



MAMA SEZ!

Volume 22, Issue 4

December, 2008



Merry Christmas, Gang!!

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. ☔

Last month's meeting highlights included a good roundup of *Toys for Tots* donations—thanks, everyone. Another highlight was the *donation of approx. \$125* from *Bill Stillwagon* and *Jeff Young* in the form of *MAMA decals*! They paid to print 'em, and donated 'em for us to sell to pump up our treasury. Thanks, guys!

It musta been November, 'cuz *Dirk Johnson* was present, takin' *calendar orders*, to be delivered today. Tanks, Dirk!

I'm told that *Irv Arter* and *Dave Smith* won some gold at the *LIARS show*. Congrats, guys!

Well, we gotta lot to cover, from saying Buh-bye to Yugo, to celebrating Goggo's 50th, so,

what're ya waitin' for?!

The raffle raised **\$102.00**, while the door box contributed another **\$78.50**. Yay—we made the rent. Thanks, guys. Thanks to the following donors: *Brad, Ron Bradley, Ron Hamilton, JC Reckner, Bill Stillwagon, Howard Weinstein, and Replicas & Miniatures Co. of MD*. Thanks, guys! 🍷

Buh—Bye, Yugo!

Why does a Yugo have a defroster on the rear window? Answer—To keep your hands warm while you push it.

That's just one of the jokes about the cheap, much-maligned subcompact that won notoriety for being one of the *worst cars ever exported to the US*.

Now, the last Yugo, once the pride of communist Yugoslavia's automobile industry, will roll off its Serbian production line in the central

town of Kragujevac.

It will be missed there—but probably not in America.

Soon after it hit the US market in '86, selling for the bargain-basement price of just **\$3,990**, it was derided by American car magazines "as barely qualifying as a car" and "an assembled bag of nuts and bolts."

Although it was a flop in the US, it enjoyed iconic status in the former Yugoslav republics—something like the

VW beetle in *West Germany* or the *Trabant* in *East Germany*.

It was also exported to East European states, but not in the same numbers as to the US, mostly because the factory could not meet huge domestic demand.

In America, owners complained of frequent engine failures and transmission problems—with the manual gear sticks sometimes detaching and ending up in their drivers' hands—in addition to passenger doors and

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Holiday Spirit Test?!

Here's something for you trivia buffs—a trivia contest based on the movie “Christmas Story.”

1. What is Ralphie's last name?
2. Where does he live (*street, town, & state*)?
3. What does he want for Christmas (*be exact!*)?
4. According to his mom, teacher, and Santa Claus, what will happen if he gets it?
5. What does Ralphie explicitly **NOT** want for Christmas?
6. What is the name of the local department store?
7. What is the name of the Lone Ranger's nephew's horse?
8. What did the “Clodhopper down in Griffith, IN” swallow?
9. What contest does Ralphie's dad enter?
10. What is the first prize?
11. What is Ralphie's brother's name?
12. Who directed, produced, and co-wrote the movie?
13. This man also directed what 1982 movie about a group of Florida high schoolers and a sleazy nightclub owner?
14. What magazine does Ralphie's mother read?
15. According to Ralphie (*as he tries to con his dad*), what did Flick see near Pulaski's candy store?
16. What are the parents names?
17. What did the father want for Christmas?
18. What does he get?
19. In his dream sequence, what does Ralphie call his trusty firearm?
20. In that dream, who's the leader of the desperados who attack the house?
21. What kind of car does dad drive?
22. To the best of Ralphie's knowledge, where does his dad's “tapestry of obscenity” still hover to this day?
23. Why does Ralphie's brother cry before going to school?
24. What song's sheet music is written on the blackboard in Ralphie's class?
25. What is the name of Ralphie's teacher?
26. What is the name of the neighborhood bully?
27. What color eyes does he have?
28. This bully is played by Zack Ward. In what Fox comedy did he co-star as an adult?
29. What is the name of his toadie sidekick?
30. Name two things confiscated from students in the teacher's desk.
31. What book is the class reading?
32. What is the most serious of all dares?
33. Melinda Dillon, who played Ralphie's mom, appears topless in what 1977 movie?
34. Where does Ralphie sit in class?
35. What theme does the teacher assign to the class?
36. What is the name of Ralphie's neighbors?
37. Who wrote and narrated “A Christmas Story”?
38. Who does he play on-screen in the film?
39. What does dad guess is his major award?
40. When the crate arrives, where does he think it's from?
41. How much does dad tip the delivery guys?
42. How long has Ralphie's brother not eaten voluntarily?
43. When did mom last have a hot meal for herself?
44. What is the “major award”?
45. What is the nickname of the neighbor across the street that dad talks to?
46. What time did “Lil' Orphan Annie” start?
47. Who is the sponsor of the radio show?
48. What grade does Ralphie get on his theme?
49. How fast can dad change a flat tire?
50. In a dream sequence, how does Ralphie go blind?
51. What brand of soap does Ralphie like to have his mouth washed out with?
52. What brand does he hate?
53. When mom breaks dad's “major award,” what “crusher” of a line does he stammer out?
54. What does dad then do with his “major award”?
55. What kind of dogs do the neighbors have?
56. Who had tickets to the Bears-Packers game?
57. Characters from this movie march in the Christmas parade.
58. Some of these characters pretend to beat up what other character in the parade?
59. Who/what does “Goggle Boy” waiting in line like?
60. What year did “A Christmas Story” likely take place?
61. What does the department store Santa hate?
62. Ralphie's dad could replace a fuse faster than what?
63. What gifts did Ralphie and his brother throw over their shoulders in disgust?
64. What are the names of Ralphie's two friends?

(Continued on page 3)

Test (contd)

(Continued from page 2)

65. Name three gifts that Ralphie's brother received for Christmas.
66. What is the name of Ralphie's aunt?
67. What does she think Ralphie is?
68. What does she make him as a gift?
69. What two things does dad say Ralphie looks like wearing it?
70. What school does Ralphie attend?
71. What does dad offer Ralphie on Christmas morning?
72. What is dad's favorite food?
73. What happens to Ralphie's

glasses on Christmas morning?

74. According to mom, what will dad get if he eats dinner before it's completely cooked?
75. What day of the week does Christmas fall on that year?
76. Where does the family go out to eat on Christmas night?
77. What is above the restaurant?
78. What two songs does the wait staff sing?
79. How is that dinner like da Vinci's "The Last Supper"?
80. What is the problem with the duck that's served?
81. How is this resolved?
82. What does adult Ralphie call duck?

Good luck—answers next month (*If I remember!*). 🍪

News Flash!

Recent buzz on the *Spotlight Hobbies message board* centers around a letter received and posted by a modeler from **Revell**. In the letter, they profusely apologize to all their loyal stock car fans, but confess that not only will they **pass on producing ANY** replicas of NASCAR's "**Car of Today**" race cars, but due to increasing licensing costs, it appears as though they are preparing to **cease production of NASCAR kits!!** They will discontinue all sales of NASCAR plastic kits by February 28, '09. First Goodyear, now NASCAR. **Good thing I gave up on NASCAR some time ago!** 🍪

Yugo (contd)

(Continued from page 1)

trim parts going AWOL.

When the U.S. Insurance Institute for Highway Safety conducted crash tests of 23 compacts in '86, the car with the worst results was the Yugo, with **\$2,197** worth of damage in slow speed crashes against a flat barrier.

Still, over 100,000 Yugo GV's—standing for **Great Value**—were sold in the US before Yugo America—the company that imported it—went bankrupt and Washington imposed economic sanctions on Belgrade for fomenting ethnic wars in the Balkans in 1992.

In the US, Yugo has made several joke appearances in Hollywood blockbusters such as **Die Hard 3**. American artists also found inspiration in the flimsy tin-

can structure, turning it into something more useful—like a queen size bed or a kitchen stove.

When sales started plummeting in the late 80s, some US dealers tried to clear their stocks by throwing in a **free Yugo** with an Olds or a Cadillac.

"Of course, Yugo was never a BMW or a Cadillac, but I think most Americans did not know how to appreciate it," said Momcilo Spajic, a proud Serbian Yugo owner—one of the nearly **800,000 produced** by the Zastava, or Flag, factory since 1980.

"This is driving in its most natural form. You feel every bump, squeak and jolt, and one can enjoy the sweet smell of gasoline and exhaust fumes," he said. **"No car can replace it."**

Zastava is finally stopping the



production of Yugo because its new owners, Italy's Fiat, plans to start the assembly of its own compact, the Punto.

As Zastava's workers prepared to bid farewell to their greatest commercial success so far, they attached a handwritten sign on the tailgate of the last Yugo on the production line.

It reads: **"Cao, nema vise"—"Goodbye, no more."**

(Thanks to msnbc.com for the insight!) 🍪

Gogomobil Turns 50!

Eccentric, cute and a minor commercial success, the *Gogomobil* has reached a milestone. The quaint, toy-like, locally made car that cost **just \$1244**, including tax that captured the hearts of Australian motorists recently celebrated its **50th anniversary**.

The car, which today has a small but dedicated fan base, was built for four years.

At least 25 cars representing the five models sold recently took part in a display in Australia's Parramatta Park. The next day, they were at the Shannon's Eastern Creek Classic meeting.

Mini-car enthusiasts from Australia, and as far away as Germany and the US were in Sydney to attend events at which the Goggo's manufacturer, **Bill Buckle**, 82, was guest of honor.

In the mid-50s, Buckle, affectionately referred to as "**The Goggfather**," negotiated with the German Glas factory to represent its micro-cars in Australia.

The little "Goggo" would become their most affordable car. Sold as a four-seater, in reality it was a two-seater with room for two children in the back.

Back then, a two-door Morris Minor cost \$1776, while the popular FJ Holden of the day would set you back \$2384.

In the mid-to late-50s, car buyers were looking for small, inexpensive cars. The British and European industry had supplied most of the small four-cylinder cars since the end of the war, but for the most part they were expensive compared with the new breed

of home-grown six-cylinder cars.

Buckle had seen the German four-door, rear-engined Goggomobil on a European trip and imported two cars late in '56 with a view to getting the Australian rights to the diminutive German car and an import license.

The next year he went to see the maker, Hans Glas, with a proposal to import the major components but replace the steel body with a locally built fibreglas job.

Postwar, the Bavarian company had grown from a farm machinery maker to building *Germany's first motor scooter* called the *Goggo Roller*.

But when the European boom in cheap mini-cars came in the mid-50s, it decided to build its first passenger four-wheeler in the form of the Goggomobil.

The two-door, four-seat Goggomobil T300 has a 300cc two-stroke, air-cooled, twin-cylinder, rear-mounted engine that would rev to 5000 rpm. It was under-powered but, because it weighed just 904lbs, it could reach about 60mph.

The gearbox was a constant-mesh, short-throw, four-speed, the suspension fully independent with swing axles front and rear, the brakes were drums and the steering was rack and pinion.

Heavy protection for the local car industry (*i.e.*, import quotas and duty) would increase the cost of imported Goggos and limit



their success.

Buckle reduced the price by importing the chassis, engine and running gear from Germany and building the bodies locally. The new fibreglas technology was lightweight and fairly dent proof.

Buckle was no stranger to the new plastic as he had built a fibreglas coupe on a six-cylinder Ford Zephyr chassis a few years earlier. Shown at the '55 Sydney Motor Show, the prototype was a complete monocoque coupe with a fibreglas floor and a fully hinged, one-piece hood, grille and front guards.

Buoyed by a good reaction, Buckle soon introduced a prettier production version and 24 were eventually made. The *Buckle Sports*, as it was known, achieved a string of **competition successes** (?) with its maker at the wheel.

The experience gained in building the coupe was invaluable when it came to producing the Goggo's body. Buckle's factory at Punchbowl could assemble 30 Goggos a week, with five molds able to produce two fibreglas bodies a day.

Manufacture was not without hiccups. Buckle used several im-

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Gogo (contd)

(Continued from page 4)

ported steel bodies for the fiberglass molds but the extra material thickness made areas such as doors difficult, especially for accommodating window-crank mechanisms.

Some critics suggested the car was merely a toy, but those who tested it at the time came away impressed with its overall performance. Despite its low top speed, the slick gearbox and responsive steering made it a smart city commuter.

Modern Motor magazine, in its December '58 road test, concluded, "A combination of several factors gives the Goggo its amazing maneuverability in local traffic—its tiny size, tight turning circle afforded by small wheels and more direct steering ratio, snappy gearbox and nippy acceleration."

The initial success inspired Buckle to produce a Goggo coupe with a more fashionable body. It had a larger rear window and steel doors, and a more powerful 400cc engine. Top speed was 63mph and the price increased to \$1440.

After about 2000 sales in the first two years, Buckle wanted to introduce a sports model early in '59. But the company didn't have a soft-top Goggo sports.

Using the same basic mechanical underpinnings as the sedan, Buckle commissioned *ex-Lotus body builder Stan Brown* to build an *aluminum prototype* of a *unique sports body*.

Production cars were cleverly built with a two-part top and bottom fiberglass mold that joined in

the middle. It had no doors, so access was gained by stepping over and into the low-slung sportster.

With a price tag of **\$1370**, the **Dart** was an instant hit and more than 700 were sold.

Despite its success here, Buckle was unable to persuade the company to build the Dart Sport for the European market. The 754lb Dart first used the sedan's 300cc engine but soon gained the 400cc unit and a higher price tag of **\$1430**. Top speed increased to 66mph and Buckle claimed that with performance enhancements it could top 80mph.

A coupe-convertible version was also built in small numbers,



plus about 14 innovative *carry-all vans*. In all, Buckle sold about 5000 sedans, coupes and Darts before the new Mini Minor took the world by storm.

The more sophisticated front-drive Mini was much the same price as the Goggo sedan, had more room, a much larger four-cylinder engine and a national dealer network to boot. Buckle says: "It literally killed off the local Goggo project overnight."

A Yellow Pages TV commercial revived interest in the car in '91, becoming one of the most popular ads in Australian advertising history.

Actor **Tommy Dysart**, on the phone playing the role of a Scots-

man trying to find a part for his Goggo sedan, put the car on everyone's lips when he uttered the words: "**G-o-g-g-o, that's Goggomobil. No, no—not the Dart!**"

In '02, Shannons Insurance further revived the name, this time by buying a Dart, painting it green and again using Dysart. The duo have retained the link in TV and magazine advertising since.

The car may be small but for David Nobbs it represents a big investment. The retired businessman and helicopter pilot is the *only Australian collector to own one of each of the five models*.

Four of his full house of Goggos were on display, including a '59 sedan, '60 coupe-cabriolet, a '60 carry-all van and a '60 Dart convertible. All four have been fully restored by his mechanic while his '60 coupe is undergoing a full rebuild.

The cars have been in his blood for a long time. "I first wanted one when I was 18 but my dad wouldn't let me have one because he said they were impractical. Little wonder I became obsessed with them in later life."

He is proud of his Dart roadster. "This model was fully designed and built by Buckle in Australia...he reckons it is now in better condition than when he first built it in '60."

But he hasn't limited himself to collecting Goggos. "I purchased my first old car, a '27 Chevy, in '67 and still own it and I was the NSW agent for Morgan sports cars from '79 to '85."

He says the car was successful "because it looked like a miniature car, unlike some micro-cars of the

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This n That

GM 'Divorces' Tiger

Woods?! GM announced effective Dec. 31st, that, after a nine-year run, they have agreed to a "mutual and amicable separation." The contract was a **five-year, \$40 million deal**, and is being ended a year early. One reason, according to the statement, is a desire by Woods to spend more time with his family. He is expecting his second child this winter. A GM spokesman said there was no buy-out involved, and Woods will continue to have the use of Buicks for personal driving. He won't, however, be making appearances at dealerships or other events as

when he was under contract with the company. Not surprisingly, GM also said financial reasons were at play, pointing to "budget efficiencies" in the tough economy... **"Black Hornet?!"** Shelby is dipping into his personal collection (*again?!?*) to auction off a '68 Mustang, dubbed the "Black Hornet (*a.k.a. Shelby EXP500 CSS*)" for charity in December. It is a tribute (*read: 'Clone?'*) to a groundbreaking test mule from the late 60s called the **"Green Hornet"** used by Shelby to try out what were then-ground-breaking technologies, such as electronic fuel injection, independent rear suspension, power antenna and four-wheel disc brakes. Organizers note that the "Green Hornet" evolved over time as Shelby flogged it with different technologies, but they say the "Black Hornet" is a very



close version. The original "Green Hornet" is still around, owned by **Craig Jackson** and **Steve Davis**, **top execs at Barrett-Jackson** (*surprised?!?*). The auction car was built by **Legendary G.T.**

Continuation Cars and is painted Stetson black in honor of Shelby's familiar headgear. Power comes from a **335 hp 428 Cobra Jet** mated to a four-speed. It also gets the usual signature Shelby scoops and stripes. The outfitting took several years and the car has been in his collection since '03. The car **started off as a '68 Mustang with a 390 big-block engine**. The eBay auction ran Dec. 2-12, and bidding started at **\$100,000**. About three-quarters of the sale will go to the **Carroll Shelby Children's**

Foundation, organizers said, after expenses are covered.

Restoration Hardware

is partnering with Shelby on the sale. The car is estimated to be worth **\$175,000**, though it could go for more. It most recently was on display at the SEMA show in Vegas... **Drift Challenger?! None** of the recent doom and gloom hovering over Chrysler was present recently, as the company's parts division unveiled the **Drift Dodge Challenger** at SEMA, complete with **two-time Formula Drift champ Sam Hubinette**. He will drive the car next season, and is optimistic the actual race car will do well. It's expected to have

about **850 hp** generated from an all-aluminum engine. It's also expected to be lighter than the Viper, possibly weighing under 2,900 pounds. It is based on a **carbon-fiber shell** used in one of the original Challenger concepts that made rounds of the '06 auto show circuit. Chrysler had three of 'em, and with little use after the shows, gave one to Hubinette's team owner, Shaun Carlson of **NuFormz Racing** in CA, said Ralph Gilles, Chrysler's design veepee. Hubinette has already kinda experienced the driving characteristics of the car, having drifted a **Charger sedan** for '07 (*they share the same platform*). He won the drift title in '04 and '06, and has nine Formula Drift victories—a series high. The car gets a roll cage and the suspension bolstered with front and rear sway bars. Meanwhile, a Chrysler top exec said he had no update on a **potential merger with GM...**

Racier Hot Rod Caddy?! D3 is a California tuner specializing in Caddys. Why should BMWs get all the tuner attention? Cadillac has some street cred, too, especially after a **CTS-V** won the **Speed World Challenge in '07**. Even if you could get only the D3 cosmetics for your Caddy, you'd

still be stylin' mighty fine. It could be **Stephen King's car**—it's that sinister. The heart of the conversion was the Stage 2 engine work, which boosts the stock



supercharged Caddy V8 from 469

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T n T (contd)



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hp to **575 hp**. The main source of that increase comes from a supercharger boost upgrade and an ECU tune, but the kit also includes a new intake, intercooler upgrade, spark plugs and exhaust. The full Stage 2 costs **\$7,683** before installation. A D3 **\$6,390 Big Brake Upgrade** features eight-piston front calipers and four-piston rears clamping 15-inch drilled and slotted Rotor rotors. The only suspension mods were a set of lowering springs, which helped give the car that sinister look. Beyond that, D3 did not further tune the suspension. As it is, it's an expensive set of upgrades all around, totalling **\$20,000+** in parts. Two D3 Caddys were at SEMA this year: an **'08 CTS Supercharged** and a **575 hp '08 XLR-V...Scratch Another Exotic!** A **\$250,000**

Ferrari was almost sliced in half recently, yet the two men inside astonishingly escaped serious injury. They had "turned the streets

into a racetrack" before crashing into the pole, in Walkerville, just before noon. The driver, in his



30s, and his passenger were treated at nearby Royal Adelaide Hospital for minor injuries. They remained there in stable condition, while the **five-year-old Modena** was wrapped around a pole (*hardly fair, if you ask me!*). The car crashed a few minutes after residents said they saw it zipping past their homes at high speed. Police were investigating the cause of the crash. It was not known if charges would be filed...

Amused GT-R?! Previous generations of the **Nissan GT-R** were known for their unlimited tuning potential. Depending on your budget, it was possible to get **up to 1,000 hp** from the car's turbocharged 2.6-liter inline-six. But with the all-new '09 GT-R, Nissan seems to have bowed to **pressure from the Japanese government to keep modified cars off the streets**, making it clear to GT-R owners that **any mods would automatically void the car's warranty**. The list includes removal of the car's GPS-based speed limiter, which holds Jap-spec cars to a laughable **112 mph**. This can be defeated only when the nav system recognizes that the car is on an approved racetrack, and even then, you are obliged to get the car inspected after each

track outing. None of this, of course, has scared tuners away from trying to extract max performance from the car. At the top of that heap is the **Power House**

Amuse Phantom GT-R, arguably the fastest and most powerful modified GT-R in the world. The

man behind this car is Hideki Tanabe, president of Power House Amuse. His workshop near Tokyo has managed to extract an **additional 129 hp** from the **twin-turbo 3.8-liter V6**. Wouldja believe **602 hp** at 6,500 rpm? Starting with a **Black Edition GT-R** delivered last December, he transformed it into something more akin to a club-sport version. Gone was the speed limiter, and engine management was retuned



to work with substantially higher boost pressure. A full titanium exhaust replaced catalysts and bulky silencers. The factory GT-R's Bilstein suspension was modified with stiffer springs and threaded sleeves to allow for height adjustment front and rear, resulting in more precise steering thanks to the negative camber. To help the driver hang on, Recaro carbon-Kevlar racing seats were added, along with a removable Momo wheel. The seats and the lighter titanium exhaust shave curb weight by 100 pounds, to 3,690 pounds. GT-R owners (*at least those willing to risk warranty coverage*) can find Amuse products in U.S. tuning shops (*Thanks to the Washington Times, autoweek.com, and other Internet sources for this insanity!*) *Ya just cant 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!* 🍷

Decal Review

This month's **Model Buffet** column comes to you in the form of a review by **Steve Jahnke**, of **Grand Touring and Racing Auto Modelers** from Chicago, IL (*a club that we've exchanged newsletters and a few Model Buffet columns with*). I thought it was interesting to note that these decals come from JWTBM (*Just Want to Build a Model*), a small aftermarket company that made its name in NASCAR decals. This will definitely interest you Mopar guys (*modern muscle fans, too*).

Dodge Charger, R/T, Super Bee, and Chrysler 300C, SRT 8 decals; JWTBM #167-0608A and #167-0608B; MSRP \$13.99

"Holy Hemi Batman, look at these neat new decals for the Testors/Lindberg Charger and AMT/ERTL Chrysler 300C!! Yes Robin, GTR President John Schafer has done it again with his great decals; you know the ones that he has printed by Italy's famed decal house Chartograph? They are awesome to say the least"

Maybe Robin and Batman didn't have this conversation but you sure will when you get a look at these recently released decals by JWTBM creator and GTR's own John Shafer. An MSRP of \$13.99 doesn't begin to justify the value of the two (2) sheets of decals and the variations that are possible with these sheets.

"Well Batman what do I get for 14 clams?" "Robin, I am glad

you asked that faithful sidekick." First, if you have either a Testors or Lindberg Charger sitting in your kit stash (*some of us more than one... uhhhummmm*) and you are trying to decide what color from the wide world of color to choose from mild to wild to paint the beast, you now have the choice to choose either BLACK or WHITE graphics. You know the conundrum, **Plum Crazy** and **black graphics** as supplied by the manufacturer, OR all new doors and consciousness are opened with the possibilities of white graphics. *"I think JWTBM is onto something Batman!"* *"Right-o Robin, JWTBM struck a chord with this one all right, off to the Batcave for some well deserved modeling time. Let's ask Alfred to join us!"*

Seriously folks, these are truly great decals for your Charger/300C projects. The modeler has the option to correctly and fully decal their Charger Daytona/RT with either black or white graphics as one of the following: **Daytona R/T**, **two styles of Super Bee** (*modern hockey stick or retro bumble bee style*) and **true retro Hemi billboard style**. Actually,

(Continued on page 9)



(Continued from page 8)

there are enough decals for TWO complete cars....OK that's \$7.00 per car for just those two options. Included with main exterior graphics are interior decals for the instrument panel and under the hood goodies. Did I mention that JWTBM includes killer "chrome" decals and full 4 color art where required?

But wait there's more... do you have an AMT/ERTL Chrysler 300C gathering dust in your stash as well? Fear not Bunkie, JWTBM also includes on the very same decal sheet, an absolutely gorgeous crisp and clear 4 color and chrome decals to bedeck your C wagon's exterior, interior and underhood with a myriad of colorful and correct graphics. OK, that

makes 3 cars from 'one' decal purchaseso wait, that's ahhhhh \$4.66 per car, what a bargain.

Whatever you do, buy one of these sheets, shove it under your magnifying glass and look at the detail—you will be blown away, and by the way you will be happy with the results on your Charger/300C model as well... buy it....recommended at 5 tight lug nuts. Oh, BTW, JWTBM also produces a line of fine racing decals too....sort of a sideline for them.

As usual, a special thanks goes 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!

(Ed. Note: Thanks to writer Steve Jahnke and Grand Touring and Racing Auto Modelers newsletter editor Chuck Hermann for this little exchange! Hope you enjoyed it. Refer to page 12 for more reference on this set) 🏁

Just Want To Build a Model

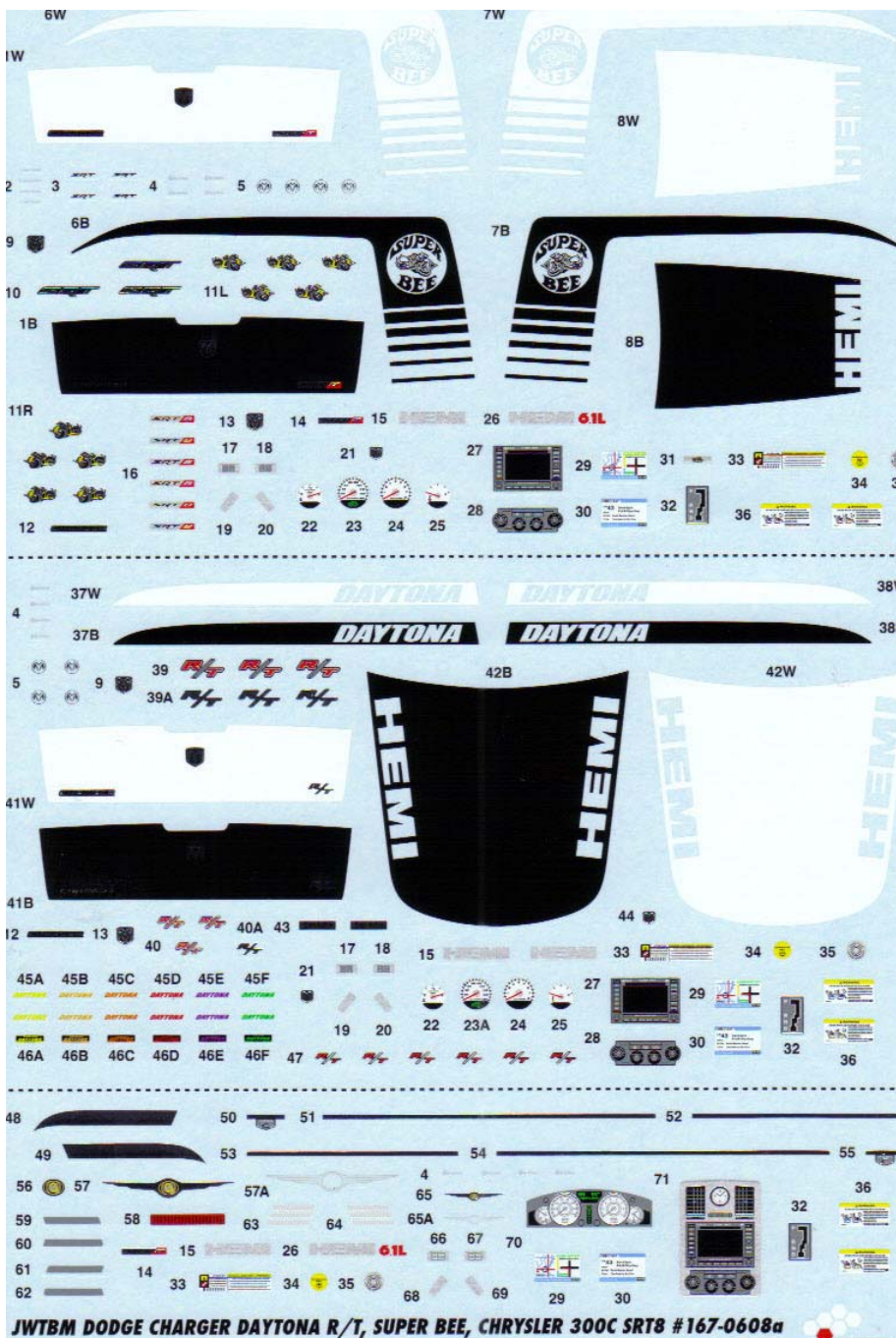
John Schafer,

For info on where to get them, go to:

<http://www.jwtbmracing.com/> 🏁

Department of Corrections (a.k.a. Oopsie!)

Last month, I inadvertently misquoted RMCM of MD's price on B-35 ('49 Merc convt. Carson top Custom) as \$32.00, while the price is actually \$55.00. *Sorry Norm, just tryin' to help, not tryin' to run ya outta business!* 🏁



Capps Tests Track, Waltrip Tests Wall?!

Ron Capps, a versatile wheelman who has driven all manner of race cars, recently tried out the cockpit of Mike Waltrip's Camry.

As North Carolina residents, fans, and NHRA POWERade Drag Racing Series competitors and officials prepared for the recent inaugural *NHRA Carolinas Nationals* at the all-new *zMax Dragway*, drag racer Capps was challenged by NASCAR driver Waltrip to a duel on the very same dragway.

Waltrip issued the challenge to his NAPA Auto Parts racing partner to race down the quarter-mile at Bruton Smith's new facility to continue their on-air rivalry and banter promoted in NAPA Auto Parts' ad campaign using the two racers with disparate racing backgrounds.

Arriving with his fully race-functional NAPA Auto Parts Camry, Waltrip faced Capps, driving an NHRA Super Comp dragster owned by Charlotte's Tisha Wilson, in the pair's first head-to-head match on a racing surface.

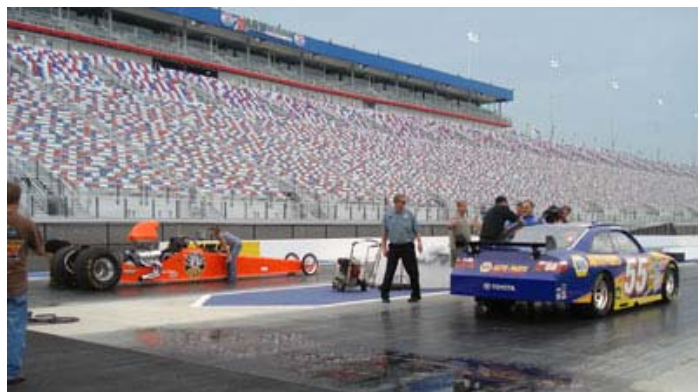
It was a heady experience for both, as neither had been down the new dragstrip touted as the "Bellagio of dragstrips"—for Capps because it was an all-new venue, and for Waltrip because it's doubtful that he had ever been down a state-of-the-art strip in a powerful car in his life.

The track was clearly green as both drivers struggled to gain traction after launching following their burnouts. As the pair tore down the track, Waltrip's mount experienced problems at the finish line, resulting in his hitting the wall and damaging the front of the car. Although Waltrip may have been ahead, it turned into a very loosely based case of the tortoise and the hare as Capps took the victory in his 500-hp dragster over Waltrip's 800 hp Cup car. The numbers: 9.85, 115.14 for Capps and 11.21, 79.38 for Waltrip. The action was taped for a NASCAR Now show on ESPN2 and will be shared by the same network during the weekend's NHRA race coverage.

"It was a fun thing," said Capps. "It was scheduled originally that we were going to do a little match race. It got so serious that Michael actually brought one of his real Cup cars. So we were trying to one-up him a little bit by getting a Super Comp dragster because I didn't want to show up to a gunfight with a knife. And I didn't want to get beat by Michael at our own game.

"Knowing Michael, it was going to be fun no matter what, but we were both pretty serious about it. And it was going to be fun to go down the track at the new zMax Dragway."

"In Michael's defense, he gave it his all, but they hadn't sprayed the track [with traction compound], and both he and I were fighting for traction. I kept seeing him out the window, and I was so surprised when I looked out the corner of my eye that he was still out in front of me. And



I thought, 'Uh, oh, this car is fast over here, I'd better stay in the gas,' and luckily I got by him because I think the excitement started happening over in his lane right when I went past him."

"When I came up the return road, I saw him already parked back at the starting line. I thought, 'Well, that's strange, how did he get back to the starting line so quickly?' And then I found out that he had fireworks going on in his lane.

"I haven't seen the footage yet, but apparently he was fighting for traction and got it sideways and actually clipped the wall. He hung on for a long time, and nobody really knew how hard I was fighting to keep mine straight until I came back and told everybody."

"It was funny to hear him talk about his burnout. He did this big burnout on his Cup car, and he did it pretty good. It would have impressed a lot of Pro Stock guys. And when I saw it, I said, 'Man, he's serious.' And later he told me that when he did the burnout and as soon as he started smoking the tires through the water box, the car all of a sudden really hooked

(Continued on page 11)

Wall (contd)

(Continued from page 10)

up and took off on the burnout, and he thought, 'Whoa, this is really good traction, so I can just mash this thing during the run.' Obviously, it didn't turn out so well, as they hadn't sprayed the track."

"After the incident, he sent his NAPA team guys back to the trailer to fix the front-end damage. He wanted me to make a full-out run just to see what the Cup car would run. They got it fixed, and I went 10.6 seconds at 140 mph. Pretty impressive considering they didn't change the gearing or anything for this. And it was a car that was a test car at an oval track just a few days before.

"The other funny part of this," added Capps, "was that when I got there, my NAPA firesuit had been lost in shipping. I guess luckily or unluckily, Michael had a spare suit, and it became part of the fun. When we shot those NAPA commercials last year, a lot of the joke in the reaction-time commercial was when he stood up and I stood up. He's about two feet taller than I am, and it became very funny during the commercial shoot about how tall he was compared to me. So when I walked out of the trailer, I had one of his suits on, and it must have been a wacky sight to see me with the cuffs curled up around my ankles. He's 6'-5", and I'm 5'-7".

"I'm ready to do it again...anytime." Better luck next time, Mikey? 🍷

Gogo (contd)

(Continued from page 5)

time that had three wheels and looked like motorcycles."

His collection includes a restored '59 single-cylinder 200cc Messerschmitt three-wheeler, a '60 single-cylinder 400cc Heinkel Cabine with four wheels (although the rear wheels are only about 18in. apart), a '59 two-cylinder 325cc Lightburn Zeta station wagon and a '64 two-cylinder Subaru 360.

He edits the **120-member Goggomobil Register of Australia** newsletter. He says they are collectable due to ample spare parts.

(Thanks to David Berthon & the Sydney Morning Herald—
<http://www.smh.com.au/>) 🍷

Condolences

This notice will most likely mean nothing to most of you, but that's OK. Last month, **John Sawruk**, a licensed professional engineer, passed away at the age of 61, at his home with his family by his side. He devoted his *entire 34-year career to Pontiac Engineering*. After his retirement in '02, he wrote regular columns in several Pontiac automotive magazines and was a regular contributor to two major car club publications (*GTO Association of America*, and *Pontiac Oakland Club International*). Upon his retirement, he continued to be enthusiastic about cars, attending annual POCI and GTOAA National Conventions from '83 to present. He

loved collecting Lionel toy trains and Pontiac memorabilia, including what he referred to as "trash and trinkets" as long as it was Pontiac related. During his career, he became the *official historian* for **PMD** in addition to his engineering duties. He could spit out camshaft numbers like you wouldn't believe, but don't ask him when his parents' anniversary was! He had a stint as the head of **Pontiac Motorsports** for several years and always got a kick out of **Dale Earnhardt calling him, "Mr. Pontiac."** A highlight of this career was being presented with the prestigious **Boss Kettering Award** from GM related to a patent he received for an intake manifold on the "Iron Duke" 4-cylinder. He was very proud of the

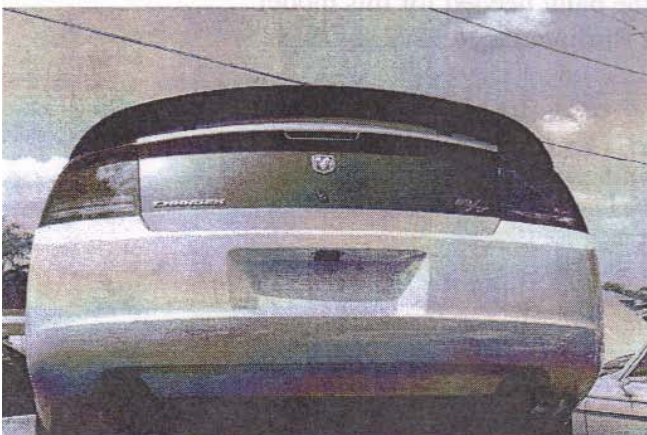


John Sawruk (on right) next to Russ Gee, another Pontiac Engineer.

fact that his father served on the battleship, North Carolina, during W.W.II. His car friends referred to him as a walking encyclopedia; or some called him Yoda.

John, Nick and myself regularly got together at national and/or regional Pontiac meets in order to trade Pontiac collectibles.

John, I'm sure I speak for Nick as well when I say this—I feel as though I lost my best friend. **Godspeed.** 🍷



Top four photos are of a 2007 Charger SRT8 Super Bee in Top Banana. The lower three are of a 2006/07 Charger Daytona. The rear of the SRT8 Super Bee is trimmed the same but with the SRT8 logo vs the R/T logo. Daytona dash and shifter cover are body color while the SRT8 is carbon fiber.

SRT8 have body color rear deck spoiler while Daytona have semi gloss black deck and chin spoilers

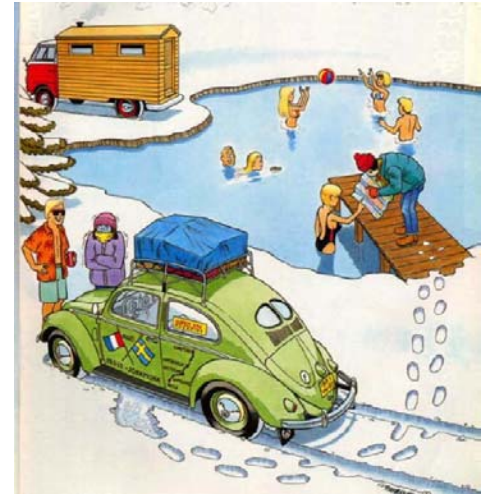


April 18th, 2009—**23rd Annual NNL East** from 9 a.m. to 4 p.m. at the Wayne PAL Building, 100 Pal Drive, Wayne, NJ. **Theme—Fins & Feathers** (tailfins, sharkfins, any feathered animal—T-Bird, Firebird, Hawk, etc.), with a **Sub-theme of Compact Cars** (Anything from Pintos to Novas, or Civics to

WRXs). Info: Tom Geiger, (732) 264-9305 (7-10 p.m. weekdays), NNLEast@aol.com, or www.nnleast.com.

April 30 to May 3, 2009—GSL-XXII Greater Salt Lake International Scale Vehicle Championship, at the Salt Lake Sheraton City Centre. Info: www.gslchampionship.org.

Get Busy on those '09 projects, OK? Ta Ta For Now! 🚗



Let's Go Racin'!

Helio Castroneves's ability to participate in the '09 IndyCar Series season apparently now rests with a Miami judge.

In his request for a delay to the start of the **federal tax-evasion case**, Penske Racing included an affidavit that said it "will be forced, in all likelihood, to change drivers" to avoid the risk that Castroneves will be unavailable for the entire upcoming season.

Castroneves has requested that the trial begin in November '09, or after the season concludes (ironically in Homestead, Fla.). If the request is granted, the trial would begin approximately 13 months after his indictment on Oct. 2.

Castroneves's argument is that **he needs to keep working to pay his bills, including those for his defense**. Sitting out the season, or even a portion of it, could be catastrophic to his career (*Oh, and jail wouldn't be, WHEN the crook's convicted?!?*). The team and its sponsors also would be affected by changing drivers.

Castroneves joined the team at

the beginning of the 2000 season. Team officials have not offered a list of potential replacements if Castroneves's request is denied.

One of the NASCAR season's long-running rumors has come true: Two of motorsports' biggest names—**Earnhardt** and **Ganassi**—will launch a **four-car NASCAR Sprint Cup team** beginning in '09, combining the operations of **Dale Earnhardt, Inc.** and **Chip Ganassi Racing with Felix Sabates Inc.**

NASCAR stars **Martin Truex Jr.** and **Juan Pablo Montoya** will drive the Nos. 1 and 42, respectively, and **Aric Almirola** will drive the No. 8 car. The driver of the No. 41 will be named later.

Details of the new four-car operation will be announced at a future date, but look for DEI to move into Ganassi's North Carolina shop, and for the new team to field Chevies (*Ganassi currently campaigns Dodges*). The merger comes in light of the difficult economic conditions teams face. Tex-

aco will not return as sponsor of Montoya's car next year, and the **U.S. Army** will move its sponsorship from DEI to the new **Stewart-Haas Racing** team.

Ford provided NASCAR with a pair of its **prototype Fusion Hybrid models** as **pace cars** for its championship weekend in Miami. It was the first time a hybrid paced the field in the series, according to Ford. A hybrid Fusion led the



field to the green flag to start the Ford 400, while a 263hp Sport model paced cautions. Ford says its hybrid Fusions will be able to get **700 miles of city driving on a tank of gas**. The pacer Fusions were painted with a NASCAR-themed camo design. Fusion driver Edwards won the race, while Impala driver Johnson won a record-tying third straight championship, tying Cale Yarborough for the feat.

It's rumored that **Petty Enterprises** is in talks to merge with **Gillette Evernham Motorsports**, thereby possibly creating another four-car team. 🚗

This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ do it in scale!

"New" Stuff this month:

- Revell Hummer H2 (1/32 SnapTite kit)
- Revell '07 Shelby Mustang GT500 (1/32 SnapTite kit)
- Revell Old School Van
- Revell '64 Ford Fairlane St. Machine (Spec. Ed.)
- Revell '07 Dodge Charger SRT8 Super Bee
- Revell '68 Bullitt Mustang
- Revell '08 Bullitt Mustang
- Revell Slot Car Spec. Ed. '63 Ford Galaxie (F. Lorenzen)
- Revell Ferrari 275P (slot car kit)
- Revell Ferrari 250 GTO LM/64 (slot car kit)

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



Classifieds

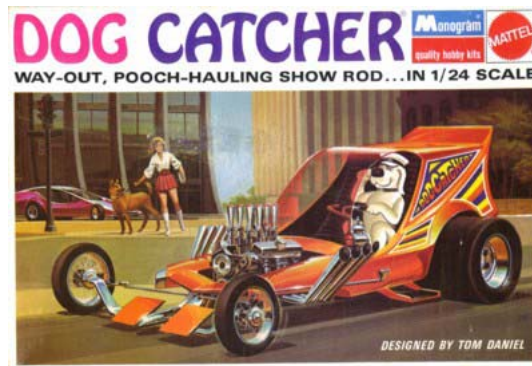
WANTED: Several *Revell-Monogram "Stars & Stripes" Corvettes* (ex-John Greenwood racer). Contact Harold Bradford at (301) 604-8591. 📞

More New Stuff— Auto WorldRound 2!

- 📞 Chevy Titan Truck
- 📞 '60 Ford Starliner 2 'n 1
- 📞 Lil Stogie
- 📞 '70 MPC Superbee
- 📞 Hippie Hemi
- 📞 '50 Chevy convertible



WANTED: Unbuilt *Monogram Dog Catcher*. Contact Paul Lee at (240) 338-1314, or e-mail him at lestang08@aol.com.

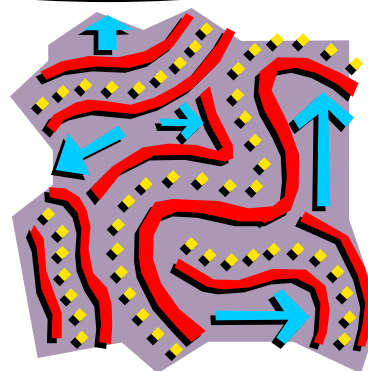


We're on the web!
<http://www.mamasboyz.org/>

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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