



MAMA SEZ!

Volume 20, Issue 3

November, 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. 📞

Time to Give Thanks!

Before I get off track, I need to send out a special **MAMA club "Thank Yew!"** to **Dawn Powers** for the *dee-licious Anniversary cake* (accompanied by a big tub of brownies, that staple of MD modelers, from what I'm told!) for our September meeting. Since I'm quite sure no one saved Nick & I some, and we were not in attendance, I can only report on the feedback I have received since then.

Thanks again to Dawn (and club VeeP Tim!)

As usual, there were plenty of diehard modelers who came out to play at last month's meeting.

This month's newsletter will take a bit more of an in depth look at the '07 kit offerings, since they were nailed down after our meeting last month. Ron Bradley sez it looks like another banner year. Details inside!

The raffle raised **\$68.00**, while the door

box kicked in an additional **\$43.00**.

Kudos to the following raffle donors: **Ron Bradley, Brad, Ed Brown, Bob Foster, Ron Hamilton, Randy Kern, Charlie Magers, Rich Meany, Nick Sickie, Howard Weinstein, Lyle Willits, and Replicas & Miniatures Company of MD, and Model Car Garage.** Thanks, y'all!

Hopefully, y'all remembered your Toys for Tots contributions! 🗑️

"Fat (Ex-Con) Steffan" Back to Prison?

Bo Stefan Eriksson, the Swedish businessman and ex-con charged in the infamous crash of a Ferrari in Malibu pleaded no contest this month to drunk driving. This cleared the way for his trial on **grand theft, embezzlement** and **firearms possession charges**. He will be sentenced for the drunk driving offense at the end of the trial.

He is accused of illegally bringing a second Ferrari and a Mercedes into the U.S. without authorization of the British banks that held the titles. He allegedly crashed a red '03 Enzo into a utility pole on Pacific Coast Highway on Feb. 21. Authorities said the car, reportedly worth \$1 million, was traveling **162 mph** when it crashed.

The exotic car, glamorous setting and white-knuckle speed of the crash made for a sensational news story both in California and Europe. Then even more intriguing details emerged. The video game exec told police at the scene that a man named Dietrich had been behind the wheel. Eriksson said Dietrich

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New Stuff!

Here gang, for your enjoyment, is a listing of the new and/or reissued stuff for 2007. Please note that the *Arnie Beswick '69 GTO funny car* and *'71 Cyclone* are unknowns at this point in time, until ERTL can verify the completeness of the tools (*they have been sent for test runs for exactly this reason, so, pray that they're OK!!*). That said, check out the list, and make plans now to get your new faves ordered! 🚗

Revell

- '41 Chevy Pickup 2 'n 1 (*with new wheels added*)
- '69 GTO 2 'n 1
- '69 Talladega
- '70 GSX 2 'n 1
- '66 El Camino 2 'n 1
- Deal's Wheels ZZZZZZZZZZ-28 Camaro caricature
- Deal's Wheels "The Baron" Red Baron caricature
- AAR Cuda (*with a brand-spankin' new body!*)
- '55 Chevy Pro Sportsman
- '65 Z-16 Chevelle

- '69 Baldwin Motion Camaro
- Chopped '49 Merc custom – gorgeous custom with lotsa extra parts
- GoodGuys '48 Ford convert
- GoodGuys '30 Ford Woody street rod (*w/new wheels and engine parts*)
- GoodGuys '55 Chevy Bel-Air hardtop (*recent Revell convertible converted to a hardtop*)
- GoodGuys '37 Ford Coupe (*with new wheels and engine parts*)
- GoodGuys '29 Ford Roadster Pickup street rod 3 'n 1
- '67 Vette coupe 2 'n 1
- '91 Firebird 2 'n 1
- Porsche Slant Nose convert
- Ferrari Super America
- '64 T-Bolt Street Machine
- '58 Chevy Impala Lowrider (*made from the previously issued 1/24th diecast tool*)



temporary custom (*made from a 1/25th diecast tool*)

- '99 Chevy Silverado Pickup (*stock*)
- '99 Chevy Silverado Pickup (*custom*)
- '97 Ford SVT F-150 Lightning Pickup
- Chevy SSR
- '77 Jeep CJ-7 Renegade 2 'n 1
- Corvette Aerovette
- '34 Ford Coupe Street Rod (*snap*)
- New Camaro Concept Car (*snap*)
- 426 Hemi Cuda Engine, 1/6
- Ford 427 Wedge Engine, 1/6
- '63 Chevy Impala SS, stock/Donk
- '70 Chevelle, stock/Donk
- '86 Monte Carlo, stock/Donk (*with new suspension parts*)
- '87 Buick GN, stock/Donk

SPECIAL EDITION



85-2860 • Special Edition
'49 Mercury Custom Coupe 2'n 1 • 1:25

- "Uptown" Cadillac STS-V contemporary custom (*made from never-issued 1/24th diecast tool*)
- "Uptown" '06 Dodge Charger SRT8 contemporary custom (*made from never-issued 1/25th diecast tool*)
- "Uptown" '06 Chrysler 300C Hemi SRT8 con-

(Continued on page 3)

Stuff (contd)



(Continued from page 2)

(with new suspension parts)

- '71 Cuda Street Machine
- 50th Anniversary '57 Chevy Hardtop, 1/12
- 75th Anniversary '32 Ford Deuce Roadster Hot Rod, 1/8
- LINDBERG/HAWK**
- 1/25 Display case with chrome base
- 1/25 Display case with chrome base 2-Pack
- '10 Ford Model T, 1/16
- '25 Ford Coupe Tall T S/R, 1/27
- Ford T Pickup Street Rod
- '29 Mercedes Benz SSK Roadster
- '31 Bugatti Royale Victoria
- '32 Ford Closed Cab Pickup Street Rod (*Lindberg tool*)
- '34 Ford Roadster pickup Street Rod (*Lindberg tool*)
- '34 Ford pickup 3 in 1 (*AMT tool*)
- '34 Ford pickup/stake truck/wrecker (*AMT tool*)
- '35 Auburn convertible
- '37 Cord convertible
- '40 Ford coupe, stock, custom or police
- '48 Lincoln Continental
- '53 Ford Victoria hardtop
- '53 Ford convertible
- '53 Ford convertible Indy Pace car
- '61 Chevy Impala convertible
- '64 Dodge 330
- '66 Chevelle hardtop
- '69 Dodge L-700 tilt cab
- '69 Dodge L-700 tilt cab with flatbed trailer
- AMC Gremlin "Grabber", 1/20
- '96 Ford Crown Vic Georgia patrol car
- '96 Ford Crown Vic North Carolina patrol car
- '96 Ford Crown Vic Alabama patrol car
- '96 Ford Crown Vic California patrol car
- '96 Ford Crown Vic Tennessee patrol car
- '96 Ford Crown Vic Patrol Car – Generic with several light options
- '97 Ford F-150 Flareside 4X4 pickup
- '97 Ford F-150 Off-Road 4X4 pickup
- '97 Dodge Dakota Sport pickup
- Dodge Dakota Sport pickup "Raminator" monster truck, 1/24
- Chrysler Atlantic concept car
- '07 Dodge Charger Super Bee
- Bill "Maverick" Golden "Little Red Wagon" wheelstander
- Bill "Maverick" Golden '64 S/S Dodge
- Ranchangers '64 S/S Dodge
- "Color Me Gone" '64 S/S Dodge
- Richard Petty '64 Plymouth Belvedere
- Motorized mirrored turntable, fits 1/32 or 1/43 cars
- '25 Ford Roadster street rod, 1/32
- '30 Ford "A" pickup street rod, 1/32
- '32 Ford "B" roadster, 1/32
- '34 Ford coupe, 1/32
- '36 Ford roadster, 1/32
- '40 Ford convertible, 1/32
- '49 Ford 2 Door sedan, 1/32
- '24 Ford T "Big Red Rod" street rod, 1/8
- '24 Ford Track Nose "Hot Canary T" street rod, 1/8
- '24 Ford "Bobtail T" street rod, 1/8

(Continued on page 9)



This 'n That

Japanese Rally Rockets!

American muscle cars claim center stage at the SEMA show in Vegas, but

look for a couple of SEMA favorites from

Japan to grab the auto show spotlight down the road. The next-gen

Mitsubishi

Lancer

Evolution X

makes its near-production debut this coming

January at the Detroit show, followed by the response from the competition, the next-gen **Subaru Impreza**—the base car for the next **WRX STI**—at the New York show in April. Mitsu's lightly disguised Evo X debuts at Detroit alongside its mainstream sibling Lancer sedan. The Evo will carry many of the design cues first revealed on Concept X at the 2005 Tokyo motor show. Mitsubishi will head back to Tokyo in October 2007 for the world premiere of the official production '09 Evo, which should go on sale in early 2008 in the U.S.

Mechanically, the all-wheel-drive Evo X will likely pack a 2.0-liter, **300-hp turbocharged four-cylinder** mated to a six-speed Automatic Direct Select Gear clutchless transmission, or a traditional six-speed close-ratio manual transmission. Not to be

outdone, Subaru will bring out an all-new Impreza, with a conceptual version of the base Impreza making its world debut on the New York stage next spring. Though the STI won't



arrive 'til sometime in '08, look for the base Impreza in mid-'07, followed soon after by the Impreza WRX. Count on the same tried-and-true formula: a turbo'd 2.5-liter flat four, making as much as 330 hp in STI guise,

all-wheel drive, and razor-sharp handling. It is expected in sedan and hatchback versions... **Street Cred for Ford?! If Ford wants street credibility, it sure found the right 'Go To Guy.'** Starting in '07, Ford dealerships will sell special edition models designed by **Chip Foose**, considered among the industry's sharpest independent designers. Ford officials declined to estimate how many Foose vehicles will be sold through dealerships. The first vehicle Foose will modify will be an **F-150 pickup**. Ford wouldn't say which other vehicles might be 'tricked,' but Foose said he would love to refine and play with a Fusion. They will be assembled partly on Ford assembly lines as well as by third-party manufacturers, similar to Ford's arrangement with Carroll Shelby for the special edition Mustangs...

TVR Closing British Plant. TVR, one of Britain's few remaining independent carmakers, has announced it will close its factory in Blackpool, England. The company's 26-year-old owner, Nikolai Smolenski, denies that the company is going out of business. He says he has plans to establish a new state-of-the-art production site outside England to continue building TVR's flamboyant lineup of models, including today's **Sagaris, Tamora and Tuscan**—the latter of which starred alongside **John Travolta** and **Halle Berry** in the movie **Swordfish**. The closing of the Blackpool factory wasn't unexpected, the lease for its headquarters expiring at the end of September. Smolenski, who purchased TVR for about \$28 million in '04, announced in August that the company would move to a new facility in the nearby Blackpool Business Park in Lancashire. This arrangement has since been abandoned because of the facility's failure to meet English health and safety regulations. Smolenski is remaining tight-lipped on exactly where he plans to shift TVR production, though rumors are it will be in Eastern Europe in a bid to take advantage of low labor rates. On a positive note, TVR says it will honor outstanding orders and will continue to operate a parts-supply service; however, delivery of '07 model-year cars is now not expected to begin until its new factory is up and running... **"That Thing Gotta Hemi?!"** Chrysler is nearing a decision on whether to produce a

(Continued on page 5)

T 'n T (contd)

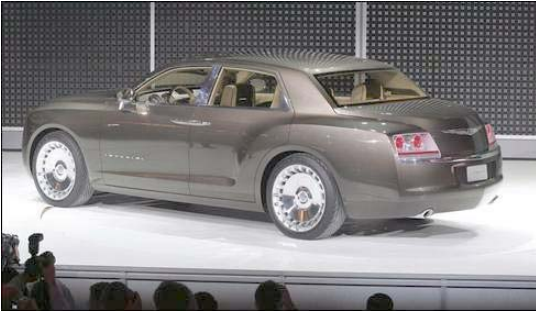
(Continued from page 4)

vehicle based on the **Imperial concept** shown at the Detroit auto show in January. It is rumored that a decision could come before the end of '06 or the first quarter of '07. No hint of which way Chrysler is leaning. The Imperial was conceived as a

luxury rear-wheel-drive vehicle built on the same platform as the **Chrysler 300**. But the big Imperial is nearly a foot-and-a-half longer than and six inches taller. It is powered by a Hemi engine (*what else?!?*)...**HHR SS?!?** BMW, Mercedes-Benz and Corvette prototypes are common sights on Germany's famous **Nurburgring** racetrack. But the recent sight of a mildly camouflaged,

yet-to-be-announced '08 **HHR SS** doing laps raised a few eyebrows...**More Auction Insanity**. The collection of former **LA Times publisher Otis Chandler** evolved over the years along with the interests of the man, from classics and motorcycles to muscle cars and racing Porsches. When he died earlier this year, his collection was mostly of the classic variety. Saturday, October 21, the monetary value of that collection

was set and it exceeded anyone's expectations - **\$36 million for 90 cars and motorcycles**. Not only were there **nine cars** that sold for **over a million dollars**, there were **two** that **topped two million**. Bit outta **MY** league...**Skyline GT-R Returns!** Nissan's next-gen



Skyline GT-R is already running hot laps on the **Nurburgring**, even though the highly anticipated high-

performance sports car isn't due until fall '07 as an '08 model. The car spied in Germany closely mirrors the design and styling of the GT-R Prototype revealed at the '05 Tokyo show. Nissan has kept the mechanicals under wraps, but reports indicate a **twin-**



turbocharged 3.5-liter V6 engine pushing **at least 450 hp**. Early on, speculation centered on the possibility that the GT-R

would come with an Infiniti badge, but Nissan has made it clear that the car will stay a Nissan in all markets...**Mugen Returns!** **Honda** is launching a new performance trim level in the U.S. and giving it a name that is well known in Asia. The limited-edition **Mugen Civic Si sedan** will debut next spring. It is a more extreme version of the

Civic Si sedan that went on sale recently. Mugen Co. is a maker of race car engines and auto parts, has close ties to Honda, and has provided performance parts for Hondas in Asia. But Honda has never put the name on a vehicle sold in the United States. Hiroto-shi Honda, the son of Honda founder Soichiro Honda, set up Mugen in 1973. Honda once owned a stake in Mugen but sold it back. It will be assembled and have a warranty by Honda, similar to the AMG vehicles by Mercedes. The Mugen Si sedan elevates the Si sedan into new performance territory. It will be powered by the same **197-hp, 2.0-liter, four-cylinder engine** as the Si sedan and coupe models. It will also have the same six-speed manual transmission. Most changes relate to the suspension and aerodynamics. The Mugen is 0.6 inches lower and 1.1 inches longer than the stock Si sedan. The aluminum wheels are 27 percent lighter than those on the regular Si sedan. It has a front spoiler with a sports grille bearing the Mugen Si emblem, side spoilers and a rear wing. They plan to produce **only about 500 units**, that will sell for less than **\$30K** each, and be assembled at a Honda plant in the U.S. or Canada (*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 stuff along—I 'preciate it!*) 🍵



Rocket Racing League Takes Off in '08!

This swept-wing baby is the prototype of a fleet of rocket-propelled competition aircraft under development for next year's inaugural **Rocket Racing League series** of speed events in the sky. The RRL's Thunderhawk Mark-1 X-Racer was put on static display Oct. 20 during the annual X Prize Cup aerospace event at Las Cruces, New Mexico, where the startup race organization also is based.

It is a Velocity SE-FG, a mild-mannered family sport plane from Florida that normally comes with a rear-mounted piston engine and propeller. But this one is about to be hot-rodded in California with a liquid oxygen and kerosene-fueled XCOR Aerospace XR-4K14 rocket motor generating **1400 to 1500 pounds of thrust**—roughly worth **more than 1000 hp**. Projected top speed: more than 275 mph. Thunderhawk was selected from more than 2000 names suggested in an online contest. The winner, aerospace engineer Michael Higgins of Maryland, participated in the plane's debut.

Flight testing should begin by the end of this year at XCOR's facility at Mojave Spaceport (*really, that's its official name*), not far as the rocket flies from Edwards Air Force Base. Racing starts next August or September at venues and dates yet to be announced, but the series finale is inked for October at Las Cruces during the X Prize.

Three teams have already committed to the \$1.2 million series buy-in price, which includes



an X-Racer, and three more groups are said to be close to signing. Series officials predict eight to 10 planes in competition next year. The three announced entrants are:

- **Leading Edge Rocket Racing**, a partnership of two Air Force Reserve F-16 pilots, Don "Dagger" Grantham Jr., and Robert "Bobaloo" Rickard
- **Bridenstine Rocket Racing Team**, whose Lt. Jim Bridenstine flies an F-18 for the Navy and will handle his own racer
- **Santa Fe Racing**, a father and son team of Edward and Marc Cumbow. They are interviewing prospective pilots right now, so send in your application.

What qualifies you to fly an RRL X-Racer? Once checked out in the first plane, which will go on to be a trainer after the testing program, any licensed private pilot with a good gut should be eligible. One wonders how many of the fliers in auto racing will be unable to resist, but at the moment, ex-fighter jocks seem to be elbowing

each other at the front of the line. According to RRL spokeswoman Sandy Davenport, "Our two signed pilots so far have military backgrounds, and they both said this is just what they've been looking for."

What they've found is sort of **3D Formula One**, but it won't be exactly like auto racing, or Reno air racing either. Pilots will fly against the clock through several virtual courses writhing back and forth inside a tall, narrow, invisible box about a mile high, half a mile wide, and two miles long. That's a convenient fit for many airfield properties around the world.

There has been speculation about also staging RRL events elsewhere—Daytona comes to mind with its airport right next door—but League CEO Granger Whitelaw says he plans to race only at airports.

As Whitelaw outlines the race format, planes will take off in pairs, side by side, and fly parallel

(Continued on page 7)

RRL (contd)

but separate paths. At intervals of perhaps 50 seconds, additional pairs launch. Six planes might be in the air at any one time, each pilot following his or her own individual, GPS-defined course.

How do the pilots stay on their own invisible, three-dimensional racetracks? They follow computer-generated “tunnels” on cockpit viewscreens. The same information will be displayed for the crowd on giant TV monitors, with graphics superimposed on the live images—the same idea as the yellow first-down marker in football telecasts. This technology was demonstrated at the X Prize weekend, where a Lear jet stood in for the not-yet-flyable Thunderhawk.

Races are designed to last about 90 minutes, to fit a two-hour TV window. But the planes can only carry so much fuel, so it will be used in bursts—the thrust is not variable, it’s on or off—and

they’ll be gliding most of the time. With good energy and time management, pilots might extend their flights to as long as 15 minutes.

That means several pit stops during a 90-minute race, with pilots gliding in dead-stick, and crews hustling to refuel and service their X-Racers in perhaps as little as 10 minutes per stop.

They anticipate no difficulties arising from a hypothetical instance of multiple aircraft making simultaneous unpowered landings.

The race planes are being manufactured by Velocity Inc. of Sebastian, Florida. They’ll roll out with standard piston engines and propellers so they can deliver themselves to XCOR at Mojave, where the rocket motors and dual fuel systems will be installed. From then on they’ll travel by trailer, wings off.

Though the empty weight of the piston-powered Velocity SE-FG is 1300 pounds, and its gross (*maximum allowed*) is 2300 pounds, it will weigh 3000 pounds—as modified for racing—

at takeoff, including the two fuels and the pilot. According to Whitelaw, the fuel load is 1000 pounds of cryogenic LOX plus 65 gallons of kerosene. As listed on Velocity’s website, the SE-FG wingspan is 29 feet, four inches; overall length is 20 feet, and height on its fixed landing gear is eight feet to the tops of the fins.

Bolted to its test stand, the XCOR *rocket motor* being tested *spits out a spear of dazzling flame eight feet long and as hot as 6000 degrees Fahrenheit*. Although thrust cannot be directly equated to horsepower, XCOR’s chief engineer, Dan DeLong, calculates that at 253 mph (220 *knots*) and 1500 pounds of thrust, the motor would be doing the work of a piston engine rated at 1010 hp.

Kerosene was chosen over alcohol because it makes more crowd-pleasing fire. “It’s dazzling, like looking at the sun,” reports Whitelaw. “And it’s loud!” These are important considerations to the Rocket Racing League, because the whole background point is to generate public enthusiasm for the future of aerospace; as put by Whitelaw, “...a future where children are drawn to science by the roar of rocket planes.” Guess this will give new meaning to the term “Racers, light ’em up! For more info, visit www.rocketracingleague.com (*be sure to check out the videos!*). 🚀



On the heels of our 18th Anniversary of existence, the club needs to thank not only **Dawn Powers** for the fantastic cake (*complete w/club logo!*), but also our **‘Founding Father,’ Norman Veber**, for pulling the whole thing together oh so many years ago! All together now—**Thank Yeeeeeew very much!!!!!!!!!!** 🚀

Car of Tomorrow?!

A Nextel Cup crewmember reached beneath the counter in the back of his team's hauler and pulled out a black T-shirt with the letters COT circled in red and a red slash through the middle. Plenty more circulated through the garage at Martinsville Speedway where NASCAR's premier series recently raced. They apparently originated at Robert Yates Racing, one of the strongest adversaries to the Car of Tomorrow (COT) that will be used in 16 races next season.

Quotes from others involved:

Penske Racing South president Don Miller described it as "butt ugly."

Doug Yates of Yates Racing said "It's a step

backwards as far as technology."

Tony Stewart called the Car of Tomorrow "really ugly," as well as "a step backward in technology."

It is supposed to keep costs down with fewer cars needed, but it may actually raise costs, as it can't be re-skinned as easily as current cars.

It is set to debut at the March 25th race at Bristol, but may even be pressed into service for the **Bud Shootout**, the pre-season race for last year's winners and polesitters. Like it or not, the COT comin', in some form or other, along with the Toyota Camry! 🚗



What's next NASCAR—Hyundai? Kia? Or maybe Cherry (*of China!*)?!? How about the **"Official Import of NASCAR,"** hmmm? Nowadays, that could be a Chevy or a Ford! 🚗





☞ **Mar. 24th, 2007—21st Annual NNL East** at the Parsippany PAL building, from 9 a.m. to 4 p.m. Themes are **“Deuces Wild—the 75th Anniversary of the ‘32 Ford,”** and **“Lucky Sevens—any Vehicle with a 7 in it.”** Info: Go to <http://members.aol.com/nnleast2007>, or e-mail nnleast2007@aol.com. **We need ‘07 Events!** 🚗



‘07 Mugen Civic Si sedan

Classified

WANTED: 5-spoke & Minilite-style wheels, in both 1/32nd and 1/24th and/or 1/25th scales. Also want **Revell 1/32nd scale ‘70 Trans Am kits**. Contact Tim Sickel at gtoguy@verizon.net, or see me at a meeting.

FOR SALE/TRADE:

Thinning/narrowing focus, not quitting. Contact Tim Sickel at gtoguy@verizon.net, or see me at a meeting.

FOR SALE: Lighted display case, measuring 36” long X 14” deep, X 18” high. \$50 OBO (see pic). Contact Nick Sickel at diecastguy@verizon.net, or see him at a meeting.

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

Stuff (contd)

(Continued from page 3)

- ‘24 Ford “Tall T” street rod (w/ newly tooled coupe body, 1/8)
- “Exterminator” dragster
- Horse Drawn Field Artillery with horses and 3 figures, 1/16
- Concord Stage Coach with horses and 5 figures, 1/16
- 54’ Chris Craft “Constellation” (30” long)
- 40’ Chris Craft “Sport Fisherman” (30” long)

AMT

- ‘70 ‘Cuda
- ‘07 Mustang
- ‘71 Cyclone Spoiler
- ‘07 Challenger
- ‘68 Coronet
- “The Judge” ‘69 GTO funny car
- ‘29 Ford Woody/Pickup
- ‘69 Camaro (updated)
- ‘53 Ford Pickup Flip-Nose
- ‘86 El Camino SS
- ‘65 GTO



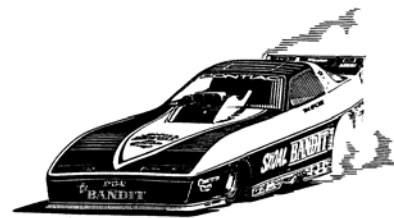
- ‘60 Vette
- ‘81 MPC “Saddle Tramp” Bronco
- ‘94 Sonoma
- ‘75 Blazer (snap)

So, there you have it. Hope there’s something you were really lusting after. Make plans now to get ‘em ordered, to ensure yourself a good supply! 🚗

Poncho Reference Request

To reiterate my request from the October MAMA meeting, I am attempting to compile a *Scale*

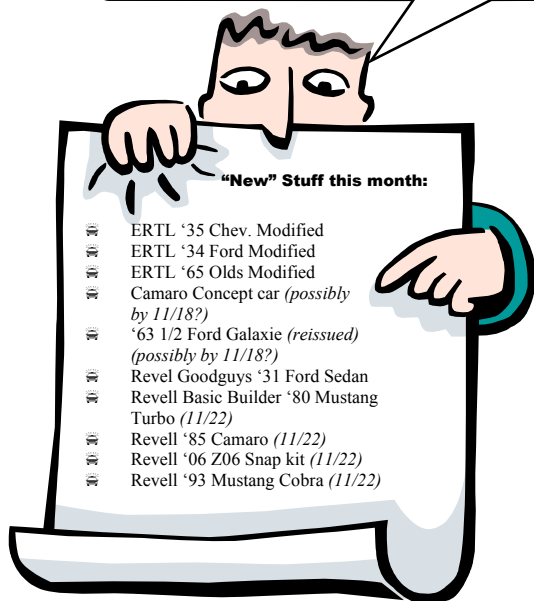
Pontiac Racing Gallery of pictures of all facets of Pontiac racing. I’d really appreciate the use of any pictures and/or website links that could ‘bulk up’ my library for future modeling projects, whatever the venue (i.e., NASCAR, NHRA, D1 Drifting, you name it!). E-mail me at gtoguy@verizon.net. **Thanks!**



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Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMA's BoyZ do it in scale!



"New" Stuff this month:

- ERTL '35 Chev. Modified
- ERTL '34 Ford Modified
- ERTL '65 Olds Modified
- Camaro Concept car (possibly by 11/18?)
- '63 1/2 Ford Galaxie (reissued) (possibly by 11/18?)
- Revel Goodguys '31 Ford Sedan
- Revell Basic Builder '80 Mustang Turbo (11/22)
- Revell '85 Camaro (11/22)
- Revell '06 Z06 Snap kit (11/22)
- Revell '93 Mustang Cobra (11/22)

Ex-con (contd)

(Continued from page 1)

fled before authorities arrived. Eriksson also said he was deputy commissioner of the police department of the San Gabriel Valley Transit Authority, a tiny private agency that provides rides to the disabled and elderly. A few minutes after the crash, two men arrived, identified themselves as Homeland Security officials and spoke to Eriksson before leaving. Eriksson has nine criminal convictions in Sweden for forgery, counterfeiting, narcotics and firearms offenses. Because of his criminal record, Eriksson cannot legally possess a gun in the U.S. He faces a weapons charge for a handgun that police found at his Bel-Air house.

Late-breaking news! Eriksson ac-

cepted a plea deal on the 7th of November in an LA courtroom. He is expected to spend about a year in prison after pleading no contest to two counts of embezzlement related to dealings with the cars, and one count of illegal gun possession. Not only have Eriksson's remaining two exotic cars—a black Enzo and a McLaren Mercedes-Benz—been returned to European banks, prosecutors said that Eriksson's Bel Air house will go into receivership. Eriksson stands to be deported after he gets out of prison, though his lawyer said he has planned to leave voluntarily anyway. **Yeah, Right!** (excerpted from articles on the L.A. Times website—<http://www.latimes.com/>). 🗞

We're on the web!
<http://www.mamasboyz.org/>

Websites

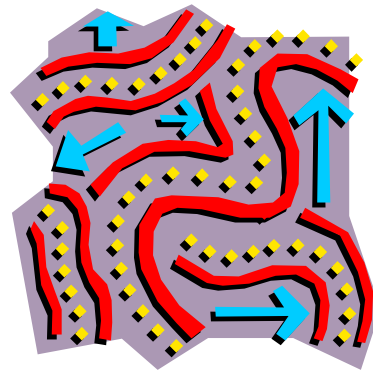
Carlisle Events: <http://www.carlisleevents.com>
East Coast Indoor Nationals (Timonium, MD): [www/eastcoastindoornats.com](http://www.eastcoastindoornats.com)
Kahunaville: <http://www.kahunaville.com>
Maple Grove Raceway: <http://www.maplegroveraceway.com/>
Maryland Chevelle club: <http://www.chevelles.netmcc/mcc.htm>
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 🗞



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. 🗞