



Volume 17, Issue 4

December, 2003



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

SEMA Highlights	1, 4
1940 Ford Review	2
1970 Challenger R/T	4
Christmas Cheer	5
Goats 'R' Here	5
This 'n That	6
Standard Alternative	7
Model Buffet	9
Collectible Cover	9
Bubba <sup>3</sup>	12

## 2003 Meeting Schedule

All club meetings are scheduled for the third Saturday of the month, but will be **confirmed quarterly**, and are subject to change prior to confirmation. Do **NOT** assume meeting dates - confirm them with a club officer!

- 🔊 July 19th
- 🔊 August 16th
- 🔊 September 20th
- 🔊 October 18th
- 🔊 November 15th
- 🔊 December 20th

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

# To the Workshops!

Before I get into club business, I would just like to take the time to remind all of you about the service men and women all over the world who are attempting to make the world a safer place, allowing us the freedom to celebrate the holidays as we see fit. Remember them in your own way.

Now that the Christmas decorating is done and the tree is up, it's on to club business.



There were about 50 members present for the October meeting, which was a bit more low-key, as compared to the ranting of Prez Lyle Willets about the new meeting room regulations, that we found out about upon arrival the morning of the October meeting. It is my belief that our **meetings** will now be held from **11 a.m. to 3 p.m.** In other words, eleven a.m. to three p.m. means we get in at eleven a.m., and get

out at three p.m. **Period!**

We also discussed the **layoff** of **200 people** from **Franklin Mint** in nearby PA. No word yet on their long-term status.

**Lyle** is back with yet another **Custom Rod Modeler** fantasy cover.

The raffle yielded **\$83.00 (plus \$119.00 from the box)**. Kudos to the following people this month: **Ron Bradley, Mike Brown, Bob Foster, Matt Guilfoyle, Frank Knapik/Rick Wilson, Charlie Magers, Tom 'Kar Krazy' McFiren, J.C. Reckner, Bill Riblett, George Schulman, Howard Weinstein, and Replicas & Miniatures Company of MD.** 🏆

# SEMA Highlights

The recent SEMA show in Las Vegas seemed to have more than enough machinery for everybody—both **Tooners** and **hot rodders** alike. Everything from the street version of the new **Hummer H2 SUT**

(*Sport Utility Truck*), the outrageous **Ford F150 Ironman pickup**, **Bonnevilles Saturns**, to a **V8-powered Ford Focus**. To my untrained eye, **Chevy** is getting carried away with the **'Xtreme' concept**. The **Performance**

**Plus 2004 GTO**, even though lacking hood-scoops, still looks better than the production piece. The **FR100, Mustang**, and **Focus cammers** from Ford are really cool. Where th' heck are the production versions?!

Check out the limited photo coverage on page four. 📷

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# 1940 Ford Standard Coupe



[Revell #85-2387; 138 parts; white, chrome, clear, vinyl tires with WW inserts]

After several announced introduction dates, the 1940 Ford Standard kit is finally here. As best as I can get this old memory to work, I believe this is the **ONLY** Standard version 1940 Ford kit ever produced.

If you purchased the Revell 1940 Ford Convertible Pro-Modeler kit about 4 years ago, then you have already seen the new kit, except, of course, for the new coupe body and hood. This new kit builds a stock-only Ford Standard coupe. If you want to easily street rod the kit, you will need to use the latest issue of the Revell 1940 convertible for the lowered chassis, engine, wheels, etc.

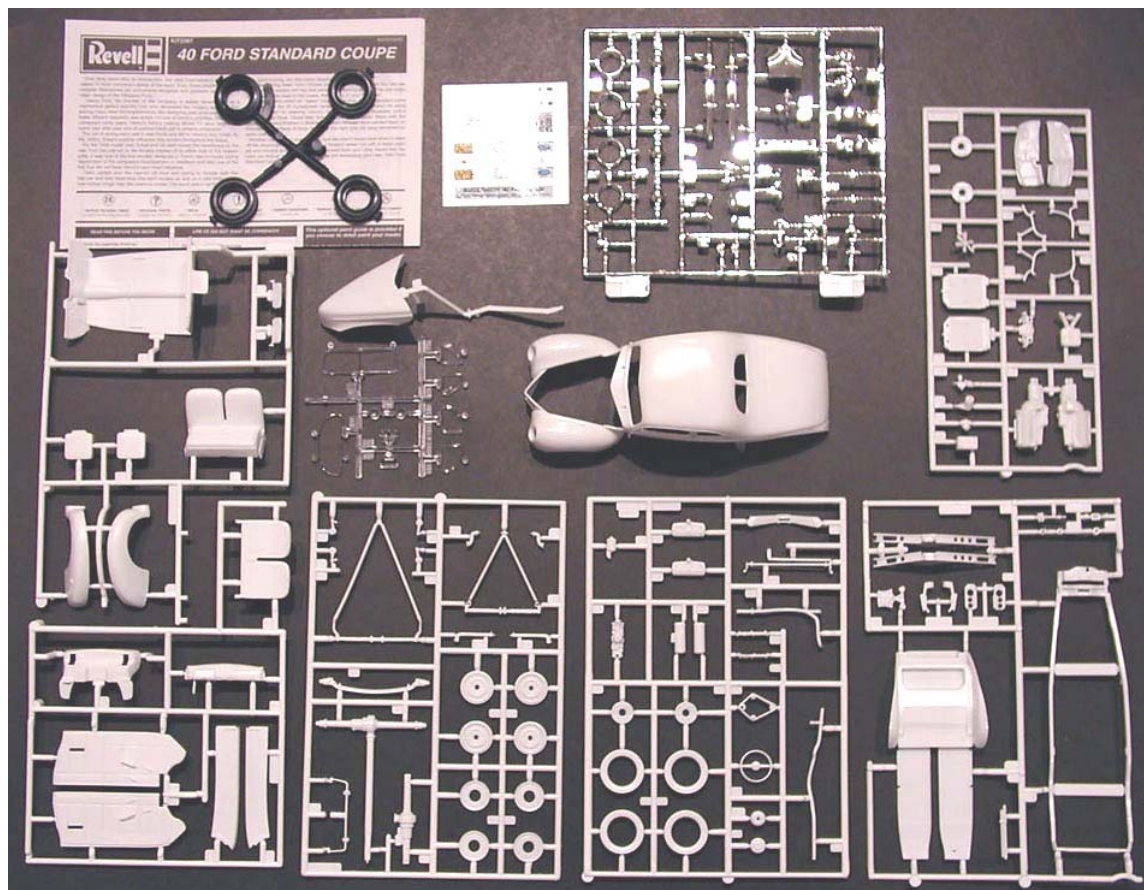
Conversely, you could use the new coupe body with the Deluxe grille and hood from the convertible kit and street rod a Deluxe coupe. Confused yet? Isn't it odd that many people complained about the price of a ProModeler Series kit, but now you have to buy

**TWO** kits to build a street rod model! OK Lyle, get a grip. Not everyone builds street rods.

The new coupe **body** is very well done and appears to be accurate from several photos I've compared it to. The engraving is very

nice and there are positive locators for the separate door handles, two-piece gooseneck mirrors, trunk lid handle, wipers and the chromed bull-nose hood trim. The headlight buckets are chromed although the 1940 Ford Standard should have body colored headlight surrounds. The well-engraved Standard grille just needs a carefully applied flat black wash to bring it to life. Two 1940 Ford chevron taillights are found in the kit. The Standard came with only one taillight on the driver's side, however, the second taillight could be ordered as an option. (*My, how times and cars have changed.*) The rear fenders and the running boards are separate pieces, as in the previous is-

(Continued on page 8)



# Vanishing Point Challenger R/M

[AMT/ERTL #38041; 97 pieces; Lt. Gray, chrome, clear, clear red, vinyl tires]

Vanishing Point. A cult classic, when it was released 'way back in 1971. With kit in hand, I trotted home and pulled out the VHS copy of the movie to scope out the details. Read on for the bad news.

**Engine:** A sixteen piece 440 Magnum V-8, with longitudinal seam. ERTL also included a second set of valve covers, but after seeing them, one has to ask – **Why?!** They appear to have the basic overall dimensions of the 440 covers, but the look of Hemi covers. They feature the crinkle finish of the Hemi, the plug nipples, and even a different bolt mounting pattern. By the way, the instructions call for using these valve covers on the car as well. The induction system is totally incorrect for the movie car. ERTL included the Six Pack setup, while the movie cars used 440 4-barrel V-8s. So, now we are scrounging for the proper air cleaner. Does anyone at ERTL know the difference between a Hemi and a 440?

**Chassis:** The lower front suspension is one piece, while the rear consists of a two-piece differential/leaf spring unit, two shocks, and a driveshaft. To this is added a two-piece exhaust system, with unplated exhaust tips.

**Wheels/Tires:** ERTL did actually either tool up or replace the earlier issue Magnum 500 rims in the kit with the proper slotted Rally wheels. They mount on no name tires, which have a decent

appearance.

**Body:** The worst part of the kit, by far. The body is that of the earlier convertible, rather than the correct hard-top. ERTL handled this

aspect of the kit by including an **'optional hard top'** to be painted either semi-gloss black, or flat white. **Excuse me, but in this case, the hardtop was standard equipment, not an option!!** The body features separate front and rear facias, and a lightly engraved Challenger script, properly placed on the front fender that will likely get covered with paint. To their credit, they did include a second front bumper (*sans bumper guards*), this time with a place to mount the front license plate. But, ya know what? It's also wrong. The car in the movie had bumper guards, front and rear. So, I guess that means that we'll need to cut the tag from the newly-tooled bumper, and mount it to the original bumper! The car also includes dual chrome sport mirrors, which are also incorrect. The car ran a single driver's side mirror. There are two scooped hoods included, one with a square hole cut in it, as if for a blower (*harking back to Yankee Challenge days?*). Sadly, the 'holed' hood appears to be the better molded of the two. The chrome molding surrounding the



**What's wrong with this picture?!**

grille on the uncut hood appears uneven, and not as well defined as the one on the cut hood. The cut hood also features molded in hood pins in the front corners, as well as the correct 'D O D G E' script at the leading edge. The cut hood also features the correct '440 Magnum' emblem on the scoop sides. It should be noted here that two previous versions of this kit currently in my possession also feature the 440 Magnum V-8.

**Interior:** Tub-style, with the gas, clutch, and brake pedals molded to the floor, as in all prior releases. It features an incorrect three-spoke steering wheel rather than the 'Tuff' wheel of the real car. It also has a round shifter knob topping off the shifter handle, rather than the correct pistol grip shifter. The dash is still two pieces, and the bucket seats have separate seatbacks.

**Glass:** Windshield, rear window, four clear headlights, and two clear red tail light lenses.

**Decals:** The decals are pretty minimal (*and rightly so*), consisting of DODGE (*hood leading*

(Continued on page 10)

# SEMA Show Highlights



**Aveo, Colorado, Equinox, and Malibu Xtreme models.**



**Pathfinder Armada (R5212)**



**Hummer H2 SLT, er, SUT.**



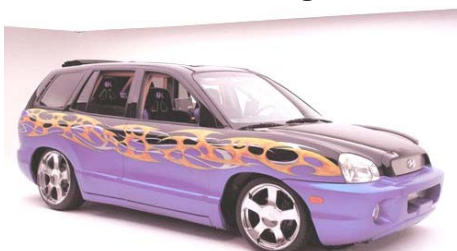
**Performance Plus GTO.**



**Bonneville Ion.**



**Ironman F150 – Tough!**



**Hyundai Santa Fe and Tiburon.**



**FR100 cammer.**



**Mustang cammer.**



**Focus cammer.**



# Christmas is Here, and so are D' Goats!

*(Didja expect anything less from me?!)*

Twas the night before Christmas, and in the garage  
There wasn't a Ford, or even a Dodge.  
The presents were all wrapped and the lights were all lit,  
So I figured I'd mess with the GTO a bit.

I popped the release and lifted the hood,  
When a deep voice behind me said, "Looks pretty good."  
Well, as you can imagine, I turned mighty quick,  
And, there, by the workbench, stood good old Saint Nick!

We stood there a bit, not too sure what to say.  
Then he said, "Don't suppose you'd trade for my sleigh?"  
I said, "No way, Santa," and started to grin,  
"But if you've got the time, we could go for a spin!"

His round little mouth, all tied up like a bow,  
Turned to a smile and he said, "Hey, let's go!"  
So as not to disturb all the neighbor's retreat,  
We quietly pushed the Goat into the street.

Then, taking our places to drift down the hill,  
I turned the key and let the clutch spill.  
The sound that erupted took him by surprise,  
But he liked it a lot by the look in his eyes.

With redlines a cryin', and headers aglow,  
We headed on out where the hot rodders go.  
And Santa's grin widened, approaching his ears,  
With every shift up, as I went through the gears!

Then he yelled, "Can't recall when I've felt so alive!"  
So I backed off the gas and said, "You wanna drive?"  
Old Santa was stunned when I gave him the keys,  
When he walked past the headlights, he shook at the knees!

Then the 389 exploded with header sound!  
Santa let out the clutch and the tires shook the ground!  
Power shift into second, again into third!  
I sat there, just watching, at loss for a word.

Then I heard him exclaim as we blasted from sight,  
"Merry Christmas to all, it's been a Hell of a night!"

*(Reprinted from the Woodward GTO club newsletter)  
(If anyone else has another car variation of this all-time fa-  
vorite, I'd love to have it for next year!)*



**Aussie GTOs, ready to go.**



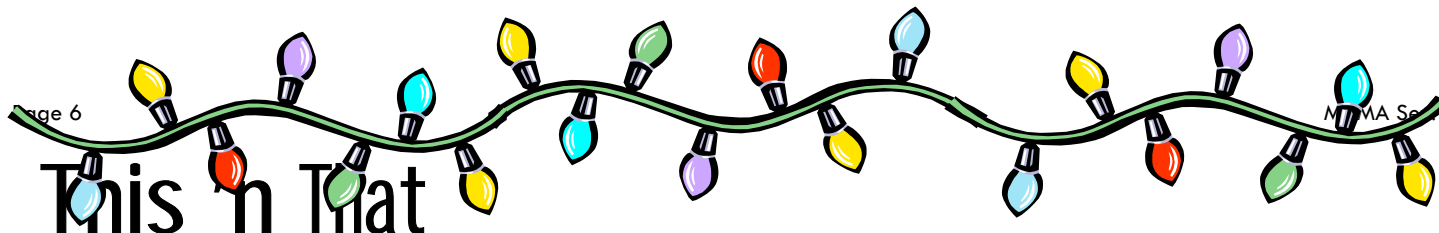
**"Head 'em up, move 'em out!"**



**"Here come de Goats!"**



**GTOs are here! GTOs are here!**



## This n That

**New stuff!** Word is that we will soon have a set of **carbon fiber decals** for the new **Tamiya Enzo Ferrari** from **Scale Motorsports**, new 1/24th scale kits of the numbers 20 and 2 **Porsche 917s** from the 1971 Le Mans race from **Fujimi**, a **clear body version** of the 1/20th scale **Williams FW24** kit from **Tamiya**, a 1/24th scale **Lamborghini Muira** from **Hasegawa**, and a line of **seat belts** and **harnesses** for 1/24th scale automotive subjects from **Eduard**. Thanks to the **GTR Auto Modelers** newsletter for the scoop... **Just cruisin'!** A truck driver recently crashed his rig while trying to **change his clothes as he drove 60 mph** on an Indiana highway. The catch? He had the **cruise control on!!** He misjudged a curve and rolled off the road and into two fences. He was uninjured. **You – out of the gene pool!...Oops!** A 69-year-old woman recently **crashed into the DMV building** in Florida (*surprised?*), when she went to **renew her driver's license**. She claims that the gas engaged itself, that she didn't hit it. A quick examination of the car showed that it seemed to be working properly. After getting a **ticket for careless driving**, she was given two new tests – a written test, and a behind-the-wheel test, which she passed, and was granted her new license... **Bill Cosby's Cobra!** Superformance's Brock Daytona Coupe broke the 200-mph barrier recently during informal testing on an open road near Port Elizabeth, South Africa,

where the cars are built. The speedometer **only** goes up to **160 mph**, so factory test driver Geoff Blandford used a GPS device common among automotive engineers to calculate the unofficial speed at **206 mph**, says Pete Brock, the car's designer. Plans call for setting a South African land speed record, followed by a run at Bonneville in 2004. It would not be unprecedented. Brock said a Daytona Coupe set numerous records at Bonneville in 1965 with none other than Craig Breedlove at the wheel. There are 15 Brock Coupes in the States, at five Superformance dealers... **C6 Vette unmasked!** Chevy took a chance when it rolled out the 2005 Corvette to shoot some advertising footage in San Francisco recently-and luckily, an intrepid photographer snapped a few shots before the car was spirited away. This is rumored to be the final product, sixth-generation Corvette, that is bound to make headlines at its world debut at the 2004 North American International Auto Show in Detroit in January. These photos have already made a huge splash on various Internet websites, including a site operated by the photographer

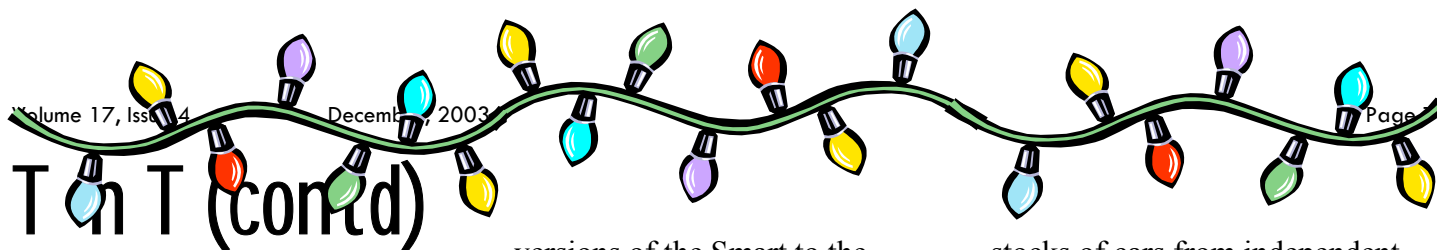
that was overwhelmed in short order by Corvette fanatics. Not readily apparent are the fixed-position headlight pods-the first on a Corvette since the early '60s. Look for this trimmed down C6 to weigh in at about 3100 pounds in a shorter, yet wider package. Rumored powertrains include the venerable **5.7-liter V8** boosted to about **425 hp**, but Autoweek also hears of a **variable-valve V8 producing upwards of 500 hp for the hot Z06 model... Lincoln truck to return?** Ford Motor Co. is developing a **full-sized Lincoln pickup** based off the **redesigned Ford F-150 Crew Cab**. The four-door Lincoln is expected to go into production in July

2005, according to J.D. Power and Associates. J.D. Power is estimating production at 15,000 to 20,000 units annually. Expect much of the sheet metal to be shared with the Crew Cab, while the Lincoln pickup's front end will mimic the Lincoln Navigator. This will be Lincoln's

second attempt to grab incremental sales from a pickup. The **Blackwood** entered production in 2001 but was killed in August 2002 after **only 4,000 units** were produced. Production and quality

(Continued on page 7)





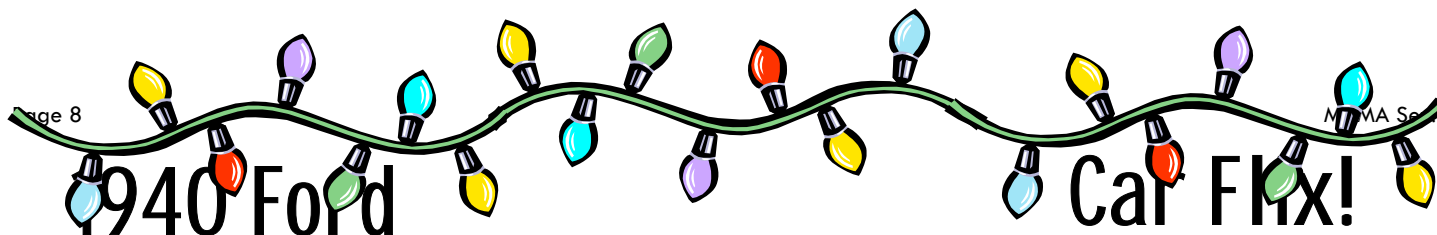
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problems were cited, along with the vehicle's limited appeal. Rather than having a traditional bed, the Blackwood's composite bed was carpeted, illuminated and covered with a tonneau that could not be removed, making the vehicle useless for most pickup use. It also was available only in black and only two-wheel drive was offered. The new Lincoln will be a traditional pickup...Dodge will deliver **five diesel-electric hybrid Ram pickups** to the **U.S. Army** before it offers the truck to the public next year. The move is part of a larger strategy to produce 10,000 hybrid trucks annually. Dodge is undergoing final validation testing and is expected to offer the truck to the public in about a year as a 2005 model. The Army will get its trucks next month. Dodge engineers have harnessed the diesel's greater torque to power a bigger generator than will be available in the Silverado. Dodge says the hybrid Ram can provide enough power for an entire house. In addition to 110-volt outlets, it also will have a 220-volt outlet for appliances. No idea as to how much all this power will cost. ...**SMART Move!** Mercedes wants the SMART built for the U.S. market, not modified by importers. Americans may get to drive Europe's Smart cars sooner than expected—and earlier than DaimlerChrysler would like. Two importers, in separate requests, have asked the federal government for permission to bring the two-seat

versions of the Smart to the United States. DaimlerChrysler, meanwhile, is moving ahead with plans to sell a **new four-seat Smart SUV** through its U.S. Mercedes-Benz network in 2006. Smart coupes, cabrios and roadsters are made in Hambach, France (*Hey, Matt!!*), by a subsidiary of DaimlerChrysler. Fans of the cars rave about their fuel economy, maneuverability and quirky looks. Each of the importers says it can adapt the cars to comply with U.S. environmental and safety standards. More than a dozen have been crash-tested to document its safety claims. EPA approval to sell the cars in 45 states is expected. Gemayel and his business partners believe they can sell 15,000 Smarts annually. DaimlerChrysler executives announced in September that they intend to bring a new **four-seat Smart mini-SUV** to the United States in **2006**. Mercedes-Benz is concerned that two-seat Smarts not built for the U.S. market but altered by importers might not be properly serviced or taken care of. It is unclear if the company is seeking to block the importers' requests. J.K. Technologies LLC of Baltimore also has asked the National Highway Traffic Safety Administration to rule that Smart two-seaters are eligible for importation to the United States. Both importers are involved in the business of federalizing cars from overseas, usually in small volumes. It is not clear how they would secure Smart cars for import. Typically, importers obtain

stocks of cars from independent distributors and dealers. NHTSA frequently receives requests from importers who want to bring to the United States overseas versions of vehicles that are being sold here—such as the European versions of the Audi A4 or BMW Z8. But getting approval for a vehicle such as Smart, which has no similar versions on sale in the United States, is a bigger challenge, says Coleman Sachs, chief of NHTSA's import and certification division. The agency is evaluating voluminous submissions from J.K. and G&K...**“That Thing Got a Hemi in it?”** Mopar fans among you will be happy to hear that the Chrysler group will use powerful engines, two rear-drive cars and two convertibles in its product offensive in 2004. It will launch nine new, redesigned or freshened vehicles through the end of next year, and the Hemi will be offered in three of the nine: the **2005 Chrysler 300** (the “C” designation will only be given to cars with the Hemi), the **2005 Dodge Magnum** and the **2005 Grand Cherokee**. The **2005 Crossfire Roadster** will have a state-of-the-art soft top with aluminum linkages. An SRT-6 performance option will be available in the fall for both the coupe and convertible. It will receive horsepower, suspension and tire enhancements. “SRT” is the Chrysler group's performance brand. The 2005 Dodge Magnum wagon, with the optional Hemi, will go from 0 to 60 mph in 6.3 seconds. It will be a **‘performance**

(Continued on page 12)



(Continued from page 2)

sues of the kit. All of the “glass” pieces are separate items to be installed in each window, including the side windows and windwings. Although the boxart car shows a chromed windshield molding, I believe the Standard windshield molding was black. You may want to check with an authority on that.

The spartan **interior** is comprised of 11 pieces including the two rear jump seats. On a stock Standard, the upper portion of the dash was factory woodgrained with paint. This is a good opportunity to practice woodgraining before doing a whole woody body.

The **chassis** is all stock and still includes the Columbia two-speed rear end. As most modelers are probably familiar with the previous incarnations of the kit, I’ll shorten things up a bit and just say that it builds into a very accurate, detailed chassis. Remember, there is **NO** dropped front axle in this kit - it is all stock. The wheel assemblies are made up of stock brake backing plates, steel wheels, chromes trim rings and new-for-this-kit chromed Standard center caps with the “V8” nicely engraved. The excellent tires have separate white wall inserts although I’m guessing the majority of people who ordered the lower priced Standard model in 1940 did **NOT** order them with whitewalls.

The flathead 60 **engine** is built up from 22 nicely engraved parts. I’ve been told that the stock heads in this kit have been corrected from the previous issues and now

have the correct number of head bolts. I was too lazy to check that fact so I’m assuming it’s true. (*I’m picturing a big block Chevy engine anyway.*)

The **decalsheet** provides the gauges for the dash, three or four underhood decals, three sets of license plates and an interesting 1940 newspaper, obviously intended for the front seat.

The **instruction sheet** is very clear and calls out all the correct (*as far as I know*) colors for the named parts.

It’s highly likely that this kit could be voted the reissued kit of the year. I purchased three kits myself and, who knows, I just might build one stock...nah. This kit is definitely another excellent offering from Revell, as we have come to expect in recent years (*Ed. Note: Kudos to Dave Darby for photos!*). 🍷

By: Lyle Willits

How about ten ‘car guy’ movies that should get any red-blooded guy’s motor running?

1. Bullitt—A 1968 Mustang GT chasin’ a 1968 Dodge Charger.
  2. Smokey and the Bandit—A black and gold 1977 Trans Am.
  3. Back to the Future—A DeLorean.
  4. Mad Max—The Last American V-8—**Supercharged!**
  5. Two Lane Blacktop—A tunnelram-equipped 1955 Chevy, and a 1970 GTO.
  6. xXx—A 1967 Pontiac GTO.
  7. The 7 Ups—Two Pontiacs, a Grand Ville, and a Ventura
  8. The Italian Job—A trio of mini Coopers.
  9. American Graffiti—A 1932 Ford, 1955 Chevy, 1958 Impala, 1956 T-Bird, and a Custom Merc.
  10. Dirty Mary, Crazy Larry—a Dodge Charger.
- Got any better ideas? 🍷

## Standard Alternative

As an interesting aside to this excellent review by our resident street rodder Lyle, comes info that a well-known resin caster is already hard at work on items for this kit. Soon to be available from Modelhaus, the transkit

is rumored to include a body that is chopped 3” and sectioned a like amount, the hood, and the rear

fenders molded to the body (*in a move to keep the price as low as possible*). Most likely, Don will include a template for cutting the interior panels to match the chop. No particulars for price or availability at this point, though.

Thanks to **MAMA’s BoyZ Jim Weir** for the scoop, and **Matt Guilfoyle** for the photo! 🍷



# Model Buffet

# Lyle Willits Collectible Cover

This column will continue to appear depending upon the flow of information and new products of interest to MAMA members.

**Model Car World** offers a 1963 *Chevy Biscayne 2 door sedan* for only \$34.95. It is a transkit which uses the Revell 1963 Impala as a donor. Included are the body, separate trunk lid, hubcaps, interior tub with separate front bench and rear seats, vacu-formed "glass" and nicely done decals (*Biscayne scripts done in silver and chrome, as well as other emblems including "409" and six cylinder*). Enclosed with the kit are some basic instructions to assist with the smooth building of the sedan and a template for cutting rear side windows out of clear acetate.

The parts are well cast in light yellow resin with no visible pinholes or voids. No items are chrome plated, but Alclad II Chrome should work well for the hubcaps.

A test fitting of the chassis and other kit components shows this is a well engineered conversion and the plastic kit hood and chassis fit as well on the resin body as the Revell kit. I'd say this transkit is well worth the money and would be an excellent first resin project for the modeler looking to add to their skills.

I've purchased MCW resin kits from the beginning and can honestly say Dave Dodge is the most improved caster in business. These kits are of top of the line quality at very reasonable prices.

**EXCLUSIVE** Replicas & Miniatures Secret Web Site

## CUSTOM ROD MODELER

December 2002


### Keep Young Kids Out Of Our Hobby

9 Year Old  
Chris Peterson's  
Revell '34 Ford

### Make Them Go Get Jobs !!!


\*\*\*\*\*

### EBAY SCAMS




**This \$29K Nova Isn't  
REAL !**

### Custom Rod HOW-TO:



**Make Silly  
Magazine Covers**

4.95US NOT sold in Can.

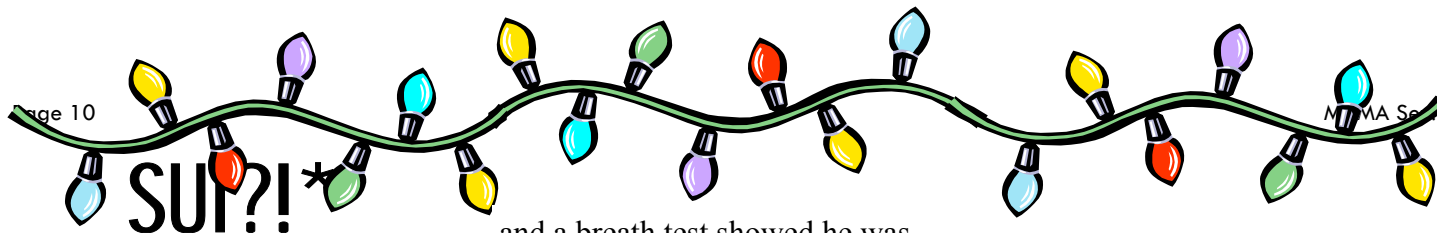


Kalmdown Publishing



Note: This kit is also sold with drag decals. Contact MCW for more info.

Thanks again to our own **Matt Guilfoyle** for his diligence in bringing us this column! Remember, if you find something interesting, lemme know, and I'll run it, with proper credit given, natch! 🍷



A man who spun his car wheels while he was four times over the legal alcohol limit is guilty of drunk driving—even though the car didn't move, a British judge ruled.

High Court judge Sir Michael Harrison said a lower court erred when it acquitted David Alderton, who spun his wheels on the lawn outside his house in Chichester, southern England, after an argument with his wife.

He was approached by police,

and a breath test showed he was almost four times over the legal limit for driving.

He was acquitted of drunk driving by Chichester Magistrate's Court because the car had not moved.

In response to an appeal, the judge ruled that magistrates "erred in law concluding there had to be movement of the vehicle before the respondent could be said to be driving it".

He said the man used the car's

controls, including clutch, accelerator and steering wheel, and the wheels were turning.

"The whole vehicle was in motion, save only for the hand brake preventing movement of the car backwards or forwards," said the judge.

"The fact there was no movement of the car for that reason doesn't prevent it being said that he was driving the car."

Sir Michael ordered magistrates

at the lower court to find Alderton guilty.

\* Spinning Under the Influence?! 🍷



**Official "Unofficial" contest—How many different types of cars can you spot in this poor guy's pathetic attempt at individuality? I won't pretend to have the answers. Better yet, what kind of car did he start with, Matt?! Have some fun at his expense!**



## Challenger

(Continued from page 3)

edge), 440 Six Pack (hood scoops), R/T (front fenders), Challenger R/T (trunk), Six Pack (air cleaner), and Colorado OA-5599 license plates (you guessed it – still undersized!).

**Instructions:** Reasonably straightforward, except for a few instances. For example, the depiction of the shaker hood, the suggestion of painting the Goodyear lettering on the tire sidewall (they

are devoid of lettering!), and the lack of paint detail in the "Paint Detail" box in Step 4.

ERTL should be ashamed for retouching the box art photo to the point where you could no longer see the textured roof included in the kit, or the seam left where it joined the C pillar. This is blatant false advertising, pure and simple, and it seems to be part of a trend lately of box art cars that cannot be built with the contents of the box. Being a musclecar fan in general, I decided to give the kit a try. In good conscience, I cannot

recommend this kit, as it would take some work and some kitbashing to create an accurate replica – it cannot be built out of the box using the contents contained in the box. At this point, I will consider my purchases much more carefully from this company in the future.

References:

"Kowalski's Last Ride," published in *Popular & Performance Car Review*, March, 1986

"Vanishing Point," the movie, by 20th Century Fox

By: Tim Sickle 🍷



**Feb. 1<sup>st</sup>—Super Sunday Collectors Toy Show**, at the Shrewsbury Fire Hall, in Shrewsbury, PA, from 9 a.m. to 1:30 p.m. Info: Carl Daehnke (717) 764-5411, or Joe Golabiewski (410) 592-5854.

**Mar. 6<sup>th</sup>—Birmingham Classic 2004**, sponsored by The Magic City Car Modelers and IPMS Birmingham, from 8 a.m. to 5 p.m. at Clay-Chalkville High School. This year's theme is **TV Tuners**—and if tuners aren't your thing, just build your favorite movie or TV show car! **Show info:** Tim Kolanikiweicz, 1028 J Eagle View Dr. Birmingham, AL 35212, TimKustom@aol.com. **Ven-**

**dor info:** Dan Morgan, Magic City Car modelers, P.O. Box 988 Cullman, AL 35056.

**March 27<sup>th</sup>—18<sup>th</sup> Annual NNL East**, sponsored by the Tri-State Model Car Club, at the Parsippany P.A.L. building, on Baldwin Road, in Parsippany, NJ., from 9 a.m. to 5 p.m. Themes are **"The Big Four-Oh!"** (marques that celebrate their 40th Anniversary), and **"Gone But Not Forgotten"** (model companies no longer with us). Info: Ken Walkley, TSSMCKJW@aol.

com, or Tom Geiger Modl-Citizn@aol.com.

**May 8<sup>th</sup>, 2004—Mid-Atlantic NNL Model Car Show and Swap Meet**, sponsored by the MD Automotive modelers Association, Central PA Model Car Club, and Midnight Modelers, at the Ruhl Armory, in Towson, MD, from 9 a.m. to 3 p.m. Themes this year are **50s Style Hot Rods**, and **Resin Kits**. Show info: Lyle Willits, MAMAperez@aol.com; vendor info: Norman Veber, (410) 768-3648. ☺



**Hope Y'all get what you want!**



**Mark Your Calendar Now!**

The **TRI-STATE SCALE MODEL CAR CLUB** presents

**THE 18<sup>th</sup> ANNUAL NNL<sup>TM</sup> East**

- MODEL CAR SHOW
- SWAP MEET
- AFTERMARKET VENDORS

**Next Year's Theme: The Big Four-Oh!**

**Sub-theme: MUSTANG**

**Marques that celebrate their 40th anniversary**

**Gone But Not Forgotten**

Model companies that are no longer with us

**— SATURDAY, MARCH 27<sup>th</sup>, 2004 - 9:00 AM to 5:00 PM —**

**PARSIPPANY P.A.L. BUILDING**  
BALDWIN ROAD - PARSIPPANY, N.J.

For Show Information: Ken Walkley (201) 556-0270 • Email-TSSMCKJW@aol.com  
Tom Geiger (732) 264-9305 • Email-ModlCitizn@aol.com

## T'n T (contd)

### Chapter Contact:

Timothy Sickle  
15905 Ark Court  
Bowie, Maryland 20716

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

### "New" Stuff for December:

- ERTL American Graffiti 1956 T-Bird
- Johan 1959 Rambler
- Revell 2004 Z06 Corvette
- Revell #38 M & M's Taurus
- Revell #48 Lowes Monte Carlo
- Revell #24 Dupont Monte Carlo
- Revell Darrell Waltrip combo SSP
- Revell Green Hornet SSP
- Revell Scuzz-Fink
- Revell 1964 Chevy Hardtop (metal body)
- Revell 1965 Impala Convertible (metal body)
- Revell Stars & Stripes Corvette
- Revell 1969 Yenko Camaro
- Revell #8 Chance 2 Racing Flame Monte Carlo
- Revell #65 Grand Sport Nassau Slotcar

\* **Buyer's Choice**

(Continued from page 7)

**vehicle,'** not a traditional family wagon. Options include all-wheel drive, electronic stability control, navigation system, hands-free phone, and self-sealing tires. Both the Chrysler 300 and Dodge Magnum share components with the Mercedes-Benz E class (*i.e., automatic trans, electrical architecture and steering column*). The 2004 Dodge Ram SRT-10 pickup, equipped with the 500-hp V-10, promises 0 to 60 mph in just over 5 seconds. It goes on sale early next year, limited to approximately 2,500 units annually. **More power, Argh! Argh!...**

### Ford's SVT MIA?

Ford Division, planning to take the **SVT**

**performance brand** to a more premium position, will **drop** the **SVT Focus** after the 2004 model year, the company says. Dropping the car is part of an overhaul of the SVT lineup. No SVT models, including the SVT F-150 Lightning and the SVT Mustang Cobra, will be produced for about 18 months starting in the spring. Ford will still sell a performance Focus four-door sedan, called the **Focus ST**. It will debut in the 2005 model year. (*Thanks to autoweek.com, as well as other Internet sources for this insanity!*) 🗣️

**We're on the web!**

<http://www.toadmail.com/~mama/>

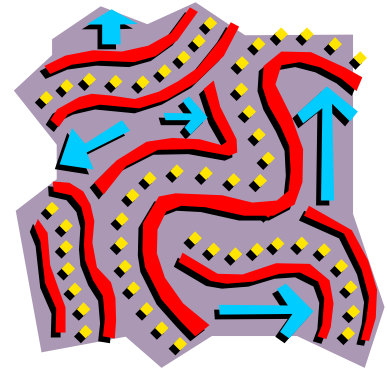
## Bubba X3

While not car-related, this was just too good to pass up. Did you guys hear about the 'gentleman' of 'Southern persuasion' (*read: Redneck!*) who recently changed his name? Everyone called him by his nickname 'Buddy.' Some people had trouble pronouncing it, and it came out as 'Bubba,' which stuck. So, he eventually changed his name to Bubba! But wait, it gets better. He also changed both his **middle AND last names** to Bubba, too. So, his full legal name now is **Bubba Bubba Bubba!!** Sounds like someone with a stuttering problem! Ya gotta love folks like B<sup>3</sup>, for the sheer entertainment value they provide! **Thanks, Bubba Bubba Bubba, we salute you!** 🗣️

## 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. 🗣️