



MAMA SEZ!

Volume 17, Issue 7

March, 2004



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

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2004 Meeting Schedule

Meetings are scheduled for the third Saturday of the month (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- 🔊 March 20th
- 🔊 April 24th (**4th Saturday!**)
- 🔊 May 15th
- 🔊 June 19th
- 🔊 July 17th
- 🔊 August 21st
- 🔊 September 18th
- 🔊 October 16th
- 🔊 November 20th
- 🔊 December 18th

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

Spring is Here

Well gang, more than 63 members decided that *next years' NNL themes* would be *Inline cylinder cars (4, 6, 8, or ??)*, and *full-size musclecars (i.e., Wildcat, Impala SS, 300, 2+2, Galaxie)*. So, if the proximity of this years' show finds you out of time to finish that **"killer" project**, start one for next year!

No doubt in my mind that this month's meeting will revolve around **NNL East**, which is the week following our meeting. As always, people will be wheelin' and dealin' to line up a ride to this one!

In what appears to be a

new trend, long-time MAMA's BoyZ (*People?*) **Delia Connor** and **Chad Shapiro**, showed up at last month's meeting. Good to see more of the old gang!

This month's issue includes an in-depth review of the new **Trumpeter 1960 Pontiac Bonneville** by **MAMA's Boy** and big car stalwart, **Ron Hamilton**. Thanks, Ron! Those of you buying these kits, pay attention to the satin chrome tree replacement issue inside!

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

The raffle yielded **\$78.00 (plus \$104.00 from the box!)**. Kudos to the following people: **Irv Arter, Brad, Ron Bradley, Mike Brown, Steve Buter, Harry Charon, Mike Hemp, Phil Jones, Charlie Magers, Bill Riblett, Chad "I'm Back!" Shapiro, Ray Wickline, Lyle Willits, Rich Wilson/Frank Knapik (are these two interchangeable?), Replicas & Miniatures Company of MD, and Overlea Hobbies.** 🏆



Hemi Hunters

Funny Car driver Gary Scelzi and his 6,000-horsepower **Hemi Oakley Dodge Stratus R/T** star in the newest version of the popular **"That Thing Got A Hemi?"** ad campaign for the Dodge Ram pick-up

truck. Scelzi crew chief Mike Neff even gets a little airtime as he performed some stunt driving when the regular TV crewmembers balked at racing through an intersection opposite Scelzi's fire-breathing

machine.

Filmed in the California desert outside Palmdale, the latest commercial shows a Dodge Ram pick-up waiting at a traffic light when Scelzi pulls up in his funny car and guns his engine. The two drivers exchange lines

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1960 Bonneville convertible/hardtop Duo

1960 Pontiac Bonneville Convertible Coupe [Trumpeter-China #02501- 1/25th scale, 224 Pieces and Decals]

1960 Pontiac Bonneville Sport Coupe [Trumpeter-China #02502- 1/25th scale, 234 Pieces and Decals]

The Trumpeter Model Company of China made an announcement several years ago, that they were going to produce all new detailed kits of American cars. Given the company's reputation for top quality replica aircraft and military models, this news was most welcome by the modeling community. The first models announced were the 1960 Pontiac Bonneville in 1/25th scale, in hardtop and convertible form. Over the last year and a half, our appetites were whetted with various press releases from the company, first as a built up test shot. That test shot looked downright fantastic, and the company promised the following features in the kit:

- An accurate body w/ opening hood and trunk and separate chrome trim
- A detailed Pontiac 389 V8 w/ automatic transmission
- A separate frame w/ fully detailed suspension
- A fully detailed interior

A few months later, the company released photographs of the various assembly trees in the kit, with promises to change any problems found before the kit was released. There were even shots of the box art, one of which was rendered by Jairus Watson for the hardtop kit.

Well, the waiting game started, first with an initial announcement that the kits would be available in the fourth quarter of 2003. Well, after the red tape was cleared up, the kits are finally here, and I have bought both of them. **Disclaimer:** First of all, these are my opinions of the kits. They are not designed to be malicious in any way, but as a warning to anyone who



had preconceived notions as to what to expect from these kits.

Pros:

These kits are beautifully executed in their engineering. The parts I assembled so far have gone together exactly as they should have, with no fit problems at all. The proportions of the various assemblies are very good to excellent. The engraving is sharp and clear.

Engine Assembly: A fair rendition of a Pontiac 389 4-Barrel V-8 engine. The parts go together like no engine I have ever seen in a model car, in that the cylinder head is a part of the block half, with no separation of this part. The intake manifold is devoid of any runners to the cylinders, and the carburetor is not very realistic looking. Once the assembly is painted and detailed, it looks like what it is meant to be, a Pontiac 389 V-8 engine, with a power steering pump and generator. Its shortcomings are hidden by the air

(Continued on page 3)



Photoetch hinges, metal springs, tires, & glass.

Duo (contd)

(Continued from page 2)

cleaner, heater hoses, and engine mounted accessories. **Note:** On the sport coupe the engine has the optional factory air conditioning set up, including all of the necessary parts. Aftermarket detailing parts will really bring this engine to life.

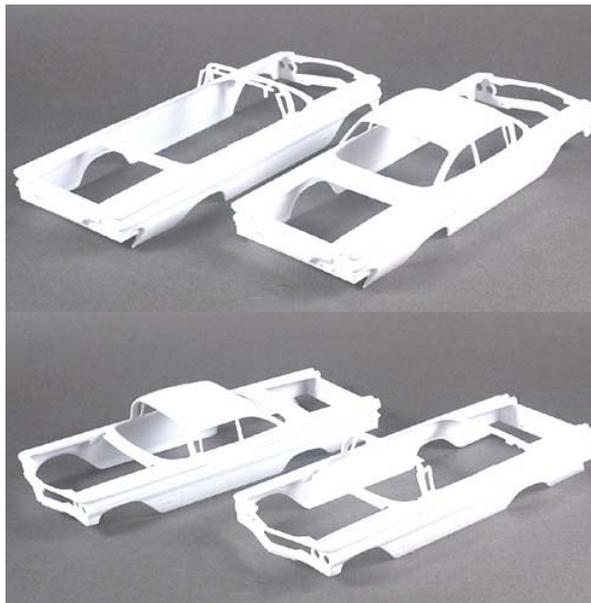
Dashboard Assembly: Several pieces build into one of the most detailed dashboards I have ever seen in a model car. The problem is that a lot of the smaller parts should have been chromed by the manufacturer, for better detail. For the most part they have to be painted, or chromed by the modeler.

Wheel Assembly: The builder gets two wheel choices here, both of them were factory optional equipment on the 1960 Pontiac Bonneville: The first is the “spinner” full wheel cover, and the second is the “8-lug” wheel, brake drum, trim ring, and specialized hub cap, which was new for 1960, exclusively on Pontiac cars.

The wheels suffer less from Trum-peter’s “chroming malady,” in that these wheels were in a brushed finish. The 8-lug wheels are a little shallow, probably designed that way to fit the kit’s tire assembly. There are two separate sets of tires in this kit, a set of bias plys, and a set of radials, both of incorrect white stripe tires. I found a proper set of whitewall tires in the latest edition of the Revell ‘59 Chevy Impala Hardtop, which were of the same diameter. The Modelhaus has a good set of

Pontiac 8-Lug wheels along with some decent Whitewall tires in their line.

Chassis Assembly: A separate “X” type frame is furnished. A detailed front suspension, consist of metal coil springs, A-arms, and steerable wheels. Several cross-members attach to the frame for the attachment of the rear suspension, which also includes the metal coil springs, tube shocks, an axle, and upper and lower control links. The builder has a choice of installing the standard single, or



optional dual exhaust system, inexplicably finished in chrome. Curiously, the suspension is not operational for up and down action as per the kit directions. The engine, exhaust system and drive-shaft mount to the chassis.

Firewall Assembly: A well engraved separate firewall is included here, with separate parts for the vacuum canister, power brake master cylinder, windshield washer jar, wiper motor, and heater box with controller. This assembly mounts to the interior/

floorboard assembly. On the sports coupe, the air conditioning components are also included to be mounted to the firewall assembly. Another interesting feature is included, the builder has a choice of metal photo-etched operational, or stationary plastic hood hinges (*open hood only*).

Interior/Floorboard Assembly: The interior builds off of a floorboard assembly, which also includes the under-hood and trunk detail. The radiator support with a separate fan shroud, radiator

brackets, and horns, and the battery mounts to the front inner fender assembly, as does the firewall assembly. The trunk detail consists of a covered spare tire and trunk lock/striker. The fuel tank mounts from below on the floorboard. The front and rear seats build up from several pieces into convincing replicas, which mount onto the interior part of the floorboard assembly, as well as the dashboard assembly, steering wheel and column, and passenger grab handle mount onto a well engraved

set of side panels, which also attach to the floorboard assembly. The completed chassis assembly mounts to the interior and floorboard. At this time the tie rod is also attached to the chassis assembly.

Note: The upholstery pattern on the convertible kit is **WRONG!** The correct upholstery pattern in the convertible’s interior is the same as the sport coupe, which is correct! Not the rolled and pleated pattern depicted in the convertible

(Continued on page 4)

Duo (contd)

(Continued from page 3)

kit. While the rolls and pleats are fine for a custom version of the car, it is **incorrect on a Replica Stock model**.

Body Assembly: The separate hood and trunk lid feature separate, detailed inner panels, which attach from the inner surface. The trunk lid includes a separate trunk light. Hinges attach the trunk lid to the body. Rear crossmembers round out the inner trunk detail. There are a set of optional “accessory” fender skirts, which if desired by the builder, should be attached to the body at this time. The windshield and vent window glass, as well as the interior rear view mirror, and sun visors mount to the windshield frame part of the body. After the builder mounts the body onto the interior/floorboard/chassis and engine assemblies, the rest of the accessories, the grille, headlamp/tail lamp/backup lamp assemblies, chrome moldings (*which are really chrome*), door handles, antenna(s) (*single front on the sport coupe and dual rear fender mounts on the convertible*), (*and the convertible top boot on the convertible*), mirrors, windshield wipers, and bumpers round out the assembly process.

Cons:

The minor details were not sorted out. I think that this is due to the following reason:

This model company is not familiar with the subject matter, period. While the kit itself was for the most part brilliantly engineered, there are a few unfortu-

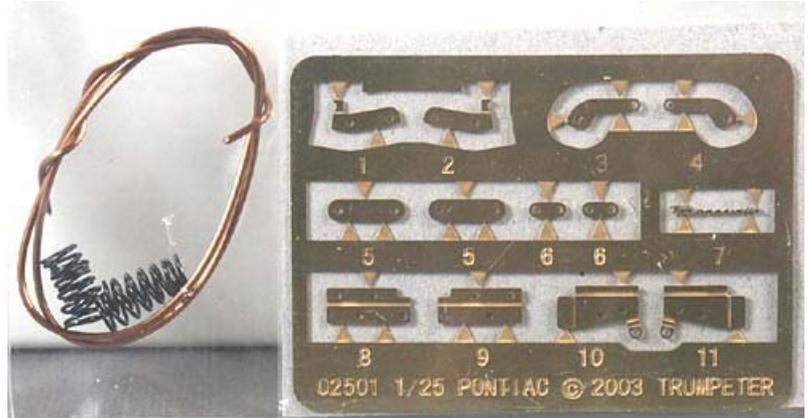
nate foibles, one of which is the “satin” finish used on the chrome items in the kit.

Cars in this era used

“Bright Chrome.” I hope that Trumpeter will correct this, and other problems which will be brought to light later in the review, in subsequent releases of these kits, and other planned future releases. I believe that the miscues in this kit would not have happened if this kit were done by one of the other model companies that specialize in this genre, in that they have a team of people who ensure that these “problems” are held to a minimum. The licensing department at the GM corporate level seems not to care enough to force the company to make the proper corrections, therefore the kit is going to be a disappointment to more than a few people. Trumpeter needs to hire someone who is familiar with this type of product, to be ultimately responsible for the final product. The product should not have been released without this person’s approval.

Problem Areas:

- 1 There is a satin finish on the chrome parts, which is wrong.
- 2 The mold lines are in a bad spot on the front and rear bumpers, right on the center of the sides.
- 3 The following parts should have



Close-up of the hood hinge photoetch fret and coil springs.

- been chrome plated instead of bare plastic on a separate tree:
- D40-Gauge Cluster
- D26-Dashboard trim
- A16/A18-Dashboard Knobs
- C25-Visor Vanity Mirror
- C31- Interior Rear View Mirror (*convertible*)
- D10- Interior Rear View Mirror (*sport coupe*)
- A45/A46-Windshield wipers
- A38/A39-Windshield wiper mounts
- C19/C20-Rear Antennas (*convertible*)
- D32-Antenna (*sport coupe*)
- D8- Exterior Rear View Mirror (*sport coupe*)
- C5/C6-Exterior Rear View Mirror (*convertible*)
- B31/B38-Outside door handles
- C28/C30-Inside Door Handles
- A12- Dashboard Grab Handle
- C8-Upper rear seat/Speaker enclosure (*convertible*)
- D6-Speaker cover (*sport coupe*)
- 4 The hood ornament blade should be a separate chrome part.
- 5 The side window moldings and side window glass should have been left off of the sports coupe.

(Continued on page 5)

Duo (contd)

(Continued from page 4)

- 6 The convertible interior's upholstery pattern is incorrect.
- 7 The roof on the sports coupe looks a little short.
- 8 The steering wheels should have been chrome and clear.

Conclusion:

This is one expensive kit. It builds up in the manner of the finest kits on the market, and with careful building, a brilliant paint job, and a proper, judicious application of aftermarket detail parts, will yield a fantastic model. Some of us will take the time and expense to correct the problems in this kit. There are several foibles within the kit that need to be addressed and corrected by the manufacturer now, if this series is going to be a successful endeavor for Trumpeter. The various retailers and distributors are not at fault here. We were promised a superior product by the manufacturer, but it fell short.

Personally, I like these kits, as I am able to work through the foibles to get my desired effects. In comparison to my original AMT '60 Pontiac Bonneville model, this kit is light years ahead. This kit reminds me of a cross of the AMT '62 Catalina, and Revell '59/'60 Chevrolet kits in fit and feel.

Should this kit be recalled? No way, we waited long enough. Trumpeter is going to make some sort of "good will" gesture towards the distributors and retailers who sold these kits, and the modelers who purchased these kits, probably in the form of a new

B-J Auction Insanity

chrome tree.

I recommend this kit to the modeler who has the capability to correct the problems, which are minor in the greater scheme of things. The super-detailers out there will love this kit. The various paint vendors such as Model Car World and Rainbow has the accurate paint colors for these kits, and by the way, the *Model Car Garage* will have a *photoetch detail set* for this kit in the near future (Ed. Note: Refer to last month's newsletter).

by: Ron Hamilton 🍷

Chrome Fix

For those modelers who purchased the Trumpeter Pontiacs, the chrome trees are indeed being replaced. Normally, you would be contacting *Stevens International*, were it not for *MAMA's Boy Ron Bradley*. Ron was able to convince Stevens that he could (*and would*) handle this replacement at this level. So, instead of going to Stevens, get in touch with Ron Bradley (*only if you purchased the kits from Ron!*). They should be here in the states in a few weeks, and I'm told will also feature some detail touch-up on the hub-caps, as well as being properly done in bright chrome. *Thanks, to my two Rons!* 🍷



Well gang, for those of you who didn't watch the recent Barrett-Jackson auction insanity, here is a synopsis of what happened: Too many people who had more money than they knew what to do with threw it at the B-J crew (*egged on by both men and women on the sales floor, telling them that they could win their particular auction for 'just' another few dollars*). At any rate, here are some of the top money cars, and their selling prices:

1. 1938 Lincoln Zephyr V-12 Coupe Street Rod **\$432,000**
2. 1955 Mercedes 300SL Gullwing **\$386,900**
3. 1955 Mercedes 300SL Gullwing **\$367,200**
4. 1951 Allard J2 Cad LeMans Racer **\$324,000**
5. 1937 Cord 812 Supercharged Phaeton **\$324,000**
6. 1991 Callaway ZR-1 Speedster **\$189,000**
7. 1955 Mercedes 300SL Roadster **\$310,050**
8. 1967 Shelby GT500 fastback **\$280,800**
9. 2001 Ferrari 50 Barchetta **\$271,080**
10. 1932 Cadillac 452 B V-16 Dual-Windshield All-Weather **\$270,000**

I even managed to watch a brand new *2004 GTO* sell for **\$37,800** (*barely over sticker*). I don't know what the total dollar figure spent at this year's auction was, but based on these numbers, it could probably have funded a small country. It was neat to see so many nice old cars. 🍷

This 'n That

MAMA's Boy Makes Good! Lyle Willit's red and silver two-tone '55 Chevy convertible won the CPMCC

"Model of the Year" award at February's CPMCC club meeting. **Congrats, guy...New Stuff!** The next round of Buyer's Choice kits over at



AMT/ERTL will include: **1967 Chevelle Pro Street, 1963 Ford Galaxie, 1928 Lincoln, and a (NY) Toy Fair Exclusive 1932 Chrysler Roadster...Blind Leading the Blind?!** Thousands of **blind Israelis** have been issued **driver licenses**, Israel Radio has reported. A recent check by the Israeli Transport Ministry revealed 2385 people, who carry cards signifying they are legally sightless, have also been issued valid driver licenses. In some cases, the two cards **lie next to each other in the same wallet**, the radio said. The ministry is sending the sightless notices invalidating their driver licenses, the report added. **Hope someone's gonna read it to 'em...**

Bye, Bye, Baby! Apparently, the General is gonna **kill** the slow-selling **Saturn L-series sedan** a bit earlier than expected. Word is that the Delaware plant where they are

made will pick up the **new Pontiac Solstice...Flyin' Finn?** One of Finland's richest men has been fined a record **170,000 euros** for speeding through the center of the capital. (Matt's note: it's

about \$217K US dollars!!!). Jussi Salonoja, 27, heir to his family's sausage business, was caught driving 80kmh in a 40kmh zone recently, police said. Finnish

traffic fines vary according to the offender's income and, according to tax office data, Salonoja's 2002 earnings were close to seven million euros (**\$8.512 million**). The final penalty could still change when the case is eventually heard by a Helsinki court, as was the case with Nokia

executive Anssi Vanjoki, whose **116,000-euro (\$141,081)** speeding fine was slashed by 95 per cent in 2002 due to a drop in income. If Salonoja's penalty stands, it will beat a speeding fine of more than **80,000 euros (\$97,298)** paid by internet millionaire Jaakko Rytola in 2000, and the **35,000-euro**



(**\$42,568**) fine imposed on Nokia president Pekka Ala-Pietila in 2001 for running a red light. Guess there are times when it's not nice to have money, eh?...

Black Cat! Say hello to the **Jaguar/Rocketsports Racing XK-RS concept** that debuted at the Chicago auto show. It is powered by a stroked **5.0-liter AJ-V8 Trans-Am racing engine** that belts out 550 hp and 500 lb-ft, of torque. It features Penske coil-over shocks, cross-drilled Brembo brakes (**13-inch front, 12-inch rear**) and underbody tunnels that double the downforce of the stock XK. Rocketsports also swapped the production car's six-speed automatic transmission for a five-speed manual transaxle. Weight distribution is a balanced 50/50. Sadly, it is too good to be true, as Jag says it has no production plans for the

XK-RS. Looks like a **Mazda Miata on steroids**, don't it? ...**Topless Mini.**



BMW's Mini Cooper will get another boost later this year when the ragtop

version arrives. It makes its world debut at the Geneva motor show. Roll hoops are added behind the rear seats. Mini will introduce the 115-hp 1.6-liter convertible first, followed later by the supercharged 163-hp model. No word on pricing, but the cabrio will likely command about \$5,000 over the hardtop...**Boat car? Car boat?** British entrepreneur Richard Branson will plunk down **\$300,000** to buy the first Aquada amphibian. The owner of **Virgin Atlantic Airlines**, will take delivery of the first of 100 maiden Aquadas that manufacturer Gibbs Technologies plans to build starting later this year. The company is still looking for a

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T 'n T (contd)

(Continued from page 6)

partner to license and market its **100-mph (on land) and 30-knots (on water)** vehicle in the States... **New Age STS!** The **2005 Cadillac Seville STS** will debut at the New York Auto Show in April and is expected to hit the market during the third quarter of 2004. The all-new vehicle highlights Cadillac's signature exterior styling (i.e., *CTS, SRX*). Engine options include the 3.6L V6



VVT or 4.6L Northstar V8. It will offer rear-wheel or all-wheel drive... **British Bomber!** **MG Rover** has confirmed that its **SV supercar** could be introduced to the States by 2006. The car is closely based on the floorpan of the long-gone **Qvale Mangusta**, but now features a carbon fiber two-door coupe body. The SV, which is about to go on sale in Britain, is powered by either a **320-hp or 400-hp 4.6-liter Ford four-valve V8**, depending on tuning. A **460-hp version** is planned, closely related to a Le Mans GT racing version. At the top of the range, also due to arrive in 2006, is a **765-hp SV-S model** running the same engine the company ran in a dragster at Bonneville last year. U.K. prices for the SV range from **70,000 pounds (about \$133,000)** for the base version up to an estimated **120,000 pounds (about \$229,000)** for the SV-S... **Ragtop Pony?** Convertible lovers will have to wait as long as a year

for their first glimpse of the redesigned **Ford Mustang convertible**. Ford Motor Co. unveiled only the **2005 Mustang coupe** at the 2004 Detroit auto show. At this year's Detroit show, Ford displayed concepts for both the Mustang convertible and coupe. But when production begins late next summer, the coupe will have a head start. It

will go on sale in the fall. The convertible is expected to arrive in dealerships six to eight months later. Ford should unveil the production convertible shortly before it goes on sale, possibly at the 2005 Detroit auto show. Ford execs have said they want to create excitement for product lines by phasing in new body styles or models throughout the life of a vehicle... **GTO's the Star!** USA Network's new made for TV movie (filmed in the San Diego area), **"The Last Ride"** will feature **three generations of gearheads**, and

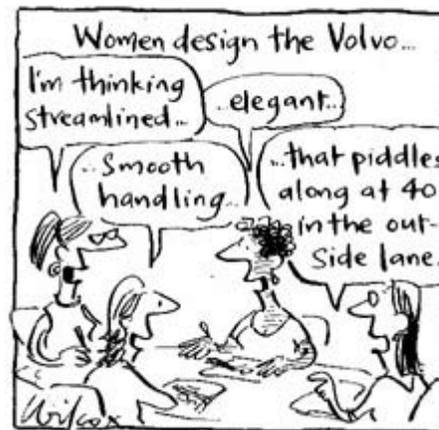
Pontiac GTOs (both classic AND modern), and how they affected one family's life. Bring it on, USA! Watch for it in the second quarter of 2004... **Women Designing Cars?!**

A team of **100 women—most of whom had never designed a car before**—have created a vehicle which doesn't need washing, will

book itself for service, thanks to wireless technology, and has special ports in the headrests to accommodate ponytails. The Volvo concept car, due to be unveiled at the Geneva Motor Show, does not even have a hood. The project team figured women would never want to look at the engine, so the front end is designed to come off in one piece at the workshop. The windows and paint are dirt repellent, and the seat covers can be easily removed, and are made from material that won't shrink in the wash. For those who think it sounds a bit patronizing, Volvo rejected some "cliched requests" from female focus groups. Suggestions that didn't make the cut included an **on-board cappuccino maker**, and **foot supports for high heeled shoes**. But there are a couple of catches to what sounds like a dream automobile. The women spent **triple the budget** to build it—most concept cars cost about **\$2 million**, this Volvo cost **\$6 million (!)**—even though it will never be driven. Thanks to **Matt**

Guilfoyle, and the **Sydney Morning Herald... Freakin' Streakers!** Three 'challenged' guys in Washington state who attempted to streak a Denny's restaurant, clad in hats, shoes, and smiles,

watched in horror as someone **stole their running getaway vehicle** out front (with their clothes in-



(Continued on page 9)

Model Buffet

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

Gene and Becky Sizemore, better known as **Slixx decals** (<http://slixx.com/>), will no longer be producing decals. Yup, you heard me right! After many successful years in the decal business, due to rising licensing and business costs, they are unable to continue. They will appar-



ently be selling out their decal inventory over the next few months. **Sorry to see ya go, guys!**

Check out this Belly Tanker kit in 1/24-1/25th scale. It's by **Motoi's Historic Car Models**, which are available through **Hapico** for **\$79.95**. Included is everything in the photo, except paint, decals, and wiring (*display model built by Dale King*). You

can contact Hapico online at <http://www.hapico.com/>, or, by more conventional methods: Phone (714) 557-6370; or snail mail, 2524 Lehigh Place,

Costa Mesa, CA 92626.

It was brought to my attention almost immediately after publication of last month's newsletter that contact info for **Ubermodel** was MIA. It is as follows: Dennis Braun, 329 Maryland Avenue, Massapequa Park, New York 11762, ubermodel@hotmail.com. Oh, and if you don't remember his website, it is: <http://public.fotki.com/ubermodel/>! Sorry!

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 here, with proper credit given, natch! 🍷

Model Car World

Model Car World 1962 Chevy Biscayne 2 door sedan (\$31.95)

The AMT '62 Bel Air is the required donor kit for this very nice resin transkit cast in light yellow resin. For the money you get a one piece body with open hood, interior tub with separate front bench and rear seats, vacu-formed "glass" and decals (*Biscayne scripts done in silver and chrome, as well as other emblems including "409" and six cylinder*). Also included are basic instructions and a template for cutting rear side windows out of clear acetate.

As with the '63 Biscayne by MCW, there are no visible imperfections.



I highly recommend the kit and would suggest the

only way to enhance it is with the addition of a Model Car Garage photo-etch detail set (*MCG-2127*).

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

Model Car World 1966 Rambler Ambassador 2 door HT (\$47.95)

This is a complete resin kit, except tires. For your money you get a very crisply cast one piece body (*hood molded closed*) that features a vinyl top, separate taillights, front and rear bumpers, one piece interior tub with the seats molded in,



dash, steering wheel, one piece promo-style chassis and promo-style wheels, along with vacu-formed "glass." None of the parts are plated.

This kit appears to have been mastered off a promo, but that's fine with me. The kit shows no visible voids or pinholes. A dry fitting of the kit shows everything lines up like it should.

If you're looking for something just a little different for the display table, this is the kit for you.

Review samples provided by Matt Guilfoyle 🍷

T 'n T (contd)

(Continued from page 7)

side!)! They huddled behind parked cars in 20-degree weather until the cops arrived. No charges were filed. *Guess the thinking was that they had suffered enough... "You're not gonna believe this..."* That must've been how the phone call to the insurance company started by a woman in South Carolina. She was driving down a country road, when she saw an animal coming in her direction. Before she knew it, she had *struck and killed a 500 pound pygmy hippopotamus (!)* (Ed. Note: How can you fail to miss hitting a 500 pound hippo?!?). The hippo apparently escaped from a local plantation. She wasn't injured, and the car sustained minor damage...

Oldsmobile dead and buried? After *107 years* in business, Oldsmobile will build its last car in June. The last Olds, a *2004 Alero*, should roll off the line in the first week of June. GM had planned to assemble the last Alero on April 30th, but demand warranted extra production. The Pontiac Grand Am and Alero are built on the same assembly line. As long as demand holds, GM will keep the line running. Production could continue until the annual model changeover on June 25th, but no longer. *GM will not produce 2005 Oldsmobiles.* Pontiac also will drop the *Grand Am* for 2005 for the new *G6* sedan...*Saturn CVT Discontinued?!* Lingering quality problems with General Motors' first continuously variable trans-

Lyle Willits Collectible Cover

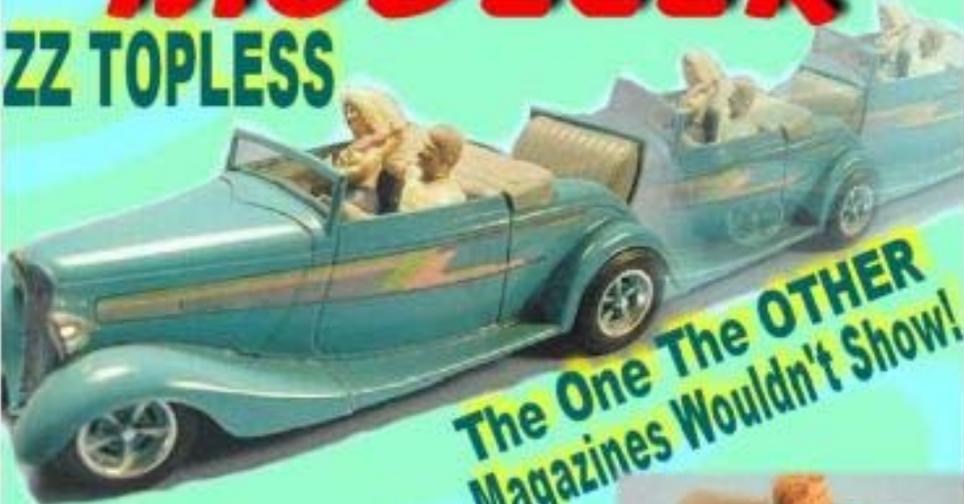
FOR MODELERS WHO JUST SIT AT THE COMPUTER

STREET ROD

MODELER

April 2003

ZZ TOPLESS



The One The OTHER Magazines Wouldn't Show!

HOW TO:

- STRIP PAINT FROM A DIECAST
- PAINT A DIECAST
- CHANGE THE COLOR OF A DIECAST
- REMOVE SCREWS FROM A DIECAST
- REINSTALL SCREWS IN A DIECAST
- USE PARTS FROM A PERFECTLY GOOD PLASTIC KIT IN A DIECAST FOR NO APPARENT REASON



COLLECTORS ISSUE
\$18.95

KALMDOWN PUBLISHING

1254A 6254C

mission have forced GM to halt production...*Sad news. Louie Unser*, chief mechanic on two of his brothers' cars when they made their debuts in the Indy 500, died March 2nd in Anaheim, California. He was 71. He was the twin brother of Jerry Unser, who in 1958 became the first Unser to

qualify for the 500. Louie was his chief mechanic and in 1965 he handled the same duties for Al, the youngest of the Unser brothers. *Al Unser* won the race four times. (Thanks to the *Washington Times*, *autoweek.com*, and other Internet sources for this insanity!)





March 27th–18th 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, TSSMCCJKW@aol.com, or Tom Geiger Modl-Citizn@aol.com.

Mar. 27th–PENNCON 2004 Model Show and Competition from 9 a.m. to 5 p.m., at the Holiday Inn South, exit 40A off RT 83, in New Cumberland, PA. Info: Robbin Crossley (717) 236-4866; email: RLCTTFN@aol.com, or Allen Chubb (717) 362-1120; Chubbins@epix.net

April 4th–Capitol Miniature Auto Collectors Club Spring Meet, from 9 a.m. to 1 p.m. at the Dunn Loring VFD on Gallows Road. Info: (703) 941-0373, jwbrostrom@yahoo.com.

April 10th–Model Classic 2004, presented by IPMS Northern VA, from 9 a.m. to 4 p.m., at Fairfax High School, 3500 Old Lee Highway, Fairfax, VA. Special theme–“*In the Year of X4.*” Info: Tom Henderson, 15491 Wheatfield Road, Woodbridge, VA 22193, (703) 680-9354, thomash281@aol.com.

April 21st to 25th–Spring Carlisle at the fairgrounds.

April 24th–4th Annual Car & Truck Show, from 10 a.m. to 3 p.m. at Eastern Technical High School, in Essex, MD. Info: (410) 887-0190 (Rain date: Saturday, May 8th).

April 25th–Britain on the Green Car Show, at the Collingwood Library and Museum, 8301 East Boulevard Dr, Alexandria, VA, from 9 a.m. to 3 p.m. Sponsored by Capital Triumph Register. Car show for all British marques, Participants’ Choice judging, vendors, food, children’s activities, admission to library, museum, and grounds included. Info: Charlie Brown, 5816 Mallow Trail, Mason Neck, VA 22079, (703) 339-5871, cb1500@erols.com, <http://capitaltriumphregister.com/>.

May 1st–Mustang & Fords Cruise begins at Montgomery College in Rockville, MD. Drivers meeting at 8:30 a.m., and cruise starts at 9 a.m. The editor of Mustangs and Fords magazine will ride along through MD, VA, and Harpers Ferry, WV. Ford powered cars and trucks only please. Info:

(Continued on page 11)

Mark Your Calendar Now!

The TRI-STATE SCALE MODEL CAR CLUB presents

THE 18th ANNUAL NNLTM East

- MODEL CAR SHOW
- SWAP MEET
- AFTERMARKET VENDORS

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

Sub-theme: MUSTANG

Marques that celebrate their 40th anniversary

Gone But Not Forgotten

Model companies that are no longer with us

← SATURDAY, MARCH 27th, 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-TSSMCC KJW@aol.com
Tom Geiger (732) 264-9305 • Email-ModlCitizn@aol.com

Events

(Continued from page 10)

- www.ncrmc.org, or contact rexjturner@netzero.com.
- ☛ **May 2nd—National Capital Region Mustang Club Annual Spring All Ford show** at Montgomery College in Rockville MD. Over 100 Mustangs and Fords on display. Free to spectators. Info: www.ncrmc.org, or contact Rex, (703) 319-3338.
 - ☛ **May 8th—Mid-Atlantic NNL Model Car Show an Swap Meet**, sponsored by MAMA, CPMCC, and Midnight Modelers, at the Ruhl Armory in Towson, MD, from 9 a.m. to 3 p.m. Themes are **50s Style Hot Rods**, and **Resin Kits**. Show info: Lyle Willits, MAMAprez@aol.com; vendor info: Norman Veber, (410) 768-3648.
 - ☛ **May 15th to 16th—Custom Compact Nationals**, at the Pennsylvania State Farm Show Complex, in Harrisburg, PA. Info: Carlisle Events, (717) 243-7855, info@carsatcarlisle.com.
 - ☛ **May 15th to 16th—Pontiacs in the Park** (Virginia Motorsports Park, that is)!! Inaugural event for 2004. 2 days of Pontiac drag racing, car show and swap meet. Located at VMP, an IHRA sanctioned 1/4 mile drag strip, in Petersburg VA. Pontiac bodied or powered cars can run in these classes. There will also be a Quick 16 for Pontiac-powered vehicles only. Info: www.virginiamotorsportpk.com

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

- ☛ **May 20th to 23rd—Cruisin' Ocean City 2004**, in Ocean City, MD. Info: (410) 798-6304, or email infoevent@aol.com.
- ☛ **May 21st to 23rd—Carlisle Import, Kit, Replicar Nationals**, at the PA State Farm Show complex in Harrisburg. Giveaway vehicle is a **1963 VW Beetle**. Info: (717) 243-7855.

(For additional events, go to the MAMA's BoyZ website, <http://www.mamasboyz.org/>) ☛

- WANTED**—(3) sets of **1957 Chevy flip-nose taillights**, or someone able to cast parts. Call Russ Kirkpatrick, (410) 905-5419
- WANTED**—MPC "**Super Stocker**" **complete kit of any body style, or any parts**. I have two bodies (*Mustang & Cuda*) and a majority of the Cuda chassis. Would like to build both cars, but would be happy to finish either. If any one has an extra kit lying around for sale or trade please call JC Reckner, 410-923-3699
- WANTED**—2 or 3 **sealed Revell GeeTo Tiger kits**. Contact Tim Sickie, (301) 249-3830 ☛

MID-ATLANTIC NNL

MAY 8, 2004

THEME

RESIN KITS*





RUHL ARMORY

1035 YORK ROAD

TOWSON, MD.

9 AM - 3PM

7 \$ ADMISSION

60 VENDOR TABLES

DOOR PRIZES

PEOPLE'S CHOICE AWARDS FOR SEVERAL CATEGORIES

THEME

50'S STYLE

HOT RODS





SHOW INFO: CONTACT LYLE WILLITS
e-mail: MAMAprez@aol.com
Phone: 410-796-2768

VENDOR INFO: CONTACT NORMAN VEBER
Phone: 410-768-3648

* MINIMUM OF A COMPLETE RESIN BODY

Chapter Contact:

Timothy Sickle
15905 Ark Court
Bowie, Maryland 20716
Phone: 301-249-3830
Email: gtoguy@mindspring.com

MAMA's BoyZ do it in scale!



Hemi (contd)

(Continued from page 1)
before racing side-by-side through the intersection.

With a stunt double playing the part of the regular Dodge Ram truck owner used in all the other commercials, the script called for the scene to start with a shot of the truck sitting at the light. The camera angle then shifts to inside the truck's cab with a view across the driver and out the driver's side window. At that point, Scelzi's funny car rolls up in the next lane.

Scelzi did several tag lines, since they were unsure which they'd use. He started with, *'Nice wheels,'* *'That thing got a*

Hemi?' and he even got to say, *'Sweet,'* like the two

knuckleheads in the commercial.

The final scene calls for these two to take the green light and race through the intersection. Wanting the real thing, they

asked the Schumacher Racing crew to fire up the car so Scelzi could perform a real launch.

They ended up doing it twice. So, there's a little stretch of road in Palmdale that has some hellacious tire tracks in the intersection. People will probably wonder what th' heck was going on. *We know, don't we?! 🏎️*



We're on the web!
<http://www.toadmail.com/~mama/>, or
<http://www.mamasboyz.org/>

Late Breaking!

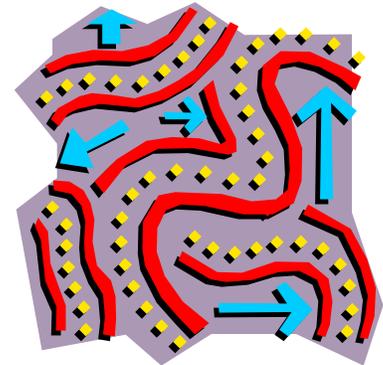
Following news that *Bugatti* will limit the top speed of its *16.4 Veyron* to *218 mph* (down from *252 mph*) due to high-speed stability problems, comes word that it will be delayed for at least another 15 months. Originally planned for production last July and due out this April, the 8.0-liter, 987-hp W16-powered car is a victim of "demanding quality standards" by VW. Bugatti said the first car wouldn't roll off its French assembly line until late 2005. 🏎️



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. 🏎️