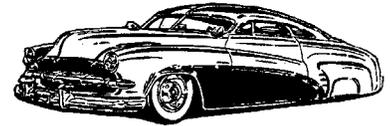




MAMA SEZ!

Volume 22, Issue 7

March, 2009



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

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2009 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 17th
- ☞ February 21st
- ☞ March 21st
- ☞ April 25th
- ☞ May 16th
- ☞ June 20th
- ☞ July 18th
- ☞ August 15th
- ☞ September 19th
- ☞ October 17th
- ☞ November 21st
- ☞ December 19th



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

Spring has Sprung!

Last month's meeting was pretty low-key (*as usual*), but we did manage a spirited conversation regarding *themes* for our *NNL* in '10. Several suggestions were made which will be voted on this month.

Speakin' of this month, we have *MAMA's Boy Ron Hamilton* to thank for his hard work on the '57 Chevy

comparo inside. Another *MAMA's Boy, Rik Hoving*, also makes his presence known (*see pg. 5*). *New Model King goodies, hot rod Volvos AND Diesels, Don Prudhomme's 'Tooner' Mustang, more auction insanity, movie star and pace car '10 Camaros*, it just keeps getting' better! *Peek inside for more!*

The raffle raised

\$101.00, while the door box contributed another *\$89.00*. Yay—we made the rent. Thanks, guys. Thanks again to the following donors: *Ed Brown, Ron Bradley, Jerry Frazier, Mike Hensley, Ron Hamilton, Howard Weinstein, Chris Whalley, Rich Wilson, Replicas & Miniatures Co. of MD, and yours truly.* ☞

Gotcha!

The *Maryland Transportation Authority* has approved rate hikes at its seven toll facilities.

The changes announced recently are expected to generate about \$60 million more a year for the self-sustained agency to help it keep up with increasing costs as toll traffic and revenue drop.

Large trucks and other multi-axle vehicles will pay *from \$2 to \$13 more in tolls. E-Z-Pass*

customers also will face *monthly fees* and pay *more for new and replacement transponders*. Standard and commuter toll rates are unchanged.

The authority will offer a *10 percent discount* for multi-axle vehicles that make *more than 100 trips a month* through the facilities.

The agency said toll revenues go toward a \$3.8 billion six-year capital program including safety, preservation, customer service and improvement projects.

Guess that means that

the *highway traffic cone* will *supplant the Oriole as Maryland's State Bird, eh?!*

In a somewhat related item, the *PA Turnpike* may soon be more aptly referred to as the *Barcelona Turnpike* if a *\$12.8 billion proposal by a Spanish toll road operator* is approved by the PA Legislature.

PA Gov. Rendell made the announcement that Abertis Infraestructuras won the right to operate it on a *75-year lease. They git ya comin and goin'!!* ☞

'57 Chevy Kit Comparo

[A Comparison between the Revell '57 Chevrolet 150 2-door Utility sedan (a.k.a. Black Widow) and the AMT '57 Chevrolet Bel Air 2-door hardtop]

There has been mucho buzz concerning the latest offering from Revell. The company has seen fit to modify its excellent '56 Chevy 210 Del Ray 2-door sedan kit into a '57 Chevy 150 2-door utility sedan (*no rear seat*), with building options as a Replica Stock sedan, and a period race car, with appropriate parts for either version. In doing my research, the Revell kit, while having some of the parts to do a period 'NASCAR' race car, is not a completely accurate replica of an 'as-raced' car, but it is a very good start. I contend the kit will build into an excellent replica of the 'Drag Race' car that was sold through Chevy dealers at the time for sanctioned drag racing events. Add drag slicks and decals, and you're good to go.

Upon opening the box, I was impressed to see that Revell has executed a near-perfect replica of the '57 Chevy 150 Series 2-door sedan body. To my eye, the overall shape and proportion of this car capture the intended subject. I did a test fit of the hood and fascias, and they lined up to the body very well. The body has a few mold lines, but they are easily addressed. I couldn't help but compare this kit to the last tool of the AMT '57 Chevy 2-door hardtop, which, in my opinion, is also an excellent kit.

The latest tool of the AMT '57

Chevy has sparked a bit of controversy since it was introduced to the modeling community. Many modelers expressed concern that the AMT tool looked a bit 'fat' compared to the previous offering from the company, which is true. From where I sit, the current AMT '57 Chevy Bel Air 2 door hardtop kit is absolutely the most detailed kit of the car ever offered. I feel that the body in that kit is indeed very accurate, as the '57 Chevy was a fairly "round" automobile. AMT even marketed a "Pro Shop" version, which included engine wiring, vinyl hose for the radiator and heater, and photoetched trim.

There are differences in kit philosophy between these two. AMT's kit(s) are marketed as single building version kit, while the Revell offering has two building versions. Lets take a look at them.

Engine: The Revell kit has *two engine induction options* included—the *single 4-barrel carburetor* and attendant parts, and the *Rochester "Ramjet" Fuel Injection* and attendant parts, as well as a '283' engine block with a Powerglide automatic transmission, and a '283' engine block with a 3-speed manual transmission. The common parts are shared with either engine block. The AMT kit has a single engine option, the *dual 4-barrel carbureted* '283' engine with a 3-speed manual transmission. In all cases, the kit's offering is accurate, well engraved, and represents the subject matter in an impeccable man-



ner. Either version will take well to aftermarket super detailing parts and appropriate paint finishes to yield a contest quality engine. Although the instructions do not mention it, the builder with both kits can build a '57 Chevy with the following engine options using the parts from either kit:

A) 283 cubic inch/220 horsepower engine—Revell single 4-barrel carburetor, intake manifold, and air cleaner, 283 engine block w/either the 3-speed manual transmission or the 283 engine block with the powerglide automatic

B) 283 cubic inch/245 horsepower engine—AMT dual 4-barrel carburetors, intake manifold, and unique air cleaner, 283 engine block w/either the 3-speed manual transmission or the 283 engine block with the powerglide automatic

C) 283 cubic inch/270 horsepower Engine—AMT dual 4-barrel carburetors, intake manifold, and unique air cleaner, 283 engine block w/ the 3-speed manual transmission

D) 283 cubic inch/250 horsepower engine—Revell Rochester "Ramjet" Fuel Injection system, intake manifold, unique air cleaner, and air induction setup, 283 engine block w/either the 3-

(Continued on page 3)

Comparo (contd)

(Continued from page 2)

speed manual transmission or the 283 engine block with the power-glide automatic

E) 283 cubic inch/283 horsepower engine—Revell Rochester “Ramjet” Fuel Injection system, intake manifold, unique air cleaner, and air induction setup, 283 engine block w/ the 3-speed manual transmission

AMT has a ‘Street Machine’ version of their ‘57 Chevy Bel Air 2-door hardtop which includes a big block Chevy engine which is available as a separate kit, not covered in this review, but is adaptable to the Revell kit with very little alteration.

Chassis: The Revell kit’s chassis is very well engraved, but fairly simplified in comparison to the AMT kit chassis. The floorboards and frame are cast as a single unit, with separate upper control arms, steering box, coil springs, a lower control arm/spindles/sway bar/tie rod/engine support unit, dual exhausts, a rear fuel tank/spare tire well unit, two piece rear differential, rear shocks and leaf springs. The AMT kit chassis has a separate frame and floorboard, as well as a very detailed front suspension with separate suspension pieces. Either chassis can be detail painted to yield an accurate rendition of a “Replica Stock” ‘57 Chevy chassis, but with its separate front suspension components and frame, the AMT unit outshines the Revell unit. Either one will build into a fine “Replica Stock” unit. The Revell kit is marketed as a “2 ‘n

1,” but there are no period racing modifications in the chassis assembly, so they must be provided by the builder.

Wheels and Tires: The Revell kit has a single set of ‘no name’ black wall tires, which mount onto a set of six-lug steel wheels. In the one-to-one world, these wheels were sourced from a ½ ton Chevy truck of the era for a ‘heavy duty’ (*racing*) application. A separate ‘57 Chevy ‘dog dish’ hub cap is provided to cover the lugs for the “Replica Stock” application. The AMT kit has a very nice set of BF Goodrich Silver-town tires with a plastic white wall insert, which mount onto a ‘57 Chevy full wheel cover with a separate spinner. Both kits include wheel backs with rudimentary brake drum and inner wheel detail which mount to the appropriate axle(s).

Interior Detail: Both kits have very well detailed renditions of the interior for the model series of the car represented by the kit, and both are excellent renditions of a “Replica Stock” version of the kit. Both kits have well-engraved side panels, seats (*front only for the Revell kit*), a dashboard and steering wheel, which make detail very easy. The Revell kit includes decals for the instrument panel gauges, and silver ‘cloth’ front seat upholstery and door panels for the 150 series ‘Utility Sedan,’ while the AMT kit makes do with letting the builder choose a paint color on its “Bel Air” interior trim. Included in the AMT instructions is a color chart, and instructions on how to apply the appropriate colors for the interior combination that were

available for the ‘57 Chevy Bel Air 2-door hardtop model series. The AMT kit has added detail, in that it has an opening trunk, and that area is very well detailed. On the Revell kit, a four-point roll bar and a tachometer are included for the racing version. Again, in order for the builder to make an accurate ‘NASCAR’ type race car, there needs to be some modification of some of the interior components. A bit of research is needed to yield an accurate replica race car interior.

Body Assembly: Both kits include well proportioned, well-engraved bodies with very crisp, but faint emblems. The ‘glass’ while scale thick, fits well in the body of each car. The Revell kit includes rear side window glass, which should be installed, as roll down rear quarter glass was not included on the Utility Sedan. Both kits have excellent underhood detail, but the AMT kit includes separate inner fenders and air intake hoses, heater hoses, as well as instructions on how to paint the various wires on the firewall. Both kits include separate chrome trim for the windshield wipers, hood, door handles, head and tail lamp bezels, etc. However, the builder has to add chrome trim for the window surrounds and body side trim. The AMT kit includes a set of accessory fender skirts, while the Revell kit includes blanks for the headlamps and back up lamps.

All in all, either kit should be a satisfying build for aficionados of the ‘57 Chevy. While the AMT kit has more detail, the Revell kit offers a model version of the car

(Continued on page 5)

Condolences and Well Wishes

Sadly, *master modeler Lee Baker*, 82, died in early March. While I didn't know Lee, I knew of him. I believe he had an affinity for all things *Deusenberg*, and may actually have done some work for Art Anderson ('way back) of All American models notoriety.

Harold Bradford's wife, Susanne, recently underwent an op-

eration of several hours' duration, and is currently recuperating at home.

Ron Bradley suffered a heart attack at the *March CPMCC model meeting!* Thankfully, their meeting is held at a local fire hall, and paramedics were on hand and readily available to tend to him and transport him to the local hospital ASAP. Turns out that once

at the hospital, Ron underwent a *multiple vessel bypass surgery!*

From e-mail updates that I've received from club Prez Lyle, Ron has been up and moving around every day (*several times a day*), in order to speed his recovery. His recuperation may take a bit, so let's all pitch in to help Ron and Gracie take care of business, OK?

Condolences to the family of Lee Baker, and let's keep our fellow MAMA members in our thoughts, OK? 🙏

MAMA News!

'*Long Distance*' MAMA's *Boy Rik Hoving* was here recently! Well, not here exactly. According to MAMA Prez Lyle Willets, he apparently 'snuck' into the country showing up in sunny California at the Grand National Roadster show.

As the enclosed picture will attest, he actually got to sit in the restored Hirohate Merc!! Looks like the cat that ate the canary, don't he?!

Thanks to Lyle for the scoop. We're all *VERY* jealous, Rik!! 🙏



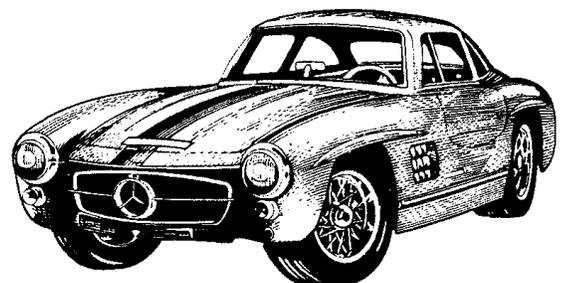
Model Buffet

In a recent conversation of *Historic Racing Miniatures'* proprietor, Harold Bradford, Brad let slip a few of his upcoming projects, presented here to prepare you: *Ferrari SP Dino*, *Maserati 450S roadster*, *Lancia Mexican road racer*, and *right-hand rive conversions* for the *Ferrari 250 GTO* and *Ferrari TR250 Testa-*

rossa. Brad also intimated that these kits would most likely be curbsides. All this and the *M-B 300SLR roadster* is now available (*with decals, to boot*). Looks like Brad is conspiring to keep a buncha you guys busy (*and poor, to boot?!*). More info when it's available.

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! 🙏



Buh-Bye Saleen?!

The future of specialty car-maker **Saleen Inc.** is getting a little clearer: Most of the company was sold to a Michigan group last week after being on the block since November.

An entity called **MJ Acquisitions**, which owns parts and engine companies in Michigan, bought **Saleen's performance street-car program, supercharger and aftermarket business** from Los Angeles private-investment firm Hancock Park Associates. Terms were not revealed.

Saleen's supercars, the **S7** and the **S5 Raptor concept**, and the **Viper paint-shop operation**, were not included in the deal and remain with Hancock for now.

ASC, a sister company of Saleen also owned by Hancock, was not part of the sale.

Chris Theodore, a former Ford and Chrysler exec, stepped down as Saleen president, saying he

planned to leave by the end of February. He said he was working to sell off the final parts of Saleen.

The new owners plan to continue with Saleen's value performance brand, **Racecraft**, for the **'10 Mustang** with the goal of having something ready in April. They're also looking to add a version of the S-Line for the new pony car as well, perhaps for the third quarter.

Saleen has been synonymous with speedy 'Stangs since '84. The company was founded by race-car driver **Steve Saleen**, and it has been responsible for some of the more enduring performance versions of Ford cars over the past two decades, including the recent Dark Horse, Gurney Signature and Sterling editions.

Lately, however, the company has been in flux, with founder Saleen leaving in '07 and a number of other top execs departing last year.

Theodore says he's optimistic that the new owners can put Saleen on solid footing, noting that he worked with one of them at Chrysler, though we wouldn't reveal the identity.

Unclear is what shape Saleen will take in the future. All of its employees were laid off, but some are being rehired. It's also not known whether the company's leased headquarters in suburban Detroit will be of use to the new owners.

Anything you buy from the MJ Acquisitions-owned parts of Saleen on or after Feb. 2nd will be covered by a 12-month/12,000-mile warranty.

However, since Saleen Inc. has ceased operations, anything purchased before Feb. 2nd **will not be covered under warranty**. So if you own a Saleen car or part sold before that date and something goes wrong with your car or part that is not covered under the Ford part of your warranty, then you are out of luck.—Sorry! 🙄

Comparo (contd)

(Continued from page 3)

that has never before offered in kit form, and should be a very good seller for them. To be fair, the AMT kit has been on the market for several years, and may not be readily available at the normal retail establishment, but the Revell kit is just hitting the market, and



will be in wider distribution. By the way, if you have to have a '57 Chevy Bel Air 2-door hardtop, and cannot locate this particular AMT kit, Revell marketed an excellent, curbside '57 Chevy Bel Air 2-door hardtop a few years back in its "Wheels of Fire" series, and there is a rumor that AMT is going to bring back to market the previous tool of the '57 Chevy Bel Air 2-door hardtop, which was a very nice kit tooled in the 60s, and to many modelers, the best rendition of that car.

With the use of a few aftermarket detail pieces, proper research and painting, either kit will



yield a fine replica of the iconic '57 Chevy.

by: Ron Hamilton

(It should be noted here that since their release in late March, that Ron Bradley has dealt better than 4 cases of this kit! That is within the first month of its release! Looks like Revell may have another winner on their hands.) 🙄

This n That

New Stuff! Here is a list of kits that *Autoworld Round 2* announced at the recent *NY Toy Fair*: '06 Chevy Camaro, USA1 4x4 Monster Truck, '55 Chevy Cameo, '68 Shelby GT500, '70 1/2 Camaro Z28, '66 Chevy Nova Pro Street, '55 Chevy Nomad, '57 Bel Air (older issue?), '33 Willys Coupe (all limited production), '69 Dodge Daytona, '67 Pontiac GTO, '72 Pontiac GTO, '86 Chevy El Camino (all limited production MPC box art). Best of all, it appears as though they will be a **dollar cheaper than their previous kits**. **Whatta deal!** Speakin' of new stuff, word is that the **Revell '57 Black Widow Chevy** is **FINALLY** out, and **Ron Bradley** tells me that he has already sold **FOUR CASES** of 'em, with one of the **first customers on record** in this area being none other than **Ron Hamilton**. Can't wait to see what he thinks of it...**GM's 'Toy Store' "Going Out of Business?!"** GM's **High Performance Vehicle Operations (HPVO)**, which created vehicles such as the **Chevy HHR SS**, has been **disbanded**. GM, focusing on mainstream products in a battle to survive, has scrapped **THE** unit based at the company's suburban Detroit tech center that pro-

duced high-performance 'toys.' All engineers have been redeployed. "All high-performance projects are on indefinite hold," a spokesman said. "The engineers are moving into different areas of the organization, and they will work on Cadillacs, Buicks, Chevies and Pontiacs." The unit created low-volume vehicles for GM's divisions designed to appeal to enthusiasts and bolster the company's image. Products included **V-series Caddys** and the **Chevy Cobalt SS, HHR SS** and a **V-8 version** of the **Colorado**. The HPVO unit could be reinstated once GM regains financial health. A spokesman said there are no plans for high-performance versions of upcoming cars. The move is in the spirit of GM's viability plan recently delivered to the U.S. Treasury Department. In the plan, GM said its future-product focus is on fuel-efficient cars and crossovers...**Bumblebee Transformers Co-Stars?!** The

Stingray is back for an encore performance, but unfortunately for enthusiasts, only in the movies. A **styling concept** dreamed up by Corvette designers two years ago and revealed at the Chicago auto show will star as **Sideswipe** in **Transformers: Revenge of the Fallen**. It draws cues from the original '59 Stingray racer, as



well as the '63 with its split rear window. It was designed in GM's infamous, secretive **Studio X**, and caught the eye of Transformers director Michael Bay—landing it a role in the movie that opens in June. As **sexy (!)** as it may look, don't expect to ever see it on the road. GM design boss Ed Welburn wouldn't say if it could be a hint of future Vettes. "This is purely a concept—I like our designers to feel free to bring forward ideas," he said. He was also coy about the next-gen Vette development, hinting that a design team "has explored that quite a bit," in reference to creating drawings. It's unclear when it will arrive. It doesn't run and was revealed by pulling off a tarp—in contrast to the Camaro concept, which thundered onto the stage. The Camaro is again cast in the role of Bumblebee. These two will be joined by the **Chevy Volt**, which plays **Jolt**, and the **Chevy Beat (Skids)** and **Trax (Mudflap)**... **Talk About Yer Copycats!?** Remember **Toyota 'cloning' GM's Onstar service** last month? Well, now, it's **Ford's turn in the hot seat**. Toyota recently debuted a freshened '10 **Tundra**. Among improvements are a new **Platinum package** (shades of Ford's 150!!), updated appearance and new 4.6-liter V8 engine option. The

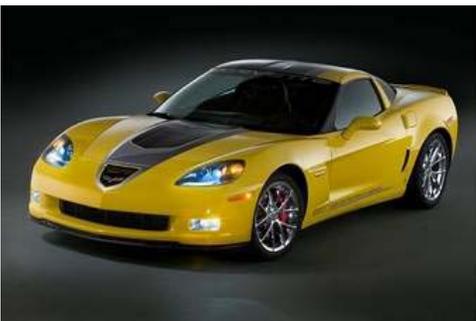
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T n T (contd)

(Continued from page 6)

premium Platinum package will be offered on **CrewMax Limited models with the 5.7-liter V8**. On the outside, a billet-style grille, chrome bumpers, special 20-inch wheels, door sill protectors and Platinum badges distinguish the truck from others. Inside, the Platinum option adds a power driver's seat with memory, puddle lamps, moonroof, nav, unique vented leather seats and wood-trim shift knob and door trim. The package costs **\$5,140**, in addition to the price of the base truck. Toyota brings a new 4.6-liter V8 with 310 hp, which replaces the 4.7-liter V8 as the mid-range powerplant choice. Toyota estimates fuel economy at 15 city and 20 highway. It shares the six-speed autosifter with the 5.7-liter V8. Has Toyota finally run out of good ideas, except to copy **GM's and Ford's 'Better Ideas?'** ...**Racy Vette**. With the factory Vettes **bowing out of GT1 endurance racing in '09**, Chevy sees the program off with the **Corvette GT1 Championship Edition**. The limited-edition road cars begin production in the spring and include C6.R-style graphics with the "Jake" Corvette Racing mascot on the hood, a Corvette windshield decal and labeling



across the rocker panels. Rounding out the exterior are a ZR1 rear spoiler and chrome wheels, while a faux carbon-fiber engine cover with yellow Corvette lettering tops the engine compartment. Inside, the black leather interior features yellow stitching and GT1 embroidering on the seats, dash and center armrest. The GT1 CEC will be available in black or yellow on the base coupe, convertible and Z06. **One hundred examples of each version in each color** will be produced for total of **600 cars**. Coupes and convertibles are standard with the Z51 package (*stiffer suspension tuning, larger brakes with cross-drilled rotors*). The six-speed automatic is optional for base cars. The new limited-edition package is a **\$7,480 option** to push base coupe prices to **\$65,310** and **\$71,815** for convertibles, while the Z06 begins at **\$86,385**. The Corvette GT1 CEC makes its public debut during the **12 Hours of Sebring** weekend in March. During its successful competition run, the Corvette GT1 program collected **eight GT1 championships** in the **American Le Mans series** and **five class championships** at the **24 Hours of Le Mans**. For its final GT1 outing, the C6.R will go for a sixth class championship at Le Mans in June...**Is Anyone REALLY Surprised?** The Corvette's five-year reign as the pace car for the Indy 500 has come to an end. The Indy Motor Speedway announced that the pace car for this year's race on May 24th will be the **reborn Camaro** (Wonder how much GM had to do with this decision?!).



This will be the fifth time the Camaro has paced the race (*it was last used in '93*). It's powered by a **426 hp 6.3-liter V8**, hooked to a six-speed transmission. The only changes made to the production car for pace duty is the addition of strobe lights. Chevy's two-seater has paced the 500 **10 times** (*six of the past seven years*)—the first being the '78 race...**Pricey R8**. Which would you pay more for—a **V10-powered Audi R8** or the new **Ferrari California**? At the **third annual Boca Raton Concours d'Elegance** recently, the Audi R8—the first one in the U.S. equipped with the **5.2-liter V10**—was the winner in a charity auction, selling for **\$500,000**, well above the car's **\$180,000** sticker. Meanwhile, the Ferrari California was snapped up for **\$350,000**, a bit more than its **\$225,000** sticker. Overall, the event raised **\$1+ million** for the Boys and Girls Clubs. Race driver and team owner **Bobby Rahal** was given the **Automotive Lifetime Achievement award** during the weekend event (*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!*) 🍷

'NOTHER Tuner Mustang?!

This isn't a wheels-and-wings, limited-edition Mustang kit. Horsepower entrepreneur **Carroll Shelby** and drag-racing legend **Don Prudhomme** teamed up to produce the **Prudhomme Edition Shelby Super Snake**, an **800-hp monster Mustang** based on '07 and later Shelby GT500s.

The Snake features a **Kenny Bell/Shelby supercharger** under a custom forward-tilting fiberglass hood. There's also a big wing on the back.

Though they say it will make

800-plus hp on **109-octane racing gas**, the car will crank out 'only' **750 hp on 93-octane pump gas**. Shelby claims the car is street legal and will even pass smog at the 750-hp level.

The car was unveiled at the NHRA Motorsports Museum in Pomona, CA, on the first day of qualifying for the NHRA season opener.

Ironically, Ford representatives were making passes on the track earlier in the day in the new **Cobra Jet Mustang** that was un-

veiled at SEMA. The Prudhomme-Shelby is built to surpass that Mustang and anything else that gets in its way, with a **claimed quarter-mile time of less than 10 seconds**.

The car shown had slicks and skinny front tires that might not have been too road-worthy in the street-legal part of those claims. But that likely won't matter too much to buyers of the beast, who certainly will plan to race it.

The sticker price is **\$149,995**, or **\$99,995** if you provide the donor GT500. Only **100** of these cars will be made. Want to put in an order? Go to

www.shelbyautos.com. 🚗



Crane Cams Gone?!

Well-known cam shafts company Crane Cams shut down Feb. 24th for restructuring but says it plans to reopen, likely sometime in March. All of the company's 280 workers were laid off, though about 25 remain to work on military contracts. The closure was in response to the global economic problems, said vice president Steve Leva. He said the Daytona Beach, Fla., company planned to reopen in as soon as a week, or it

may take up to 30 days.

Crane's parts have become synonymous with performance and have been used by **A. J. Foyt**, the **Wood Brothers**, **Bill Elliott**, **Richard Petty** and many other well-known drivers.

The 56-year-old company first made a splash at the '61 NHRA nationals, when a dragster using Crane roller cams was piloted by "**Sneaky**" **Pete Robinson** to the Top Eliminator award, breaking records and upsetting more-

established competitors in the process.

Robinson's success helped the company gain recognition throughout the 60s as racing grew and the Detroit automakers thrived.

In late '06, Crane was acquired by Mikronite Technologies Group Inc., and Leva said \$18 million has been invested in equipment since the acquisition.

Recently, the Daytona Beach News-Journal reported that Crane was closing, though more details were not available at that time. 🚗

Auction Insanity

Elvis had a burnin' love for cars—but a '71 *Plymouth Barracuda* headed for a Texas auction isn't his.

Organizers thought it was a nice hunk of Mopar muscle bought by the King himself for a female friend. It even had a title with a matching VIN listing one Elvis Aaron Presley as the owner.

But upon closer inspection, it was determined that the title is fake—because it has eight digits instead of nine.

Suspicious minds prevailed. It's not known where the

fraudulent document originated, but the original story is that it was discovered between the carpet and the floor by a mechanic. Auction organizers would not release the name of the current owner.

"We had done everything we could on our end... We definitely don't want to mislead anyone," said Jennifer Tetley, a spokeswoman for the Dan Kruse-Leake Collector Car Show & Auction.

Now the car will simply be sold as a '71 'Cuda—which for enthusiasts is still a nice pickup. The auction will be at the Alamo-dome in San Antonio.

Also expected to cross the

block: the *General Lee*. This '69 Charger is from the personal collection of *John 'Bo Duke' Schneider*. This car is one of four used in the *Behind the Scenes with Bo DVD*, and it has been used for charities and photo shoots. Bo, err, Schneider, is willing to talk with or e-mail any serious buyer.

A '36 *Lincoln V12 K Model Boat Tail Speedster* custom built by *Howard Hughes* for use as his personal limo also is for sale.

And in keeping with the star-studded theme, Kruse-Leake sold *Toby Keith's 1930 Lincoln Model L* last month for \$89,640 at an auction in Oklahoma City. 🍷

MORE Model King Goodies

Coming soon to a vendor near you—Get 'em while they're hot!

LINDBERG

TRIUMPH GT6+

1/25th
SCALE
MODEL CAR KIT

ANOTHER
MODEL KING
SPECIAL RELEASE

**Mark Your
Calendar Now!**

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



THE **23rd** ANNUAL

NNL™
East

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

Next Year's Theme:

Fins & Feathers

Tailfins, Sharkfins, anything with fins.

Cadillacs, Forward-look Mopars, Bat-wing Chevys, etc.

Feathers would be anything named after any feathered animal.

Thunderbird, Firebird, Hawk, Eagle, Superbird, etc.

Subtheme: Compact Class

Anything from Pintos to Novas to Civics to WRXs.

≡ **SATURDAY, APRIL 18th, 2009 - 9:00AM to 4:00PM** ≡

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For Show Information:

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

Write: NNLEast@aol.com

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

17th ANNUAL
MID-ATLANTIC NNL
MAY 9, 2009

NUMBER 9 NUMBER 9

CAR YEARS



ENDING IN "9"

NUMBER 9 NUMBER 9



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Hot Rod Volvos AND Diesels?!

Volvo will vie for the *Speed GT manufacturers' championship* this year after *K-Pax/3R Racing* announced it will compete with the *Volvo S60*.

K-Pax/3R had driven the Porsche 911 GT3. The move puts Volvo in competition against Ford, Porsche and Viper.

Volvo has had a handful of entries since '04, and won one race, in '06.

Randy Pobst won the GT title last season for K-Pax in a Porsche.

The Speed World Challenge season opens March 18-20 at Sebring.



were promoted as an event where fans could come and “watch the fastest diesel-powered pickup truck in the world”—and the Banks truck lived up to it.

Run stats: **7.7708 Seconds @ 180.00 mph.**

The Banks Side-winder S-10 proved its mettle by making multiple 7-second passes which brought the crowd to its’ feet every run. No other machine at the meet ran as fast or as consistently.

Meanwhile, *Gale Banks* is at it again. Think *diesels* aren’t fast? Wes Anderson pushed his diesel-powered Chevy S10 pickup to 180 mph.

Performance-parts guru Gale Banks Engineering’s *Chevy S10 Duramax 1200+ hp/1200+ lb-ft Twin-Turbo diesel-powered pickup* turned in a 180-mph run that made it the *first-ever diesel pickup* to reach that speed in the quarter-mile.

The record run took place with driver Wes Anderson at the wheel at the *NHRDA Desert Diesel Nationals* at the Speedworld Dragstrip in Wittman, AZ. The Nationals

The Banks crew used the event to further refine the engine controls that Banks has designed for GM’s 6.6-liter Duramax V8 diesel. Several parts also will be used on Banks’ new *Top Diesel Dragster* (!?) in the near future. Additionally, the electronic control unit will be used in the company’s new Marine Engines products. Try here for more info:

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





☞ March 21st & 22nd—**Masscar 21st Annual Model Exhibition** (featuring new military classes), at the Holiday Inn in Taunton, MA. Get-Together/Italian Feast on the 21st. Vendor/military class info—Stu Marcus, (603) 382-9724; Show info—Ed DaRosa, (717) 413-8668.

☞ Mar. 25th to 29th—**Hot Wheels Nationals**, in Reston, VA. Custom contest, souvenir car, room to room trading, autograph sessions. Advanced ticket required—tickets not sold at door.

☞ April 18th—**23rd Annual NNL East** from 9 am to 4 pm at the Wayne PAL Building, 100 Pal Drive, Wayne, NJ. **Theme—Fins & Feathers** (tailfins, sharkfins, any feathered ani-

mal—T-Bird, Firebird, Hawk, etc.), and a **Subtheme of Compact Cars** (Anything from Pintos & Novas to Civics & WRXs). Info: Tom Geiger, (732) 264-9305 (7-10 p.m. weekdays), NNLEast@aol.com, or www.nnleast.com.

☞ April 22nd to 26th—**Spring Carlisle Collector Car Swap Meet & Corral**
Get Busy on those projects! ☞

Let's Go Racin'!

An ethnically diverse group of five men and seven women were chosen to hear **Helio Castroneves' federal tax evasion case** in U.S. District Court in Miami. It is expected to last four to six weeks.

Castroneves, his sister and business manager, Kati, and an attorney, Alan R. Miller, were indicted in November on allegations of using offshore accounts to **avoid paying taxes on more than \$5 million** in Castroneves' Penske Racing wages from '99 to '04.

He claims he relied on experts to advise him on the handling of his money. He also says his father, Helio Castroneves Sr., controlled the account at the center of the prosecution's case, Seven Promotions, and that the money the company received was repayment for the investment his father made in his racing career. Sr. owned a stock-car team in Brazil before his son began racing. He financed and promoted his son's career long before he became a two-time Indy 500 winner and "Dancing With the Stars" champ.

Popular sports-car racing veteran **Didier Theys**, 52, said re-

cently that, effective immediately, he **will retire** from professional race driving. He will continue to work as a consultant and driving coach for individual drivers and teams, and for World Class Driving, where he is driving director.

A native of Belgium, he rose from modest means and a family with no connections in the sport. He took out a bank loan in '78 for his first Formula Ford championship, and built a successful career at the top of the sport for 30+ years. A long-time resident of Scottsdale, AZ, he recorded 61 podium finishes in sports-car racing the world over, with 18 wins, 22 second- and 21 third-place finishes. He was the **Grand-Am Rolex Series champ** in '02, finished third in '01, and runner-up in '00.

He is a **two-time winner** of the **Rolex 24 Hours at Daytona** ('98 in the *MOMO Ferrari*, and '02 in the *Doran Lista Dallara-Judd*). In '98, he also won the American Le Mans series' biggest race, the **Mobil 1 Twelve Hours of Sebring**, in the Ferrari, as well as the **Six Hours of Watkins Glen**. He has the **most wins of anyone in a Ferrari 333 SP**, at 10.

He was planning on retiring in

'09 anyway, but was hoping to do it at the end of the season, not in March. Due to the global economic downturn, he couldn't put together a program for '09.

He made his mark at Le Mans, first appearing in '82, with his last start coming 20 years later in '02. He finished third in '99 with Audi Sport Team Joest, and he was on pole in '96 in a Joest TWR Porsche LMP1 car.

He won the 24 Hours of Spa in '87 in a factory BMW, while his final win was at the 1,000 Kilometers of Monza in '07, in Horag Racing's Lola-Judd LMP2 car.

Before focusing on endurance racing, he was successful in formula cars in the 80s and early 90s. He competed in 47 CART World Series races, and made three Indy 500 starts ('89, '90 and '93), with his best finish a third in Miami.

He was the Indy Lights champ in '87; the Super Vee champ in '86; raced in Europe's Formula Two/Three series; finished third in the '85 Monaco F3 Grand Prix; won two Formula Ford championships; won his first of six overall karting championships, the Belgium Karting Championship, in '77. All in all, an impressive career. ☞

This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ do it in scale!



Websites

Carlisle Events:

<http://www.carlisleevents.com>

East Coast Indoor Nationals
(Timonium, MD):

www.eastcoastindoornats.com

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

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

Maryland Intl Raceway:

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

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

York US30 Muscucar Madness:
www.yorkus30.com 🍷



Club Contact Info

Classifieds

WANTED: I'm gonna do the equivalent of throwing chum into shark-infested waters, if you'll pardon the analogy. I am looking to purchase mint, unbuilt and/or rebuildable GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops. I also have an extensive collection to trade from, including but not limited to some mint, unbuilt kits such as an **MPC '71 Demon**, and **'77 Volare**. Also want 1/8th scale Monogram '79 T/A & '81 Firebird (*snap*), and Revell Sunbird & Formula convertible, 5-spoke & Minilite-style wheels, in both 1/32nd and

1/24th and/or 1/25th scales, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70-'81 Firebird Formulas and T/As, '82 KITT Firebirds, Polar Lights funny cars, empty **Pontiac kit boxes**. Would also like to buy or borrow **old AMT/MPC/Monogram/Revell model car catalogs**. Contact Tim Sickle at gtoguy@verizon.net, or see me at a meeting. Thanks!

FOR SALE/TRADE:

Thinning/narrowing focus, not quitting. Contact Tim Sickle.

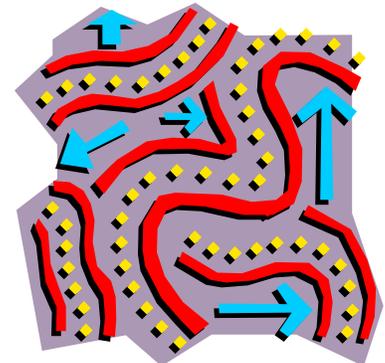
Got an ad? E-mail me, and we'll see if we can fit it in! 🍷

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

Directions

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

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



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

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