



MAMA SEZ!

Volume 19, Issue 4

December, 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

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

Merry Christmas!

Well gang, club elections are history. With the exception of the Vice President's office (*Norm resigned due to lack of time to devote to the office*), everyone must have been satisfied with the status quo. **Tim Powers** is your new *VeePee*, and the other offices went unchallenged. So, **Lyle "Bowtie" Willits** is still your Prez, **Matt "Madman" Guilfoyle** is Treasurer, and yours truly, **Tim "Goatboy"**

Sickle is newsletter editor. So, you'll continue to be subjected to my Pontiac drive!

Kudos to everyone supporting our annual **Toys for Tots** drive, as well as the *Vebers*, and anyone else instrumental in their delivery.

Noteworthy item from last month—the reappearance of **Chad Shapiro**. His presence was further noted by the donation of an *XM Satellite radio* by his dad **Bill**

Shapiro. **Marcos Cruz** was the lucky recipient. It obviously was November, 'cause **Dirk Johnson** also showed up with **Paul Oxman** calendars!

The raffle raised **\$68.00**, and the door box contributed **\$72.00**. Kudos to the following: **Brad, Ron Bradley, Steve M. Buter, DJ, Ron Hamilton, Charlie Magers, JC Reckner, Bill Riblett, and Replicas & Miniatures Company of MD**. Thanks, y'all! 🍷

Challenging New Dodge!?

To all those purists who still can't forgive Dodge for building a four-door Charger, here's your answer: the **2006 Dodge Challenger concept**. The Dodge boys released a sketch of the car to the world, but Autoweek obtained exclusive spy photos of the car, which will premiere at the North American International Auto Show

in January in Detroit. It draws on the 1970 model as the icon of the series. But instead of merely recreating that car, designers tried to build the Challenger most people see in their



mind's eye, without imperfections like the tucked under wheels

and long front overhang of the old car. At the same time, the concept incorporates distinctive

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2006 Mustang GT

[REVELL Kit #2839; 114 Pieces and Decals, New Tool]

The Ford Mustang is an automotive icon which is one of the most recognizable cars on the road. A winner. On the road, on the track, on the display shelf, or at the modeler's table, for more than 40 years, the Ford Mustang has been one of the most popular subjects, and this kit is not a disappointment. When the Ford Motor Company made the decision to re-engineer the Mustang for the 2005 model year, enthusiasts of the car were salivating. They just couldn't wait, and when the car was finally made available to the buying public, it seemed like that it was 1964 again. Ford dealers had long waiting lists for their customers to purchase the car, and the factory worked hard to satisfy the demand. The Mustang comes in four major versions from the factory, as this review is being written, a coupe or convertible with either a V6 or V8 engine. The models with the V8 engine are referred to as the "GT," which the coupe version is the subject of this kit.

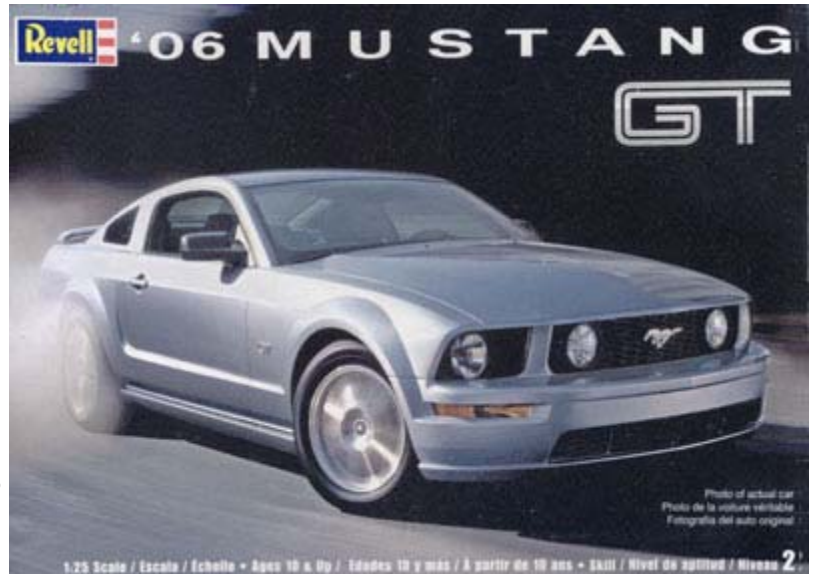
As normal Revell practice, the various components are separately bagged in clear plastic to reduce the likelihood of any damage or loss of the kit parts during shipment. The various components are molded in different colors of plastic. The body, and interior components are molded in white styrene, while most of the engine components are molded in silver styrene, and most of the chassis and suspension components are molded

in a charcoal colored plastic. While I applaud the usage of white styrene, It has been brought to my attention that several modelers have been having unfortunate problems with certain types

"The Ford Mustang is an automotive icon which is one of the most recognizable cars on the road."

of paint "crazing" the styrene in this, and some of the other recent kits by this manufacturer (*i.e.*, 2005 *Corvette*, *Viper*, *SSR*). Some paints that are not basically designed for plastic models seem to have an effect on this styrene, where the same paints had no effect on other styrene used in scale models, so it seems to me that a "test" of the styrene should be done to check for a chemical reaction. Personally, I like the "feel" of this styrene, as it sands very easily, and it is very smooth, but not overly shiny, so that the paint will "bite" into the styrene, making the application of paint to the model easier. Now with that said, let's take a look at the kit.

The **engine assembly** is a 22-piece rendition of Ford's 300



Horsepower, 4.6 liter V-8. This assembly is crisply engraved, and represents the real engine well. It goes together easily, and when painted according to the instructions is a good rendition of the real thing. A black "wash," ignition, cooling, and fuel plumbing will bring out the realism of this assembly.

The **chassis plate** is molded in a dark charcoal, styrene, which while very well engraved, is the wrong color for the chassis. The Mustang is a unitized body car, and most of the floorboards should be in primer, with body color over-spray. The exhaust system is an unpolished stainless steel, and most of the front and rear suspension components are raw, unpolished aluminum, with the sway bars and steering knuckles being black, and the springs being blue.

I like the way the **interior** assemblies, as it is built from a floorboard with separate components. The inner fenders are included with this assembly, and they are well detailed. Speaking of detail, the parts which make up the interior are well engraved and build

Mustang (contd)

up from separate components. The center console, and dashboard assemblies are particularly well done. By the way, there are several sets of decal “gauges” in various colors, which is optional in the real car as a driver selectable system, which mount behind a clear lens. The interior assemblies, when completed according to the instructions, attach to the chassis.

Note: All of the interior trim should be painted with flat, and semi-gloss paints. **NO GLOSS PAINTS ARE TO BE USED IN THE INTERIOR TO REPRESENT UPHOLSTERY!** The Mustang interior, which coordinates with the various exterior colors, comes in the following colors: Light Graphite (*Light Gray*) Medium Parchment (*Light Beige*) Dark Charcoal (*Black*) Dark Charcoal (*Black*) with Red Seats and Door Panel Inserts

The sun visor assembly mounts inside the body where the head liner would be. The exterior glass mounts to the body from the outside, like on the real car.

Note: On each of the windows, there is a line scribed around the edges on the inner surfaces. This line is the guide where a mask should be applied to the inside, so that the area toward the outer edge of the glass can be painted flat black for a more finished look. Personally, I would not install the glass until the final assembly after polishing the paint, but I would be pre-fitting the glass into the body before any painting is done.

The wheels represent the op-

tional machined 18” package that is optional on the GT version of the car. The good looking “no-named” tires are trapped by the wheels for a precise fit. Metal pins and styrene retainers attach to the wheel for a good fit to the front and rear suspension systems as are other kits from this manufacturer.

Note: if you are building a “replica stock” version of this car, the wheels should be “dulled down” to represent a machined aluminum finish on the wheel. Ford does offer a factory installed “Chromed” aluminum wheel for the real car as a factory option, but not in this style.

The **front end assembly** consists of a grille in black styrene, chrome headlight and driving light reflectors, a chromed “running horse,” and clear lenses for the various lights.

Note: the headlight buckets should be painted flat black before the lenses are installed. The buckets behind the turn signal lenses should be painted with a flat silver before the lenses are tinted amber, and installed. The lower grille should be painted with satin black.

The **rear body assembly** consists of a taillight lenses, and the high mount brake light, which should be tinted with “Stop Light Red” paint, and a trunk emblem.

Note: The buckets behind the lights should be painted with a flat silver for clarity before the lenses are installed.

The final assembly consists of installing the hood, exterior mirror assemblies, a rear deck lid spoiler, a set of real metal exhaust tips, the body to the chassis, a radiator shroud, and the air box. Various

decals representing the “GT” emblems, rear side marker lamps, wheel centers, emissions labeling, license plates, and non-factory installed “Le Mans” stripes and dealership identification is included.

Note: The trim around the side windows should be painted flat black.

The **body** in this kit represents the 2005/06 Mustang very well in shape and proportions. However, the body looks a little “soft,” as the door, trunk, and bumper lines are not deeply engraved. This is not a great problem, but should be addressed by the modeler. Mold lines are pretty much non existent, as the only places I found them were on the rear fenders near the trunk lid. They were easily taken care of. In talking to other modelers concerning this kit, this “softness” could be due to the tool being used as a basis for a die-cast version of this kit. I think that it’s due to the type of styrene, as it is very soft.

Overall, Revell has done a fantastic job with this kit. It goes together easily, and if the paint is applied in such a way where there is no chemical reaction, a satisfying model will be the result. The modeling aftermarket has been busy producing various upgrade accessory items for this kit, allowing the modeler the option to build a truly unique model. From my understanding, there will be other variants of this car in kit form coming from this manufacturer. One that has been mentioned is the upcoming 2007 Shelby GT500 Coupe. I can’t wait.

by: Ron Hamilton 🍷

Wrong Place, Wrong Time!

A young man was shot to death and another was wounded recently while trying to carjack two FBI agents on surveillance in an LA neighborhood, officials said.

The incident remains under investigation, but officials said the would-be robbers appear to have targeted the agents randomly.

The FBI declined Friday to identify the dead suspect pending notification of his relatives.

The agency also withheld the identities of the injured suspect and two others arrested in connection with the incident because they are minors.

The bureau said it will not release the names of the special agents, both of whom are assigned to the FBI's Los Angeles Division.

The bureau said in a statement that the incident in the Reseda neighborhood began while two FBI agents were sitting in a

parked vehicle during an investigation of a violation of the Hobbs Act, which concerns extortion and robbery.

The agents were "accosted by four young male subjects, at least one of whom was armed" shortly after midnight, the FBI said, and an altercation broke out when the young men tried to commandeer the agents' vehicle.

Two youths were wounded, one fatally, in an ensuing gunfight, although the FBI did not say how many shots were fired nor how many individuals had guns.

While the bureau did not specify the exact location of the incident, witnesses said Friday that it took place at a 24-hour coin-operated carwash.

Three suspects fled the scene but were eventually captured, officials said.

The wounded youth was hospitalized in stable condition while the other two are in the custody of

the Los Angeles Police Department, which referred all questions about the incident to the FBI.

Dozens of officers and agents spent hours searching the neighborhood after the shooting.

As helicopters hovered overhead, some officers used dogs to search houses, witnesses said.

By Friday afternoon, motorists were washing ash their cars from a nearby wildfire at the carwash.

Next door, a locked preschool displayed a sign saying school would be closed "due to the shooting last night at car wash."

Tarlochan Dhillon, manager of a 7-Eleven across from the carwash, said the intersection was swarming with law enforcement when he arrived about 5 a.m.

"I was shocked when I was told what happened," he said. "It's pretty safe in this area."

The FBI said a specialized team will investigate the shooting while local officials consider criminal charges against the suspects. 🚓

Challenging (contd)



(Continued from page 1)

Challenger cues like the rear fender kick, wide mouth front end, functional hood scoops and rectangular exhaust tips. Built on a shortened Chrysler 300/Dodge Charger chassis (116-inch wheelbase vs. 120 inches), the Challenger gets a 6.1-liter Hemi hooked to a six-speed manual transmission with a pistol grip shifter. All that's left to ponder is "will they build it?" With all the hardware in place and a primed marketplace, why not? 🚗

Pontiac's "Buy a Winning GTO" Program

Customer versions of the **Pontiac GTO.R race cars** that successfully debuted in this year's GT class of the **Grand American Ro-**

lex Series are now being offered for sale by GM Racing. Identical to the #64 and #65 Pontiac GTO.Rs that TRG campaigned in the latter half of the 2005 Rolex Series season, the cars will be deliverable by mid-December and be available for Test Days at Daytona International Speedway January 4 through 7, 2006. "The Pontiac GTO.R has firmly established itself as a strong competitor in the GT class of the Rolex Series," said Mark Kent, director of GM Racing. "After entering the series mid-season, the two TRG cars scored four wins, three additional podium finishes and two poles in eight races. "We're now offering this winning car to teams at prices comparable to those of other GT class race cars—which means significantly less than comparable professional standard race cars in other series," Kent said. "The Grand Am Series concept and rules not only provide extremely close and competitive racing but also enable us to offer this GTO.R package as the basis of a remarkably cost-effective race season for a professional team." A complete vehicle (*excluding engine management and data system*) will be offered to customer teams for



\$275,000 with a required spares package (*suspension, body and drive-line components*) for an **additional \$100,000**. The race cars will

include the following:

- Complete chassis systems, including suspension, brakes, steering and interior systems
- Penske triple adjustable 8760 series dampers
- Cockpit adjustable front and rear anti-roll bars
- AP Racing endurance calipers and rotors with PFC-01 brake pads
- 1 set of Fikse 3-piece 11.5" x 18" wheels and 1 set of Hoosier GT tires
- Pratt & Miller FIA approved racing seat
- Xtrac 399GT 5 speed sequential transaxle with Daytona gear ratio sets
- Complete chassis and engine management electrical wiring loom
- GM Racing prepped data acquisition wiring loom excluding Motec ADL2 data logger and instrumentation
- ADD IPU-16 Power system
- 1 set of alignment bars
- GM Racing prepped

and sealed production-based LS2 engine

- Engine wiring harness for Bosch MS 4.0
- A-plate with scavenge pump drive mounting
- Scavenge pump assembly including cast pan and manifold
- ATI damper with machined hub
- Camshaft sprocket and reluctor rings compatible with Bosch MS 4.0
- Engine control sensors compatible with Bosch MS 4.0
- Fuel rail, coolant and oil fittings compatible with GTO.R vehicle
- Engine to be dyno verified by GM Racing prior to shipment

Customers may supply their own engine management, communications and data systems as well as driver cooling systems and ballast or purchase this equipment from GM Racing at additional cost. GM Racing will also provide tech support to all approved GTO.R customer teams, including: Access to all vehicle lab test, track test and vehicle setup information, Access to vehicle performance updates, Distributed engine hardware and calibration support, Distributed chassis engineering support that includes aerodynamic and vehicle

and vehicle setup, data analysis and vehicle simulation assistance. **Speed costs—how fast do you wanna go, Bunky?! 🏁**



Model Buffet

Here's one for you modelers that love the unusual and perhaps obscure. Whether you're a fan of the *Wallace & Gromit* animated films like "*The Curse of the Were-Rabbit*" (done by Aardman Animations), the same folks that did the wonderful "*Chicken Run*" movie a couple of years ago, or even know who W&G are, you'll want one of the *new Austin A35 "Anti-Pesto" van kits* by *Airfix* (kit no. AX51102). The kit includes both Wallace and Gromit figures, as well as "Hutch" from the movie. Also included are 13 paints, brush and glue. I have not been able to determine a scale for the kit, but rest assured it's larger than 1/24th. The export (no VAT) price is about **\$30USD** (17.01BPD) from *Hannants* (<http://www.hannants.co.uk/>), but *Ron Bradley* is also looking into getting some as a special order, so I'd suggest checking with him first to avoid the international shipping hassle.

Since the new *Revell 2006 Mustang* kit is such a hit, I'd expect to see a lot of aftermarket items available. At this point, I've only been able to locate a couple. *Leon Tefft* is offering all of the 2006 Mustang paints colors

(except *Black*—available anywhere) in his excellent *Cobra Colors* (<http://cobracolors.com/>) line. I have already ordered and received *VERY* quickly the *Legend Lime Green Metallic* and *Screaming Yellow*. The price is **\$6.95** for a 2.5 oz. jar (pre-mixed and ready for the airbrush). Also new (to me at least) from Cobra Colors is a line of custom "*Fire Pearl*" paints that would be great for your next custom or street rod project. These are also **\$6.95** for a 2.5 oz. jar. I've dealt with Leon since his first limited run efforts some years ago and can highly recommend Cobra Colors.

Wendell Sowers at *A/FX N Scale Resin* (<http://www.afxnscaleresin.150m.com/>) also offers a few items for the new '06 Mustang. Currently he has a Shelby style cowl hood (**\$5.00**), grille (**\$5.00**), side window louvers (**\$4.00**), Mustang rear spoiler (**\$5.00**), Mustang front chin spoiler (**\$4.00**), and Mustang side scoops (**\$4.00**).

Ford related, but certainly not Mustang, new from *Randy Frost* at *Perry's Resin* (<http://www.perrysresin.com/>) are *1970-72 2-door Maverick transkits* for use with the AMT '67 Mustang. Included are body, hood, front & rear bumpers, grille, taillight panel and red taillights as well as the complete interior for **\$50USD**.

You can get the transkit re-engineered without the interior for **\$37USD**. Randy is also offering the same deal on 1973-78 2 door Maverick transkits.

A special thank you goes out to *Matt Guilfoyle*, for his constant hard work at bringing this column to the member-

ship. If you find something, send it along to me! 🍷



A/FX n Scale Shelby hood



A/FX n Scale Shelby grille



A/FX n Scale window louvers



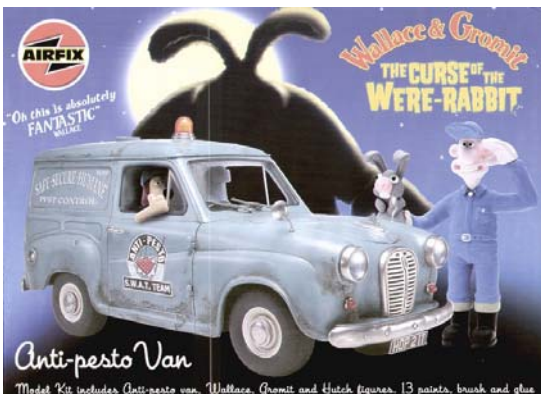
A/FX n Scale rear spoiler

Perry's Resin Maverick Goodies



1970-72 2-door Maverick

Stock Maverick interior



Model Kit includes Anti-pesto van, Wallace, Gromit and Hutch figures, 13 paints, brush and glue

"Blast From the Past—Circa 2006!"



How kewl is this artwork for the upcoming Model King release of the Henry J? These are under consideration as box and/or decal art. This time, it is the old Revell Henry J. I had one 'way back in the day, was not terribly impressed with it. But THIS kind of art may convince me to go back and take another shot at it, depending on the price of admission, of course (*personally, I dig the purple version MUCH better*). **How about you guys?!? Thanks, Dave! Keep 'em comin'!** 🍷

Rudolph, the Red Bumper Corvette

Written by
A.J. Flynn

Rudolph, the Red Bumper Corvette
Had a very shiny front bumper
And if you ever saw it,
You would even say it glows (*like its headlights*)
All of the other Corvettes
Used to laugh and call him names (*like Element*)
They never let poor Rudolph
Join in any Corvette games (*like racing!*)
Then one foggy Christmas Eve
Santa came to say,
"Rudolph with your bumper so bright,
Won't you guide my sleigh to-



night?"

Then hoe the Corvettes loved him,
As they shouted out with glee (*Beep! Beep!*)

Rudolph, the Red bumper corvette,
You'll go down in History (*like a Chevy!*)

[Ed. Note: Thanks for the Christmas cheer, A.J.!] 🍷



This 'n That

Get Well Wishes! Let's all send Get Well wishes out to **MAMA members Gary Sutherlin** and **Ray Wickline**. Gary recently underwent back surgery, while Ray was in the hospital for cancer treatment. Unfortunately (*or fortunately, I guess!*) while in the hospital, he suffered a heart attack!! He seemed to be recovering nicely at last month's meeting. **Get well, both of you...** More MAMA's Boy Congrats! Our own Jeff Sauber (*a name that is becoming increasingly familiar!*) cleaned up at the recent LIARS model Car Challenge held last month. The 'laundry list' of gold he spirited away includes **First Place Straight Line, First Place Street Rod, Best Mercury, Best Detail**, and finally, **Judge's Best of Show!** His entries were the black Merc funny car from our NNL show, and the red Chevy street rod. **Congrats Jeff...Fords 4Ever?** Word reaches me that **Model Car Garage** proprietor Bob Korunow has finally been talked into releasing **photoetch detail sets** for the **ERTL '56/'57 Fords**, and **'55/'56 T-Birds**. Watch for 'em...**Camaro coming?!** Dodge won't get all the muscle car buzz with its Challenger concept at the Detroit auto show this January. Word is GM will show a **Camaro concept** on a **stretched Solstice/Sky chassis**. The car is set for production as a 2009 model. The other GM concept for Detroit won't be a Pontiac Firebird, but more likely will be a Buick crossover....**Maranello V10?** Word out of Maranello suggests a new V10

engine may power the successor to **Ferrari's F430**, amid concern over the marketing advantage enjoyed by archrival Lamborghini's 5.0-liter V10-powered Gallardo. Ferrari is reportedly developing a 5.4-liter V10 based around the 90-degree architecture of the F430's four-valve-per-cylinder 4.3-liter V8....**Late EOS**. VW announced recently that it is delaying the launch of its **Eos hardtop coupe-convertible**, which was one of the stars of this year's Frankfurt Motor Show. The production launch will move back two months to May 2006 in order to fix unspecified quality issues....**EVO manual?** Lovers of the true manual gearbox will be happy to hear that a five-speed close-ratio manual transmission will be offered on Mitsu's 2007 Evolution X. Autoweek's recent report spoke only of the six-speed auto/manual gearbox (*dubbed Automatic Direct Select Gear, or DSG*) on the Evo X concept shown at the Tokyo motor show in October. The next Evo will come with either the DSG or the five-speed manual...**Slow-selling Porsche SUVs?** Less than three years since its U.S. debut, the **Porsche Cayenne** has run out of steam with sales here slumping for the **10th month in a row**. The Cayenne's decline again raises the question of whether Porsche stretched the brand too much with an SUV—particularly a vehicle with below-average quality scores. U.S. sales of rival luxury SUVs also are down, leading some dealers and Porsche execs to conclude that the Cayenne is a victim of gasoline prices and the economy. Cayenne sales for the first 10 months of

2005 were down 26.5 percent from a year earlier. Indeed, the VW Touareg SUV, with which the Cayenne shares a platform and many components, is performing worse than the Cayenne. U.S. Touareg sales are down even more—36.9 percent through October. Cayenne isn't due for a face-lift until 2007....**Hybrid Inventor**. **Victor Wouk**, an electrical engineer and entrepreneur who developed the first full-size version of the **modern hybrid car** died earlier this year of cancer at the age of 86. He held more than 10 patents, most related to hybrid and electric vehicles....**Blue Oval Bits!** The next pony in the Ford Mustang corral will be the **2007 Shelby GT500 convertible**, which arrives next summer alongside its stablemate, the **GT500 coupe**. Set for a Detroit auto show premiere in January, the drop-top GT500 gets the same hardware as the coupe: a supercharged 5.4-liter V8 producing upward of 450 hp, making it the **most powerful factory-built Mustang convertible ever**. Ford says the convertible weighs in at only 150 pounds more than the coupe, and features a cloth top (*vs. the vinyl top on the standard GT convertible*). Meanwhile, Ford chose the **trucky Texas State Fair** to show off its **2007 Explorer Sport Trac**, an all-new design that draws on the Explorer sport/utility vehicle and the F-150 pickup for styling and hardware. The do-everything vehicle, built on an extended Explorer chassis with independent rear suspension, is two inches wider and five inches longer than the previous Sport Trac. Engine options are a 4.0-

(Continued on page 9)

T 'n T (contd)

(Continued from page 8)

liter 210-hp V6 or a 4.6-liter 292-hp V8. Sport Trac hits showrooms in early 2006. And finally, Ford Motor Co. is considering a **Mustang-based sporty Lincoln coupe** this decade, possibly in 2009, insiders say. The proposal, still in its early stages, would give Lincoln its first rear-drive coupe since the Mark VIII was killed in 1998. Ford has acknowledged studying a Mustang-based Mercury. A company insider says the Lincoln proposal is more serious. The Lincoln would have a unique interior and exterior. But it would share underpinnings with the Mustang, which was redesigned for the 2005 model year to great fanfare. **Ford has said it expects to produce at least 192,000 Mustangs this year** at its Mazda joint-venture plant in Flat Rock, Mich. The highest Mustang production in recent years was 191,432 units in 1999. But that was at a different plant in Dearborn, Mich., that only produced Mustangs. In addition to the redesigned Mustang, the Flat Rock plant also is expected to build about 75,000 Mazda6 sedans, five-doors and wagons this year. Over time, production of the Mustang and Mazda6 is likely to dip. That could free space for the Lincoln. A Lincoln spokesperson wouldn't confirm the coupe. But they said that reviving the luxury brand's bread-and-butter large-car business takes precedence. Two new sedans are expected beginning in 2007. **Edgy Ford.** Ford has released a sketch of its upcoming Edge crossover ute which

will debut at the 2006 North American International Auto Show in January. "Much like Fusion has done for the mid-size sedan, the new Ford Edge will inject a healthy dose of American design and personality into the hot crossover market," says Peter Horbury, Ford's executive director of North America Design. Edge and its Lincoln Aviator sibling are powered by Ford's all-new 3.5-liter, 250-hp 24-valve dohc V6 linked to a freshly minted six-speed automatic transmission created for front-drive applications. The tranny, which also can be used in all-wheel-drive vehicles and is capable of handling up to 300 hp and 280 lb-ft of torque, is the product of a joint engineering effort with General Motors. Edge goes on sale late in 2006. ... **The Rich get Richer.** A federal judge in California rejected claims against **Carroll Shelby International Inc.** concerning use of the name "**Eleanor**" to refer to the **Shelby GT500E** produced by Texas-based Unique Performance. The suit had been brought in 2004 by **Denice Halicki**, widow of the late **H.B. "Toby" Halicki**, producer of the 1974 film **Gone in 60 Seconds**, which featured the original Eleanor Mustang. Halicki alleged her husband developed the Eleanor Mustang for the original film and that she owned all rights to the film and Eleanor name. ... **Size Matters.** At a time when **GM is going to stop building seven-passenger mid-sized SUVs in early next year**, Ford, on the



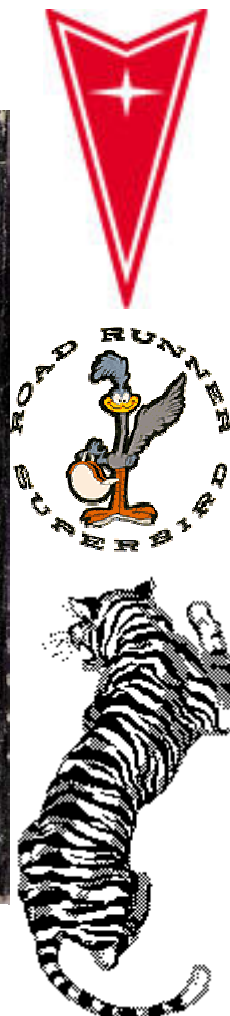
other hand is planning on **rolling out a stretched version of the Ford Expedition next Summer.** The

TrailBlazer EXT and the **GMC Envoy XL** are produced at the Oklahoma City plant that GM will shut down the first week of February. The standard TrailBlazer and Envoy are five-passenger models that ride on a wheelbase 16 inches shorter than the wheelbase of the stretched model. Only GM's full-sized Chevrolet Tahoe and Suburban, and the GMC Yukon and Yukon XL, will offer seven- and eight-passenger SUV seating. Sales of the two long-wheelbase vehicles from January through November were down 19.1 percent. Back over at Ford, the big SUV had been referred to internally as the "Ford Everest," a name Ford uses in some markets outside the US. It quickly went away after the "Ford Valdez," the nickname for the discontinued Ford Excursion. Ford wants a competitor for Chevy's Suburban, GMC Yukon XL, and Caddy Escalade ESV, but does not want the heat associated with the recently departed Excursion's size-challenged nature. One of the Excursion's claims to fame (?) was the fact that it wouldn't fit into a garage, something that the almost 20 foot long (*about 15 inches longer than an Expedition*) new SUV should be able to accomplish. (*Thanks to the Washington Times, autoweek.com, and other Internet sources for this insanity! Ya just can't make some of this stuff up!!*) ☺

"Blast From the Past



With the apparent unspoken Mustang theme of this month's issue, I thought you guys would get a kick out of this vintage Mustang box art.



Toast, anyone?!



This cat definitely displays a sense of humor with this display of his Toyota Scion xB "Bread Box" don't ya think?!



🚗 **Feb. 5th, 2006—Super Sunday Collector's Toy Show**, from 9:00 a.m. to 1:30 p.m. at the Fire Hall in Shrewsbury, PA. Admission is \$2.00 per person. Info: Joe Golabiewski, (410) 592-5854, or Carl Daehnke (717) 764-5411.

🚗 **March 25th, 2006—20th Annual NNL East** from 9 a.m. to 4 p.m. in Parsippany, NJ. Themes are "Gee, I coulda had a V-8," (i.e. anything but...), & a sub-theme of CAR-toon cars (Zingers, etc.). Info: <http://members.aol.com/nnleast2006/> 🚗



Classified

WANTED: I am in search of unbuilt (or rebuildable) **Mono-gram Pro Stock Cutlass/Firebird/T-Bird kits** ("STP," "Pennzoil," "Summit," "Super Clean," "Jeg's"). What've ya got? Let's talk! Contact Tim Sickie, at (301) 249-3830, e-mail

gtoguy@verizon.net, or see me at a meeting. Thanks to everyone who responded to my ads for both the Pontiac 6-deuce intake setup, and the tube grilles from the '58 Impala. I'm well-stocked on both of these items for my Pontiac projects now!

Got an ad? E-mail me! 🚗



Websites

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

East Coast Indoor Nationals (Timonium, MD): [www/eastcoastindoornats.com](http://www.eastcoastindoornats.com)

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

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

Maryland Chevelle club: <http://www.chevelles.netmcc/mcc.htm>

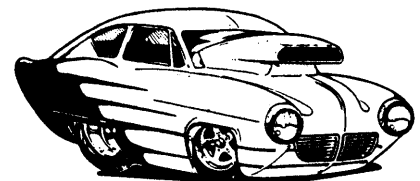
Maryland Intl Raceway: <http://www.mirdrag.com/>

Norwalk (Ohio) Raceway Park: <http://www.norwalkraceway.com/>

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

Southern Delaware Street Rod Association: <http://www.sdsra.net>

York US30 Muscledar Madness: www.yorkus30.com 🚗



Don't mess with THESE cop cars from down under!!



1973-78 2-door Maverick



This is the newsletter of the
Maryland Automotive Modelers
Association

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!

"New" Stuff this month:

- Revell Big T (1/8th)
- Revell Penske Corvette
- Revell Magnum R/T
(both unassembled & assembled)
- Revell #17 DeWalt Taurus
- Revell Caddy Escalade (metal body)
- (6) Revell 1/32nd scale Snappers
- Revell Desert Hummer Easy Kit
- Resto Rod '66 Galaxie
- Resto Rod '69 Cougar
- Nostalgia Series '69 Camaro
- ERTL '88 Dodge Shelby Daytona

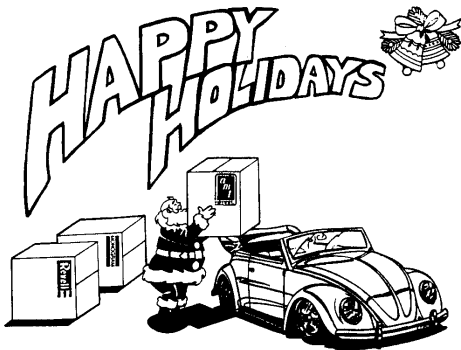
Variations on a Theme!



Thought I'd
tease you a bit
with shots of the
*upcoming Revell
Big T*. I hear
they're gonna be in
short supply—
Good Luck! 🚗

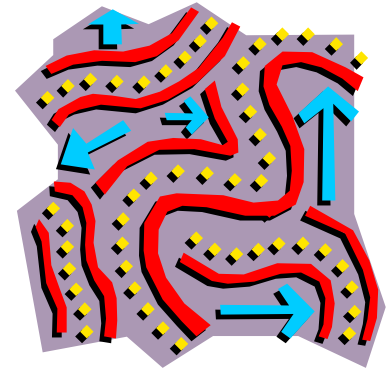


We're on the web!
<http://www.toadmail.com/~mama/>, or
<http://www.mamasboyz.org/>

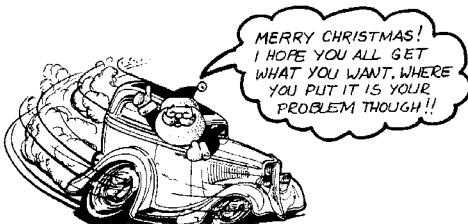


Directions

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).



'66 Penske Racing Corvette®



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. 🚗