



MAMA SEZ!

Volume 21, Issue 6

February, 2008



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

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2008 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 19th
- ☛ February 16th
- ☛ March 15th
- ☛ April 19th
- ☛ May 17th
- ☛ June 21st
- ☛ July 19th
- ☛ August 16th
- ☛ September 20th
- ☛ October 18th
- ☛ November 15th
- ☛ December 20th



Inclement weather phone

number: (301) 474-5255. ☎

Let's Go Racin'!

Instead of waiting for *NASCAR* and the Daytona 500, we've already begun the racing season with the *Rolex 24 at Daytona*. Sports cars not your thing? The *NHRA Winternationals* went off in sunny Pomona as well. The *Bud Shootout* seemed to indicate the Toy(ota)s were ready to 'Play with the Big Boys.' Next up is the Daytona

500, tomorrow. See inside for more.

Inside, you'll also find not one, but *TWO* opinions on Revell's new '32 Ford by the tag team of *Lyle Willits* and *Rich Wilson*, along with a vintage review of an AMT Indy car by *Pat Crittenden*, some more *B-J insanity*, and more neat new resin goodies.

The take at last

month's meeting was *\$162* (raffle—\$78, and door box—\$84). That means we made the rent again this month—*Yippee!* Thanks to the following raffle donors: *J.R. Blair, Brad, Ron Bradley, Ed Brown, Ron Hamilton, Charlie Magers, J.C. Reckner, Rich Wo, yours truly, and Replicas & Miniatures Co. of MD.* ☎

B-J Insanity, Circa 2008

Well gang, the usual insanity to start off the last several new years' celebrations, the *Barrett-Jackson auction* from Scottsdale, Arizona, is again in the record books. From the little I saw of it, and after checking the results on their website, seems as though the current recession and sub-prime mortgage boondoggle conspired to keep sales down. I saw very few cars go for more than a million dollars, a far cry

from the recent past, what with *multi-million dollar Hemi cars* of all shapes and sizes commanding *BIG* premiums.

Seems as though there might actually have been more affordable cars at the event, as an attempt to cater to the 'man on the street,' rather than the usual 'big-money types' that frequent auctions lately.

Saw a related story on a message board about an unhappy ending. Spotted no more

than a mile away from the event, and with the *SOLD* sticker still in the window, a late-sixties musclecar sat in the middle of an intersection with steam and coolant *POURING* from it. Luckily, they were able to push it out of harm's way. Guess it just goes to show ya—no matter how much you pay or how nice they look, they all act the same!

Take a gander at some of the results inside. ☎

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'32 Ford Sedan

[Revell #85-2062]

I'm gonna make a small leap and assume that we are all **VERY** familiar with the Revell Deuce kits and only review the new parts. Amazingly, there are more new parts than one might expect, 50 or more. The good news is Revell has changed its chrome tree so that the headlight 'dagmars' no longer suffer from the badness of the rubbed off chrome as they did in the past.

They have included a new for these kits **20-piece flathead V-8** with C-4 tranny and three Strombergs with air cleaners that have the mold seam around their base. It also includes **chromed Edelbrock heads, 'Fenton-like' headers, an offset generator and a fuel pump block off plate**. But they also included the original Ford 302 crate engine as well.

The body appears to be mostly stock with separate rear wheel-

houses that are deeper than those in previous kits. The kit includes stock cowl lights and tail-lights, one with a plate bracket. This kit seems to be based on the 3-window coupe kit missing only those parts except the dash. The interior is rolled and pleated without A/C vents in the new dash and four window glasses and chromed windshield frame. The builder gets a choice of stock or smooth hood sides. The original custom taillights and bezels are included as well as new teardrop lights in clear red but no bezels. I suspect these will disappear on the finished model.

The big and little 'no name' Goodyear sports car special tires are still in the kit and I guess this makes it easier for the builder to put decal or dry transfer lettering on them. The really nice American mags are still in there as well as an eight-piece set of after mar-



ket chromed wire wheels.

A new set of decals with flames and pin stripes, white or black face gauges and several tags finish it off. I think, despite the unusually long time it took Revell to get this kit to hobby shelves; they have hit a major home run with no real faults. I like the fact that they left so many extra parts in the kit, though it is a little pricier. I recommend you get as many as you can afford while you can as they may be in short supply and that Revell get it back in production ASAP.

by: Rich Wilson 🚗

'Nother Opinion

Since 1996, this has been my favorite street rod kit of all time and my opinion hasn't changed with this version. I've built **20 versions** and have **three more** in the works right now. Most things in the kit are very well done and I don't think many builders will be disappointed. There are some oddities, though.

Throughout the instructions, various parts are referred to as "hiboy parts" or "sedan parts." Obviously, the model is still a tudor sedan, whether fenders are

used or not. The flathead is called the hiboy engine and the Mustang 302 is called the sedan engine. It's almost as if the Revell has decided - **YOU BETTER BUILD IT THE WAY WE TELL YOU, OR ELSE!** The old-timers here know that we can build it anyway we want, with any engine and any options, but I thought this may cause confusion to young or first-time modelers.

Two dashboards are now included - one with A/C vents and one without. This is a nice touch.

DO NOT glue the firewall or rear wheel wells (*if you're doing a hiboy*) to the body until final as-

sembly **AFTER** the interior is inserted into the body shell. If you skip or forget this little hint, you **WON'T** get the interior in the car!

The detailed cowl lights are very nicely done, but there is no glue in the world that's going to hold those very tiny mounting stalks to the cowl. There simply isn't enough surface area on the stalks for glue to work. I drilled a small hole in the cowl and another hole in the light reflector buckets and mounted the cowl lights with a small piece of wire.

The original '46 Ford taillights are still in the kit and the **NEW**

(Continued on page 14)

Cummins March-Cosworth Indy Car

[ERTL #6886; 91 pieces – molded in yellow, chrome, clear plastic, black vinyl tires, sponsor decals; M.S.R.P. \$9.50 at time of issue]

Pros: Very little flash, decals worked after 18 years and tires are beautiful.

Cons: Fit of cockpit and engine cover, exhaust pipes incorrect, wing installed slightly crooked.

The Car: The Cummings-Holset Turbo Special was the result of many years of testing and innovations at the old Brickyard. This began in 1931 with the first diesel powered car. The 500 Speedway followed by having the first car to go the famed race non-stop! **WOW!** Since 1934, the now famous truck engine manufacturer has held the record for the highest finish for a 2 cycle engine of any type. Other innovations followed, further serving notice that a diesel power plant could actually be competitive in this sport. Well, in 1987, Cummins put none other

than **Al Unser** in the Cosworth powered 386 March Chassis. This combo was last minute due to the fact that Danny Ongais had put Roger Penske's PC-16 in to the wall during practice, leaving Penske to scramble to find another car and driver, as Ongais was injured during the accident. Penske turned to Cummins and through a very unbelievable set of events, gave Al his fourth win at Indy that year.

The Model: This kit was selected for a group build. We also decided that we would each take a different number on our renditions of this kit. My friend Andy was the first to finish his, giving chance to the review at hand.

Engine: This assembly consists of 33 pieces and looks much more complex than it actually is to assemble. Everything fit as it should and the flash factor was almost zero.

Wheels/tires/disc brakes:



These consist of four pieces each and are very nice when finished. The one thing they do need is a good sanding on the tread surface to remove the mold line. Great care should also be taken when removing the "blank" that is molded in the center.

Cockpit/driver: The "office" is made up of eight pieces (*with an additional six pieces for the color driver figure*). These are also cleanly molded and fit together fairly well. When painting the cockpit shell itself, it is recommended to tape the outside of part which fits into the front body half. Otherwise, that layer of paint is just enough not to allow it to fit correctly. Although not used, the driver figure even comes with decals for the helmet.

Body Panels/Front suspension: This assembly has been wonderfully simplified for ease of construction. While consisting of 29 pieces itself, building it was also fairly trouble free. Fit of the engine cover is such that leaving it on (*or off*) is highly recommended. The rear wing is also installed slightly cock-eyed.

Final Assembly/thoughts: While I only did the decal work to this car, my friend said that this build was fun and simple. Now I need one of these kits to build my car! Any one out there have one that they don't want a mint or my only son for? (*Ha! Ha!*)

I give this kit 4 out of 5 paint bottles

Highly Recommended

by Pat Crittenden 🏆



Barrett-Jackson 'Unofficial' Top/Bottom 30

- | | |
|--|--|
| 1. "Rondine" '63 Corvette Concept—\$1,600,000.00 | 1. '62 Buick Special 2-door Hdtp—\$7,500.00 |
| 2. '28 Deussenberg J Dual Cowl—\$1,000,000.00 | 2. '90 Mustang Custom "Switchblade"—\$7,300.00 |
| '09 Corvette ZR-1 Coupe—\$1,000,000.00 | 3. '78 Cadillac de Ville 4-door Sedan—\$7,200.00 |
| 4. C. Shelby's '69 GT500 Convrt—\$675,000.00 | 4. '86 Oldsmobile Cutlass 2-door Coupe—\$7,000.00 |
| 5. '67 Cobra 427 Rdster CSX3279—\$625,000.00 | '52 Ford 3/4-ton Bank Armored Truck—\$7,000.00 |
| 6. '67 Cobra Rdster CSX3294—\$600,000.00 | '63 Corvair 4-door Sedan—\$7,000.00 |
| 7. "Italian" '63 T-Bird Concept car—\$600,000.00 | '92 Chevrolet GG2 2-door Coupe—\$7,000.00 |
| 8. Robosaurus—\$575,000.00 | '54 Cadillac "Hearse Revisited"—\$7,000.00 |
| 9. '08 Shelby GT500KR Coupe—\$550,000.00 | 9. '72 Cutlass Supreme 2-door Hdtp—\$6,500.00 |
| 10. '61 Mercedes-Benz 300SL Rdster—\$525,000.00 | '65 Corvair Convertible—\$6,500.00 |
| 11. '07 Blastolene B-702 Rdster—\$475,000.00 | "Dunk Tank" '86 Int'l Armored Truck—\$6,500.00 |
| 12. "General Lee" '69 Dodge Charger—\$450,000.00 | '86 Chriscraft Custom Boat—\$6,500.00 |
| 13. '59 Mercedes-Benz 300SL Rdster—\$435,000.00 | '70 Ford Police Car Recreation (!?) —\$6,500.00 |
| 14. '65 Shelby GT350 Fastback—\$420,000.00 | '84 McLaren Mercury Capri Convrt—\$6,500.00 |
| 15. '35 Rolls-Royce Phantom II—\$400,000.00 | '92 Jaguar Sovereign 4-door Sedan—\$6,500.00 |
| 16. '08 Challenger SRT8 Badge #01—\$400,000.00 | '76 Continental Mark IV 2-door Hdtp—\$6,500.00 |
| 17. '29 Miller Front Drive Roadster—\$385,000.00 | 17. '61 Corvair Lakewood Wagon—\$6,000.00 |
| 18. "Monkeemobile" '66 Pontiac GTO—\$360,000.00 | "Honey Bee Drifter" '75 Datsun—6,000.00 |
| 19. '67 Shelby GT500 Fastback—\$330,000.00 | "Milk Bomb" '59 Chevy Dairy Truck—\$6,000.00 |
| 20. '69 Mustang Boss 429—\$325,000.00 | 20. '78 Ranchero GT Pickup—\$5,500.00 |
| 21. '71 Corvette Coupe ZR2—\$325,000.00 | 21. '86 Alfa Romeo Spider Convrt—\$5,250.00 |
| 22. "Rollin' Stone" '32 Ford Roadster—\$320,000.00 | 22. "Fire Truck Limo" '96 Town Car —\$5,000.00 |
| 23. '07 NASCAR Stewart Monte Carlo—\$300,000.00 | 23. '50 Lincoln Cosmopolitan Sedan—\$4,800.00 |
| 24. '69 Mustang Boss 429—\$300,000.00 | 24. '85 Jeep Wagoneer Station Wagon—\$4,000.00 |
| 25. '94 Jaguar XJ 220 Coupe—\$285,000.00 | '01 NASCAR Monte Carlo Hood #15—\$4,000.00 |
| 26. '93 Jaguar XJ 220 Hdtp—\$265,000.00 | 26. '65 VW Variant Type S Squareback—\$3,900.00 |
| 27. '56 Bel Air 2-door Post—\$255,000.00 | 27. '87 VW Scirocco Hatchback—\$3,000.00 |
| 28. '96 Cadillac Presidential Limo—\$250,000.00 | 28. '92 Yamaha Dirt Bike—\$2,700.00 |
| 29. '70 Plymouth Hemi 'Cuda Hdtp—\$245,000.00 | 29. '05 NASCAR Monte Carlo Hood #8—\$2,000.00 |
| 30. '69 Mustang Boss 429—\$245,000.00 🏆 | '53 Lincoln Capri Convrt—\$2,000.00 🏆 |



'Rondine' '63 Concept Corvette—\$1,000,000



Robosaurus—\$575,000 (!?)

B-J (contd)



'81 Caddy Fleetwood—\$19,500 (!)



Monster Garage Toyota jet car—\$17,000 (!)

(Ed. Note: Do Jesse & Sandra Bullock need money? Seemed like several 'Monster Garage' cars were on the block)



Monkeemobile—\$360,000



Mike Ashley Tribute funny car—\$130,000



1980 Turbo Trans Am—\$63,000 (!)



George Barris GTO Roadster—\$65,000 (!)

This 'n That

Model Stuff. *Revell of Germany's* website shows a **new release of the Porsche 962C kit (07251)**. It's a reissue of the Hasegawa tooling from the 962 kits of a few years ago. It is a **curbside**, which builds into a nice model. This version is the **'86 Monza factory team (Rothmann's)**, however, **NO Rothmann's (tobacco)** markings are included! On a related issue, I hear that RoG's website also lets you print out instructions to many of their kits as pdf files....**New Hot Rod Pontiac!** The all new **Pontiac**



G8 performance sedan made its North American track debut pacing the **Grand-Am Rolex Sports Car Series 46th running of the Rolex 24 Hour At Daytona**. Watch for 'em in Pontiac stores shortly—**Ron Hamilton** tells me they're on their way. If you're interested, give him a call... **'Straight-liners' at Lowe's?** **Bruton Smith**, founder and CEO of **Lowe's Motor Speedway**, broke ground recently for **The Dragway @ Lowe's Motor Speedway** on LMS property across U.S. Highway 29 from the

superspeedway It will open Sept. 11th-14th with the inaugural **NHRA Carolinas Nationals**, round 19 of the 24-race **NHRA POWERade Series**. It's most prominent feature will be a 34,000-square-foot starting-line tower with 16 luxury suites and 4,000 sq. ft. of roof access for guests. Initial plans call for two steel and aluminum grandstands, one on each side of the track, with a seating capacity of 30,000 and room for expansion to 60,000... **North of the Equator?** *Autoweek* reports that **American Suzuki** will use the Chicago auto show to roll-out a mid-sized truck based on the Nissan Frontier. They recently released a picture of it, but declined to provide any other details. Several websites have reported that it will be named **Equator**. It is planned for a Fall intro... **Carroll Shelby Sues SAAC!?** Carroll Shelby wants the **Shelby American Automobile Club** to stop using his name and related images, and he has now filed a lawsuit in a bid to make that happen. The lawsuit is the latest step in a battle between Shelby and the 5000-member for-profit club. Shelby claims the club has not been involving him in marketing efforts and providing him with financial statements—requirements of a licensing agreement with the club. Previously, club owners Ken Eber and Rick Kopec have rejected Shelby's claims. They also have refused to give in to his demand that they turn over the club's records on Shelby cars and their authenticity. Shelby's lawsuit, filed in January, seeks to force the club to stop using the name. The licensing agreement between

Shelby and the club expired last month. That year-to-year agreement renewed automatically since the club owners signed it in 1999, according to the lawsuit. But Shelby, through business units Carroll Shelby Licensing Inc. and Carroll Hall Shelby Trust, announced on Dec. 7, 2007, that it would not renew the license. It cited disregard for the license requirements and other business



considerations as the reason (*Ed. Note: Could money be one of 'em?!).* Shelby claims the club has made a lot of money but “never counted me in on anything,” according to a Dec. 3, 2007, report in *Automotive News*. “I don’t want my legacy to go down under their thumbprints,” Shelby said. In the *Automotive News* report, Kopec said the club “pays for itself. There is no money left over.” He added that most of the revenue comes from dues, which are \$47 for the first year and \$40 annually. Shel’s lawyer demanded that the club return all Shelby-related merchandise and turn over its financial statements. Kopec said he doesn’t mind if Shelby wants to end the agreement, but he won’t hand over registration information... **Speed Costs—How Fast do Ya Wanna Go?!** *Saleen* will offer a **commemorative 25th anniversary Mustang** as its first product of the post-Steve Saleen era. The

(Continued on page 7)

T 'n T (contd)



(Continued from page 6)

25th Anniversary Sterling Edition Ford Mustang S302E has a **supercharged 5.0-liter, 620-hp, 600-lb-ft V8, custom 20-inch wheels, special suspension and brakes, 25th anniversary interior and exterior badging**, and a parts catalog worth of extras. Cost? A **cool hundred grand** (that's \$100,000 big ones!)—and that's **IF** you can get one. Saleen will sell just **25** of the cars, with deliveries beginning in March. Oh, and if you buy one, it comes with a **first-class trip to Troy, Michigan, for an executive-guided tour of Saleen's assembly plant** (where *Vipers* are painted and Ford GTs were built), a **Saleen leather jacket and custom car cover**, and a **photo album documenting your car's build and delivery**. And, remember, Steve Saleen, who founded the company bearing his name 25 years ago, resigned last year...**Cool Mitsu Hatch**. Mits-



bishi is offering an early peek at a world debut of the Lancer-based **Prototype-S**. The exterior looks sporty, with the company's signature trapezoidal grille and wide, hunkered-down proportions. The concept's design harks back to the Concept-Sportback shown at the '05 Frankfurt show...**Rousch**



Heartbeat?! This item also comes from **Ron Hamilton**. Seems as though **Jack Rousch** is expanding his business to include...**Gasp... CHEVIES?!** Yup, witness the supercharged current-gen Silverado pick'em up in the enclosed picture. Also note the two outlets beneath that rear bumper... **Wish they's Make up Their Minds!**

One season after switching to Ford from Chevrolet, **Robby Gordon**, NASCAR's lone single-car owner-driver has joined **Dodge** and aligned himself with

Gillett Evernham Motorsports for marketing and technical assistance. The move explains Gordon's absence from a recent gathering of key Ford personnel with members of the national motorsports media. Gordon said Team Ford Racing planned to help his No. 7 team this year (*a Ford spokesman agreed*), but he felt that working with Gillett Evernham and Dodge would be better for his career. Meanwhile, **Dale Jarrett** will replace **Rusty Wallace** in the booth this season for ESPN's NASCAR coverage, while Wallace will become the lead analyst for the network's studio programs. Jarrett will drive the first five races in his no. **44 UPS Camry** before retiring. So, as a past champ, he is guaranteed of making the field for these five races...**Whatta Smokin' Deal!**. India's **Tata Motors Ltd** recently unveiled its '**People's Car**,' the **four-door Nano**, the world's cheapest car. The four-seater will have a dealer price of **100,000 rupees** (\$2,500), and will go on sale later this year. It costs less than



half of India's cheapest car, the Maruti 800. It is rear-wheel drive, has an all-aluminum body, and a 623cc engine with multi-point fuel injection. Tata said it was the

first time a **2-cylinder gasoline engine** was being used in a car with single balance shaft. With a snub nose and a sloping roof, the

(Continued on page 8)

T 'n T (contd)

(Continued from page 7)

world's cheapest car can fit five people—if they squeeze. And the basic version is sparse—**no radio**, **no passenger-side mirror** and **only one windshield wiper**. If you want A/C to cope with India's brutal summers, you need to get the deluxe version...

Say it Ain't So,

Joe!! Isuzu, famous for its commercials featuring a less-than-honest salesman, said recently that it would **stop selling passenger vehicles in the U.S.**, as sales declined to almost nothing in recent years. **No lie!** Sadly, one person who wasn't surprised to hear the news was **Joe Isuzu** himself. **David Leisure**, who portrayed the salesman in a series of Isuzu

ads in the late '80s and early '90s, said he hadn't seen an Isuzu on the road for years. "I thought they already had stopped selling here." Leisure, an unknown actor before landing the role, gained fame for lines such as **"If I'm lying, may lightning hit my mother,"** in goofy commercials that promised vehicles that could drive faster than a speeding bullet. "Isuzu gave me an actual career," said Leisure. Thanks to **Matt Guilfoyle** by way of the **LA Times...Hot Rod Caddy!** Check out the enclosed shots of the newest



Caddy hot rod—the '09 CTS-V. I gather that it runs a **'slightly detuned'** version of the new ZR-1 Corvette's (see last month) **6.2-liter (550 hp.) supercharged V-8**, teamed up with either your

choice of a tremec six-speed manual or new GM six-speed auto shifter. Brembo 6 (front) and 4 (rear) piston calipers mount onto 15" (front) and

14.7" (rear) brake rotors. The whole thing is covered by 19" alloy wheels. Expect to pay about \$62,000 (base?) as the price of admission. Sounds like **'All the Right Snuff!'**...**Hummin' Right Along!** As it did with the H2,

Hummer is adding **pickup** traits to its smallest sport/utility. The **H3T** will go on sale this fall. You're lookin' at a 22" stretch in wheel-base, with a new rear end added to the H3 front end. Standard full-



time 4-wheel drive, 32" tires and skidplates round out a package powered by a choice of a 3.7-liter 5-cylinder, or a 5.3-liter V-8, with choice of a five speed manual or 4-speed automatic (V-8). The 'length-challenged' version is the **H3X concept**, which seems to be taking a poke at the Jeep Wrangler. No word on when (if?) this one gets built (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!) 🚗



Let's Go Racin'!

As I said in the intro, the *Rollex 24 at Daytona* is history. The Chip Ganassi team of Scott Pruett, Memo Rojas, Juan Pablo Montoya, and Dario Franchitti drove the #01 TELMEX/Target Lexus Riley to an unprecedented *third straight victory lane visit*. However, *Pontiacs* finished *second, third, fourth, fifth, seventh, and eighth*. And that was only the top ten! In all, there were *17 Pontiac vehicles* (including at least one GTO and several GXPs) that finished.

Like straight-line racing? The *NHRA Winternationals* went off last weekend, and *Tony Schumacher* picked up where he left off in top fuel—winning, over *Cory McLenathan*, while *Robert*



Hight took out *Cruz Pedregon* in funny car, and *Greg Anderson*, in his brand-new *Summit Pro Stock Pontiac G6GXP* knocked off '07 champ *Jeg Coughlin's Jeg's Chevy Cobalt*.

If that *STILL* doesn't do it, there's always the *NASCAR Bud Shootout*, won last weekend by *Dale Earnhardt Jr.* in his first ride with *Hendrick Motorsports*. Of note here is the fact that *Tony Stewart*, in the new *Joe Gibbs' Racing Camry*,

led several laps and was in contention for the win until a late caution allowed Junior to draft past with a teammates' help.

'Course, it also doesn't hurt that on the opening day of practice, there was an *on-track 'incident' between Kurt Busch and Tony Stewart*, which re-

sulted in a visit to the now infamous *'Trailer'* (where, it's rumored, at least one punch was thrown!). Fines are imminent, but not yet announced.

As far as *qualifying* for the *'Great American Race,'* looks like last years' champ, *Jimmie Johnson* is on pole, with a surprise on the outside of the front row—none other than *Mike Waltrip*, in the *NAPA Camry!* These two are set, while the qualifiers (yet to have been run, as I type this), will determine the remainder of the field.

So, who's ready for some more racin'? 🍷



MAMA's BoyZ 15 Minutes of Fame!

MAMA's Boy Gary Sutherlin recently sent along a submission he made to *'The Rocket Review'* on a reunion that has morphed into a 'recurring road trip' that he has made out west, driving, of all things, his *'77 Olds Cutlass*—what a concept—to drive an OLD car on a road trip!

Gary recounted some of the trials and tribulations of these trips, including but not limited to coolant leaks, fuel line repairs in parking lots, exhaust gasket leaks, and losing the A/C, among other things.

Always the trooper, Gary persevered, and brought home the

spoils of his trips—visits to museums (both automotive and non-automotive) *5,500 digital pix* on the last trip alone (before he ran out of storage media!), and 20 rolls of 36 exposure film!! If you ask him *REALLY* nice, perhaps he'll make you a CD?

Honorary MAMA's Boy George Bojaciuk has proven that there is life after GMP, his most recent employer. He has taken on a job with *S&W Race Cars*, having worked there many years ago in the speed shop. Now he does phone and counter sales. He sez people are really nice, he likes what he's doing and it's very

close to home.

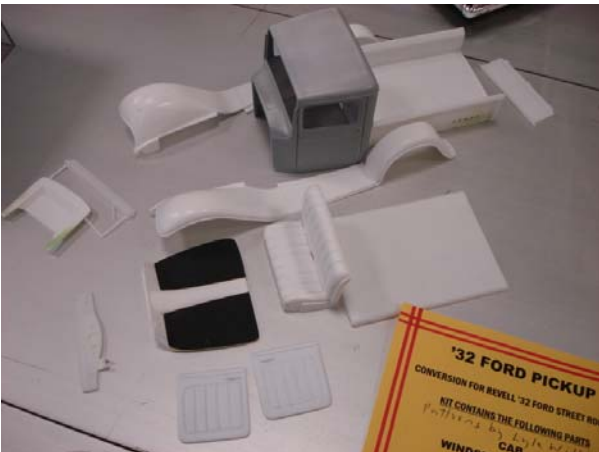
His project is progressing. He recently saw some first shots, and while they need some work, they are shaping up nicely. He's busy trying to get his website up and running (www.gsbdesignconcepts.com), and that has been a task. When complete, it will have quite a few pics on it. He even plans on selling from there. He has PayPal set up and is anxiously awaiting product. First project is *Esler's Garage*—it will measure 23" x 10" x 10." It's an old canopied style gas station. He also has a dragstrip and the old speed shop he worked at under consideration. So, keep checking the website! 🍷

Model Buffet

With so much going on, we will at least start off close to home again this month to find some new and interesting resin goodies to fill some space here.

Replicas & Miniatures Company of MD (a.k.a. Norman Veber) has a pretty neat little project coming soon to a show near you.

Check out the enclosed pictures of the **'32 Ford pickup**. Mastered by **MAMA Prez Lyle Willits**, it includes a *cab, windshield w/visor, pickup box, tailgate, tonneau cover, fenders, firewall, floor, tuck 'n roll bench seat and door panels, and a dashboard*. The donor kit in this case is the **Revell '32 Ford street rod**. No word on price at this point in time. For further info, Norman Veber at **Replicas & Miniatures Company of MD**, 317 Roosevelt Avenue SW, Glen Burnie, MD 21061, normanveber@aol.com.



Historic Racing Miniatures (a.k.a. Harold Bradford), as noted last month, has two projects on the way—a '63 Z06 Corvette racer, and a 300SLR.

The **Z06** is set to include a *body, hood, 36 gal. gas tank*

cover, door panels, seats, correct grille, complete small block motor, wheels & tires, and drum brakes, and requires Revell's '67 coupe kit (for glass). I understand decals are already in the works for several racers.

Meanwhile, the HRM **M-B 300SLR transkit** is tentatively set to include a *body, airbrake, tonneau cover, hood, front valance, clear headlights, red tail-lights, windscreen & frame*, and will utilize Revell of Germany or old Monogram kits as donors. Again, no word on pricing at this time.

For further info, contact Harold Bradford at 14008 Adkins Road, Laurel, MD 20708, historicroacingminiatures@comcast.net.

With the recent announcement of the release of the **Hasegawa Testa Rossa**, expect to see mucho after-market items for it including but not limited to: *decals, resin parts and transkits*, and quite possibly, some *photoetch*.

And, the best part is, some of these items may be coming from a resin caster (or two!) near you! Stay tuned—more info as it becomes available!

As usual, a spe-



cial thanks goes out to Matt Guilfoyle 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. 🚗



Hasegawa 250 Testa Rossa

Visit the Dragon Models website—

www.dragonmodelsusa.com/





1988 - 2008

16th ANNUAL



1988 - 2008

MID-ATLANTIC NNL

MAY 10, 2008



Shoebox
Fords
(1949-1951)



RUHL ARMORY
1035 YORK ROAD
TOWSON, MARYLAND

9 AM - 3 PM

\$10 ADMISSION

60 VENDOR TABLES

DOOR PRIZES

For show or vendor info
contact LYLE WILLITS
410-796-2768
or email:

MAMAPREZ@AOL.COM



Nostalgic
Race Cars

1989 or older



**Mark Your
Calendar Now!**

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

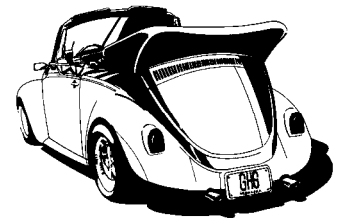
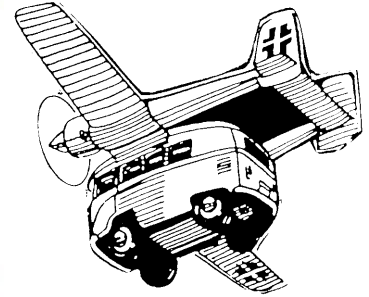


THE **22nd** ANNUAL

NNLTM
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

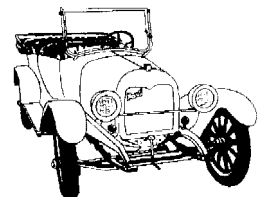
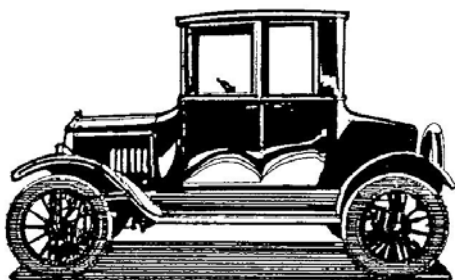


For Show Information:

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

Write: NNLEast@aol.com

For the latest information, go to: www.nnleat.com



Disney **THE
LOVEBUG**



Feb. 23rd—**Philly Area Car Modelers 5th Annual Model Car Club Sit-Down** (Phew!) from 10 a.m. to 5 p.m. at Mainline Hobbies in East Norriton, PA (see below).

Apr. 12th—**22nd Annual NNL East** (see flyer opposite).

Apr. 26th—**IPMS Model Classic '08** from 9 a.m. to 4 p.m. at Fair-

fax High School, 2500 Old Lee Hwy., Fairfax, VA. Info: Tom Henderson, (703) 680-9354.

June 14th—**2nd Annual Trick My Ride Open Car & Truck show**, from 10 a.m. to 4 p.m. at South Carroll high school. The event is a fundraiser for the South Carroll H.S. PTSA. Info: Kim Hobin, at 410-693-9665, or Default-girl@aol.com.

Aug. 6th to 9th—"Gateway to the

Atlantic" '08 IPMS USA National Convention at the VA Beach Convention Center. Info: www.ipmsusa2008.org.

Aug. 16th—**NNL Summer Classic Model Car Event '08**, at The Village Inn Golf & Conference Center in Clemmons, NC, by **Carolina Kustom Modelers**. Theme—**Gassers!** Info:

www.carolinakustommodelers.com. 🚗

5th Annual Model Car Club Sit Down



Da Philly BoyZ is putting' out an invite to all local clubs (PACM, MAMA, Jersey Shore, Tri-State, Silent Traffic, & CPMCC) to their annual Sit Down at **Mainline Hobbies** (2915 Hannah Ave., Norriton, PA 19401). **NOT** a contest of any kind, just a bring 'em and show 'em, and enjoy the camaraderie. So, come on down (or up, depending on where you live!) - **look forward to seein' you there. Be there, or be square!** 🚗

Directions:
From I-476 North:

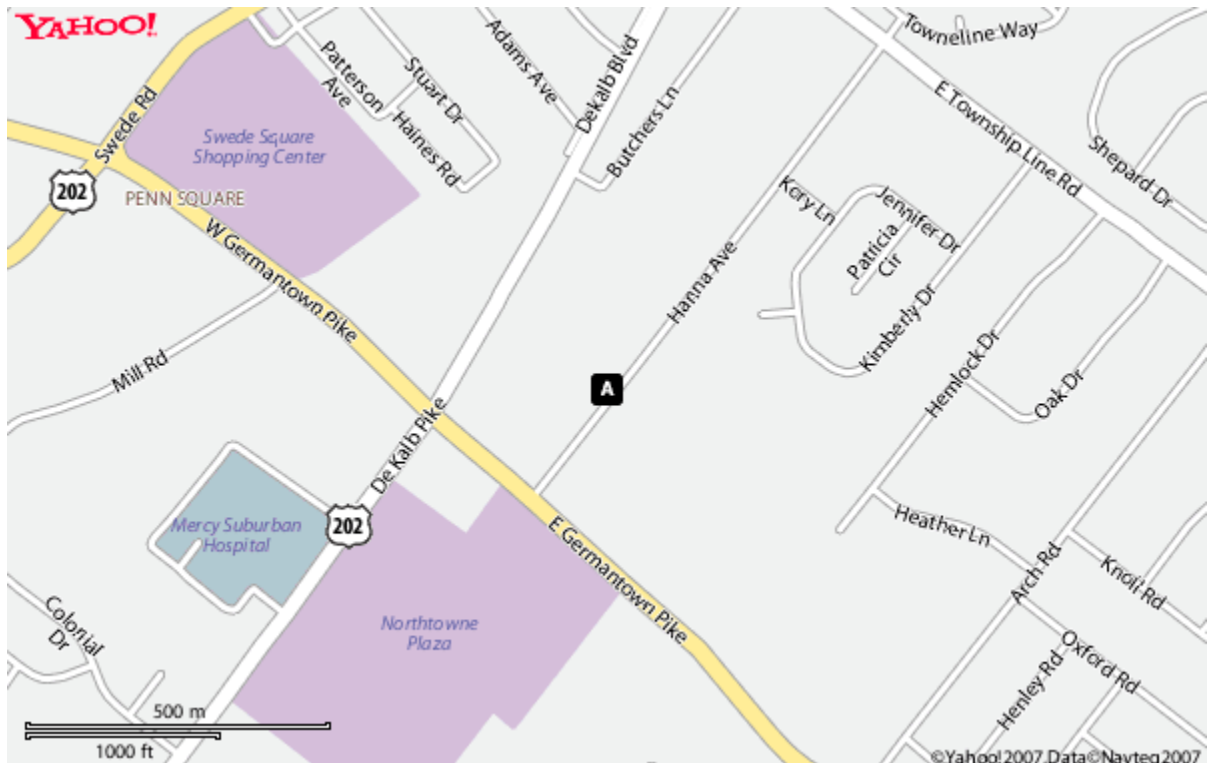
From Pa Turnpike/NE Extension (I-476 South):



Take the last exit before the tolls, exit 20, "Germantown Pike - WEST/ Plymouth Road" and bear right at the fork in the ramp for Germantown Pike West. Follow Germantown Pike for 3 miles. Look for a Sunoco Station on your right hand side, and make a right onto Hannah Avenue just before the Sunoco. They are the first building on the left.

Mainline Hobbies' website: <http://www.mainlinehobbies.com/> 🚗

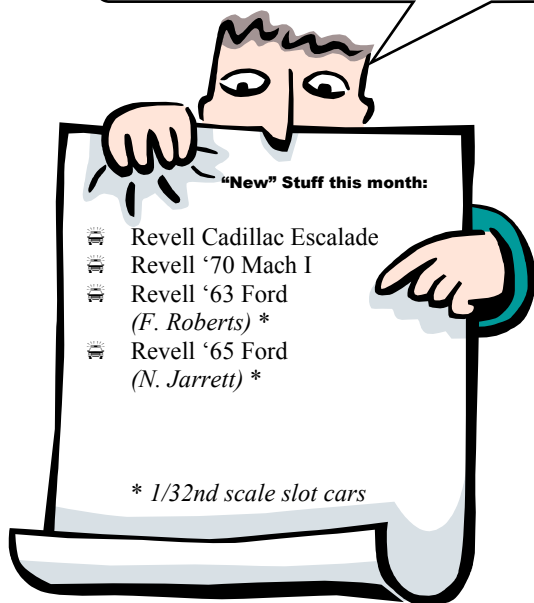
Take Exit 333 Norristown, Make a Left at the traffic light at the end of the ramp, Then a right at the next traffic light onto Germantown Pike west. Follow The directions above. Located 5 minutes Above Plymouth Meeting, next to Sunoco at Germantown Pike and US 202. 🚗



Chapter Contact:

Timothy Sickle
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

Maple Grove Raceway: <http://www.maplegroveraceway.com/>

Philly Area Car Modelers: <http://www.pacms.org/>

Maryland Intl Raceway:

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

Old Toyland Shows: <http://www.oldtoylandshows.com/>

York US30 Muscledar Madness:

www.yorkus30.com 🚗



Club Contact Info

Opinion (contd)

(Continued from page 2)

stock three-piece taillight assemblies are wonderful, but a new set of small teardrop clear red lenses are included with **NO** chrome bucket or surround. They are meant to be glued directly to the body. I think these will only work if you are painting the car white!

The interior, obviously, is all new, but, like the Revell '49 Merc, there are **NO** arm rests, door handles or window cranks. Okay, they **COULD** be electronically controlled, but that just doesn't seem to fit this type of stock-bodied rod.

Finally, the wire wheels. They are as

well done as can be, but the plating fills the openings between the spokes. They can easily be stripped, but won't paint refill the openings? I have to admit that I am **VERY SPOILED** after using the delicate and expensive photoetched/resin wire wheels from **Replicas & Miniatures Company of MD**. Bottom line—scale plastic spokes cannot be made thin enough to look real.

The '32 Ford street rod kits have never left the Revell catalog in 11 years and I believe this version is going to help keep it as the number one selling kit for Revell.

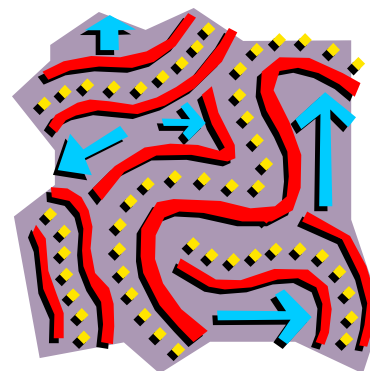
by: Lyle Willits 🚗

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. 🚗

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