



# MAMA SEZ!

Volume 21, Issue 2

October, 2007



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

NNL East News!	1
'70 Buick Wildcat	2
'71 Thunderbird	2
Retro Corner	3
Merc Stuff	5
Condolences	5
T 'n T	6
Toyota Trackin'	8
NASCAR Briefs	9
Model Buffet	10
Coming Attractions	11
NNL East!	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.** 📞

## Time to Man the Shops!

Well, looks like I missed out on another excellent cake as a result of bein' MIA for last month's meeting! Kudos must go out to **Dawn and Tim Powers**—looks as though they outdid themselves!! *I heard it was a little 'Flat' though!* Hope you guys didn't party too hard last month!

Since I was MIA, I can only assume that **club Prez Lyle Willits** seat piping *seminar* was

*a big hit. Right, Lyle?*

**MAMA's Boy Ron Hamilton** takes a look at reissues of the venerable ERTL '71 *T-Bird* and '70 *Buick* kits this month, while MAMA's Boy **Pat Crittenden** compares the recent **ERTL '77 Blackbird** reissue with the original version. Thanks guys! Be sure

and check out the 'Coming Releases' page inside.

The raffle numbers and donors were unavailable due to my absence. 📞



## Important NNL East News!!

An important announcement to All Our Modeling Friends:

"Last year we were faced with the challenge of losing our show hall after 17 years at the Parsippany PAL. The hall management decided to no longer rent the gym for shows. We saw this as an opportunity since we outgrew the Parsippany building a long time

ago.

It was a long and tedious search for a new place to hold NNL East. We won't kid you, there were times that we came very close to announcing the end of the show. We investigated no less than 35 venues, finding many to be too small and others to be way beyond our budget. We came close to signing a contract with a

new venue, only to have them increase costs significantly at the end. Once we ran out of places, we started over the same list again. We revisited the Wayne, New Jersey PAL Building, which we remembered as a building smaller than Parsippany. Could we make this work? We were delighted

(Continued on page 13)

MAMA Sez is the official monthly publication of the Maryland Automotive Modelers Association. All rights reserved. Articles as attributed by author and source, and may be reprinted with proper credit given. Opinions expressed are those of nobody of any importance. Any correspondence or contributions should be sent to: Timothy Sickie, 15905 Ark Court, Bowie, Maryland 20716.

## Model King '71 T-Bird / '70 Wildcat Duo

[1971 Thunderbird AMT-ERTL/Model King 099-21777P 1/25th scale reissue, 67 pieces plus decals; 1970 Buick Wildcat AMT-ERTL/Model King 099-21778P 1/25th scale reissue, 29 pieces plus decals]

Well, Dave Burkett (*Model King*) has been in AMT/ERTL's vast un-marketed old kit vault again, and has come up with a couple of winners in the 1970 Buick Wildcat and 1971 Thunderbird kits, neither of which ironically has been marketed by the company since they were originally offered. Granted, the Wildcat and T-Bird, while interesting cars, were not big volume sellers in the one-to-one world, nor in the modeling world. Originally, when Ford did a facelift on the T-Bird in 1970, AMT was under contract to do the promotional models for the company, and there was no full detailed annual kit of the car, but an unassembled promo in the "*Motor City Stocker*" series of unassembled promos in kit form, molded in white styrene. The kits in this series were:

- 1970 Ford T-Bird 2-door hard-

top

- 1970 Ford Torino Cobra Fast-back
- 1970 Ford LTD 4-door hardtop
- 1970 Chevrolet Chevelle SS396 2-door hardtop
- 1970 Chevrolet Monte Carlo 2-door hardtop
- 1970 Buick Wildcat 2-door hardtop

Sadly, this series was not too successful, as it did not come back the following year. The reason may have been that rivals MPC and Jo-Han were doing a lot of the promos for the 'Big Three' at that time, and it seems that AMT was shut out of a lot of the promo business. However, a few of the kits in the series were updated for the '71 model year as annuals with scale engines. These kits were:

- 1970 Ford T-Bird 2-door hardtop
- 1970 Ford Torino Cobra Fast-back

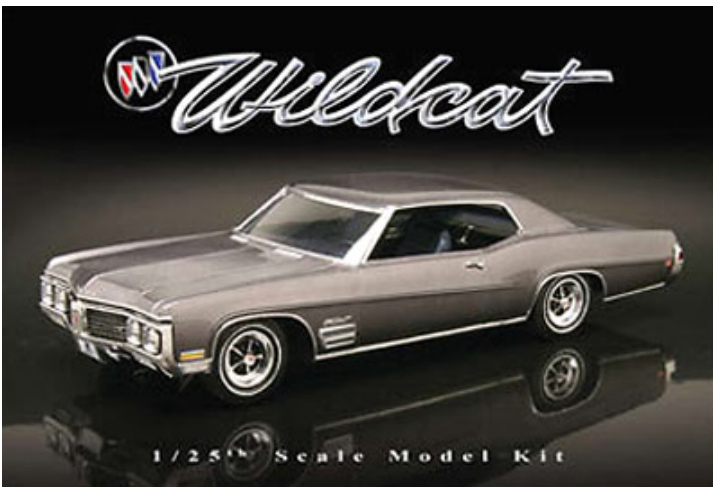
The 1970 LTD 4-door hardtop was modified into a 1970 Ford Galaxie 500 Sedan police car kit, and the 1970 Chevelle SS396 2-door hardtop and the 1970 Chevrolet Monte Carlo 2-door hardtop kits

were also marketed as full detail 3-in-1 annual kits by AMT, and returned unchanged in 1971. Only the 1970 Buick Wildcat 2-door

hardtop did not immediately return in kit form, as the car was redesigned and re-named for the 1971 model year, and there was neither a kit, nor a promo marketed for the car. Neither has the 1971 T-Bird been marketed as a kit from AMT since 1971. If you were a fan of either one of these cars, and wanted a kit of one, you had to go to the secondary market for an old built-up of questionable condition, a re-pop resin kit of questionable quality, or an unbuilt kit for unquestionable money. However, recently, again through the efforts of Model King, a kit of the 1970 Wildcat is back on the shelves, along with the 1971 T-Bird, at a somewhat reasonable price.

Now AMT/ERTL could have marketed these kits themselves, but as a modeler, I'm glad they didn't. Even though the selling price of such a kit directly from AMT/ERTL might have been a few dollars cheaper, the value would have not been there for me. Model King, in their marketing of these "Orphaned" kits from the manufacturers have done a few things right. First of all, they had the tooling cleaned up, and restored to it's original configuration. The kits are molded in clean, white styrene plastic, which is preferred by serious modelers. There are *stunning decals* by *Sean Svendsen*, which are excellently thought out, designed and executed. And then there's the packaging. In the case of these two kits, the boxes are sturdy, the

(Continued on page 4)



# RETRO-CORNER

*Hey, gang!* Back again with another edition of "Retro Corner."

RIP

AMT?!



Is it **REALLY** true? Are we saying Goodbye to a modeling icon many of us have known for decades?! This is a scenario I never thought would happen. As I said before, I was a Revell kid growing up, but with some of the reissues that Model King and AMT had done in the past 3 years, it's been a whole new world. Alas, that seems to be coming to an end. With the announcement of the end of the AMT line, there went any chance for more of those reissues. I personally could not even begin to afford the prices of some of those subjects in their original form. But it all goes deeper than that. All around me I keep hearing **"The hobby is dying!"** Well, with the advent of cell phones, CD players, MP3s, computers and so on, it's getting hard not to face reality. My hobby may be dying, but I can tell you this much, I'm not going down without a **FIGHT!**

Revell recently issued a new Cadillac and Charger (*with working scissor doors no less!*) aimed at the younger crowd. But will they too suffer the same fate as AMT? Even with all the tuners (*some of them reissues of Japanese kits themselves*), this was not enough to save a dying ship. Now

with both the muscle machines

"ball and chain" and many of the molds being in China, who knows what will happen next. One can only hope Model King (*and hopefully more like him*) can keep the ship afloat for us "old timers."

[MPC's '77 "Blackbird"

Pontiac T/A, original vs. reissue]

This month we'll be looking at the differences (*and there are quite a few!*) between recently reissued **Pontiac "BlackBird" Trans Am** by MPC/AMT and it's original issue.

**Engine/engine bay:** two small (*but noticeable*) differences are the placement of both the oil breather on the valve cover and placement of the battery. While both of these differences are small (*to some*), they make me wonder why they are there at all. But wait folks, it gets better!

**Wheels/tires:** differences also exist here as well. One being that the original plating is dark copper colored, while the reissue is more of a light gold. The other is that while the original tires have that nasty rubber "spoke" center, the reissues' are removed. Onward!

**Chassis:** this is where things get "weird." It would seem that the reissues' chassis pan is a re-tooled version of the original while the original has a flat nose and mounting holes for the core support. The reissues' nose is pointed and has mounting slots for the core support. There are also two "buttons" on the original's rear wheelwells that are MIA on the reissue (?).

**Interior:** from the dash to the



package tray, these are two totally different animals. Other than the basic dash, both are from different molds. My first clue, you say (*LOL*)?

**Windshield:**

yes, even the glass is different in these two kits. The original's is the old "dual rib" design from the 60s and the reissues' is a single rib centered between the front and back windows, running fore and aft.

**Body:** this is where all is finally revealed. The original has it's nose molded to the body and the reissue does not. The original's cowl area is a flat plank of plastic with two mounting holes for the hood. The reissue has a rather nicely detailed cowl intake area with no holes for hood mounts. The original's center T top rib is 5/16" wide, while the reissues' is 21/32" wide. The original's T-top panels are molded and the reissues are not. This brings us to the "last clue" in this mystery. These are two **VERY** different entities. I think by now you get the idea that this reissue is no where near that at all. The decals for the hood birds are completely different, and the instructions are even formatted differently. Over all, this was a nice gesture to reissue an "old Fav," but this particular subject definitely falls short of it's predecessor. I haven't really looked at any of the other MPC/AMT reissues but can only hope they haven't suffered a similar fate. More later. Until next time,

**Pat**



## Duo (contd)

(Continued from page 2)

kit parts inside are bagged, and the bodies are reinforced. Speaking of the boxes, Model King has again relied on the talents of **Sean Svendsen** to design the box art, which features excellent, tasteful built up models in attractive colors, by excellent modelers, such as **Tom Miller** (a.k.a. *Blue Moose*, on the *Hobby Heaven* message board) on the T-Bird, and **Sean Svendsen**, **Steve Goldman**, and **David Coppolino** in the case of the Wildcat. What you see is what you get in the box, with good painting techniques, and use of self adhesive foil for the chrome trim. That's the '**Model King Difference.**'

Now no review is complete without dealing with what's in the box. In the case of both kits, are the original, simple 70s style kits, complete with screw on chassis with molded in details, wire axles, simple, well engraved interiors with a minimum of parts, and well executed bodies. Remember, these are promo based kits for the most part, both including engine plates for the chassis, and the option of gluing the hood shut on the '71 T-Bird to build a true curbside model.

The '70 Wildcat has a fixed hood, and no engine or underhood detail, while the T-Bird has an rendition of Ford's big block V8, a firewall, and radiator detail, which is sparse at best. Even though these old, simple kits, and much underhood detail is not expected, a glaring omission is present in the T-Bird kit. The trans-

mission represented in the kit is a **M-A-N-U-A-L**, not the C-6 automatic transmission, which has been the only transmission available from the factory in every Ford T-Bird from the '67 to the '71 model year, and every AMT kit of the car has had a manual transmission in the kit. Funny, the engine plate represents an automatic transmission.

The chassis plates in both kits are simple, and well engraved, with wire axles serving as wheel attachments through holes in the chassis. Neither car has poseable steering, nor any brake or suspension detail, but at least the T-Bird shows a separated exhaust system and half a rear axle, because the T-Bird has an optional side exhaust system as part of its custom version. The Buick's rolling stock includes a rendition of Buick's beautiful chrome road wheels, while the T-Bird includes a set of the standard T-Bird wheelcovers, as well as a set of 5-spoke aluminum wheels. Neither kit has any brake detail, and both kits include the old AMT Goodyear Polyglas vinyl tires, with no whitewall detail. **Replicas and Miniatures Co of MD**, **The Modelhaus**, or a well stocked modeler's parts box should yield an acceptable set of whitewall tires if the modeler does not have the ability, nor desire to add the white stripes to the kit's tires.

The interiors in both cars are tub style, with separate 3-piece bucket seat/console assemblies, a separate steering wheel/column, and dashboard. All of which are well engraved, and Model King included **excellent decal detail** for



the gauges and instrument panel bezels.

Both kits have well engraved bodies, which represent the subject matter very well. The Wildcat is meant to be built as a Replica Stock Model out of the box, while the T-Bird can also be built as a Replica Stock, as well as an optional Custom version, consisting of hide-a-way headlamp covers, a rear window closeout panel, and the aforementioned aluminum wheels and side pipes. The decal sheets include the scripts and emblems for both cars, as well as several well done license plates. In the case of the Wildcat, the factory fender pin striping is included in both black and white, and some NASCAR numerals and "Ford" blue ovals in various sizes are included with the T-Bird. Also some interesting custom pinstripes, sponsor decals and graphics for a "Low Rider" version for either car is included on the decal sheets.

All and all, I am happy that Model King has seen fit to market these kits, as I have bought several in this series, and am looking to purchase more. Thank you, Dave Burket for bringing the kits back to the market, and Sean Svendsen for the beautiful decals and box art.

by: Ron Hamilton 🍷

## Merc Stuff!

*[For those of you that missed last month's newsletter, thought I'd leave this item in for a repeat engagement]*

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 Veber** (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 Sombrero hubcaps w/clear red Caddy crest

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

RH – 301 '51 Mercury dash w/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 enhance the kit, I'm sure Norm would appreciate the info. Otherwise, keep an eye out for these goodies, and thank Norman Veber when you see him! 🚗

## Condolences

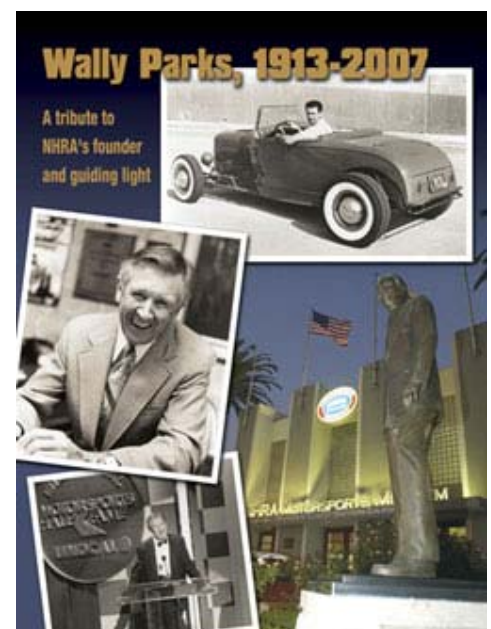
**Wally Parks**, the hot-rodder and entrepreneur who curbed drag racing on city streets by steering drivers onto legal racing strips and founded the **National Hot Rod Assn.**, died on Sept. 29th at St. Joseph Hospital in Burbank, the NHRA announced, without specifying the cause of death. He was 94. Go to the NHRA website (<http://www.nhra.com/wally/>) for a tribute to the man.

While still in the NHRA arena, **Connie Swingle**, 72, one of the true pioneers of drag racing

passed away recently, peacefully in his home in Oklahoma City, Oklahoma, the city of his birth. Connie had health problems for the last ten years and finally succumbed to Cancer.

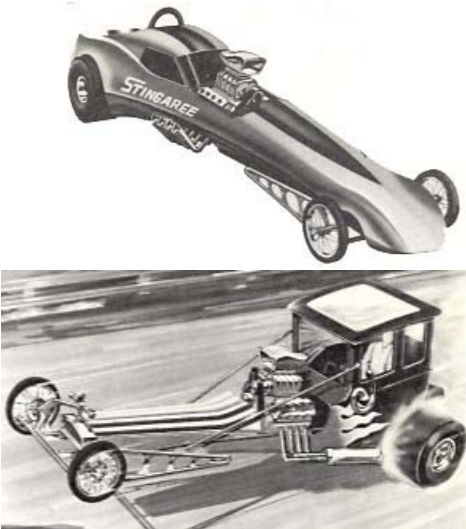
Scottish authorities confirmed that rally legend **Colin McRae** and his son were among four killed in a helicopter crash near his home just after 4 p.m. on Saturday, Sept. 15th. McRae, who won the '95 World Rally Championship in a Subaru, was the pilot of the Squirrel helicopter when it crashed and burst into flames within sight of his family home. There were no survivors.

**Godspeed—you'll be missed!** 🚗



## This 'n That

**New Stuff!** Looks like the gang from *Retro Hobby* (they were responsible for the trike re-release, IIRC) will have more limited releases coming our way. The *Stingaree!* and *Infini-T!* were originally released in 1971 and will be available before the end of the year ('71 catalog pics shown, but the kits will sport the original full-color artwork)...



**Dynamic Duo to Return?** No, I'm not talkin' about *Batman* and *Robin*. I'm referring to *KITT* and *David Hasselhof*. Yup, that's right, what's old is new again! *Knight Rider* may be coming back due to the apparent success of the "*Transformers*" movie in theaters!! NBC will test the waters with a two-hour movie/pilot set to air later this season. If decent ratings result, a series will go into production for an '08-'09 debut. The *Transformers* success may also prompt NBC to introduce potentially '*evil*' cars to do battle with *Hasselhof & KITT*, the real star of the show. The original show aired from 1982 to 1986...

**Diecast Madness!** The guys at *Danbury Mint* are conspiring to keep scale car collectors broke. Why do I say this? Read on for some of their latest announcements: a '**32 Caddy V-16 Roadster**, w/a center-hinged hood to reveal the 452 cu. in. V-16 engine, and the option of top up or top down viewing. Limited to only 5,000 pieces, it costs \$140 plus \$7.80 shipping & service (payable in four monthly installments of \$36.95); a '**33 Ford Deluxe Coupe** in Coach Maroon, selling for \$120 plus \$7.80 shipping & service (payable in four monthly installments of \$31.95); a '**65 Thunderbolt-style A/FX Mustang**, sportin' a **427 SOHC motor**, selling for \$120 plus \$7.80 shipping & service (payable in four monthly installments of \$31.95); a '69 Bright Orange **Six-Pack Superbee**, selling for \$120 plus \$7.80 shipping & service (payable in four monthly installments of \$31.95); and finally, saving the best for last, "**The tire-smoking, intersection-jumping, curb-hopping star of the most famous chase scene in movie history**," the '**68 "Bullitt" Mustang** (can the bad guys Charger be very far behind?!), selling for \$140 plus \$7.80 shipping & service (payable in four monthly installments of \$36.95). As is the case on all D.M.'s cars, doors, hood, trunk and suspension are operable, as well as steering via the steering wheel. Interested? You can reach 'em Monday through Friday, from 9 a.m. to 5 p.m. (Eastern time) at 1-800-822-6133, or online at [www.danburymint.com](http://www.danburymint.com)... "**Just Say No!**" That's exactly what the Concord, NC city council did

recently to *Lowe's Motor Speedway* owner **Bruton Smith** and his plan to add a **drag strip** at the site. They were worried about noise and property value concerns of nearby residents. Bruton's response? He was ready to "**Close down his track and open another one somewhere else**" (sounds like the spoiled kid who wants to take his ball and go home after he's not picked, eh?). **Poor baby—get over it... The Judge Makes a Cameo Appearance?** I wuz channel surfing on a Wednesday evening recently, when I came across an *Atoll Blue '70 Judge hardtop* on the *Bionic Woman*! Sadly, Jamie Somers brain wasn't as bionic as the rest of her, because she referred to it as a '**72 GTO**. Oh well, car people can forgive her mistake. Heck, the car is probably older than she is... **Porthole Proliferation?!** What's up with the 'Porthole' craze lately? You know, those **fake Buick-style portholes**? I've seen 'em on everything from Chevy HHR trucks to, well, Buicks! Guess you'd call it "**Buick Envy**," eh Matt?... **Classics vs. Junkers?!** Apparently, Virginia has just tightened its licensing for classic vehicles. Seems as though many people were patying the **\$10 fee** for an antique plate to put a **rusty junker at least 25 years old** on the road. Under the new law, junkers are excluded from the antique category. Apparently, people were avoiding the property taxes, annual inspections, and standard license plate fees by doing so. Gotcha, you VA scofflaws... **Carlisle Carnage?!** At least **six**

(Continued on page 7)



## T 'n T (contd)

(Continued from page 6)

**vehicles** were damaged on Saturday morning at the **Fall Carlisle** collector car swap meet



when a truck and trailer lost control and slid down an incline. Despite large crowds, witnesses say that no one was injured. It happened Saturday morning in the car corral area. Apparently, a truck pulling a trailer was driving down a relatively steep incline when the truck apparently lost traction and began to slide down the path. As it slid down the hill, the truck struck several vehicles, and pushed several cars into each other, including a '63 Buick LeSabre, a '38 Chevy street rod, a '96 Cadillac Eldorado convertible, and a Mazda RX7 that were all parked in the car corral. A late-model Chevy truck with a bed mounted camper and a Dodge van parked in an adjacent swap meet space were also damaged. Organizers quickly secured the area and began working with car owners and the driver of the truck and trailer to ensure that the situation was properly handled (*probably so nobody got killed!!*)... *Trouble at the Mustang Ranch?* Looks like **Unique Performance**, the Texas

company producing a host of classic and modern musclecars with **Carroll Shelby** and **Chip Foose** badges, is in trouble. A year ago, things looked golden for Unique. There was a mini assembly line at company headquarters cranking out a number of classic musclecars at what looked like a good clip. But since then things have gone south. On Oct. 5th Shelby's licensing branch announced it has taken steps to sever the relationship with Unique Performance after numerous complaints and several lawsuits filed by customers who had paid money for "**Continuation**" **Shelby GT-350SRs** and **GT-500Es** (*Eleanors*) but not received cars. Those cars are refurbished original models brought up to more modern standards of safety and performance. Prices range from **\$100,000** to **\$200,000**. But Shelby customers weren't the only ones. Unique Performance also produced **refurbished '69 Camaros** and **'70 Challengers** designed by **Chip**



**Foose** and sold under the Foose name. Unique Performance also produced the **Foose Stallion**, a Foose-designed tuner based on the **'07 Mustang**, through a network of Ford dealers across the country. Stallions were manufactured at another Texas company called Unique Performance Concepts, a partnership between Unique Performance and a Ft. Worth company called Tecstar. It's possible that Tecstar could continue to

make Foose Stallions without Unique Performance. The **Foose Hemisfear** will continue production uninterrupted, since it is manufactured by MetalCrafters in Southern California... **Feelin' Good Vibes?** **Pontiac's Vibe** will get an update for the '09 model year. It will be in showrooms early next year. Here is a preview look at the **'09 Vibe GT-**



the real deal rolls out at the LA auto show in mid November. Along with the return of the GT trim, Pontiac says all-wheel drive will rejoin the options list... **Challenger Uncovered?!** Here's a spy photo from an AutoWeek reader of the **'08 Dodge Challenger**. It was spotted Oct. 9th on northbound I-15 in California. Dodge plans a world intro of the car at the '08 Chicago auto show. Dodge's top model in its return to the musclecar wars will be powered by a 6.1-liter, 425-hp V8, but look for less expensive V6 and V8 models too. It arrives none too soon, as Chevy returns in early '09 with an all-new rear-drive **'10 Camaro** (*late to the party, as usual!*) (*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!*) 🍌

# 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	<b>1</b>	41	16	26	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ
17	<b>1</b>	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	<b>9</b>	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	<b>6</b>	29	37	30	38	27	42	25	41	41	36	DNQ	DNQ
23	17		DNQ	DNQ	11	40	DNQ	DNQ	12	23	18	<b>8</b>	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	<b>8</b>	18	18
26	29	34	32	31	DNQ	DNQ	DNQ	DNQ	24	13	28	24	27	23



## Trackin' The Toyotas (contd)

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.
27	10	35	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	20	26	42	43	39	33
28	DNQ	DNQ	19	41	43	15	DNQ	DNQ	13	18	23	16	DNQ	DNQ
29	43	15	13	26	11	30	26	22	25	31	DNQ	DNQ	DNQ	DNQ
30	2	3	43	41	1	25	DNQ	DNQ	DNQ	DNQ	3	39	DNQ	DNQ
31	34	6	DNQ	DNQ	19	10	38	39	20	29	DNQ	DNQ	30	15

## NASCAR Briefs

*Talladega*, of all places, was a great showing for the *fledgling Toyota* teams. They managed to fill *half* of the *top ten spots*, including the *top three*! *Mikey*, of all people, qualified on point, with *Blaney second*, and *Vickers third*. *Jaques Villeneuve* qualified the *UNICEF Racing Toyota* for Bill Davis in sixth (*but dropped to dead last to quell any 'Rookie' jitters voiced by several 'crybabies,' in particular, one Jeff Gordon*), finishing 21st. Finally, *David Reutimann* nabbed fifth. And, as you can see, *Dave Blaney*

gave Toyota their *best finish to date, third. Waytogo Dave, in the Toyota 'Tractor car!'*...*Dale Jarrett* is contemplating running *just six races* next year before *getting out* after *23 seasons*. He has been mulling over his future for several months, and said at Talladega that an announcement is forthcoming. Wonder if his first season with Toyota had anything to do with his decision?...*Nationwide Insurance* has signed on in a seven-year deal to become the title sponsor of what was formerly known as the *Busch series*, beginning in '08. They will replace *Anheuser-Busch*, which has been the title sponsor for *26 years*. It will now be known as the *Nationwide Series*...*Mike Baumgardner*, *Kyle Busch's* Busch series crew chief, was *fined \$10,000* for an infraction at Kansas.



After the race, NASCAR discovered an unapproved intake manifold...*Scott Riggs* was hired to drive for *Haas CNC Racing*, in a car to be determined later. He will replace *Jeff Green* in the number 66, or *Johnny Sauter* in the number 70...*Dale Jr.* has announced his sponsors with the Hendrick organization—*National Guard* and *Mountain Dew*. Here I'm thinking of the old D.W. and Rusty Wallace green and white 'Dew' cars, thinking I may build a newer Cup car, but after seeing the car, decided against it. Why? *'Cause it's oogly!* Meanwhile, *Casey Kahne* will run the *Budweiser Dodge* next year. 🍺



# Model Buffet

**Keith Marks** ([mofobow@hotmail.com](mailto:mofobow@hotmail.com)) appears to eat, drink, and sleep models. He is working on few items for the '64 Impala. (*the complete decal sheet will include both the 63 and 64 Impala*). The kit is for the Impala SS but will include detail for both cars. He has also worked on some drawings for the '56 and '57 Fairlane set, as well as the Ford GTX-1, as shown here. E-mail Keith for price and ordering instructions.

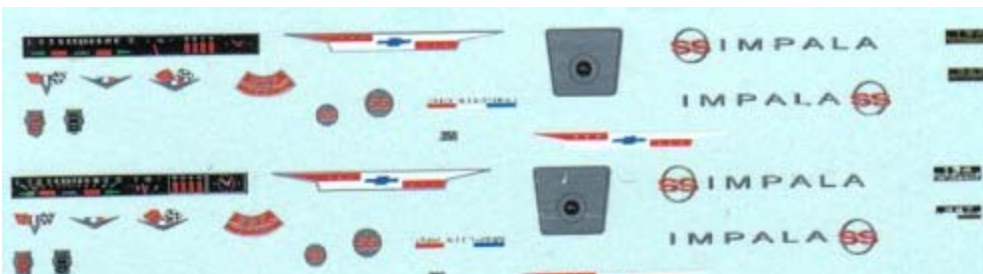
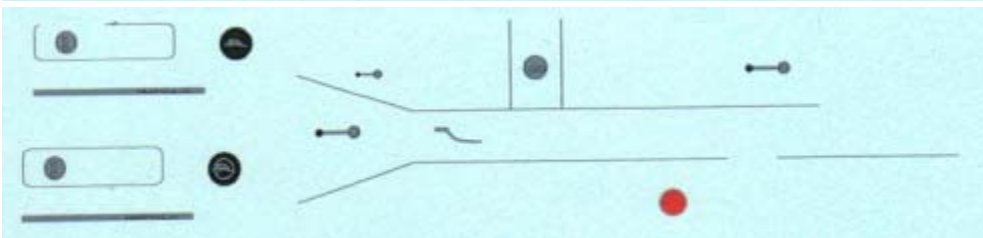
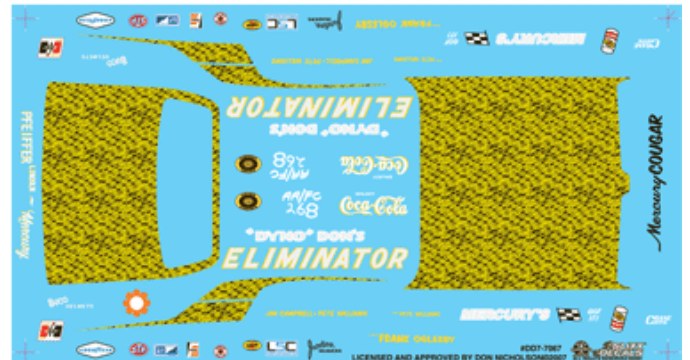
Meanwhile, the gang over at

**Slixx decals** (<http://www.slixx.com/>) haven't been letting any grass grow regarding decals, either. has just released decal sets that can be used with the **Model King Cougar funny car**. Sets available so far include **"Dyno Don" Nicholson's Eliminator 1**, and **Ed Schartman's "Air Lift Rattler"** cars. I hear rumors that the **'68 Beswick GTO**, and **'69 "Infinity" GTO** could be up next on their list for the **Model King GTO funny car reissue** due out late this year or early next year. **Hallelujah!**

As usual, a special thanks goes out to Matt Guil-



foyle for creating this monster of a column. If you see something you like, contact the company. If you find something that everyone might want to know about, send it along to me for inclusion in a future column! Thanks in advance, guys. 🚗

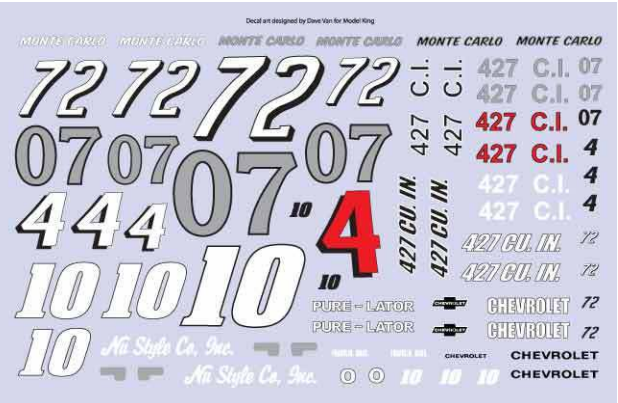
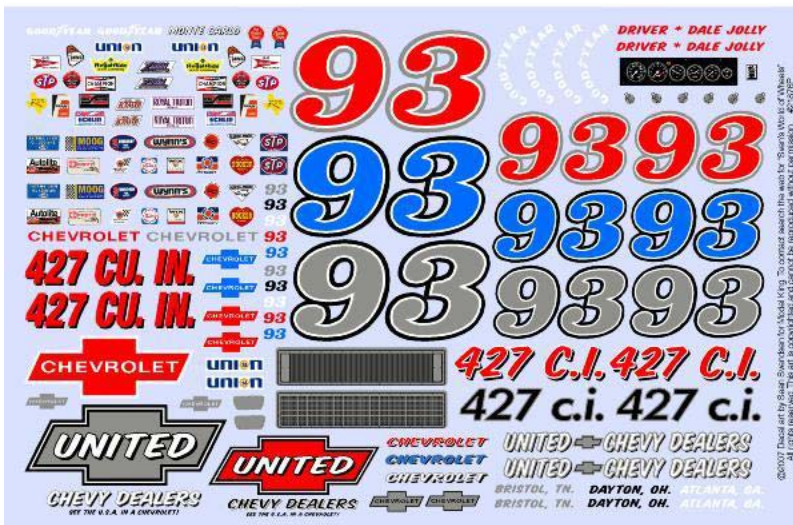


**Model King Torino!**





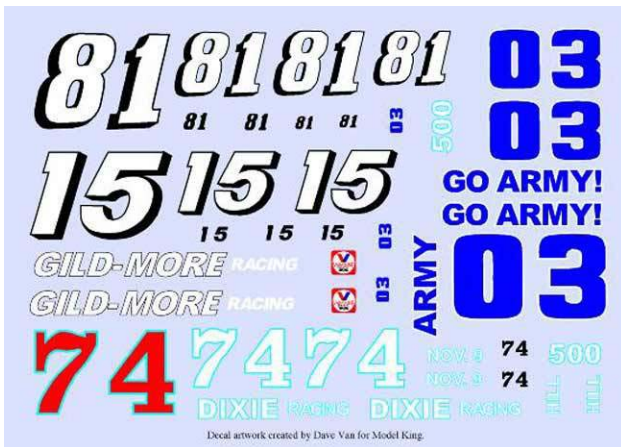
# Previews of Coming Attractions!



Here's the final art just submitted for the Model King '72 Monte Carlo stock car re-issue (ex-Bobby Allison car).



As per the other kits in this series it will have 2 decal sheets. One with generic art (i.e., numbers done in the same font, sizes, and colors as the generic sheet in the upcoming Laguna kit so you can mix the two sheets to come up with a wide variety of numbers).



Paul Aleman generously helped out and supplied reference for fender sponsor decals. So, several rare ones are included. It's also got the grills for both the '71 and '72 cars, tire decals, gauges and more.

The second sheet can be unscrambled to make the 27, 70, 4 and 01 cars.

Here's some additional trivia for you. A test shot was not yet available so the box art model was built from an unbuilt original (!). Look for it shortly after the new year.

And, speakin' of the upcoming Laguna, it is also included here, but I'm a bit light on further info. Thanks go out to **Sean Svendsen**, **Dave Burket**, and everyone else who had a hand in bringing these "Blasts from the Past" back to life! This oughta make Pat Crittenden happy, eh? Might get one myself! 🍷





**Mark Your  
Calendar Now!**

The  
**TRI-STATE SCALE  
MODEL CAR CLUB**  
*presents*

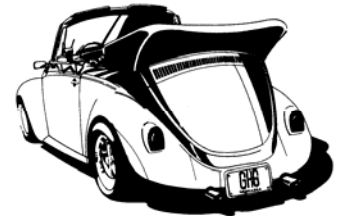
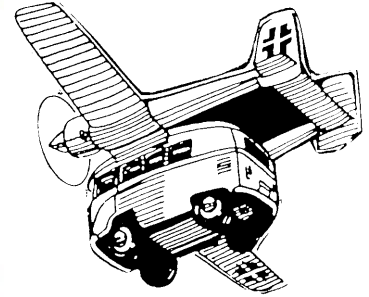


THE **22<sup>nd</sup>** ANNUAL

**NNL<sup>TM</sup>**  
**East**

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

*Next Year's Theme:*



**100 Years of the  
Model T Ford**

Any Shape, Form, Style or Vision of  
the Ubiquitous Ford Model T



**Subtheme: Beetle-may-nee-aaa!!!!**

**SATURDAY, APRIL 12th, 2008 - 9:00 AM to 4:00 PM**

**WAYNE P.A.L. BUILDING**

1 PAL DRIVE - WAYNE, N.J. 07470

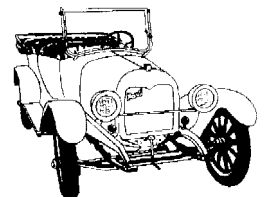


**For Show Information:**

Tom Geiger (732) 264-9305 (7-10pm weekdays)

Write: [NNLEast@aol.com](mailto:NNLEast@aol.com)

For the latest information, go to: [www.nnleat.com](http://www.nnleat.com)



Disney **THE  
LOVEBUG**



- Nov. 4th—5th Annual Show *Before Snow* at the Townmall of Westminster, sponsored by the Mid-Maryland Ford club. Info: [www.mid-](http://www.mid-)

[mdfordclub.com](http://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](http://members.aol.com/liarscc), e-mail Rich Argus at [R.ARGUS@juno.com](mailto:R.ARGUS@juno.com).

- Dec. 1st & 2nd—**East Coast Indoor Nats '07**, at the Timonium Fairgrounds Cow Palace, in Timonium, MD. Car show, flea market, DJ, 50/50 raffle, food available. Info: (410) 628-6262, [www.eastcoastindoornats.com](http://www.eastcoastindoornats.com)

## East (contd)

to find out that they had put on a huge addition! Suddenly we had found a hall that would work for the show!

So it's with much pride that we announce the future of NNL East! This year's show will be on April 12, 2008 in the PAL Building at 1 PAL Drive in Wayne, New Jersey. This is a short distance from our old location. We are pleased to announce that we have a five year agreement and past 2008, NNL East will be the third Saturday in April through 2012.

The new building is ideal for NNL East. The good news is that the hall has about double the space, tons of on-site parking, and a good food vendor. There will be a room with tables and chairs just

for eating and socializing. The model display room will be double the size of the old one and we will expand it to 100 display tables. The vendor floor space will also double and will be split into two rooms, each the size of the old one. We will double the aisle and circulation space, so our big issue of congestion in the building is gone. The building is air conditioned. There is an ATM in the lobby.

This great new facility has come with a price, and our show budget has increased significantly. Here's advance warning that the admission charge will be \$15 this year to cover those costs. We also will keep the tradition of NNL Eats, our Friday night social, but will depend on more club, individual and business sponsorships to keep this important evening alive.

There is still a great deal of

work to be done for this year's show. The ink on our contract is barely dry so we are in the process of seeking a host hotel and location for NNL East. We're also behind on our full detail flyer, simply because a lot of the details still need to be figured out. And we've gotten a late start on promotion. Please book mark this web site and check back often. Information will be posted as it happens!

Welcome to the new era of NNL East. We are confident that the new location will make the show a greater day for everyone! Stick with us and watch as the best show in the country gets even better!

Check it out at <http://www.nnleast.com>

See you at NNL East!"

*The NNL East Show Team / Team Tri-State* 🍷

## 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](mailto: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!** 🍷

## MORE Toys!

This time for our annual **Toys for Tots collection!** Let's not forget—**November** is the month for your donations of new, unwrapped toys, OK? 'Specially since our December meeting falls too late in the month to get donations in. Let's make this year our best yet, OK? Thanks! 🍷



**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!**



## Websites

**Carlisle Events:**

<http://www.carlisleevents.com>

**East Coast Indoor Nationals**

(Timonium, MD):

[www.eastcoastindoornats.com](http://www.eastcoastindoornats.com)

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

[www.maplegroveraceway.com/](http://www.maplegroveraceway.com/)

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

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

**Maryland Intl Raceway:**

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

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

[www.oldtoylandshows.com/](http://www.oldtoylandshows.com/)

**York US30 Muscledar Madness:**

[www.yorkus30.com](http://www.yorkus30.com) 🚗



## Club Contact Info

## 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](mailto:gtoguy@verizon.net), or see me at a meeting.

### FOR SALE/TRADE:

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

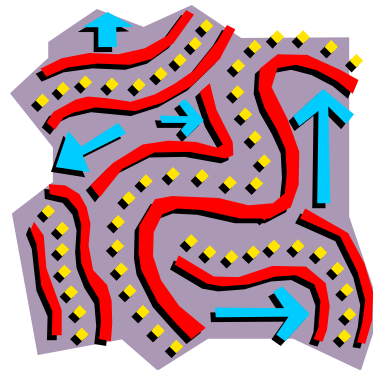
*Got an ad? E-mail me, and we'll see if we can fit it in!* 📧

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. 📍

President: Lyle Willits  
[mamaprez@aol.com](mailto:mamaprez@aol.com)  
Vice President: Tim Powers  
[partsbox@verizon.net](mailto:partsbox@verizon.net)

Treasurer: Matt Guilfoyle  
[blackbuick1941@yahoo.com](mailto:blackbuick1941@yahoo.com)  
Newsletter Editor: Tim Sickie  
[gtoguy@verizon.net](mailto:gtoguy@verizon.net)