



# MAMA SEZ!

Volume 19, Issue 6

February, 2006



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

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## 2006 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 21st
- 🔊 February 18th
- 🔊 March 18th
- 🔊 April 15th
- 🔊 May 20th
- 🔊 June 17th
- 🔊 July 15th
- 🔊 August 19th
- 🔊 September 16th
- 🔊 October 21st
- 🔊 November 18th
- 🔊 December 16th



**Inclement weather phone**

**number: (301) 474-5255.** ☎️

## Let's Go Racin' Awreddy!

Another well-attended meeting in January, including well-stocked display tables.

A hot topic of discussion last month was theme selection for our **2007 show**. We will discuss them again this month, and then vote on them in order to announce them at the conclusion of our 2006 show. Put on those thinking caps, and come up with something creative.

Several MAMA

members will be visiting our *neighbors to the North* (no, not Canada—the Philly gang!) for their meeting on the 25th.

Hope you've all been hard at work on those projects for the upcoming **"Big Go East,"** otherwise known as **NNL East** in March! It's always a good time, and a whole lotta models!! Look for a flyer elsewhere in this newsletter.

Remember, *ex-MAMA member Larry*

*Boothe* will be here in May, both for our NNL show, and the meeting.

The raffle raised **\$80.00**, and the door box contributed **\$59.00**. Kudos to the following: **Brad, Ron Bradley, Ed Brown, Steve M. Buter, Matt Guilfoyle, Dirk Johnson, Charlie Magers, Rich Meany, JC Reckner, Ray Wickline, Rich Wilson, and Replicas & Miniatures Company of MD.** Thanks, y'all! 🍷

## Little Stolen Corvette

A Corvette stolen when it was brand new in New York **37 years ago** (!!!) has been recovered in California and will be returned to its rightful owner.

The 1968 Corvette, which vanished from Alan Poster's garage in the borough of Queens on January 22, 1969, was identified as stolen as it was being loaded on a

container ship for Sweden last November, U.S. Department of Homeland Security spokesman Mike Fleming said.

The car had recently been purchased for **\$10,000** by a man in Sweden who was unaware it had been stolen nearly four decades earlier. Since his insurance at the time did not cover the theft and he was

never compensated, he is entitled to get it back.

"When the California Highway Patrol contacted him, he said it's a miracle. He's very excited about it. 'He's flying in,' Fleming said. He said the man had since moved to California and long ago gave up hope of seeing the car again.

The Corvette, which

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## 2005 Cadillac Escalade EXT Pickup

[AMT/ERTL # 099-38435;  
1/25th scale; new tool; 127 pieces  
plus decals]

When I was considering a review of this kit, a thought occurred that I should compare this kit to Revell's Cadillac Escalade of a few years ago. On their own merits, each kit represents the subject matter well, and is an excellent value to the modeler. The Revell kit is a curbside kit of the "standard" Cadillac Escalade Sport Utility, while the AMT/ERTL kit is a detailed kit of the Escalade EXT Pickup. Basically, that's where the similarities end.

When I opened this box, I noticed one thing—it was *hea-vee*. The Cadillac Escalade EXT in one-to-one scale is a heavy vehicle, and in that aspect the kit represents the subject matter well with a high parts count. While I applaud the fact that this manufacturer had the foresight to release this kit, a few things could have been done differently for the "serious" modelers among us.

**Engine:** An 11-piece depiction of Cadillac's 6.0-liter V8. This is a pretty simple assembly which will represent the real item with careful detail painting. Curiously, the piece representing the oil pan and lower transmission is *chrome plated*. Why?! The real engine block and heads, as well as the transmission is aluminum, which is better represented with a flat metallic finish. The engine cover, intake manifold, and fan belt should be flat black, with gloss black and aluminum pulleys. No painting instructions are in-



cluded.

**Pickup Bed:** A 7-piece depiction of the pickup bed and tonneau cover is very well engineered and engraved. The finish should be a semi-gloss black.

**Interior:** This assembly consists of a pair of two-piece bucket seats, a pair of door panels, dashboard, a two-piece steering column with stalk detail, steering wheel, and pedals, which mount to the floorboard, which has the center console and rear seat molded in. The engraving here is rather "soft," with no delineation between the console and the floor, and the door panel lines are faint at best. There are also some strange mold lines on the seats, which must be addressed. The instrument detail is represented by engraving. A little filling, line scribing, and detail painting is the order of the day to bring this assembly to life.

**Wheels and Tires:** Two com-

plete sets of wheels and tires are included. A well done set of 17" chromed Cadillac wheels (*correct for Replica Stock*) with a nice set of Goodyear tires are included, as well as a set of what I estimate as a set of 24" custom chromed wheels, of an unknown design I have never seen before in my life, mounted on a set of "Rubber Band Tires." Either set of wheels mount on a set of "drilled" disc brake rotors with caliper detail. No doubt, a few of these kits will be bought, just for the "Replica Stock" wheel and tire combination to convert the Revell kit, which includes only custom wheels.

**Chassis:** A very well engineered 25-piece rendition of Cadillac's all-wheel drive chassis. While the chassis and floorboard are molded as one unit, the other pieces are separate, and very well executed. With a little careful assembly, the front suspension can

(Continued on page 3)

## Caddy (contd)

(Continued from page 2)

be made operational. The “over abundant chrome-plate fairy” strikes again on this assembly, where the transfer case, spare wheel, and exhaust system are erroneously plated, at least for the “Replica Stock” builder. Correctly finished, this assembly is very well done, and is easily the high point of the kit. The front end driveline will no doubt find its way onto a Revell Chevy Silverado pickup, or detailed Escalade.

**Body Assembly:** This assembly is a bit “curious” to me. The manufacturer did an excellent job of capturing the shape of the Cadillac Escalade EXT. The body assembly is well engineered, and with careful assembly, will yield a nice replica. The body is very well detailed in some aspects, such as the head and tail lamp buckets, and weak in other areas, such as the “soft” emblems and missing rear side window weatherstrips. The glass unit is also overly thick, but does not look too bad once the kit is assembled. The rear side windows, and rear windows should be smoke tinted, as in the



Revell kit. I like the application of separate lenses and chromed buckets for the headlamps on this kit. While the tail lamp buckets are molded to the body, they are easily detailed. The firewall and underhood detail is first rate, with only the occasional stray “chrome” part to add some “bling.” The running board insert is completely chromed—wrong! The insert is actually a very deep brown, with a chrome edge molding.

The kit itself is well engineered, and should go together quite easily. So far, the various assemblies have gone together quite well, and the kit goes together like a jig-saw puzzle. The kit does not appear “crisp” to me. What I mean by that is that the various assemblies seem a bit “soft” when it comes to detail. The engraving of the emblems on the body and engine cover, inte-

rior door panels, console and seats, and some of the body character lines will get lost after a few coats of paint. Fortunately for the “Replica Stock” builder, *Model Car Garage* makes a *photoetch set* (item #2275) for this kit that includes various exterior emblems. If you are going to do a custom, the emblems are not a big deal. There is also an abundance of “plated” parts in the wrong application. This would be fine for the “Custom” builders among us, but incorrect for a “Replica Stock” kit. These parts must be stripped of plating and refinished in the proper metallic finish to yield a less “toy like” model.

Which is the better kit? AMT/ERTL or Revell? The Revell kit has the “crisp” detail in the body and interior lacking in this kit, as well as superior decals for the different interior “wood” surfaces and gauges, while this kit has a very nicely detailed underhood area and chassis, as well as “Replica Stock” rolling stock. Frankly, it’s a tossup, as each kit is excellent on its own merits. In an ideal world, I wish I could have

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## New Stuff?!?

Well gang, it's Toy Fair announcement time! Listed below is what you can expect for 2006 (thanks to Ron Bradley, and the Hobby Heaven message board). So, make plans with your kit supplier so you don't miss out on getting that kit you really want (*if it's even on the list*).

### RC2 (AMT/ERTL)

"Fast & Furious 3" - Veilside  
Toyota Supra 2 in 1, June  
"Fast & Furious 3" - '67 Mustang  
2 in 1 (*includes stock parts*), July  
"Fast & Furious 3" - '70 Monte  
Carlo 2 in 1 (*includes stock parts*),

July  
"Fast & Furious 3" - Nissan 350Z  
(*new tool*), July  
"Fast & Furious 3" - Lancer Evolution VIII (*new tool*), July  
"Silhouette" show car with trailer,  
July  
'50 Ford Conv, 3 in 1, Aug  
'76 Chevy Caprice with Trailer,  
Aug  
'06 Camaro Concept Car (*new tool*), Aug



'71 Plymouth Duster, Sept  
'66 Buick Wildcat, Oct

"Rat Packer" '65 Nova Funny  
Car, Oct  
International Payhauler Dump  
Truck, Oct  
'63½ Ford Galaxie Hardtop, Nov

MAMA supplier Ron B. noticed some differences between Tom Carter's list and his own, which he will check on. Ron did not have the **'50 Ford convertible**, but Tom did not show the **'61 Ford**, and Tom did not have the **'67 GTO** and **'68 Camaro** that Ron's list included, but they may be previously announced kits. Ron suspects the announced **Pay Hauler** is probably a screw-up and is actually the **Paystar** from a couple years ago. Ron will check and let us all know. 🚗

## You can win a career in the Fisher Body Craftsman's Guild Model Car Competition for 1959

**8 University Scholarships—10 Styling Scholarship Trust Funds—  
more than 1,000 Awards. A total of \$115,000!**

**A**LL over the country there are men who started their careers as teen-age winners of the Fisher Body Craftsman's Guild Model Car Competitions. You, too, can have that chance!

If you like to "make things"—if you have the skill and imagination to design and make a model of the "Car of Tomorrow"—if you are willing to work for the satisfaction of doing an unusual job—you can win one of 1,038 awards.

Whatever you choose to build—a hardtop, sedan, convertible, station wagon or sports car—you'll have fun making it. And you'll have the thrill of seeing your idea come "alive."

So don't delay. Send *now* for the free booklet, "Designing and Building a Model Car," which contains the few simple rules and many helpful suggestions.

Mail the coupon today, so you will have all the time you need to build a winner for the 1959 competition.

There's fun and excitement in building models like this "Car of Tomorrow," this year's award winner.



### Fisher Body Craftsman's Guild, Detroit 2, Michigan

Please enroll me in the '59 Model Car Competition. Send me the FREE instruction booklet, "Designing and Building a Model Car."

NAME (Print) \_\_\_\_\_  
First Name Middle Initial Last Name

ADDRESS (Print) \_\_\_\_\_

CITY & ZONE (Print) \_\_\_\_\_ STATE \_\_\_\_\_

IMPORTANT: Only boys born in the following years are eligible. Check the year of your birth below:

#### SENIOR DIVISION

1938 ☐ 1941 ☐  
1939 ☐ 1942 ☐  
1940 ☐

#### JUNIOR DIVISION

1943 ☐ 1946 ☐  
1944 ☐ 1947 ☐  
1945 ☐

Dept. T-1

## All Gone?

Inevitably, when we get something new from the model manufacturers, they usually take something away. Sometimes, the kits are not missed, and other times we ask ourselves, "Why didn't I get more of them before now?!" Well, what follows is a list of discontinued kits—read 'em and weep! Cancelled (*Previously announced*):

### Revell

1/32nd scale '34 Ford street rod snap kit (*third series*)

1/32nd scale '55 Chevy snap kit (*third series*)

Lowrider '87 Buick Regal (*metal body*)

Lowrider '77 Olds Cutlass

'06 Shelby Mustang GT500 Easy Kit (*snap*) (*Why?!?*)

Lowrider '64 Chevy hdt, 2 versions (*metal body*)

Lowrider '65 Chevy hdt

Lowrider '65 Chevy convt.

'78 Indy Pace car Corvette

#3 Earnhardt Silver Monte Carlo

Lowrider '63 Impal a 2 'n 1

Ford Focus SVT Tuner

'03 #24 Gordon Monte Carlo

'03 #20 Stewart Monte Carlo

'98 Indy Pace car Corvette

'32 Ford 3-window coupe

'64 Corvette Gran Sport #2 (*slot car*)

James Dean Spyder Limited Edition (*slot car*)

"Large" Msgnum R/T (*diecast*)

RC2 (*AMT/ERTL*)

Previously announced '61 Ford hardtop is out, and replaced by the '50 Ford convertible

Ya just gotta take the good with the bad, I guess! 🚗

## Barrett-Jackson Insanity

I was at the grocery store in December, and spotted a Barrett-Jackson program spotlighting the upcoming auction last month in Scottsdale, AZ. Being a car guy, and curious in a sadistic kind of way, I picked it up to scan it. I'm quite sure that more of you than would care to admit watched at least some of the gruesome details, but if you didn't, here are a few of the 'highlights' of a gathering of too many bidders with more money than brains!

🚗 1950 General Motors Futureliner Parade of Progress Tour Bus  
**\$4,320,000.00**

🚗 1954 Pontiac Bonneville Special Motorama Concept Car  
**\$3,024,000.00**

🚗 1970 Plymouth Hemi 'Cuda convertible **\$2,160,000.00**

🚗 1970 Chevrolet Chevelle LS6 Convertible **\$1,242,000.00**

🚗 1952 Chrysler D'Elegance 2-door hardtop **\$1,188,000.00**

🚗 1953 Chevrolet Corvette "#003" Convertible **\$1,080,000.00**

🚗 2007 Shelby GT500 hardtop \$648,000.00

🚗 1956 Mercedes Benz 300 SL Gullwing Coupe \$621,000.00

🚗 1966 Shelby Cobra Roadster \$594,000.00

🚗 1956 Mercedes Benz 300 SL Gullwing Coupe \$540,000.00

🚗 1970 Plymouth HemiCuda hardtop \$486,000.00

🚗 1969 Chevrolet Camaro SS Baldwin Motion coupe \$486,000.00

🚗 1968 Shelby GT500 KR fastback \$432,000.00

🚗 1959 Mercedes Benz 300 SL 2-door roadster \$432,000.00

🚗 1967 Chevrolet Corvette 427/435 convertible \$378,000.00

🚗 1957 Chrysler Imperial convertible \$378,000.00

🚗 1953 Ford Vega Roadster "Gardner Special" \$378,000.00

🚗 1957 Mercedes Benz 300 SL Gullwing coupe \$372,600.00

🚗 1939 Lincoln Zephyr Custom "Lead Zephyr" \$345,600.00

🚗 1969 Chevrolet Corvette L-88 coupe \$334,800.00

🚗 1963 Mercedes Benz 300 SL convertible \$324,000.00

🚗 1968 Dodge Hemi Dart 2-door hardtop \$324,000.00

🚗 1968 Shelby GT500 KR Convertible \$302,400.00

🚗 1970 Plymouth HemiCuda 2-door hardtop \$270,000.00

🚗 1967 Shelby GT500 fastback \$270,000.00

How's that for big spenders?!? 🚗



## Condolences!

This month, so many well-known people died, that a separate column was warranted to note their passing.

First off is **Ak Miller**, a pioneer drag racer who had a career as a driver and car builder in many facets of motor racing for six decades, who died Dec. 15 of a heart attack in a rest home in Pico Rivera. He was 84. He began his racing career on Southern California's dry lakes in the 1930s as a charter member of the Roadrunners, one of a group of car clubs that created the Southern California Timing Assn. and the National Hot Rod Assn. He served twice as president of the SCTA and was a charter member of the NHRA, serving as vice president with Wally Parks as the founding president. After a long association with land speed record attempts on the Bonneville Salt Flats in Utah and Muroc Dry Lake (now Rogers Dry Lake at Edwards Air Force Base), Miller was elected to the Dry Lakes Hall of Fame. Miller also competed in the Pikes Peak Hill Climb, Baja 1000 off-road races and events in Italy and Mexico. With Ray Brock as his crewman, Miller won in his class nine times at Pikes Peak and also won the 1963 Baja 1000.

Next up is **Gene Mooneyham**, a pioneer in drag racing as a racer, designer, builder, chief mechanic and business owner, has died of pneumonia Jan. 17 at Placentia-Linda Hospital in Placentia, said his son, Fred. He was 75. He played an instrumental role in the careers of many big-name racers,

including "Big Daddy" Don Garlits and John Force. He got his start racing hot rods on dry lake beds when enthusiasts converged on dusty drag strips in the sport's formative years. Although he owned teams that raced professionally, his work with superchargers made him one of the sport's most influential people. In 1996, he was awarded a Lifetime Achievement Award from the National Hot Rod Assn., the sanctioning body that oversees most drag racing in America. "His real contribution to the sport came in the area of superchargers," Garlits said. "Some of my best runs were with his Mooneyham blowers. He was very innovative. The Mooneyham, Jackson and Faust car was a streamlined dragster where the driver sat behind the rear-end, which was really forward thinking in the 1960s. The whole car was covered, even the cockpit." It, along with Mooneyham's trademark fuel-altered car, the 1934 Mooneyham and Sharp Ford coupe, rests in Garlits' Museum of Drag Racing in Lakeland, Fla. The coupe, with the number 554 on its door, was even replicated as a collector's edition model by Mattel. The race car had been lettered for a race on the Bonneville Salt Flats, but the number was mistakenly applied with marine paint. Afterward, the imprint showed through succeeding liveries. Finally, Mooneyham gave in and repainted the number over the imprint, and it became the car's trademark, as well as his own. Although he retired from racing in the 1950s after a crash in San Diego, his car continued to win with driver Larry Faust. It

won at Bakersfield in 1960, and held the top spot in Junior Eliminator through much of the mid-1960s. Mooneyham and Faust later joined with Wayne Ferguson and Jerry Jackson to become one of the best fuel dragster teams on the West Coast, and his top-fuel dragster with Robert Anderson won the inaugural Gatornationals in Jacksonville, Fla., in 1970. While running his own team, he also was crew chief for Jack Chrisman's supercharged Comets in 1964-65, which preceded the current funny car class. The last car he owned, the California Cajun, which was driven by his son Fred, won in top-fuel at the Orange County Race of Champions in 1971. He built and sold some of the first aluminum heads for the Chrysler Hemi in the early 1960s, and created Mooneyham Blowers in Downey in 1974. He has supplied his products to some of the preeminent names in drag racing. "When he went into the blower business, he did it out of a passion," Force said. "There were a lot of guys like myself who struggled in the early days, and Gene floated me because I never had any money," Force said. "We make our own blowers now, but in the first 15 years of my career, Mooneyham blowers are all that I ran." Born in Cameron, Okla., Mooneyham came to California with his family when he was 12. He got his first car at 15 and became interested in racing while living in Wilmington, which was a fertile ground for the burgeoning racing scene in Southern California. He was inducted into the International Drag Racing Hall of

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## Model Buffet

Long-time MAMA members will remember **Charlie Saglin-bene**. He started an aftermarket company called **Pro Tech Model Parts** (*don't ask for a website—he doesn't currently have one*). Sadly, he moved to Florida, but he and I stayed in touch (*sort of!*). At some point, the business sort of trailed off. Well, Charlie called me recently to catch up, and to ask that I spread the word that Pro Tech is back in business!

He has branched out a bit this time around, delving into the world of model railroading. Let's see what kind of car goodies he's got for us!

His model car parts line includes heater/radiator hose, spark plug wire boots, detailing wire, detailing screen (for open grille areas). He has several state license plate sets, pre-wired distributors, and rubber fuel line.

He has several photoetched

items including but not limited to Dzus fasteners, a five-point racing harness, license plate frames, valve cover bolts, among other things.

He also has a few cast resin and metal cast items such as a Holley Dominator carb, blower w/ explosion blanket, and MSD ignition boxes.

Turned aluminum? Yup, he's got some of that too—four different sizes of air cleaners, to be exact!

He sent along some catalogs, and some samples of his products, which will end up on our monthly raffle table. I have a few extra catalogs, so if you are interested, see Tim Sickel at a meeting. So, ya better get them tickets!

Another MAMA member reappearing after an extended absence is the **'Chadster,' Chad Shapiro**. Most of the older members don't have good enough memories to remember Chad, but I do (only because of my involvement with our annual NNL show).

Chad was the Junior Best of Show winner 'way back when, with a killer model incorporating turned aluminum goodies (*among other things*).

Well, Chad is also starting a small aftermarket company called **Kustom Car Detailing Parts & Accessories** (*again, no website at this time*).

The line is extremely limited at this time, but includes 'Kustomizing Bullets' in three different sizes, a "Peep Mirror," and a Piston Shifter Knob, all for 1/25th scale. I'm quite sure that Chad will be expanding the line, and may even entertain suggestions from the **"Peanut Gallery."** You can catch him at a club meeting, or reach him at (410) 404-2025, [cmshapiro@aol.com](mailto:cmshapiro@aol.com). I'm sure you won't be disappointed.

A special thank you goes out to **Matt Guilfoyle**, for his constant hard work at bringing this column to the membership. If you find something, send it along to him (*or me*)! 🍷

## Condolences!

(Continued from page 6)

Fame in 2001, and also is in the Southern California Timing Assn. Hall of Fame. In addition to his son, Fred, he is survived by his wife of 54 years, Dorothy; son Gene Jr., of



Lake Havasu, AZ.; daughters Judy Morris of Phoenix, and Myra Samson of Danville, CA.; 12 grandchildren; and nine great-grandchildren.

NHRA record holder and standout competitor **"Dyno Don" Nicholson** died on Jan. 24th of Altzheimer's.

And, last but most certainly not

least, none other than **Al Lewis** (*actor/author/politician/former restaurateur/radio show host*) died Feb. 3. Born April 30, 1923. He may have been better known to all of you as **Grandpa** on *The Munsters*. He even ran for governor of New York.

Godspeed—you'll all be missed. 🍷



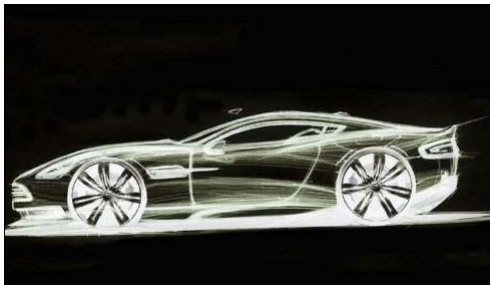
## This 'n That

### *Racin' 'Round the Clock!*

Congrats to the **02 DP Target** Chip Ganassi Scott Dixon, New Zealand; Dan Wheldon, England; Casey Mears, Huntersville, NC for being the overall winners of the **2006 edition** of the **Rolex 24 hour of Daytona**. The number 36 **GT TPC Racing Porsche 911** driven by Michael Levitas, Baltimore, MD, Randy Pobst, Gainesville, GA, Ian Baas, Noblesville, IN, Spencer Pumpelly, Mason Neck, VA were the overall GT class winner (*the Lally / Bunting / Valentine TRG GTO took second!*) **James Bond—Broke and Back?!**

Aston Martin execs said actor **Daniel Craig**, in his role as the **next James Bond, legendary British secret agent**, will drive an **Aston** in the **next 007 film, Casino Royale**. The movie is due for release in November.

Craig visited the A-M headquarters in Gaydon, Warwickshire, to view the featured car. While there he met chairman and CEO Dr Ulrich Bez and members of the workforce and also took the opportunity to take a short test drive in the new car. In true Bond tradition, full details of the car to be used are being kept secret, but the company did confirm that it would be a new model called the **Aston**



**Martin DBS**. And while on the subject of James and his love affair with the Aston comes news from Reuters that a Swiss businessman won the keys to Bond's **1965 Aston Martin DB5 coupe** recently with a **\$1.9 million** bid at an annual classic car auction in Arizona. The 45-year-old man, who did not want to be identified, placed bids over the phone through friend and car dealer Beat Roos to win the gadget-packed car used in such classic Bond flicks "Goldfinger" and "Thunderball"...**More Modeling Printed Matter**. Former Scale Auto contributor **Pat "Hogdoo" Covert** has just released **another book** on, you guessed it—

**"Building and Detailing Scale Model Cars."** It is softbound, and consists of approximately 300+ color photos spread out over 128 pages. Pat illustrates techniques, tools, adhesives, paint, polish, masking and decals,

weathering, fine detailing, among other hings. The book costs **\$24.95**, and is available from Specialty Press, 39966 Grand Avenue, North Branch, MN 55056, 1-800-895-4585, [www.specialtypress.com](http://www.specialtypress.com)...**Baby Poncho**. GM will give **Pontiac** an **entry-level coupe** as a stopgap measure until the division gets more brand-focused products, sources close to Pontiac say. In

the process, Pontiac dealers will lose the Montana SV6 minivan. The coupe will be a high-performance relative of the **Chevrolet Cobalt** coupe with some Pontiac influences. The vehicle will give the Buick-Pontiac-GMC channel a shot at the small-car market, a source close to GM says. GM is still considering names for it. Pontiac intends to launch the coupe as a 2007 model and likely will start production this fall in Lordstown, Ohio. The car will be priced similarly to the Chevrolet Cobalt SS supercharged coupe, which starts at \$20,490, including shipping. The same car is sold in Canada as the **Pursuit**, and in Mexico as the **G4** (*original, eh?*). Pontiac has lacked an entry-level car since the Sunfire died last year, and, in their infinite wisdom, declined a Sunfire replacement. **Doh!** On an unrelated topic, in the wake of its financial disaster in 2005, General Motors is cutting its **2006 national marketing budget** by more than **\$200 million**...**Healey returns**. The classic Healey sports car will make a comeback this year as an open-top two-seater in the mold of the 3000, famous for its rallying exploits in the 1950s. The revival was sparked by the sale of the Healey name by the family of founder Donald Healey to British classic sports car builder HFI. U.S. sales are possible by 2008, following a European debut in 2007. A prototype, with a steel space-frame chassis, composite body and powered by a Volvo inline-six, already exists. An entry-level Sprite two-seater is also part of the plan...**Maybach**

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## T 'n T (contd)

(Continued from page 8)

**Cheapskates?** Doubts are mounting at **Mercedes-Benz** over the future of its troubled **Maybach** subsidiary. With sales of the **Maybach 57** and **62** failing to reach the 300 mark worldwide in 2005, Mercedes-Benz is looking at ways to turn its flagship marque around. Among the proposals said to be before the Mercedes-Benz board is a new range of “entry-level (?!)” Maybach models based on the latest S-Class and targeted at Bentley’s successful Continental GT and new Continental Flying Spur... **Kinder, Gentler Avalanche?** GM introduced the all-new **2007 Chevrolet Avalanche**, the latest rollout of its



next-generation full-size truck family, at the Chicago Auto Show this month. It features more power, improved fuel economy and flex-fuel capability on some models. It also features increased interior refinement and safety options, and will go on sale in the second quarter of 2006... **The Agony of Defeat? Volkswagen AG** is admitting defeat with the **Phaeton**. VW plans to pull the slow-selling luxury car from the U.S. market next summer. The Phaeton is losing money in the United States. “It is not a viable business case anymore,” says

Hans-Gerd Bode, a VW spokesman at the company’s global headquarters in Wolfsburg, Germany... **Saab Story!** Saab may extend its product range by adding a **two-seat sports car** and a **small SUV**. The sports car is being considered as part of Swedish automaker’s “diversification strategy to offer wider range of models,” according to the European product marketing business manager for the 9-3 and 9-5. Saab will show a front-wheel-drive, 250-hp V-6 concept for the two-seater at the Geneva auto show in March... **W.O.W.—Hondas Goes to the Dogs?!** Honda Motor Co. has designed a car that’s friendly for dogs—part of the Japanese automaker’s ongoing effort to create vehicles that are easy to use and comfortable to ride in. The **W.O.W. Concept**, which stands for “**Wonderful Openhearted Wagon**,” shown to reporters recently, is an exhibition model with no plans for commercial sale that will be exhibited at the Tokyo auto show later this month. A special crate for dogs in the glove apartment allows owners to interact with their pets while driving (*yeah, that’s really safe!*). A bigger crate pops up from the floor in the back seat area and can be folded back into the floor when it’s not needed. For even bigger dogs, just buckle them up with a special seat belt to the floor. The big danger for pets riding along in cars is that they get thrown out during a crash. About a fifth of Japanese households have a dog, and demand is growing

for cars that cater to man’s best friend, according to Honda. The W.O.W comes with removable, washable, rollout flooring and has wide sliding doors to keep dogs happy. “We created this vehicle from the point of view of a dog, but it turned out to be a gentler vehicle for the elderly, children and other family members,” said Honda designer Katsuhito Nakamura... **Cops Gone to the Dogs Too?!** A pack of **angry Chihuahuas** attacked a cop who was escorting a teenager home after a traffic stop. He suffered minor injuries, including bites to his ankle. The dogs escaped the 17-year-old boy’s home and rushed the officer in the doorway. The teenager had been detained after the traffic incident. The cop was treated at a hospital and returned to work less than two hours later (*Thanks to the Washington Times, autoweek.com, and other Internet sources for this insanity! Ya just can’t make some of this up!!*) 🐕



2006 Daytona 500 Pace Car

## 'Toys' in NASCAR?!

Last month at a press conference, Toyota launched their idea of a *Nextel Cup* car. NASCAR driver *Michael Waltrip* and rival owner Doug Bawel have forged a partnership that likely will become part of Toyota's 2007 entry into

*Nextel Cup*. The new *Waltrip-Jasper Racing Inc.* will use *Bill Davis Racing* for cars, engines, technology and personnel for their new *Dodge-based (short-term)* team.

The car will wear number 77, the number Bawel and Roger Penske used with rookie Travis Kvapil last

year. When they shut down, it temporarily moved Morgan/McClure's No. 4 team from 36th in owner points to 35th. The top 35 teams get guaranteed spots in this year's first five races. The rebirth of the No. 77 team means Morgan/McClure returns to 36th and

get-go. Waltrip left DEI to drive No. 55 Dodges (*now, No. 77*) for Davis. It's a done deal that Bill

Davis Racing will switch its Cup cars from Dodge to Toyota next year. (*It will still*

*field Tundras in the Craftsman Series*). It was thought that Waltrip and Dave Blaney would be



part of Davis' change next year, but it now appears that Waltrip/Bawel will field two Camrys and Davis will field two others. It has also been suggested that Darrell Waltrip (*another Tundra team owner*) might also field a two-Camry Cup team. Toyota officials attended the recent Car of Tomorrow tests at Daytona International Speedway, the first time they were invited to attend a NASCAR prototype test. We'll see how successful they'll be, and how many diehard good 'ol boy, er NASCAR fans they piss off. 🏎️

## "Blast From the Past"

### REVELL "SPEED & SHOW" TEAM

BUILDERS AND DRIVERS OF AMERICA'S MOST FAMOUS CARS.



DEAN MOON  
Speed Eqpt. Mfr.  
Mooneyes Dragster



BOB TINDLE  
'32 Ford Sedan  
Orange Crate



ED "BIG DADDY" ROTH  
Beatnik Bandit  
Tweedy Pie & Outlaw



TOMMY IVO  
4 Engine Dragster  
Showboat



DOUG "COOKIE" COOK  
Driver of '41 Willys  
Swindler II



TONY NANCY  
'22 Jr. Roadster  
Dragster



MICKY THOMPSON  
Challenger I  
Attempt 1 & Trailer

How 'bout this "Who's Who" of Celebrities, HMMMMMMMM?!? (*Orange Crate*) 🏎️



☛ **Mar. 11<sup>th</sup>—Model Classic 2006**, from 9 a.m. to 4 p.m. at Fairfax High School, 3500 Old Lee Hwy., Fairfax, VA. Registration: Walk-in \$6.00 (18 & older), contestants \$10.00 (unlimited number of modes), Juniors (17 & under free), Vendor tables \$30.00. Info: Tom Henderson, (703) 680-9354. [tomhenderson1@comcast.net](mailto:tomhenderson1@comcast.net), or Mike Neyland, (703) 455-6248, [myneyland@aol.com](mailto:myneyland@aol.com), <http://www.novaipms.org>.

☛ **March 25<sup>th</sup>–20<sup>th</sup> 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/>

☛ **April 28<sup>th</sup> to 30<sup>th</sup>—Super Chevy Show at Maryland International Raceway (!)**, featuring nitro coupes, jet cars, Bob Hall’s Astro van wheelstander, giant car show, drag racing and the manufacturers’ mid-way. featuring **Bradley’s Car Collectibles** with their 32 ft hobby shop on wheels vendor trailer with over 3000 models kits, diecast, automobilia, car mags, etc.

☛ **July 7<sup>th</sup> to 9<sup>th</sup>—York US 30 Musclecar Madness**, at the York Expo Center, York fairgrounds, York, PA. Info: See sidebar.

**Th, th, that’s all for now folks! Send stuff if you know of an upcoming event!** 🍷

## Classified

**WANTED:** Parts 144, 145, bed rails, from Monogram 1940 Ford Custom Pickup, Kit 2337. Trying to make bigger signage for one of above mentioned kit, please check your partsboxes. Contact Steve, [newspeak96@aol.com](mailto:newspeak96@aol.com).

**Got an ad? E-mail me, and we’ll see if we can fit it in!** 🍷



## 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/>

**York US30 Musclecar Madness:** [www.yorkus30.com](http://www.yorkus30.com) 🍷

The **Tri-State Scale Model Car Club** Presents: **THE 20<sup>th</sup> ANNUAL NNL<sup>TM</sup> East**

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

**This Year's Theme:** **I could've Had A V-8!** (Anything as long as it's NOT a V-8)

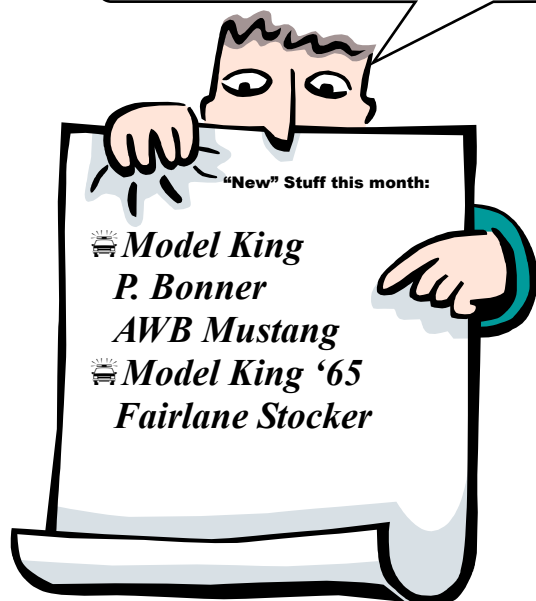
**Subtheme:** **CAR-TOON CARS** (Outlandish caricature cars like those posed in CARtoons Magazine, Ratfisk cars, Zingers, etc.)

**SATURDAY, MARCH 25<sup>th</sup>, 2006**  
**PARSIPPANY, N.J. USA**

**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!**



## Stolen (contd)

(Continued from page 1)

was originally blue with a matching interior, is now silver with a red interior, is missing the gas tank, has a new engine and trans, and no longer runs.

California Highway Patrol officer Joe Zizi said investigators had determined the Swedish man purchased the car from a man in Texas, who in turn bought it from someone in New Mexico.

None of them was involved in the theft or aware it had been stolen.

He said that after the Corvette was found to be stolen, detectives in New York were contacted and spent a

month sifting through about 10,000 archived stolen car reports to find the original owner.

It is rumored he's going to restore it and (after saying he's never gonna let it go again) give it to his 17-year-old daughter.

Thanks to Reuters and HHMB. 🚗



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

## Caddy (contd)

(Continued from page 3)

one kit with the high points of both kits, but that's the fun of modeling I suppose, as making improvements to a kit is where I derive my enjoyment in this hobby.

All in all, I do like this kit, and it is a must have for Cadillac and sport utility enthusiasts (Ed. Note: Inquiring minds want to know. Thanks, Ron!)

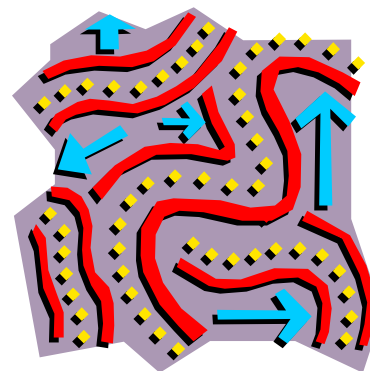
by: Ron Hamilton 🚗



## 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. 🚗