

MAMA SEZ!

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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. ☞

"The Heat is On!!"

Last month brought to a close our annual NNL show for '08, which, for all intents and purposes, was successful. *Jim Haught* (SA editor) complemented us on the amount and diversity of models on display (and not seen at NNL East!).

Belated Birthday greetings go out to *MAMA's Boy Marcos Cruz* (May 16th). *Hope it*

was happy, Cruz!

Inside, there's words on *Revell's Ferrari 612 Scaglietti* by *Rich Wilson*, and the *Revell '70 Mach I* by *Ron Hamilton*. Yet more *Diecast Madness*, and last but certainly not least, *updates on two club members*, and "*Fusion Man?!?*"

The take last month was **\$113.00** (raffle—

\$43.00, door—\$70.00).

Do the math—we *didn't make the rent*. So, let's dig deeper this month, OK? Thanks to the following donors: *Brad, Ron Bradley, Ron Hamilton, Charlie Magers, Rich Wilson, Nick Sickie, Chris Whalley, Rich Wilson, and Repligas & Miniatures Co. of MD. Thanks, everyone!*



MAMA's BoyZ Update!

In case you hadn't heard, *MAMA's Boy Pat Maphis* had a very serious *car accident* in mid-May! Apparently, he dropped a baseball cap on the passenger's side front seat floor on the way to the Jalopy Showdown car show in PA. He took off his seat belt and attempted to reach over and retrieve it. Apparently, the car swerved, throwing him off balance. He ended up laying across the front seat as the car went off the road,

onto the shoulder. He was flown to Baltimore Shock-Trauma, ending up with a broken neck, compressed vertebrae, and a broken shoulder! He will be in a neck brace for approx. 6 weeks, and there may be some rehab after that. One lucky dude! Pat had been changing his self-described sedentary lifestyle, watching what he ate, walking more, and had lost about 100 lbs, a fact that helped him get released so quickly after

his accident, and that should also quicken his full recovery from this ordeal. Pat feels that someone is truly looking out for him!

Meanwhile, *Ray and Lois Wickline* are back online after a *lightning strike* on April 11th. Several electronic devices were fried. Even the thermostat was affected. Between computers, phones, and TVs, they have a sizable homeowners insurance claim to submit. Surge protectors possibly saved some of

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'70 Mach I—'Nother Opinion

[Revell Kit #4203, 1/24th scale, modified reissue, 134 pieces plus decals]

The new Revell-Monogram has done it again. This company seems to want to cater to us "Baby Boomers" with either reissues, or new tools of significant automotive subjects that would normally appeal to modelers in this demographic. Even though I am not officially a "**Ford Guy**," I am impressed that this company saw fit to reissue their '70 Mustang Sportsroof kit, this time with parts newly tooled to build an accurate '70 Mach 1, which was probably the best selling version of this car. I am also impressed by the way the manufacturer accomplished this, by adding extra parts to their '70 Boss 302 kit, and including the "newly tooled" parts in the same box, so the builder could choose which version they would build. A '70 Mach 1 has not been available in kit form from a major manufacturer in the American

market since AMT marketed the annual kit for the 1970 model year. I took a hard look at my AMT '70 Mustang Mach 1 kit, and the new Revell kit is superior in **EVERY** way. The old AMT tool looks "toy-like" in comparison. From the proportions of the body, to the interior, the engine, the wheels and tires, it would take a ton of scratch-building and body work to make the old AMT kit look half as acceptable as this new version. I tried to find fault with it, and while it is not "perfect," it is damned good. According to the directions, the kit has enough parts to build either a Replica Stock Mach 1, a Replica Stock Boss 302, or a Custom Boss 302. I can take this a little further, in that a "Standard" '70 Mustang Sportsroof can also be done, by mixing and matching the appropriate kit parts.

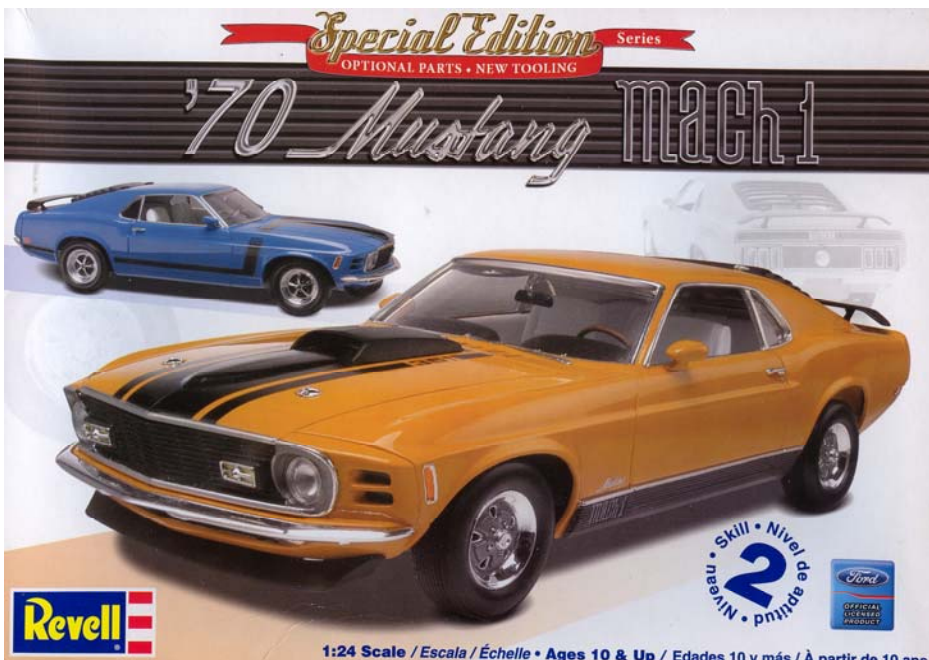
There are **two separate engine assemblies** in this kit, a **351 "Cleveland" 4-Barrel V8**, and a

Boss 302 V8, with either a 4-barrel carburetor, or the **rare Autolite 4100 in-line carburetor** with it's attendant parts. These engines are excellent examples of each, needing only proper paint, aftermarket products, and building skill to do a contest quality example. The 351 Cleveland engine cannot be built as a Factory Stock engine, as a set of "Ford Motorsport" aluminum valve covers are included in the kit, whereas the factory issued this engine with a set of "Powered by Ford" stamped steel valve covers. Maybe the aftermarket can come through for us for this part.

The **chassis** is a simple affair, with a well engraved front suspension molded in, a separate dual exhaust system, staggered rear shock absorbers and a separate rear axle/leaf spring system. Proper detail painting and aftermarket products will make this one stand out. If the modeler wanted poseable steering, a lot of scratch-building will be required as the front suspension is molded as a single unit.

There are **two basic interior assemblies**, one being correct, and the second not correct, but workable. The first version is the Mach 1 interior, which is correct for this car. There are separate door panels, which represent the Mach 1 and the "Decor Group" interior, with the proper upholstery pattern and the panel for the wood grained insert, which is represented by a decal. The second interior tub has the Decor Group interior front and rear seats, with the "Standard" door panels, which is not a correct combination. A

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Ferrari 612 Scaglietti

[Revell/Monogram #07364,
120 pieces]

The 612 Scaglietti replaces the 456 GT in the 2+2 category.

Where the 599 Fiorano's competition is the Corvette or Viper, the 612's would be the Camaro or Mustang, though not in price or options. Yeah Brad, I know that's a bad analogy. Where the 599 has no back seat, the 612 does, though only enough room for children.

Think of it as a 599 with a back seat. Also the 612 has side coves; right Norm! The two cars do look a great deal alike. Check out issues of Sept '05 *Road & Track*, or Aug '04 *Forza* for good pictures of this car. The primary design criteria for the 612 was weight distribution. The engine was placed behind the front axle centerline for a rear weight bias of 54%. The 612 is also the largest Ferrari ever built but tilts the scale at only 4000 pounds because of its Alcoa aluminum space frame.

The 5.7-liter **engine** is a 17-piece affair that is quite accurate and well detailed except for the front cover/fan belt piece. The saving grace is that it's not all that visible when the model is finished

though that's not a very good excuse. It uses

the same strange exhaust headers that are in the 599 as well as the same rear mounted F1 paddle shifted transaxle.

The **chassis** is a flat plate piece that the suspension builds up on, but remember all these modern Ferraris have a 21st century version of a belly pan making the aluminum chassis impossible to see when completed anyway.

There is working steering and the disc brakes hold the wheels on.

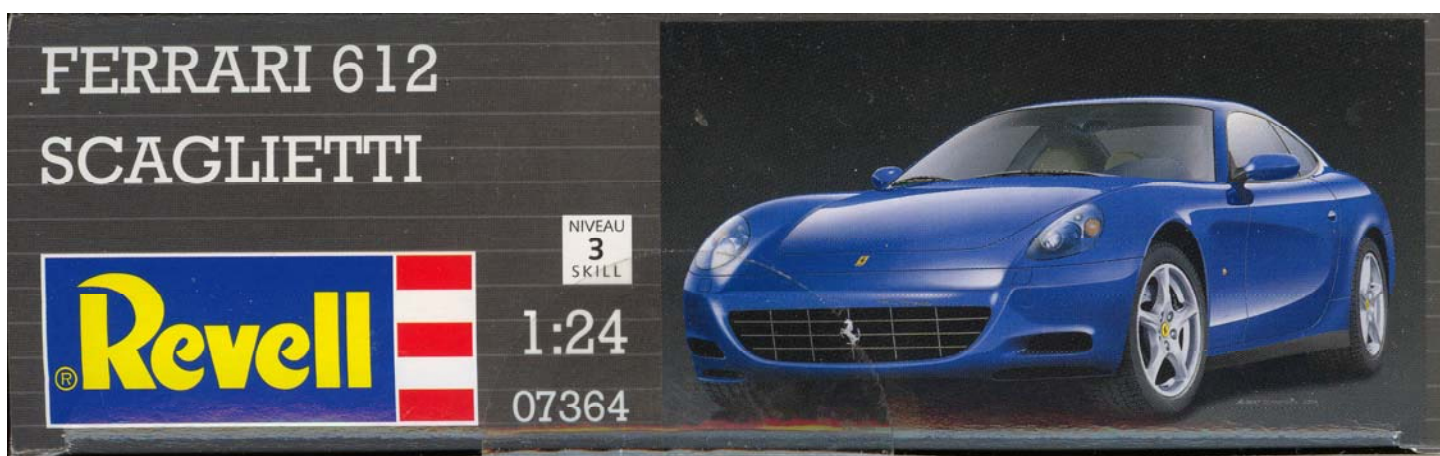
The **wheels** are chrome plated and while the Forza article shows them in a flat finish the Road & Track articles show them polished, so I guess the builder can choose how to finish the wheels.

The detail painting is probably the most challenging part of this entire kit. The dash has upper and lower parts with an aluminum stripe across the center. 11 decals detail the dash knobs and gauges. Personally, I won't do totally black interiors in coupes because the details are difficult to see, so that means almost all the other choices are two-tones. The seats are three pieces with electric control panels on the side. Don't forget to install the separate rear

headrests as I did. I didn't notice until I had the car totally completed including the glass on all four sides. The side windows install from the inside against two hooks on the underside of the roof. Make sure they are in the proper place or the interior won't fit in properly. The front and back windows fit from the outside. You'll need to paint the lip in the body flat black instead of the glass; I found this slightly easier than the usual.

The inner fender panel is a separate chromed piece that should be 2/3s flat black and 1/3 aluminum colored. Next comes the engine hood with dogleg type hinge that traps under the dash. I found that it didn't close completely but it may have been my fault and not the kit. But I shimmed the hinge with .010" evergreen strip and it shut perfectly. I can't even get a fingernail in the seam its so close. I have to turn the model up side down and shake to get it open. The only parts that bugged me are the headlight buckets, which are chrome plated in the kit. I figured they should be flat aluminum in color until I looked in my magazines and found they should be body color.

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“Airstream Ranch?!”

Along Florida’s Interstate 4, the clogged artery that connects Tampa to Orlando, sits **Bates RV**, a recreational-vehicle dealership owned by Frank Bates, who is regarded as a minor eccentric in the business. For example, his ads show him dressed in a black and white cow suit, dancing and holding up cards suggesting you can save some MOO-lah at his place.

His dealership is located in Seffner, previously known mostly as the hometown of *legendary drag racer and UFO researcher “Big Daddy” Don Garlits*. Seffner is now known as the location of **Airstream Ranch**, Bates’ latest project.

If you haven’t seen it, it may already be too late. Zoning issues and an angry neighbor might have already brought the ranch’s destruction.

The idea came to him last year. He’s a native of Texas, “and everybody in Texas knows about Cadillac Ranch,” he says. **Cadillac Ranch** is, of course, 10 old Cadillacs buried nose-down in the ground alongside Interstate 40.

Conceived by Stanley Marsh, an eccentric Texas

millionaire, Cadillac Ranch is widely regarded as art, particularly since the sad, rusting, graffiti-covered cars are supposedly facing west at the same angle as the pyramids in Egypt.

“The Cadillac Ranch recognizes that the Cadillac is a leading premium car,” Bates says. “And Airstream is the leading premium trailer. A lot of celebrities have them. Matthew McConaughey, the actor, has some. Sandra Bullock has one. Sean Penn has one. I just sold two to the lead singer of AC/DC.”

Bates, the country’s top Airstream dealer, wanted to do something nice for **Airstream’s 75th birthday**, so he conceived Airstream Ranch, which consists of seven and a half Airstream trailers, buried nose-first, alongside Interstate 4 near his dealership. He buried seven and a half trailers because that’s 7.5, as in 75, the Airstream anniversary.

You get there by stopping at Bates RV and having somebody drive you over in a golf cart. You also can get there from the back, if

you know what little dead-end road to take, but

that’s a problem. Twelve families who live on the road are afraid for the safety of their children and the traffic jams, litter and lowered property values that may result as legions of art lovers flock to the back door of Airstream Ranch.

On March 15, there was a big hearing at the Hillsborough County Code Enforcement Board. One of the neighbors called Airstream Ranch “a dirty deed” and “a cheap roadside attraction” and then cried, and Bates knew it was all over, despite having three art authorities testify on behalf of Airstream Ranch, including Larry Thompson, president of Ringling College of Art and Design, who proclaimed, “In my expert opinion, this constitutes a piece of art.”

The board voted unanimously that Bates must remove Airstream Ranch in 30 days or face a \$100-a-day fine, even though a few miles east on the interstate, Dinosaur World has a big blue Apatosaurus and a snarling orange Tyrannosaurus rex perched close to the road, and nobody seems to mind.

All of this breaks Bates’ heart. He offered to build a 10-foot fence behind Airstream Ranch and landscape it, but that didn’t fly, nor did 3900 signatures on his “Save Airstream Ranch” petition. He’s looking into rezoning the property from agricultural to commercial, but there may not be enough time.

“It’s a kick in the gut,” he says. “My wife says, ‘Why are you fighting so hard for this? It’s not like it’s making you any money.’ I guess it’s because I’m an old Texan, and that’s what we do.” 🇺🇸



Diecast Madness

GMP is off on a tear again. They are set to release not one, but **TWO** 1/18th scale '70 **Hemi-powered GTXs**. They will be equipped with the (in)famous Hemi engine, backed by automatics, and available in your choice of **Rallye Red** (#1803117, reportedly one of three known to exist in the world, currently under restoration), or **Ivy Green Metallic** (#G1803116), both with the 'rare' tan interior. They will retail for **\$139.95 each**, and be limited to only **1,408 of each color world-wide**. They will both feature opening doors hoods, and trunks, and

working suspensions with real steel leaf springs. Additionally, they will also feature roll-down front windows, and pop-out rear windows. You can reach 'em at 1-800-536-1637, or online at www.gmpdiecast.com.

How about a 1/25th scale replica of **Chevy's '58 Apache pickup** from the folks at **Danbury Mint**? They will release it in limited numbers (5,000, noted by a numbered plaque on

the chassis), to commemorate its **50th Anniversary**. It will be done in the factory shade of **Cardinal Red**, and feature opening doors, hood, and steerable wheels via the steering wheel. It'll even have a real rubber spare tire. It'll set ya back a **cool \$149** (plus \$9 shipping and service), payable in four monthly installments of \$39.50. You can reach 'em at 47 Richards Avenue, Norwalk, CT 06857, 1-800-822-6133, or online at www.danburymint.com.

That's all for this month! 🚗



Regular line Hot Wheels 1/18th scale Batmobile (i.e., \$30 to \$40), NOT the \$300 (!) 'Elite' version!!



This 'n That

Baby Ferrari CA? Ferrari has released the first official photos of its all-new “baby” eight-cylinder GT it is calling *California*. Sports car enthusiasts have waited



months for this news as Ferrari has made it a point to staunchly deny its existence, despite repeated leaks from the hallowed halls of “Red’s” Maranello, Italy, HQ. Based on its specs, it will not disappoint. It comes only as a convertible with a folding hardtop stretched over a chassis and bodywork hand-formed of aluminum, and is powered by an all-new 4.3-liter, direct-injected V8 mounted in the mid-front position—a first for Ferrari. It will be mated to a seven-speed dual clutch transmission. A multi-link rear suspension has been developed for the car. It also gets the firm’s F1-Trac traction control system, and Brembo brakes. Factory estimates are the car will run from a standstill to 62 mph in the sub-4 second range. It will debut at the Paris motor show in October...**Soul Brother?** Toyota’s *Scion* brand will get some competition from *Kia* when the *Soul* small car comes to the US next spring. *Kia* is billing the car as “rebellious” and says it provides a “creative platform” for buyers. The *Soul*—it will keep the concept name—goes into production in Korea in September,

and the production car will also debut at the Paris motor show in October. *Kia* issued photos of the production car sans mechanical details. The front-driver is believed to be powered by a 2.0 liter four-cylinder engine...**Green(er) Hondas?** By 2012, Honda recently revealed plans for a *four-car hybrid fleet* that expects to reach *global sales of 500,000 a year* when all are in production. The US will get *three of ‘em*: a *small hybrid* that will be sold in world markets, a *sports-car hybrid* based on the *CR-Z concept* from the ‘07 Tokyo motor show and the *Civic hybrid*. There are no plans to bring the Fit *Hybrid*, which is due in the US by 2015. All cars would share versions of Honda’s gas-electric technology, called *Integrated Motor Assist*—a 1.3-liter four-cylinder engine paired with an electric motor. The yet-to-be-named small car will be Honda’s entry-level hybrid when it reaches the US in spring ‘09. The five-door hatchback will take styling cues from the *Honda FCX Clarity fuel-cell vehicle* and will have room for five. The car would be produced alongside the Civic Hybrid at Honda’s Suzuka factory in Japan. It will also get an interactive system that provides driver feedback to help conserve fuel, though details about how it works were not available. The CR-Z, which stands for “*Compact Renaissance Zero*,” would be one of the *first hybrid sports cars* by a



mainline manufacturer in the US. The concept shown in Japan and later in Detroit emphasized a futuristic, performance look highlighted by a large grille and 19-inch wheels. It could go on sale by 2012. Meanwhile, Honda said it has started the process of identifying the 200 customers who will *lease the FCX Clarity hydrogen-fuel-cell car* when the program starts in July. 50,000+ people have expressed interest in the car, which will have a range of 270 miles. The program is limited to customers in Southern CA, where the hydrogen-refueling infrastructure is established...**High-Priced (GT-R) Spread?!** Expect to pay—a lot—for the new *Nissan GT-R*. Pricing starts at **\$69,850** for the base car and reaches **\$71,900** for the premium model. But a top Nissan product exec is predicting a **10- to 30-percent markup by dealers** (Ed. Note: surprised?) when the car reaches the US in June—which appears to be a conservative estimate. That means GT-R fans could wind up paying **\$21,000+** above the MSRP, *which doesn’t include shipping*. Scarcity (just 1,500 GT-Rs per year, with 60 percent of the first year’s allotment already sold) and demand account for the price premium.

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Nissan's VP of product planning said there's not much Nissan can do about the issue as state franchise laws give dealers wide latitude to sell cars as they see fit. The car has already created quite a stir for Nissan, *lapping the Nürburgring circuit in 7:29* in April to rank *among the fastest times ever for a production car*. The GT-R's *twin-turbo 3.8-liter V6* is rated at **480hp**, and it runs 0-60 mph in 3.5 seconds, putting it in the same company as a *Mercedes-Benz SLR McLaren*—which goes for **\$500,000+**. *Ouch!...Ford's Nifty New Options*. Ford will introduce two new features in '09 that will aid visibility for drivers: the *blind-spot mirror* and the *cross-traffic alert system with blind-spot monitoring* (whatta mouthful!). The blind-spot mirror adds a secondary convex spotter aimed at the driver's blind spots, at the top outer corner of the door-mounted mirrors. The cross-traffic alert system with blind-spot monitoring is a radar-based detection system that will help drivers back out of parking spaces—where vision can be blocked by other parked vehicles. The alert system has *two multiple-beam radar modules packaged in the rear*



quarter-panels. When a vehicle enters the blind spot, an indicator is lit in the interior to warn the driver. No word on which vehicles get the new technologies first but said they will be spread throughout its lineup...*New Audi Drop-*

Top. Audi has whipped the covers off a limited-edition version of its *second-gen TT* called the *Club-sport Quattro*. Set



for production later this year, the new drop-top draws heavily on Audi's TT Clubsport Speedster concept, adopting the chopped-down windshield and shallow side windows, along with further body shell mods aimed at enhancing performance. It was revealed recently at an annual gathering of Audi and VW enthusiasts held in southern Austria—the same venue chosen for the unveiling of Audi's 224-hp, 2.0-liter, four-cylinder common-rail diesel A3 Clubsport. Power for the car comes from a heavily tuned version of Audi's new turbo'ed 2.0-liter, four-cylinder gas engine. It produces a claimed **300hp**, which is sent to all four wheels via Audi's new seven-speed S-tronic double-clutch gearbox, with steering-wheel-mounted paddles and a choice between manual and automatic modes. To accommodate widened tracks and 19-inch alloy wheels shod with 255/35 profile tires, the body shell was widened by 2.4 inches. Other alterations include larger air ducts up front and a hard plastic tonneau cover. Inside, it gets aluminum pedals, instrument bezels and door handles, heavily bolstered race-car-

style seats and tan leather. Audi has not released production details, saying only that "small series production of the TT Clubsport Quattro cannot be ruled out." Sources in the Middle East, however, indicate that Ingolstadt

bosses have already greenlighted a run of 50 to 100 cars, the majority of which are expected to head to *Saudi Arabia* and *Dubai*

(Ed. Note: *Again—surprised?!).* North American sales look very dim, as the cut-down window and lack of a header rail won't meet US crash regs. *Condolences. Dick Martin*, best known for his co-hosting of TV's *Laugh-In*, died recently of respiratory complications. He was 86. His partner, *Dan Rowan* died in 1987. If it wasn't for *Laugh-In*, we might never have had the *Judge* from *Pontiac...The Good AND the Bad*. *GM* recently announced the *Electric Chevy Volt* (with *Lithium Ion* batteries) is approved for production in **2010**, while *Hummer*, with gas over four bucks a gallon, is undergoing a *'strategic reassessment.'* This could mean a complete rework of the lineup, or a sale of all or part of the brand (?!). *GM* is also *shutting down production of gas-guzzling SUVs & trucks at four plants* (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!) ☺

Model Buffet

Historic Racing Miniatures (a.k.a. Harold Bradford) has been busy attempting to put the finishing touches on his '63 Z06 "Big Tank" Corvette kit. In a conversation with Harold recently, he alluded to a *few possible near-future projects* including, but not limited to a *stock 260/289 Cobra roadster*, tho' he hinted that there may be a few *early racers* thrown into the mix later.

Next up he told me he has a soft spot for the '57 Maserati 450S. His plans include a possible *full curbside kit*, which may be followed by a *full detail kit*.

For further info, contact Harold Bradford at 14008 Adkins

Road, Laurel, MD 20708, his-toricracingminiatures@comcast.net.

I need to apologize to **Tom** and **Tim Yocum**, proprietors of **TJ's Custom Castings**. I had hoped to run a more pics in last month's column of their goodies. Not only did I run a bit short on space, butt when I visited the website, it was down for updates! As a reminder, they are in nearby PA and specialize in *dirt racing* goodies.

You can view his website at (www.tjscustomcastings.com), and, if you have any questions, e-mail Tom at tyocum@tjscustomcasting.com.

As usual, a special 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 to me for inclusion in a future column! Thanks in advance, guys. 🍷



"Fusion Man" A new Superhero?!

Yves Rossy, aviation enthusiast, inventor, former Swiss air force fighter pilot, and currently a commercial airline pilot for Swiss International Airlines, dreamt of flying through the air like a bird. On May 14th of this year, he realized that dream.

Known as Switzerland's "**Fusion Man**," Rossy's flight lasted six minutes in Bex, Switzerland, and included an emergency parachute programmed to auto-

matically open if he were to black out.

So far Rossy and

sponsors have poured more than **200,000 Swiss francs**, or **\$190,000**, and countless hours of labor into building the device. He would not estimate how much his device would cost should it ever be brought to market. Rossy says his form of human flight will remain the reserve of very few for now. The price and effort involved are simply too enormous. Do you guys hear **Elton John's "Rocket Man"** playin' in the background?! 🍷



New Stuff!

Here gang, are some shots of the new **Revell Nova SS**, courtesy of **Len Carsner** and the **Spotlight Hobbies message board**. The fully assembled comparo below features the new Revell Nova (on the right), compared to the older AMT (on the left) one. Looks very promising. **This from a Pontiac dude, yet!** Ron Brad, er, Rich Wilson should have these as you sit readin' this newsletter (Ron will be absent in June & July!). I guess **Keith Marks** is gonna experience a run on some of his Nova decals! **Hey, Lyle—take it easy and let someone else get a shot at these guys, OK? Jus' kiddin', big guy!** 🙄



Mach 1 (contd)

(Continued from page 2)

Decor Group interior could be achieved by swapping out either the door panels from the Mach 1 interior to the Boss 302 tub, or the whole rear seat area by swapping the Decor Group rear seat and interior tub to the Mach 1 front tub. Both versions use the same dashboard, which is well engraved, with decals for the woodgrain and the gauges, as well as the Hurst 4-speed shifter with "T" handle, and the "Rim Blow" steering wheel. The two-piece front bucket seats for both versions are well proportioned, and with the proper engraved upholstery pattern for the version as intended. Each interior tub had the center console and rear seat molded into the floor. The pedals are also molded into the interior floor, which in my opinion detracts from an otherwise fine tub. The bottom side of the interior tub is engraved like the chassis of the real car. Nice touch.

Each version has its own radiator, the Boss 302 version adding a separate oil cooler. The rear view mirror mounts into the glass unit which mounts into the body. The head and tail lamp lenses are clear. The outboard mounted front shocks mount into the front fender wells, after the area is painted. The export brace is also included, and is attached to the shock towers. There is also a separate battery in the underhood area, which has the firewall and its components molded to it. A very simplistic approach, which needs a little work and detail painting to be

credible.

There are two rear tail treatments for this kit. The first is the Mach 1 style, which has a patterned center insert, which is to be painted black, and the Boss 302 / Standard style, which is to be left body color. The tail lamps are molded clear, so they must be tinted red, before being mounted in the tail light bezels on the rear bumper, which should have flat black flowed into the recess in the bezels on both sides. Each version has its specific gas cap, the one for the Boss 302 / Standard should have a black wash added for clarity. Separate chrome back-up lights, which need to be detailed, are also furnished. On the face of the rear deck lid, there are M-U-S-T-A-N-G letters engraved onto it. These letters should be removed, and replaced with the proper decal if the Mach 1 is the version being built. A separate rear spoiler, and optional well engraved rear window louvers are included.

There is a front body panel, where the grille mounts. There are two front grille/headlamp units. The Mach 1 unit with its fog lamps and specific grill treatment is included, as well as the Boss 302 / Standard unit. Do your research and paint the unit properly for clarity. A separate front license plate, and front spoiler is also included for this assembly, which must be carefully mounted to the front of the body before painting and mounting the appropriate grille and spoiler.

There are *two sets of wheels and tires* included. The first is a set of "**Sport Wheel Covers**" mounted on black, no-name F70-14 70 series bias ply tires, which

are new to this kit, and are meant to be used with the Mach 1, and could work with the standard version. White letters or a "Pin White-wall" could be added to the tires for added clarity. The second is a set of **15" x 7" Magnum 500 wheels** mounted on black, no-name 60 series radial ply tires, which are meant to be used with the Boss 302 version. They were often seen on the Mach 1 version also. A set of white letter decals would dress these tires up nicely. Both sets of wheels need the appropriate detail painting for accuracy. Curiously, there is no brake detail on the wheel backs. The tire manufacturers should allow the model kit makers to put their brands on model tires at no cost. It's free advertisement, and the kit tires look toy-like without them.

Two separate hoods are included. The first is a hood with a "non functional" scoop on it meant for the Mach 1. There is an opening in this hood, which should be filled in with a piece of sheet plastic underneath after the scoop is installed. The stripe decal should be installed and mounted on the hood before the scoop, which should be painted flat black by the way, is installed. Twist type hood pins are also included for this hood. The second hood is a flat hood, which is meant to be used with the Boss 302 and has its own decals unique to that model. For this hood, there is a custom hood scoop, which is to be meant to used with the Autolite 4100 inline carburetor system, after the appropriate hole is cut out. A "Standard" Mustang could use either hood, without striping of

(Continued on page 11)

612 (contd)

(Continued from page 3)

Mind you the body and all its pieces were completely painted and clear coated and now I had to strip off chrome, prime and paint two more pieces. And I had to stop construction completely until that was done. Even the sides of the projector beam headlights get a little body color on them.

The clear covers are a precise fit. The wipers are a bit tricky to install. You have to fish them be-

tween the hood and the inner fender. How many times have you had to stretch the lower body to get the chassis in; on this one you could drop the body from 6 inches over the chassis and it will drop right into place. And that's with the dash that glues to the body and not the interior and extends all the way to the floor and around the transmission tunnel. The body and chassis glue at the rocker panels and is very visible. My first attempt was unsuccessful so I tried a second time and took two medium zip ties and wrapped them

together around the middle and pulled it up snug and left it over night. Yes I really did it and the only reason I got away with it was because I painted it with lacquer from Cobra Colors, which is quite hard paint.

I found this kit to be fantastic to build just like the 599 from last month. Both are Revell of Germany kits and very easy to build even for one of limited ability. Kits like this tend to spoil you with other kits.

By: Rich Wilson 🍷

Mach 1 (contd)

(Continued from page 10)

course. There is a molding engraved on the front edge of the hood, which should be chromed.

The **body** of this kit, which by the way, is the best rendition of a '70 Mustang Sports Roof in scale, is not perfect. I find that the rear quarter windows are cut a little short, and look triangular. The real car has a flat area of about 3½" across the top, and this is not represented on this kit. Curiously, the annual AMT kit had rear quarter windows that were too wide, and the original MPC kit did not have pillar posts. It's up to the modeler to deal with this issue, as most will just leave it alone. Dual sport mirrors with separate mirror faces are included. Curiously, the body lines depicting the fender to cowl panel separation is not there. For the Mach 1, the lower ribbed moldings are represented by separate chrome parts, which attach to the lower door panels. The recesses should be painted with a

deep flat charcoal, with only the fins, lettering, and the upper edge molding left chrome. Each version has the appropriate stripes and emblems rendered as decals.

All in all, I really like this kit, and plan to buy a few more for various versions of the Mustang Sportsroof, one being a 'R' Code sleeper with a 428 Cobra Jet, which can be sourced from the Revell '69 Shelby GT 500, or the '69 Mustang Mach 1 kit. If I were the kit planner, I would have included a shaker scoop, hood, and 428 Cobra Jet from the Revell '69 Mach 1, along with the appropriate decals. **Keith Marks** does a comprehensive decal set for the **Mach 1** and the **Boss 302** in Black and White, as well as the rare regional "Twister Special." Now if we can get some decent photo-etch for this kit. Highly recommended.

by: Ron Hamilton 🍷

BoyZ (contd)

(Continued from page 1)

the devices, but a charge surged through the cable hook-up right to the cable modem and all things connected to a drop-line at the rear of the house. The strike was a few feet from the chair where Ray was watching TV! Red, and yellow light filled the room as the TV fizzled, and the lights went out. The bolt hit outside between their shed and house. Torrential rain at the time was deafening. They kept a flashlight in the master bedroom, and were able to determine that there was no fire! Ray sez "Of course the items they purchased as replacements are not as familiar as the items they lost. New and improved is not always a good thing!"

Glad to hear that everything is OK with both of you now! Let's be careful out there guys, OK?! 🍷



MORE Stuff!

I was cruising' the *Spotlight Hobbies* website the other day, and noticed a post about the *Shizuoka Hobby show* in Japan from last month (May). For more pics, go here: http://www.hlj.com/hlj_gallery2/v/shizuoka08/auto/ (*HobbyLink Japan's website*).

The good news is contained herein. Bad news is that there was mention of a *price increase* (possibly *double-digit!!*) for *Tamiya plastic*, as of July 1st. *Ouch!*

Before we start, it should be noted that it appears that it will be a *"GT-R Summer,"* with new kits on the way from Tamiya, Aoshima, and Fujimi! They should still be much more affordable than their 1:1 counterpart!

Aoshima

1/24 Nissan R35 GT-R: A test shot was on display. Offered in two versions (7/08)

1/24 KITT and KARR: KITT and his arch nemesis KARR (*both available 7/08*) are enroute! KITT will feature all-new tooling and the cool front moving scanner light as seen in the "Knight Rider" show. KARR won't have the scanner, but will feature a two-tone body.

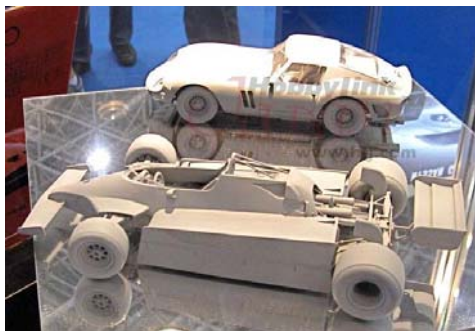
1/24 Garland SF-03/G: From the futuristic race action of "Cyber Formula" comes this kit of the Sugou Garland SF-03/G with Boost Mode! A figure of Henri Claytor is included (6/08)

Ebbro

1/43 Nissan GT-R R35 (6/08)

Fujimi

1/24 Ferrari 250 GTO: All-new tool of the classic Ferrari (6/08)!



1/20 Ferrari 126CK Spain GP 1980/81: All-new tool of the classic Ferrari Formula 1 car (7/08)
1/24 Nissan GT-R (R35) (7/08)
1/24 Ferrari F430 Scuderia: All-new tool of another hot Ferrari (5/08)

Studio 27

'07 1/24 Chevrolet Corvette C6R LM: A multi-media kit (6/08)
'07 1/24 Penske RS Spyder: A multi-media kit (6/08)
'08 1/20 McLaren MP4/23: A test shot of the resin body parts (6/08)
F2008 1/20 Ferrari: The current Ferrari F1 car (5/08)

Tamiya

1/12 Kawasaki ZZR1400: Kawasaki's big new 200hp bruiser, available in red, blue, and gray! (5/08)



1/12 Ferrari 288 GTO: A fantastic semi-finished model in cool and sturdy briefcase-like (*read: expensive!!*) packaging! (6/08)

1/24 Nissan GT-R: Tamiya kicks off the '08 GT-R festival with its smashing version of Nissan's monster machine! (5/08). Kit will include engine detail.

1/24 Nissan R35 GT-R: Parts all laid out, nice and neat. Not shown is a great set of photo-etched parts available separately

Unknown Manufacturer

1/24 Mach 7 "Full Version:" This kit is ready for anything with its seven special features: auto jack, belt tire, chopper, defencer, evening eye, frogger, and gizumo go (6/08)! To help finish this kit with all the detail it deserves, a fine fret of photo-etched parts and sharp decals are included.

And there you have it! Begin making up those wish lists! 🍷



June 20th to 22nd—**GMs @ Carlisle.**

June 27th—"Drive Your Corvette to Work" Day, sponsored by Mid-America Motorworks, in celebration of the *Birthday of the Corvette* (June 30th, 1953).

July 11th to 13th—**Mopars at**

Carlisle.

Aug. 6th to 9th—"Gateway to the Atlantic" '08 IPMS USA National Convention at the VA Beach Convention Center. Info: www.ipmsusa2008.org.

Aug. 8th to 10th—**Trucks @ Carlisle.**

Aug. 16th—**NNL Summer Classic Model Car Event '08**, at The Village Inn Golf & Conference Cen-

ter in Clemmons, NC, by **Carolina Kustom Modelers.**

Theme—**Gassers!** Info:

www.carolinakustommodelers.com.

Aug. 21st to 24th—**Corvettes @ Carlisle.**

Oct. 1st to 5th—**Fall Carlisle.** 🏆



Let's Go Racin'!

Humpy Wheeler retired!?!

Yup, after the green flag fell on the **Coca-Cola 600** from Charlotte, er forgive me, **Lowe's Motor Speedway**, Humpy closed out a 33-year career at Charlotte. Word is he may keep his hand in the NASCAR arena somehow, maybe with a book?

Ironically, this came after **Charlotte owner Bruton Smith's SMI** (Speedway Motorsports Corporation) announced **plans to purchase nearby Kentucky Speedway** the week of the Coca-Cola 600 for the nice, round sum of **\$78.3 million** (Ed. Note: it cost \$152 million to build—how does *THAT* work?!). The track can hold 70,000+, and Smith has said he plans to add 50,000 more seats to make it more 'suitable' for a Cup race. Great—more seats, more dollars for Smith, more local traffic!

He was intent on adding an **'09 Nextel Cup date**. Sadly, NASCAR recently turned down his 'polite' request because it was supposedly too late to do so.

Kasey Kane was the big winner, both in the 600 and in All-Star race preceding it. Camrys fin-

Just when you thought that the Cars diecast mania had subsided, they release (in a limited fashion via the Internet) a full field of 1/64th scale cartoon racers, complete with a display base!



ished third (**Kyle Busch**) and tenth (**David Reutimann**), and Kyle maintained the points lead.

It also came out almost a week after the race that **Jeff Gordon** and **Hendrick Motorsports** agreed to a **two-year contract extension** with primary sponsor **Dupont**, running through 2010. **Elliott Sadler**, driver of the **Gillette-Evernham Motorsports Dodge**, agreed to a **multi-year contract extension**.

Crew and car chiefs for drivers **Scott Riggs** and **Johnny Sauter** were fined **\$100,000 each** and suspended for a grand total of **six races each** for 'messin' around' with the **rear wings** on NASCAR's COT (*Car of TODAY*).

NASCAR's newest **'Bad**

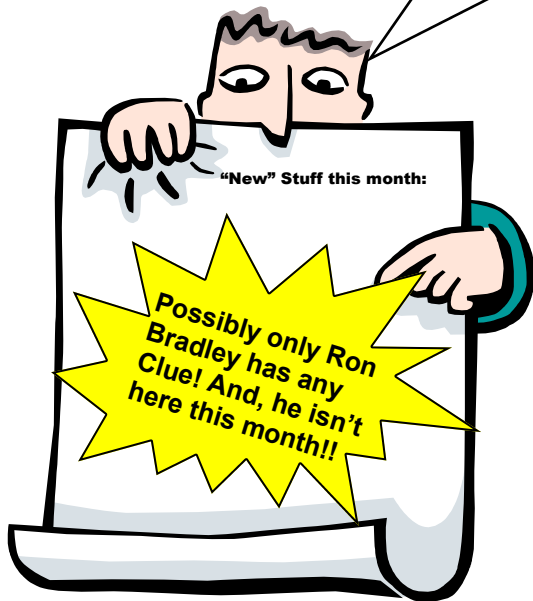
Boy," Kyle Busch did it again by winning at Dover. That puts his count for the year so far at **10 wins** (four cup, four Busch, and two in trucks, I think). Looks like Joe Gibbs did the right thing, while Rick Hendrick is probably kickin' himself right now for lettin' Kyle go!

Universal pictures has a **NASCAR-themed movie** on the way (with NASCAR's blessing—wonder what *THAT* cost?!). It is supposed to be written by Terence Winter (*"Sopranos"*) and directed by Gary Ross (*"Seabiscuit"*), focusing on an up and coming driver (sound *"Days of Thunder-ish?"*) who joins the circuit, forming a friendship with a driver he grew up idolizing. No word on a release date. 🏆

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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

Stoopid Crooks!

A judge has issued punishment for the man who *stole* a *5-foot-tall Dale Earnhardt stand-up* from a Frederick County convenience store.

Johnnie Murrah will serve 40 hours of community service for taking the stand-up from the Ballenger Creek Wawa recently. He returned it after police released surveillance video of him.

He also donated several of his own Earnhardt pieces to a local charity auction. The judge considered his actions before passing sentence. Thanks to *MAMA's Boy Ray Wickline* for the update. 🍷

Classified

FOR SALE: Let's change gears a bit. I'm offering for sale assorted items from my *massive diecast collection* (mostly *GTOs—surprised?!).* I have everything from 1/64th scale cars up to and including 1/18th scale premium cars. See me at a meeting, or E-mail me at gtoguy@verizon.net. *Tanks!* 🍷

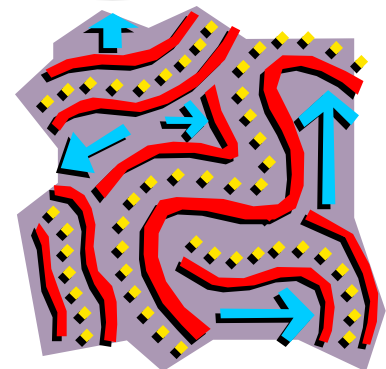


We're on the web!
<http://www.mamasboyz.org/>

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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