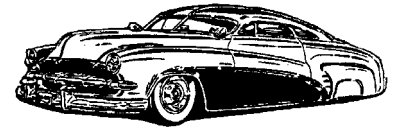




MAMA SEZ!

Volume 21, Issue 8

April, 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. ☞

It's Showtime!

Last month's meeting was called to order by Prez Lyle Willits with sad news—the *death* of **MAMA's Boy Harry Charon!** The short notice yielded a display of his models owned by club members that nearly filled a table. We also listened to 'Harryisms,' as Lyle aptly put it. *You'll be missed, Harry!*
MAMA's Boy Vinnie

Tufano visited from **Lima, Peru** and gave a presentation on the car scene there (both 1:1 and scale!) *Thanks, Vinnie!*

Thanks to 'Da Philly BoyZ' for the pretzels!

Inside, there's words on Revell's new '70 B-M Chevelle by **Rich Wilson**; musings on the **Monovell '64 GTO** by **Pat C., Diecasts, Racin'**, and '08 AMT release

news!

The take last month was **\$157** (raffle—\$69, and door \$88), meaning we made the rent again. Thanks to the following donors: **Brad, Ron Bradley, Ed Brown, Bob Foster, Ron Hamilton, Jim Maness, J.C. Reckner, Howard Weinstein, Mark Wheeler, and Replicas & Miniatures Co. of MD.** ☞

'Wild' Mustang Corralled

The last time Eugene Brakke drove his honey-gold 1965 Ford Mustang, he was young and single, and the throaty little sports car "certainly didn't hurt" with the ladies. He parked at work that day in May 1970, at the Lockheed plant in Burbank, and when he came out later it was gone.

The police asked him how much gas was in the tank, suggesting the thieves may have just taken it out for a joy ride. But with gas at about 36

cents a gallon then, he thought they could probably afford to buy some more.

Brakke held hopes that it would turn up somewhere. He loved that car like a member of his family. But eventually, he figured it was gone—meaning somewhere in Tijuana.

Then this recently, he got a call from a detective at the San Diego PD.

"We found your car," the detective said.

Brakke, now 80 and

living in Costa Mesa, was impressed. That's police work, he said. But he soon learned that the woman who owned the car, since May 1970, deserved the accolades.

Judy Smongesky, 55, got the car as a gift when she graduated from Long Beach Polytechnic High School. Her father bought it from a used-car dealer in Bellflower for \$1,114. It was her dream car. They had the engine rebuilt in 1974 and

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“All good times, all good friends, all good things gotta come to an end” - Jackson Browne

Tim Sickle asked me to write something about Harry for the newsletter. After sitting at my keyboard for about a half hour, I realized that it is much easier to just tell “Harry stories” than to put into words a 19 year long friendship.

Harry and I never ran out of things to talk about. We talked about kids and wives, *cars*, jobs, medical maladies, *cars*, financial difficulties, *cars*, other club members, growing up in South Jersey, *cars*, and just about anything else that occurs to people while on this strange trip that we’re all taking.

On the evening of March 18, I said a long and silent good by to my friend in his flag draped casket. I realized, while at this service, that there are so many aspects to a person that many friends never even know about. Many MAMA members didn’t know that Harry was the chaplain for his American Legion chapter (*He said he became chaplain to get good parking spaces in front of hospitals and VFWs*). They may not have known that Harry sang at a karaoke club almost every week and was somewhat of a “star performer” there. He told me, a couple of years ago, that he had over 7000 songs on his computer hard drives. For awhile, he was a teacher’s aide and read stories to first graders. At his memorial service I saw elderly people, young people, folks from his neighborhood, fellow former employees, club members, American Legion comrades, tearful family members and a couple of grandsons who looked just a little bit lost. Harry touched a lot of people.

Several years ago, I learned that our modeling hobby isn’t just about little plastic cars. It’s also, largely, about the people you meet in the hobby and the wonderful friendships that are formed. Some of these friends eventually depart, but I think, as long as we keep their memories in our thoughts, they haven’t really left. Yes, I know that Harry won’t be dropping by the house to show me his latest build. He also won’t be leaving six messages on my phone within an hour because he needs a ‘37 Chevy hubcap to replace the one he lost. But...



The MAMA-built entries that swept the ‘95 edition of NNL East—Lyle’s Chevy pickup, and Harry’s weatherbeaten ‘55 Chevy!

to me...he’ll still be at the monthly meetings. He’ll still be riding up the Jersey turnpike to NNL East, complaining that he has no money, but returning with complete Modelhaus resin kits. Harry will still be providing “moral support” while hobbling around the Armory parade hall on our show set-up day. He will still be scrutinizing my newest models and criticizing the more modern, billet style ones.

The Mid-Atlantic NNL replica stock trophy will now be “**IN MEMORY OF HARRY CHARON.**” This year, at the show, we will have a table full of models built by Harry, as a memorial. Is all this for Harry? No! It’s a way for all of us who are still here to say goodbye. And now that I’ve thought about it, I guess I didn’t write this blurb for Tim.

I wrote it for myself - to say good by to my good friend.

—Lyle

(Ed. Note: Couldn’ta said it better myself, Lyle—Thanks!) 🍷



RETRO-CORNER

"OLD GOATS NEVER DIE"

Hey gang, back again! (*life called and I had to answer!*)

A day before writing this, I finished an **R-M '64 GTO** for a friend of mine as a wedding gift (*long story!*). Also, I helped my wife build a **pre-painted AMT '65 GTO** about 2 weeks ago. To top it all off, I've been on a cut and whack kick with a **Revell '66 GTO**, building a fictitious **"Infinity" drag car** (*Ed. Note: Sounds like you've been afflicted with a case of the dreaded 'Goat Fever' for which there's no cure—Sorry!*). Well, I sat back and thought, you know, GTOs are the one car that you can get a kit of for every year they were made. Not many muscle cars can make that claim. (*I can't get '73-'74 Nova models, darn it!*). I've seen '64-'72 GTO models at the meetings, the>NNL, and my brother-in-laws' collection. The old AMT kits can get a bit pricey as can the MPC offerings. But anyone wanting to build a complete collection of Pontiacs icon can certainly make this little "dream" come true. Years ago, in the first *Scale Auto* I ever bought (*Jan-Feb 1986*), I read a kit comparison between the, then new Monogram '64 GTO and the original AMT offering. The Monogram kit was of course the runaway winner. The separate suspension parts alone killed the AMT kit! The one flaw that both kits share is their improper wheelbase. The Mono-

gram GTO's wheelbase

is a scale 114 $\frac{3}{4}$ inches and the AMT GTO's is a scale 113 inches and the real car was 115 inches! How this miscalculation in tooling occurred, I have no information for. On the upside, the Monogram offering lends itself to much more detailing possibilities than the AMT kit ever did (*or could!*). And at the prices, the AMT kits are bringing (*production #'s were very low!*), I'd much rather have built the one I built than spend the \$'s to see that metal axle (*yuk!*) running through all my hard work. But the point is, they are out there so if you're looking to build that GTO collection, you always wanted (*Tim!*), you can now definitely make it happen.

"MPC: where did it go?"

While we all know what really happened with the Model Products Corporation, Banner and Line, my real questions is, WHY? Founded in the late 50's-early 60's, this company had always been fourth in the market. But yet I have some older issues (*along with a lot of re-issues!*) of these kits and the detail of these kits was just as good (*if not better*) as any of their competitors. Starting with an annual line of factory cars in 1966, the company attempted to keep up with the AMT offerings of the day. This line actually enjoyed great success for ten years until 1976 when the line was ended. This concept was tried



again in the 1980's but was not enough to keep the company afloat. The company then merged with AMT/ERTL and in the 1990's, we saw the return of some of

MPC's line in the form of AMT's "Buyers Choice" series. This included the **"Wild Willie Borsch" Altered**, the old **Ramchargers AA/FD front engined dragster**, and one of my personal favorites, the **1/20th McLaren MK8D Can Am Racer**. These all came with reproductions of their original box art, instructions and decals. These three examples alone are a testament to the level of detail that MPC's tooling engineers were capable of at the time. Now, while I understand corporate politics, one can only wonder what will happen to all those molds sitting in China with the rest of the AMT/ERTL line. My answer is this: if **Dave Burkett** and **Stevens International** can give us all that they have, then why don't they just pool their resources and **BUY** the tooling inventory, restore what's needed and give us more of what we want? They would make money (*have you seen the prices of these re-issues? WOW!!!*) and us younger guys can get to build the things we didn't when we were kids. I think everyone wins, don't you? I'd also like to congratulate **Bill Stillwagon** on his very nice **portfolio in Scale Auto. WAY TO GO DADDY-O!!!**

Until next time,

mpc *Pat*

'70 Baldwin-Motion Chevelle

[Revell-Monogram #2066; 100 pieces; molded in white, chrome, clear, and vinyl tires]

I wasn't hearing a great deal of good things about this kit before it was released, but I have to admit I'm pleasantly surprised. It would be classified as a modified re-issue, but in all fairness, I think we need a new category of 're-engineered kit.' It's the old 'Heavy Chevy' street machine kit, which built up stock as well. Unlike that kit, this one does not. The box art advertises it as 1/25th, but I think it's actually 1/24th.

The **engine** is buildable stock except that the cast iron exhaust manifolds are not included. There is an **Edelbrock Tarantula** intake manifold and new larger Holley carb, as well as **tubular exhaust headers**. You can choose between chromed or unchromed alternators. The **'shower head' air cleaner** is here to top off the B/M engine. Unfortunately, the block still has the oil pan, starter, and oil filter cast to it as before.

The **chassis** is as before except that the exhaust system has been removed. The tires are the no-name radial GTs with stock Motorwheel mags. There is a new corrected heater/wiper motor assembly for the firewall and an aftermarket ignition box. The master cylinder has been re-engineered into two pieces as well. Oddly, the old heater is still on the tree.

The **interior** has been completely re-engineered to the platform style we've come to like so well with new floor and separate sides/door panels. An optional

console has been added as well as a Hurst shifter. Also included are overdrive and reverse lockout levers, and even the stock shifter. A new separate set of pedals including the parking brake hangs from the firewall. There is an aftermarket three-gauge set and tach and decal gauge faces for all including the dash gauges and radio (*eight total*). You can choose between stock or B/M steering wheels.

The **body** is unchanged, but the only hood included has the L-88 Vette bulge. The rest of the kit builds up as the old kit did. There is a nice set of the '67 Vette code N-14 side mount exhaust system in two pieces for each side.

The **decal sheet** includes the B/M black stripe set in eight pieces—good luck on applying them. They may not be a problem, but we'll see. There are Chevelle emblems, B/M emblems, wheel center caps decals, and decals for the side marker lights also.

I find it strange that so many pieces have been re-engineered like the brake booster, but the engine block still has the seam in the oil pan.

This is still another home run kit for Revell that should build up well. If one could find a previous released kit for the stock hood and exhaust system, a stock Chevelle could be built as well.

by: Rich 'Blue Oval (!)' Wilson

Lyle "Bowtie" Willits sez: "The only '70 B-M Chevelle I've ever seen was in a book. These cars came in Phase 1, 2 or 3 configurations. These 'phases' were based on engine and accessory mods. Stripes on any car were up to the owner. They did **NOT** correspond to the Phase ordered. You could order a car with **NO** stripes. This is one reason that it's very difficult today to know what is a **REAL** B-M car. Even Joel Rosen stated in interviews that he had no records of the cars built. There are many more Camaros that still exist than Chevelles." 🚗



Corralled (contd)

(Continued from page 1)

painted it green, then blue-gray.

By the 1990s, it had fallen into disrepair and was parked in her garage in San Diego. A neighbor wanted to buy it. But he came back to her and said the vehicle identification number tag on the door was different from the one inside the engine compartment—an indication that it may have been stolen.

She notified San Diego police, who looked into it and told her the car's history was clean, she said.

She put in about \$4,000 to rebuild the engine again and do other repairs. But the different tags bothered her. One tag identified the car as having been built in San Jose. The other said it was built in Dearborn, Mich.

She didn't want to invest any more money until she was sure that it was legally her car. She investigated on the Internet, and contacted the Department of Motor Vehicles and police again.

Police detectives called her back and said it had been stolen and that they had found the owner.



Legally, it was his, if he wanted it, they said.

"It is his car and he could take it, even though I spent all this money," Smongesky said. "This is my baby. I've had it since I was 18."

Brakke said he had been given conflicting reports of its condition. First, police told him the car had no engine or transmission, then that it was good to drive. Great, he thought. But his enthusiasm waned when the detective mentioned the car was pale blue now.

Brakke had ordered that honey-gold from the factory. That was the smooth color in 1965. And don't be mistaken: If it had-

n't been stolen, a honey-gold 1965 Mustang would be parked in his driveway to this day—next to his 1959 Ford Ranchero.

"When I get a car, I take care of it and I like it, and it becomes a member of my family," he said.

He planned to pick it up in San Diego on Thursday but decided he didn't feel up to fighting traffic.

He's not sure if he'll keep it. Yet if it's in good shape, he thinks he might have it painted honey-gold (*Thanks to the LA Times—<http://www.latimes.com/news/local/la-me-mustang21mar21.0.40246.story>—and Matt Guilfoyle—for this story*) 🚗

LIÖ

Ed. Note: Does The final frame bring back memories?!

By: Mark Tatulli



This 'n That

New Model King Release! I hear that our good 'ol buddy Dave will be releasing this little gem shortly. Thanks to the *Spotlight Hobbies* message board—Kewl!



Rent-A-Vette?! Who says renting a car means being sentenced to driving a blandmobile or something only a Florida retiree could love? **Avis Rent A Car** is adding *Corvette convertibles* to its stable of specialty vehicles. The 430hp Vette will rent for **\$164.99 per day**, placing it among their more expensive offerings, and will be available in four warm-weather climes: Arizona, California, Florida and Las Vegas. It'll be equipped with the LS3 6.2-liter V-8, keyless ignition, push-button start, and an autoshifter. Avis has added a number of niche vehicles to what it dubs its **'Cool Collection'** recently, including the *Cadillac CTS*, *Hummer H3* and *Toyota Prius (!?)*. Avis joins **Hertz** in offering to rent Vettes. Hertz also has its own specialty rentals, which includes the *Shelby GTH...The Rich Get Richer!* **Chrysler LLC** will give the **25,000th Viper** to **NASCAR driver Kurt Busch**, driver of the #2 Miller Dodge. Chrysler is giving him the car for finishing as Dodge's top driver in '07. Busch selected the color (*Bright Red*),

and the options, though a Chrysler spokesman said the car is a typical production version. Busch plans on having the car shipped home to Concord, NC from Detroit, though his future plans for it aren't known... **Challenger Stick waits for '09**. All 7,100 '08 Challenger SRTs—the initial production run—will be 'shiftless' (*five-speed auto trans only*) behind the 6.1-liter Hemi V-8. The six-speed manual gearbox, a Tremec 6060, will not be available until the '09s arrive later this year. The Tremec box is a modified version of the same '08 Viper SRT10 unit. The first production Challenger was built April 14 at Chrysler LLC's Brampton, Ontario, plant, according to a Canadian Auto Workers official who declined to be identified. To stoke excitement for it, Dodge has adopted an unusual rollout plan. Chrysler usually introduces the SRT performance versions of its

vehicles after it has rolled out the high-volume version. But this time, the SRT came first in the short '08 run, with the lower-priced units arriving later ('09 model year). Dodge will also offer a lower-priced 3.6-liter V-6 version next year. By doing so, Chrysler has decided to go head-to-head with the Mustang and Camaro, for wider appeal... **Transformer Wannabe!** Jesse Vigil, a New Mexico resident, has a seven-year-old son, Thomas, who is such a **"Transformers"** fan, that Jesse painted his '07 **Mustang** to look like the *police*



cruiser in the movie. Anyone who saw the movie knows that **"Barricade,"** an evil Transformer, had 'morphed' the police slogan on the side from **"To Protect and Serve"** to **"To Punish and Enslave."** Apparently, what Jesse did is not illegal either, as long as he doesn't act like a police officer (*Ed. Note: In what way? Eatin' donuts - Ha! Ha!*)... **4-Banger Camaro?!?** **GM** is considering a *four-cylinder engine* for the new Camaro as a response to rising fuel prices. Speaking at the New York auto show, GM Vice

Chairman Bob Lutz said the drivetrain under consideration is the same high-performance one used in the



Pontiac Solstice and **Saturn Sky roadsters**. It's a **2.0-liter turbocharged, direct-injected four-cylinder rated at 260 hp**. He said that if fuel prices continue to climb, the four-cylinder Camaro could see production... **'Solstice-Speak.'** When **Pontiac** showed the *Solstice roadster* and *coupe concepts* at the '02 Detroit auto show, the roadster got the nod and hit the market for the '06 model year. In contrast, it has taken the production coupe six years to emerge, finally, at the New York auto show. The '09 coupe carries

(Continued on page 7)

T 'n T (contd)

(Continued from page 6)

over the fastback roofline from the concept. For open-air motoring types, a 31-pound roof panel between the A- and B-pillars is removable, with an available, optional soft top. Rear taillight housings are coupe exclusives (*designed to better blend with the tapering roof line*). Weight was kept in check with the extensive use of aluminum to reinforce the roof structure. Panels are made from lightweight sheet molding compound panels. Initial estimates have the coupe weighing 31 pounds more than the roadster. A rear lift glass allows access to the trunk, which has a flat load floor made possible with the deletion of the roadster's folding soft-top. Additional storage compartments and cargo tie down hooks help secure cargo. Coupes will be offered in base model with a 2.4-



liter inline four-cylinder, and GXP versions, powered by the 2.0-liter turbo'd four-banger with 260 hp. If you want one, be ready to wait, 'cause the coupe won't hit dealers until early '09... ***Ugh-a-Lee Scion?*** Scion explores a possible design path with the intro of the ***Hako Coupe concept*** at the New York auto show. With inspiration from the xB and increasingly popular vintage American style trend in Tokyo, designers fused the two to produce the sporty box coupe concept. Borrowing from classic American coupes is the



chopped heritage high roof (a.k.a. HHR—Gasp! Scion copying Chevy?!?). Additional exterior touches consist of trapezoidal LED headlights and taillights, flared fenders, slim side mirrors and deep 18-inch wheels wrapped in custom Scion tread pattern tires. A panoramic glass roof bathes the interior with natural light and contemporary-styled seats covered in orange or black urethane upholstery make for easy cleaning. The artsy dash design features a joystick gear shifter and steering wheel-mounted engine start button and trackball entertainment system controller. Passengers can also control the media system with a center dash-mounted roller ball. The entertainment system itself consists of two dash-mounted video screens with Bluetooth connectivity to upload music and

videos. In addition, a monitor is placed on each door and displays images from cameras set below the A-pillar. Occupants can edit captured images of where they have been and upload them online for all to see, but only when the car is parked (*natch!*)... ***"License and registration—and stop laughing!"*** Blount County Tennessee's newest police cruiser has been turning heads, but whether it could keep up in a high-speed chase is unlikely. The department retrofitted a ***'73 VW Beetle*** to add to the sheriff's fleet of interceptors, but with a top-end of about 70 mph, he's not writing a lot of speeding tickets. The ***"Bug-erceptor"*** was seized in a DUI case and boasts new paint,



sheriff's decals and tags, siren, radio, barred rear side windows, side-mounted spotlight and police lights. It even has the same number, 53, as ***Herbie the VW race car*** in the movie ***"The Love Bug."*** The car will be used mostly for PR, making appearances in parades and school events (*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!*) 🍷

Diecast Madness

This month, we have new diecasts from one of the industry leaders in smaller-scale (*1/24th*) diecasts, **Danbury Mint**.

Let's start off with a limited edition 50th Anniversary tribute to the classic '58 *Thunderbird*, swathed in lustrous Platinum Metallic topped with Raven Black.

Don't like T-Birds? How 'bout a '33 *Ford Cabriolet*? Another limited edition, this time honoring this landmark's 75th Anniversary. It is Classic Black with Vermillion Red pinstriping and matching spoked wheels. And finally, a '32 *Cadillac V-16 Fleetwood sedan*, another Anniversary limited (*5000 or less*) edition—this time the 75th. It is Metallic Blue with black running boards. As always, the myriad of features (*opening doors, hoods, and trunks, and steerable wheels*) are present. The T-Bird and '33 Ford will only be produced in '08, so if you're interested, better get moving. Your choice of any of these items here'll set you back \$140



plus \$7.80 shipping and service, payable in four monthly installments of \$36.95.

Meanwhile, **GMP** is working the 1/18th scale crowd with their newest creation, a *pair of Fairlane 'Muscle Twins'* - Ember Glow (#G1801117) and Dark Green Metallic (#G1801118), with only **600 available in each color**. Cost is **\$129.95**, and they'll be available on May 31st.

GMP is also releasing a pair of *supercharged '91 Mustang GT 'Street Fighters'* - Blue with White Stripes (#G1801825), and White with Blue Stripes (#G1801826). Cost is only

\$105.95 per model, again with only **600 of each** available worldwide. They should be available in late May.

For those of you with a bit more 'disposable income,' GMP is also releasing a pair of *1/12th scale 289 Street Cobras*, available in Guardsman Blue (#G1202613) or Red (#G1202612). They feature opening doors, hood, trunk, wired and plumbed race-inspired 289 with Weber induction and velocity stacks, four-speed transmission, hand laced spoke wheels with new threaded spinner technology (*easier installation and removal*), highly detailed brakes, suspension, and undercarriage, soft touch leatherette seat upholstery, cloth seatbelts with photoetched buckles, and accurately detailed instrument cluster and interior. Only **350 of each** worldwide—**MSRP \$499.95** US funds only.

So, there you have it for this month's dreaded 'D' word column. Maybe a name change is in order, what with the way folks feel about 'em?! If this is your thing, ya pays yer money, and takes yer choice! Don't wait too long with these limited numbers, though. 🚗



1/18th Scale GMP 1967 Ferrari 330 P-4, driven by Jackie Stewart & Chris Amon—700+ Individual pieces! Only \$269.95 (Available July, '08)

Model Buffet

Here is a scan of the recently completed **Keith Marks' '71/'72 Rally Nova decal set**. It was test-fit for the AMT kit. The stripes come in black or white.

This is a closeup of the decal set. The decal for the gauge will be an outline of the key components and will not have a black background which he has typically done for other sets.

Additionally, he also lists decals for the **'69 Yenko Nova** in either black or white, and a **'68 to '72 Nova set**, mainly consisting of emblems and such.

Keith's decals may be purchased via eBay, or directly from him. Prices average \$7.50 per sheet, while shipping is \$2.00 US. Payment will be accepted by PayPal, money order, or check (*name and address must be on it*). No postal MO's may be accepted at this time, as they can't be cashed in Canada. His contact info is: Keith Marks, 138 Leila Ave, Winnipeg, Manitoba, Canada R2V



1L2, mo-fobow@hotmail.com.

E-mail him with any further questions.

Next up is the first item in a new line of goodies from **friend and 'Musclecar Guru,' George Bojaciuk**.

Last year George's biggest client bailed out on him only three months into a yearly contract. Being that they were an 'exclusive' client, it left the cupboard bare for a while. He still has his own consulting business, but the industry was a bit slow and there was nothing coming in. Additionally, George took on a full-time job at S&W Race cars. As if this wasn't enough fun, he decided to venture out and start **Scale Accents** model displays. His



first release will be **Esler's Garage**, which debuted at NNL East. It will be a limited run of only 125 pieces, include two figures and it will light up under the canopy. A place to display your models or diecast cars. Oh, by the way—he also turned on his own webpage from which to view and order: www.gsbdesignconcepts.com, where he's also channeled his article writing skills. Check it out.

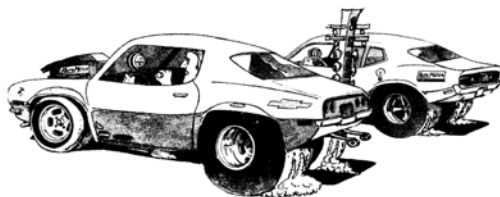
As you can see, the past year has been very busy, but George appears to have really landed on his feet and hit the ground running. **Don't know how you found the time, George, but sure glad to have ya back!**



Miscellania!

What we have here folks is the latest from *Stevens International*—the engine parts pack kits (*five of ‘em, but more on that in a minute!*) and the drag ‘T’ body, not seen in quite a while.

Even though you physically *SEE* seven engines (*Allison, Corvair, Pontiac 421, 392 Chrysler*), the box artwork merely depicts intake options for two of the engines (*fuel injection vs. front-mounted blower on the 283 Chevy, and carbureted vs. super-charged intake options on the 421 Pontiac*). Should be out soon as the word is that this is the production box art, so watch for it! 🚗



New AMT Stuff?!

The following was recently posted on the Spotlight Hobbies message board relating to new ‘08 releases (*noted as either plastic or diecast*) from the ‘*New AMT*’ (<http://www.autoworldhobby.com/>). Bear in mind that work needs to be done to ‘jumpstart’ the company, and plan your purchasing strategy accordingly.

August

- USS Enterprise (*Plastic—Polar Lights*)
- ‘67 Marina Blue Z28 Camaro (*Diecast*)
- ‘69 Red/White/Blue AMX (*Diecast*)

September

- 1949 Ford sedan (*Plastic—AMT*)
- 1960 Ford Starliner 2 ‘n 1 (*Plastic—AMT*)
- Digger Cuda funny car (*Plastic—AMT*)
- Chevy Titan 90 Big Rig (*Plastic—AMT*)
- 1/25th scale collector showcase (*Plastic—AMT*)

- Speed Racer Glue kit (*Plastic—Polar Lights*)
- Speed Racer snap kit (*Plastic—Polar Lights*)
- ‘66 Dark Blue Charger (*Diecast*)
- ‘70 Burnished Gold Cutlass SX (*Diecast*)

October

- 1951 Bel Air convertible (*Plastic—AMT*)
- Hippie Hemi fueler (*Plastic—AMT*)
- Li’l Stogie Death Valley Draggin’ Wagon (*Plastic—AMT*)
- Star Trek Enterprise (*Plastic—AMT*)
- Star Trek Enterprise Ltd. Ed. Collector’s Tin (*Plastic—AMT*)
- Rupp Super Sno-Sport dragster snowmobile, 1/20th scale (*Plastic—MPC*)
- Wheeler Dealer Monte Carlo (*incl. chopper & trailer*) (*Plastic—MPC*)
- 1970 Superbee (*stock*) (*Plastic—MPC*)

Rumor is the diecasts should be held to between 1,000 to 2,500 pieces to ensure exclusivity. Glad to see ‘em back—lookin’ forward to *BIG* things! 🚗

Condolences

Legendary funny car racer, fabricator, and race car resto guru **Pat Foster** died March 27 at the age of 68, after a short illness. A former national event winner and record holder, he was known as one of the best fuel coupe drivers in history with a long list of famous rides in a driving career that spanned 15 years.

He had a rep for being able to drive anything on wheels, and, as a renowned "test pilot" for wary owners, claimed to have driven 50+ cars from '64 through his retirement from racing in '79. His career was saluted when he was named an honoree at the NHRA California Hot Rod Reunion in 2001, the same year he was voted No. 68 on the list of NHRA's top drivers of its first 50 years.

His greatest acclaim came during a two-year stint, 1971-73, behind the wheel of the Vega Funny Cars of North Carolina clothing manufacturer **Barry Setzer**.

He won the tough '71 Manufacturers Meet and was runner-up at the NHRA Springnationals. He had the quickest time of the '72 season, a dazzling 6.29 at 235.60 recorded as runner-up at the NHRA Supernationals in Ontario, CA. His best year on the NHRA tour was '73, when he reeled off

three consecutive final-round appearances, winning the Gatornationals and notching runner-ups at the Springnationals and Summernationals.

While wheeling a variety of cars, including such notable and memorable rides as **Rocky Childs' Addict Top Fueler**, the **Beach City Corvette**, **Roland Leong's Hawaiian**, "**Big John**" **Mazmanian's Barracuda**, **Larry Huff's Soapy Sales Demon**, the **Chicago Patrol Mustang II**, and **Joe Pisano's Firebird**, he was building chassis.

He began working as a chassis builder for **Woody Gilmore**, **John Buttera**, and **Mickey Thompson**. He built two revolutionary **Mach 1 Mustangs** that featured narrowed framerails, a dragster-like roll cage, and zoomie headers. He drove one, and teammate Danny Ongais drove the other.

He later teamed with Jim Hume from H&H Race Cars, which built some of the sport's fastest cars, including the last funny car he drove, the **Super Shops Arrow**.

After stints with a Can-Am team, as a chassis builder for Raymond Beadle, and with Nissan's IMSA GTP race teams, Foster joined with race car body builder Tom Hanna and in '92 moved from his Southern California roots to work on building the world's fastest street-drivable sports car.

He later formed Foster Pro-Fab Inc. and set about restoring and recreating vintage dragsters, such as those of **Creitz &**



Donovan, **Steve Carbone**, **Beebe & Mulligan**, **Benny Osborn**, and **Candies & Wales**, the **Jade Grenade**, and an array of vintage funny cars such as **Tom McEwen's Corvette** and, most recently, the **Fiat coupe** of "**Flamin' Frank**" **Pedregon**. He moved to set up shop in Idaho, in mid-2006. His most recent resto was a Top Fuel car for Billy Lynch, and he had five new projects waiting in the wings.

His eye for detail and meticulous reconstructions made the cars virtual twins to the originals and brought smiles to the faces of those who saw them compete in their original incarnations.

Also no longer with us is Former **Chrysler Senior Design VP John Herlitz**, who died on March 24, at the age of 65.

He joined Chrysler in '65 as a stylist. He was named styling studio manager in '68 and moved up the design ladder, holding many management and executive posts before retiring in 2000 as the Chrysler's senior design VP.

He was perhaps best known for his redesign of the **'70 Plymouth Barracuda** and **'71 Plymouth Roadrunner**. He also designed a number of Chrysler concept cars over the years and aided in the creation of the **Walter P. Chrysler Museum**. **Godspeed.** 🚗





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





Apr. 26th—IPMS Model Classic '08 from 9 a.m. to 4 p.m. at Fairfax High School, 2500 Old Lee Hwy., Fairfax, VA. Info: Tom Henderson, (703) 680-9354.

May 10th—16th Annual Mid-Atlantic NNL at the Ruhl Armory, in Towson, MD. **Themes—Shoebox Fords** ('49-'51), and

Nostalgic Race Cars ('89 & older) (see flyer opposite). **C'mon out to play!**

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. 🏠

Let's Go Racin'!

Oh...My...God—Toyota wins not one but TWO races!! And the earth didn't fly out of its orbit into deep space, either!! Apparently, whatever it took to get Joe Gibbs Racing onboard is already paying huge dividends, as Gibbs' Racing driver **Kyle Busch** won at Atlanta, while **Denny Hamlin** won at Martinsville. The third Gibbs Racing driver, **Tony Stewart**, was in the bridesmaid's spot (*runner-up!*) at Atlanta, and finished fifth to Hamlin at Martinsville. Meanwhile, **Brian Vickers' Red Bull Camry** placed ninth at Atlanta. *Oh, Whatta Feeling!*

After the National Stock Car Racing Commission ruled in favor of **Robby Gordon's recent appeal**, NASCAR's last single-car driver/owner vaulted from 37th to 21st in driver points. His penalty came following the Daytona 500. Initial inspection revealed the nose of his Dodge was not NASCAR-approved. The mix-up came on the heels of Gordon's last-minute manufacturer change from Ford to Dodge just one week prior to qualifying for Daytona. His 100-point deduction was reinstated and

crew chief Frank Kerr's suspension was lifted, although his

\$100,000 fine was increased by \$50,000. A day before the commission's ruling, Gordon hinted that should the penalty be upheld he possibly would consider interest in the IndyCar Series. Add to that his loose plans of doing the double this year—race the Indy 500 and the Coca-Cola 600 on the same day—and a jump back to open-wheel racing wasn't too far of a stretch. The ruling changed all that. He intimated he was concentrating on NASCAR and would not do the double 'unless something happened.'

Childress Racing confirmed recently that it will field a **fourth full-time Sprint Cup team** in '09. RCR now fields cars for Kevin Harvick, Jeff Burton and Clint Bowyer. Each driver won a race and finished in the top 10 in last year's points. The new team will carry No. 33. Childress named **General Mills** as his new team's sponsor but says he's not ready to announce his new driver. Speculation has already centered on **former champ Bobby Labonte**, who currently drives the No. 43 General Mills Dodge at Petty Enter-



prises. Labonte occasionally drives an RCR car in the Nationwide Series. Childress will field the No. 33 in a few races late this season, but it's almost a certainty that Labonte won't be the driver. Instead, it may be Childress-backed Nationwide Series driver **Scott Wimmer**, who drove a few Cup races for Childress last year and recently won the Nationwide Series race at Nashville.

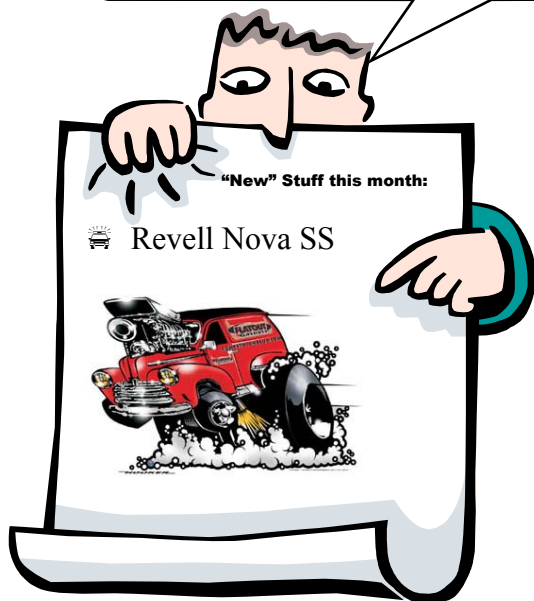
Meanwhile, earlier this month, miscreants made off with a **Dale Earnhardt stand-up** from a Frederick, MD WAWA that was being auctioned off for charity. While police inspected the cameras in an attempt to identify the **'Frednecks (?)'**, just as quickly and mysteriously, the stand-up reappeared, unharmed. Three suspects have been identified, and charges are pending. Thanks to **MAMA's Boy Ray Wickline** for this bit of insanity! *We sure miss ya at the meetings, Ray!* 🏠

This is the newsletter of the
Maryland Automotive Modelers
Association

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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

Classified

FOR SALE: Classic scale models (50's, 60's, 70's, & 80's) from a private collection. Planes, cars, motorcycles, tanks, airplanes, rockets, helicopters, jets, various ships, truck trailers & tractors, military figures, vintage cars, race cars, much more-all scale sizes - various makers including: Adams, AHM (RivArossi) trains, Airfix, AMT, Aurora, Bandai, Entex, ERTL, ERTL (International Harvester), ESCI, Fujimi, Hasegawa, Hawk, Heller, IMAI, IMC, Italeri, JoHan, Lindberg, Marines Model Co., Minicraft, Model Shipways, Monogram, MPC, Para-

mount, Pocher, Pyro, Renwal, Revell, Revell Authentic kits, Tamiya, Testors, UPC, VHT Denmark, and more. Please call (443)-817-2407.

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! 📧

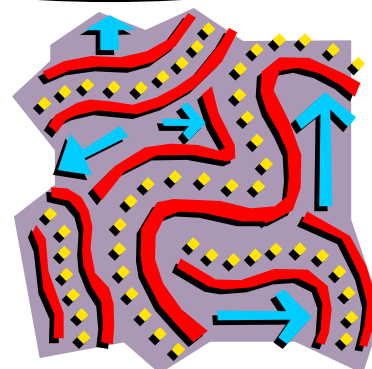


We're on the web!
<http://www.mamasboyz.org/>

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. 🚗

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