



# MAMA SEZ!

Volume 20, Issue 9

May, 2007



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

|                    |    |
|--------------------|----|
| R-M Sold!          | 1  |
| "Here Come de..."  | 2  |
| Mod Stocker        | 3  |
| T 'n T             | 4  |
| Mid-Atlantic NNL   | 6  |
| Toyota Trackin'!   | 7  |
| Model Buffet       | 8  |
| Model King News!   | 10 |
| Sign of the Times! | 10 |
| Classifieds        | 12 |

## 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.

## Bring on the Car Shows!

Let's get the important stuff outta the way first—thanks to **'Da Philly BoyZ'** for the **pretzels!** These appear to be the staple of Philly club members, much the same way brownies are to MAMA members!

We had a **'First'** at last month's meeting—the **Presidents** of **MAMA**, the **Philly guys**, **CPMCC**, and the **Midnight Modelers** were all in attendance. Kind of a **"Small-Scale Summit?"**

Well gang, our annual NNL is history (*see page 6*). **'08 NNL themes** are also a done deal. After the voting dust had settled (*no hanging Chads to contend with, either*), the two themes that reigned supreme were **'49 to '51 Fords**, and **Nostalgic Race Cars Pre-1990**. So ya better get busy!

The raffle raised **\$79.00**, while the door box contributed another **\$136.00**. Thanks to the

raffle donors listed below: **Bob Foster III, Brad, Ron Bradley, Ed Brown, Harry Charon, Ron Hamilton, Phil Jones, Rich Meany, Michael Stevens Jr. & Sr., Bill 'Kustom' Stillwagon, Howard Weinstein, Lyle 'Bowtie' Willits, and Replicas & Miniatures Co. of MD** (a.k.a. **Norman Veber, natch!**). Thanks to everyone for their continuing generosity! **So, what're ya waitin' for?** 🍷

## Revell-Monogram Sold!

Hobbico, Inc. announced today that it has acquired Revell-Monogram. Revell will continue to operate from its Northbrook, Illinois headquarters and will be led by Jim Foster, the company's President since 2002 and a hobby industry veteran for over 40 years.



Revell is a world wide leader in detailed, scale model kits including cars, trucks, ships, and planes. Founded over 60 years ago, the company markets under the brands of Revell and Monogram which were combined in 1986. In September 2006, Revell's European business was sold to a group led

by Revell GmbH management.

Hobbico is the world's leading manufacturer, distributor and retailer of model hobby products, including radio controlled models, plastic model kits, trains and other hobby products. The employee-owned company sells products through hobby shops, toy

(Continued on page 9)

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## “Here Come de...” Well, You Know!

*[1969 Judge 2 'n 1, Revell #2072; 1/24th scale; modified re-issue.; molded in white, clear, chrome, vinyl tires]*

The Judge. Pontiac's planned 'budget supercar' that was anything else but, by order of John DeLorean. The original concept called for a Tempest with a 350 HO motor to be known as the "E.T" (*for Elapsed Time*). DeLorean instead wanted this as an upscale option on the GTO line, and the rest is history.

The interesting thing about this kit is that Revell has a very nice '69 Judge, as well as a half-way decent '68 GTO. I say half-way decent due to the fact that the '68 was only mildly retooled, and features a complete '69 interior. The dashboard and upholstery patterns differ between the two years, not to mention headrests, standard on '69s, but optional on '68s (*Option Code #571*).

Revell took the easy way out on this kit, and I can't say that I blame 'em too much. Basically, they took the bits and pieces from their '68 Street Machine GTO kit and added them to this one. Note: A common misperception - Revell refers to a "detailed **big block** 400 c.i. engine." **Wrong!** All Pontiac motors feature the same external dimensions. They were only increased on the inside, where they counted!

**Engine:** Stock Ram Air III/IV, with an optional six-piece two-four-barrel setup. Ram Air air cleaner base included. Longitudinal seam the length of the engine/trans to attend to. **PLEASE**, if you

are building a Replica Stock car, do **NOT** paint this unit gloss orange (!!) as suggested! After too many years, I was finally able to rid myself of the horrendous flaking Chevy engine orange paint (*nothing against Chevies, mind you*) on my real GTO's engine (*right, Ron?*) after a rebuild. I can't go back there!

**Chassis:** The same regardless of kit. A basic perimeter frame with the underside of the interior tub providing floorpan detail, it features a simplified, one-piece lower front suspension, and a two-piece rear. The exhaust system is molded to the differential/driveshaft. To this, you add the radiator and shroud, wiper motor, and master cylinder. The sidepipes (*two pieces each side*) from the '68 GTO are also included, if the builder wishes to use them. An upper radiator hose and battery top are also included.

**Wheels/Tires:** Same, regardless of kit. Stock Rally IIs or 5-spoke Torque Thrust D-style wheels. No brake or backing plate detail at all.

**Body:** Separate non-ram air hood included (*w/hood tach*) and Judge rear spoiler, along with a stock driver's side chrome mirror, and an optional set of 'custom' mirrors. Optional cornering lamp shown in the wrong

place?! Two hoods (*one stock, the other opened for carb clearance*)?! Note: The first 2,000 cars were finished in the high impact Carousel Red (*a.k.a. Chevy Hugger Orange*), and after that, you could get one in any flavor.

**Interior:** Complete, tub-style, and stock for '69. Choice of stock or Hurst T-handle shifter, and Judge emblem on glovebox door. Separate front and rear armrests, while bucket seats are two pieces each. Finally, the lower rear seat, dash, steering column and wheel are added to complete this unit.

**Glass:** front and rear windows connected by runners, with cornering lamps included.

**Decals:** Seemingly nicely done (*expanded from the last issue*). They include the stripe package in 3 colors, GTO crests and scripts for the body, Ram Air III/Ram Air IV hood scoop markings, hood tach and dash gauge faces, correct black Rally II wheel centers, a few underhood markings, and three sets of plates - and Illinois 'JUDGE' plates, Wisconsin

*(Continued on page 10)*



1:24 Scale / Escala / Échelle • Ages 10 & Up / Edades 10 y más / À partir de 10 ans • Skill / Nivel de aptitud / Niveau 2

## '65 Fairlane Modified Stocker

[AMT/ERTL/Model King Kit # 099-21652P; 70 pieces – Straight re-Issue; M.S.R.P. \$15]

**Pros:** Only 3rd issue of kit, almost no flash, fit of parts, tow bar included, chrome rims.

**Cons:** Simplified construction, nerf bars too thick, placement of nerf bars conflict from box art to instructions. Metal axle still passes through engine block.

### Review:

Thanks (*once again*) to Mr. Dave Burkett, we have this little number back. This model was originally issued in 1970 and then again in 1973 with a different box art. It was part of a series of cars including the '65 Chevelle, '64 Ford Galaxie, '69 Falcon, '65 GTO., '66 Skylark, '69 Torino, '66 Impala, '65 Olds 88. After 1973, production of these kits ceased and the Galaxie and GTO were tooled back to original specs. But now, thanks to the 'Model King', himself, we can have a modern day look at an "old favorite."

**Engine:** This assembly is made up of 15 pieces and is surprisingly well detailed, considering it's time of issue. That "good 'ol" metal axle still passes through the engine block and what's worse, you have to open the block yourself for this to happen. ARGH!!!! Still, this is a nice BIG

BLOCK FORD and since the block is not already open, this "mill" could find it's way to all kinds of other possibilities.

**Wheels/tires:** This is where the kit gets just a little generic. The tires are the old Goodyear drag slicks that AMT. used on everything from the Lil Mixer, Lil Yeller, Bugaboo V.W. Rail and the '72 Supervan to this series of racers. A more accurate set of



"dirt track" type tires can be found in the recent re-issue of the old MPC GTO "Super Stocker" kit from the 70's. The rim backs also have that "promo model" look as well. Even though I didn't use them on this "built up", the chrome rims are very pretty on my example. 16 pieces make up the four finished assemblies and serve their intended purpose well enough but are definitely not correct for this application.

**Chassis:** The kit continues it's "generic" ways here as well. From what I can tell, the original chassis had part of the front and most of

the back wheel wells "cut" from the chassis. This was most likely done to accommodate those "big ol" tires. What I did to mine was finish cutting what was left with a moto tool set to #1 speed to minimize burning the plastic. I then, during final assembly, added two support bars to the front frame from an old Chevelle "mod stocker" kit. I also cut out the trunk floor outside of the frame rails. More on that later. Including the tow bar (*that's right, a tow bar!*), exhaust pipes, metal axles, wheels, engine and chassis pan, the chassis consists of 13 pieces.

**Interior:** This is where the kit begins to get interesting again. The interior assembly consists of two stages. The first being the basic interior (*seat, dash, shifter, etc.*) and the second consisting of the installation of the roll cage. The thing that I personally like about this interior is the "riveted sheet metal" look that was typical of the real cars of that period. The other thing that sets this interior off is the padding molded to the roll cage, which was also typical of these cars back then. The finished assembly is made up of 14 pieces. Other than detail painting, this assembly was built straight from the box.

**Body:** I had fun with this one! At the end of the instructions, some (*Ha! Ha!*) **ADVANCED MODELING HINTS** are included. These give a brief description of how to create body damage to the model. Well, I broke out a

(Continued on page 11)



## This 'n That

**Condolences.** We again start off this column with condolences to the Veber family, but this time to **Mary Veber**, on the passing of her mom, **Doris R. Gigliotti**. Our thoughts are with you, Norm and Mary. While not car- or club-related, many of you will mourn the passing of **Bobby "Boris" Pickett**, whose 'dead-on' Boris Karloff impression propelled the Halloween anthem to the top of the charts in 1962, making him one of pop music's most enduring one-hit wonders, has died of leukemia. He was 69. **"Monster Mash"** hit the Billboard chart three times: when it debuted in 1962, reaching No. 1 the week before Halloween; again in August 1970, and for a third time in May 1973, proving that it was "a graveyard smash" (*on more than one occasion!*)...**Fast Cat!** For you 'Cat' lovers out there, **BHP Enterprises** has a new transkit out to build the **Paul Gentilozzi Trans Am racing Jaguar**. It's available from **MS Hobbies** ([www.mshobbies.com](http://www.mshobbies.com))...**New Stuff!** According to the May issue of the GTR Auto Modelers newsletter, **Fujimi** has announced a new **injection-molded 1/20th scale** kit of **Gilles Villeneuve's last racer**, the **Ferrari 126C2**. They are also set to re-release the **330 P4** in (*1/24th scale*) soon. Meanwhile, Studio 27 has announced a new **1/20th scale resin multi-media kit** of the **Ferrari F399** as raced at Monaco in 1999, while **Model Factory Hiro** will offer a series of **Ferrari F248F1 high-end resin kits**, with

cars as they raced at specific events. **Revell AG** will be reissuing the **Ferrari 250 GTO** (*the Italeri mold*) which has not been available for some time. Better get busy trackin' 'em down, Brad. Oh, and before I forget, for those of you into **LeMans racers**, **Revell** recently showed off a **test shot** of their upcoming **Audi R10 TDI diesel racer**, complete with engine detail. Thanks for the scoop, Chuck...**Diesel Power.** The relationship between GM and Isuzu had a rocky start (*did anyone ever really love the LUV truck?*), but there's no denying the success of the Duramax 6600. A cool million of the 6.6-liter turbodiesel V8s have rolled off the assembly line in Ohio, since the engine's intro in the '01 Chevy Silverado and GMC Sierra HD. Almost 90 percent of GM's H-D pickup clientele order theirs with the Duramax power, allowing GM's share of the diesel pickup market to leapfrog from 3 percent in '01 to 30 percent today. Other vehicles equipped with the 'Max' include Chevy and GMC medium-duty trucks and cargo variants of the Express and Savanna vans...**Riviera Redux?** GM is showing off the **Riviera concept car**, a gullwing coupe, that was designed in Shanghai, hopefully showing Buick's future design



direction. The car is supposed to evoke the classic '63 to '65 Rivs (*possibly, with a bit of LeSabre and Y Job thrown in*). GM also notes that the car is built to accommodate a new hybrid system that GM and partner Shanghai Industry Automotive Corp. will put into production in '08. Stay tuned...**New Scions of the Times!** The redesigned **Scion**

**xB** has moved to a larger platform, with a larger engine (*and sticker price*). But it is still a box and is still polarizing. It'll keep its quirky, center-mounted instrument panel, although the dials and switches are now arrayed horizontally. The new xB goes on

sale in America first. And let's not forget the **Xa**, with sales so underwhelming that Toyota changed the name of its replacement to the **xD** (*based on the Yaris platform*). The speedo and tach are integrated into one concentric gauge. Time will tell as to how these guys sell. Maybe an entry by **Scion** into **NASCAR** could help...**4-door Porsche?!**

(Continued on page 5)



## T 'n T (contd)

(Continued from page 4)

Bad enough that we got the **Porsche Cayenne SUV**, but now there's a **4-door** named the **Panamera** in the wings as well?! Apparently, there's a 4.8-liter V-8 powered 4-door pushing 400 hp. (with with hybrid and 520hp. *Turborcharged models to follow?!?*) running around out there. **What's the world comin' to?...More Snakes.** Apparently not content with building **540-hp Ford Mustang Shelby GT500KRs**, Ford Racing and Shelby will offer a **Super Snake package** that will push output from a Shelby GT500 to 600 hp (725 hp if you don't care about warranty coverage). Shelby will transform a limited number of 2007 and 2008 GT500s into Super Snakes beginning in late '07. Start savin' now....**All Charged Up!**



Since the **Chevy Volt's** successful January debut as a concept car at the Detroit auto show, GM has taken major steps to develop a production version of the plug-in hybrid car...**Chrysler Sold!** The waiting is over. DaimlerChrysler AG announced earlier this week that it has sold **80.1-percent** of the **Chrysler - Dodge - Jeep trio** to **Cerberus Capital Management**, a New York equity firm that specializes in turning around troubled

companies. Cerberus reportedly paid **\$7.4 billion** to obtain majority ownership, with Daimler AG retaining a 19.9-percent share. The new Cerberus unit will be called Chrysler Holding LLC. Daimler's partial interest will allow the two entities to work together on products that already share technology...**Toyota's Number One!** Just not in Nextel Cup racing (*Ha! Ha!*). For the first time ever, Toyota beat arch-rival GM in quarterly sales worldwide, for the period between January and March. Toyota sold 2.348 million vehicles vs. GM's 2.26 million vehicles. This dominance is most likely due in large part to Toyota's new Nextel Cup racing program (!?!)...**Wanna Buy a General Lee?!** Looks like a nearly **\$10 million eBay bid** for a car made famous by "The Dukes of Hazzard" has vanished faster than the Duke boys escaping from the sheriff in the hot Georgia night. The General Lee's owner - actor **John Schneider**, who played the blond heartthrob **Bo Duke** in the 1980s television series - is upset that the **\$9,900,500 winning bid** appears to be a hoax. The bid set an eBay record last week. Schneider plans to list his '69 Charger with a brick-and-mortar auction firm that strictly screens



buyers, and may file a lawsuit against the bidder, said Allen Stockman, who runs the star's Agoura Hills estate and has sold scripts, memorabilia and other items on eBay for three years. Stockman gave the winning bidder a negative rating in eBay's feedback forum...**Dale Earnhardt Jr. Unemployed?!** Yup, he apparently decided that since his stepmom, Theresa, would not give him controlling interest in the team that his father started, that he was doing the equivalent of declaring himself a free agent, and will entertain offers of employment (*by a Chevy team*) for the '08 season. He plans to work things out to dovetail with his Busch team, JR Motorsports. Early possibilities include Hendrick, Joe Gibbs, and Childress (*possibly running his dad's #3?!).* Good luck, Jr... (*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!)* 🍷



## Mid-Atlantic NNL, '07 Edition

Well, for those MAMA members who worked on Saturday May 12th, pat yourselves on the back. Another successful show is in the books, with the best numbers the club has ever seen—somewhere north of 500 models (!) were plunked oh so carefully down on the covered tables in the display room.

Oh, sure, things did not go perfectly. Model Car World (*a.k.a. Dave Dodge*) suffered a serious malady that left him unable to leave his hotel room in Baltimore to vend at the show. He survived the ordeal a bit worse for the wear, but he was sorely missed (*and several attendees let club Prez Lyle know that in no uncertain terms!*).

Interested attendees were able to see a seminar by flame painter extraordinaire Tim Phelps, as well as assorted diecast examples of his work. He has a book out entitled, “Up in Flames The Art of Flame Painting with “Yosemite Sam” Radoff,” that you should be able to find on amazon.com, if interested.

The weather actually held off until the show ended before the skies opened up, too. We'll take what we learned from this year's show and parlay that to next year, when the themes will be “*Shoebox Fords* ('49-'51)”, and “*Vintage Race Cars* (pre '89)”, So be there.

### NNL Award Winners:

**Competition:** Jeff Sauber, '48 Chevy

**Curbside:** Bill Stillwagon, '50 Plymouth w/Trailer

(Continued on page 7)



**Some of Tim Phelps pint-sized artwork!**



**The Motorcycle class seems to have made quite a hit!**



**Jeff Sauber's B.O.S. Buford!**



**'Rusty,' Geiger's Rep. Stocker**



**Sauber's St. Machine 'Vette**



**Dennis Smith's Awesum 'Bee**



**Chuck Rehberger's AARP Monte Carlo (w/turn signal!)**



**Bill Stillwagon's Curbside-winning '50 Plymouth!**

# 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  |
| 8        | 39              | 11   | 29               | 43   | DNQ              | DNQ  | DNQ                 | DNQ  | 32                  | 25   | DNQ               | DNQ  | DNQ                  | DNQ  |
| 9        | DNQ             | DNQ  | 40               | 43   | DNQ              | DNQ  | 23                  | 18   | 32                  | 14   | DNQ               | DNQ  | DNQ                  | DNQ  |
| 10       | 11              | 10   | DNQ              | DNQ  | DNQ              | DNQ  | DNQ                 | DNQ  | 29                  | 14   | DNQ               | DNQ  | 32                   | 13   |
| 11       | 27              | 32   | DNQ              | DNQ  | DNQ              | DNQ  | DNQ                 | DNQ  | 14                  | 33   | 15                | 43   | 20                   | 36   |

At the Richmond race, Winston Cup star (*I've a hard time with Nextel Cup!*) Johnny Benson drove the wyler.com/TRD Camry, starting 13th and finishing 32nd. At this point in its inaugural season, Toyota has just a few DNQs. And, finally, in Race #10

(*Richmond*), Dave Blaney was able to pull off a top 10 finish. Looks like poor 'ol Mike Waltrip has been unable to shake that cheating scandal at Daytona, having started only the first race of the season. **Oh, Whatta Feeling!** 🍷

## NNL (contd)

(Continued from page 6)

**Custom:** Jeff Sauber, Buick  
**Replica Stock:** Tom Geiger, 'Rusty' ('59 Impala convertible)  
**Street Machine:**  
 Jeff Sauber, Corvette  
**Street Rod:**  
 Nick Sandone, '32 Ford  
**Truck/Lt. Commercial:**  
 Mike Hemp, '80 Chevy Van

**Motorcycle:** Terry Adams  
**Gary Burkey Award:**  
 Dennis Smith, Roth Mysterion  
**People's Choice, Build Your Own Car:** Rick Martin, '40 Merc  
**People's Choice, 50s Customs:**  
 Rick Martin, '55 Chevy  
**People's Choice Junior:**  
 Alex Forrester, '65 Mustang  
**People's Choice, Adult:** Jeff Sauber, Buick  
 (*Looks kinda like the "Jeff Sauber Show," eh? So, let's work to*

*change that next year. Whaddaya say?!* 🍷

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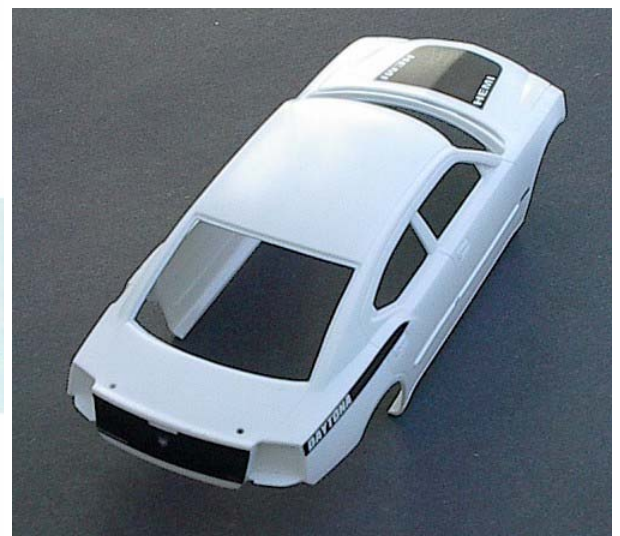
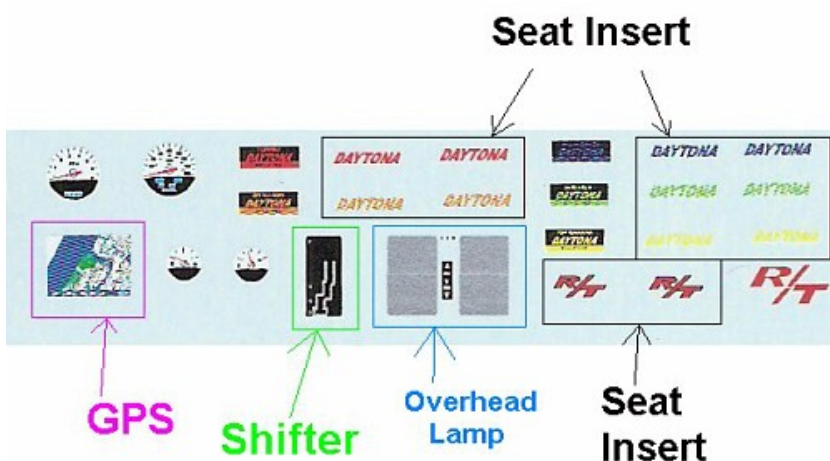
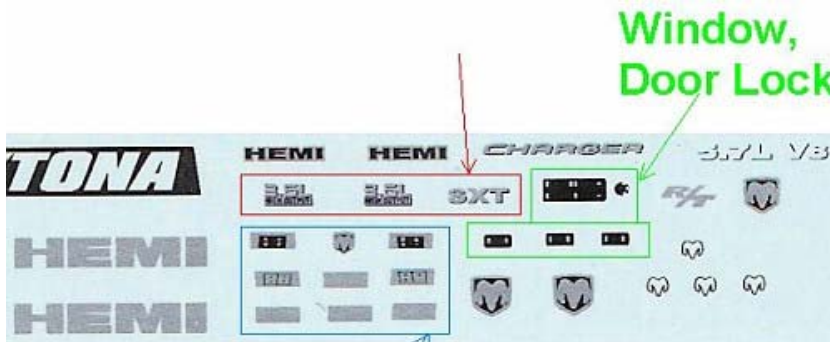
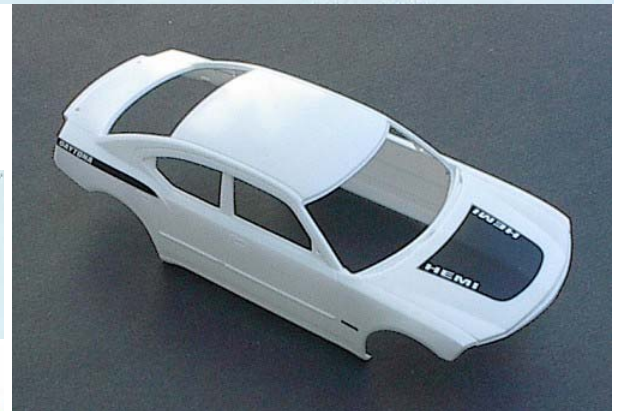
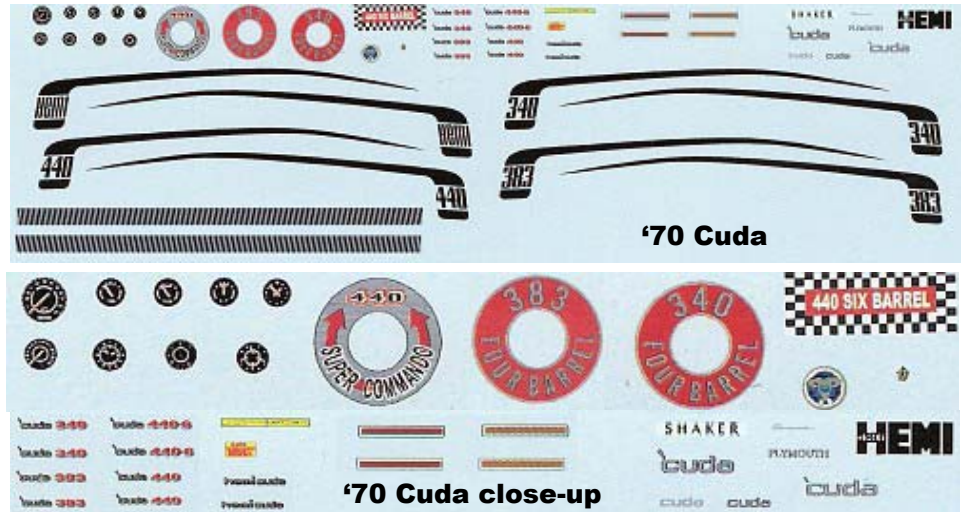


# Model Buffet

This month, we're gonna take a look at some 'old' stuff, and some 'new' stuff from *Keith Marks*. Now, by 'old' stuff, I mean that apparently, he's been putting' together markings for some '70 *Cudas*, as evidenced by the enclosed test shots/close-ups.

Keith sez that due to the differences between the 2 scale kits, there will be one version in 1/24th and another in 1/25th scale. For example, right now this decal set

(Continued on page 9)





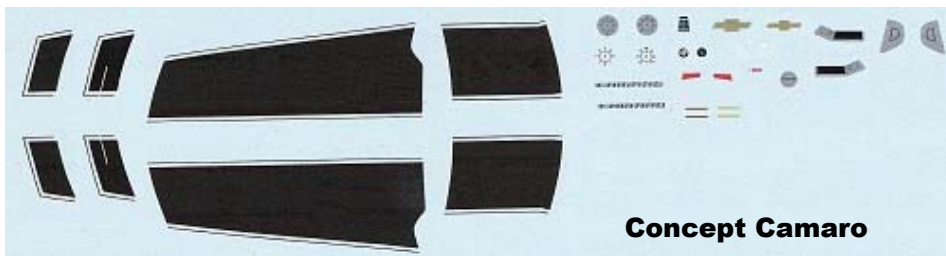
## Buffet (contd)

(Continued from page 8)

has both gauge packages as each kit has a different version of the dash. Also, these Hockey Stick decals almost fit both kits but will be re-worked to better fit each scale kit.

Now, on to the 'new.' These would include some of the 'modern muscle' in the form of the '06 *Charger*, and *Concept Camaro* that the domestic manufacturers have so kindly provided to us power-hungry Americans.

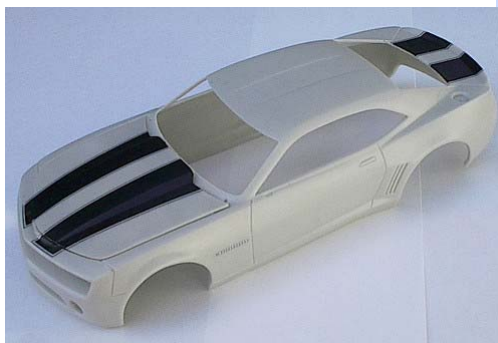
You can check out these and other decals available from Keith in his Fotki album (<http://public.fotki.com/mofobow/>). Contact Keith regarding pricing and availability via email at



**Concept Camaro**

[mofobow@hotmail.com](mailto:mofobow@hotmail.com). Tell Keith ya read about it here!

As usual, 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 sub-



mitted 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! 🚗

## R-M (contd)

(Continued from page 1)

stores, chain stores as well as its retail subsidiary, Tower Hobbies.

"Revell has had seven different owners over the last 37 years," said Jim Foster, "but this new combination with Hobbico represents a unique partnership that provides stability for the company's dedicated staff and the resources they need to create exciting new models. Hobbico understands what's important to serious modelers. Joining the strengths of the two companies will lead to products that modelers will really appreciate."

Revell's research and development staff includes many talented professionals who have been with the company for as long as five

decades. They will continue to manage the creation and manufacturing of all new and existing products from their facility in the Chicago area.

"Many modelers who fly or drive R/C got their start in the hobby by building a plastic model kit," said Wayne Hemming, President of Hobbico. "Plastic kits are the foundation of model building. We are committed to giving Revell the support it needs to continue its 60-year tradition of quality and excellence in plastic models."

The Revell and Monogram brands both originated in 1945. Revell started out with plastic toys. Their first plastic model kits sold in 1951 were a series of vintage cars called Revell Highway Pioneers. The first model was a 1913 Maxwell, a car made famous

by comedian Jack Benny.

Monogram started with wooden ship models and progressed to flying control-line and free flight airplanes as well as CO2-powered cars. Their first all-plastic kit, a midget racing car, came in 1954 and sold for 98¢. Next came a Hot Rod and a Racing Speedboat which both were sold as "Snap-Fit and Press-Fit for Jiffy Assembly."

"Both Revell and Monogram have produced literally thousands of different models over their long history," said Jim Foster. "Every effort has been made to preserve the production tooling for possible future re-releases."

Over the coming years, we will work to not only create exciting new releases, but also bring back many classic favorites from years gone by." (from the Revell website) 🚗

## More Model King News

I found these shots of the upcoming **Model King/AMT** (how many of you guys think that Dave Burket should just buy AMT/ERTL and be done with it?!) **“Funny Hugger” Camaro funny car**. It’ll be nice to have another old favorite back in circulation— **Thanks again, Dave, and I’m sure I’m not alone in hoping that you keep doin’ what you’ve been doin’!** 🍷



**A Sign of the Times!**

## Here Come de...(contd)

(Continued from page 2)

and California plates. Oh, and let’s not forget the striping to demarcate the two-tone color separation lines for the ‘custom’ version. **Instructions:** With the inclusion of the ‘68 pieces in this kit, be very attentive to the instruction sheet, as they depict **BOTH** ‘68 and ‘69 GTO assemblies (i.e., vent windows, grille inserts and rear bumpers).

It’s always nice to have another Pontiac released. After all, you can never have enough Pontiacs, eh?

Tim 'GTOguy' Sickie 🍷







- May 17th to 20th—**Cruisin' Ocean City**. Info: [www.specialeventpro.com](http://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 26th to 30th—**GTO Association of America Annual Convention**, Columbus, OH.
- 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. 10th to 12th—**Pontiac Tri-Power Nationals**, in Norwalk, OH.
- 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.

## Poncho Reference Request

As I requested at a previous MAMA meeting, I am still hard at work 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](mailto:gtoguy@verizon.net), or catch me at a meeting. **Tanks!** 🍷

Oh, and by the way, the club's '**Raffle Kitty**' is depleted, and could always use some generous donations of stuff that you'll never get to. **Thanks, y'all!**

## Fairlane (contd)

(Continued from page 3)

large 6 sided exacto handle and a bic lighter and went to town. But when I was done, it just wasn't enough. As I said earlier, I cut the trunk floor outside of the frame rails. The reason for this was to create the clearance I needed so the passenger side rear half of the quarter panel took a real good "hit" with the blunt end of the exacto handle. Other parts then received a similar treatment but not to the degree of that "hit." I then took it one step further by using an old trick I had known for years, but never tried till now. I used a moto tool (*once again set on #1*)

and a knurling bit and I ground out from inside the body until I just broke the surface of the outside. What this does is it achieves the look of a rusted panel. From there I simply assembled the rest of the plastic straight from the box and used a combination of kit supplied and parts box decal for final finishing. Color is Testors #1214 yellow, shot straight from the can. The finished assembly consists of 14 pieces.

**Final Assembly/Thoughts:** I had this one as a kid (*although I don't really remember if it ever got finished or not*) and it's cool that I had a chance to build one as an adult. These models are very easy to build and if not for the price tag, they would be great for

the novice builder who likes the old roundy rounds. Oh yeah, I also added a pre-wired distributor to round out the engine bay. The other thing that I noticed about this model is the "Nerf" bar placement. On the box art, it shows the rear "Nerf" on the front but in the instructions it calls out for it to be attached to the rear. I also didn't use the other "Nerf" bar as it was way too big and gaudy for my taste. Still, these are fun kits. I would recommend them to any modeler.

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

Built by – Patrick Crittenden 🍷



This is the newsletter of the  
Maryland Automotive Modelers  
Association

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**MAMA's BoyZ do it in scale!**



## 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, '84-'87 MPC Fieros. Contact Tim Sickle at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting.

**FOR SALE/TRADE:**

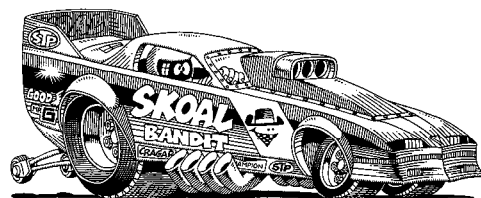
Thinning/narrowing focus, not quitting. Contact Tim Sickle at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting.

**WANTED:** I'm gonna do the equivalent of throwing chum into shark-infested waters, if you'll pardon the analogy. I am in search of mint, unbuilt GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops. I have an

extensive collection to trade from, including but not limited to some mint, unbuilt kits such as an MPC '71 Demon, and '77 Volare. If you can help, contact Tim Sickle at [diecastguy@verizon.net](mailto:diecastguy@verizon.net), or see me at a meeting.

**FOR SALE:** Built-up original kits of the Renwal Visible automobile chassis *AND* V-8 engine, w/both instruction manuals. \$150/ O.B.O. Call Joe Gresh at (215) 939-8597.

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



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

## Websites

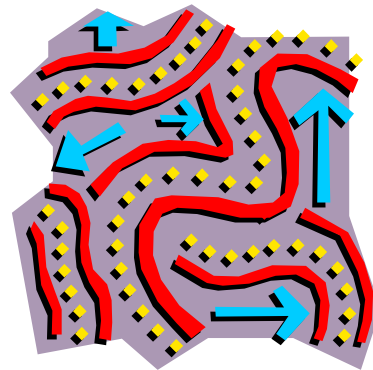
**Carlisle Events:** <http://www.carlisleevents.com>  
**East Coast Indoor Nationals**  
(Timonium, MD): [www/eastcoastindoornats.com](http://www.eastcoastindoornats.com)  
**Kahunaville: Kaput! Gone! Maple Grove Raceway:** <http://www.maplegroveraceway.com/>  
**Maryland Chevelle club:** <http://www.chevelles.netmcc/mcc.htm>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