



MAMA SEZ!

Volume 21, Issue 1

September, 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. ☞

Happy Anniversary, Baby!

Well, as many of you know, September marks the club's *Anniversary* (our 19th, to be exact!). For you 'newbies' out there, please take a moment to thank **Norman Veber**, the one responsible for bringing our group together. Who'da thought we'd still be at it, 19 years later, stronger than ever? **Happy Anniversary to us!**

If all goes as planned, **club Prez Lyle Willits** should be hosting a *semi-*

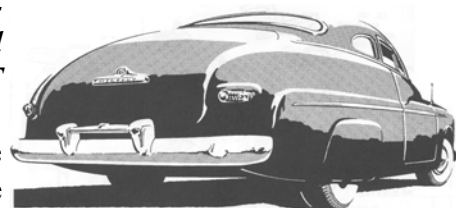
nar at this month's meeting on *seat piping*. Thanks, Lyle!

MAMA's Boy Ron Hamilton takes a look at the *kewl new Revell custom Merc*, alongside the *venerable old A M T tool*.

The raffle raised **\$40.00**, while the door box contributed another **\$69.00**. Thanks to the

raffle donors listed below: **Brad, Ron Bradley, Patrick Crittenden, Ron Hamilton, Phil Jones, Michael Stevens Jr., J.C. Reckner, Rich Wilson,** and **Replicas & Miniatures Co. of M D (a.k.a. Norman Veber, natch!).**

Thanks to everyone for their continuing generosity! ☞



Back to the Present?!

Looks as though once again, something old is something new. What's that, you say?

Looks as though **'John Z.'s Folly,**" the **DeLorean**, may make a return to the market!

The car has gained obvious notoriety as one of the leading 'characters' in the **"Back to the Future"** movie trilogy, opposite **Michael**

J. Fox. East Texas mechanic and entrepreneur **Stephen Wynne** formed the current privately held DeLorean Motor Co. in '95, when he worked on the cars at a Houston garage. In addition to routing maintenance such as **oil changes** and **tune-ups**, aided by his private (and possibly the world's biggest) DeLorean parts stash, he currently will

take an existing DeLorean, strip it to the frame, and rebuild it for a base price of **\$42,500**. Starting sometime next year, he hopes to be able to begin **hand-assembling two cars a month**. The base price is expected to be **\$57,500**, roughly the same price a 1981 DeLorean would cost in today's dollars. **Go for it, Steve!** ☞

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'49 Mercury Custom Coupe

[Revell Kit 2860; 1/25th scale; 146 Pieces plus Decals]

A customized '49 Merc is a staple in American Pop Culture. A lot of modelers have been clamoring for a kit of a "chopped" Mercury from this era for quite a long time. For over 40 years, AMT has had an excellent kit of the '49 Mercury in their line, which could be built Replica Stock, Gasser, or mild custom. The same kit, with very minor modification, has been offered by this manufacturer since 1963. Mind you, the AMT '49 Mercury kit has stood the test of time over the years, and has been a best seller for this manufacturer, and of course, AMT has added and deleted various parts in the kit to "enhance" it, in an effort to keep the kit current, but all in all, it is the same kit. The model car aftermarket has also embraced the AMT '49 Mercury with various parts to customize the kit, for the modeler who does not have the time or skill to scratch-build certain accessories, or make major modifications to the kit (*i.e. chopping the top*). To chop the top on a '49 Mercury model is not very easy, to say the least, and is very time consuming. I did one just to prove that I could do it about 20 years ago, and I still have the model in my collection. Last year, Revell made an announcement that they would be offering a customized '49 Mercury in their line. It is finally here, and it does not disappoint.

In looking at the model, Revell has hit a home run, and belted

it cleanly out of the park. The body proportioning is right on the money, and the kit is very well engineered.

As a matter of fact, I have already mocked it up, and it is ready for paint. The BIG difference between the two kits is that Revell's body has a scale 4" front- 6" rear top chop, nosing, decking, and has had the side moldings and door handles removed, for a clean look. The new Revell kit **CAN NOT** be built as a replica stock '49 Mercury, but the custom applications are virtually endless, especially with the proliferation of the aftermarket, and kit bashing possibilities.

Engine Assembly: A 24 piece rendition of a '59-'60 Cadillac V8 with three two-barrel carburetors and a Hydramatic transmission. This engine looks good when mocked up. The assembly of this engine is simple and straightforward, and fits well in the chassis. Custom accessories on the engine include finned valve covers, and "Bell" type air cleaners. Curiously, a "Bee Hive" air filter, which is normally associated with a "Flathead" Ford/Mercury Engine of the 1930's-1950's. The Cadillac engine was a substantial upgrade for the '49 Mercury.

Rear Suspension Assembly:



This setup consists of a simplified differential, drive shaft, which has the rear springs and lowering blocks in one unit. Shock absorbers, drum brakes, or rear disc brakes (*without calipers*) and exhaust system rounds out this assembly. With proper detail painting, it will look quite realistic.

Front Suspension Assembly:

A very simple unit combining the suspension in one unit, with no steerable wheel detail. There is a separate sway bar, front drum brakes, or disc brakes with no calipers, springs, and upper arms. This mounts onto the frame, which is separate from the floorboard.

Frame Assembly: The front and rear suspension and "X" member mounts onto the completed chassis assembly, along with the engine, exhaust system, and upper radiator hose. Curiously, there is no lower radiator hose here.

Wheel and Tire Assembly:

There are two separate sets of wheels and tires in this kit. The first is a set of whitewall tires which mount on a set of Cadillac

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Merc (contd)

(Continued from page 2)

Sombrero wheel covers, with decals depicting the Cadillac emblems. This set up is quite handsome, and looks good on the car. The second set is a set of chromed "reverse" steel wheels, mounted on black-wall "no-name" radial tires, which looks to be about a 16" wheel-tire combination. The attachment system is excellent and quite foolproof. The wheels mount onto a retainer which are set onto the brake drums (*Cadillac Sombreros*), or disc brakes (*chromed "reverse" steel wheels*) via metal wheel pins through their centers. The pins mount on the front and rear suspensions. Once the wheels and tires are mounted, the lowered stance of the chassis is quite good looking, representing an approximate 4" drop.

Interior Assembly: A 15 piece assembly consisting of a floorboard/ front inner fender unit, separate door panels, a front and rear bench seat, with a simple, yet tasteful "Roll-and-pleat upholstery pattern, pedals, a dashboard with a steering column and a '49 Mercury steering wheel, firewall with a master cylinder. Curiously, there are NO arm-rests, door handles, or window regulators for the door panels. Decals are provided for the black, or white faced gages. A detailed radiator assembly mounts on the front of the assembly. This looks good once everything is painted and installed.

Front Assembly: The headlamp unit consists of a clear lens, which mounts into a chromed headlight bucket, which represents

a sunken, frenched in headlamp unit. Be very careful here, as there is not a lot of gluing surface here. A product like "Krystal Klear" is the glue of choice for this assembly. The same goes when you mount the headlamp units into the body. A set of parking lamps mount the same way. There are three distinctive grill treatments for the modeler to choose from:

1. A modified stock '49 Mercury grille, with the center ornament removed.

2. A '54 Pontiac grille and parking lamps.

3. A Desoto grille.

There are also two bumper treatments to choose from:

1. Stock '49 Mercury bumpers, pulled in close to the body, and the over-riders removed.

2. Ribbed Desoto-style bumpers.

Rear Assembly: The builder has a few options for the rear end treatment from the kit. There are large holes in the rear fenders, to accommodate a '50 Lincoln tail-light assembly, and a recessed "frenched-in" bullet lens in the same opening. In my opinion, the opening should have been flashed over, with an opening that the modeler had to cut out, therefore there could be a greater choice of rear-tail-lamp treatments. It is not too difficult for an experienced modeler to fill those holes with a little plastic and putty, if a different tail-light treatment is desired by the builder. There are also two rear bumper treatments, which mirror the front bumper styles mentioned. The Desoto bumpers have the license plate holes "flashed over", in the event that the modeler may create a different

placement for the rear license plate.

Window Assembly: The "glass" in this kit mounts from inside of the body, which with the exception of a couple of feed tabs on the well engraved head liner need very little work. Raised edges on the front and rear windows represent the chromed or black window moldings, depending on the look the modeler is going after.

Body Assembly: The body proportions are excellent, as there is a clean body to work with, which is already nosed, decked, and de-chromed with no side moldings to sand off, and no door handles. The body slips very easily onto the completed interior/chassis assembly, with gluing areas at the rear of the chassis, and the edges of the front wheel-housings. The builder has the option of adding a set of dummy lake pipes to the lower sides of the model. There are two sets of fender skirts included in this kit, a set of replica-stock 49 Mercury items, and a set of "custom" long bubble skirts, which are shaped like a parallelogram.

Hood Assembly: The builder has a choice of two hoods, a smooth "nosed" hood, devoid of any ornamentation, and a "nosed" hood with six rows of louvers. Very well done.

Final Assembly: The modeler can finish up the kit with a set of separate windshield wipers, a "peep" mirror, which mounts to the upper left door frame, and a set of spot-lamps, which while well executed, are not shaped like the "Appleton" spotlights of the

(Continued on page 4)

Merc (contd)

(Continued from page 3)

50's and 60's. There are some excellent decals included in the kit, which consists of a set of flame decals for the sides of the car, as well as the flat and louvered hood. Also there are several sets of pinstripes in several colors and patterns, which will coordinate with most paint jobs, and several license plates to choose from. The builder can use either the flame decals, the pinstripe decals, or both. The crowning touch is a miniature trophy to go with your kit, if you do not go after the real thing.

This kit will save the builder a lot of work, if a chopped roof, and nosing and decking is desired by the builder. It is very well engineered, and will go together pretty easy. The "custom" parts are very well thought out, and while I am not in complete agreement with the included parts, and the execution of the kit, an excellent model of a '50s style '49 Custom Mer-

cury can be built straight from the box. The model "customizers" among us are having a field day with this kit, and the model aftermarket is already on board with products to further refine and personalize the build of this kit. Most if not all the "accessories" designed for the AMT '49 kit will fit this kit with little or no modification to the part. I only wish that a flathead engine with speed parts were included, and the large holes for the tail lights were left flashed over, with the builder having the option of opening up the holes. Well a flathead is out there in kit form, and most modelers can fill the tail light holes I guess.

If a "Replica Stock", or unchopped custom '49 Mercury is more to your liking, the "old" AMT '49 Mercury is still out there, which is also an excellent kit, even though the tooling is over 40 years old.

I highly recommend this kit, as Revell has done a fantastic job with this one.

by: Ron Hamilton 🚗

Merc Goodies!

Concurrent with the release of Revell's excellent custom '49 Mercury (*see Ron Hamilton's review starting on page 2*), comes news from our own **Norman Vebber** (a.k.a. *Replicas & Miniatures Company of Maryland*). Knowing how he doesn't like to toot his own horn (*so I'm doin' it for him!*), Norm has either currently available (*or in the pipeline*) the following parts to provide modelers with greater variety in an attempt to make this great kit even greater:

RH – 201 '53 Buick side trim

RH – 202 Appleton spotlights

P – 98 '61 Buick Electra hubcaps w/bullet center - **NEW**

P – 99 '53 Caddy hubcaps w/bullet center - **NEW**

P – 100 Custom 2-spoke steering wheel w/bullet center - **NEW**

P – 101 Custom 4-spoke steering wheel - **NEW**

P – 102 Custom Frenched Bullet taillight – 3-3/4" dia.- w/frenching base – 4 pieces - **NEW**

P – 103 Interior arm rests, door handles & window cranks – 2 of each - **NEW**

P – 104 Steering wheel covers – Rolled & Pleated – package of 2 - **NEW**

P – 105 "Cadillac" valve covers w/ Caddy heads – 4 pieces - **NEW**

RH – 102 Caddy Sombero hubcaps w/clear red Caddy crest

RH – 108 Caddy crests in clear red resin – 4 pieces

RH – 301 '51 Mercury dash w/

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Merc (contd)

(Continued from page 4)

clear acetate gauges, separate instrument face, 9 dash knobs

RH – 306 '53 Buick headlight bezels w/stock & custom inserts & clear lenses

RH – 901 Caddy air cleaner w/ Caddy crest in clear red resin

RH – 905 Custom dash knobs - 4 styles

RH – 907 Blue Dots for taillights in clear blue resin

P – 8 Dodge Lancer 4-Bar Spinner hubcaps

P – 35 Interior door handles, window & vent window cranks – 12 pieces

P – 41 Lincoln valve covers – 50's Style

P – 49 Custom 3-Bar Spinner hubcaps w/ ribs between bars

P – 77 '58 Caddy hubcaps w/bullet center

JA – 101 '56 Lincoln hubcaps

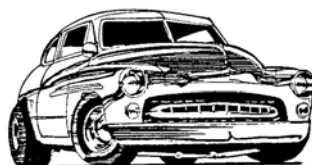
DD – 17 "Bee Hive" oil filters – package of 2

DD – 20 Stromberg Carbs – package of 8

F – 2 "Walley The Waxer" figure – to keep that Custom Merc clean!

If you see something missing that might further enhance the kit, I'm sure Norm would appreciate the info. Otherwise, keep an eye out for these goodies, and

thank Norman Veber when ya get the chance! 🍷



Like a Rock!

Chevrolet, the winningest nameplate in NASCAR, will continue its partnership with championship team Hendrick Motorsports in NASCAR competition in '08 and beyond. In 23 years ('84-'06) of competition, Hendrick Motorsports has won **six Cup Series championships, three Craftsman Truck Series**

titles and one Busch Series crown. Rick Hendrick is the only team owner in NASCAR's modern era to earn more than 150 Cup series victories and is currently at 160 Cup wins—all of them with Chevrolets. Hendrick Motorsports' win at the first "Car of Tomorrow" race at Bristol earlier this year also earned Chevy its **first Impala SS win** and the company's 600th Cup win. Chevrolet has **614 wins** in Cup competition,

more than any other. Chevy drivers have won 19 of 25 Cup races in '07 to give Chevy the lead in the manufacturers' standings. They also hold nine of the top-12 spots in the Series standings heading into Loudon. 🍷



Road Trip!

As mentioned recently, here is a listing of cars slated to appear in the **America at Speed Vintage Competition Vehicles display** at the Antique Auto Museum in Hershey, PA from June 16, 2007 to October 14th, 2007

- 🍷 1896 Chicago Motors Benton Harbor car
- 🍷 1911 EMF car
- 🍷 1926 Pontiac Hill Climb car (*First Pontiac racer*)
- 🍷 1927 Miller Front Drive #3 (*Restored Indy 500 racer*)
- 🍷 1932 Plymouth Stock car (*w/Hemi*) (*Raced early 60s*)
- 🍷 1933 Miller Champ car (*Championship car, E. Triplet raced*)
- 🍷 1934 Ford Coupe #12 Jr.
- 🍷 1947 Dreyer Sprint car
- 🍷 Jan Opperman Sprint car #77
- 🍷 Don Kimberling Champ Car (*Driven by Rich Chevy and Don K., 60s/70s*)

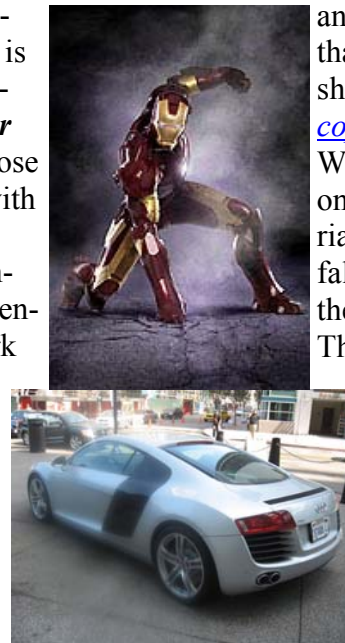
- 🍷 1963 Ford Galaxie Trans-Am car (*Dan Gurney raced*)
- 🍷 1964 Ford Fairlane Thunderbolt
- 🍷 1967 Mercury Cougar Trans-Am car (*Dan Gurney raced*)
- 🍷 1969 Boss 429 Drag car (*Al Joniec raced*)
- 🍷 1970 McLaren DB8 Can Am car
- 🍷 1977 Lightning/Offy (*Janet Guthrie raced*)
- 🍷 Front-Engined Mo-Par Dragster
- 🍷 Highland Metal Lakes car
- 🍷 Bobby Gerhart Modified car
- 🍷 Bob Sweigert Sprint car
- 🍷 1980s "Skoal Bandit" Chevrolet Monte Carlo (*Harry Gant driven, NASCAR*)

This 'n That

Condolences. Jean Rédelé, founder of *Automobiles Alpine* (*Hey, Matt!*), died on Aug. 10 at the age of 85. He was regarded as the man who effectively brought *Renault*, the winner of the *very first Grand Prix* in 1906, back into world motorsports. He began to race Renaults as a dealer in Dieppe and, in '52, established *Alpine* to build conversion kits. Three years later, he used Renault components to build the first Alpine-bodied competition cars, many of which were successful in rallying. In '64, Alpine built a Renault-engined Formula Three car and won the inaugural French national series, and subsequently entered Formula Two. Alpine's factory team won the '71 Monte Carlo Rally with Ove Andersson and, after Patrick Depailler also won that year's French F3 title, Rédelé embarked on a sports-prototype project. Finally, in '76, Renault bought Alpine outright. The Dieppe factory was closed and the engineering staff relocated to the new Renault Sport headquarters at Viry-Chatillon, near Paris, where they designed and built Renault's prototype V6 turbo F1 car. Renault then invested heavily in the sports car racing project and defeated Porsche to win the '78 Le Mans 24 Hours with Jean-Pierre Jaussaud and Didier Pironi. Rédelé retired from Renault shortly afterwards and,



since then, the Alpine brand has been used only for special Renault road cars...**Help. MAMA member Bob Ege** was a pack rat (*aren't we all, to a degree?*), in that he had the usual *collection of model car kits*, along with *several full size vehicles and parts*. His death recently has left his wife with dealing with his 'collections,' and she is ill-equipped to do so. If you are interested in helping her out by possibly purchasing either/both, contact info is available via Lyle Wil-lits...**"Iron Man, Your Car is Ready!"** For those of you who grew up with comic books, looks as though wealthy billionaire industrialist and genius inventor Tony Stark (*a.k.a. Iron Man*) has a new set of wheels—the new Audi R10 (*at least, as evidenced by the enclosed pictures*). The film will feature Morton Downey Jr. in the title role, Gwyneth Paltrow, Jeff Bridges, and Terence Howard. It is set to hit theaters on May 2nd, '08...**Woodward Cruiser Jag Cop Car.** In July '02, police officer Jessica Nagel-Wilson was killed in the line of duty. Today, her name lives on as



part of a rolling memorial put together by Sgt. Joe Roeder of the Hazel Park (*Michigan*) Auxiliary and a Jag dealership in Troy, MI. An XK gets converted into a stylish police car with donations from a

few local companies each year. Majic Graphics provides the striping and vinyl, Code Three sends the light bar and sirens, and it's all assembled by Cruisers in Brighton. Roeder put the car together for Detroit's *Woodward Dream Cruise* that *August of '02* and received a great response. On the hood of the Jag is the *MI-COPS* (*Michigan Concerns of Police Survivors*) logo. He says that if anyone does want to give, that's where donations should go (www.mi-cops.org). Nagel-Wilson's name has been on every rolling memorial, alongside those of fallen officers killed in the line of duty that year. This year, Officer Robert Kozminski of the Grand Rapids police department was killed while responding to a domestic disturbance, and his name will flank Nagel-Wilson's on the front fenders of the Jag. He will be cruising the seven-mile stretch of Woodward between the cities of Ferndale and Birmingham...**Future Car Shows in Pennsylvania!** There had been some question about the future of the series of events at the *fairgrounds at Carlisle, PA*. Well, their website now lists events through the *'09 calendar year*. **Glad to hear that...Ford Racing record at B'ville.** The *Ford Fusion Hydrogen 999* raced to a *record 207.297 mph* Aug. 15 at the Salt Flats, setting the mark as the *world's fastest fuel-cell car*. The 999 also is the world's first and

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T 'n T (contd)

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only production vehicle-based fuel cell race car. After more than one year of design and development and 10 years of hydrogen vehicle research, Ford's



fuel cell team worked through technical difficulties and the hot desert climate in a successful effort to join the 200 MPH Club of Bonneville Speed Week. The 999 land speed record vehicle was designed by Ford engineers, built by Roush in Allen Park, Michigan, and powered by a 400-kw hydrogen fuel cell. Vet B'ville racer and Ford retiree Rick Byrnes piloted the car. Ford researchers also are supporting student engineers from Ohio State University on **Buckeye Bullet 2**, a streamliner-type fuel cell-powered racer attempting to achieve **300+ mph...Hot Rod HHR?!?**

More than just a vaguely familiar face, the **HHR SS** mixes a little power and

track prowess with a dash of practicality. Lurking underhood is the same 2.0-liter, direct-injection, turbocharged four that powers the **Solstice GXP** and the **Sky Red Line**. It cranks out 260 hp at 5300 rpm (**235 hp in autoshifters**). Those who wanna be shiftless can opt for the carryover four-speed autosifter, but the new five-speed

manual (*sourced from Sweden*), rowed by a short-throw shifter, caters to enthusiasts, as does the optional limited-slip diff (*available only with the five-*

speed). GM's Performance Division paid considerable attention to the chassis. Tuned at the Nürburgring, the FE5 suspension includes stiffer coils, unique twin-tube front struts, thicker stabilizer bars, and four-wheel discs with ABS. Standard **18-inch forged-aluminum wheels** wear Michelin Pilot Sport rubber. Chevy claims a 0-to-60-mph time of 6.3 ticks and a quarter-mile in 14.8 seconds at 98.5 mph, and a top end of **150mph+ (manual trans)**. During testing, it pulled 0.85g and lapped the 'Ring in 8:43.52. A new split grille and all-new aero kit—including new bumper fascias, side skirts and a rear spoiler—is standard. Embroidered two-tone



leather sport seats brighten up the dark interior, while new instruments, including an A-pillar boost gauge—keep the driver informed. Pricing has yet to be announced. They should hit showrooms this fall...**No More 'Cruisers?'** The **'08 PT Street Cruiser Sunset Boulevard Edition** (*whatta mouthful!*) made its debut at the gritty Woodward Dream Cruise in Detroit. The **Sunset model** gets special interior trim, a sunset crystal paint job,

chrome body-side moldings and lock knobs, **16-inch chrome rims**, deep-tinted glass and Street Cruiser badges. Chrysler will build **only 500 copies** of its 11th limited-edition PT Cruiser, starting at \$16,650 for the manual and \$17,475 for the automatic...**Blue Oval Guys!** Y'er magazine is here! To quote the **Legendary Ford magazine** website (<http://legendaryfordmagazine.com/>), **"Premium. The one word that pretty much sums up what Legendary Ford is all about. Premium photography, articles, tech features, event coverage, and editorial. Put together by a dedicated group of Ford gearheads that are convinced they can turn out the greatest Ford and Mercury based magazine ever."** If you'd like to preview the magazine before subscribing, go to <http://www.supermotors.net/vehicles/articles/index-lfm.php> and prepare to be blown away. Thanks to **MAMA's Boy Howard Weinstein** for the tip...**"Made in India"?! Indian automaker Mahindra & Mahindra** plans to launch a range of **compact pickups and SUVs** in the U.S. in early '09. They plan to offer five models—a two-door pickup, two four-door pickups and two five-door SUVs, powered by four-cylinder diesels mated with a six-speed automatic trans. Prices are expected at the low end of the scale (*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!)* 🍷

NASCAR Briefs

Wow—*Toyota's* comin' on strong, with *three top-ten finishes* in the last three races—a sixth and two eighth place finishes... Meanwhile, to no one's surprise, Chevy stalwart *Joe Gibbs Racing* is goin' *Toyota* for the '08 season. Sounds as though he wants to be *Chevy's 800-pound gorilla* (not with Hendrick around, Joe!), and he feels that he will be at Toyota, even though he's a year behind the in the program... *Hall of Fame Racing* named *J.J. Yeley* to replace *Tony Raines* in its No. 96 car in '08. It was well-known the team would switch to Toyota next year, but it was thought that Raines, in his second year with the team, would remain. Yeley will lose his Joe Gibbs Racing seat next year to make room for Kyle Busch... *NASCAR, Sprint* and *AT&T* settled their lawsuit just before qualifying for Richmond's Cup race. The settlement allows RCR to carry AT&T sponsorship on its No. 31 Chevy for Jeff Burton through the '08 season. NASCAR emphasized that AT&T has to be off the car in '09... *Doug Yates* has bought *majority ownership* of *Robert Yates Racing* from his father, Robert, and will field two Ford-based Cup teams next year under "Yates Racing." David Gilliland will return in the No. 38 and *Travis Kvapil* will replace the *retiring Ricky Rudd* in the No. 88. Robert Yates, a NASCAR fixture as championship engine-builder and team owner since the '60s, will retire after this season... *Joe Lax*, crew chief on the *Bill Davis Racing Toyota* of Jeremy May-

field, has been fined \$25,000, suspended until Sept. 19 and put on probation until Dec. 31 for rules violations at California Speedway. He was caught illegally adding weight to Mayfield's car prior to qualifying. The infraction also cost Mayfield 25 driver points and team owner Gail Davis 25 owner points... *Sam Hornish Jr.* insisted he has not made a decision regarding a *move to NASCAR* in '08, although many in the Indy Car Series expect him to go. The '06 Indy 500 winner all but guaranteed a return to Indy-car racing in some form. Rumor has it that team owner Penske wants Hornish in next year's 500, no matter what... Indy 500 winner and new IndyCar Series champion *Dario Franchitti* is headed for *NASCAR*, at least that's what the signs and the behind-the-scenes sources say. Andretti Green Racing driver Franchitti and potential new boss Chip Ganassi declined to comment on rumors that started with news that Ganassi did not pick up *David Stremme's* contract option to drive the No. 40 Nextel Cup car in '08. Also, *Coors Light* will not return to the No. 40. *Canadian Club*, Franchitti's Indy-car sponsor, will take its place if the deal is done. *Coors* is rumored to be considering *Dale Earnhardt Inc.*, which is almost certainly losing *Budweiser* to driver *Kasey Kahne* at Gillett Evernham Motorsports. Franchitti will likely begin testing stock cars, which he has never driven, and racing this fall in a program that will mirror what Ganassi did with Juan Pablo Montoya last year... *Jacques Villeneuve* got his first taste of *NASCAR's Car of Tomorrow* during a

test at Kentucky Speedway. Villeneuve drove an unbranded *Bill Davis Camry* and completed 162 laps of the 1.5-mile track. His Racing car again carried No. 27, the number made famous by Villeneuve's father, *Gilles*, in F1 and used by Jacques in CART. Villeneuve previously drove a Craftsman Truck with No. 27 at Chicagoland Speedway. He also 'test drove' Talladega Superspeedway, as he prepares for his Cup debut next year. The former Indy 500, F1 and CART champ again drove a Davis-owned Toyota in preparation for an ARCA stock car debut and some Craftsman Truck Series races later this fall. He's scheduled to run the full '08 season for Bill Davis Racing. First day charts found him 60th and slowest in the morning session, and 11th in the afternoon session. He was among the fastest drivers during day two. He trailed only Paul Menard and Kyle Busch (*beating Jeff Gordon and Tony Stewart*), reaching 191.130 mph... *Edsel Ford II*, a longtime Ford Motor Co. exec and great-grandson of company founder *Henry Ford*, has been nominated to fill a vacancy on the *International Speedway Corp.* board of directors. Ford will fill the vacancy left by *Bill France*, who died in June at age 74... And, finally (!), *Sterling Marlin*, *Joe Nemechek*, and *two crew chiefs* have file *breach of contract suits* against *Ginn Racing* and *Dale Earnhardt Inc.* All four lost their jobs when the two teams merged in late July, and in separate lawsuits filed recently in Cabarrus County (NC) claim they are owed their salaries. *It never seems to end, does it?! ☺*

Trackin' The Toyotas



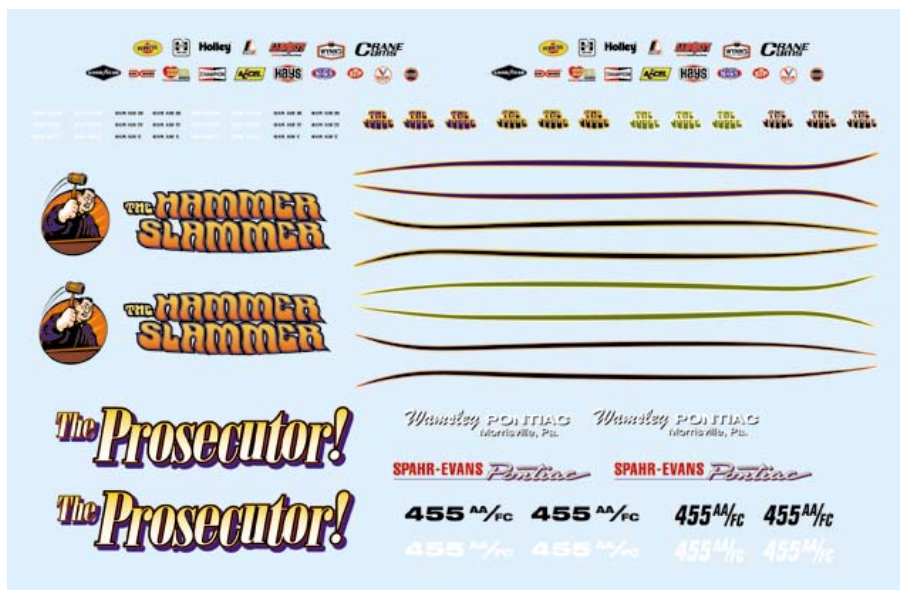
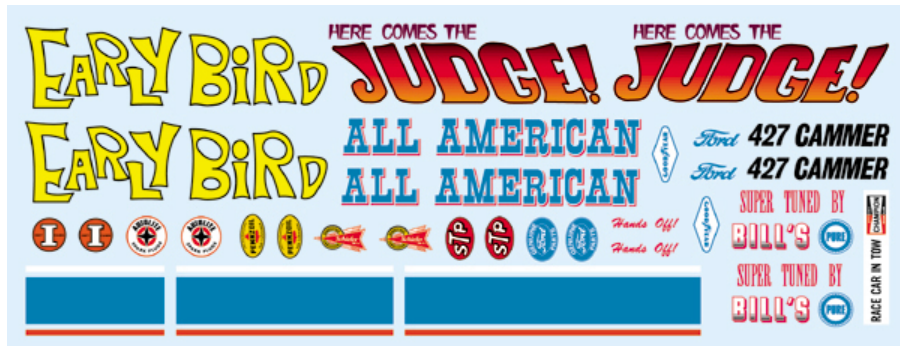
Race No.	#22 Dave Blaney		#44 Dale Jarrett		#55 Mike Waltrip		#36 Jeremy Mayfield		#00 David Reutimann		#83 Brian Vickers		#84 A.J. Almendinger	
	St.	Fin.	St.	Fin.	St.	Fin.	St.	Fin.	St.	Fin.	St.	Fin.	St.	Fin.
1	37	34	43	22	15	30	DNQ	DNQ	40	40	DNQ	DNQ	DNQ	DNQ
2	14	39	43	32	DNQ	DNQ	DNQ	DNQ	33	33	15	10	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
12	8	18	23	40	DNQ	DNQ	24	25	DNQ	DNQ	26	5	29	31
13	DNQ	DNQ	22	43	23	28	20	38	DNQ	DNQ	24	19	43	33
14	14	43	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	23	38	9	35	28	39
15	17	18	DNQ	DNQ	18	10	DNQ	DNQ	40	15	16	41	43	31
16	1	41	16	26	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ
17	1	29	DNQ	DNQ	DNQ	DNQ	29	40	17	38	DNQ	DNQ	DNQ	DNQ
18	40	23	37	27	DNQ	DNQ	DNQ	DNQ	42	26	36	30	DNQ	DNQ
19	15	40	DNQ	DNQ	28	30	20	26	21	43	DNQ	DNQ	DNQ	DNQ
20	27	9	DNQ	DNQ	43	30	DNQ	DNQ	34	38	25	21	DNQ	DNQ
21	19	20	40	42	39	38	43	31	31	41	28	29	DNQ	DNQ
22	35	6	29	37	30	38	27	42	25	41	41	36	DNQ	DNQ
23	17		DNQ	DNQ	11	40	DNQ	DNQ	12	23	18	8	DNQ	DNQ
24	5	31	33	34	16	23	31	37	DNQ	DNQ	DNQ	DNQ	43	35
25	30	38	DNQ	DNQ	25	42	27	36	28	32	17	8	18	18
26	29	34	32	31	DNQ	DNQ	DNQ	DNQ	24	13	28	24	27	23

Thankfully, even tho AMT/ERTL is no longer putting' plastic on the street, Dave Burket is! ***Model King*** has announced a '67 ***Charger AWB funny car*** (formerly known as the "Color Me Gone" Charger!), a '64 ***Ford Stock Galaxie*** (box art shown), '64 ***Ford Super Stocker race car***, and finally, the ***Revell Tom McEwen fuel dragster from the 70s!***

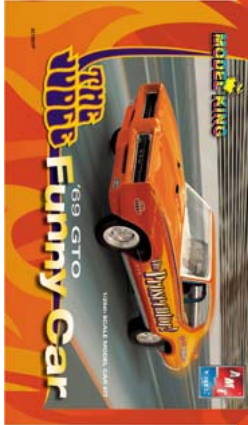
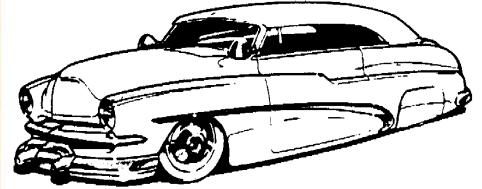
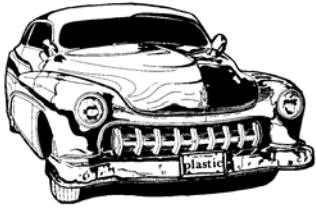
The '69 *GTO funny car* box art and decals are included here for your enjoyment. They managed to include the stripes and logos in all four colors, as well as a reproduction of the sheet from the "*Here Comes the Judge!*" '57 *T-Bird drag car kit*.

The Camaro funny car (formerly known as the "Funny Hugger") is shipping in a few weeks.

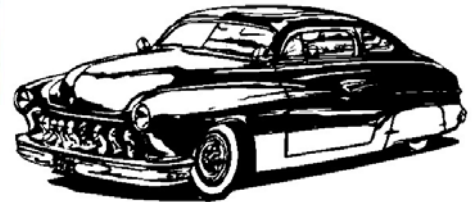
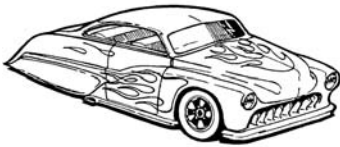
The hits just never stop (*let's all hope they don't!*)—**thanks, Dave!** These special kits are expected to continue, with a few more surprises on the way! 🎁



Previews of Coming Attractions (contd)!



(Ed. Note: Get it—"Gas, tires, and," Oh, never mind!)



"Blast From the Past!"

'49 MERCURY

2 Dr. Club Coupe

3 in 1 CUSTOMIZING KIT

STOCK CUSTOM COMPETITION

1/25 SCALE

BUILD IT STOCK

★ TRUNK LID OPENS

★ STEERABLE WHEELS

BUILD A COMPETITION WITH CHRYSLER RACER INSPIRATION REVEAL

CHRYSLER RACER

am

Model Buffet

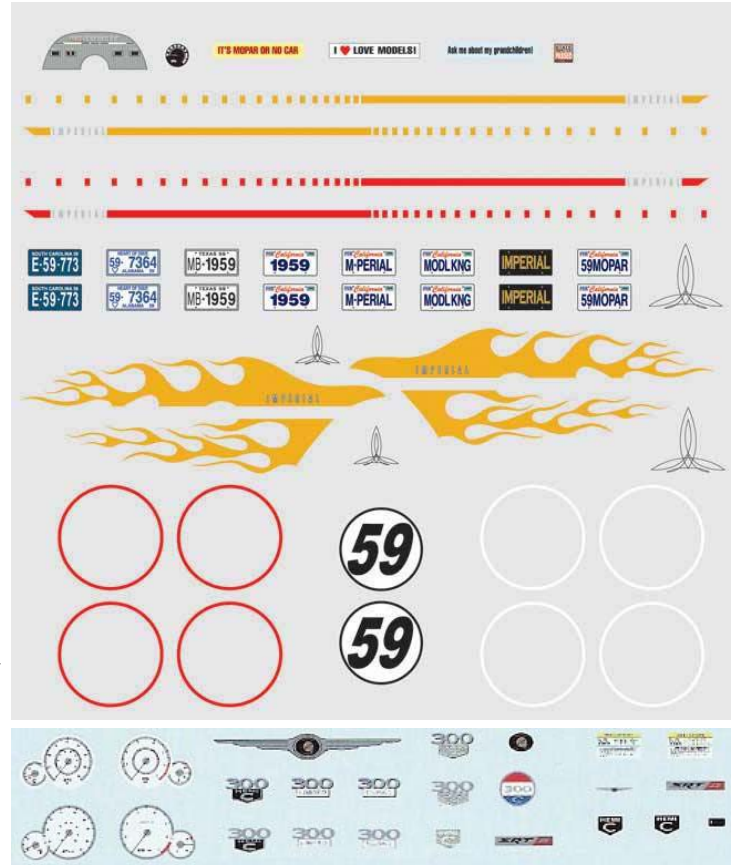
This month we're gonna take a peek back on one company (*individual*) we've already covered, and one new one.

Meanwhile, **Keith Marks** (mofobow@hotmail.com) is at it again. This time, he's workin' on **decals** for the '05 300-C and '06 **Magnum**. It is reported to be a combo set, and Keith spec'ed 'em out using the **AMT '05 Chrysler 300-C 'Rides Magazine'** kit and the **Revell '06 Dodge Magnum SRT8** kit. What is depicted here is for the 300 C. Nothing specific for the Magnum is currently depicted, as it will borrow from the '06 Charger SRT8 decal set, and only need a few additional emblems to complete it. E-mail Keith for price and ordering instructions.

I found **Scale Modeling by Chris** (<http://www.scalemodelingbychris.com/>) through the now-defunct HHMB. This site appears to be a hobby shop of sorts, and has a great selection of goodies. Everything from **diorama accessories**, **decals**, **resin accessories**, and even kits are in their inventory.

Witness the enclosed Mustang II model. To quote their website: Although this may seem to be another

"Firefighter" model, it isn't. We have been working on this puppy for 6 months, it is a complete re-master of the Mustang II. We of course started with the AMT kit but redid everything. It has reshaped body, lengthened hood, re-tubbed, huge slicks, complete new 351 Cleveland motor, a pro stock tube chassis, lenco trans, on, and on! There were 23 molds total of new parts we made. The only thing we left untouched was the taillights and grille! This is the first pour of the kit and I couldn't wait to get it in my hands, so here's how it turned out."



Additionally, he lists a **Monza Pro Stock** kit, '72 **Torino GT and Ranchero**, '55 **Chevy AWB sedan and Nomad**, '67 **Mustang GT coupe**, '62 **Galaxy**, a neat **Continental Mark III funny car**, **Challenger funny car** (as well as "Chi-Town Hustler" decals), as well as some **Henry J, Anglia**,

(Continued on page 13)





- **Sept. 22nd—SVASMcon 23**, sponsored by the Shenango Valley Area Scale Modelers, from 9 a.m. to 5 p.m., at the Church of the Good Shepherd, 3613 Sharon Road (PA Rt. 18), West Middlesex, PA. Info: www.angelfire.com/wizard/svasm/index.html, or e-mail Dennis DeMartinis at chevykid7@verizon.net.
- **Oct. 3rd to 7th—Fall Carlisle** at the fairgrounds.
- **Oct. 5th & 6th—Fall Carlisle Collector Car Auction** at the fairgrounds.
- **Oct. 13th—7th Annual UPC Classic Car, Truck, & Motorcycle show** (with proceeds benefitting the United Way) at the UPS facility, 14841 Sweitzer Ln., Laurel, MD, from

10 a.m. to 5 p.m. “Pinks” race car exhibit, live bands all day, dyno, vendors, kids’ stuff, carnival games, magic show, & food (rain date 10/14).

- **Oct. 14th—Second Annual East Coast Regional Nostalgia Drags & Car Show**, at Capitol Raceway, in Crofton, MD. Info: www.capitolraceway.com.
- **Nov. 4th—5th Annual Show Before Snow** at the Townmall

of Westminster, sponsored by the Mid-Maryland Ford club.

Info: www.mid-mdfordclub.com.

- **Nov. 10th—LIARS Show**, at the Freeport Recreation Center, 130 E. Merrick Rd., Freeport, NY 11520. **Special Theme—Nostalgia Drag Racing.** Info: members.aol.com/liarscc, e-mail Rich Argus at R.ARGUS@juno.com. 🍷

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, D1 Drifting, you name it!). E-mail me at gtoGuy@verizon.net. **Tanks!** 🍷

Oh, and by the way, the club’s ‘**Raffle Kitty**’ is severely depleted, and could use some generous donations. **Thanks, y’all!** 🍷

Model Buffet

and Willys gasser goodies.

“But wait, there’s more!”

Listed decals include **Falcons (2)**, **Willys (5)**, **Anglia (1)**, **‘55 AWB Chevies (2)**, **‘63 AWB Chevy II (1)**, **‘70 Mustang (1)**, **“Gene Snow” Dart**, **AMT’s “Novacaine” Nova funny car**, **“Flying Dutchman” Charger funny car**, **‘62 Brannan Galax-**

ies. Heck, he even lists yellow and white Goodyear tire lettering! Decal pricing seems to range anywhere from **\$6.25** on up to **\$9.25**, with a few exception possible.

If you are really into dioramas or drag racing (how ‘bout a *starting line Christmas tree?*), you might wanna check this site out. I know I’m gonna have to go back there!

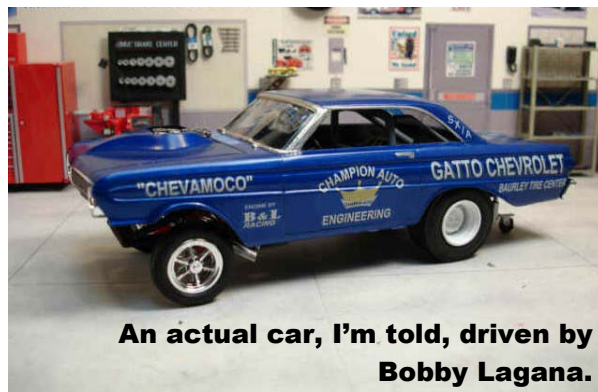
No word on shipping and handling charges, although you can sign up for an electronic newsletter.

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 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! 🍷



Decals available

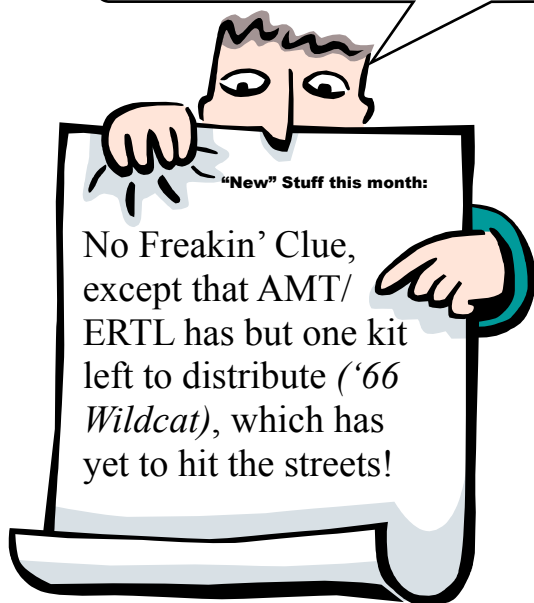


An actual car, I’m told, driven by Bobby Lagana.

Chapter Contact:

Timothy Sickie
15905 Ark Court
Bowie, Maryland 20716
Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMA's BoyZ do it in scale!



"New" Stuff this month:

No Freakin' Clue,
except that AMT/
ERTL has but one kit
left to distribute ('66
Wildcat), which has
yet to hit the streets!

Websites

Carlisle Events:

<http://www.carlisleevents.com>

East Coast Indoor Nationals

(Timonium, MD):

www.eastcoastindoornats.com

Maple Grove Raceway: [http://](http://www.maplegroveraceway.com/)

www.maplegroveraceway.com/

Maryland Chevelle club: [http://](http://www.chevelles.netmcc/mcc.htm)

www.chevelles.netmcc/mcc.htm

Maryland Intl Raceway:

<http://www.mirdrag.com/>

Old Toyland Shows: [http://](http://www.oldtoylandshows.com/)

www.oldtoylandshows.com/

York US30 Muscledar Madness:

www.yorkus30.com 🚗



Classified

WANTED: I'm gonna do the equivalent of throwing chum into shark-infested waters, if you'll pardon the analogy. I am looking to purchase mint, unbuilt GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops. I also 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*. Also want 5-spoke & Minilite-style wheels, in both 1/32nd and 1/24th and/or 1/25th scales, Revell 1/32nd scale '70 Trans Am kits, '84-'87 MPC Fieros,

and '70 -'81 Firebird Formulas and T/As, and Polar Lights funny cars, old empty *Pontiac kit boxes*. Would also like to buy or borrow *old AMT/MPC/Monogram/Revell model car catalogs*. Contact Tim Sickie at gtoguy@verizon.net, or see me at a meeting.

FOR SALE/TRADE:

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

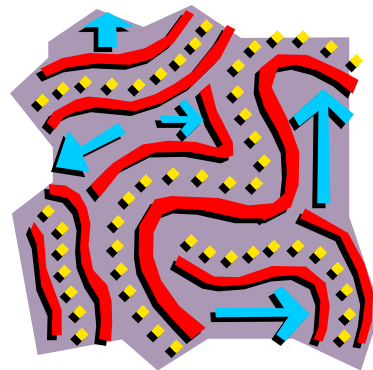
Got an ad? E-mail me, and we'll see if we can fit it in! 📧

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

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. 📍

Club Contact Info

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Vice President: Tim Powers
partsbox@verizon.net

Treasurer: Matt Guilfoyle
blackbuick1941@yahoo.com
Newsletter Editor: Tim Sickie
gtoguy@verizon.net