



MAMA Sez!

Volume 15, Issue 5

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

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2002 Meeting Schedule

- January 19th
- February 16th
- March 16th
- April 20th
- May 18th
- June 15th
- July 20th
- August 17th
- September 21st
- October 19th
- November 16th
- December 21st

Happy New Year!

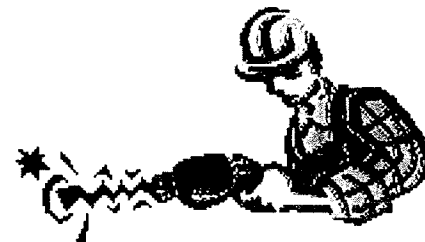
Well, I got some positive comments last month on our *newsletter format*, and some ‘*constructive criticism*’ (i.e., *bring back the Merc!!*). And, as I stated last month, I will try to accommodate you guys. I just felt that after about 15 years worth of cussing, it was time for a change. And your response was, “*OK, just don’t change too much!*”

As is the tradition, last month we had *more food than you could shake a knife and fork* at! Thanks to those of you who shared something, but more importantly, thanks to the *lovely ladies of MAMA* who put on the spread for a bunch

of hungry guys! *Ladies, we are, as always, in your debt!*

Our *upcoming NNL* was the hot topic of conversation. The main focus of the discussion was the *cancellation of the NNL due to the current world situation*, and the inability to get a firm commitment for the date in question. We were unable to find a suitable replacement site within the time necessary in order to change necessary advertising, hence the decision to put the show on hiatus for 2002. We will revisit the issue, and bring the show back when feasible.

The raffle brought in



This newsletter is a work in progress, OK? So, your suggestions are welcome!

\$101.00 (while the box contributed \$63.00). The *raffle coordinator (me!)* would like to thank the following people this month: *Rich Wilson, Ron Bradley, Bob Ege, Frank Hannasass & Cub Scout Pack 1776, and Replicas & Miniatures Company of Maryland*. Oh, and let’s not forget *AMT, Revell, and Kalmbach Publishing Company’s support as well.* 🍷

“How did I ever get into this?!”

Sound familiar? The following editorial written by *Stan Rarden* appeared in the January/February 2002 issue of *Pontiac Enthusiast* magazine, and I thought it hit very close to home

for the majority of us, and so I decided to run it in the newsletter this month for your enjoyment (*with appropriate credit given, natch!*)

I’m putting up more shelves this weekend.

I’ve been to the big orange home store and bought the brackets and the boards and a cute little device that promises me that I will never again Swiss-cheese my

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sheetrock looking for a 2x4 wall stud. I'd like to be watching college football or racing, but no way. Not this weekend. I need more shelving.

Why am I reducing the usable volume of my already tiny office with these shelves? *It's these damn toy cars!*

Ladies and gentlemen, there's a pervasive thing among us, and if it hasn't already eaten up a massive amount of your living space, it's probably creeping toward your house right now. Be on guard. The *Die-Cast Monster* is on the loose.

It all starts out so innocently. For me it was a chance to stop at a rural gas/grocery on U.S. 19 in Perry, Florida. While paying for my fuel, I happened to notice a little cardboard display sitting near the front window, all droopy and sun-bleached (*Kind of like Perry, Florida*). The display featured a half-dozen or so old NASCAR racers, some Pontiac, some Ford. They were marked down to a dollar apiece.

"Them six cars is all I got left," said the proprietor. "You can have them all for five bucks."

I learned everything I know about smart shopping from my mother, who would buy dryer lint if you bagged it up and put "marked down" on the price tag. So I laid a five-spot on the guy, scooped up all six little cars and drove away without another thought. When I got home, I threw these toys in a desk drawer and went on with my life – or so I thought. I had been exposed to the virus. While I slept, it grew inside me.

Some time later, I was in a discount department store (*a journal-*

istic euphemism to keep from saying "K-Mart") with my daughter. Such a trip always includes a cruise of the Barbie aisle. Now how many of you out there know that merely one aisle over from the Barbie paraphernalia is a whole row of *little toy cars*? God help me, it's true.

Abandoning my child (*for the moment*), I was drawn down this aisle like a big, fat drone bee to a grove of nectar flowers. In less than fifteen minutes, I had more of these little cars in my hands than I could carry, and I had called my daughter over from the Barbie display to help me schlep them to the checkout line.

Right then I should have asked, "*What's happening to me?*"

From then on, it's been one flea market after another. I've sunk to searching phone books in strange towns for toy stores that feature "*automobilia*." You know the disease is endemic when they give it its own name. Stone junkie that I am, I've stepped up from the introductory drug of the 1/64th scale toys to the *hard stuff* – the 1/24th, and even the 1/18th scale. Catalogs of these cars now come to my house – completely unsolicited (*I swear!*) – big, beautiful, multi-colored wish books from the Franklin Mint, the Danbury Mint – geez, for all I know, the U.S. Mint. They're everywhere. I can buy toy cars on my Shell gas card. I can get them at Hallmark stores. People who used to get me nice gifts – stuff I could really use – now get me a toy car for Christmas.

Is there no *support group* for this *ailment*? I know I'm not the only one who's junked up on these things. I have a few friends whose addiction is far worse than mine.

These are mostly single guys, or guys who have fixed up their garages as a shrine to the *Prophet ERTL*. In my circle of acquaintances, I know of no man yet whose wife has let him integrate these "tchochkies" into their home décor. But listen up, ladies. Mad Cow disease started slowly too, so don't think you're safe just because you're inside your house. I don't know how this thing works. Maybe check behind your bed at night for large pods.

So are you cool or are you affected, too? Take this little test. Look at your personal space right now. It might be your home office or your den or that spare room your wife never goes into because it's full of your old stuff she dreams passionately about throwing away. Look at all the little toy cars. Are they just sitting around in boxes, or are they displayed in some fashion? Are they in bookcases or on shelves or in special Lexan display cases (*a sure way to determine how bad you've really got it*). Are they arranged in a theme, like all the NASCAR stuff here, all the drag racing stuff here, and all the stuff with pictures of Linda Vaughn featured right in the middle of everything? Worst of all, *do you have your next several toy cars already picked out and budgeted for?* If this sounds like you, you may want to get some help.

So let this be a wake-up call. The first step is admitting you have a problem ("*Hi, I'm Stan, and I'm strung out on little toy cars.*" *Everyone: "Hi Stan." Etc.*) It might not be the cure, but it's a start.

Something's got to happen, though, and soon. It's getting dangerous out there. We went down

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GM – On the Road Again?!

Daimler-Chrysler's loss is GM's gain! Looks as though **Bob Lutz's** presence will be felt very quickly at *'The General'*, with a **new 225 horsepower Pontiac Solstice coupe and roadster** to be unveiled at the **Detroit Auto show** from January 12th through the 21st. This is significant because under Mr. Lutz, this roadster went **from sketch to running concept in four months**, and also because it will be built on a modified Delta platform, the new chassis to be utilized for the redesigned Grand Am in 2004. Other show cars to debut include a modernized version of the **50's Chevy Bel Air**, a rear wheel drive coupe powered by a 3.5 liter turbo-charged five-cylinder engine; the **Cadillac Cien**, a high-performance, high-price (*six figures!*) exotic, with a **755 horsepower V-12 engine** that would get the fuel economy of a V-8 thanks

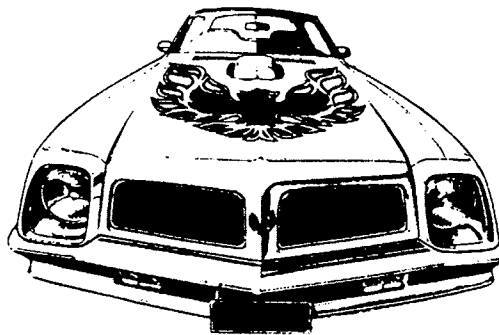
Oops!

With a new program comes new problems. I inadvertently cut off the end of **Steve Strauss's excellent '29 Ford Rat Rod review** last month. Here is the final paragraph – **Sorry Steve!**

P.S. If this kit itself isn't inspiration enough, check out the April, 2001 issue of that **"other" car modeling magazine** for the cover story, **"Rat Rods: The Latest Craze"** and photos of Joe Orozoco's 'tasteful' vermin. His flat black '29 pickup on '32 Deuce rails is perfect, as is his red oxide-primered, channeled AMT '29 Roadster. Also between the covers

to **displacement-on-demand** (see *last month's newsletter*), and the **Saab 9-3X**, a crossover vehicle with all-wheel drive and off-road capabilities.

Production models to be unveiled at the show include the **Hummer H2 full-size Sport Utility Vehicle** (with an expected base price of around \$50,000), the **Cadillac XLR luxury roadster**, and finally, the **kick-ass Chevy SSR two seat roadster pickup**. Not coincidentally, each of these started out as concept cars. **Way-togo, Bob!** 🍻



is Tim Boyd's comprehensive review of his own variants of this kit. Also not to be overlooked is **Scale Auto Enthusiast's August, 1998 Issue number 116**, with its cover story, **"California Dreamin' - Build this Retro-rod pickup"** by Tim Boyd. The yellow track nose Roadster pickup was inspired by Bill Niekamp's 1950 Oakland Roadster Show's winner of "America's Most Beautiful Roadster" award. But, beauty is in the eye of the beholder....I'll take a primer-gray with grease spots and road dirt any day! That's real do-it-yourself, '50's rodding! 🍻

Funny Goat!

Pontiac nut that I am, when I found out recently about the release of a 1/18th scale limited edition diecast (*there's that dirty word again!*) replica of **Arnie "The Farmer" Beswick's altered wheelbase '66 GTO funny car** from a company called **Highway 61**, I was there in a big way!

Body: Properly extended front fenders, and removal of the single GTO hood scoop are the major changes. The front end tilts up, and the body is supposedly removable (*although I have yet to do so!*). A chrome rear spoiler is present (*which I would guess should be aluminum*), as well as the bumper-mounted parachute. All markings appear to be there, and the fogged paint job is also nicely applied. The body features chrome trim, rather than paint. The finishing touch is the now-standard **'GR-RRR!'** front license plate.

Interior: Aluminum panels, with minimal gauges (*two*), steering wheel, gas/brake pedals, and photoetched seat belts.

Chassis: Tube chassis, with wheelie bars, and fuel lines routed to the gas tank.

Wheels/Tires: Consist of five-
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the Barbie aisle last week (*taking a shortcut to the cars*), and I saw the most insidious ploy yet – a Barbie NASCAR race car! I threw my jacket over Katie's head so she couldn't see the display stand hustled her out of the store. I may be an unrepentant junkie myself, but, by God, they're not getting my daughter! 🍻

Displacement 101!

Well guys, how many of you got *THIS* far? The table below is done in the following format: Liters/Cubic Inches/Manufacturer – Year. I hope you weren't scratching your head too bad! I didn't hear from any of you with regard to any awards, so, I can only figure that none of you did all that well. Oh well, I hope you enjoyed the diversion, and better luck next time! Thanks to the Land of Lakes GTO club newsletter for this brainbuster!

1.6/98/Ford – 1971	4.1/250/Buick – 1968	5.7/350/Buick – 1968	6.7/406/Ford – 1962
2.0/122/Ford – 1971	4.1/250/Chevrolet – 1966	5.7/350/Chevrolet – 1967	6.7/406/Mercury – 1962
2.3/140/Chevrolet – 1971	4.1/250/Ford – 1969	5.7/350/Oldsmobile – 1968	6.7/409/Chevrolet – 1961
2.3/140/Ford – 1974	4.1/250/Mercury – 1969	5.7/350/Pontiac – 1968	6.7/410/Mercury – 1966
2.4/144/Ford – 1961	4.1/250/Oldsmobile – 1966	5.8/351/Ford – 1969	6.8/413/Chrysler – 1961
2.4/144/Mercury – 1961	4.1/250/Pontiac – 1968	5.8/351/Mercury – 1969	6.8/413/Dodge – 1961
2.4/145/Chevrolet – 1961	4.2/258/AMC – 1971	5.8/352/Ford – 1961	6.8/413/Plymouth – 1961
2.5/153/Chevrolet – 1962	4.3/259/Studebaker – 1961	5.8/352/Mercury – 1961	6.9/421/Pontiac – 1962
2.7/164/Chevrolet – 1964	4.3/260/Ford – 1962	5.9/360/AMC – 1970	7.0/425/Buick – 1963
2.8/170/Dodge – 1961	4.3/260/Mercury – 1962	5.9/360/Chrysler – 1971	7.0/425/Oldsmobile – 1965
2.8/170/Ford – 1961	4.5/273/Dodge – 1964	5.9/360/Dodge – 1970	7.0/426/Dodge – 1963
2.8/170/Mercury – 1961	4.5/273/Plymouth – 1964	5.9/360/Plymouth – 1971	7.0/426/Plymouth – 1963
2.8/170/Plymouth – 1961	4.6/283/Chevrolet – 1961	5.9/361/Chrysler – 1961	7.0/427/Chevrolet – 1966
2.8/170/Studebaker – 1961	4.7/287/AMC – 1963	5.9/361/Desoto – 1961	7.0/427/Ford – 1963
3.2/194/Chevrolet – 1962	4.7/289/Ford – 1963	5.9/361/Dodge – 1961	7.0/427/Mercury – 1963
3.2/195/Pontiac – 1961	4.7/289/Mercury – 1963	5.9/361/Plymouth – 1961	7.0/428/Ford – 1966
3.2/196/AMC – 1961	4.7/289/Studebaker – 1961	6.0/364/Buick – 1961	7.0/428/Mercury – 1966
3.3/198/Buick – 1962	4.8/290/AMC – 1966	6.3/383/Chrysler – 1961	7.0/428/Pontiac – 1967
3.3/198/Dodge – 1970	4.8/292/Ford – 1961	6.3/383/Dodge – 1961	7.0/429/Cadillac – 1964
3.3/198/Plymouth – 1970	4.8/292/Mercury – 1961	6.3/383/Plymouth – 1961	7.0/429/Ford – 1969
3.3/199/AMC – 1965	4.9/300/Buick – 1964	6.4/389/Pontiac – 1961	7.0/429/Mercury – 1969
3.3/200/Ford – 1963	5.0/302/Chevrolet – 1967	6.4/390/AMC – 1968	7.1/430/Buick – 1967
3.3/200/Mercury – 1963	5.0/302/Ford – 1968	6.4/390/Cadillac – 1961	7.1/430/Lincoln – 1961
3.5/215/Buick – 1961	5.0/302/Mercury – 1968	6.4/390/Ford – 1961	7.2/440/Chrysler – 1966
3.5/215/Oldsmobile – 1961	5.0/304/AMC – 1970	6.4/390/Mercury – 1961	7.2/440/Dodge – 1966
3.5/215/Pontiac – 1961	5.0/305/Studebaker – 1963	6.5/394/Oldsmobile – 1961	7.2/440/Plymouth – 1966
3.6/221/Ford – 1962	5.0/307/Chevrolet – 1968	6.5/396/Chevrolet – 1965	7.5/454/Chevrolet – 1970
3.7/223/Buick – 1964	5.0/307/Pontiac – 1971	6.6/400/Buick – 1967	7.5/455/Buick – 1970
3.7/223/Dodge – 1961	5.2/318/Dodge – 1961	6.6/400/Chevrolet – 1970	7.5/455/Oldsmobile – 1968
3.7/225/Ford – 1961	5.2/318/Plymouth – 1961	6.6/400/Chrysler – 1972	7.5/455/Pontiac – 1970
3.7/225/Mercury – 1961	5.3/326/Pontiac – 1963	6.6/400/Dodge – 1972	7.6/460/Ford – 1972
3.7/225/Oldsmobile – 1964	5.4/327/AMC – 1961	6.6/400/Ford – 1971	7.6/460/Lincoln – 1968
3.7/225/Plymouth – 1961	5.4/327/Chevrolet – 1962	6.6/400/Mercury – 1971	7.6/460/Mercury – 1972
3.8/230/AMC – 1964	5.4/330/Oldsmobile – 1964	6.6/400/Oldsmobile – 1965	7.6/462/Lincoln – 1966
3.8/230/Chevrolet – 1963	5.6/340/Buick – 1966	6.6/400/Plymouth – 1972	7.7/472/Cadillac – 1968
3.8/232/Pontiac – 1966	5.6/340/Dodge – 1968	6.6/400/Pontiac – 1967	8.2/500/Cadillac – 1970
3.9/235/Chevrolet – 1961	5.6/340/Plymouth – 1968	6.6/401/AMC – 1971	
3.9/240/Ford – 1965	5.6/343/AMC – 1967	6.6/401/Buick – 1961	
4.1/250/AMC – 1961	5.7/348/Chevrolet – 1961	6.6/402/Chevrolet – 1970	



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slot front skinnies which are steerable, and Cragar S/S rears with slicks. Valve stems are also included all around.

Engine: The blown

Pontiac mill is properly tucked up in the front seat of the passenger compartment (*with a removable cover*), with the injector nestled right under the cowl area. A nice set of *finned aluminum valve*

covers top off the motor, while a deep sump oil pan completes the bottom end. A really nice touch here is all the *electrical, fuel, and water lines* installed on the motor, as well as the ductwork to supply fresh

air from the grille area to the voracious super-charged Pontiac V-8.

Glass: The rear window is actually not included, which I believe is correct.

Packaging: The diecast

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This 'N That!

The Washington Times recently reported that Daimler-Chrysler will end *Prowler production* in February, to replace it with the *new Chrysler Crossfire sports car*, which will use some *Mercedes-Benz parts* in order to reduce costs....a towing firm employee was jailed on charges that he took an unauthorized spin in a *\$311,000 Lamborghini Diablo* belonging to rap star *Missy 'Misdemeanor' Elliott*. The man *mowed down a speed limit sign, and slammed into a tree* in the plum-colored Italian sports car in the early-morning spin. He was charged with reckless driving, grand larceny, hit-and-run, and driving while being a habitual offender (!) Initial damage estimate? *\$161,000! Expensive ride....* Bumper sticker spotted on a northbound vehicle on Route 395—*"It's God's responsibility to forgive Bin Laden...It's our responsibility to arrange the meeting!"...The U.S. Marines....*Daimler-Chrysler's Chrysler unit has developed a *fuel cell minivan* that runs on *laundry soap*, in their search for alternate fuels. The Chrysler Town & Country Natrium uses sodium borohydride (*for the chemists among you guys!*) to power fuel cells, which generate electricity from a reaction with hydrogen and oxygen to emit mostly water as a byproduct. Talk about *'cleaning up your act!'*....*VW* has reportedly opened a *luxury car plant* in the eastern German city of Dresden, in an attempt to compete with rivals such as BMW and Daimler-Chrysler....In Chester, PA, a *man dressed as Santa Claus* is accused of *attempting to run over a police chief with his car!* He was wearing the suit at

a farmer's market, and appeared to be drinking. When he was asked for identification, he refused to hand it over, instead backing his car into the chief. He then drove off with the chief clinging to the side mirror! The chief subsequently fell off, but was not seriously injured. Police arrested Santa a short time later, still wearing the suit. He was charged with *aggravated assault* and *attempting to elude a police*

"It's God's responsibility to forgive Bin Laden...It's our responsibility to arrange the meeting!"...The U.S. Marines

officer. Guess Santa was just a bit *stressed out*, eh?....With a new year upon us, *Johnny Lightning* is set to release more diecasts. These new sets include a *T-Bird set (2/02)* including a *'56 hardtop and convertible*, a *'58 hardtop*, a *'61 convertible*, a *'67 hardtop*, and one yet to be announced; a *Volkswagen set (3/02)*, including a *'60's VW bus*, a *Type 2 pickup*, a *new Beetle*, a *Type 2 microbus*, and two more to be announced; and finally, a *Woodies and Panels set (4/02)* including a *'31 Woody*, a *'33 Willys van*, a *'40 delivery*, a *'41 Chevy Woody*, a *'50 Merc Woody*, and a *'55 Ford panel*. *In other words, more scheming to get yer diecast money!....**Dyno-Proven Products, Inc.* has developed a package of options guaranteed to turn your *Cadillac Escalade* into a *150 mph speedster*, with handling to match! The engine package, including a *supercharger*, and a *new engine control module*, generates an astonishing

522 horsepower! Upgraded *brake and suspension packages* are also available, in order to make a better balanced package. What's more, the company provides an *insured, four-year, 50,000 mile warranty package* that won't leave the customer holding the bag if there is a powertrain problem. The nice thing here is that the company also has packages for the *Chevy Tahoe* and *Suburban*, and a range of *GM full-size pickups*. They will also soon have packages available for the *Ford F-series pickups*, *Ford Expeditions*, and *Lincoln Navigators*. Suspension changes include a 2" drop in front, and 3" in the rear, which, along with new springs, and tubular anti-roll bar allowed the *Escalade* to rack up a *0.87 g skidpad number* — *almost equalling a Corvette!* They report selling about *300 kits* to date. So, if your *\$52,000 Cadillac* ain't *hot enough* for you, better give 'em a call!....*Daimler-Chrysler* will be selling *full-size Sprinter vans* in Dodge showrooms this year (*they will not be badged as Mercedes-Benz vehicles, though*). They are doing this to fill a void which will occur when the *3500 Ram van* is *phased out* at the end of the *2002 model year* due to falling sales. D-C feels that *Sprinter product attributes* (*i.e., Mercedes-Benz engineering, independent front suspension, a five-cylinder 2.7-liter diesel, five-speed automatic transmission, three different wheelbases, and two heights*) will sell these vehicles, not its *\$26,300 price tag*. We won't even talk about the *Vito*, with a much more upscale shape and trim level, even though its built on the same chassis as the Sprinter (!) 🍷

Prancing Horsies and Big Kitties!

It appears as though a few people of means are just a bit too impatient. A recent story in *The Washington Post* newspaper details efforts by *BET* chairman **Robert Johnson**, and **Rich Goings**, CEO of *Tupperware Corp.* to become *Ferrari* owners. When they found out about the *three-year waiting list*, they took matters into their own hands. They attempted to go directly to Italy for the elusive 'Prancing Horsies', where a strong dollar can sometimes save a 'smart shopper' 30 or even 40 percent. However, these imported models must be modified to meet US safety standards.

Here's the rub. In recent months, Ferrari has cried foul, claiming many of these modifications are not sufficient. Car owners feel that Ferrari is merely protecting their US dealer network, *Ferrari North America*, but federal regulators have put several deliveries on hold while they investigate the claim, frustrating not only the 'well to do (read: rich!)' people, but the shops doing the federalizations as well. To quote Bob Johnson, "We can put a man on the moon, but

we can't retrofit a Ferrari. It's crazy."

For Johnson, it began at *Mr. K's*, a swank Chinese restaurant, while having dinner with *Michael Jordan* and superstar agent *David Falk*. The subject rolled around to cars, and Johnson mentioned wanting a Ferrari. He tried Falk's dealer, who told him it would be a two to three year wait, as Ferrari limits US annual sales. Unde-

"We can put a man on the Moon, but we can't retrofit a Ferrari. It's crazy."

terred, he tried Jordan's friend, and managed to purchase a *360 Modena* for about \$160,000. It was not what he really wanted, a convertible. He got wind of a German dealer selling a *Spider*, but he had to move fast. So, he wired a check for \$200,000 to Munich. Then he realized he would need government approval. Any car imported into the US must meet two requirements – safety standards,

and pollution standards. Apparently, Ferrari bumpers in the US are thicker than those overseas, not to mention converting the gauges from metric to Imperial measurements, adding an engine management computer, a seat-belt warning system, etc. At any rate, these European imports are up 15 percent from 1999 to 2000.

JK Technologies LLC, a registered importer, working out of an unmarked Baltimore warehouse, is also affected, because they cannot complete delivery of 11 Ferraris: three 1999 355 Spiders, one 2001 550 Barchetta,, and seven 2001 360 Spiders! It has gotten so bad that the shop routinely rolls cars out of the warehouse by day to make room for others needing repairs. They have resorted to storing these cars on a farm about 90 miles away.

Irate owners are even attempting to get satisfaction via their elected representatives and/or attorneys, also to no avail.

I guess for now, Mr. Johnson will have to make do with his *Jaguar*. We should all be so lucky to lower our expectations this way!



Change of Venue

The *Magic City Car Modelers* and *IPMS Birmingham*, which hosts the *Birmingham Classic* are in the same boat as we are – their use of the *Oporto Madrid Armory* is precluded due to recent world events. However, they have been able to find a suitable replacement location. It will be held at the *Clay-Chalkville High School*, while the host hotel will remain the *Hotel Birmingham*. Hope this helps those of you able to travel to this event. I have attended this event in the past, and they definitely put on a good show. So, if you are of a mind to, "Y'all go on down now, ya hear?!" 🍷

Flash!

It is with a heavy heart that I must report to you, that, due to the events of the past months, there will be no *Mid-Atlantic NNL* this year! This is due to the fact that all armories have been put on alert for an indefinite period, making it impossible to get a firm date. Due to the long-lead time for advertising, the club felt it best to cancel now, rather than wait until the last minute, and have people and/or vendors show up for a show with no place to hold it! 🍷

Porsche Afficionado!

It all started with a passing look, and then the touch of the leather interior. Finally, a ride at speeds that would give most people a heart attack, hooked Willis Greenstreet III on *Porsche automobiles*. Did I mention that this guy is only *seven years old?!?*

His love of Porsches has resulted in a relationship with a man who doesn't even like kids. **Chris Bower**, owner of *General Imports* in Roanoke, VA, also had an early fascination with cars. Willis appeared at his dealership one day (*after begging his dad to take him*), held out his hand to introduce himself, and politely asked if he could sit in a Porsche. Eventually, Mr. Bower took Willis for a ride. Willis would then call him once a week for permission to visit the dealership every Saturday. His parents encourage him by allowing him to do so, if he refrains from talking about cars at school while waiting for classmates to finish their work.

His mom has embroidered Por-

sche onto his shirts, and placed the golden crest on his jacket. She politely declined when Willis asked for a *\$230 set of wheel centers*, though. They allow him to *watch cable TV shows about cars*, and he *subscribes to Motor Trend magazine* (*strangely enough, his parents do not even change their own oil!*). Willis hopes to one day *work at the dealership*, and maybe even *design cars for a living*. He *grudgingly rides in his parents' Hyundai*, and plays with his *Porsche 911 Turbo radio control car*. Mr. Bower has nicknamed Willis *'Hot Rod.'*

Guess this little guy has the *right idea! Kudos to those around him who encourage him!* 🍷

(This little item recently appeared in *The Washington Times Autoweekend* section of the paper.)



Coming Events

Jan. 25th to 27th – 43rd Annual Baltimore World of Wheels.

January 27th – Super Sunday Collector's Toy Show from 9 a.m. to 1:30 p.m. at the Shrewsbury Fire Hall, in Shrewsbury, PA. Admission is \$2.00 per person, children under 12 are free. For info, call Joe Golabiewski at (410) 592-5854, or Carl Daehnke at (717) 764-5411.

February 1st to 3rd – Baltimore International Motorcycle show at the Baltimore Convention Center.

February 6th to 10th – Motor

Trend International Auto Show at the Baltimore Convention Center.

February 9th – Old Dominion

Open '02 Invitational Show and Contest, hosted by the IPMS Richmond Chapter at the Richmond International Raceway, (*in the Colonial building*) from 9 a.m. to 1 p.m. Adults \$7.00 (*5 entries*) or \$10.00 (*unlimited*), Juniors 17 and under \$1.00 (*unlimited*), and general admission is \$5.00 (*12 and under \$1.00*). For info, contact Aaron Winer at 2427 Cedar Cone Drive, Richmond, VA 23233,

(804) 270-789.

March 2nd – The Birmingham Classic 2002 from 8 a.m. to 5 p.m., hosted by the Magic City Car Modelers and the Birmingham IPMS. The theme is **"Pickup Lines" – Pickup trucks and straight-line racers**. For show info, contact Tommy May at tmaymccm@aol.com, or write to Magic City Car Modelers 5605 12th Avenue South, Birmingham, AL 35222; for vendor info, contact Dan Morgan at (256) 739-1819, or write Magic City Car Modelers P. O. Box 98 Cullman, AL 35056.

March 23rd – 16th Annual NNL East Model Car Show and Swap Meet at the Parsippany P.A.L.

Building on Baldwin Road, in Parsippany, NJ. Themes this year are **Lions, Tigers, & Bears.... Oh my!** (*Cars with animal names*), and a **subtheme of pickup trucks**. For info, E-mail Ken Walkley at TSSMCCKJW@aol.com, or Tom Geiger at ModlCitizn@aol.com.

May 4th – Model Car Collector's Association Spring/Summer 2002 Regional Show at the Salem Civic Center (*on the boulevard, two blocks off Route 419*) in Roanoke/Salem, VA. People's Choice contest (*show admission includes entry fee*). For contest info, contact

Ray Denney, 5113 Sugar Loaf Drive, Roanoke, VA 24018, (540) 774-8109; for Vendor info, contact Old Toyland Shows, John W. Carlisle, P.O. Box 1007, Lockport, N. Y. 14095-1007.

May 11th – 11th Annual Mid-Atlantic NNL Model Car Show and Swap Meet at the Ruhl Armory in Towson, MD – **CANCELLED!**

May 24th & 25th – Charlotte Hot Rod Reunion & Racing Memorabilia show at Metrolina Expo, in

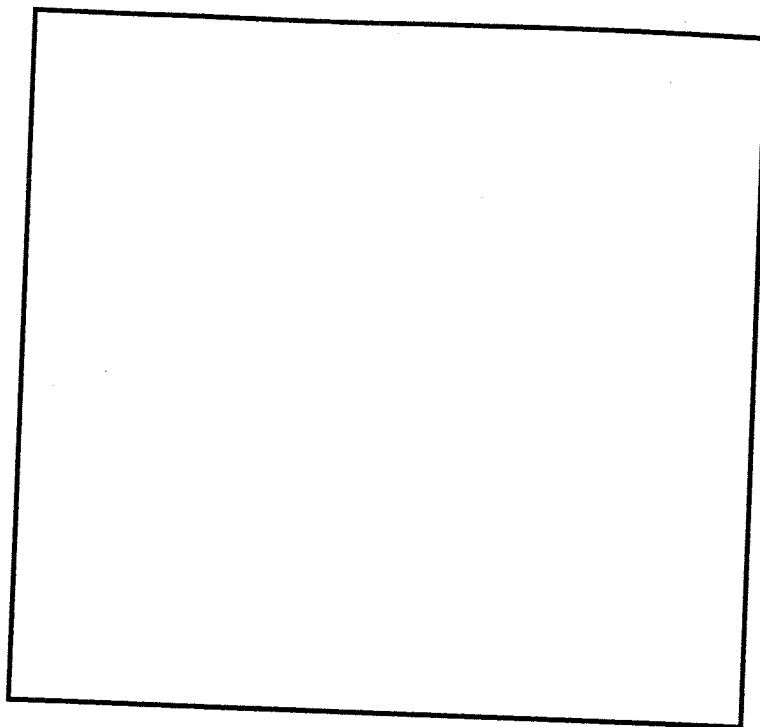
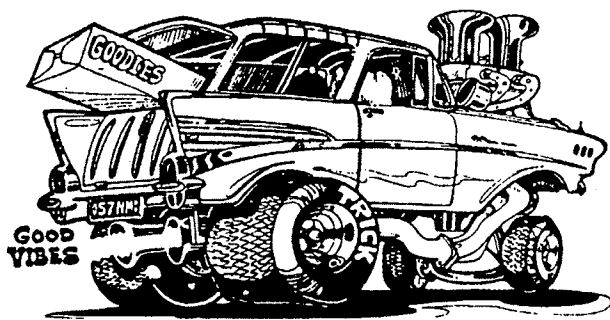
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This is the newsletter of the
Maryland Automotive Modelers
Association

15905 Ark Court
Bowie, Maryland 20716

Phone: 301-249-3830
Email: gtoguy@mindspring.com

MAMA's BoyZ do it in scale!



We're on the web!

<http://www.geocities.com/MAMAzboyz/>

Funny Goat!

(Continued from page 4)

is screwed to the base using four screws. The base consists of a thin mylar reflective sheet, to show off the chassis if left packaged, with a polishing rag included for cleaning.

Their lineup includes other racing (or licensed) products including "The Little Red Wagon", the "Hurst Hemi Under Glass", and the "Hurst Hairy Olds". Non-racing diecasts available would be their 1967 GTX, and a 1951 Studebaker Champion (available in three different colors, if I recall correctly).

Highly recommended for not only Pontiac fans (that'd be me!), but vintage drag racers, too (that'd be you, Toups!). Check 'em out online at www.ffertl3.com. 🍷

New Stuff!

If everything works as planned, we should **FINALLY** see some new releases. Seems like it has been quite a while since we saw anything new, eh?

They would include, from Revell: the '68 Firebird 400, 'Jungle Jim' Monza, Mr. Gasser, the #9 Intrepid, and the #43 Intrepid (all on 1/23!).

For the month of February, we can hopefully expect the '59 Corvette (2/6), and the '56 Del Ray (2/20).

For the month of March, the Amigo Pack '64 Impala (3/6) is set for release.

And don't forget that the gang at AMT had promised us the retooled Ala Kart, and the '58 Plymouth! Hopefully, we will start the year off on a high note! 🍷

Events

(Continued from page 7)

Charlotte, NC. All model year cars (street rods, musclecars, and race cars), trucks, and motorcycles welcome. Racing memorabilia and vehicles will also be on sale. Come see 'Cacklemania' - race engine demos, with the highest decibel rating (i.e., the loudest!) winning a prize!

June 1st & 2nd - Super Stock/Gasser Reunion at Rockingham Dragway, in Rockingham, NC.

June 22nd & 23rd - 15th Anniversary Mid-Atlantic Chevelle Show & Swap Meet from 9 a.m. to 5 p.m. at the North East Community Park in North East, MD. For info, call Donnie at (301) 464-7618, or Rick at (410) 879-7893, or go online to www.chevelles.net/mcc/mcc.htm. 🍷