Toyota paid more for a recall that resulted in a fraction of the deaths than the 'GMC' ignition switch debacle—**12**, vs **124** for 'GMC.' I'm quite sure that the Obama administration didn't want to hit them with any higher a fine than absolutely necessary. After all, they (*WE, the taxpayers!*) **DID** bail 'GMC' out—he doesn't want to **DRIVE** them into bankruptcy—heck, that car would likely have been **RE-CALLED too!!**

The official death toll from 'GMC's' faulty ignition switches that it knew about but failed to recall stands at **124**, with many more injured. News recently came out that they would settle for a

further **\$575 million** in the civil case with 1,380 victims.

As a result, 'GMC' will record the charge in the third quarter.

If 100 percent of the money went equally only to the victims in the settlement here (*hardly likely!*), each would get a bit over \$415,000, though much of it will likely go for **attorney's fees** (*surprised?!*).

And though 'GMC' says that this represents "more than half" of the personal injury plaintiffs, that can still leave a bunch of lawsuits pending.

Cadillac had previously gone on record stating it did not plan to dilute the **V-series badge** for its crossovers and SUVs. To solve the lack of sporty utility vehicles (*?!!*), the brand said V-sport variants were much more likely, something softer, less hardcore than a true V-series.

It seems the tide may have turned inside Cadillac (*i.e. money to be made!*), because **Motor Trend's Jonny Lieberman** published a tweet to his personal Twitter account stating a **Cadillac Escalade V is "imminent."**

Not only does *MT* say it is imminent, but its' reportedly coming with a supercharged V-8 (*surprised?!*). Yes, this very well could be a 600 hp+ Escalade, most likely paired to an eight-speed automatic.

MT reports that it could debut as soon as the '16 New York International Auto Show.

It's no secret that its a cash cow for 'GMC,' and an Escalade V could only grow the profitability factor with a hefty premium over a mere 'pedestrian' Escalade. **Sounds like they need it—read**

on!

Cadillac ATSS in August '15 in the US experienced a **12.6 percent decrease** compared to August '14. During the first eight months of '15, sales were **down 18.49 percent** on a year-over-year basis.

Meanwhile, Cadillac CTSs in August '15 in the US experienced a **33.26 percent decrease** compared to August '14. During the first eight months of '15, sales were **down 37 percent** on a year-over-year basis.

Overall sales of Cadillac vehicles in the US—which include the CTS—**dropped 5.48 percent** in August.

Did you hear about the small-time New York car dealer that bilked 'GMC' for **over \$6 billion** before anyone caught on?!

Between 1980 and '91, John McNamara convinced GMAC—"GMC's" financing arm—to advance him **\$6.2 billion to pay for 248,000 conversion vans that did not exist**. It was one of the largest Ponzi schemes in history and ended up costing GMAC \$436 million, equal to \$725 million in today's dollars.

His brilliant swindle was deliciously simple. It was based on one undeniable truth he learned from his years of owning a Buick-Pontiac-GMC dealership on Long Island: **'GMC' and GMAC were too incompetent and too bureaucratic to figure out that they were being scammed.**

Unbelievable. 🤖

2014 GMC Recall Ticker

of Recalls

106 (!)

of Vehicles Affected

33,480,648

Cheater! Cheater! Cheater!

Many outlets, including *Jalopnik*, the *New York Times* and *Car and Driver* are reporting that *VW* could be facing a recall of **482,000 vehicles** and a potential fine that could hit **\$18 billion dollars**. Yes, billion with a capital “B”. While the Takata air bag recall had huge numbers and big fines have been levied at ‘GMC’ and Toyota in the recent past, \$18 billion dollars would be one of, if not **THE** most staggering fine ever levied against an auto manufacturer.

Here’s the deal: Between 2009-15, **diesel Jettas, Beetle/New Beetles, Golfs, Passats, and Audi A3s** were fitted with what’s known as a **“defeat device”**...in this case, it was a system that detected when the car was undergoing official emissions testing. If the test was detected, the full emissions systems kicked in and passed the test with flying colors. Otherwise, elements of the emissions system did not function and the four-cylinder diesels were allowed to run with elevated levels (**up to 40 times the standard**) of nitrogen oxide (*NOx*) spewing from the pipe. The unique part of this is that ***VW installed the defeat device from the factory, and admitted it to EPA investigators.***

Currently, the EPA officially put VW “on notice” regarding the investigation and has not instituted a recall program or have fined them. However, under federal law, the EPA could charge VW **\$37,800 PER CAR** that had the device installed. That brings up a total bill that is north of **\$18 bil-**

lion dollars and probably has a lot of people in Wolfsburg feeling sick to their stomachs about now.

Following the government investigation of VW’s diesel emissions, The *Detroit News* reports the automaker ordered its US dealerships to **halt sales of new ‘16 and remaining ‘15 2.0-liter TDI diesels.**

The EPA is taking action on ‘16 diesel models. Christopher Grundler, director of the EPA Office of Transportation of Air Quality, said the government will not grant VW a “certificate of conformity” to sell the ‘16 models with 2.0-liter diesels, meaning they cannot be sold.

VW dealers have been waiting for the ‘16 models to replenish showrooms. Most US VW dealers don’t have any remaining ‘15 diesels to sell.

VW is barred from selling ‘16 2.0 liter diesel models until “they get answers to the questions of how these vehicles are being operated. VW couldn’t explain why we’re getting these excess emissions,” Grundler said.

Meanwhile, whatever ‘15 models remain on lots have also been ordered **not to be sold**. Four-cylinder TDI models account for **20 to 25 percent** of VW’s US sales, so this is going to hurt.

Additionally, VW has ordered an outside investigation to find out what happened and “reverse the damage this has caused,” CEO Martin Winterkorn said in an apologetic statement.

According to the EPA, the agency is now checking to see if

other automakers are bypassing the laws on diesels as well.

The EPA will not take action to stop VW owners from driving their personal cars until a solution is made available, but VW did remove its “clean diesel” ads from YouTube and TV.

After falling on his sword for VW AG’s rigging US diesel emissions tests, ***VW CEO Martin Winterkorn stepped down.***

VW said it will weigh his replacement options.

The company said something like **11 million vehicles worldwide had the illegal software**, so it’s an understatement to say Winterkorn has been under heavy fire.

Under Winterkorn, VW was closing in on Toyota as the world’s biggest automaker—they outsold Toyota in global sales in the first half of ‘15 (**5.04 million VWs to Toyota’s 5.02 million**). VW has a goal of becoming the No. 1 carmaker by ‘18.

It is reported the illegal software surfaced more than a year ago, when Daniel Carder, a 45-year-old engineer, worked with his small research team at West Virginia University, uncovering early evidence that VW was cheating on tests. Carder said he ***made his findings public a year and a half ago.***

BMW has denied that its **X3 SUV** has exceeded the Euro standards on emissions following a story in a German magazine.

The magazine published an article claiming that the AWD version of the X3 was producing **11 times the European emissions limit** when it was road-tested by the International Council on Clean

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3C (cont'd)!

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Transportation. The council is the entity that tipped off the EPA to investigate the discrepancy in the VW/Audi emissions being produced on the road vs. in the lab.

BMW indicated that it is not familiar with the details of the claimed road test, and that there are no systems in its cars that respond differently on the road than in testing conditions.

However, in response to the article and fears over the auto industry, **BMW stock fell as much as 9.7 percent—the biggest drop in four years.**

Daimler AG stock experienced a **drop as big as 5.8 percent** in response to the same fears. VW stock gained a little ground following the departure of CEO Dr. Martin Winterkorn, but is still a long way from making up the **\$22.5 billion drop** experienced shortly after 'Dieselgate' broke.

Stringent testing of all diesels sold in Europe is being talked about by various governments and EU regulatory bodies.

News finally trickled out of VW Group's big board meeting in Germany, and as expected, Porsche chief Matthias Müller was named VW's new CEO.

He will also lead Porsche until a successor is found. His reign is credited with boosting the performance car brand's sales and profits significantly in recent years.

More heads are expected to roll as a result of the meeting, possibly including Porsche's chief of engines and Ulrich Hackenberg, Audi's famed head of R&D.

Switzerland has become the first country outside the US to **ban the sale of cheating VW diesels.**

The ban is also somewhat complicated. It affects all cars approved under the previous Euro 5 standards. As of this year, European cars must now comply with stricter Euro 6 standards. Not that these dirty diesels meet the Euro 6 regs, but whatever.

The ban, issued by the country's federal office of roadways, only affects cars that have not yet been purchased or registered.

Even with these caveats, the Swiss expect **180,000 cars** will fall under the ban.

Audi announced that **2.1 million** diesels worldwide feature the software implicated by the EPA.

In the US, some 13,000 Audis are now believed to have the emissions-cheating software, all TDI engine-equipped A3s.

'Dieselgate' has always been understood to include several brands under the VW Automotive Group umbrella, but until recently the number of Audis affected by the emissions-cheating software globally was thought to be small and confined to a single model.

The rest of the Audis affected worldwide include the A1, A4, A5, A6, the TT, the Q3 and the Q5—in other words, almost **EVERYTHING**, right?!

VW has **suspended three top execs** from Audi, Porsche and VW in response to this scandal.

Audi development chief Ulrich Hackenberg, VW R&D boss Dr. Heinz-Jakob Neusser, and Porsche development head Wolfgang Hatz are suspended. All

three were rumored to have been slated for dismissal, before the actual meeting of the VW board.

All three suspended execs have denied they knew about the illegal emissions-cheating software. Sources reported that VW was getting closer to identifying the engineers responsible.

The company did not assign responsibility for the emissions-cheating software on the three execs who were suspended and did not make any specific allegations against them.

A recall on VW diesels with cheating software has been inevitable since 'Dieselgate' first came to light, but there has been little official word on a timeframe. VW's new CEO has finally put a tentative date on repairs. "If all goes according to plan, we can start in January. All cars should be fixed by the end of '16."

While this plan affects Europe, the timing for repairs in the US could be slightly different. The EPA needs to test the fix first here to make sure that it brings the vehicles in line with emissions regulations. Before the scandal came to light publicly, VW already tried a software update,

but CARB still found NOx levels to be too high. Some experts have speculated that whatever the automaker comes up with this time could affect performance and fuel economy.

Former **'GMC' exec Bob Lutz** said it best. If the allegations were true, that VW should get the book thrown at them for their intentional misconduct in 'Dieselgate.' **Amen, Bob!** 🍷



This n That

Batmobile Protected?! Batman's vehicle of choice has had a lot of different looks over the 75 years it's been around—but an ongoing legal case over **unlicensed replicas** based on the '66 and '89 versions of the car called into question whether DC had the right to copyright it. Turns out, despite the myriad redesigns, they do. DC's lawsuit with Mark Towle, the owner of **"Gotham Garage," a manufacturer of replica cars from movies and TV**—specifically the cars from 66's Batman TV show and Tim Burton's '89 movie—has been going on for the last four years. DC and Warner Bros. have long held a copyright for the car, but Towle argued that because, at its core, the Batmobile was simply a modified automobile, that copyright was invalid—the US Copyright Act states that "useful articles" like cars, appliances and clothing can't be protected. His argument was rejected in court last year, but following an appeal, it was reaffirmed, rejecting Towle's appeal of last year's decision: In addition to its status as 'a highly-interactive vehicle, equipped with high-tech gadgets and weaponry used to aid Batman in fighting crime,' the Batmobile is almost always bat-like in appearance, with a bat-themed front end, bat wings extending from the top or back of the car, exaggerated fenders, a curved windshield, and bat emblems on the vehicle. This bat-like appearance has been a consistent theme throughout the comic books, television series, and



movie, even though the precise nature of the bat-like characteristics have changed from time to time. Here, we conclude that the Batmobile character is the property of DC, and Towle infringed upon DC's property rights when he produced unauthorized derivative works of the car as it appeared on TV and in the movie. DC is going all in against Towle now that his argument has been declined: they're **seeking a permanent injunction preventing production of more Batmobile replicas, complete destruction of every Batmobile in Gotham Garage's ownership, AND damages of around \$750,000 per car...American Graffiti!** *American Graffiti* sits on a pedestal as one of the great, classic American films. And we love it even more because it features some of the best moments from 50s car culture. Although Ron Howard's character's '58 Impala wasn't a main protagonist car in the film, it remains idolized by fans all over. Now, the chance may be yours to **own it**. According to *Hemmings Motor News*, *The Profiles in History Hollywood*



Auction will see the sale of the classic Impala, where its pre-bidding estimates peg the car at **\$800,000 to \$1.2 million**. In '72, Henry Travis, who oversaw the vehicles involved in the film, sold it to Mike Famalette in California, who purchased it for **\$325 less than the asking price**. Originally, it sported a 348 underhood, unlike the 327 Toad boasts about in the film. He proceeded to drive it daily, replacing the 348 with a 283 and a Powerglide, later upgrading to an LT1. It was then stored for 25 years until his daughter, Ashley, decided to involve it in her senior project. She replaced the LT1 with the original 348 and installed a three-speed manual transmission. Now, he's ready to let it go, saying the cost of fixing some of the minor blemishes is too rich for his blood. It will come with the original three-speed trans, an original movie poster and a validated California DMV registration card, showing it was used in the film. Get your wallets out... **Walker Lawsuit!** The daughter of **Paul Walker**, Meadow, has filed a **wrongful death lawsuit** against defendants **Porsche Cars of North America** and **Beverly Hills Porsche**. Paul was killed on November 30, 2013, along with friend Roger Rodas when a **Porsche Carrera GT** driven by Rodas skidded off the road and hit a tree and a lamp pole. The crash occurred in a business park just outside LA during the Thanksgiving break from the filming schedule of his last film, **'Furious 7.'** According to the complaint filed by his daughter, Porsche knew that the car had a history of instability, but

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(Continued from page 8)

did not add a control system to remedy that, the LA Times reports. The suit also alleged that the placement of the shoulder belt anchor contributed to injuries suffered during the crash. Specifically, that when the car fractured during the impact, the shoulder belt was pulled along with the rear engine compartment while the seat belt anchor remained in place. "This snapped Walker's torso back with thousands of pounds of force, thereby breaking his ribs and pelvis, flattening his seat and trapping him in a supine position, where he remained alive until the vehicle erupted into flames one minute and 20 seconds later," the lawsuit reportedly stated. The suit also alleges a lack of adequate fittings for a fuel hose, which the suit claims allowed it to break free in the crash, thereby enabling the car to catch fire. Porsche is also cited as having used side door reinforcement bars that were made from a weaker material than in more common cars in an effort to save weight. The official investigation following the crash determined that Walker and Rodas were killed almost instantly, with Walker succumbing to injuries from the impact and burns while Rodas was killed on impact. Authorities used footage from closed-circuit security cameras and the car's computers to determine that the car was traveling at **93 mph** when it left the road. The investigation noted that both were wearing seat belts at the time of the accident, and that both airbags

were triggered during the crash. The remains of the two men were found in a "pugilistic" stance inside the remains of the car, as if they had been bracing for the impact. By contrast, the lawsuit alleges that the Porsche was traveling at 63 to 71 mph during the crash. Investigators also noted that the car was operating on **nine year old tires**, and that this fact contributed to the crash, though they did not state to what degree tire age increased the severity of the crash. Skid marks on the pavement near the crash scene were examined as part of the investigation. The age of the tires, in any eventuality, was not cited as the cause of the crash—detectives investigating the crash consulted with Porsche engineers and determined that mechanical problems were not the cause of the accident...**The Devil Has His Price!** Some say Lucifer would rock a high end luxury car to blend in with the elite that sold their souls for fame and power, but when he wants to cut loose he would want something fast that bares the mark of the beast. If you fancy yourself the **Prince of Darkness** you can have a **one-of-a-kind Challenger Hellcat** with a **666 VIN**. The '15 Hellcat is listed on Craigslist with an asking price of **\$89,000**. The seller must think that the hellish VIN will make it a collector's item. It is brand new with **only 5 miles on the odo and still has the delivery plastic on the seats**. The fiendish VIN is either an awesome coincidence or some Chrysler factory engineer put in one hell of an Easter egg. Either way, if you were one of those Hellcat customers that got their order cancelled and is now

waiting on a '16 model, now's your chance to drive the Challenger that comes straight from the underworld...**Tony Stewart is Quitting?!** It was, as he said right off the top, more an expected formality than a breaking-news announcement: **Tony Stewart will quit Sprint Cup racing after '16**, but will not retire as a driver. That was the overriding message he delivered to an SRO audience last month at Stewart-Haas Racing in Kannapolis, NC. That revelation was the day's only major surprise. *(that, and the sudden appearance of Clint Bowyer, who'll succeed Stewart in the No. 14 Chevy in '17)*. Stewart said he considered quitting after this season, simply walking away after the season finale at Homestead. He reconsidered when he noticed how much **Jeff Gordon fans** were enjoying his well-orchestrated farewell season. "I want to win races, including the Daytona 500 and the Southern 500, and I want to win another championship. Write it down, because those are my goals when I get to Daytona next year." A mediocre season turned horrid in August of '14, when he **hit and killed 20-year-old Kevin Ward Jr.** in a sprint-car race in upstate NY. He skipped the next three Cup races, and was neither competitive nor engaged when he returned. *(a NY grand jury cleared him, but Ward's family still filed a wrongful death lawsuit that is active)* *(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!)* 🍵

“Curley’s Gasser”

The 1940 Willys coupe Curly’s Gasser (AMT939/12, 1/25 scale customizing kit) is a re-issue of the 40 Willys coupe Gasser molded in purple and released as part of Round2’s Pop Culture series. Included are 92 parts, which include two window glass sets (*one clear + one amber*). Round2 created new box art for this kit. It includes a Curly whoopee cushion, large decal sheet with Three Stooges’ graphics, and purple striped “*Wise Guy Rubber Company*” pad printed slicks. I believe old school hot rodders will approve of the late 60’s expanded decal sheet! This gives the builder the ability to build a period perfect late 60’s drag car, if you forgo the Three Stooges’ graphics. Or build a box art replica as I did.

Engines: A well detailed blown & injected Olds engine is included. I believe it is one of the best drag engines in the AMT inventory.

Chassis: The chassis is a 60’s state of the art gasser chassis with a set of ladder bars and quick change rear axle. Remember to move the front springs and axle forward one “hole space.” You’ll have to drill

four new holes. See link for the reference photo. This will center the front wheels and tires between the fenders.

Tires/Wheels: The new gasser chrome wheels, slicks and small tire set are included in this kit. There are four wheels on the chrome tree that you can add to your parts box.

Interior: Standard 60’s AMT bucket style with separate bucket seats, roll cage, dash and steering wheel.

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 front fender/hood assembly to the body. This has always been an issue with the 40 Willys Coupe/Pickup body.

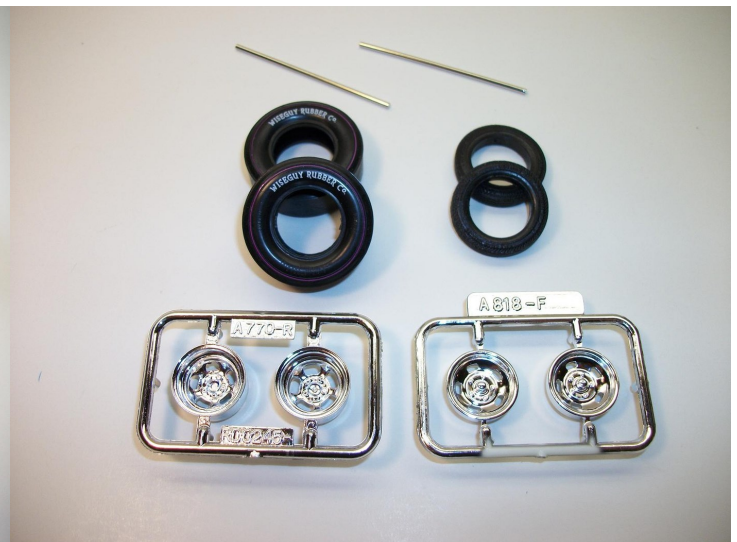
Summary: The Kats at AMT® have the trio of trip-ups campaigning the world’s wackiest Willys!



It’s...Curly’s Gasser! This deluxe kit of a 1940 Willys coupe gasser is loaded with goodies, like pad printed tires, tinted windows and a fun-filled decal sheet with goofy graphics and zany phrases! The forward-tilting hood reveals the blown drag motor and the purple plastic is ideal for builders who want to forgo painting. Hats off to Round2, I highly recommend this kit to all model car builders!

Here is a photo link to the build progress and end product—<http://public.fotki.com/Modelpal/ron-roberts-models-/1940-willys-curleys/>.

by: Ron ‘Box Art’ Roberts 🏠



Round2/MPC Cosmic Charger

Of the half dozen or so hobby shops and/or other stores that carried model kits when I was younger, the person that ordered products apparently decided not to buy all the models available. I cruised those stores often and never saw this kit. I didn't know it existed until maybe ten years ago. Then, I only read about it and saw pictures of the box art. During my first trip to the Toledo toy show when it was at the building next to Cpl. Max Klingers, "Home of the Mud-hens", I saw this kit on a vendors' table. I was maybe sixteen feet away when I saw it. Now you have to understand that I go crazy for bubble top cars or streamlined *ANYTHINGS*. It caught my eye like a fisherman casting for that greatest catch ever! But just as fast I saw the **\$250 price tag!!** I almost gagged, then kept walking; maybe I ran. That guy was nuts. Yeah it is a rare kit, but he's still nuts. Imagine my excitement when this kit was announced several months back. I've been bugging our "plastic pusher" Ron about it ever since. Without even looking in the box I have to give Round2 major kudos for fulfilling my desire that has been at the top of my "wish list" for a decade. This is the first time this kit has been re-issued and Round2 has corrected a short cut by MPC when issued. For some reason MPC, in the early '70s, took short cuts like with the "Ohio George" Montgomery Mustang kit. Another short cut was to modify an existing kit; such is not the case here.

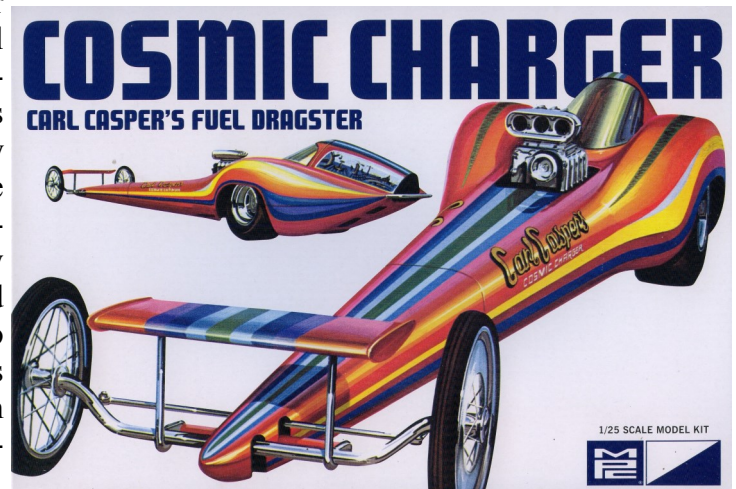
I did some online investigation into this car and Carl Casper. It turns out the way MPC made this kit circa 1972, was total **BULLSHIT**. Pardon my French!! Carl Caspers' Cosmic Charger never had the supercharger on top of the engine as in the original box art. Nor were the front wheels exposed. Round2 has taken the time and expense to correct this kit. Early on I thought I'd build both versions, but as it turns out the box art paint job was fantasy also. This kit (*IMHO*) really is an all new kit. And it took only fourteen new parts. There are enough parts in this kit to build either version, but only the correct decals for the correct car. Caspers' car had "wheel pants over the front tires, but the tires and wheels for the incorrect car are still in the kit. Since the wheel pants cover 90% of the tires Round2 cast the other 10% to the pants.

I was amazed at the number of people that have the same name. There was even a NAZI officer with the name. I had a bit of difficulty finding information about Casper. If you're interested, try a search under "biography Carl Casper customizer." It turns out, at twenty years old, he became a custom car show promoter and still does that to this day. In his time between shows apparent-

ly, he builds custom cars of his fantasy. Checkout his website for his cars; they are "unreal." I know of a so called customizer in the LA area (*despite his advanced age*) who needs to take lessons from Carl (*gotta sneeze...B-a-r-r-i-s....excuse me, dust or something*). Which reminds me; apparently Casper was accused of building non-running cars at one time. But he said at the time that *all* of his cars functioned completely. I was surprised to learn that his "Galloping Ghost" street rod (*the one that looks like an Ed Roth car*), was actually a drag car, though not very successful. It seems several of his drag cars were not very fast despite appearances. It turns out that because of the closeness of the NHRA and HOT ROD magazine that the former was involved with custom cars in the early years and that's why Casper builds both customs and dragsters.

Engine: As I alluded to above, the original kit engine is not totally correct. It's all here for those who want it, but it has issues. The "Imperial" lettering on the valve covers is something we never had before, but they (*covers*) are

(Continued on page 16)



Condolences (cont'd)

(Continued from page 1)

only four crew members along for the ride back then. And no trailer. Guldstrand and Bondurant barreled along narrow roads to go from Orly-Paris airport to Le Mans.

“Damn thing wouldn’t go under 70 because of the gearing and it had loud pipes,” said Guldstrand. “So word got out and as we rolled on, more and more people were on the side of the road. When we got to Chartres, there was a gendarme standing on a box. I could see his eyes open wide; we nearly blew him off his box, [and] he snapped off a [military] salute.”

While the car was fast, nearly 180 mph down the Mulsanne Straight, brakes—by then discs and not drums like the 1960 car—were still an issue. Speaking of the Mulsanne, Guldstrand’s first flat-out run down the famous straight, which was only interrupted in those days by what Bondurant had described to him as a “kink,” resulted in an interesting pit stop.

“At 170 mph, that kink was a corner. I slid the car through it and stopped at the pit. They said, ‘Why’d you come in?’ and I told them because of the Mulsanne stain in my shorts.”

Unfortunately, about midway through the race, while leading their class, the engine expired.

He was in the movies, too. A friendship with ‘Grand Prix’ cast members James Garner and Bob Bondurant lead to the creation of Garner’s race team “American International Racing,” after the

movie wrapped. AIR fielded L88

Corvettes and Lola T70s at Daytona and Sebring, with leading sports car drivers of the day **Scooter Patrick, Davey Jordan, Lothar Mothschenbacher** and **Guldstrand**. The team also fielded a John Surtees Formula A/F5000 car in late ‘69 that was featured in the documentary ‘The Racing Scene’ starring James Garner as himself.

When his racing days were over, he switched to tuning Corvettes, with a shop right in the middle of the old Thunder Alley in Culver City, with neighbors like Ed Iskenderian, Stuart Hilborn, and Troutman and Barnes. He moved the shop to Burbank in 2000.

Over the years he made Corvettes of his own design, too. There was the **GS80** in ‘86, then the **GS90**—which would have had a stronger run had Chevy not up and canceled the ZR-1. His last Corvette was the Signature Edition Anniversary Corvette, a 500-hp salute he engineered in ‘03 for the car’s 50th anniversary.

Martin Milner, an actor best known for his roles on “Route 66” and “Adam-12,” died at the age of 83 in early September at his home in Carlsbad, CA. His wife Judy cited the cause of his death as heart failure, per the New York Times.

His character, Buz Murdock, would be replaced by Glenn Corbett playing Linc Case on the series, with Maharis making a number of guest appearances thereafter. The series ran four years, from 1960-64, and is now in the process



of being rebooted.

Meanwhile, we lost a few drag racers too.

Bill “Maverick” Golden passed away in mid-September, leaving behind a legacy of drag racing entertainment.

Golden, who had been running Super Stock for years and had landed on Mopar’s radar after putting “Dyno” Don Nicholson on the trailer at the ‘62 AHRA Winternats, had been making a name for himself. He was one of the first successful racers running an automatic, which came about when he and a friend messed with the spring-loaded weights inside the TorqueFlite. He gained factory support with a “parts deal” in ‘60, was getting factory cars by ‘62, and by ‘64 was something to fear on the AHRA circuit in a bright yellow Hemi-powered Dodge 330. Around the end of the ‘64 season, Dodge asked him to come to Detroit to check out a new vehicle that they had prepared.

There, at the shop of Dick Branster (of “Color Me Gone” fame), was the truck: a **Dodge A-**

(Continued on page 13)



Condolences (cont'd)

(Continued from page 12)

100 with a *Hemi and TorqueFlite* mounted pretty much mid-ship. Originally it was designed for A/FX and ran some races, but the reaction of the fans to the truck's notorious nose-high runs soon inspired Chrysler's PR guy, Frank Wylie, and in short order the **Little Red Wagon wheelstander** was born. Over the years, several A-100s became the LRWs: in addition to the original truck, which was wrecked in '69, there was one replacement (*wrecked in '71*), a truck built from parts scavenged from the first two (*which wrecked in Canada in '75 and almost killed Golden*), and the "show truck," built in '67 and repurposed in the mid-70s as the performance truck. This last A-100 would be the wheelstander that would be seen by fans worldwide up until

Golden's retirement in '03.

In '11 he was reunited with his last drag car, the '64 Dodge 330 nicknamed "The Taxi Cab" for its trademark yellow-and-black paint.

Joe Lepone Jr., a former national event winner in Pro Stock, died in July after a long battle with throat cancer. He was 58.

Lepone raced in Pro Stock for two decades, after famously parlaying his efforts as a crewmember for **Pro Stock legend Bill "Grumpy" Jenkins** into a ride in Jenkins' famed Grumpy's Toy Chevy in the early 80s. Even after he left the team, he continued to be associated with the icon, whose engines powered him to his lone NHRA national event win—the '85 World Finals in Pomona.

He also collected six Pro Stock runner-ups and finished in the top 10 eight times, with career-high fifth-place finishes in '82, '83, and '86.

He was Summit's first sponsored NHRA Pro Stock driver, in the Summit Racing Beretta from 1990-92. He also drove for a number of team owners before his final competition in the class in '01.

Former funny car team owner **Nick Boninfante Sr.** passed away in August from heart disease.

Boninfante, often referred to as "**Nitro Nick**," was a major player in east coast funny car match racing in the 70s with his famous U.S. Male entries. He went on to field the '89 IHRA championship winning funny car driven by R.C. Sherman.

And finally, there's lotsa sadness in the classic VW community, and especially the **Herbie-the Love-Bug-loving subset** (*which is a pretty large subset*), because the man who played Herbie's racing-driver owner, actor **Dean Jones**, died in early September at the age of 84 of Parkinson's disease in Los Angeles.

Godspeed, to all of you. 🚗

New Stuff!

Here's the next installment in the **Moebius Ford pickup truck line**, gang! No word on the Cyclone or Ventura, though! 🚗



'A' (cont'd)

(Continued from page 2)

wipe off. The wheels look kool, but will make swapping in other wheels very difficult if you want to keep the tires. I did a little research and found that by the mid to late '30s Ford was using 16" wheels, artillery type, with 17" wheels an option for extra ground clearance. If I didn't mention it before, the brake drums are so nice that they almost need to be displayed in the open somehow. There are whitewall decals for those brave enough to use them. I would think spray paint would be easier.

Interior: And since one of the options is a channeled rod, an interior for it is necessary. While the two interiors are different they both are rolled and pleated and have bench seats matched to each. The dash is pure Model A with decal gauges, but there is a second not shown in the instructions that has a Deuce shaped gauge cut out but no gauges. Finding some in the parts box shouldn't be difficult. Two types of steering wheels are included, one an older four-spoke and the other a banjo type, but the latter will need highlighting to show the spokes. Your chosen wheel mounts to the column mounted earlier. A floor shifter is also included with a four-speed decal pattern provided. No I don't think they screwed up, they did it to disguise the auto trans. There is a pair of pedals that for one of the few times agrees with the tranny. There are two different sets of decals for the rolled/pleated upholstery for those who

need them.

Body/glass/trim: To me the body looks right on perfect; Revell left the body seams alone and only the cowl vent is filled. Rather than have us trim the firewall they gave us two. There are three different sizes of headlights with lenses, but only two shown in the instructions. And they managed to avoid the worn off chrome on the backs that was such a problem in the deuce kits. The separate chromed windshield frame looks stock, but it needs a serious chopping (*IMHO*). The grille and its' shell are one-piece which I was a little disappointed with at first, but I'm beginning to like it that way. I was just getting to like the metal tailpipe tips that Revell gave us, but they seem to have discontinued them in favor of chrome plastic ones and yes they are hollow. They were a bit hard to find (*on the tree with the front axle*) but they are there. The taillights are chromed and will need a drop of your favorite clear red. Chromed rear view mirror and door handles

finish it off.

Decals: Most have been mentioned, but the one set for the upholstery are tan with black, white and brown squiggles. They look more like flooring in a public school. There are a dozen decals of rust for a rat rod look which is popular these days, but they need a three-dimensional look to them. But I couldn't paint rust as well as this. There is pin striping, tags and two club tags along with various numbers, a skull and advertising.

It's a very nicely done kit and as I said before it's designed to be more of a modern retro rod than a survivor rod. The kit has tons of potential and like all of us I can't wait for the next version. ***BUT*** be very ***careful*** when you remove the front axle from its' tree. Look at the picture of it close. I didn't and mistakenly cut off the lower shock mount. It looks like part of the tree. And the good news is; I checked this axle to see if it would be tricky to put on the Revell deuce frame and it's a glue in swap.

by: Rich Wilson 🍷

A lotta you guys should recognize Farrah Fawcett from her role on Charlie's Angels. To show you how far they are willing to go, it appears as though you can get a figure of Farrah poised on the hood of her Cobra II as one of several 1/18th scale Mustang IIs being produced by Green Light!



Builder (cont'd)

(Continued from page 3)

I glued the channeled firewall to the body and painted and polished it out. I used, of course, the channeled interior side panels and the lowered seat. The stock Model A dash and gauge cluster is used on either version and a dash for the upcoming coupe version is also in the box, but won't fit the roadster body. The stock Model A gauges could never work with this engine and are, well...silly! Three sets of chromed headlight buckets and corresponding clear lenses are provided. I decided to use what appears to be, based on the lens engraving, the '32 Ford headlights. The other sets are small King Bee's and what appear to be larger commercial headlights. I chose to dechrome the grille shell

and paint it body color...

just because. The chromed windshield, door handles and tail lights were added. While Replicas & Miniatures Co. of Md. offers several very well detailed tail light sets, I just put some clear red on the kit-provided chrome '39 Ford lights.

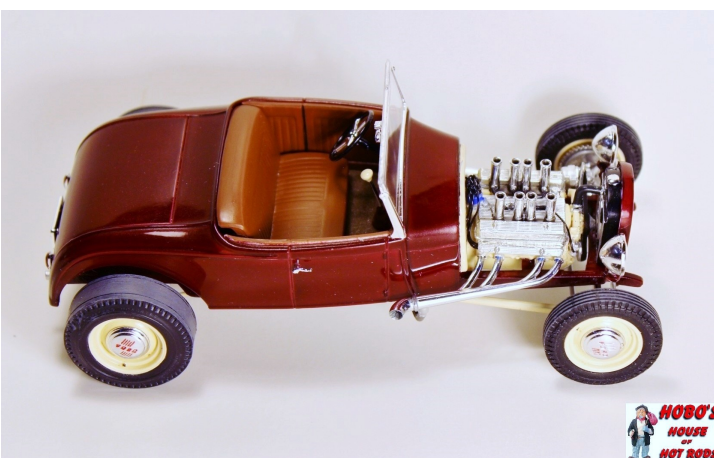
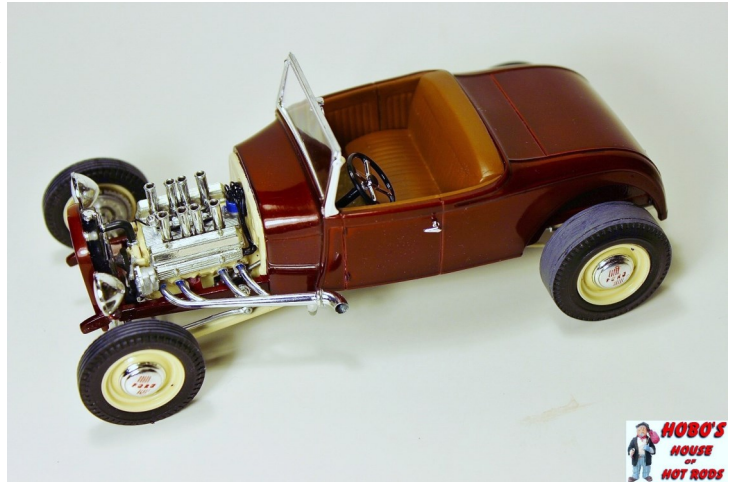
Building impressions:

I love the kit, to be built from the box or for the almost endless kit-bashing possibilities. However, in my opinion, the model sits a little too high, even in the channeled version. The height issue is the same as found in all the Revell '32 Ford variations over the past, almost, 20 years. (*Yep - hard to believe the first Revell 3-window '32 came out in 1996*). It has already been observed by many reviewers, that there is a strange mix of traditional hot rod and current street rod parts. I won't be surprised to

see a traditional rear crossmember and buggy spring rear end set up coming from the aftermarket. There are already '32 Ford grille shells with photo etch, stock or chopped, that can be easily adapted to either the hiboy or channeled frames. Almost any 25th scale V8 engine will fit with very little work except maybe moving the front engine mounts.

Again, I want to emphasize to those experienced builders who say, "I dunt need no steenkin' directions" that there are many duplicated parts in the kit for different versions, so avoid the hassles and check the part numbers.

*Happy building,
Lyle*



'CC' (cont'd)

(Continued from page 11)

shaped to fit on poor excuses for late (426) hemi heads. So, the question becomes; does the correct Casper car have an early hemi or a late one? I don't know. But other than the heads it looks more like a late hemi. As it turns out there's a pair of heads that are trying to look like early hemi heads, but the block is still late hemi. The anemic intake, valve covers, blower, front cover, oil pan and injector scoop are all chromed. If you look at Caspers' car it's obvious that he used a front mounted blower. Gee, that seems to fit the aerodynamic style much better. Round2 includes a new separate tree, chromed, with the correct parts. The blower is smooth, that is no ribs. The chromed exhaust are short and straight down and not of the Mickey Thompson style. There's a nondescript magneto, but the belt drive is the individual pulleys and rubber belt that MPC often included. If you take your time, this pulley set-up does come out nice. There are notes regarding which heads to use and the new part assembly. But the new parts for the front mounted blower are very nice. The supply tubes have flex-connectors at both ends and Round2 has included a rear mounted magneto; correct for the early hemi.

Chassis: It's a little different than we're used to in that it's one piece from the front axle mounting to just ahead of the rear axle. It has a bit of flash, but not too bad. The rest of the chassis is cast to the cockpit sheet metal with a

couple of tubing pieces to complete it. The rear axle (*two pieces*) is chromed which I'm guessing is correct in that this car was as much a show car as an active race car. The interior consists of the usual or rather unusual seat, butterfly steering wheel, gas and clutch pedals, and brake lever—all except the seat are chromed. The tube front axle is chromed as is the tie rod and steering shaft and drag link, but there are no radius rods. If you're building the correct car there is a note about cutting the fuel line to the correct length for the corrected engine.

Tires/Wheels: Thankfully, the slicks are Round2s' gorgeous pad printed 11.75 Goodyears and the fronts are equally nice Pirelli bike tires. Though the fronts don't get used on the "Casper" car. As I mentioned above they are cast into the wheel pants. The front wheels are well worth saving since there is no flash on them and they could be used elsewhere later. The rear wheels are the usual 15 inch, deep slot mags.

Body/Glass: It consists of six pieces, but don't be discouraged as it's done so to display the inside. It's fully enclosed even on the bottom. The two-piece canopy is of course removable. A new scoop covers the opening for the top mounted blower. It strikes me that the builder could glue the whole body together and cut out



the panel over the engine for display purposes. That way the body could be finished and painted for decal placement. Just don't ask me what the body color is. With the rainbow of colors it's hard to tell. The front wing and its' supports are chromed, but may have to be stripped for painting instead.

Decals: **YIKES!** The sheet is as big as the box and you might need sunglasses. At first I was disappointed that the original decals weren't included, but then it dawned on me, since they weren't correct for anything; they weren't needed. **DUH!** The instruction sheet is modified for the new parts and for showing where the decals go. The wing top and both sides of the wheel pants get decals. It will be interesting to see if decal softener will be needed.

Soapbox: You've been warned! Ever more curious; I'd like to know why MPC would choose to do this kit wrong when for the same investment they could have done it right? But major kudos should go to Round2 for correcting the issues. There are a few other small parts that Round2

(Continued on page 18)



- Nov. 14th—**Southern Nats NNL**, in Smyrna, GA. Theme—**Vans & wagons.**
- Nov. 14th—**Model Car Chal-**

lenge, in Freeport, NY. Theme—**Impala—any year, any style.** 🚗



Pontiacs on Parade!

It was great to be back after a three-month absence due to other obligations! Been so long, I forgot to bring the **'No Parking' signs!**

Thanks for everyone's nice comments on my 'new baby'—my recently completed (*for now!*) **'68 GTO!!** Currently working through a few issues, but they are never **REALLY** finished, are they?! Gettin' ready for next years' show circuit!

Howdy Hoffman: Howdy had to be browbeaten to plunk down his original **MPC '71 GTO Street Fun-**ny in the reserved parking area.

He's is sourcing replacement decals to redo the markings for this 'Blast From the Past.'

To this I added my friend Deetl's ongoing **JoHan '55 Pontiac 'upgrade' project.** I must say—it does look just a bit better. I am set

to return it to him next month. He has seen in-progress shots, and is very anxious to get it back!

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!) Sickle signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!!**

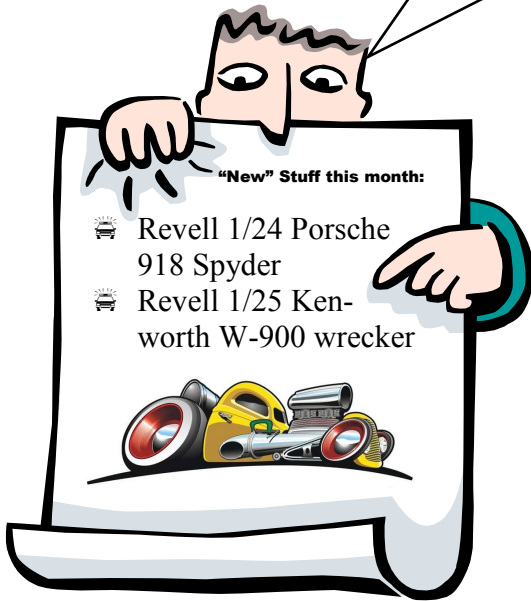
1926-2009—Rest in peace, Pontiac. Look at 'GMC' **NOW**—a mere shadow of their former selves! Oh, how the mighty have fallen. 🚗



Chapter Contact:

Timothy Sickie
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

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 🏠

Classifieds 'CC' (cont'd)

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 Sickie at gtoguy@verizon.net, or see me at a meeting. **Thanks!** 🏠



(Continued from page 16)

corrected and are noted in the instructions.

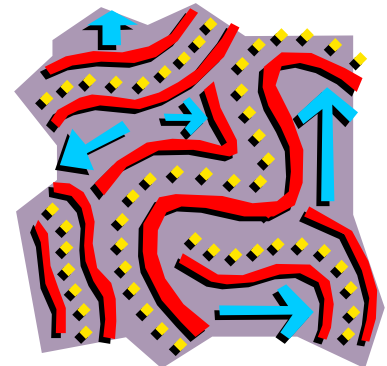
by: Rich Wilson 🏠

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
Vice President: Tim Powers
partsbox@verizon.net

Treasurer: Matt Guilfoyle
blackbuick1941@yahoo.com
Newsletter Editor: Tim Sickie
gtoguy@verizon.net