



# MAMA SEZ!

Volume 18, Issue 11

July, 2005



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

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## 2005 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!

- 🔊 January 15th
- 🔊 February 19th
- 🔊 March 12th (**2nd Saturday!**)
- 🔊 April 16th
- 🔊 May 21st
- 🔊 June 18th
- 🔊 July 16th
- 🔊 August 20th
- 🔊 September 17th
- 🔊 October 15th
- 🔊 November 19th
- 🔊 December 17th

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

## Dog Days of Summer!

Last month's meeting was well attended, despite being smack dab in the middle of car show season, on a nice Saturday afternoon.

Those in attendance heard **club VP Norm Vember** resign as VP and **vendor coordinator** for our>NNL show. Continuing strain put on him by his business is the reason.

This highlighted the fact that the club has not held elections lately. So, in November, we intend

to hold elections. In the meantime, consider nominating a club member, or maybe even consider running for one yourself. Lyle has told me that the position of newsletter editor is mine for life, but if there were someone who thought they would like a crack at it, I say go for it!

And let's not forget the annual **Club Auction** at the **September** meeting. So, start rounding up those automotive-related

items that you wish to donate to the cause now!

This month's issue features first impressions of **Revell's new C6 Corvette** by **MAMA's Boy Ron Hamilton**. Thanks, big guy!

My apologies, but the raffle numbers were unavailable at press time. Kudos to the following: **Bruce Black, Harold Bradford, Ron Bradley, and Replicas & Miniatures Company of MD.**



## "Da Devil Made Him Do It!!"

GM vice chairman Bob Lutz won't confirm this car exists, but he won't deny it either. Word on **Blue Devil** started surfacing shortly before the sixth-gen Vette debuted at the Detroit auto show. Autoweek asked Lutz about the car during a recent exclusive interview.

"Let's just say [Corvette chief engineer] Dave Hill is not a guy

who likes playing second fiddle to any high-performance car on the road," said Lutz. "My guess is we're going to find a way to do something beyond the Z06, that would be at a much higher price point, and which would compete with some of the leading high-performance cars of the world."

Lutz said the car may

be delayed while the company focuses most of its engineering might on pulling ahead profit-making vehicles like its next-generation large sport/utilities and pickups.

"But there is certainly no lack of desire on anyone's part to establish the supremacy of the Corvette," says Lutz.

(Continued on page 6)

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## C6 Corvette

[Revell 1/25th scale; 96 pieces, plus decals – new tool]

Well, I got my hands on this one, and I can tell you Revell nailed it, from my reference materials, as well as visual sightings of the actual car. Of course, a lot of the assemblies are simplified, but the ease of assembly, and level of engraving make this an enjoyable kit to assemble and display.

**Engine:** This 22-piece unit is a well-engraved rendition of Chevrolet's 6.0 liter V8. The engine block halves are mated to the rear-mounted transaxle as a unit, as in the real car. The other well engraved parts complete the assembly. Proper painting with various flats and metalizers will bring this assembly out.

**Chassis:** The front and rear suspension units are simplified, with separate, well-engraved disc brakes at each corner. Poseable steering is not part of the equation. The exhaust system has a nice set of chrome metal exhaust tips, which attach to the muffler unit. Shock absorbers are also included.

**Interior:** The interior assembly consists of a tub unit, which incorporates the underhood area, molded in a dark gray. The console, floorboards, and interior sides are engraved and textured properly, and are integral with this unit. The door panels, firewall, interior rear wall, pedals, master cylinder and firewall are separate, well engraved pieces. The shifter, handbrake lever, and underhood hose unit are also separate, and well engraved. The dashboard is

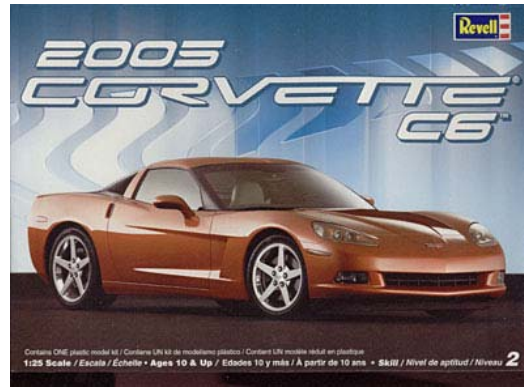
also well engraved, with a decal for the instruments, a separate glass panel, steering column and wheel, with a decal for the steering wheel emblem. If you

can, get some photographs of a Corvette interior, as there are some '*accents*,' which are not called out in the instructions. The seats are also well done, but there is a resultant seam that must be taken care of for a more realistic appearance. Curiously, there is no seat belt detail in this interior.

This assembly mounts to the chassis, which makes for a rigid, stable point to mount the body. There is a three-piece radiator assembly, and intake air cleaner unit, which are hidden, once the body is mounted onto the chassis.

**Wheels & Tires:** The wheels are a very well engraved renditions of the current Corvette chromed aluminum wheels with decals representing the emblems. The rubber-like tires have a nice tread, but no manufacturer's trade name. The front wheels/tires mount to the chassis on metal stub axles with plastic retainers, while the rear wheels/tires mount on a metal axle, much like the Chevrolet SSR from Revell.

**Body:** The body is a beautiful, well-proportioned rendition of the C6, molded in white plastic, exhibiting very little flash on the fender and down the front fenders. The windshield and rear window mount from the outside of the



body, for a proper flush appearance, and the rearview mirror mounts inside. Follow the instructions and mount the hood after painting and finishing, al-

lowing for glue. The roof panel is separate, and fits properly, as do the various lenses for the lights, and the mirror units.

**Instructions:** While the kit instructions call for painting the car in the new '*Daytona Sunset Orange Metallic*' exterior paint, with a Cashmere (*Beige*) leather interior trimmed in black, there are other interior/exterior color combos available. Do your research, and then do your thing.

**Decals:** The sheet is impressive, complete with gauges, interior trim sections, and a full array of underhood stickers.

While the kit provides excellent raw material, there is plenty of research material out there on this car (*i.e. manufacturer's brochures, magazine articles, web photos*) to help the modeler. A beautiful model can be built from this kit with care and proper painting. I recommend this kit to the modeler who has a lot of patience, and has built a few models, as this kit requires a lot of proper detail painting to get a pleasing result. It is fairly demanding and cries out for some extra detailing. I expect to see quite a few of these built up over the next year, including my own.

By: Ron Hamilton 🇺🇸

# That Thing Gotta Hemi?!

Hemi hysteria reached new heights with the announcement Chrysler selected five finalists for its *"What Can You Hemi?" contest*, running on their website since February.

Entrants were asked to conjure up a common everyday item that can be infused with the power and torque of a 5.7-liter V8 Hemi engine.

In all there were more than 350



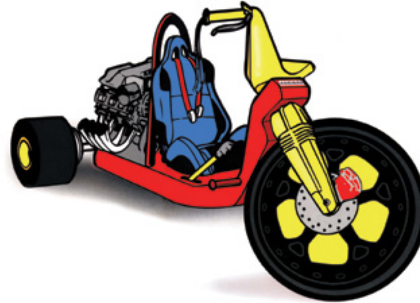
**Hemi Shredder.** This shredder is built into a desk, and the "in" box is the loading chute, the "out" box the exit. All powered by a Hemi, so you could shred the entire office pod next door, desktop and all. A pencil sharpener attachment is optional.



**Hemi Go-Round.** Take a carousel, replace the wooden horses with model Chrysler vehicles that use Hemis, make it go around with Hemi power, and replace the calliope pipes with the header pipes from the engine to make it really sing.

entries. The five finalist ideas are being built by MSX International and a winner will be chosen in the near future to receive the *Grand Prize*, the *winner's pick of Hemi-powered Chrysler-built vehicle*.

The other four will have to settle for being invited to Detroit, which is a transcontinental trip for one and a half-hour Hemi-powered ride for another. Here are the five finalists. Which is your favorite?



**Hemi Trike.** Think Big Wheel for adults. The inventor tells a story about his childhood in which a buddy rolling his Big Wheel down Vancouver's big hills was convinced to attempt jumping three garbage cans laid on their side. "As far as I know, the world record for garbage-can jumping with a Big Wheel remains at two," he says. A Hemi could help.



**Hemi on Ice.** Ice surfacing machines, typically built by the Zamboni company, tend to use Ford, Chevy or Nissan engines. But, with water aboard, these machines can weigh up to 14,000 pounds, so a Hemi would seem appropriate. And maybe it could smooth things over between the NHL owners and players.



**Hemi Snowblower.** With a Hemi on a snowblower, you could get the job done faster and throw the snow farther. Like into the neighbor's yard. The neighbor *two streets away*.

## Bling! Bling!



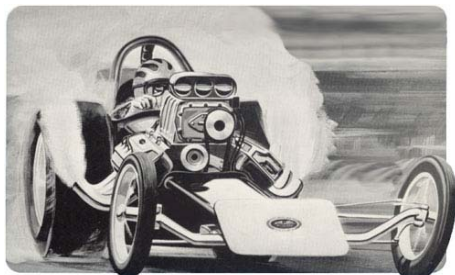


## New Stuff!!

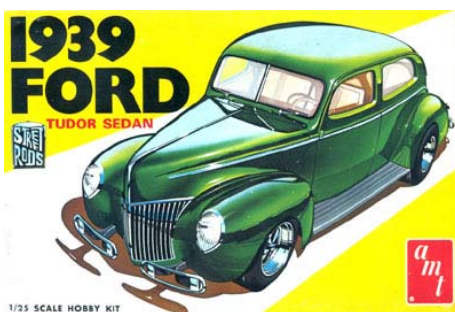
Printed herein for your obvious enjoyment is some new/reissued kit release info recently made public on the *Hobby Heaven message board*. Thanks, guys!

How about **four new independent special edition AMT kit announcements**:

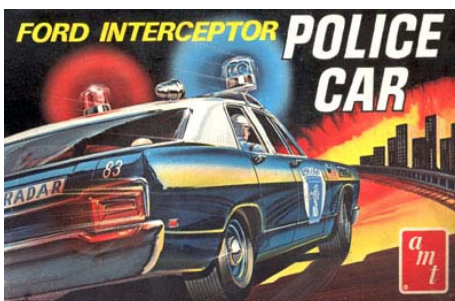
🚗 **AMT Mid '60s front engine dragster** (Nov.) (the former Don Garlits rail, now with generic decals)



🚗 **AMT '39/'40 Ford 2 door sedan** (Nov.)



🚗 **AMT '70 Ford Galaxie 4-door sedan, stock or police car**



(Nov.) (the same kit previously reissued by Hobby Heaven. It can be built as a stock 4 door sedan or as a fully equipped police interceptor)

🚗 **AMT '78 Vega Sportback "Twister" Pro-Stock/Pro-Street** (Nov.) (It utilizes the Sportback body, which is the Vega with the Monza-style front end. The picture is from an old MPC catalog, but is not 100% accurate.)



All kits to be molded in white. Here are some more new AMT kit announcements.

🚗 **'56 T-Bird** (Oct)

🚗 **'86 Dodge Daytona** (Nov)

🚗 **"Corvette Hatchback"** (The Eckler car perhaps?) (Jan)

🚗 **'68 Camaro Z-28** (Stock? S/M?) (Jan)

🚗 **'05 Cadillac Escalade EXT** with custom wheels (Jan)



🚗 **'55 ('59?) El Camino** (Mar)

🚗 **'63 "289" Cobra Roadster** (Mar)

The following kits will be in a new **"Nostalgic" series** and will include box art similar to the original issues.

🚗 **'57 Corvette Flip-Nose S/M** (Aug)

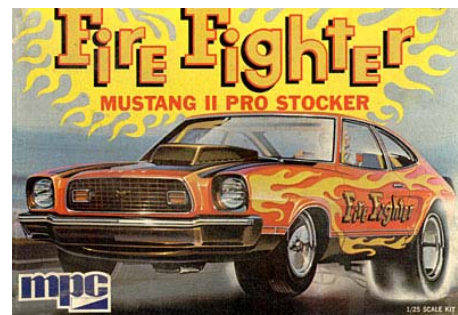
🚗 **'69 Camaro SS (Hardtop? Convert?)** (Aug)

🚗 **'78 (?) Trans Am Blackbird** (Aug)

🚗 **"Deora" Show Car** (Aug)

🚗 **Barris "T Buggy" Dune Buggy Rod** (Oct)

🚗 **"Firefighter" Mustang II Pro Stock** (Oct)



See the flyer on the facing page for the upcoming **"Resto Rods" series**, which will include stock parts plus new engines, seats, disc brakes, headers and custom wheels (custom parts vary depending on which car.)

🚗 **'66 Nova Hardtop** (July)

🚗 **'69 Mustang Fastback** (July)

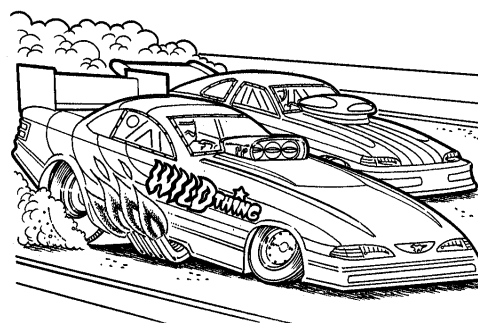
🚗 **'69 Cougar Hardtop** (July)

🚗 **'69 Chevelle Hardtop** (Aug)

🚗 **'66 Mustang Hardtop** (Sept)

🚗 **'66 Ford Galaxie Hardtop** (Nov)

Guess this really is **"The Good Ol' Days"** as far as the availability of all these neat old kits are concerned! What's next?! 🚗









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NEW ENGINES, SEATS, TIRES, DISC BRAKES, HEADERS AND RIMS! (accessories vary by models)  
• MAKE YOUR MACHINE THE BADDEST ON THE BLOCK!

<p>38373 - 1966 Chevy Nova</p> <p>Available Oct. '05</p>  	<p>38375 - 1969 Mustang Fastback</p> <p>Available Aug. '05</p>  	<p>38376 - 1969 Chevelle</p> <p>Available Aug. '05</p>  
<p>38377 - 1966 Mustang HT</p> <p>Available Aug. '05</p>  	<p>38378 - 1969 Mercury Cougar</p> <p>Available Dec. '05</p>  	<p>38379 - 1966 Ford Galaxie</p> <p>Available Nov. '05</p>  



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## Bumper Stickers I'd Like to See

**GUN CONTROL**  
means using  
**BOTH HANDS**

**KEEP HONKING**  
**I'M RELOADING**

**I BRAKE FOR...**  
**Oh Shit, No Brakes!**

**Take Your Ex Out Tonight**  
**(One Bullet Oughtta Do It)**

**TAKE REVENGE**  
**Shit On A Pigeon**

**Driver Carries No Cash**  
**HE'S MARRIED**

**Guns Don't Kill People**  
**Drivers With Cellphones Do**

## "Blast From the Past"





## Now, THIS is a Model!

## Vintage Mopar!



Not much is known about this picture, except that it is a partially assembled version of the *all-new Dodge Charger*, that recently went on tour to promote the car. Love it or hate it, this is a pretty cool way to promote it! Thanks to the Hobby Heaven message board. Dig those crazy decals! From the looks of it, that thing's *gotta Hemi in it!* 🚗

## Devil (contd)

(Continued from page 1)

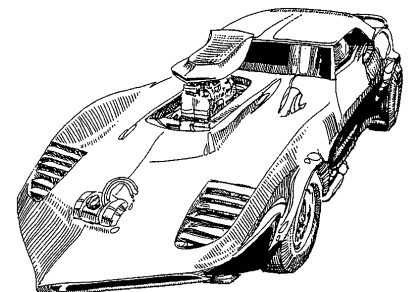
Spied on the Nurbürgring, Blue Devil appears to be living up to the earlier hype. Eyewitnesses said the car sounds *supercharged*, confirming reports that the engine is likely a *blown version* of the Z06's 7.0-liter V8, producing *upward of 600 hp*. Look for *light-weight carbon fiber body parts* to reduce weight to about 2900 pounds.

Pricing will likely start somewhere *around \$100,000* if and when the car makes production in *2006*. Gives y'all plenty 'o time to *save yer pennies for this future Snake Killer!* 🚗



## Classified

**WANTED:** 6 Deuce Pontiac intake setup, as found in the *Mono-gram '36 Ford* (If I recall correctly). Contact Tim Sickle, at (301) 249-3830, [gtoGuy@verizon.net](mailto:gtoGuy@verizon.net), or see me at a meeting. 🚗



## More Super Stuff!

Despite earlier denials by Ferrari officials, the **'Super Enzo,'** a.k.a. the **Ferrari FXX** spotted turning laps at Ferrari's Fiorano test track is more than a development mule and will be offered to customers. Very privileged cus-

tomers. Ferrari has raised the stakes in the billionaire drivers club by planning to build **only 20 or so FXX special editions** (the *Enzo* name is gone) that will go to Maranello's most dedicated and passionate clients, selected by an in-house committee. That means long-time buyers who lost track of their net worth years ago and who have at least a sliver of competitive driving experience and talent. Those who are "allowed" to throw down **roughly \$1.8 million** are in for the best Ferrari experience this side of the **Corse Clienti** program.

Where Corse Clienti offers sickeningly rich wannabes the chance to **buy and drive used Formula One cars**, the FXX scheme is similar: Ferrari

says participants will actually be joining Team Ferrari, and will have their driving experiences at the wheel of this new car monitored directly by their technicians and specialists. A reasonable idea, considering the car's performance: The **fastest-ever Ferrari** is pow-



ered by a **6.2-liter version of the Enzo's 6.0-liter V12**, with output rated at **more than 800 hp** (compared to Enzo's 660) at 8,500 rpm. Ferrari says the FXX's re-

vised gearbox swaps cogs in **less than 100 milliseconds**, almost as fast as the F1 cars' transmission. Visible

changes from the Enzo are punctuated by a radical aero package Ferrari says produces a staggering 40 percent more downforce than before. Adjustable spoilers mean drivers can tune their car's aero configuration to suit specific circuits. That

is important, as Ferrari will not homologate it for road use—which also means there will be no GT racing version. Other key performance features include custom

19-inch Bridgestone slicks and composite ceramic Brembo brakes. With performance set to be out of this world, the entire customer experience

should measure up. The package includes participation in a series of track events organized by Ferrari on various international circuits over the next two years. An official team of technicians will be on hand at these sessions to provide assistance and support re-

quired by the "Client Test Driver." Owners will also be able to take their cars out on the track independently during private sessions, and have the option of storing them at the factory. Ferrari will transport the vehicles to the various European circuits for the scheduled events. To ensure drivers are equipped to handle such power, delivery of each FXX will also include a driving course administered at Fiorano by professional drivers. Owners can expect individually tailored seats and unique pedal setups before they



receive training dedicated to test driving methodologies. Ferrari insists training is necessary, as "the wealth of data and experience gathered in the course

of this special program will be very important. In fact, the feedback from these highly skilled, non-professional client test drivers will be compared and supplemented with suggestions from Michael Schumacher, Rubens Barrichello and Ferrari's professional in-house test drivers." To help collect data, the telemetry system monitors 39 different vehicle dynamics parameters in real time. The system is also able to record other data as demanded by specific circumstances. Ferrari says the info gathered will be analyzed by technicians and discussed with drivers to ensure the car is kept constantly updated. Ferrari says it will deliver the first cars by year's end. **"Speed costs—how fast do you wanna go?!"** 🏎️



## This 'n That

**Presidential Good news!** Looks as though *club Prez Lyle Willits* is a *proud Grandpa!* *Darian* and his wife *Kelly* had a *baby girl* on July 9th, that weighed *7 lbs, 2oz.* and was *19 1/2 inches long.* *Congrats to the Prez, as well as Darian and Kelly!* *Can a Presidential proclamation be far behind?... You want fries with that?!* *Mercedes-Benz* is giving hotels and resorts a *\$50,000 discount* (!) on its *Maybach cars* and is offering the same amount to dealers for demos kept for 5,000 miles. It's a way to drum up business for the luxury sedans, which range in price up to *\$377,750.* Mercedes initially predicted U.S. sales of *up to 600 units a year,* but sold *just 244* last year. Mercedes also expected all Maybachs to be built to order. But two years after launching the brand in the U.S., nearly 50 percent of Maybach customers want to buy off the lot. Mercedes is offering dealers the \$50,000 discount on demos because some dealers who sold their demos to customers didn't reorder a new one quickly. Usually, Mercedes-Benz requires demos have between 800 to 1,000 miles on the odometer before a dealer can collect an allowance and sell the car. The hotel deal was launched after the MGM Grand hotel in Las Vegas asked for a deal on five Maybachs. At the MGM Grand, a Maybach and a driver will be made available to high rollers staying in high-priced rooms. The short-wheelbase *Maybach 57* sells for *\$327,250,* while the *larger*

*Maybach 62* costs *\$377,750.* *Rival Rolls-Royce* doesn't offer similar discounts in North America. Dealers are required to have two cars, one for the showroom and the other as a demo. The only discount Rolls-offers is a *\$15,000 loyalty rebate* for previous owners when they purchase a new vehicle, while hotels pay full price.... **More high-priced spread!** *Porsche* has unveiled the *most powerful 997 series 911 to date, the Club Coupe,* to honor the *Porsche Club of America's 50th anniversary.* The car is the first 2006 911 Carrera S to feature Porsche's new X51 engine upgrade kit that boosts power from 355 hp in the standard Carrera S to *381 hp.* Porsche has not confirmed when the kit may become available on non-Club Coupe 911s. The upgrade provides the *3.8-liter flat-six* with a carbon fiber air cleaner housing, a larger throttle body, revised intake, cylinder heads and exhaust manifold mods. It also includes engine control unit changes and a sport exhaust system. Porsche says the Club Coupe sprints to 60 mph in just *4.4 seconds,* and is capable of a *186 mph top speed,* compared to *4.6 seconds* and *182 mph for the Carrera S.* Porsche also notes the Club Coupe is the *most powerful normally aspirated car it has ever offered for sale in North America.* The previous benchmark, the *2004 911 GT3,* featured a *3.6-liter engine* that produced *380 hp.* The Club Coupe won't hold the title for long, as the *3.8-liter* found in the *997 GT3* slated for launch



later this year should produce somewhere *around 400 hp.* For now, though, this is the most exclusive 911 available—well, barely available: Porsche will offer *just 50 copies* of the Club Coupe, and PCA members get first crack at writing the checks. After it's debut during the PCA's *50th annual Porsche Parade* the weekend of June 25th in Hershey, Pennsylvania, there probably won't be any leftovers for the general public. Along with the X51 engine tuning, the Club Coupe gets *Azurre California paint* that Porsche intends as a modern interpretation of *Azure Blue,* a color popular on *356 sports cars* when the PCA was founded. Inside, the rear portion of the center console is painted the same color, and the seat backs may also be painted. Additionally, the interior features black instrument dials, a sport steering wheel and sport shifter. Stainless steel doorsills incorporate the 911 Club Coupe logo, and each car bears a badge on the driver's side door trim indicating its individual number in the series of 50 cars. Like the Carrera S, the 911 Club Coupe is equipped with 19-inch wheels and tires, Porsche Stability Management and Porsche Active Suspension Management. The Sport Chrono Package Plus, an option on Carrera and Carrera S 911s, is standard. Pricing starts at *\$99,911,* and PCA members must visit a special website ([www.porsche.com/911clubcoupe](http://www.porsche.com/911clubcoupe)) for a shot at buying one. If any remain unsold

(Continued on page 9)



## T 'n T (contd)

(Continued from page 8)

after August 15, they may be made available to the general public. Not part of the PCA? Here's a reason to join: One of the 50 911 Club Coupes will be randomly given away to a lucky member. Visit the website for details... **And, Speakin' of Porsches!** A German pilot and driver escaped unhurt when **a one-seater plane landed on top of a speeding car at a little-used airport**, police in the western town of Bitburg said recently. "It was a miracle that no one was hurt. There was considerable damage done to the plane and the car," said Klaus Schnarrbach, spokesman for the Bitburg police. The driver was **racing at 100 mph with 11 other members of a local Porsche club at the airport**, a former U.S. air base, **when the single-engine plane accidentally landed on his roof**. The shocked driver slammed on the brakes, sending the plane crashing to the ground. "The airplane managed to stay steady on the roof at first," said Schnarrbach, adding the pilot faced possible charges of negligence. "They probably couldn't have done it that well if they had tried," he said. **So, exactly who wasn't payin' attention here?!... No more NASCAR?!** Looks like the **NEXTEL Cup Series** will be no more in 2007. Get ready for the **NASCAR Sprint Cup Series**, as the **Sprint-NEXTEL merger** gets finalized and the company's new name becomes attached to the NASCAR deal. Wonder what the **World of Outlaws** thinks about the

most popular form of racing in the country becoming known as the **Sprint Cup Series? ...Hot Rod Solstice!** Meanwhile, with the **2006 Pontiac Solstice roadster** due this fall, word is that the hotted-up version is nearing completion.

Though GM tested **both super-charged AND turbocharged versions** of the 2.0-liter Ecotec four-cylinder, it appears as though the General has settled on an inter-cooled turbo to push the base Solstice engine to **250 hp**. The high-performance turbo-powered **Solstice GXP**, with **dual exhaust** and a **six-speed manual tranny**, should go on sale next year as a 2007 model...

**Whatta Humdinga!** A rugged rescue vehicle with military styling may be the second amphibious model from **Gibbs Technologies**. The company is toying with a concept dubbed **Humdinga**, a **five-seat vehicle** with a **hand-built alloy monocoque**. The Humdinga's name and styling are obvious plays on the



distinctive **Hummer** brand, but while the H2 can ford **just 20 inches of water**, the **Humdinga can take on 20 feet or more**. "The Humdinga is designed specifically to access remote terrain any-

where in the world," says company founder Alan Gibbs. The suspension is Gibbs' patented folding system, but with a pneumatic retraction system instead of the **Gibbs Aquada's hydraulics**. Power comes from a **mid-mounted 350-hp Chevy V8 driving all four wheels**. Gibbs says the 4400-pound Humdinga attains a top speed of 100 mph on land and 40 knots on the water. Despite

the Humdinga's unique appeal, production is "a few years off yet," according to chief designer Steve Bailey.

**Shucks!...**

**Lambo Gallardo Spyder?** This year's Geneva show was loaded with Italian show cars, including

the **Lamborghini Concept S**, a two-pod barchetta preview of the



(Continued on page 12)



☞ **May 14<sup>th</sup> to Oct. 8<sup>th</sup>—Flashlight Drags**, from 2 p.m. to 8 p.m. on St Rt 288, in Zelienople, PA. Legal street racing, all street legal cars and trucks compete in heads-up 1/8 format. Spectator fee: \$5, registration fee: \$25. Info: PO Box 119, Bradfordwoods, PA 15015, (412) 973-8608, [www.alteredgas.com](http://www.alteredgas.com), [info@alteredgas.com](mailto:info@alteredgas.com).

☞ **July 16<sup>th</sup>—2nd Annual Cecil County SPCA car show & craft fair**, from 10 a.m. to 5 p.m., at Cecil county SPCA, Inc., 3280 Augustine Herman Hwy (Rt. 213), in Chesapeake City, MD. Open to vehicles 1980 and earlier. Dash plaques, class trophies, BBQ, ice cream, and craft show space available. Info: Jean Deeming, (410) 398-9555, [cecilcountyspcs@dol.net](mailto:cecilcountyspcs@dol.net), <http://www.cecilcountyspca.org>.

☞ **July 16<sup>th</sup> & 17<sup>th</sup>—AHDR Harley Nationals** at MIR in Budd's Creek, MD. Info: <http://www.mirdrag.com/>.

☞ **July 22<sup>nd</sup> to 24<sup>th</sup>—Summer Bike Fest**, at Carlisle, PA. Info: Carlisle Productions, (717) 243-7855, <http://www.carlisleevent.com>.

☞ **July 22<sup>nd</sup> to 24<sup>th</sup>—AutoZone Super Chevy Show Tour XXV**, at Maple Grove Raceway. Info: <http://www.maplegroveraceway.com/>.

☞ **July 23<sup>rd</sup>—Wild 60's Car Show & Cruise**, at Kahunaville, in Wilmington, Delaware. Burnouts, muffler rapping, dance

contests. Info: (302) 571-6200, <http://www.kahunaville.com>.

☞ **July 24<sup>th</sup>—Old Toyland Show Model & Diecast car swap meet**, from 9 a.m. to 12:30 p.m. at the Gilbertsville Firehouse, Route 73 and Route 100, Gilbertsville, PA. Info: <http://www.oldtoylandshows.com/>.

☞ **July 30<sup>th</sup>—Car Cruise, Swap meet, & Car Corral**, at Kahunaville, in Wilmington, Delaware. DJ, silent auction, live music beginning at 11 a.m. Info: (302) 571-6200, <http://www.kahunaville.com>.

☞ **July 30<sup>th</sup>—Autorama 2005**, hosted by the **Mid-Atlantic Impala Association**, from 9 a.m. to 4 p.m., at Williamsport Redmans club. Open to **ALL** makes of cars, trucks, and motorcycles. Contests and competitions, food onsite, pony car showdown, and car club challenge. Info: Tom Ward (540) 664-9273, [midatlanticimpala@adelphia.net](mailto:midatlanticimpala@adelphia.net).

☞ **Aug. 6<sup>th</sup> & 7<sup>th</sup>—Funk Master Flex Celebrity Car Show**, at the Convention Center, 4001 Coastal Hwy., Ocean City, MD. Spectator fee \$25, registration fee: \$50. Info: Brian Stoehr, 1239 Bayville Shores, Selbyville, DE 19975, (302) 436-0183, [www.occارشow.com](http://www.occارشow.com), [occارشow02@aol.com](mailto:occارشow02@aol.com).

☞ **Aug. 5<sup>th</sup> to 7<sup>th</sup>—All Truck Nationals**, at Carlisle, PA. Info: Carlisle Productions, (717) 243-7855, <http://www.carlisleevent.com>.

☞ **Aug. 5<sup>th</sup> to 7<sup>th</sup>—Pontiac Tri-Power Nationals**, at Norwalk, Ohio. Car show, swap meet,

and drag racing. Info: <http://www.norwalkraceway.com/>.

☞ **Aug. 7<sup>th</sup>—Battle of the Imports** at MIR in Budd's Creek, MD. Info: <http://www.mirdrag.com/>.

☞ **Aug. 20<sup>th</sup>—Jet Wars** at MIR in Budd's Creek, MD. Info: <http://www.mirdrag.com/>.

☞ **Aug. 20<sup>th</sup> & 21<sup>st</sup>—Cruisin' East Coast Regionals Custom car & truck show**, from 8 a.m. to 4 p.m. at Kahunaville, in Wilmington, Delaware. Slow drags, dyno runs, burnout contest, Play Station tournament. Info: <http://www.kahunaville.com>.

☞ **Aug. 26<sup>th</sup> to 28<sup>th</sup>—Corvettes at Carlisle**, at Carlisle, PA Info: Carlisle Productions, (717) 243-7855, <http://www.carlisleevent.com>.

☞ **Aug. 26<sup>th</sup> to 28<sup>th</sup>—4th Annual Stewart Warner NMCA Hot Rod & Muscle Car Nationals**, at Maple Grove Raceway, Reading, PA. Info: <http://www.maplegroveraceway.com/>.

☞ **Sept. 11<sup>th</sup>—The Super September Showdown VI Model Contest and Vendor Show**, from 9 a.m. to 2 p.m. at the Gilbertsville Fire Hall, Route 73, Gilbertsville, PA. Info: Len Feinberg, at [FenPlastics@aol.com](mailto:FenPlastics@aol.com).

☞ **Sept. 11<sup>th</sup>—IMSTAR Import Showdown** at MIR in Budd's Creek, MD. Info: <http://www.mirdrag.com/>.

☞ **Sept. 22<sup>nd</sup> to 24<sup>th</sup>—IHRA President's Cup Nationals** at MIR in Budd's Creek, MD. Info: <http://www.mirdrag.com/>.

(Continued on page 11)



- 🏆 **Sept. 28<sup>th</sup> to Oct. 2<sup>nd</sup>—Fall Carlisle**, at Carlisle, PA. Info: Carlisle Productions, (717) 243-7855, <http://www.carlisleevent.com>.
- 🏆 **Oct. 15<sup>th</sup> & 16<sup>th</sup>—Ford Fever Classic at MIR** in Budd's Creek, MD. Info: <http://www.mirdrag.com/>.
- 🏆 **Oct. 22<sup>nd</sup>—TAMS Thirteenth Annual Model Contest and Swap Meet**, from 9 a.m. to 3 p.m., hosted by The Tidewater Automotive Modeler's Society, at the VFW Post 4809, 5728 Bartee St., Norfolk Va. 23502. Theme—**"Any 55-57 Chevrolet Product,"** and a new Import/Tuner Class. Info: Ronnie Ward at [sk8trmaker@inteliport.com](mailto:sk8trmaker@inteliport.com),

or Jerry Quick at:

[tamsmodeler@aol.com](mailto:tamsmodeler@aol.com)

- 🏆 **Oct. 23<sup>rd</sup>—Old Toyland Show Model & Diecast car swap meet**, from 9 a.m. to 12:30 p.m. at the Gilbertsville Firehouse, Route 73 and Route 100, Gilbertsville, PA. Info: <http://www.oldtoylandshows.com/>.
- 🏆 **Nov. 6<sup>th</sup>—World Cup Finals (Import vs. Domestic)** at MIR, in Budd's Creek, MD. Info: <http://www.mirdrag.com/>.
- 🏆 **Dec. 2<sup>nd</sup> to 4<sup>th</sup>—East Coast Indoor Nationals 2005**, at the MD State fairgrounds Cow Palace, in Timonium, MD. Info: David (410) 628-6262, [www/eastcoastindoornats.com](http://www.eastcoastindoornats.com).  
**Th, th, that's all, folks!** 🏆

## Websites

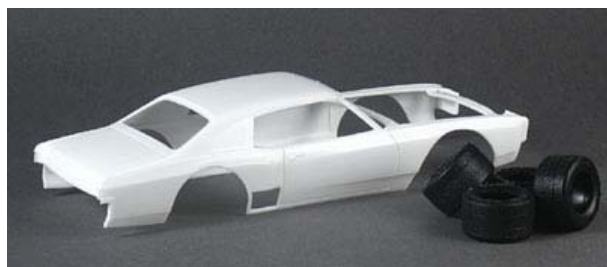
Carlisle Events: <http://www.carlisleevent.com>

Maryland Intl Raceway: <http://www.mirdrag.com/>

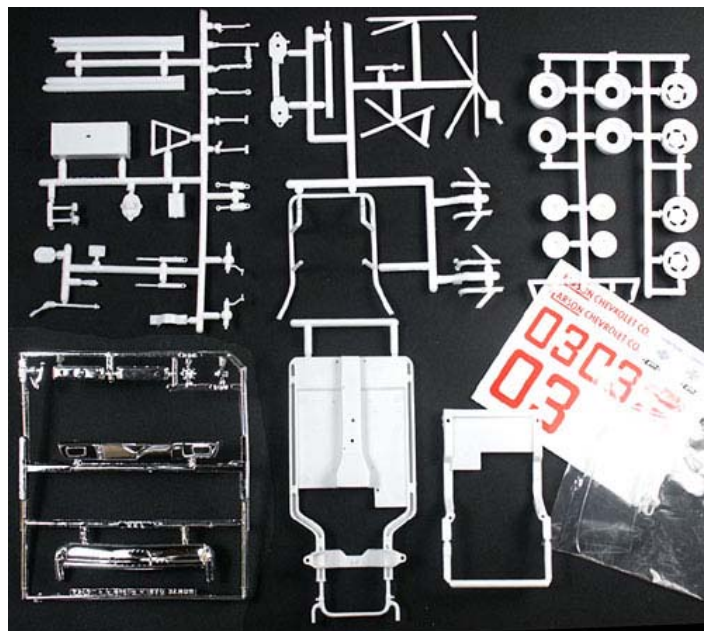
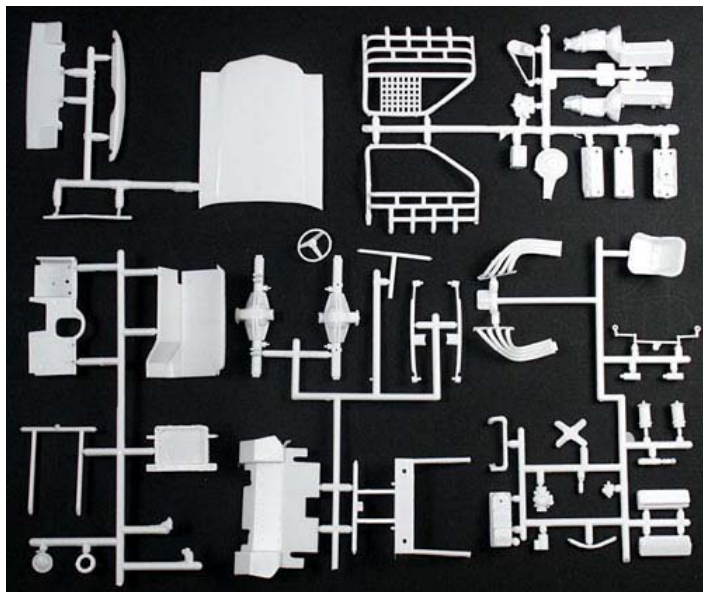
Maple Grove Raceway: <http://www.maplegroveraceway.com/>

Kahunaville: <http://www.kahunaville.com>

Old Toyland Shows: <http://www.oldtoylandshows.com/> 🏆



## Model King Monte Carlo SS Test Shot



**Chapter Contact:**

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

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



## T 'n T (contd)

(Continued from page 9)

coming **Gallardo Spider**. Lambo design boss Luc Donckerwolke says two roof panels are all that differ between the Concept S and the final Gallardo Spider that will premiere in Frankfurt this September. The Concept S cutlines for panels do make it possible to just lift off one look and set the other in place. The roll bars will be retractable units that can deploy in milliseconds, their housings keeping much of the very square shape of the concept. The rear "cheese cutter" spoiler and stylized diffuser will also look a lot like what we've seen on the Concept S. So why not have a boutique unit within the company, one that could turn out 25 special edi-

tions of a car like the Concept S barchetta if buyers stand ready with cash in hand? "This question is actually nearing a decision—it's something we'd all like to offer here," said Donckerwolke. Regarding this twin-pod configuration in particular, Donckerwolke adds, "Interestingly, the body rigidity figures are higher on this concept than what will exist on the production Gallardo Spider. That center runner creates some very good structural properties." (Thanks to the *Washington Times*, *autoweek.com*, and other Internet sources for this insanity! Ya just can't make some of this stuff up!!) 🚗

We're on the web!

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

## Pro Goat!

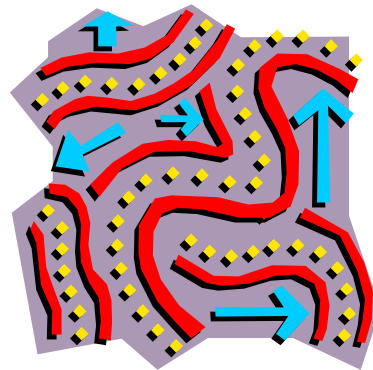
The **Pontiac GTO** will make its first appearance in **NHRA Pro Stock competition** at the **26th annual Mile-High Nationals** at Bandimere Speedway on July 15th to 17th. **Greg Anderson** took delivery of his Jerry Bickel-constructed GTO on July 2nd, and the two-time POWERade Pro Stock champ has been testing the car ever since. **Kinda cool to have a GTO back in drag racing!** 🚗



## 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. 🚗