



MAMA SEZ!

Volume 19, Issue 9

May, 2006



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

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Okay Folks, Show's Over!!

Last month's meeting included tasty treats in the form of pretzels from 'Da Philly Gang.' Thanks, guys!

Last month's meeting also highlighted the limited return of **MAMA plates** from **Norman Veber**, in assorted scales. These were very limited, and may or may not be history as I write this. Interested? See Norm.

Well, our annual show is also history as I write this. Bottom line is

that it was another good effort by all involved. Thanks, and look elsewhere for a bit more coverage. Now, we're working on '07 with themes of "**Your Own Ride** (a model of one of your cars)", and "**50s Customs**," a.k.a. the **Bill Stillwagon award** (Ha! Ha!).

Thanks again to new member **John Jacobus** for his follow-up presen-

tation last month.

The raffle raised **\$88.00**, and the door box contributed **\$73.00**. Kudos to the following: **Brad, Bruce Black, Ron Bradley, Bob Foster, Matt Guilfoyle, John Jacobus, George Openhym, J.C.**

Reckner, Ray Wickline, Rich Wilson, Replicas & Miniatures Company of MD, and Model Car Garage. Thanks, y'all! 🍷



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. ☔

Well gang, the whole 'Enzo Incident' has yet to reach a conclusion!!

A former associate of the Swedish businessman accused of crashing the million-dollar Enzo Ferrari was arrested recently for posing as a police officer to buy a gun.

More details surrounding the mysterious crash could be answered when the businessman

accused of causing the crash, Stefan Eriksson, returns to court for a preliminary hearing.

Prosecutors were expected to present evidence in their case against Eriksson who is charged with embezzlement, grand theft, drunk driving and weapons charges.

Eriksson, 44, has pleaded not guilty.

Freer, who worked with Eriksson at Gizmondo, the bankrupt video game company, was booked for investigation of perjury, a felony, and was released on \$20,000 bail. He was scheduled to appear in court.

Freer's attorney denied any wrongdoing.

Investigators seized

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Mid-Atlantic NNL - Official Results

The recently-held Mid-Atlantic NNL hosted by MAMA's BoyZ came off with very little drama. When the dust had settled, it appears as though approximately 80 hard-core modelers entered something in the neighborhood of 434 (!) models of all descriptions.

To keep everybody occupied, vendors in the swap meet area had all sorts of new and used 'project material' available for prices all over the globe.

A big shout-out to the vendors, show supporters, and MAMA's BoyZ (*and girls, er ladies!*) who were present at this year's show is on order.

Thanks to door prize donors Norman Veber, Harold Bradford,

Don Baines, Kalmbach Publishing, Dirk Johnson, Tony Meeker, and last but certainly not least, Tom Geiger and the NNL East crew. Thanks to everybody for your support.

Competition:

Jeff Sauber, 1939 Ford

Curbside:

Jeff Young, Chevy SSR Panel

Custom:

Bill Stillwagon, 1948 Chevy

Replica Stock:

Luis Ayala, 1933 Cadillac

Street Machine:

Nick Sandone, 2006 Rousch Mustang

Street Rod:

Rich Manson, 1940 Ford convert

Truck/Lt. Commercial:

Mike Napoleon, 1938 International Salvage truck

CPMCC Gary Burkey

Award:

Frank Ramos

Adult People's Choice

Award:

Jeff Sauber, 1939 Ford

Junior People's Choice:

Brian Claggett, 1969 Z28 Camaro

People's Choice—Hiboyes

& Lowriders:

Luis Ayala, 1960 Chevy Lowrider

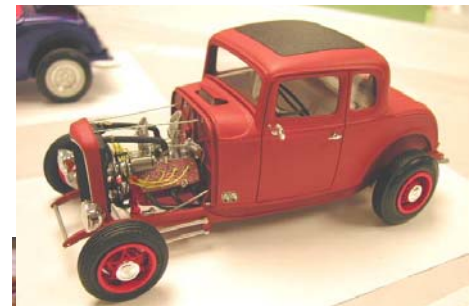
People's Choice—Top-

Down convertibles:

John Dell'Osa, 1962 Lark

If you were abducted by aliens and missed the show, check out the following modelers' picture-hosting websites to see what you missed:

In closing, it should be noted that if we were to have made a '*Long Distance Award*,' it would surely go to award-winner **Luis Ayala**, who came all the way from **Puerto Rico!! Kooool!** 🇵🇷



John Jacobus Does It—Again!!

Our newest MAMA member, John Jacobus, regaled the troops yet again last month. This time, with a presentation on the smaller traveling coach from the Craftsman Guild contests (*hope I got it right, John!*). The level of work necessary to complete either of these kits back in the day was simply amazing! Take a look at the enclosed pics of John's coach (*procured from EvilBay, I believe*), and you'll see what I mean. Thanks again, John. 🐼



ANOTHER Special issue!

General Motors and Richard Childress Racing into 2009. Ford and Yates Racing wanted to keep the 49-year-old



one-day program costs **\$1,800**, and **\$3,400** for two days. Of course, that includes dinner. Master



(Continued on page 5)

T 'n T (contd)

(Continued from page 4)

cient underbody airflow. The interior also gets special attention, with carbon fiber trim and other weight-saving changes that help reduce the SLR's curb weight by about 90 pounds. Under the SLR's long hood goes an even hotter version of AMG's supercharged 5.4-liter V8. The revised powerplant

produces an extra 24 hp, pushing total output to 641 hp. With a corresponding increase in torque and improvements to the five-speed automatic gearbox to shorten shift times, the SLR's 0-to-62-mph time drops by 0.2 second to just 3.6 seconds—fast enough to undercut competition like the Lamborghini Murciélago and Porsche Carrera GT. The 0-to-124-mph time is also 0.4 second quicker, down to just 10.2 seconds. Further details remain scarce, but rumor has it that no more than 150 of the hotter SLRs will be built before the end of the year at McLaren's showcase production site in Woking, England... *A Boatload of Camaros?!* Product chief Robert Lutz thinks GM can sell **more than 100,000 units** of the Chevrolet Camaro—and says that's the

number required for GM to build a production version of the concept unveiled recently. GM is doing “intense work” on engineering for a production version and analyzing the business case. Lutz

added: “Is it an approved program? No.” In January, he said he expected a decision on building the sporty coupe within six months. GM execs have strongly hinted they will build the Camaro. He says the Camaro would draw

new customers and promote GM's product quality. It would be aimed at the Mustang, which sold 160,975 units in the U.S. last year. At its peak, the Camaro sold **200,000-plus units**. It would be

part of GM's coming lineup of mid- to premium-priced cars on a new rear-drive platform developed by Holden. North American production of those vehicles is expected in 2008 or 2009. Guess those of you who actually **like** the styling could begin making plans, hoping it'll see production... **Oh no, another crashed GTO?! Scott Cannon, Jr.,** was



uninjured in a high-speed crash during Torco Pro Mod qualifying in late March at San Antonio Raceway. He was checked by medical personnel on site and released. Cannon was more upset with the fact that he messed up his brand new **Vanishing Point Race Cars-built Pontiac GTO**. He vowed a return to competition during the IHRA Spring Nationals in Rockingham, NC. He was to drive the team's Australian-built **1953 Stude** after a few upgrades. His dad, six-time IHRA Pro Modified champion Scotty Cannon, was relieved his son was OK. (Thanks to the *Washington Times*, *autoweek.com*, and other Internet sources for this insanity! Ya just can't make some of this up!! Thanks also to those of you in the 'Peanut Gallery' who have

attempted to help me entertain y'all by sending along items for publication—I 'preciate it! Makes my job a lot easier when I've got you guys wit' yer

eyes peeled for interesting and entertaining items fit to print. Let's work on the “Blast From the Past” submissions now? I could sure use any vintage box art scans ya got 'em! Get with me, OK,?) 🍷



Model Buffet

The first thing this month's column will focus on will be a completed (*or nearly completed, eh Brad?*) resin aftermarket kit.



The kit in question is **Harold Bradford's Historic Racing Miniatures' 1960 Briggs-Cunningham Corvette**. Many of you who've attended meetings recently have seen the progress Brad has made with this kit.

Three teams competed at Lemans. This is a transkit consisting of approximately 70 pieces, to be used in conjunction with the 1958/1959 Revell/monogram Corvette.

Any of you who know Brad know that with his incredible attention to detail with respect to his subject matter, leaves him little time for any building on his own. So, it is a welcome treat when Brad can not only master a kit such as this, but also be able to put



his talents to work and actually be able to place a completed one down on the model display table for all to enjoy! I'm quite sure it is maddening for a modeler (*any modeler*) to get into a position such as this, where you are so busy mastering and casting product, that there is absolutely no building time for yourself. I, for one, would just like to say that I am very glad we have such dedicated resin casters as Brad and Norman Veber consistently putting out such quality products.

After seeing the actual finished model at a meeting, or after seeing these pictures, Brad can provide price and ordering info, whether you catch up to him at a club meeting, or via e-mail at his-toricroacingminiatures@comcast.net (if I recall correctly!)

Next up, we have something else for you Corvette fans. **R&D Unique** (http://www.rndunique.com/rnd_main.cfm) has just announced

(Continued on page 7)



Buffet (contd)



(Continued from page 6)

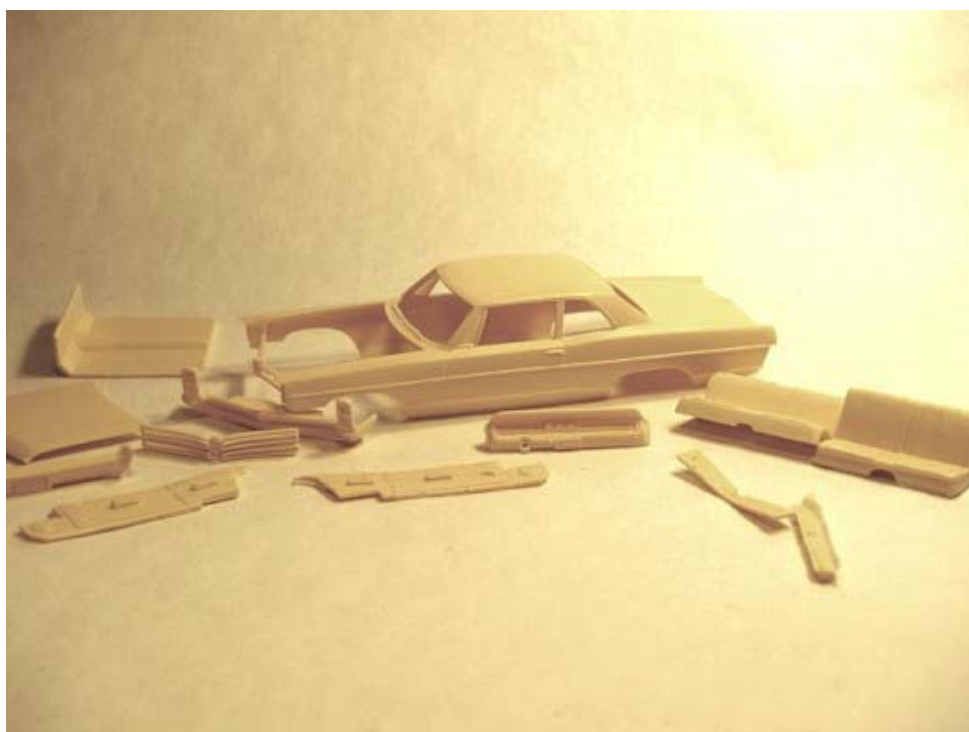
their new **'63 Corvette Z06 conversion kit** (item no. RDU-2826) for the **Revell "Wheels of Fire" '63 Sting Ray snap-kit**. The kit includes steel wheels, wheel backs, a bumper-less grille insert, and interior insert for the 36 gallon "Big Tank" option. The price is **\$12.50**. R&D also offers the **Fred Cady decal sets** to build any of the four **Riverside cars from 1962**.

Now, another first, this time, with the inauguration of an **"Oooops" department**, wherein I am able to make corrections and/or additions to previous Buffet items.

Remember last month's mention of the latest MCW item? Lemme refresh your memory. I am referring to the mention of the '66 Catalina sedan mastered by Tom Sheehy. Well, specifics were

printed, but the picture never made the cut! Well gang, here they are, for your viewing pleasure!

Here is the pic I promised



y'all last month of the new **'66 Catalina sedan** mastered by **Tom Sheehy**, noted police and emergency vehicle modeler, currently available from **Dave Dodge** at **Model Car world**. To recap, it is mastered from the '65 Grand Prix. Coincidentally enough, the Grand Prix is also the suggested donor kit, although the more adventurous modelers among you may attempt to use the Revell '65 Impala. The transkit includes, the body, full interior, front bumper with separate grille, rear bumper, and dog dish hubcaps. Gotta go, so I can get mine ordered! 🚗

A special thank you goes out to not only to **Matt Guilfoyle**, for his constant hard work at bringing this column to the membership, but also to anyone who has submitted anything. If you **see** something you like, contact the company. If you **find** something that you want everyone to know about, send it along to him (*or me*) for inclusion in the column! 📧

Condolences

We lost **Scott Geoffrion**, a two-time former Pro Stock world championship runner-up and nine-time national event winner, who died in May of an apparent heart attack in Southern California. He was 40. He was hospitalized for observation with breathing problems and a fever stemming from ulcers in his esophagus and was stricken the next day. Geoffrion, who drove for Warren Johnson through 1991 before joining David Hutchens' Wayne County Speed Shop/Dodge Boys team with Darrell Alderman, reached the final round 28 times in a career that spanned more than 200 races from 1987 through 2004. He didn't score his first victory until his 10th final round, in Memphis in 1993, where he defeated Pro Stock legend Bob Glidden. His most recent win was in 1997 in Topeka. Geoffrion logged six top 10 finishes, including world championship runner-ups in 1992 and 1994; he scored a career-high six wins in 1994 yet finished second to Alderman. He finished third in 1993 and fourth in 1991. Geoffrion sat out the 2001 season after being released from the Dodge camp following three lackluster seasons but resurfaced in a Ford with new team owner Hurley Blakeney and scored his final top 10 finish in 2003, a season in which he was runner-up twice. Geoffrion is survived by his children, Kyle and Alexa; brother, Rick; sister, Michele; and parents, Richard and Jeanne.

Ronnie Sox, long regarded as one of the greatest four-speed drivers ever and voted No. 16 on NHRA's list of Top 50 drivers, passed away in April after a long battle with cancer. The longtime racing partner of **Buddy Martin** was the winningest Pro Stock driver (*with nine victories in 23 events*) during the short-lived four-speed era (1970-72), and he also claimed six additional Super Stock victories from 1967 to 1969. His skills as a four-speed driver in match races, ranging from his lumbering full-sized Chevys in the early 1960s to his injected, nitro-



burning Barracuda Funny Car in 1966, are also part of drag racing lore. But perhaps the best measuring stick for Sox's shifting talents came in 1973, the year that everybody switched to the clutchless Lenco transmissions. Many teams cited the reduced breakage as the primary reason for the move, but just about every driver went quicker with a Lenco, some picking up as much as a tenth of a second. Sox, by contrast, was the only driver whose car **slowed down with a Lenco**, losing a very measurable .04-second. The science of power shifting is a lost art in today's world of air-shifted two-speed Powerglides. Power shifting requires the hand-foot coordination of a tap-dancing juggler because the timing of the hard yank of the shift lever must be carefully synchronized with the minimal application of the clutch pedal to prevent the over-revving of the engine. During the 1960s and early 1970s, there were a number of excellent four-speed drivers on the scene, including Don Nicholson, Butch Leal, Herb McClandless, Arlen Vanke, Bill Jenkins, and many others, but none could boast that they were better than Sox. Martin was one of the first to recognize Sox's talents when he saw him drive his 409 Chevys in the early 1960s. Sox and Martin raced through the end of the 1963 season despite Chevrolet's formal withdrawal from racing in February, then secured a factory deal with Mercury to run one of their new A/FX 427 wedge Comets in 1964. Martin's assessment of Sox's driving skills paid off handsomely—Sox picked up a holeshot victory against

team rival Don Nicholson in the A/FX class final at the 1964 Winternationals—and the duo established themselves on the match race circuit that summer; **ace engine builder Jake King** supplied the power, Martin swept the rosin at the starting line, and Sox picked up the front tires on each shift. The season was capped by their trip

to England that fall as members of the select U.S. Racing Team organized by NHRA. After switching to Plymouth that winter, Sox and Martin were pleasantly surprised by the new altered-wheelbase Dodge and Plymouth vehicles that Mopar had created for the 1965 campaign. The radical entries were disallowed

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My Wheels are Bigger Than Your Wheels!!

I know you guys have been salivatin' for some reference material to build and/or kitbash Revell's new Monte Carlo SS 'Donk' kit, so here it is. And, if these aren't enough for ya, just go to www.eastcoastryders.com for more! 🚗



"Cars"

Coming to a Drive-in, er , theater near you on June 9th! Be there, or be square! Looks like it oughta be pretty good. Visit <http://disney.go.com/disneypictures/cars/> for more details! 🚗



Paul Dooley as 'Sarge'



Cheech Marin, as 'Ramone'



George Carlin, as Fillmore



Paul Newman, as 'Doc Hudson'



Owen Wilson, as 'Lightning McQueen'

Bonnie Hunt, as 'Sally'



Larry the Cable Guy, as 'Mater'



Richard Petty as 'The King'



Jenifer Lewis as 'Flo'



🏆 *April 28th to 30th—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.*

🏆 *June 30th to July 2nd—SAAC (Shelby American Automobile Club) 31 at VA International Raceway, in Danville, VA. Info: <http://www.saac.com/eventsAndConventions/saac31.html>*

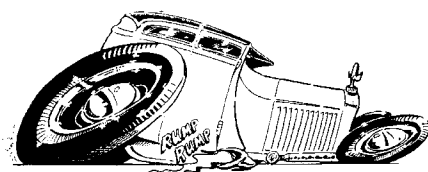
🏆 *July 7th to 9th—York US 30 Musclicar Madness, at the York Expo Center, York fairgrounds, York, PA. Info: See sidebar.*

Th, th, that's all for now folks! Send stuff if you know of an upcoming event, and we'll get it listed! 🏆

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.

Got an ad? E-mail me, and we'll see if we can fit it in! 🏆



outperformed by the new tube-chassis, fiberglass, flip-top body-equipped Mercury Comet of Don Nicholson. A reluctant switch to an automatic transmission put the Barracuda in the eights, but Nicholson dipped into the sevens late that summer. Chrysler's racing manager, Bob Cahill, noted that Plymouth didn't sell that many funny cars in 1966, and that factory efforts would be directed back to Super Stock production models. Initially, the thought of regressing from the eights back to the 11s appeared to be a bad career move for Sox, but he relished the idea of returning to the four-speed. Sox went on to win the NHRA Springnationals Super Stock title three times (1967-70), the 1968 Nationals, and the 1969 Nationals. He drove a variety of cars in the newly created Super Stock ranks, but his favorite was

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 Musclicar Madness: www.yorkus30.com 🏆

Condolences

(Continued from page 8)

in A/FX competition by NHRA, but that mattered little since the bulk of Sox and Martin's income was earned in match racing. Sox quickly made history that spring by recording the first nine-second clocking for a naturally aspirated doorslammer at York U.S. 30 with a new Hilborn fuel-injection system developed by Chrysler, and they were virtually unbeatable in match race competition. In 1966, the team fell on hard times when their new Barracuda, still built from a production vehicle, was

the '68 Hemi Barracuda, which he also ran in match race trim against similar cars campaigned by Nicholson and Bill Jenkins in 1969. The popularity of the heads-up, nine-second four-speed cars prompted NHRA to create the Pro Stock category for the 1970 season, which set the stage for the high points of Sox's career.

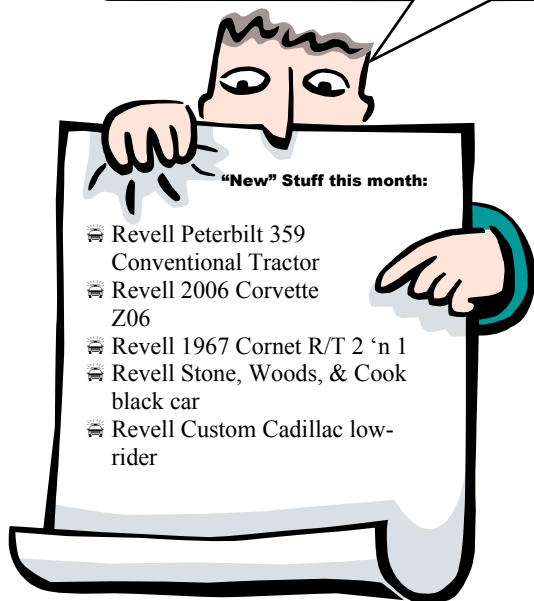
Pro Stock gave Sox a chance to return to the glory days of the A/FX match races of the mid-1960s, and his four-speed wizardry was never better. He won three of the seven NHRA races in 1970 with victories at the Springnationals, World Finals, and SuperNationals. He then doubled his win total in 1971 by taking the Winternationals, Gatornationals, Springnationals (*for his fifth straight year*), Grandnational, Nationals, and the SuperNationals.

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Chapter Contact:

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Bowie, Maryland 20716
Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMA's BoyZ do it in scale!



- Revell Peterbilt 359
Conventional Tractor
- Revell 2006 Corvette
Z06
- Revell 1967 Cornet R/T 2 'n 1
- Revell Stone, Woods, & Cook
black car
- Revell Custom Cadillac low-
rider

Enzo (contd)

(Continued from page 1)

16 weapons, including the handgun, during a search at Freer's home in Bel-Air and his yacht docked at Marina del Rey. Investigators were also trying to figure out why a gun confiscated during a raid at Eriksson's Bel-Air home was registered to Roger A. Davis, a Newport Beach businessman and deputy with the Orange County sheriff's professional services reserve division.

And finally, word reaches me that according to a videotape being made, the **digital speedo** hit **199** before the camera went kablooey. Careful measurement of the **skidmarks** showed the car reached **at least 194 mph**.

Takes all kinds of putzes to make a world, don't it?! 🍷

Condolences

(Continued from page 11)

With three consecutive world championships, things had never looked better for Sox and Martin, but with other Mopar entries winning all but three of the remaining races for those two years, NHRA determined that the Chrysler cars were too dominant.

They accordingly created lighter weight breaks for the Chevy and Ford entries in 1972, and the new rules enabled Jenkins to take six of the eight races, and Sox was shut out from the winner's circle. The Lenco transmission came on the scene in 1973, and Sox was no longer able to utilize his competitive edge with the four-speed. Sox and Martin raced



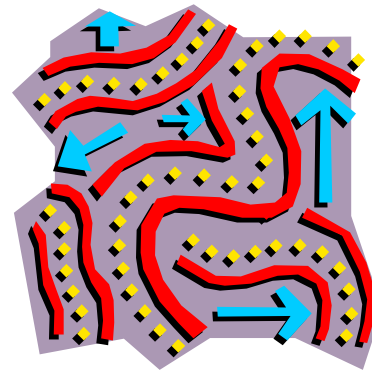
their Hemi Barracuda and Colt vehicles in Factory Experimental for a few seasons before shutting down their racing operation in 1975. Sox continued to drive on his own in IHRA competition in the 1980s and early 1990s and made a brief return to NHRA in 1998, when he reunited with Martin to campaign a Dodge Dakota in Pro Stock Truck and also drove Bob Reed's four-speed '68 Barracuda, which was painted in traditional Sox and Martin colors. Thanks loads to the NHRA website for the previous tribute. Gentlemen, you will be missed, and thanks for the memories! 🍷

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).

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. 🍷