



MAMA SEZ!

Volume 20, Issue 8

April, 2007



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

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2007 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 20th
- 🔊 February 17th
- 🔊 March 17th
- 🔊 April 21st
- 🔊 May 19th
- 🔊 June 16th
- 🔊 July 21st
- 🔊 August 18th
- 🔊 September 15th
- 🔊 October 20th
- 🔊 November 17th
- 🔊 December 15th



Inclement weather phone

number: (301) 474-5255. 📞

Spring has Sprung?!

Well gang, it's all over but the crying, at least as far as our '08 **NNL themes** are concerned. After the voting dust had settled, the two themes that reigned supreme were **'49 to '51 Fords**, and **Nostalgic Race Cars Pre-1990**. So ya better get busy!

While on the subject, time is getting short as far as this year's show is concerned. Come on out (not you, Matt!) and pitch in next month, OK?

Of note due to his absence was MAMA mainstay **Matt Guilfoyle**. Apparently, living up in the frozen north took its toll, as they had a bit more cold weather than most, and his private driveway had yet to be deiced. It should have been a clue when yours truly got a few calls that morning as to whether or not the meeting was still on. Here's the straight scoop as it was told to me: If events at the com-

munity center are cancelled, a message stating that fact will be on the inclement weather hotline. Otherwise, it's business as usual, OK? Thanks, Lyle.

The raffle was not held for obvious reasons (Matt had the tickets!). We did, however, managed to rake in \$70.00 from the door box which was turned over to treasurer Matt Guilfoyle by club Prez Lyle. So, what're ya waitin' for? 🍷

Another One Bites the Dust!"

Eddie Griffin crashed a Ferrari Enzo worth more than \$1 million into a concrete barrier while practicing at a racetrack in Irwindale, California recently, destroying the car but escaping uninjured (except for his ego!).

He was practicing for a charity race to promote his new film, **"Redline,"** about exotic cars and

guys making insane bets on race outcomes.

Eddie was heard to have said, "Undercover Brother's

good at karate and all the rest of that, but the brother can't drive."

The Enzo, valued at around \$1.5 million, was



owned by the executive producer of "Redline," Daniel Sadek, whose exotic car collection is fea-

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'Predicta' Show Car

[Revell/Monogram #0095, 91 pieces; straight reissue]

Pros: Another great old kit (with collector card) from the Monogram archives, not much flash on parts, beautiful bubble top, tiller steering "works."

Cons: Chrome tree half sprayed, fit of bubble top frame to body, manner in which front suspension is assembled, whitewalls too wide.

The Car: It would seem this vehicle has quite a long and illustrious history. Built by well known car customizer **Darrell Starbird**, what began as a wrecked '56 T-Bird became quite a sensation in the show car world. It garnered many awards over its years of duty on the circuit (including *Motor Trend's Custom of the Year Award in 1960*). The car was also restyled once in '64. This was done after Monogram had purchased the car and while basic kit engineering was happening. The color was also changed from blue to red. The car then saw many more years of duty on the circuit. When this had played out, the car was given away in a contest in 1970. It was then purchased from the winner of that contest by Mr. Starbird in 1977, restored, painted blue again and displayed in his museum for many years. It seems, I'm to understand, that it was recently sold on the Barrett-Jackson auction (reason and price unknown). Let's just hope it's new owner takes REAL good care of her, she's old!!

The Model: It would also seem that the kit itself was quite

the winner for Monogram at the time of it's issue. Over a million of these things sold in the 1960's (with 3 different box arts to boot). Its fourth issue was in New Zealand in '77 and it's fifth being the States again in '90. This issue is from 2000 and features the second original box art. Now lets look at how they "did things" in '64.

Engine: This assembly consists of 16 pieces and was easily one of the simplest engines I've ever constructed. Due to the poor chrome plating, I stripped the injectors in purple power and painted them with Testors #1246 Silver. I resisted the urge to wire the engine, as I gave this model a '60s style build.

Wheels/Tires: These are also 16 pieces, and include a really neat set of spinners but the "whitewall" inserts are too wide. Once again, due to the poor nature of the plating, the wheels were stripped and painted with the aforementioned silver paint.

Chassis: This was the tricky part of the build kids. 14 pieces make up this assembly and while the rear suspension went together fairly well, the front suspension was another story. During the course of swinging the passenger side spindle into place, the lower control arm frame snapped in half. After a quick fix with some 5 minute epoxy (read 20 minutes folks!), the build on this was finished. I then attached the wheels.

Interior: This is by far the



most beautiful part of the model (and car). Care must be taken when attaching part #44 to #42 or else the body will not sit square on the frame. Attachment of the tiller to the interior tub also leaves a lot to be desired. An 11-piece assembly.

Body: The body itself consists of 18 pieces and was relatively flash and mold line free. The bad part of this assembly was the bubbletop frame. Much work is required to get it to both open and sit flush on the body. This was done by one of the guys in my club. After two tries, I managed to get the bubble glued to the frame without any glue smears or frosting. No small feat, I can tell you that. Liberal use of masking tape went on when attaching the roll pans to the body as well.

Final Assembly/Thoughts: While this kit is no "toy" by any means, its engineering is dated by today's standards. Problems aside, it was nice to finally add this one to my collection of built ups. I don't recommend this kit for the beginner, but if you're into these old customs, this one is worth "checkin' out."

I give this model 3 paint bottles (out of a possible 5).

By: Pat Crittenden 🍷

COY—Car of Yesterday?!

Only days after its long-anticipated, much-criticized *Car of Tomorrow* debuted to overwhelmingly negative reviews at the Bristol Motor Speedway, NASCAR responded to the wishes of competitors and fans alike by introducing the stylishly



retro, technologically retrograde *NEXTEL Cup Car of Yesterday*.

"This is exactly what everyone from race teams to race fans wanted all along—a real American racecar," said Robby Gordon, standing in front of the Jim Beam '77 Cutlass Supreme he will drive for the rest of the season. "To hell with things like spoilers, adjustable suspensions, disc brakes, shoulder belts, all that junk. People want to see us racing the cars they drive every day, and anyone who's seen the parking lot at a NASCAR race will tell you that's what the COY (*Car of Yesterday*) gives 'em."

Based on tried-and-true NASCAR designs from what many consider the golden age of stock-car racing, the COY is based on the racing team's choice of four-door body styles: either the '77 Oldsmobile Cutlass Supreme, the '79 Chevrolet Caprice Classic, the '78 Dodge Diplomat, the '77 Ford Granada, the '77 Mercury Gran Marquis, or for series newcomers Toyota, the '89 Corolla. All cars, regardless of body style, must have fully reclining seats, column shifters, vinyl tops, ashtrays, and automatically retracting seatbelts.

Adding spoilers and air dams for purposes other than providing advertising space is forbidden, although teams will be allowed to bolt wooden 2-by-8 planks to their front and rear bumpers for the contact-heavy short-track races. Mechanically, all cars will be basically identical, featuring 360-cubic-inch V-8 engines with the air filters reversed, 'glass-pack' mufflers, and power steering.

"Our primary concern with the COY was safety," said NASCAR competition director Robin Pemberton. "The fans hate that shit. We had to keep that in mind when we went back to the drawing board, so we took away anything that increased grip, improved handling, or prevented a stock car from experiencing a sudden and total loss of control. NASCAR isn't about the cars, it's about the drivers. And the COY keeps the driver involved with the vehicle, whether he's just driving it or, ideally, crashing it."

The COY underwent intensive single-car and multi-car tests earlier this week at Daytona, Texas Motor Speedway, and Martinsville, with testing director Brett Bodine and his crew wrecking 34

cars in routine driving. An enthusiastic Bodine reported the new design passed with flying colors.

"I could barely keep the thing off of the wall. It swapped ends, got 'way loose, and nearly spun out with little to no warning. Sometimes it dove down towards the infield for no reason I ever did figure out, and once coming off the banking at Daytona it rebounded off the suspension stops hard enough to bounce the whole front end in the air," said Bodine, who was pronounced healthy and released from Daytona Beach Memorial Hospital early Wednesday afternoon. "It may be the best all-around NASCAR stocker I've ever driven. I wish they had these cars when I was still racing, but unfortunately, they'd advanced past that point by then."

Drivers were unanimously positive when informed of the COY and praised NASCAR's courage in pursuing a design philosophy that satisfied fans and racers alike.

"Like I said before, that COT was crap," said Kyle Busch, who won the March 25 race in which the controversial design debuted. "It kind of stuck to the track in a boring way, and just sort of went where you pointed it. But this car reminds me of the ones I grew up watching—not just on the track, but on the two-lane highway outside of town. Hell, for all I know, this one was there."

NASCAR president Mike Helton is currently working closely with all competing teams, current drivers, and a network of salvage yards and used-car dealers to make sure teams have enough

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This 'n That

Condolences. We start off this column with condolences to our own **Norman Veber**, on the passing of his uncle in early April. Condolences must also go out to the family of **NHRA funny car driver Eric Medlen**, who was tragically killed in a testing accident. And finally, **Robert E. "Pete" Petersen**, a pioneer in what would become known as car culture and a man whose enthusiasm and business sense led to the founding of **SEMA**, the **NHRA**, **Hot Rod** and **Motor Trend magazines** as well as the **Los Angeles automotive museum** that bears his name, died in mid-March of neuroendocrine cancer. He was 80 years old. After service in the Army Air Corps during WWII, Petersen came to LA and started **Hot Rod** with **Wally Parks** as editor. The idea was to legitimize the hot rod culture which, at the time, had a decidedly outlaw image. Petersen organized a hot rod show at the Los Angeles Armory. We needed an answer to racing in the streets, and we came up with the idea of building drag strips and forming a hot-rod association. That association became the **NHRA**. The hot rod show eventually became **SEMA**. The publishing ventures became **Petersen Publications**, one of the largest special interest enthusiast ventures in the world at the time. And the Los Angeles museum that

bears his name is one of the finest in the world. He is survived by his wife, Margie. The family asks that donations be made to the **Petersen Automotive Museum** or the charity of the person's choice in his honor. Our hearts and prayers are with you all...**Croozin'!** With the weather warmin' up, the cars will be hittin' the streets. **Wheels From the Past** (www.myspace.com/wheelsfromthepast) will be cruisin' every Thursday evening (weather permitting) at the Knights of Columbus Hall on Route 2 South, just south of Route 665 from 6 to 9 p.m. So, if ya got 'em, cruise 'em...**New Club!** Hey, all you diecast guys out there! There's a new club in town just for you. They are known as the **Charm City Collector's Club** (<http://www.c4hotwheels.tk/>). They meet the first Saturday of every month at the Edgemere Elementary school, 7201 North Point Road, Baltimore, MD 21219 from 8 a.m. to noon.. For info, call (443) 955-5465, or e-mail goolz11@c4hotwheels.tk...**On-Again, Off-Again Holden Platform?!** GM is reconsidering plans to offer a wide range of rear-



drive cars in North America. The reason: the government's mounting pressure on automakers to improve fuel economy. In

doubt are the **next-gen Impala** and other models. Plans have been thrown into disarray by the Bush administration's call for higher CAFE ratings, and uncertainty

over carbon dioxide regulations. GM and the Chrysler group also are weighing the impact of proposed regulations on future vehicle and engine programs. No changes have been made to this point, according to John Smith, GM group VeePee of global product planning. Chrysler says it is doesn't plan to alter its future vehicle plans. But increases in CAFE and new standards for carbon dioxide would likely require more sophisticated engines, and the possible demise of some V8s. Smaller displacement pressure-charged V6s could replace V8s, according to Frank Klegon, the Chrysler group's executive VeePee of product development. Depending on the final regulations, automakers may need to emphasize diesels and mild hybrids. The **rwd Pontiac G8 sedan** will go on sale early next year as scheduled, and the **rwd Chevrolet Camaro** will be at dealerships in **early 2009**, a GM spokesman said. But, anything after that is questionable or on the bubble, according to GM Vice Chairman Bob Lutz. The **rwd Impala** is slated to debut in late 2009 or early 2010. A **rwd Buick sedan** was being considered for the US. The global rwd car platform was created by GM's Holden Australian subsidiary. The rwd cars are obviously larger and heavier than the front-drive models they replace. V6 and V8 engines also will be offered.....**Vintage Modeling! Car Model magazine** is now available on CD-ROM! Roger Miller (<http://rmtcustoms.com/>) does these. Three DVDs cover 1962 through 1974. They seem to be

(Continued on page 5)

T 'n T (contd)

(Continued from page 4)

arranged in folders by year then by month. The set is \$45.00 and he accepts Paypal. If you want to pay by another means, e-mail him and let him know, and he will respond with another e-mail address to send the payment through...**Emission Tests for Lawnmowers?!** With mowers putting out up to 10% of summertime smog emissions, it may not be long before these guys could be equipped with **catalytic converters!** If adopted, it would taske effect in 2011 for riding

mowers and 2012 for push mowers. Obviously, adding something is gonna push up the price we pay for the pleasure (!) of being able to cut our grass. CARB (California Air Resources Board) estimates a hike of aboyt 18% for push mowers. Oh, by the way, California has already enacted the rule, so I guess that means that the rest of the country can't be far behind. You know what they say—

"So goes California..."

Thanks, EPA and California...

Pursuit Mode, KITT! KITT, the flame-throwing, river-jumping, talking Firebird from

the 80s TV show **Knight Rider** is up for sale. Restored to its debut-season glory, the modified black



'82 Pontiac Trans Am is being offered at **\$149,995** at a Dublin auto dealership. Johnny "Vette" Verhoek of Kassabian Motors has had the car, officially called the **Knight Industries Two Thousand**, on display for about a month. It is one of four documented "camera cars" used for close-up shots and scenes where **David Hasselhoff**, who played Michael Knight in the series, was behind the wheel. Although it cannot achieve the 300 mph speeds that KITT reached, soar 50 feet in the air or throw smoke bombs, key

features of the star car are intact. Perhaps most important, the red scanner light on the nose glows and makes a humming noise. The car has two working video screens on the dashboard, and the cockpit features buttons that light up in green, yellow and red: ski mode, rocket boost, micro jam, silent mode, oil slick and eject. Most of the buttons don't do anything, Verhoek said. Nor can the car hold a conversation or drive itself. KITT isn't even street legal because of missing smog equipment

and other modifications. Whoever buys the car will probably keep it in a private collection, or it may be purchased by a museum, Verhoek said. The car belongs to Tim

Russo of Livermore, a Kassabian customer who figured now was a good time to test the market, with

the 25th anniversary of the show's debut coming up. Russo purchased the car 10 years ago at an auction in San Diego, and has spent the last decade finding parts to restore it...**In Training! A French train** (go ahead Matt, you can turn your head now and spit!) with a **25,000-horsepower engine** and **special wheels** broke the world speed record recently for conventional rail trains, reaching **357.2 mph** as it zipped through the countryside to the applause of spectators. Roaring like a jet plane, with sparks flying overhead and kicking up a long trail of dust, the black-and-chrome V150 with three double-decker cars **surpassed the record of 320.2 mph** set in 1990 by another French train. It **fell short**, however, of beating the **ultimate record** set by **Japan's magnetically levitated train, which hit 361 mph in 2003**. The French TGV, or "train a grande vitesse," as the country's bullet train is called, had two engines on either side of the three double-decker cars for the record run, some 125 miles east of the capital on a new track linking Paris with Strasbourg...**Reverse Outsourcing?!** **India's leading manufacturer of SUVs**, Mahindra & Mahindra Ltd. announced recently it plans to begin exporting them to the US as early as next year. What'll they think of next? ...*(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!)* 🍵

More Model King Test Shots

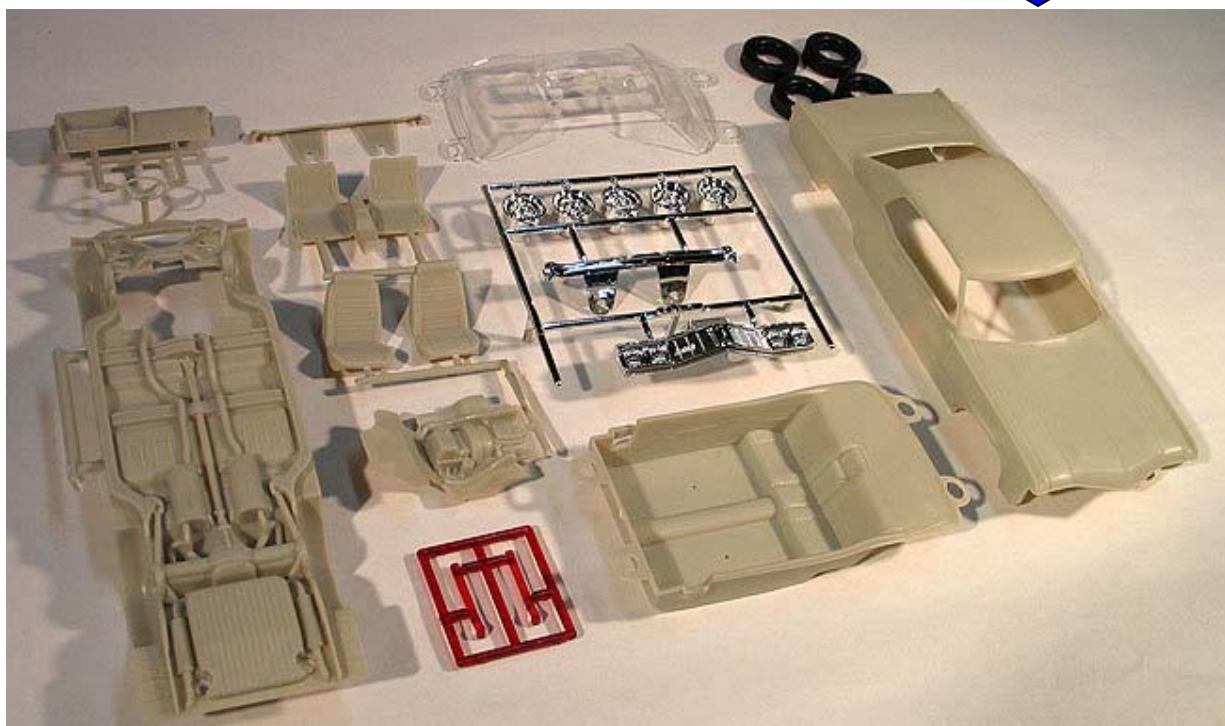
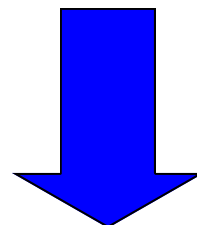
Well gang, thanks to the Hobby Heaven message board, here are a few more near-future offerings from Model King. Scope 'em out, and if you are interested, make arrangements with your favorite 'Plastic Pusher' and clear out some space in your hobby room! 🚗



The first is the soon-to-be-released Funny Hugger AMT kit, as indicated by the radiused rear wheelwells



The next one is for you fans of BIG cars (*Matt!*). It's the 1970 Buick tool, again from the gang at AMT.



Trackin' The Toyotas



I'm not one to point out the obvious (*rubbin' it in, so to speak*), but there sure are an awful lotta DNQs in the table charting Toyota's performance below. Guess the learning curve was sharper than they mighta thought?! Let's just see how the rest of the year goes, OK? 🍷

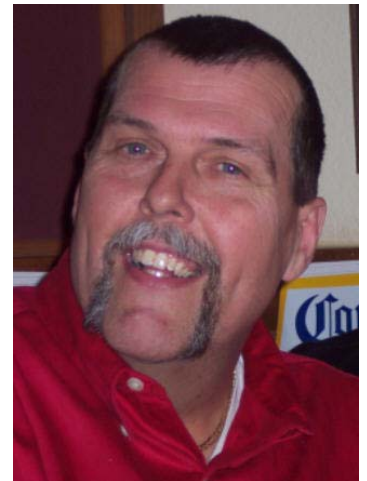
Race No.	#22 Dave Blaney		#44 Dale Jarrett		#55 Mike Waltrip		#36 Jeremy Mayfield		#00 David Reutimann		#83 Brian Vickers		#84 A.J. Almendinger	
	St.	Fin.	St.	Fin.	St.	Fin.	St.	Fin.	St.	Fin.	St.	Fin.	St.	Fin.
1	37	34	43	22	15	30	DNQ	DNQ	40	40	DNQ	DNQ	DNQ	DNQ
2	14	39	43	32	DNQ	DNQ	DNQ	DNQ	33	33	15	10	DNQ	DNQ
3	11	42	43	33	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ
4	35	27	43	36	DNQ	DNQ	DNQ	DNQ	24	40	31	42	DNQ	DNQ
5	7	23	30	42	DNQ	DNQ	23	34	DNQ	DNQ	25	15	43	40
6	22	37	38	28	DNQ	DNQ	13	40	43	33	DNQ	DNQ	40	38
7	DNQ	DNQ	37	30	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	36	14	DNQ	DNQ

Rickycouch.com!

The tragic death of fellow modeler **Ricky Couch** as reported in a recent MAMA newsletter prompted several of his friends to set up a website in his honor, <http://www.rickycouch.com/>.

More than anything else, it is meant to celebrate Ricky's life, featuring several of his models along with tributes from fellow modelers who knew and respected him. Ricky built some wild stuff—you oughta check 'em out, as some of 'em defy description! Check back often for additions, as the site is a work in progress.

I met Ricky at a show in Birmingham many years ago. He was a great guy who, I'm sure, will be deeply missed by anyone whose life he touched. If you would like to help out in any way, you can contact Tod Heintzelman at todh60@hotmail.com. 🍷



BALDO CANTU & CASTELLANOS

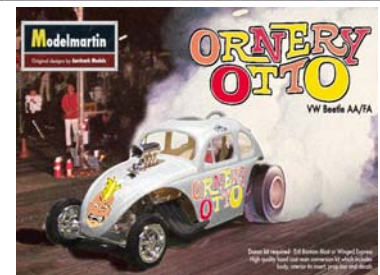
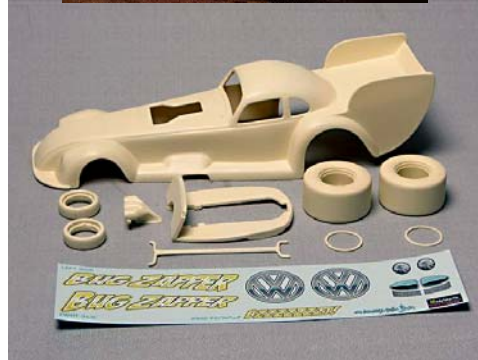


Model Buffet

It's to be expected that after the biggest east coast model car show and swap meet (*NNL East, for those of you who have been visitin' friends in outer space!*), that there would be **SOME-THING** to talk about here, which is definitely the case, so, let's go!

A company known as **Big Donkey Resin Shop** (*don't ask!*) located in nearby Sinking Spring, PA was displaying 1/24th and 1/25th scale **modified stock car bodies**, and **wheel and tire sets**. Some of his offerings include but are not limited to a '60 **Valiant**, both '61 and '66 **Corvairs**, '62 **Falcon**, and a '66 **Barracuda**, just to name a few, with prices ranging from \$15 to \$22. They also sell both **dirt** and **pavement tire sets**, which seem to be priced at \$15 apiece. No info available on shipping and handling. His contact info is (610) 796-4868 (*weekdays after 6 p.m.*), or e-mail bbaisch@dejazzd.com. He can also be found on **eBay** with a **seller name** of bigdonkey. So, if you like 'Playin' in the Dirt,' check him out.

Modelhaus (a.k.a. **Don & Carol Holthaus**) has several kits for '07, including a '50 **Cadillac Coupe de Ville** (\$88.00), '49 **Mercury Woodie** (\$50.00), '59 **Olds 98 convertible** (\$80.00), and a **Shasta trailer** (\$65.00). Contact info is The Modelhaus, 5480 Traugher Road, Decatur, IL 62521-8800, www.modelhaus.com, models@modelhaus.com. BTW, Don looked really good at the Friday evening shindig.



A new company known as **Aardvark Models** has a few interesting conversion kits, and one complete kit. A **Porsche 935**, '15 **stock Model T Couplet**, and a '20/'21 **stock Model T sedan center door** are available conversions, with prices ranging from \$29.95 to \$49.95. The complete kit sounds promising. It is a '58 **Firebird III Dream car!** It will cost \$119.95, but includes a photoetch fret. An early prototype was on display, and looked very good. **Modelmartin** is a division of Aardvark, and they listed **Beetle funny car/fuel altered conversions** (hey, Walt!!), a **Sand Crab conversion**, a '32 **Ford funny car**, and '15 **Model T Couplet** and **Center door sedan street rods**. Their contact

info is Aardvark Models, P.O. Box 141046, Minneapolis, MN 55414, aardvarkmodels.net, modelmartin@comcast.net.

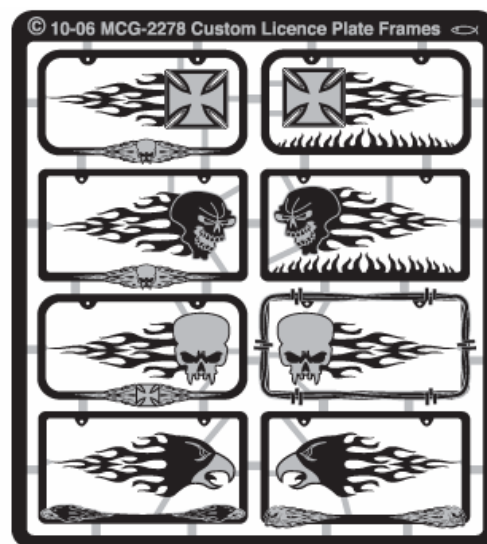
And, let's not forget MAMA's 'Bud' over at **Model Car Garage, Bob Korunow**. Got a chance to chat with Bob at NNL East, and he looked great! He's

been busier than a one-armed paper hanger (*a situation that benefits ALL of us!*).

New products out or on their way out include but are not limited to **Kenworth/Peterbilt Flamed Big**

Rig Badges (\$9.99), **Flamed Tailpipe Set** (\$8.99), **Custom License Plate Frames** (\$6.99), **Nut and Bolthead Details** (\$6.99), **Ford F-150 Harley Davidson Detail Set**

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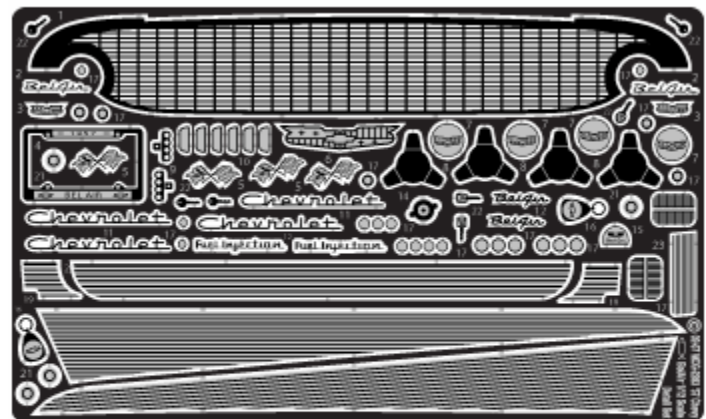
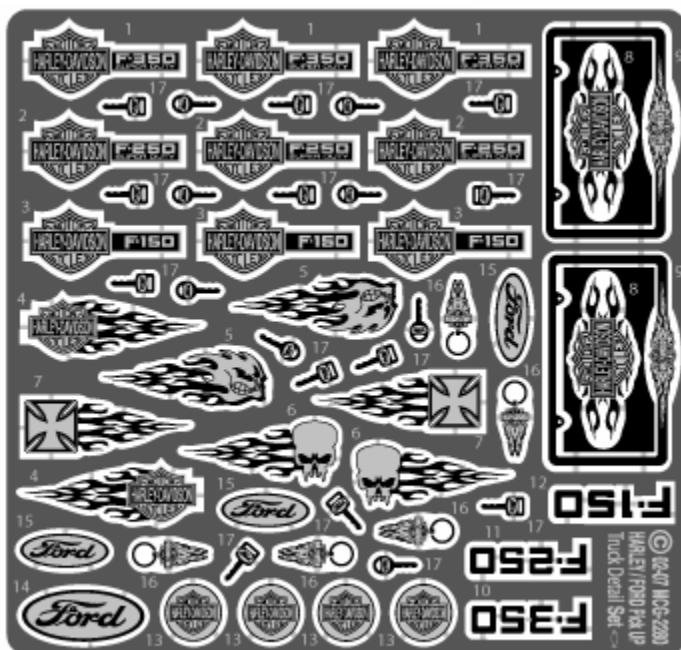
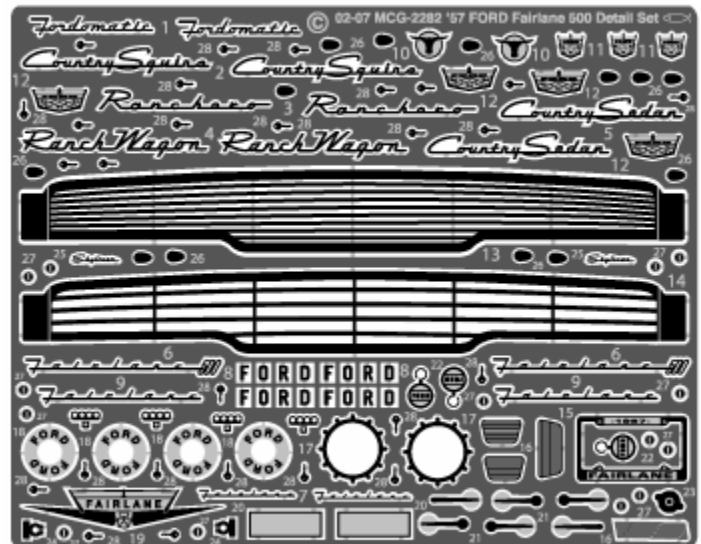
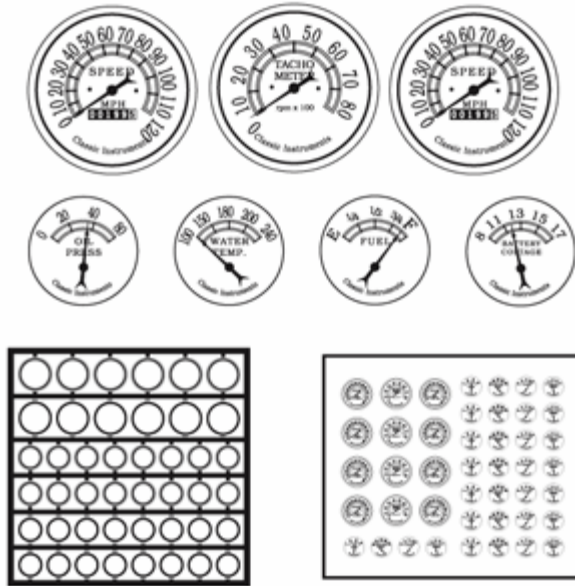


Buffet (contd)

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(\$12.99), '34 **Ford Skull Grill Detail Set** (for AMT 1/25 scale kits, \$9.99), '57 **Ford Fairlane 500 Detail Set** (for all AMT 1/25 scale kits, \$22.99), **Gauge Bezels, Classic Style** (\$7.99), and finally, a '57 **Chevy Belair Detail Set** (for 1/12th scale Monogram kit, \$45.99). Toldja he's been busy! Just check out the pics of some of his stuff—the Ford has enough stuff on it to probably do several cars! Thanx, Bob! Maybe we'll see a **Nextel Cup Camry** set soon?

A special thanks goes out 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 everyone might want to know about, send it along to us for inclusion in the column! Thanks to all those aftermarket suppliers for letting' their imaginations run wild for us modelers! 🍷



15TH ANNUAL

MID-ATLANTIC NNL

MAY 12, 2007



THEME:
**50's STYLE
CUSTOMS**

THEME: BUILD YOUR OWN CAR



**REPLICATE A REAL CAR
DISPLAYED WITH PHOTO**

Okay, it doesn't have to be YOUR car!

PEOPLE'S CHOICE AWARDS FOR SEVERAL CATEGORIES

NEW! MOTORCYCLE CLASS ADDED

RUHL ARMORY 9 AM - 3 PM

1035 YORK ROAD 8 \$ ADMISSION

TOWSON, MARYLAND 60 VENDOR TABLES

For Show & Vendor Information,

CONTACT: LYLE WILLITS

410-796-2768

MAMAPREZ@AOL.COM



- April 18th to 22nd—**Spring Carlisle** at the fairgrounds.
- April 20th & 21st—**Spring Carlisle Collector Car auction** at the fairgrounds.
- Apr. 28th & 29th—Super Chevy show @ MIR.
- May 4th to 6th—**Carlisle Performance & Style** at the fairgrounds.
- May 17th to 20th—**Cruisin' Ocean City**. Info: www.specialeventpro.com.
- May 18th to 20th—**Carlisle Import-Kit/Replicar Nationals** at the fairgrounds.
- May 18th to 20th—**4th Annual PY Pontiacs in the Park** at Virginia Motorsports Park, Petersburg VA.
- June 1st to 3rd—**Carlisle All-Ford Nationals** at the

fairgrounds.

- June 22nd to 24th—**Carlisle All-GM Nationals** at the fairgrounds.
- July 6th to 8th—**Carlisle All-Chrysler Nationals** at the fairgrounds.
- July 13th & 14th—York Reunion & Nostalgia Nationals, at the York Expo Center, Toyota Arena (?!), in York, PA. Info: <http://www.yorknostalgia.com/>.
- July 20th to 22nd—**Carlisle Summer Bike Fest** at the

fairgrounds.

- Aug. 3rd to 5th—**Carlisle All-Truck Nationals** at the fairgrounds.
 - Aug. 24th to 26th—**Corvettes at Carlisle** at the fairgrounds.
 - Oct. 3rd to 7th—**Fall Carlisle** at the fairgrounds.
 - Oct. 5th & 6th—**Fall Carlisle Collector Car Auction** at the fairgrounds.
- Th, th, that's all for now folks! Send stuff if you know of an upcoming event, and we'll get them listed!* 🚗

Poncho Reference Request

As I requested at a previous 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, DI Drifting, you name it!). E-mail me at gtoGuy@verizon.net. Tanks! 🚗

Blast From The Past!

Thought with Pat's critique of the Predicta elsewhere in this issue that this might make for an interesting 'Blast,' 'specially with a name like 'Futurista,' eh? 🚗



Dust (contd)

(Continued from page 1)

tured in the movie.

Sadek said that the car was damaged beyond repair and he had "mixed feelings" about the wreck.

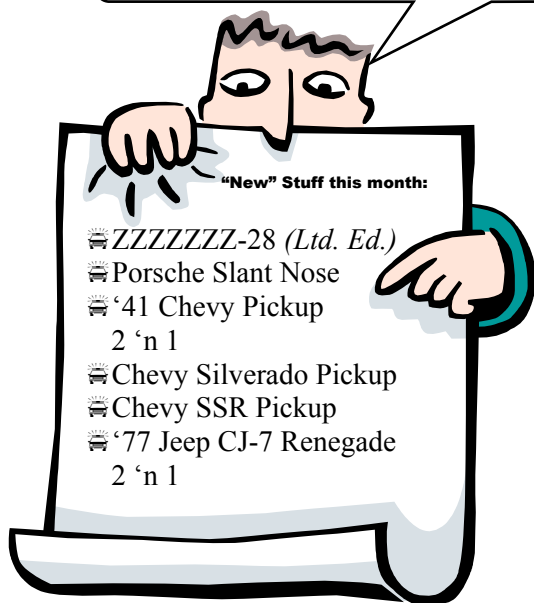
"I'm glad Eddie came out of the crash OK, but my dream car got destroyed," Sadek said. "I went to my trailer for about 15 minutes and thought, there's people dying every day. A lot of worse things happening in the world."

Only 400 Ferrari Enzos were ever produced, between 2002 and 2004. Guys like this are just making 'em worth more. 🚗

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MAMA's BoyZ do it in scale!



COY (contd)

(Continued from page 3)

cars and spares for the COY's debut race, currently scheduled for April 29 at Talladega Superspeedway, the largest tri-oval on circuit and one of NASCAR's fastest and most challenging tracks.

"We want to make sure fans have a strong first impression of COY," said Helton. "And believe me, seeing a few dozen of these all-American road-hugging beauties roaring' flat-out into Talladega's first turn is something they'll be talking about for years."

Thanks to The *Daily Onion* (<http://www.theonion.com/content/>), the world's finest news source, and our own *Matt Guilfoyle* for this insanity! 🏎️



THE End!

MAMA's German correspondent, Oliver Daniel, made the looooooong trek from southern Germany in late April to visit the US in general, and the Sickles in particular.

We managed a few car events, including but not limited to a cruise, GTO club meeting, car museum visit, and working on the GTO.

But, the highlight of the trip was on Friday, April 13th, when we caught the premiere of Red Line at Arundel Mills mall. Summation: Lotsa expensive cars, and some expensive crashes! 🏎️

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

Websites

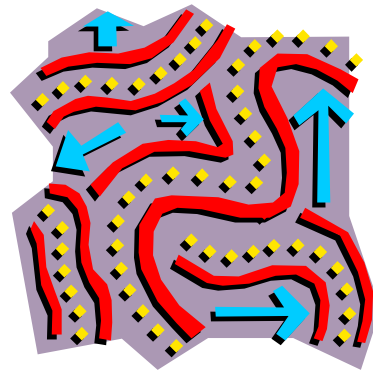
Carlisle Events: <http://www.carlisleevents.com>
East Coast Indoor Nationals
(Timonium, MD): [www/eastcoastindoornats.com](http://www.eastcoastindoornats.com)
Kahunaville: Kaput! Gone!!
Maple Grove Raceway: <http://www.maplegroveraceway.com/>
Maryland Chevelle club: <http://www.chevelles.netmcc/mcc.htm>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