

MAMA SEZ!

Volume 21, Issue 7

March, 2008



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

Buh-Bye IROC?!	1
'70 Mach I Review	2
'64 GTO Review	3
Diecast Madness	4, 5
T 'n T	6, 7
Miscellanea	8
AMT News!!	9
Condolences	10
NNL East	11
Mid-Atlantic NNL	12
Let's Go Racin'!	13
Events	13

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



Inclément weather phone number: (301) 474-5255. ☞

March Madness?

A pretty well-attended meeting last month featured a lively discussion on **'09 NNL themes**. Looks as though it'll be **'9' Cars and Ferraris** (both street and racing!). Start now!

Inside, you'll not only find a review on Revell's newly retooled and reissued **'70 Ford Mustang Mach I** by **'Ford-natic' Rich Wil-**

son, along with a vintage review of **Mono-vell '64 GTO** by **Pat Crittenden** (thanks, guys!), but you should also find more **Diecast Madness**, and better yet, news of the **AMT deal** that everyone has been waiting for. Sounds like the resurgence of the model car kit is upon us, if you believe what they say! Refer to page 9 for details!

The take at last month's meeting was **\$151** (raffle—\$78, and door box—\$73). That means we made the rent again for the month—**Yippee!** Thanks to the following raffle donors: **J.R. Blair, Brad, Ron Bradley, Ron Hamilton, J.C. Reckner, Chris Whalley, and Replicas & Miniatures Co. of MD.** Thanks, everyone! ☞

Bidding Buh-Bye to IROC?!

International Race of Champions (IROC series) officials announced last month the auto racing series will **liquidate all tools, equipment, race cars and memorabilia** in a **two-day public auction** on March 7th and 8th at IROC headquarters in Tinton Falls, NJ.

The series has been dormant since the conclusion of the '06 season due to lack of sponsorship.

Spanning four dec-

ades the series left its mark in auto racing history staging 120 events at 16 different world-class race tracks across the U.S. and amassing a roster of over 125 of the biggest names in stock car, open wheel and road racing from throughout the world. 21 of those have won the elite championship along with the bragging rights of beating the best of the best.

In total, over the course of its run, the series raced five different

model cars with four different manufacturers. '89 was the last year of the **IROC Camaro** and the series signed with **Dodge** in '90 racing the **Daytona**. In '94 Dodge used the series to debut its **Avenger**. In '96 it was back to GM, but this time the **Firebird** was the choice model. With the proposed phase out of the Firebird, GM ended series sponsorship after '01.

For more info, go to www.irocracing.com. ☞

'70 Mustang Mach I

[Revell-Monogram #85-4203; molded in white, chrome, clear, and vinyl tires]

Of all the Mustangs, the '70 is my personal favorite. I've been a Mustang fiend longer than our editor has been a Goat fiend (*yeah, that's a long time!*). This was the time that the late Larry Shinoda was at Ford and he was personally responsible for a great number of exciting muscle cars. The wings, chin spoilers, flat black body paint were his ideas. When Ron, ah...Bradley (*yeah, that's it!*) mentioned this kit was coming back out as a re-issue, I grilled him because only AMT had done a Mach 1. He checked his notes, and it turned out we were both right.

It is, of course, a modified re-issue based on the '70 Boss 302. R-M seems to have heard us at last and are bringing us alternate versions of existing kits. When I first opened this kit, I was expecting it to be one version only. But all the parts for the Boss 302 including the decals are in there as well as **54 extra parts**. There's even a white version, which if I remember my Ford lore right never existed. But I'm not going to complain because I've wanted to do a phantom Boss 302 in either black or dark blue.

The next thing I noticed was the bucket seats with the correct upholstery pattern. But what about the rear seat? Would you believe there's a **SECOND** interior bucket with correct rear seat and separate inner door panels. The decal sheet has woodgrain decals for the dash,

doors, and console. There are also four separate gauge decals and a clock decal.

The kit includes a complete **17 piece 351 Cleveland engine**. You'll need to steal the carb, distributor, oil filter and air cleaner from the 302 engine. One minor mistake is the hole in the engine hood for the scoop, which was non-functional for the non-ram air engine. The ram air option was the now famous 'Shaker' scoop which one can rob from an R-M '69 Mustang Mach 1 SCJ or the R-M

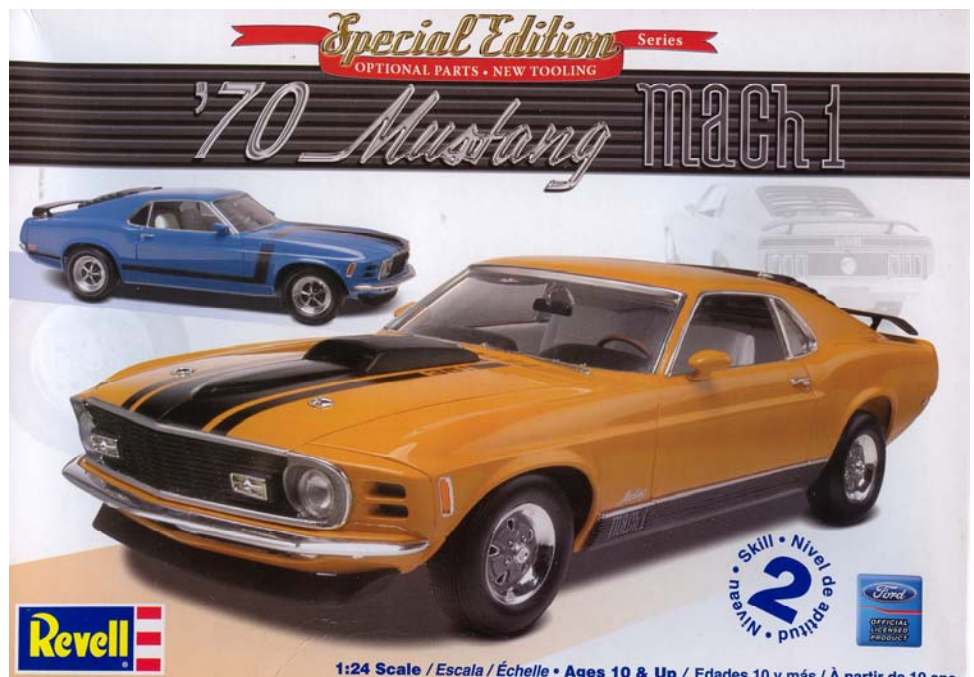
"I've been a Mustang fiend longer than our editor has been a Goat fiend."

'70 Torino Cobra. They are 1/25th scale as opposed to 1/24th, but it should pass. You could also steal the 427 from a R-M Cobra 427, it should pass for a 428 and make the big block Mach 1. I imagine **Keith Marks** still makes the '70

Mach I decals, which include 428 hood stripes for the ram air and non-ram air versions.

The remaining pieces include the correct tail light panel with a new gas cap, a front grille with driving lights, chromed twist type hood locks and chromed rocker panel trim with 'Mach I' lettering decals. There are two sets of tires, the original radial GTs without lettering and a new set with nice tread pattern but no lettering. The new set seems rather small for 1/24th scale, but they fit the base model wheel covers new to this kit. I'd recommend using the no longer radial GTs with the Mag 500s or go to your parts box for alternate tires. R-M has hit another one out of the park with this kit. I've already gotten two of these kits and may get more. Hey R-M—if you're still listening, let's do this again with some of those other tools you're sitting on (*preferably Fords and/or Mustangs, Rich—Ha! Ha!*)?

by: Rich Wilson 🍷



'64 GTO Hardtop/Sedan

[Revell/Monogram Kit #85-2461, Modified Re-issue; 132 pieces – molded in white, clear, chrome and red plastic; M.S.R.P. \$10.97 (Wal-mart); Year of Manufacture - 2004]

Pros: Very well proportioned engine. Engine is very 'detailable.' Still a lot less expensive than the old AMT offering (*if you can find one!*)

Cons: Radiator had to be cut down so hood would shut. Chassis did not fit well in back of car. Old style glass.

The Car: This was the car that was credited with starting the whole musclecar revolution! The GTO moniker was worn by Ferrari for years, so this was a bold move on Pontiac's part. The car was based on the LeMans sedan of the day, so the division took some ribbing at first. But with the addition of the GTO package, the car was capable of 0-60 in 6.5 seconds. The price was a real gate

opener as well! For a mere \$2700 smackers, Pontiac offered this **AND** 15 seconds at 100 miles per hour.

This was impressive for a 3400 lb car and the best part was it didn't cost \$30,000-\$40,000! Pontiac sold 32,000 GTOs in 1964 alone but the funny part was that Pontiac only projected a sales figure of a mere 5,000 units. With a big block under the hood and an optional three two-barrel set-up (*rated at 360 hp - WOW!*), the car truly lived up to it's name, "**Gran Turismo Omologato.**" This translates into "a high performance competition car." In 1986, the 1/1 scale version of this subject was going for a mere \$6,500. Anybody check Barrett-Jackson lately? (*Ha! Ha!*). Anyway, let's get on to the build at hand.

The Model: The kit at hand is a 2 'n 1 reissue, now including optional parts for an 1980's style



street machine. Let's see how this bad boy breaks down.

Engine: This assembly comes with the choice of a stock (*Ha!*) 389 tri-power set up (*21 pieces*) or a

blown two four-barrel street machine version (*22 pieces*). This little gem even comes with a separate power steering pump and fan clutch! This motor is very accurate and with a little extra work could really shine.

Chassis: This unit also gives you the choice of stock ride height (*8 pieces*) or a raised rear suspension (*an additional 4 pieces*). At a mere three pieces, the front suspension is still more convincing than it's predecessors. The same can be said for the rear suspension assembly with five pieces for the stock version and two risers for the springs and trailing arms and two risers for the tail pipes. Still, this assembly, like the engine, lends itself very well to extra detailing.

Interior: The interior is a bucket style affair complete with a molded-in back seat but with a twist. It has the one thing more model car kits need, separate door arm rests (*complete with handles!*). The bucket seats are two pieces each and nicely molded. The dash is three pieces with the steering wheel and column molded separately. The dashboard is also very 'detailable.' A floor shifter rounds out the assembly at eleven pieces.

Wheels: The stock wheels are very well executed and are four pieces each. The knock offs on

(Continued on page 9)



Diecast Madness

Diecast Madness! It just seems to go on and on, with no apparent end in sight! Let's take a look at some more stuff that appears to be new. All are 1/18th scale unless noted otherwise.

Let's start off with probably **THE most recognizable TV car ever**—the **Batmobile!** Two



versions are coming from **Hot Wheels**—standard (\$34.95) and Super Elite (\$269.95?!). The Super Elite issue is more detailed than the standard one, with more features, and lower numbers. It features opening doors and hood with jet motor detail, and an opening trunk with Bat computer, bat logos, front and rear antennas, photo etched beacon, real canvas parachute bags, and metal missile launchers. The interior will include piped trim, fabric seat belts with bat logo buckle, bat phone, and fire extinguisher. It is mounted on a leather covered base & serial numbered.

It looks as though **GMP** can't decide what to do. They have recently announced replicas of the



SoCal roadster (\$99.95), a pair of '70 **Judge hardtops** (**Cardinal Red & Polar White**, \$129.95), a '67 **Fairlane convertible** (\$129.95), and a pair of 1/24th scale '68 **Shelby GT500 Mustangs** (one green, and the other black), limited to only **500 each**, for **\$129.95 each**.. The '32 is red with vintage white scallop paint, louvered/hinged hood, small block Chevy, opening doors & trunk, removable tan convertible top, flocked carpeting, full length dual exhaust, and a quick change rear end, and **only 2,000** are available. The Judges are a bit more limited, with only **500 (Red)** and **450 (White)** available. Am I ever embarrassed!



Here's something interesting from **Sun Star**—a stock '51 **Henry J** in Arena Yellow or Indian Ceramic. Details include opening hood, doors, detailed engine, interior, and chassis.

How's 'bout another recognizable movie car—the **Interceptor** from **Mad Max** (\$112.95)! A very detailed version by **AutoArt**, with opening doors, detailed interior, some removeable gas cans, an extra tire, even some cans of dog food plus the dog is included.

For you 'Big Car' fans (**Ron!**), how 'bout a '62 **Starfire** in either Garnet Mist Metallic or Black & white 2-tone? This **Yat Ming** pair



feature opening hood and doors with correct style hinges, working door windows, real chrome moldings (**not silver painted**), and opening trunk in their higher end **Signature Series**.



More for 'Big Car' fans is this **Road Signatures Gold Metallic '66 Toronado** (\$24.95) with a black interior, opening hood and doors, opening headlamps, and steerable front wheels.

Motor Max is hoping to cash in on the (**once**) hot **Chrysler 300C** and **Crossfire**, with these

(Continued on page 5)



Madness (contd)



(Continued from page 4)

replicas. Priced at a more than reasonable **\$22.95 each**, these lower-end diecasts feature real chrome trim, opening hood, opening doors, opening rear hatch. The Crossfire comes in Red or Light Silver Blue Metallic, while the 300C comes in Dark Blue or Silver Metallic.

For you race fans, how about some cars of **'The King?'** First up, two versions of the **'68 Roadrun-**



ner, made by **RC2/ERTL** for **Draft Motorsports**, both with and without the 'vinyl top'—your choice, only **\$99.95** each. There will be 2,502 painted roof cars made, and only 1,504 vinyl roof cars made. Then we have the **'71 Roadrunner**, again made by **RC2/ERTL**, this time for **Toolbox Treasures**. Available either plain (**\$99.95**) or autographed (**\$124.95**). All are officially licensed by 'The King.'

For you old drag racers who read **Super Stock & Drag Illustrated (Toups!)**, they had several project cars, and this **'69 1/2 Roadrunner** was one of 'em. **Project Six-Pack** was the NHRA record holder that for several years. It has big 'n bigger slotted mags, good sized slicks, opening doors and trunk, lift off hood, 440+6 motor w/plug wires and headers. It even has the unique purple 'Meep-Meep' horn. Open the doors to see the tach on the dash, black carpeted interior, and 4 speed shifter (backed by a Dana 60). Made by **RC2 for Supercar Collectibles**, and just **1,250 made**.



Delivery expected in late November.

Greenlight Collectibles is a relatively new name in diecasts, but their product and rep is spreading. Consider this **NEW** mold for a **'68 Mustang GT**, in Highland Green with white vinyl top. Or, how about a couple'a **CA Specials**—in your choice of Aca-pulco Blue with a Blue interior or white w/black interior? This CA Special is a 390CJ car, featuring opening hood, doors, trunk, carpeted interior, cloth seat belts, real chrome trim, photo etch emblems, and a nicely detailed motor & interior. Your choice, **\$44.95**.

So, there ya go—somethin' for everyone. Just pick yer poison and pick up the phone (or order online, at <http://www.supercar1.com/>, or <http://www.gmpdiecast.com/>).

This 'n That

Trabi to Return?! Toy companies are no strangers to designing their own cars (*Hot Wheels' Deora, anyone?*), but one German model maker may take things to a new scale. **Herpa Miniaturmodelle**, based in Diethenhofen, has designed their interpretation of a **modern Trabant** - that infamous East German econobox - **and may push it into limited production**. Originally shown as a conceptual design in 2007, the model maker has since formed a partnership with **IndiKar**, a Saxony-based automotive supplier, to move their Trabant a step closer to reality. Herpa's since bought the rights surrounding the Trabant marque and plans on actually moving the car into production. Although assembly would likely be handled by an outside firm, Herpa still plans on controlling the NewTrabi's marketing and physical design. A full-sized concept, which may use powertrain purchased from BMW, is slated to appear at the '09 Frankfurt Motor Show. Production plans are still up in the air; if the NewTrabi does enter series production, **up to 5000 examples** could be built **annually**. More certain is the production of newTrabi models; Herpa began producing **1/87th scale replicas last month**. Thanks to Windingroad.com (<http://>



news.windingroad.com/concept-cars/german-model-maker-to-revive-trabant-in-2009/ **German Model Maker to Revive Trabant in 2009?**)...**Saleen Raptor?!** The crew over at **Saleen Inc.** has cooked up a concept car for the New York auto show next month.



Saleen says the **S5S Raptor** will use an aluminum chassis and composite body panels for weight savings. Under the hood will be a **supercharged 5.0-liter V8 that burns E85 ethanol**. Saleen estimates a **top speed in excess of 200 mph...No T/A for Pontiac?!** Buick, Pontiac and GMC dealers will get **12 new or special-edition vehicles** over the **next 20 months**—but they won't get a **Trans Am**. Pontiac had lobbied for a sibling vehicle to the **Chevrolet Camaro**, which is scheduled to arrive in February '09. Pontiac will remain a car-only brand for the foreseeable future. But because of new legislation requiring vehicles to reach a fleet average of 35 mpg by '20, Pontiac might not end up as GM's performance division...**New Ford Van?** Ford is expected to reveal the **Transit Connect**, a small delivery van, for the U.S. at the Chicago auto show. It is built in Turkey on a more robust version of



the front-drive platform that underpins the European Ford Focus, Mazda 3 and Volvo S40. It is sold in Europe in multiple commercial configurations, powered by a 1.8-liter diesel engine. It is expected to go on sale in '09. With higher gas prices in the U.S., Ford foresees demand for a smaller, more fuel-efficient van...**'Nother Special Edition Vette?!** As a salute to classic big-block 427 Corvettes from the late '60s, Chevy is releasing the **'08 Corvette 427 Limited Edition Z06**. The limited-edition models will be painted



Crystal Red. Exterior changes for the limited-edition model include a graphic on the hood and fascia, and "427" hood badges, chrome wheels, body-color rear spoiler and door handles, custom leather-wrapped interior, Crystal Red interior trim-plate graphic pattern, "427" embroidered seats and floor mats and "Z06" sill plates. Chevy says the Z06 will **smoke from 0 to 60 mph in 3.7 seconds** and has a **top speed of 198 mph**. A total of 427 cars will be built for the U.S. and Canada, along with 78 cars to be exported outside of North

(Continued on page 7)



T 'n T (contd)

(Continued from page 6)

America. The Vette carries a sticker price of **\$84,195 (!)**, which includes shipping charges... **Mild AND Wild Fiats?!** This year's Geneva motor show marks the first anniversary of **Fiat's** resurrection of its **Abarth** tuning arm. To celebrate, it will debut the **500 Abarth** (Hey, Matt!). The show car will feature a **1.4-liter, turbo-charged inline-four-cylinder** with **135 hp**. To help get that power to the ground, Abarth equips the 500 with a torque-transfer control system. A **more powerful 180-hp engine** is rumored. In addition to the 500 Abarth's body kit giving it sporty looks, it's also functional. The large spoiler provides downforce for better grip, while underbody panels and side skirts reduce drag. A larger front air intake and two additional cutouts in the front bumper cool the turbo's dual intercoolers. Depending on trim, the 500 Abarth rides on 16 or 17-inch wheels. Inside, Abarth adds a special gauge cluster, boost gauge, aluminum pedals and exclusive



seats. Weekend racers will be able to order a track-focused **500 Abarth SS Assetto Corsa**. The best news is that the 500 Abarth may see the light of day in North America, by way of Alfa Romeo dealers sometime after '10. Along with the hot-rod 500 Abarth, Fiat also will debut a 'Green' 500 concept at the Geneva show. The **500 Aria concept** features Fiat's latest environmentally friendly technologies and materials. A 1.3-liter diesel engine with particulate filter powers the concept and is mated to a more efficient robotic dualogic shift transmission. The engine meets Europe's '09 emission standards. Further fuel savings come courtesy of a stop/start system that turns off the engine when the car is stationary. The stop/start system and the dualogic transmission combine to provide an estimated 10 percent reduction in fuel consumption during city driving, according to Fiat. The green ideas continue into the interior with extensive use of recycled materials. The **floor** is made from **used tires**, and the **seats** are covered in **recycled leather**...

Reunited? Looks as though the **Indy Racing League** and the **Champ Car World Series** are now once again reunited, for the first time since '95. IRL owner **Tony George** and Champ Car World Series co-owners **Gerald Forsythe** and **Kevin Kalkhoven** entered into the agreement recently "for the good of open-wheel racing." We'll see... **Hands Off, TaTa?** **Tata Motors** will respect the British heritage of the **Jaguar** and **Land Rover brands**, Tata Group Chairman Ratan Tata said at the Geneva motor show. He said his

company will not transfer Jag and Land Rover production or component sourcing from the U.K. to low-cost countries, as had been feared by U.K. labor unions. He also said his company will keep the existing management in place, and that he likes Jag and Land Rover's future models plans... **Scirocco Blows Back into Town?!** **VW** is taking its obsession with heritage to extremes with the new **Scirocco**, reviving the car 34 years after it rewrote the book on affordable performance. It is primed to inject some excitement into the VW's lineup



like the original did when Nixon was in the White House. The first-gen model, penned by **Giorgetto Giugiaro** and produced at **Karmann**, debuted to acclaim as a replacement for the **rear-engined Karmann Ghia**. Making its premiere at this year's Geneva motor show, it builds on the **Iroc concept car** (Iroc? Wasn't that a Camaro, Matt?) unveiled at the Paris show in '06. It uses the same basic drivetrains and chassis as the **FWD Golf**. (and the Eos hardtop convertible) **Unanswered question—how much?!** (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!) 🍌

Miscellania!

Here's someone with 'way too much time on their hands! Wouldja believe *Daytona Speed-*

way, built entirely with *Lego blocks*?! Well, believe it, or stuff it! 🤖



AMT News!

Auto World (a division of Round 2, LLC) has signed a licensing agreement with *RC2/Learning Curve Brands, Inc.* of Oak Brook, Illinois. The contract will allow Auto World to produce and market plastic model kits under the brands of *AMT*, *MPC* and *Polar Lights*. Also included are rights to manufacture 1/18th and 1/24th scale diecasts using the *American Muscle* and *Ertl Collectibles* trademarks, as well as *Custom* and *Premium promotional die-cast vehicles*.

Thomas E. Lowe, President and Owner of Round 2, is now assembling knowledgeable plastic model and diecast specialists excited about this opportunity and passionate about reintroducing these brands. He states, "Our goal is to bring back many sought after vintage kits of all types from the AMT and MPC tooling, some that haven't been available for decades. We've recruited model kit

expert and creative designer John Greczula from *Retro Hobby, Inc.* to work with us. The American Muscle tooling bank has great potential, too, and Craig Flickinger, who was the *Product Manager for American Muscle* for several years, is on board to ensure that collectors are kept as priority one. Using our own production facilities, we will have the ability to adjust quantities of both lines to satisfy market demand. ***We will not rely solely on old tooling, but will develop new tools as well.***"

Further, Lowe states, "2008 is going to be a roller coaster ride for us as we prepare our game plan and get things moving. There is an incredible amount of information to be absorbed and organization that must occur. We understand the modeling and diecast markets have changed and that several large mass-retail chains are beginning to turn their backs on stocking these products. We will try and slow that down by introducing new and innovative products, hopefully enticing them

to support our brands. I learned a lot when I ran my previous company, *Playing Mantis*, and I intend to use all of my knowledge and contacts to the max. For me, it's an opportunity of a lifetime."

Lowe and RC2 Brands, Inc. are no strangers. ***Lowe, an entrepreneur known for his expertise in collectible automotive subject matter, sold his first company, Playing Mantis, Inc. to RC2 in 2004.*** Lowe founded Playing Mantis in '94 and resurrected the *Johnny Lightning* brand, producing small-scale diecasts and electric slot cars catering to the adult collector. Enthusiastic response resulted in phenomenal growth of the brand, and spurred Lowe to venture into other areas, including Polar Lights plastic model kits.

Round 2 was established by Lowe in 2005 and reintroduced ***electric slot cars under the Auto World brand***, an iconic hobby catalog trademark which Lowe purchased from *Auto World's founder, Oscar Koveleski*.

Good deal! 🏆

Goat (contd)

(Continued from page 3)

these are beautiful. The street machine version has a slightly dated set of 1980's style American racing wheels and two larger tires for the rear. The finished assemblies are three pieces each.

Body: The stock version consists of an impressive twenty one pieces and even has separate inserts for the hood. It also has a separate nose piece for the grille. The street machine version drops the stock hood for a "filled" and

opened version for the blower assembly. This body also has separate quarter windows for the "post" version but has an old style front/rear glass insert (*YUK!*). Even though I didn't do it, I recommend cutting the ribs out and gluing the windows in separately. The rear view mirror for the driver's side door was out of scale looking and was not used. The radiator was another shortcoming and had to almost be cut in half to get the hood to shut. Needless to say, the lower radiator hose was not used either.

Final Assembly/Thoughts: I

wanted to build one of these since they were new. And having done so, I can say, that overall, it was bad. I don't build muscle cars, but this one was definitely worth the effort. The finished product was received very well by its owners. I would recommend this kit to all skill levels, as it is very well engineered (*save the radiator !?!!*) and finishes into a very nice replica.

I give this kit 4 out of 5 paint bottles.

Highly Recommended

by: Pat Crittenden 🏆

Condolences

Paul Frere, a well-known journalist and race driver who contributed to *Road & Track magazine* among others, died Feb. 23 at age 91.

He never recovered from an '06 accident while he was road testing a Honda Civic Type-R at the old Nurburgring in Germany. Among his accomplishments, he competed in 11 Grands Prix and won the '60 *Le Mans 24 Hours* with Olivier Gendebien in a Ferrari 250TR. He also authored a number of books.

Boyd Coddington, the innovator whose creations won the coveted *Grand National Roadster Show's America's Most Beautiful Roadster (AMBR) trophy* a record *seven times*, died recently at age 63, after a lengthy hospital stay.

He was raised in rural Idaho but moved to southern California as soon as he came of age, to pursue his dream of building hot rods. He quickly earned a rep for subtle, stylistic innovations on what had been an almost overdone theme—the '32 Ford roadster. That branched out to '33s, '34s and then all manner of surprising twists on iconic themes. Cars with names like *Boydster, Smoothster, Alumacoupe, Chezoom, and Cadzilla* redefined what a rod could be. His billet aluminum wheels were equally well known. He soon earned the nickname "*Billet Boyd*" for his aluminum-machining techniques.

One of his best qualities, realized at the height of his creative



passion in the mid-'90s, was his ability to gather a talented team including but not limited to *Lil' John Buttera* and *Chip Foose* to produce his creations.

He went through his share of troubles, including a bankruptcy in the late '90s. He's best known outside the rodding community for his *Discovery Channel show, American Hot Rod*.

John Buttera, who left his stamp on the drag racing world in the '70s by building a series of winning funny cars and dragsters, created some of hot rodding's most beautiful street rods of the '80s and '90s, and *built the first billet wheels*, died March 2 at age 67 after a long battle with cancer.

He began his career in Kenosha, WI., when he teamed with Dennis Rollain to form *R & B Chassis*. They fielded a very light unblown fuel dragster, but a chance meeting with *Mickey Thompson* in the staging lanes at the U.S. Nationals in the late '60s led him to move to southern California, changing his life forever.

After initially working for Thompson on his Ford-powered land speed record streamliner, he built *Thompson's blue Mustang funny car* in which *Danny Ongais* dominated the '69 season. He then opened his own chassis shop in Cerritos, CA, where he built a radical streamlined dragster for *Barry Setzer*. Soon, customers such as *Don "The Snake" Prudhomme, Tom "The Mongoose"*



McEwen, Don Schumacher, and Shirley Muldowney came to him for both dragsters and funny cars. He built *Schumacher's '70 Indy-winning f/c, the Hot Wheels cars of Prudhomme and McEwen, the national record-setting Braskett & Burgin Vega, and many more.*

He brought the high-tech, billet era to street rodding, and was *first to manufacture his own wheels* and independent suspensions from machined aluminum. He also did extensive development work for *Harley-Davidson* and even entered a *stock block-powered car in the Indy 500* for which he received the *1987 Clint Brawner Mechanical Excellence Award*.

Ironically, he died just four days after the passing of fellow hot rodder Boyd Coddington.

And finally, *Roy Scheider*, a *two-time Oscar nominee* best known in his role of a small-town police chief in the '70s blockbuster *Jaws*, has died at age 75 of complications from multiple myeloma, a cancer of the blood cells. Car guys know him from *The French Connection*, and *The Seven Ups*.

Godspeed—you'll all be missed. 🕊️

Mark Your
Calendar Now!

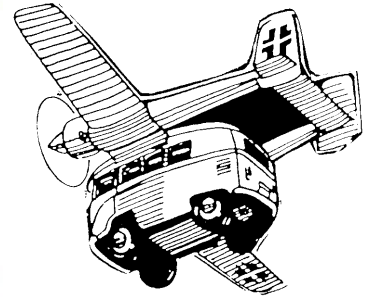
The
**TRI-STATE SCALE
MODEL CAR CLUB**
presents



THE **22nd** ANNUAL

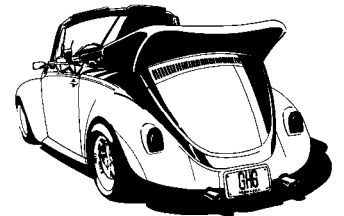
NNLTM

East



- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

Next Year's Theme:



**100 Years of the
Model T Ford**

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



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

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

WAYNE P.A.L. BUILDING
1 PAL DRIVE - WAYNE, N.J. 07470

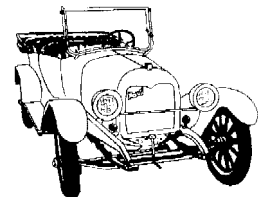
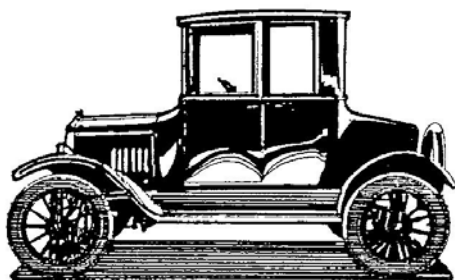


For Show Information:

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

Write: NNLEast@aol.com

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





MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

1988 - 2008

16th ANNUAL



MARYLAND AUTOMOTIVE MODELERS ASSOCIATION

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





AUTO SHOW

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—Shoobox 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'!

After tracking the progress (?!) of the gang from Toyota last year, morbid curiosity on my part got me to tune in to this years' NASCAR 'Superbowl,' the **Daytona 500**. I must admit, I was very pleasantly surprised at the apparent turnaround of the Toyota's performance. I'm told that they designed a new engine package over the winter, but were unable to get it out to every team (*not to worry though, as the Joe Gibbs Racing organization, owing to the fact they were brand-new to Toyota this year and had NO Toyota parts, were the lucky recipients of this new package*).

Not only did the Toyotas sit on the pole (*Mike Waltrip, no less!*), but the **Joe Gibbs Racing M & M's Camry** of Kyle Busch was the apparent class of the field, leading the most laps. He could seemingly pull up and take the lead at will.

Obviously, the only way he could lose is by getting 'double-teamed' by two or more cars

drafting by, which is exactly what happened. Team-mates Ryan Newman and Kurt Busch drafted by on the last lap, clinching the win for team owner **Roger Penske**.

And what of the much vaunted Hendrick organization? Junior finished eighth, and, to my knowledge, no Hendrick car led a lap.

It was great to see someone other than Earnhardt Jr. (*an apparent 'master' at restrictor plate tracks, if you believe the announcers*), Tony Stewart, or any Hendrick car win the race.

Didja hear about **Robby Gordon's** apparent attempt at **cheating**? His Dodge was presented for Daytona 500 inspection with a **'prototype'** nose on the car which was not approved. He was docked 100 driver and owner points and crew chief Frank Kerr was suspended for six races, fined \$100,000 and put on probation for the rest of the year for using the



illegal part. **Oopsie!**

Anybody see the **NASCAR collector commercial** for **NAPA**?!

Probably the best, tongue-in-cheek commercial broadcast. Mike Waltrip was signing

autographs at a NAPA store, when a fan came in. He told him that he collected diecasts, and 'personalized' them for more realism. He then pulled Mikey's Camry out of a bag from Fontana last year, that caught on fire. Next up, out came Mikey's **'89 Bristol car**, which was **nothing but a pile of pieces**, and, in all seriousness, asked Mikey to **'sign one of the bigger pieces.'** At this point, I should point out that this car was

literally reduced to nothing but a pile of parts due to a **head-on encounter with the pit road gate at Bristol Motor Speedway**. It is on display at the museum at Talladega Speedway. Priceless!!

There are gonna be some unhappy race fans (*Rich?!)* when Toyota wins a race this year like they very nearly did in Daytona—**Oh, Whatta Feeling!** 🍷

This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

Timothy Sickle
15905 Ark Court
Bowie, Maryland 20716
Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMA's BoyZ do it in scale!



Websites

Carlisle Events:

<http://www.carlisleevents.com>

East Coast Indoor Nationals
(Timonium, MD):

www.eastcoastindoornats.com

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

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

Maryland Intl Raceway:

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

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

York US30 Muscucar Madness:
www.yorkus30.com 🗺



Club Contact Info

IROC Champs

- Mark Donohue 1974
- Bobby Unser 1975
- A.J. Foyt 1976 & '77
- Al Unser 1978
- Mario Andretti 1979
- Bobby Allison 1980
- (Dormant 1981-1983)
- Cale Yarborough 1984
- Harry Gant 1985
- Al Unser Jr. 1986 & '88
- Geoff Bodine 1987
- Terry Labonte 1989
- Dale Earnhardt 1990, '95, '99, '00
- Rusty Wallace 1991
- Ricky Rudd 1992
- Davey Allison 1993

- Mark Martin 1994, '96, '97, '98, '05
 - Bobby Labonte 2001
 - Kevin Harvick 2002
 - Kurt Busch 2003
 - Matt Kenseth 2004
 - Tony Stewart 2006
- Buh-Bye, IROC—it's been fun!*** 🗺

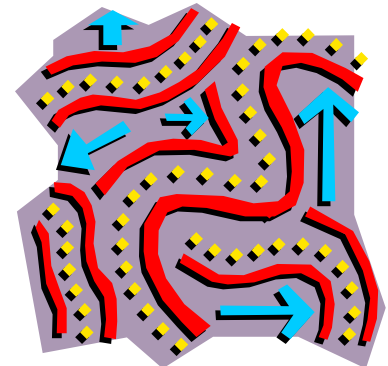


We're on the web!
<http://www.mamasboyz.org/>

Directions

From the Baltimore Beltway (RT 695): Take Exit 7, Route 295 (Baltimore-Washington Parkway) south towards Washington approx. 18 miles to Route 193 (Greenbelt Road), and exit. When on the off-ramp, stay to the right and merge right onto Southway (see below).

From the Washington Beltway (RT 495/95): Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (Greenbelt Road). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (at the light) onto Southway (read on!)



Once on Southway: Go straight to the second (2nd) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 🗺

President: Lyle Willits
mamaprez@aol.com
Vice President: Tim Powers
partsbox@verizon.net

Treasurer: Matt Guilfoyle
blackbuick1941@yahoo.com
Newsletter Editor: Tim Sickle
gtoguy@verizon.net