



MAMA SEZ!

Volume 17, Issue 12

August, 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. ☞

Cars, cars, cars!

40+ MAMA members apparently had a good time abusing short-timer, former club president and **world-renowned modeler Larry Boothe** last month. August will be his final meeting prior to his move to hot, sunny Texas. **Don't forget to pay up, Boothe!**

Another modeler of some notoriety, **Dominic Gerace** (a **LIARS club member**), was in town visiting family on vaca-



tion, and decided to stop in and tease us with some of his excellent paint work. Sorry I missed it!

Another 'first' for our group was a 'remote' report from the **GTO Nationals in Pontiac, Michigan**, phoned in by yours truly, with **Walt Rook's** assistance. See story inside.

The **"Big Go West"** (a.k.a., the Toledo NNL) was discussed. Interested parties should contact

Tim Powers if you would like to join in on booking rooms for the trip.

This month, I'm gonna catch more flack, 'cause we have more Poncho stuff inside. Again, thank (or rag on!) **MAMA's Boy Matt Guilfoyle** for his efforts.

The raffle yielded **\$68.00 (plus \$86.00 from the box)**. Kudos to the following people: **Brad, Jerry Kirby, Ron Leedy, Ray Wickline, Rich Wilson, Lyle Willits, and Replicas & Miniatures Company of MD.** ☞

Free Stuff!

Yeah, I thought that would get your attention. Read on for details.

Mike and Kevin Brey, the proprietors of Hobby Works, an ardent MAMA supporter, have come up with a free plan that will give their customers free cost-cutting rebates, discounts, provides advance notification of specials and sales (including their **legendary Spring Clear-**

ance Sale). It would even allow you to open a shrink-wrapped box – before you buy!

It's simple. You receive 1 point for every dollar spent (excluding **Willie Don's state tax**). For every 300 points you accrue, you qualify for a reward certificate, good for virtually all items in the store. Reward Certificates are mailed out every 30 – 90 days.

When you sign up

(including e-mail address), you get a credit card and a keychain card (kinda like your wives' **Safeway and Giant cards**). Whenever you make a purchase, the card is scanned, and your points are automatically tallied. **It's that easy!**

Questions or suggestions? Contact 'em at 301-725-6033, or Plan@HobbyWorks.com. Now get over there and register, to start earning free stuff! ☞

1965 Dodge Coronet 500

[Polar Lights #6401; 85 Pieces, plus decals]

I got my hands on the highly anticipated '65 Dodge Coronet 500 2-door hardtop from Polar Lights. Maybe I'm a little too critical, but I am a little underwhelmed by this offering. There are a few minor foibles with this kit, but nothing that cannot be corrected, with modeling skills, or a trip to the trusty parts box.

My problems with the kit are minor. The concept of a detailed 'snap together' kit intrigued me to say the least, but this type of assembly does not give the modeler the opportunity to 'dry fit' the model to see how it will go together. Once the parts are assembled, they do not come apart easily. This is a good feature for the modeler, who would be satisfied with building this kit out of the box, but I am not one of them. I like to play with the stance of the car, as well as trying out various engine parts from the aftermarket. I also like to experiment with different types of wheel and tire combinations, to get a particular look for the car, as well as painting my models in a color that would have been period correct for the car, preferably a factory stock color for the exterior and interior. With this kit, I have to strip the body, as it is pre-painted over a molded in color for the exterior, as the color(s) chosen by Polar Lights are not what I would have chosen. With that be-

ing said, let's go over the kit.

First of all, kudos to Polar Lights for taking the time to wrap each of the assemblies in plastic bags, and carefully packing all of this in a sturdy cardboard box.

The **engine assembly** furnished in the kit will yield one of two of the **optionally available high performance 426 cubic inch V-8 engines** offered by Dodge in the 1965 Coronet 500. One was with a single 4-barrel carburetor, and the other with two-4-barrel carbure-

"First of all, kudos to Polar Lights for taking the time to wrap each of the assemblies in plastic bags, and carefully packing all of this in a sturdy cardboard box."

tors, mounted on a 'cross ram' intake manifold, with a choice of two types of air cleaners, along with a high performance automatic transmission. The proportions are accurate, and the engraving is very sharp, resulting in a very convincing replica of this engine. But if you are going to build this model 'Replica Stock,' there are a few problems:

1 The Dodge 'Ramcharger' 426 wedge V-8 engines as installed from the factory had no chrome accessories, so the chromed air cleaner(s), carburetor(s), alternator, and valve covers must be

stripped of the chrome plating, and painted a bright red.

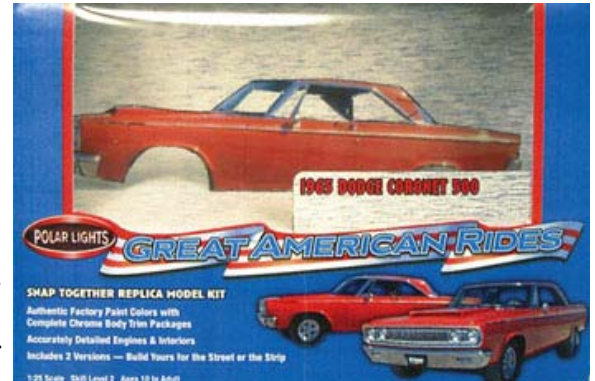
2 Why Polar Lights molded this assembly in blue is beyond me. The color is problematic to cover properly, and does not represent an engine color offered by Dodge.

The **chassis assembly** consists of a floorboard, separate front and rear sub-frames, a simplified front suspension with separate steering knuckles, 'K-member' and torsion bars, rear shock absorbers, a beautiful dual exhaust system with a crossover pipe and exhaust cut-outs,

and a one-piece unit consisting of the driveshaft, rear axle, and leaf springs. This assembly is nicely engraved, and well engineered, but the 'snap together' function, and lack of options will yield just one choice of ride height. This assembly is molded in black plastic. Since the '65 Dodge was a unibody car, the bulk of the chassis and cross members should have been primer, with body color over spray on the edges.

There are **three tire/wheel combinations** in this kit:

(Continued on page 3)



Dodge (contd)

(Continued from page 2)

1) The **stock full wheel covers** are accurate, and plainly well done. There is even a decal for the “fratzog” emblems in the spinners. The original 1965 annual didn’t even have these wheel-covers. They mount on vinyl black wall tires. Most of the ‘65 Coronet 500s I have seen were equipped with whitewall tires, but blackwalls are accurate for the car.

2) The **“custom” performance wheels** look like **Cragar SS wheels**, but they lack center cap detail. These wheels have the option of being mounted on a set of the stock tires, or a set **‘cheater’ slicks** for the rear.

I have a problem with the ‘no-name’ tires on this model. The sidewall profile of the street tires are wrong for a ‘65 vehicle (*too wide*). I know the ‘no name tire issue’ is not entirely the fault of Polar Lights. The tire manufacturers need to eliminate the royalty fees, so that we can get some accurate tires on our models.

The **body** of the car is very accurate and well done. Mold-lines look to be non-existent, and the proportions seem to be right on the money. I compared this one with an original ‘65 annual, and this one actually looks better. There are two hoods furnished, the flat replica stock hood, and a hood with openings for the cross ram carbs, and a separate hood scoop. Curiously, there are no emblems engraved on the body. Decals are furnished to represent the emblems. A windshield unit with

molded in sun visors and a rear glass unit with the side windows comprise the glass in this car, and they seem to fit well. The front grille unit is a disappointment, in that the headlamps are molded in with no separate lenses. It is well engraved nevertheless. The rear tail lamp bezel fits into a recess in the trunk lid and is well engraved with its fine ribbed detail and the red-clear tail lamps fit well. The front and rear bumpers, and the left hand side mirror round out the assembly. I have two problems with the body:

1) Pre-Painted body with silver tampo ‘chrome’ trim. Unless the modeler wants a red, yellow, black, or white car, the body and its components must be stripped of the factory applied finish, primed, and repainted. I would rather have had a white or gray unpainted body. The silver tampo ‘chrome’ trim is unrealistic, and is an insult to me. While it was evenly applied, it looks too much like the silver paint we used to put on our models when we were kids.

2) The rear view mirror’s mounting point (*a hole in the door*) is unnecessary. Something to fill.

The **interior tub** and **under hood area** is the last assembly, consisting of a floor pan with a molded in rear seat, carpet detail, center console, and the inner fenders and radiator core support. The interior consists of separate side panels, dashboard with hanging pedals, steering wheel and column, console insert and shifter, and two-piece bucket seats. The under hood area consists of the firewall, a brake master cylinder/

booster, radiator and fan shroud. Curiously, the inner fenders and core support were painted to match the body, but not the firewall, which should have been painted to match. These components are well engraved, and well engineered, and should go together easily. The bucket seats are not correctly shaped, as they are too wide and too square, but the upholstery pattern is correct.

Once the assemblies are built, they should lock into place, not requiring any glue. The resulting model will represent a well proportioned, decent looking ‘65 Dodge Coronet 500 2 door hardtop, in either ‘Replica Stock,’ Street Machine, or ‘Super Stock Drag Racer’ from the parts in this kit. I am quite sure that the aftermarket is gearing up for this kit. I would like to see an A990 Sedan transkit, as well as a photoetch detail set to supplement this kit. That would make me happy.

Frankly I need to pose just one question to the kit’s manufacturer—Are you marketing this kit towards the novice modeler? It seems to me, that while I am sure that this kit should yield a fine model for the novice modeler, the more demanding modeler is going to be left a little underwhelmed due to the design of the kit.

There is no doubt this kit is going to be a winner for the manufacturer, and I do recommend it. Just be prepared to do a lot of extra work if you wish to go further than the product planners originally intended.

By: Ron Hamilton 

GTOAA Nats!

This year's GTOAA Nationals in Pontiac, Michigan promised to be a barnburner. With the *40th Anniversary of The Great One*, and the *25th Anniversary of the GTO Association of America*, it was shaping up to be a neat celebration. I'm here to say that Nick and I weren't (*too*) disappointed! When the dust had settled, there were approximately **350 GTOs** (*and Tempests*), including about **75 concours cars**. These factors, as well as three hotels within walking distance, a swap meet, seminars, model car contest, and shopping trips, meant that there was plenty to see and do. Several incidents of drizzle failed to dampen the enthusiasm of the car owners.

The hotel complex consisted of three hotels, divided by a dual lane divided highway, which was actually closed to everything but hotel traffic, and the GTOs were parked along the main drag by year.

Upon arrival, we registered with the GTOAA, while my wife took care of the hotel registration. It was then off to the Pontiac Silverdome, a scant few miles down the road, for the *Pontiac-sponsored Ride & Drive program*, where show attendees were able to drive a selection of Pontiacs (*yes, including even the new Goat*), scheduled to run the entire day. Show cars from *xXx* and *The Last Ride* were on display, as well as *Rhys Millen's formula Drift series GTO*, and *Greg Andersen's all-conquering NHRA Pro Stock*

Grand Am.

We were able to drive a selection of Pontiacs, including Vibes, Grand Prix Comp Gs, Bonneville GXPs, and the new Goat. Bob Bondurant drivers were also treating interested parties to high performance rides on the high-speed road course, with drifting demos interspersed throughout the day. I must say, that by 4 p.m., the automatic-only GTOs that my son and I were able to drive were dogged so badly that they could barely break the tires loose from a dead stop. Major disappointment for my son Nick, who was trained in the fine art of clutch usage in hopes of driving a 6-speed Goat just prior to our trip. By the way, did I mention that he was *'thrown out'* of the test drive section? Yup, he was determined to *'get wheel'* in this new Goat, so he turned off the traction control, shifted into 2nd gear, and not only *power braked the car* in a short, straight-line acceleration test, but also *'drifted' it in the handling portion of the course* (*nearly hitting a cone*)! Needless to say, they weren't too pleased with him when he got back. He was informed that was his 'last ride.' Big deal—the event closed fifteen minutes later! Nick was broken up about it ...not!

The Bondurant gang had commandeered all the manual tranny cars for their purposes. Rides with them made up for the lack of seat time in the manual tranny Goats. These guys had these cars wailing, and tires howling in protest! They handled great! As far as the drifting demo is concerned, take one rear-wheel-drive, 350-hp. 6-speed

performance car, with factory 17-inch tires and a performance suspension on it, and voilà—gobs 'o tire smoke (*and tires up in smoke!*). 'Nuff said! Bondurant's gang, as well as more than a few GTOAA attendees (*especially Nick!*) definitely left their mark—I shudder to think about how many tires gave their lives that day.

While the ladies hit the trail for local shopping, we hit the swap meet. We scored a fresh set of motor and trans mounts for my 1968 GTO, a 'Hurst equipped logo, and a chassis manual, to simplify the resto process. I even scored a few more diecast Goats for my ongoing columns on the subject. I ran into many old friends and made a few new ones to boot.

The Woodward GTO Tigers managed to enhance the event with several seminars. There were seminars on the Hurst story, Royal Pontiac, the Grey Ghost, the GT-37, and finally, the history of MPC GTO models, by Joe Stahovec, father of event co-chairman Ken Stahovec. Joe was in an engineering capacity with the company for many years, and provided some insight into the production of model cars. He had on display a selection of promo and box art models, including the 1,000,003rd Dukes of Hazzard 'General Lee' Dodge Charger produced (MPC's most popular model back in the day!). I managed to cop a third place award in the adult GTO model class for my efforts.

It was a grrrrreat time! We both came back fired up. Now, Nick wants his own car! 🚗



Something for everyone at Pontiac's display



A new Goat the way it should be!



Tiger Gold, with dog dish hub-caps and steelies!



Four 1974 GTOs



A very nice 'Old Goat'!



Now, THIS is a GTO!!

PONTIAC PERFORMANCE DRIVE EVENT
Pontiac Silverdome
 THURSDAY, JULY 15TH — 9:00 am – 7:00 pm
 Sign up now at the Marriott Centerpoint GTOAA registration desk!

DRIVE
 Test Drive one of these hot new Performance Pontiacs

- 2004 Pontiac GTO
- GXP
- Grand Prix GTP with Comp G
- Vibe GT

PLUS take a **HOT LAP** in a 2004 GTO with the professional drivers of the Bob Bondurant™ School of High Performance Driving.

MEET
 2003 NHRA Pro Stock Champion, Greg Anderson...and the Pontiac GTO driver in the 2004 US Formula drift series, Rhys Millen! Prizes, driving demonstrations...and much more!



A portion of the GTOs at the Nationals!



Kewl helmet!



This 'n That

Condolences (*sadly, this is getting all too frequent*). The modeling world lost more modeling talent, this time not only **Ed Fluck**, of **F & F Resin**, but **George "Let's Get Small" Zurovski** as well! Ed lost a prolonged battle with cancer, while it is unknown how George died. Ed is survived by his wife Mary and children, while George is survived by his wife Pat, son Alex, and father George Sr. Word is that F & F Resin will soldier on. It is unknown at this time what will become of George's business. Two great personal losses for several club members, as well as huge losses to the hobby. Our condolences to both Ed's and George's families. All these condolences highlight one important point—please take care of yourselves, everyone...**More new stuff**. Just got my grubby hands on a **Revell 2004 Fall Release flyer** which includes the following items of interest: **Both Budweiser and Earnhardt Jr. Monte Carlos, Dupont, Lowe's, and Home Depot Monte Carlos, the Alltel Dodge, Lowrider magazine '64 Impala SS hardtop and '65 Impalas SS convertible, American Dreams '56 Thunderbird and '70 Challenger R/T, two 1/18th scale Austin Healey Sprites** (*the last six being metal-bodied kits*), and a **March 83G slot car in Red Lobster colors...High-buck Porsche**. The **Tamiya 1/24th scale Porsche Carrera GT** is reportedly due out soon. To no one's surprise, **Scale**

Motorsports is also reportedly gonna do a **detail set** for the car. Thanks to the **GTR Modelers newsletter** for the scoop...**Hood scoops, fer cryin' out loud!!** Seems as though the gang at **Pontiac** tipped their hand at the recently held **GTOAA Nats** in Pontiac, MI regarding the **2005 GTO**. We were told that it would have **'real' dual exhausts** (*one pipe on each side*), **hood scoops**, and **50 more horsepower**, along with **30 lb-ft of torque!** And all for **less than 35 large**, they told us! As if to confirm this fact, a recent Autoweek story documents the possibility of **retrofitting the 2005's scooped hood** onto the **slow-selling 2004 Goat**, as dealers have had more success selling the cars with aftermarket scooped hoods. **Guess they shoulda listened to the GTO faithful up front, eh? Hey, whadda we know?!... "Hold that Tiger!"** A **white** tiger named **Apollo** recently escaped from the zoo and took a leisurely half mile stroll through a Queens, New York neighborhood. He was captured without incident, but not before the sight of him on the Jackie Robinson Parkway caused a multi-car accident resulting in minor injuries. Try tellin' that one to your insurance company...**RV Nirvahna!** A **\$3 million dollar Recreational Vehicle Hall of Fame** will begin construction in Elkhart, Indiana early next year with a 65,000 sq. ft. building. It should include a photo gallery, the RV museum hall, and a theater. Phase two will include outdoor exhibit space, and a complete conference and convention facility. Maybe Ron

Bradley should start making annual pilgrimages there, and make annual offerings to the RV gods...**Chargin' ahead!** Daimler-Chrysler expects approval of its new **Dodge Charger** body from NASCAR execs by September. It is believed that the **Intrepid** will disappear from the car lineup next year...**Gators Love Cars!** Police stopped a car on the Schuylkill Expressway for an unusual infraction—**alligator possession within city limits**. An off-duty police officer called police when he spotted the alligator poking its nose out the window of a black BMW. **Petey, the 3 1/2-foot long alligator** was sitting on its owner's lap in the passenger seat. The owner, a 29-year-old woman from Philadelphia, was "distracted." She was cited for having an exotic animal within city limits, is scheduled to appear in court, and could be fined. Meanwhile, the alligator was in the custody of the Philadelphia Animal Care and Control Association...**Pay Attention, there's gonna be a test!** A Berlin driving instructor who taught more than 1,000 motorists how to drive says **he never got a driver's license** because he was too nervous to retake the test after he failed the first time—43 years ago. "I flunked it because I drove too fast at a roundabout and didn't come to a complete standstill at a stop sign," the instructor told a Berlin newspaper. "I was too afraid to try again." He was recently caught by police after a minor accident with a Polish truck. He told police he never had a license. He said it was his first accident after four dec-

(Continued on page 7)

T 'n T (contd)

(Continued from page 6)

ades driving cars, tractors, and even tanks as a former East German army soldier. Thanks to **Matt Guilfoyle** for this one... **Best-selling domestic vehicle gets better? Ford Motor Co.** is adding a **V6 and a manual transmission** to its redesigned **F-150** line for the **2005** model year. The new base model is aimed primarily at corporate fleets and buyers who want an inexpensive work truck. For 2005, redesigned F-150 models range from the V6 at the low end to a new King Ranch model at the top end. Ford will offer the V6 only in a rear-drive, regular cab configuration. On a related note, Ford is aiming its re-engineered **2005 F-series Super Duty pickup** at General Motors' dominance in gasoline-powered heavy pickups. Ford is boosting the horsepower of gasoline engines on F-250/350 pickups debuting this summer. Ford remains the overall sales leader in the heavy pickup, or 8,500-pound-plus, segment. But Ford has lagged in gasoline engine sales, which represent about one-third of the segment. ... **Reynolds Audi?** The **next-generation Audi TT coupe and roadster** will be made of **aluminum**. The redesigned TT won't go into production until 2007, but when it does arrive, it will be the second aluminum vehicle that Audi sells in the United States. Audi's flagship luxury sedan, the A8L, is an aluminum vehicle... **Super Eight?** Jaguar may build its **Concept Eight show car** as a limited-edition flag-

ship vehicle priced at **more than \$100,000**. The car would be positioned above its all-aluminum XJ8 sedan in the lineup. It would compete with the Mercedes-Benz S600 and BMW 760Li. Jag will also sell its mid-\$30,000 **X-Type wagon** in the U.S. starting in mid-November ... **Ford GT hits Street!** Aug. 4, 2004. That's the date Ford made good on its Ford GT promises by delivering the first production GT for public sale (*chassis No. 10—the first nine were reserved for internal use*) to **retired Microsoft executive Jon Shirley**. Shirley bid **\$557,500** for **charity** at the **Christie's auction at last year's Pebble Beach Concours** to buy the **\$140,000 2005 model Ford GT... TVR to Russia (with Love?)** Stateside sales are among the plans for the British TVR sports car company following its purchase by 24-year-old Russian millionaire Nikolay Smolensky. Last year, prompted by the appearance of a **396-hp TVR Tuscan** in John **Travolta's movie Swordfish**, TVR briefly considered and then rejected as too costly a plan for U.S. sales... **Your car is Watching you!** Nissan's luxury brand will be the first to market the **Lane Departure Warning** in its **2005 Infiniti FX sport/utility vehicles** and in the **2006 M45 sedan**. The system uses a camera in the rearview mirror to detect lane markings and if an unintended lane change is detected, the system visually and audibly alerts the driver to take corrective action. The system will not operate below 45 mph or when a turn signal is used... **Going Shiftless is Optional**. When the **sixth-**

generation Corvette goes on sale this summer, a **manual transmission will be standard for the first time since 1980**, with the **automatic** relegated to **option status**. Production of the coupe will start in July, and convertible output will begin shortly thereafter... **Cube Coming?** Nissan will sell the boxy **Cube** in North America around 2007, but the company won't say on the record if it is coming to the United States. Two versions of the four-door Cube are sold in Japan: a model with two rows of seating and a stretched version with three. Only the stretched version is likely to be offered in North America, said the unnamed Nissan source, although the final decision has not been made. The current Cube is powered by a four-cylinder engine that produces 98 hp and a 101 pounds-feet of torque. A larger platform might be needed for the next-generation Cube to accommodate the larger size and power desired by U.S. drivers... **Hot Rod SUVs?!** Next year **Chevrolet** will pump up the **TrailBlazer** with a **high-horsepower 6.0-liter V8** and a suspension tweaked at an unlikely location—Germany's famed Nurburgring track. GM is mum about details of the **2006 TrailBlazer SS**. But a concept vehicle by the same name displayed at the New York auto show in April offers some hints, with a 345-hp 6.0-liter V-8 Corvette engine with 380 pounds-feet of torque, and stability control, the latest traction control system and an electronically **controlled air suspension**. **General 'DUB' Motors!** Besides

(Continued on page 14)

Model Buffet

Gotta lotta ground to cover, so let's get to it!

R&R Vacuum Craft, 8324 Calkins Road, Flint, MI 48532 (810) 659-7874 (9 a.m. to 5 p.m. EST M-F only), offers a wide range of resin Pontiac transkits. Here's a list (*all include body, interior, chassis, chrome and vacuformed glass unless otherwise noted*) from the just released 2004 catalog: **1955 Safari station wagon**, no. 04080, \$45.00; **1957 Star Chief 2-door hardtop**, no. 04109, \$40.00; **1958 2-door hardtop w/ separate hood**, no. 04121, \$40.00; **1958 Bonneville station wagon**, no. 04122, \$45.00; **1958 convertible pace car (w/ convertible boot)**, no. 04123, \$38.50; **1959 2-door hardtop**, no. 04138, \$40.00; **1960 2-door hardtop**, no. 04157, \$40.00; **1960 station wagon**, no. 04158, \$45.00; **1961 2-door hardtop**, no. 04170, \$40.00; **1961 Bonneville station wagon**, no. 04171, \$45.00; **1961 Tempest station**

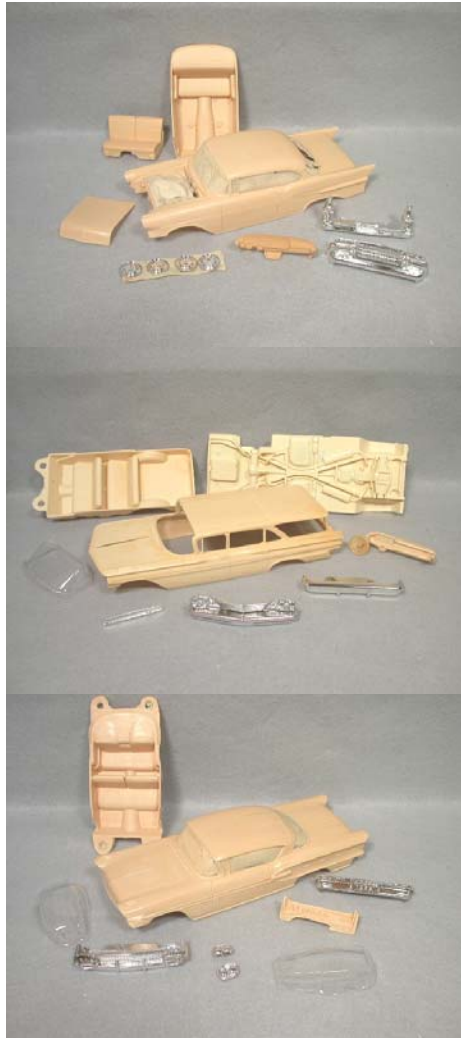
wagon, no. 04172, \$45.00; **1962 Bonneville 2-door hardtop**, no. 04189, \$40.00; **1962 Bonneville station wagon**, no. 04190, \$45.00; **1963 Tempest station wagon**, no. 04202, \$45.00; **1965 Tempest 2-door station wagon**, no. 04237, \$45.00; **1967 Bonneville hardtop**, no. 04254 (*limited production kit*), \$40.00; **1968 Bonneville hardtop**, no. 04260 (*limited production kit*), \$40.00; and, **1968 Bonneville station wagon**, no. 04261, \$45.00. Catalogs are nearly impossible to get—catch him at a show.

Model Car World (<http://ourworld.cs.com/mcwautofinishes/>), P.O. Box 0518, Burlington, NC 27216-0518 has made great inroads into the hearts of Poncho fans with their resin kits and transkits. Greatly improved quality

makes these some of the best values for the money. Keep in mind that no plated parts are included with their kits and most require the builder to supply wheels and tires (*I suggest Modelhaus, that's where I get mine*). Here's a list of

what is currently available in 1/25th scale: **1956 Pontiac 860 2-door sedan** (\$47.95); **1959 Pontiac Catalina hardtop** (\$47.95), **1960 Pontiac Catalina/Ventura hardtop** (\$47.95), **1961 Pontiac Catalina hardtop** (\$57.95), **1961 Pontiac Catalina 2-door sedan** (\$57.95), **1961 Pontiac Ventura hardtop** (\$57.95), **1962 Pontiac Catalina 2-door sedan** (\$22.95), **1962 Pontiac Tempest 2-door sedan w/4-cylinder engine** (\$49.95), **1963 Pontiac Catalina hardtop** (\$57.95), **1963 Pontiac Catalina 2-door sedan** (\$57.95), **1963 Pontiac Catalina 2-door sedan 421 SD Nostalgia Drag Car** (\$65.95), **1963 Pontiac Tempest 421 SD drag coupe** (\$52.95), **1963 Pontiac Tempest 421 SD NASCAR race car** (\$60.95), **1963 Pontiac Tempest stock coupe w/4 cylinder engine** (\$49.95), **Arnie Beswick's 1963 Tempest f/c** (\$74.95), **1963 Pontiac Tempest 421 SD drag wagon** (\$52.95), **1963 Pontiac Tempest stock station wagon w/4 cylinder engine** (\$49.95)

MAMA's Boy Tim Powers markets a **1971-1972 Pontiac Ventura resin transkit** (*not shown*) designed for use with the AMT/ERTL 1972 Nova kit. The 17-piece resin kit includes: *front and rear bumpers, front grille, front fenders and headlights, hood, and cowl, (4) PMD Rally II wheels, steering wheel, rear panel, and resin tail lights*. The kits list for **\$24.99**, and if you don't catch him at a club meeting, shipping and handling is gonna add a few bucks to the bottom line. **So, grab them Ponchos!** 🍷



Top to bottom: R & R Vacuum 1957 Star Chief, 1958 Bonneville 2-door hardtop, & 1960 Pontiac station wagon.

Buffet (contd)



MCW Stock, or Stocker!



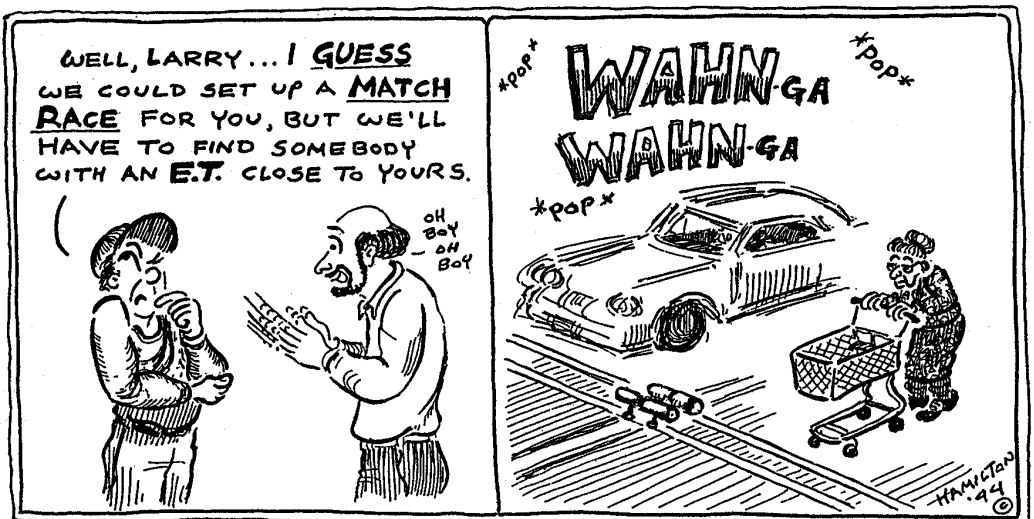
MCW Stock, Drag, or Stocker!



MCW Stock, Drag, or Stocker!



MCW Stock, or Stocker!



USED WITH PERMISSION - LONG ISLAND AUTO REPLICAS SOCIETY



MCW Stock, or Drag!



MCW Tempest drag cars, too!



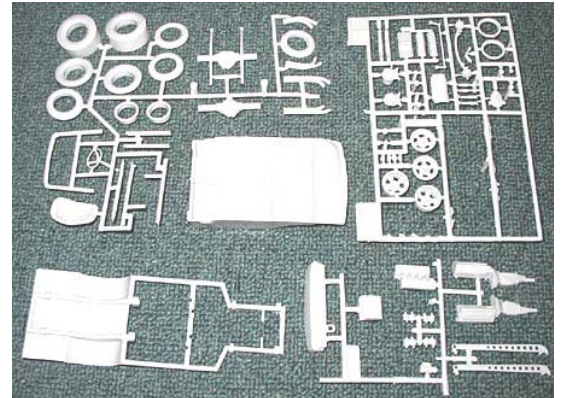
MCW Big Poncho drag muscle!

1963 Tempest Test Shots

Last month, you guys all saw the *Trumpeter Chevy II test shots*. This month, with *Matt Guilfoyle's* able assistance, we are able to show you both unbuilt and built-up test shots of the upcoming *Model King '63 Altered wheelbase Tempest* (built-up test shots capably completed by *Frank Ramos*). Also as reported in this newsletter recently, due to missing pieces recreated by ERTL for Dave Burket, this kit will have a slightly higher price, but I think most of you will agree that it's nice to see it back. With any luck, *Model Car Garage* would consider producing a photoetch set to 'enhance' this kit. *Whaddaya say, Bob?! Guess I'm gonna have to start savin' my money for when this one hits the streets!! Thanks, Dave!!* 🍷



Unbuilt test shot



Unbuilt test shot



Built-up test shot



Bring 'em on awreddy, Dave!

Mint Alternatives

I've been getting spammed lately by *Danbury Mint*, with new stuff. Read on for the details.

Let's start off with a 1/24th scale *die-cast Corvette* (Huh?!). Specifically, a small block *Nassau Blue 1965 coupe* with knockoff wheels. It's only **\$115**, payable in four monthly installments of \$28.75 (plus \$7.80 total S+H).

Up next we have a limited edition 1/24th scale *Royal Bronze Maroon 1949 Mercury convertible*. It costs **\$135**, payable in four monthly installments of \$33.75 (plus \$7.80 total S+H).

Now for something a bit different—a 1/18th scale *1957 Chevy Bel Air Shadowbox*. The red convertible is up on ramps, and the engine and transmission are already out, while other resto parts litter the walls of the shadowbox. Cost on this one is only **\$108**, payable in three monthly installments of \$36 (plus \$7.80 total S+H).

Next up, we have a kinda neat orphan—a *bullet nose 1950 Studebaker Champion convertible black with a red interior, and tan top*). Along with the other standard operating features, this one also includes a removable convertible top, or a top boot, along with a set of 1950's style luggage! It's only **\$115**, payable

in four monthly installments of \$28.75 (plus \$7.80 total S+H).

Finally, for something *REALLY* different—a 1/16th scale *World War II Jeep replica*? This one features a detachable canvas roof, to allow for mounting the rotating machine gun. It also features the GI shovel and ax on the driver's side, as well as a real rubber spare tire and 'Jerry can' on the

rear. This one'll set you back a whopping **\$139**, payable in five monthly installments of \$27.80 (plus \$8 total S+H).

As usual, they all feature opening doors, hoods, trunks, real rubber tires, and steerable wheels via the steering wheel.

Interested? You can reach 'em toll-free at 1-888-854-7108, Monday thru Friday, 9 a.m. to 5 p.m. Eastern time! ☺



"....I WONDER IF THEY
KNOW WHO I AM OVER THERE ?"

BUCKLES / David Gilbert



Croozin'!

Mondays:

- **Asphalt Angels of Maryland**
Glory Days restaurant, 15505
Annapolis Road, Bowie, MD.
Trophy awarded weekly. Phone
301-855-1430 Or 410-672-0094

Tuesdays:

- Ledo's Pizza Plaza, 6:00 - 9:00
Ritchie Hwy, Glen Burnie, MD
- Silver Diner, 6:00 - 9:00. Route
1, ¼ mile south of Laurel Mall,
Laurel, MD
- Old Branch Crossing, 6:00.
6333 Old Branch Avenue,
Camp Springs, MD 301-856-
3332

Wednesdays :

- **St. Mary's Rod & Classic Car
Club**
Calloway's A&W. 301-475-
8288
- Wendy's, Route 4, Upper Marl-
boro, MD

Thursdays:

- Sam's Club Parking Lot Route
301 South, Waldorf, MD.
Classic Cars and Street Rods -
Trophies
- Bad Boys Street Rod Club,
Lamont's Entertainment Com-
plex, 7:00, 4400 Livingston
Road, Indian Head, MD, 301-
932-0176
- Calvert County Cruisers ,
Tastee-Kwik, 6:00, Route 4,
Two miles South of Prince
Frederick, 410-535-3242

Fridays:

- **Southern Maryland Corvette
Club**
Calloways A&W , 301-863-
1038
Roy Rogers, 7:00, Route 40,

Pulaski Hwy, Edgewood, MD
Tastee Freeze, 6:00 - ????. Route
1, Laurel, MD

- **Street Rod Gathering of The
Street Survivors**
Burger King Parking Lot, 5:00 -
10:00, Brooklyn Park Shopping
Center, Ritchie Hwy, Glen
Burnie, MD

• **Antique and Classic Car Cruise**

Rose's Deli in Calvert Industrial
Park, 1 ½ mile from Benedict
Bridge, 410-414-9080

First Monday of the Month:

- **Southern Knights Rod &
Custom Club**
American Legion, 7:30, Route
231, Hughesville, MD, 301-
843-3219 or 301-705-9763

First Friday of every Month:

- Denny's, Route 50, Easton,
MD

First Saturday of every Month:

- Ocean Gateway Resort, Dale
Road & Route 50, mile marker
128, Whaleyville, MD

First and Third Saturday of every month:

- **Street Rod and Muscle Car
Cruise In**
Jimmi Cone, 5:30, Rts. 70 &
27, Mt. Airy. MD

2nd and 4th Saturday of each Month:

- **Street Rod Gathering**
Dairy Queen, Liberty Road,
Eldersburg, MD

2nd Saturday of each Month:

- Downey's, Route 213, Ches-
tertown, MD

4th Saturday of each Month:

- **Mid-Shore Cruisers Meet**
Wal-Mart Parking Lot, Off
Route 50, Cambridge, MD

Saturdays:

- Lost in the 50's, 5:00 - 9:00,
Sicily's Pizza, Route 176
(Dorsey Road), Glen Burnie,
MD
- Ledo's Pizza at Park Place,
6:00 - 11:00, Ritchie Highway,
Glen Burnie, MD
- **Gathering Of the Gearheads**
Mid-Atlantic 4 X 4 and Speed,
Ritchie Highway, between 6th
and 8th Avenues, Glen Burnie,
MD
- Big M Drive-In, Churchville,
MD
- Bayside Custom Cruisers,
Aim's Marley Station Mall,
5:30 - 9:30, Glen Burnie, MD

Sundays:

- Dunkin' Donuts, Burtonsville,
MD
- Cheeseburgers in Paradise, Fre-
derick, MD

L.I.A.R.S. MEMBER'S PROFILE



LARRY BOOTHE



☛ **Aug. 27th to 29th—Corvettes at Carlisle**, at the fairgrounds. Giveaway vehicle is a **1990 Corvette coupe**. Info: (717) 243-7855.

☛ **Sept. 6th—Custom Cruisers Labor Day Car Show**, in Clifton, VA. Info: Jim (703) 830-2129.

☛ **Sept. 12th—Cancun Cantina Annual Car Show**, at the Cancun Cantina, intersection of Dorsey Road and Telegraph Road, Glen Burnie, MD. Info: Cancun Cantina (410) 761-6188.

☛ **Sept. 17th to 19th—13th Annual East Coast Nationals**, at the Dutchess county fairgrounds. 2,000+ Rods, Customs, Classics, and Muscle cars through 1972, along with a swap meet and cars for sale corral. Info: www.goodguys.com.

☛ **Sept. 19th—Super September Showdown V model contest and vendor show**, from 9 a.m. to 2 p.m. at the Gilbertsville Fire Hall on Route 73, in Gilbertsville, PA. Info: Len Feinberg (610) 923-7534, Fnpastics@aol.com.

☛ **Sept. 26th—Bohn Pontiac All Pontiac car show**, from 9 a.m. to 3 p.m., hosted by the Royal GTOs at Bohn Pontiac, in Westminster, MD. Info: Tim Sickel, (301) 249-3830, gtoGuy@mindspring.com.

☛ **Sept. 26th—Chesapeake Classic Car Club Annual Fall Show**, from 9 a.m. to 4 p.m. at the Easton Elks Lodge grounds on Dutchman's Lane, in Easton,

MD. Info: Bruce Perry (410) 822-6242, Bud Shorter (vendors) (410) 820-8473, or Dick Maxwell (410) 820-8558.

☛ **Sept. 29th to Oct. 3rd—Fall Carlisle Collector Car Swap Meet & Corral**, at Carlisle Fairgrounds, 1000 Bryn Mawr Road, Carlisle, PA 17013-1588. Info: 717-243-7855, info@carsatcarlisle.com, www.carsatcarlisle.com.

☛ **Oct. 6th to 9th—AACA Hershey Fall Meet**, in Hershey, PA. Info: (717) 534-1910.

☛ **Oct. 17th—Capitol Raceway Show & Drags**; Route 301 South & Race Track Road, Crofton, MD. Info: Capitol Raceway (410) 721-4550.

☛ **Oct. 22nd—TAMS 12th Annual Model Car Show and Swap Meet**, sponsored by the Tidewater Automotive Modelers Society, at VFW Post 4809, 5728 Barte Street, Norfolk, VA 23502. This year's theme: 1964-2004 "Forty Years of Mustangs." For info: Ronnie Ward (252)465-9904, (datamsprez@earthlink.net) or Jerry Quick (757)468-6854 (tamsmodeler@aol.com).

☛ **Oct. 23rd—4th Annual UPS Car Classic Car, Truck, & Motorcycle show** from 10 a.m. to 4 p.m., at UPS facility on Sweitzer Lane in Laurel, MD. Vendors, crafts, two dynos, kid's stuff, Halloween costume contest. Info: Jim Lanham, (301) 604-4652.

☛ **October 23rd & 24th—Ford Fever Classic**, at MIR, sponsored by Washington Area Ford Dealers.

☛ **Oct. 31st—Model Car, Diecast, & Kit Collector's meet** at Gilbertsville Fire Hall on Rt. 73, in Gilbertsville, PA. Info: www.oldtoylandshows.com, oltoyland@aol.com.

☛ **Nov. 7th—Capitol Miniature Auto Collectors Club Fall show**, from 9 a.m. to 1 p.m. at the Dunn Loring VFD, in Dunn Loring, VA. Info: James William Brostrom, (703) 941-0373, jwbrostrom@yahoo.com.

☛ **Nov. 13th—2004 Model Car Challenge**, presented by the Long Island Auto Replica Society, at the Freeport Recreation Center, 130 East Merrick Road, Freeport NY 11520 (516) 377-2310. Doors open at 9 a.m., judging starts at 12:30 p.m. Admission: \$7.00, entry fee \$2.00 per model up to 5; additional models are **free**. Receive \$1.00 off admission with contribution of a canned good for Long Island Cares.

Theme—any Vehicle with 4 doors! Show info: George Vita: (631) 736-3556

GLIARS@AOL.COM, or

Rich Manson, (631) 969-4472,

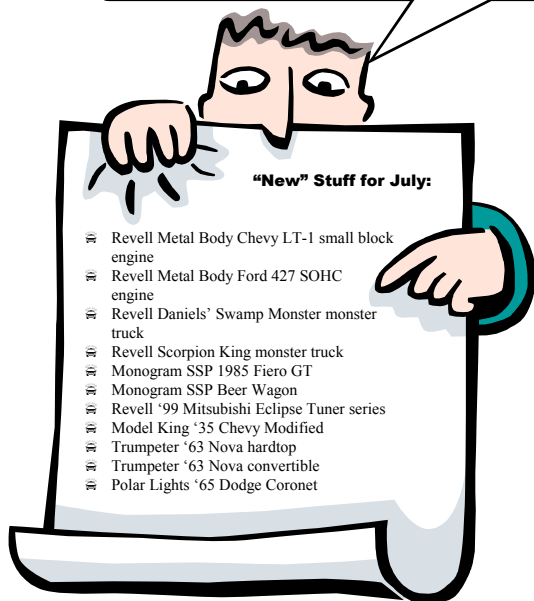
RAMFINS59@AOL.COM

☛ **Dec. 4th & 5th—East Coast Indoor Nationals**, at the Timonium Fairgrounds Cow Palace, in Timonium, Maryland. The largest indoor all American Car Show & Marketplace on the East Coast. 300 of the Regions finest antiques, street rods, customs & muscle cars. Info: David (410) 626-6262, jitrbug57@hotmail.com, www.EastCoastIndoorNats.com ☛

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!



T 'n T (contd)

(Continued from page 7)

its super-sized *Escalades* and *H2s*, the General is now in the business of dubs. GM has released its own *custom line of 20-inch wheels* for its *full-size pickups* (SUV/car wheels come this summer), with the main selling point that they know more than some street-corner wheel dealer about the potential adverse effects of installing larger wheels and tires (*increased braking distances, added unsprung weight*). GM's wheels are tested and designed for each specific GM vehicle to retain similar handling and performance characteristics of the production wheels and tires, and includes any needed recalibration of the speedometer, ABS and tire

pressure-monitoring systems. The General also promises warranty coverage that might be voided if non-factory wheels cause a mechanical failure...*New Lincolns*. Ford is supposedly developing two sedans to freshen the tired Lincoln lineup. They will be based on the *Ford Five Hundred sedan* and *Freestyle sport wagon*, which debut this summer. Expect the new Lincolns to *replace the rear-wheel-drive LS* and aging *Town Car*, the top-selling Lincoln, though that plan is not firm. The cars would go into production in 2007 and 2008. (Thanks to Matt Guilfoyle, the *Washington Times*, *autoweek.com*, and other assorted Internet sources for this insanity!)



We're on the web!

<http://www.toadmail.com/~mama/>, or
<http://www.mamasboyz.org/>

Nice Work!

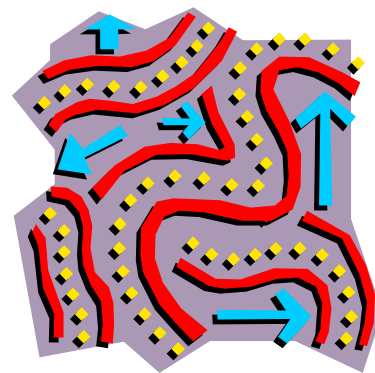


A sample of Dominic Gerace's paint handiwork. I hear pictures didn't do it justice!

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. 🚗