



# MAMA SEZ!

Volume 20, Issue 12

August, 2007



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

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## 2007 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 20th
- 🔊 February 17th
- 🔊 March 17th
- 🔊 April 21st
- 🔊 May 19th
- 🔊 June 16th
- 🔊 July 21st
- 🔊 August 18th
- 🔊 September 15th
- 🔊 October 20th
- 🔊 November 17th
- 🔊 December 15th



**Inclement weather**  
phone number: (301) 474-5255.

## Fun in the Summertime!

With Ron Bradley's aggressive road trip schedule causing him to miss our last two meetings, the number of modelers suffering plastic withdrawal (*and looking for a 'kit fix!'*) held steady from July.

This month features quite a bit of **'Show & Tell'** on some new releases headed our way.

We're also witnessing the start of another column by a MAMA's Boy other than me. **Pat**

**Crittenden** will pen frequent (*tho not monthly*) **'Retro Corner'** columns on assorted interesting subjects. Pat also reviews the **AMT '69 Torino Mod Stocker** inside. And, we've actually got **TWO** pages devoted to NASCAR this month (*if you don't count Pat's review*).

Check out the **Ferrari Theme Park** (Brad!) below. Oh, and you haven't seen the end of Knight Rider, either.

The raffle raised **\$59.00**, while the door box contributed another **\$69.00**. Thanks to the raffle donors listed below: **Brad, Chuck Connor, Patrick W. Crittenden, Bob Foster, Jerry Frazier, Ron Hamilton, Ron Leedy, Michael Stevens Jr., Rich Wilson, and Replicas & Miniatures Co. of MD (a.k.a. Norman Veber, natch!)**. Thanks to everyone for their continuing generosity! 🍷

## Prancing Horse Theme Park?!

A Ferrari theme park in the United Arab Emirates will include a Formula One racetrack and a driving school.

THE Ferrari mystique exerts a powerful draw, reaching well beyond those fortunate drivers who have experienced the sublime sports cars made in Maranello, Italy, and extending beyond the devoted fans of

its Formula One racing team.

Six decades after its founding, the company has an image so strong that its followers eagerly scoop up clothing, wristwatches and laptop computers decorated with its prancing horse logo. In coming weeks, Ferrari loyalists will gather to celebrate the 60th anniversary with festivities in

Maranello that include a concours, a parade of racecars and the arrival of a relay tour that began Jan. 28 in Abu Dhabi, United Arab Emirates, and will have traveled through 50 countries over 148 days.

Plans to spread the Ferrari influence further yet are heading in a new, and perhaps unexpected,

(Continued on page 4)

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## '69 Torino Modified Stocker

*[AMT/Stevens International; Kit #099, M.S.R.P. \$15; Straight reissue; 74 pieces – molded in white, chrome, clear plastic]*

**Pros:** Another “Great Old Kit” returns. Interior can be used for many NASCAR™ projects.

**Cons:** Chassis wheelbase too short, splash guard for front nerf bar not in kit, decals not usable, chassis very unrealistic.

**Model:** it would seem that along with the “Model King,” Stevens International has been getting into the reissue game as well as importing those new Trumpeter kits. This is one of their latest offerings, and man I’m glad it’s back. I’ve always loved these kits, and with Dorsey Speedway less than a mile from my house as a kid, ideas for stock cars were always on “tap!” When I finally got my first “mod-stocker” kit (*the ‘66 Impala – my dad loved and owned several real ones*), I was in “kid heaven.” With its big racing tires, nerf bars, roll cage, radiused wheel wells and head and tail light covers, this was a “stock car” kit I will always remember. Anyway, enough with the “time travel.” Let’s take a look at what makes this the great kit it always was (*and is*).

**Engine:** like the engine in the ‘65 Fairlane, this 18 piece assembly is also very well detailed. “Racing” parts for this “mill” include headers, a deep sump oil pan “add on,” and a racing air cleaner. I chose to strip the headers in purple power, as they were chrome plated and I like flat white headers. Other than that, I assem-

bled it straight from the box.

**Wheels/tires:** 16 pieces make up these four assemblies. I used the chrome plated rims from the ‘65 Fairlane and that really set the car off!

**Chassis:** this is where the kit definitely fell short. 3 pieces (*including two metal axles*), it is definitely the worst part of the kit. Not much more can be said!

**Interior:** Now on the other hand, this is **THE** high point of the kit. Like the Fairlane, it is assembled in two steps. The first step calls for the installation of the trans hump cover, shifter, dash and driver seat. The second step calls out for installation of the roll cage. This interior can easily vie for a position in any AMT Torino NASCAR™ project and I would highly recommend this 13-piece unit.

**Body:** I had a little trouble with this part. I was attempting to simulate collision damage and inadvertently destroyed the kit body. I then picked up an ‘89 issue of the AMT ‘69 Torino Talladega, radiused the wheel wells, removed all the chrome trim, grafted the Talladega nose to the Torino body and painted it Testors #1231 gloss bright red. After final assembly, I used some old Harry

Gant #33 and Slixs decals as well to “personalize” this racer.

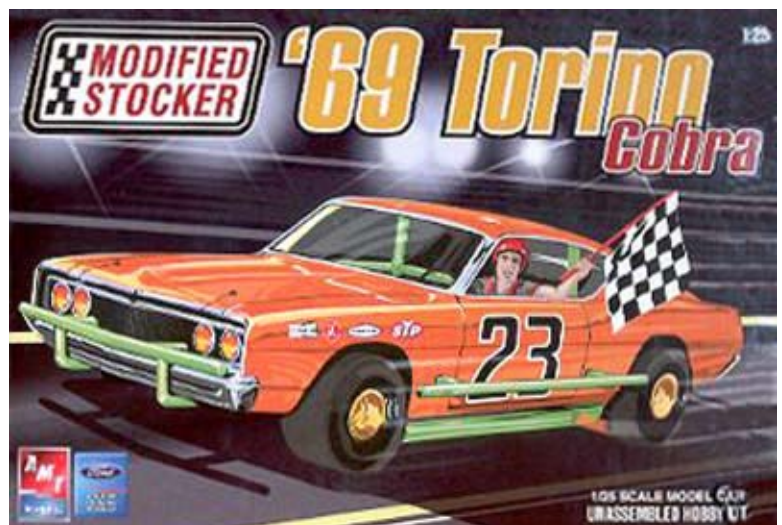
**Decals:** I attempted to use the kits decal sheet but the decal film was so thin that no matter what I tried, they just wouldn’t cooperate for me, so I ‘junked’ the sheet in favor of parts box decals. If Stevens International plans to keep re-issuing these old kits, then they need to address this issue.

**Final Assembly/thoughts:** As I said in the Cons, the chassis wheel base is about ¼ inch too short so any other versions (*or issues*) of this kit require either a different chassis pan or “stretching” the kits chassis. Either way, this is a “pain.” Fortunately, this is not an issue for this version. Still, it’s great to see this old kit return. I only hope Stevens International, along with the Model King, continue to bring back these “Ole Favorites”!

I give this model 3 paint bottles (*out of a possible 5 – because of the chassis pan*).

Recommended

By Pat Crittenden 🍷



# RETRO- CORNER

## ***“NASCAR: what the @%\$# Happened?”***

I was talking with Tim Sickle and Tim Powers at a recent meeting about how NASCAR has become so **GENERIC** and as I'm looking through Tim Sickle's collection of old “stock car” mags, my mind drifted back to the days of the early '70s. This is when “stock car” racing was still “stock car” racing. It was a time before restrictor plates or massive safety requirements were mandated. Cars were still based on production “rides.” But even then, things were a changing. At speeds over 180 miles per hour, production bodies were literally “shaking themselves” apart. This is where chassis builders (*like Holman-Moody*) took racing to its next level. Teams began to use those purpose built platforms, as they were (*and still are*), much more durable than the production chassis was ever designed to be. Pretty soon, while exterior sheet metal still remained factory based, our little “Moonshine runners” were slowly becoming full blooded racing machines. This “trend” continued until the '80s when teams finally (*and unfortunately*) figured out it was easier to fab a new body panel from sheet stock than to modify a factory panel. I can only imagine what the auto manufacturers thought of this practice at first, as any part of the car that had once “wore” their product, was phased out. Still, this was not the end, as now we have “the car of tomorrow” to further generisize” the scene. These new cars have a

wing on the trunk that looks like the one on my polar lights GTO drift car. How seriously can we take this? I mean, if a body template wasn't bad enough! On the up side, at least there are still a good number of old fashioned dirt tracks out there to give that “old thrill” anytime you wish. The “car of yesterday” is another passive resistance against NASCAR's increasing safety mandates. These cars definitely have a place in racing, as many of us would like to see the “old thrill” return to the super speedways of America.

## ***“When is a show car not a show car?”***

Last month I finally got to see my entire collection of built Tom Daniel's show rods in one place as the same time. While none of them are “perfect” builds, they represent what's fun about this hobby. I remember as a kid, my father thought these “things” were to “cartoon-like” for me to waste my time on. Also, somewhere along the way (*about 1974-1975*) my mother got me a Monogram catalog. Well, it was Kid heaven flipping through the pages, seeing cars like the **Red Baron**, **Paddy Wagon**, **Groovy Grader** and well, you get the idea. By the time I was 14, these kits were gone. I had always been a Revell Kid anyway, but those old show rods still held my curiosity. Then in '93, Revell-Monogram did a wonderful thing, they re-issued the **“Ice-T”** (*a Tom Daniels classic!*). Ever since then, I've been able to amass sixteen of these babies to build. So seeing all

my work together at once was that **“little kid thrill”** finally realized as an adult. But all this babble is not the point I'm dragging on here (*Ha! Ha!*). Lyle makes an age-old point about these cars. Much like many of the show cars on the circuit in the '70s, half of these cars could not be driven in real life. Many lack fan belts, transmissions and other basic components for operation. While in the modeling world this is not so important, in real life these cars should have never been allowed to compete. A 1:1 scale car is a working model and should be built as such, not thrown together like a “scrap” model car. Now, as for the **Daniels' Gang**, those models served a greater purposes, to get kids like me into modeling. While I didn't get to build any of those cars as a kid, I now have one of the biggest (*and still growing*) collection of built Tom Daniels show rods I've seen!

## ***Final Notes:***

I may not write a column every month but I'll try to keep bringing those tasty kit reviews you all know and love. I'd like to thank Tim Powers for the “Model of the Month” award and Tim Sickle for printing all my “dribble.”

Until next time,

**Pat**

(*Ed. Note: Thanks for the awesome display of your Tom Daniels model collection at the last meeting, Pat. And good luck in completing this “Blast From the Past” collection!*) 🍷



## Park (contd)

(Continued from page 1)

direction — a **Ferrari theme park** that is scheduled to open on an island in the Persian Gulf in 2009. The entertainment it will offer is intended to appeal to a range of car enthusiasts, from the Six Flags daytrippers to those whose dream is to someday own a vintage Testa Rossa or Daytona.

The construction of the theme park is a logical extension of existing marketing efforts intended to build on the loyalty of Ferrari followers. At the Bahrain Grand Prix in April, the chief executives of Ferrari and of Aldar Properties, an Abu Dhabi real estate development company, signed a contract to begin construction of the entertainment complex. Among Aldar's principal shareholders is the Mubadala Development Company, a wholly owned arm of the emirate of Abu Dhabi that owns 5 percent of Ferrari.

The park is to be built on Yas Island, a resort of nearly 10 square miles in the Persian Gulf about a 30-minute drive from Abu Dhabi. The island project is an effort to increase tourism to Abu Dhabi and provide an alternative to the emirate's economic reliance on oil revenues.

The park's plans call for **two dozen attractions**, including a **Formula One-themed roller coaster on which two sets of cars will race against each other on separate tracks**. Other features will include **virtual reality racing simulators**, a **pit-lane team experience**, **go-karts**, **dune buggies** and a **high-tech interactive mu-**



**seum.**

One ride will incorporate a 200-foot g-force tower that simulates the cornering forces felt by racecar drivers. There will also be a **Ferrari driving school**. Each aspect of the park, says Ferrari, will highlight the company's heritage and competitive prowess.

In addition, the overall \$40 billion Yas Island project will include beaches, nightclubs, restaurants, upscale stores, luxury hotels, condominiums, marinas, golf courses, polo fields and equestrian facilities. The emirate's government is investing billions in transportation improvements to roads and the international airport to ensure the smooth arrival and departure of tourists.

Also in the plans for Yas Island is a grand-prix-caliber race-track; the Formula One governing body has granted a date for the Abu Dhabi Grand Prix beginning in 2009, joining Bahrain to become the second grand prix in the region. Scuderia Ferrari, the factory racing team, will, of course, be among the teams competing, as will the Spyker Formula One team, whose cars are powered by Ferrari engines. Mubadala also owns 17 percent of Spyker.

The Yas Island racing circuit

was designed by Hermann Tilke, a track architect known for his work on tracks in Bahrain, Shanghai and Sepang, Malaysia. It is being modeled after a temporary circuit used for the Monaco Grand Prix in Monte Carlo, and sections will be used as part of the theme park.

Ferrari also plans to use the track for extreme-temperature testing of vehicle prototypes, giving the company another facility to complement its Fiorano (*at the factory*), Imola and Mugello circuits in Italy. But even with these developments in the gulf region, Ferrari remains adamant that Maranello will remain the company's epicenter.

Why would a sports car manufacturer with a legendary racing team agree to put its name on a theme park? The answer lies in Ferrari's desire to continue building the marketing empire it has nurtured over the decades. It has gone from a small racing outfit to a brand name recognized around the world, in spite of its products being out of reach for most consumers.

While rival automakers seek to broaden their product range with sport utilities and crossovers — even Porsche will be making a

(Continued on page 5)

## Park (contd)

(Continued from page 4)

four-door sedan in coming years — Ferrari produces only two-door sports cars, at prices that climb with each successive model. Reinforcing the brand's position, company execs insist that the company is not developing an entry-level model.

To a large degree, Ferrari's marketing efforts focus on a global branding strategy that capitalizes on the marque's history and reputation for high performance. Licensing partnerships have placed the Ferrari name on all manner of products, ranging from sportswear to fitness equipment, audio systems to perfumes, and even teddy bears; the theme park is not an unreasonable extension.

Ferrari's *merchandising and branding activities* have grown to

such proportions that the company recently inaugurated a *third division* to operate alongside its road-car manufacturing and racing divisions. The new department will have worldwide responsibility for developing the Ferrari brand.

To run the new division, Ferrari recruited Dany Bahar, a top motorsport marketing expert who, during his tenure at the energy-drink company Red Bull, transformed the company from a straightforward sponsor into a direct owner of several racing teams.

In November 2004, Red Bull acquired its own Formula One team from Ford's Jaguar subsidiary, and then entered into joint ownership of a second team operating out of Italy under the name Scuderia Toro Rosso. The Red Bull cars ran with Ferrari power in the 2006 season; the engine contract went to the Toro Rosso team

for 2007.

During the engine supply negotiations with Ferrari, Mr. Bahar evidently made a lasting impression on his Italian counterparts; in his new role at Ferrari, he will report to Jean Todt, chief executive of Ferrari.

The Ferrari theme park project is already set to face its first major challenge. As on the race track, Ferrari's rivals are close by, and in this instance the competition comes from within the United Arab Emirates. A Dubai real estate developer, Union Properties, signed an exclusive agreement with Formula One Management in 2006 to build a series of theme parks, with the first scheduled to open around the same time as Ferrari's in 2009.

Rather than fearing the competition, however, Ferrari projects that "having complementary sports facilities can only make the area more interesting and more attractive" to potential visitors.

The budget for the Dubai theme park is \$360 million; Union Properties has plans for additional locations in Europe and the Far East. Although Ferrari is not ruling out the possibility of opening additional locations, the company currently has no such plans, preferring to focus on one location before entertaining others.

Unlike its most successful team, Formula One has not fully realized its marketing potential, especially outside Europe; it could stand to take a page out of the NASCAR playbook. The contract to construct the F1 theme parks may prove to be a good first step. (Thanks to an article in the *NY Times* by Noah B. Joseph) 🍷

## Driver's Ten Commandments!

Cutting to the chase, here they are:

The "Drivers' Ten Commandments," as listed by the document, are:

1. You shall not kill.
2. The road shall be for you a means of communion between people and not of mortal harm.
3. Courtesy, uprightness and prudence will help you deal with unforeseen events.
4. Be charitable and help your neighbor in need, especially victims of accidents.
5. Cars shall not be for you an expression of power and domination, and an occasion of sin.
6. Charitably convince the young and not so young not to drive when they are not in a fitting condition to do so.
7. Support the families of accident victims.
8. Bring guilty motorists and their victims together, at the appropriate time, so that they can undergo the liberating experience of forgiveness.
9. On the road, protect the more vulnerable party.
10. Feel responsible toward others. 🍷

## This 'n That

**Condolences.** It is my sad duty this month to report not on the passing of another modeler (*thankfully!*), but of an 'institution' - the **Hobby Heaven message board!** Last ditch efforts such as the open house and several blowout sales failed to produce the sales volume necessary to show hope for the future, and that along with very little to sell from the manufacturers made pulling the plug the only viable option. Tom is going to continue to sell old kits, but just through eBay, shows, and on a new website that will be created shortly. The message board will continue, and eventually be incorporated into the new site. Meanwhile, the board will undergo a name change, although the URL will remain the same. Only the logos will change. To make it feasible, he is investigating adding some subtle and pertinent advertising. Thanks, Tom...**Hot sedan?!** If you think the Japanese-market '08 Honda Civic Type-R is a great car, get a load of this fire-breathing Mugen version. The **Civic Mugen RR**, on sale for a hefty **\$40,000** on Sept. 13, packs even more power and performance. The Mugen-tuned four-cylinder motor produces **240hp**



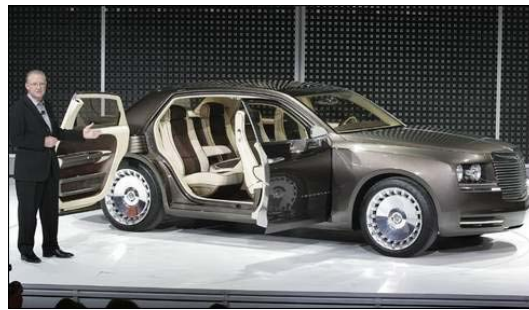
and 160 lb-ft of torque, up from **225hp** and 158.5 lb-ft. Curb weight drops 22 pounds thanks to the addition of lightweight body parts like the carbon front bumper, hood and rear spoiler. The rear bumper gets an F1-style LED center-mounted fog light, but it's the huge twin-exit exhaust system that will grab all the attention. Mugen has also retuned the suspension and upgraded the braking system to match the added performance, no doubt making this one the fastest and best driving front-wheel-drive cars in the world. Your \$40,000 will also get you more supportive Recaro buckets clad in soft alcantara leather and lots of lovely carbon detailing in the engine bay. Only **300**

**lucky owners** will get their hands on the RR, which is available in any color you want, as long as it's red...**Mopars Retired with Honors!** **Danbury Mint** will retire both the yellow **'69 Charger R/T** and the **Plymouth Prowler**. So, if you were thinkin' about getting either one, better act now. They'll each set you back **\$120** plus \$7.80 total shipping and service, payable in four monthly installments of \$31.95. You can reach 'em at 47 Richards Avenue, Norwalk, Ct

06857, 1-800-822-6133 (24/7!), or online at [www.danburymint.com](http://www.danburymint.com). Oh, and while on the dreaded 'D' subject (*Diecast!*), the good folks at Danbury are also ready to fill your need for a **Corvette diecast** (there's

*something just not right with that phrase!*) with the release of a **'67 Rally Red L-71 (427 cu. In., 435 hp) convertible**. This beast features the legendary fat block, Rally wheels w/redlines, sidepipes, and white stinger hood. Interested? You can reach 'em at the previously listed number...

**Famous MAMA's Boy?** Looks as though **MAMA's Boy Rex Turner** has been published! From what I understand, he wrote a book about **Cherry Blossom Mustang convertibles** (*of which he owns a fine example, if I recall correctly*). I have no details on the book, as



Rex didn't see fit to provide 'em, but I'm quite sure if you Google it, you'll find it, and most likely get a real good deal on a copy.

**Congrats, Rex...Imperial DOA!** The Chrysler Imperial is dead. Chrysler officials told the Canadian Auto Workers that the big sedan, which would have been based on the Imperial concept show in Detroit in 2006, will not be built. High gas prices and new federal fuel economy legislation now making its way through Congress helped "doom a car that would have been substantially bigger than our largest sedan, the

(Continued on page 7)





## T 'n T (contd)



(Continued from page 6)

Chrysler 300C,” said Chrysler spokesman Dave Elshoff. “We felt it would have been irresponsible to bring a vehicle like that to the market at this time.” By 2020, the new standards would require automakers to average 35 mpg in the vehicles they produce...**Hot New Pontiac Coupe**...A fastback coupe is scheduled to be added to the Pontiac lineup for the ‘09 model year. Higher-horsepower engines are planned, but a V-6 looks to be a non-starter. GM likely will re-engineer and reskin

or restyle the Solstice for the ‘11 model year...**New Speedster**. But it isn’t a Porsche. Wouldja believe a **Corvette**?! Yup, the Callaway C16 Speedster, will be unveiled at this year’s Pebble Beach Concours d’Elegance. That’s no joke. Each car wears paint and a full-leather interior that’s hand-picked by the buyer, along

with personalized build plates within the interior. The only common exterior feature is the radical topless cockpit. Styled by Paul Deutschman, the designer of the original Callaway Speedster, the windshield is replaced with two miniature air deflectors shaped to echo the sloping headrests. It’s more Caterham 7 than Corvette C6. Callaway’s supercharged variant of GM’s 6.2-liter V8 is shared with lesser C16s, but in C16 Speedster form, it receives a huge bump in power. The motor now cranks out 700 hp, 84 hp more than the ‘standard’

C16 Coupe and Cabrio. Callaway claims the C16 Speedster turns in a 0-to-60-mph time of 3.2 seconds and tops out at 210 mph. Although each car is made to order, Callaway throws in every performance option available as standard equipment. C16 Speedsters are fitted with a new Callaway/Eibach adjustable coil-over system, six-piston front and four-piston rear calipers and Dymag carbon-fiber wheels measuring 19 inches in front, 20 inches out back. The first C16 Speedster will be delivered at the Concours itself, while additional cars go on sale this fall with a **base price of \$305,000**. For more info, visit [www.callawaycars.com](http://www.callawaycars.com) (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!)

## Road Trip!

As mentioned recently, here is a listing of cars slated to appear in the **America at Speed Vintage Competition Vehicles display** at the Antique Auto Museum in Hershey, PA from June 16, 2007 to October 14th, 2007

- |   |  |
|---|--|
| 🏆 1896 Chicago Motors Benton Harbor car                               | 🏆 1963 Ford Galaxie Trans-Am car (Dan Gurney raced)                      |
| 🏆 1911 EMF car  | 🏆 1964 Ford Fairlane Thunderbolt   |
| 🏆 1926 Pontiac Hill Climb car (First Pontiac racer)                   | 🏆 1967 Mercury Cougar Trans-Am car (Dan Gurney raced)                    |
| 🏆 1927 Miller Front Drive #3 (Restored Indy 500 racer)                | 🏆 1969 Boss 429 Drag car (Al Joniec raced)                               |
| 🏆 1932 Plymouth Stock car (w/Hemi) (Raced early 60s)                  | 🏆 1970 McLaren DB8 Can Am car  |
| 🏆 1933 Miller Champ car (Championship car, E. Triplet raced)          | 🏆 1977 Lightning/Offy (Janet Guthrie raced)                              |
| 🏆 1934 Ford Coupe #12 Jr.   | 🏆 Front-Engined Mo-Par Dragster  |
| 🏆 1947 Dreyer Sprint car  | 🏆 Highland Metal Lakes car   |
| 🏆 Jan Opperman Sprint car #77   | 🏆 Bobby Gerhart Modified car   |
| 🏆 Don Kimberling Champ Car (Driven by Rich Chevy and Don K., 60s/70s) | 🏆 Bob Sweigert Sprint car  |
|   | 🏆 1980s “Skoal Bandit” Chevrolet Monte Carlo (Harry Gant driven, NASCAR) |

# Phantom NASCAR '57 Chevy Racers

In a salute to *50 years of the '57 Chevy*, NASCAR is scheduled to run them at Charlotte Speedway. No, it ain't what you think—they will simply be airbrushing the current aerodynamic 'lumps' (see pics below for clarification). Sell more diecast, too? 🏁





# Trackin' The Toyotas

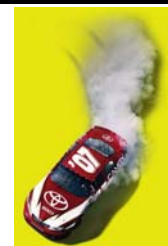


Race No.	#22 Dave Blaney		#44 Dale Jarrett		#55 Mike Waltrip		#36 Jeremy Mayfield		#00 David Reutimann		#83 Brian Vickers		#84 A.J. Almendinger	
	St.	Fin.	St.	Fin.	St.	Fin.	St.	Fin.	St.	Fin.	St.	Fin.	St.	Fin.
1	37	34	43	22	15	30	DNQ	DNQ	40	40	DNQ	DNQ	DNQ	DNQ
2	14	39	43	32	DNQ	DNQ	DNQ	DNQ	33	33	15	10	DNQ	DNQ
3	11	42	43	33	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ
4	35	27	43	36	DNQ	DNQ	DNQ	DNQ	24	40	31	42	DNQ	DNQ
5	7	23	30	42	DNQ	DNQ	23	34	DNQ	DNQ	25	15	43	40
6	22	37	38	28	DNQ	DNQ	13	40	43	33	DNQ	DNQ	40	38
7	DNQ	DNQ	37	30	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	36	14	DNQ	DNQ
8	39	11	29	43	DNQ	DNQ	DNQ	DNQ	32	25	DNQ	DNQ	DNQ	DNQ
9	DNQ	DNQ	40	43	DNQ	DNQ	23	18	32	14	DNQ	DNQ	DNQ	DNQ
10	11	10	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	29	14	DNQ	DNQ	32	13
11	27	32	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	14	33	15	43	20	36
12	8	18	23	40	DNQ	DNQ	24	25	DNQ	DNQ	26	5	29	31
13	DNQ	DNQ	22	43	23	28	20	38	DNQ	DNQ	24	19	43	33
14	14	43	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	23	38	9	35	28	39
15	17	18	DNQ	DNQ	18	10	DNQ	DNQ	40	15	16	41	43	31
16	19	41	16	26	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ
17	<b>1</b>	29	DNQ	DNQ	DNQ	DNQ	29	40	17	38	DNQ	DNQ	DNQ	DNQ
18	40	23	37	27	DNQ	DNQ	DNQ	DNQ	42	26	36	30	DNQ	DNQ
19	15	40	DNQ	DNQ	28	30	20	26	21	43	DNQ	DNQ	DNQ	DNQ
20	27	<b>9</b>	DNQ	DNQ	43	30	DNQ	DNQ	34	38	25	21	DNQ	DNQ
21	19	20	40	42	39	38	43	31	31	41	28	29	DNQ	DNQ
22	35	35	29	37	30	38	27	42	25	41	41	36	DNQ	DNQ

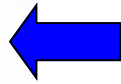
While not Toyota-related, things may begin to settle a bit after the announcement that Kyle Busch, booted from the Hendrick team for a spot to be filled by Earnhardt Jr., will be moving to the Joe Gibbs team. He will be replacing J.J. Yeley in the number 18 car for the '08 season.

Wow—Toyota's **first top 10** (a ninth place finish by Dave Blaney, at the Brickyard).

Meanwhile, the Toyotas couldn't manage to break into the top 20 at Watkins Glen. 🏆



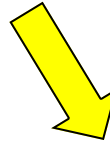
## Previews of Coming Attractions!



*Lindberg* is set to release this pair of Dodge Monster trucks, “*Ramminator*” and “*Rammunition*.” Looks like a promising re-entry into the hobby.

*Model King* (a.k.a. *Dave Burket*) hasn’t been asleep at the switch either! Here are some early test shots of the revitalized *ex-Arnie Beswick* “*Super Judge*” *GTO funny car tool*, which’ll probably be available late this year. Kudos to Dave for repairing yet another of AMT’s “Blasts

From the Past!” I’m definitely down for a few of these! 🏆

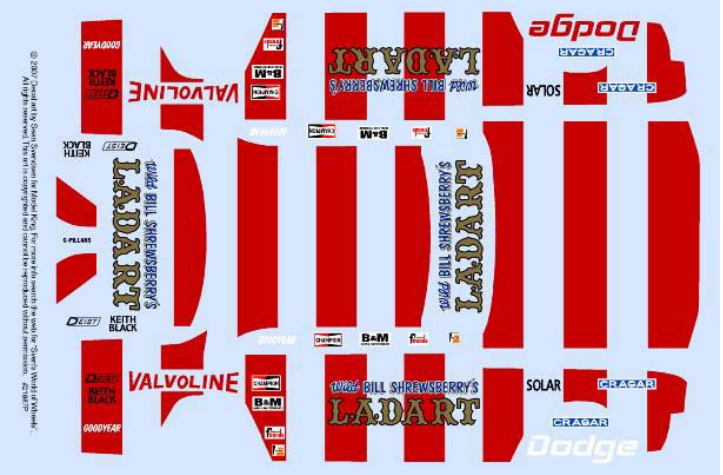
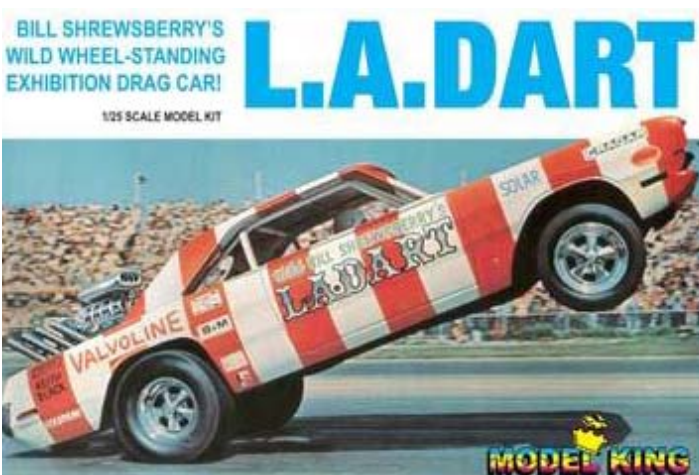




# Previews of Coming Attractions (contd)!

Not content to rest on his laurels (*what ARE Laurels, anyway?!?*), Dave at Model King is also getting ready to re-release the old *Soapy Sales Challenger funny car* with the awesome decals you see here.

And, let's not forget the "*LA Dart*", too. Thanks a bunch, Dave! Make plans now to reserve your copies of these beauties! 🍷





## KITT Trivia

Thought we were finished with Knight Rider, eh? Nope—I still had some space to fill! And since, I don't have a whole lotta content right now, you're stuck with me, so deal with it!

When asked about KITT's whereabouts, David Hasselhoff indicates that, like Roy Rogers did to Trigger, KITT is now stuffed and mounted in Hasselhoff's living room. In actual fact, the car used became Hasselhoff's personal property at the end of production and was sold into a private collection in 1992. The *original KITT can be seen at the Cars of the Stars Motor Museum in Keswick, Cumbria, England.*

- 🚗 KITT was designed by *customizer Michael Scheffe (NOT George Barris!)*. The convertible and super-pursuit KITTs *WERE* designed and built by George Barris.
- 🚗 Hasselhoff and 'KITT' appeared in an episode of *Diffr̃ent Strokes*, but Daniels did not provide the voice.
- 🚗 KITT accompanied David Hasselhoff when he performed onstage, singing one of his songs at Disneyland back in 1985, with various Disney characters behind him as his band.
- 🚗 KITT appeared in a AT&T television commercial with other robotic entertainment stars as Robby the Robot, WOPR, and Rosie the Robot Maid.
- 🚗 KITT's Anamorphic Equalizer scanner is similar to that of Cylons from the science fic-

tion series *Battlestar Galactica*. Glen A. Larson was the creator of both *Knight Rider* and *Battlestar Galactica*. He has stated that the two

shows have nothing (*else*) in common. To remove any fan speculation, he stated that he simply reused the scanning light for KITT because he liked the effect.

- 🚗 KITT was reunited with David Hasselhoff in an episode of the variety show/talent show *America's Got Talent*, on which Hasselhoff was a judge. A performer brought a replica of KITT onto center stage as scenery during her burlesque act. The following evening, Hasselhoff incorporated the KITT replica into his musical performance on stage.
- 🚗 In an episode of the cartoon *Totally Spies*, the team of Sam, Alex and Clover were given a green car named KIRTT that could move at extremely high speeds, virtually drive itself, and transform into any wheeled vehicle.
- 🚗 David Hasselhoff drives around in KITT in his music video for 'Jump in My Car.' However, in the video, KITT is set up for a right-side-driver.



- 🚗 According to an appearance on *MTV Cribs*, Joey Fatone owns one of the actual KITT cars used on the series.
- 🚗 In the feature film *The Benchwarmers*, Jon Lovitz's character Mel owns a KITT replica.
- 🚗 *C.A.R.R. (not to be confused with KARR)* from the animated series *Stroker and Hoop* is a parody of KITT.
- 🚗 In the *Futurama* episode 'The Honking,' the werocar Project Satan is said to be made of the parts of the most evil cars in the world, including KITT's windshield wipers.
- 🚗 In the *Simpsons* episode 'Milhouse Doesn't Live Here Anymore,' KITT is featured in an exhibit at the Museum of Television and TV titled 'Things that shouldn't talk...but do.'
- 🚗 And finally, on April 4th, 2007, one of the four KITT cars used in production of the television series had been put up for auction with a **\$149,995 starting price** by Johnny Verhoek of Kassabian Motors, Dublin, California. Guess that oughta do it! 🚗



- *Aug. 17th to 19th—Vintage Japanese Motorcycle Meet & Show* at 5252 Hillclimb Rd., Spring Grove, PA, hosted by the White Rose Motorcycle Club. Info: [www.biker.net](http://www.biker.net), (717) 229-2621.
- *Aug. 24th to 26th—Corvettes at Carlisle* at the fairgrounds.
- *Sept. 8th—Wheels From the Past First Annual Car Show*, at the Knights of Columbus Hall at RT. 2 and Admiral Cochrane Drive, from 10 a.m. to 3 p.m. Food, refreshments, music, and awards for the Top 20 with one Best Knights pick (*Rain date Sept. 15th*).
- *Sept. 15th—Inaugural MarauderCon*, from 9 a.m. to 4 p.m. at the Ruhl Armory (?!) in Towson, MD. Special award for

the *Best Marauder subject*, *Best Speed Record Breaker*, and *Best Automotive Subject*, among others. Info: [www.ipmsdc.org/maraudercon](http://www.ipmsdc.org/maraudercon).

- *Oct. 3rd to 7th—Fall Carlisle* at the fairgrounds.
- *Oct. 5th & 6th—Fall Carlisle Collector Car Auction* at the fairgrounds.
- *Oct. 14th—Second Annual East Coast Regional Nostalgia*

*Drags & Car Show*, at Capitol Raceway, in Crofton, MD. Gates open at 10 a.m. Info: [www.capitolraceway.com](http://www.capitolraceway.com).

- *Nov. 4th—12th Annual Southern Nats*, at the Smyrna Community Center, Smyrna, GA, from 10 a.m. to 4 p.m. Themes: Diamonds & Gold—75 Years of 1932, and 50 Years of 1957. Info: [www.acme-ipms.com](http://www.acme-ipms.com).

## Poncho Reference Request

As I requested at a previous MAMA meeting, I am attempting to compile a *Scale Pontiac Racing Gallery* of pictures of all facets of Pontiac racing. I'd really appreciate the use of any pictures

and/or website links that could 'bulk up' my library for future modeling projects, whatever the venue (*i.e., NASCAR, NHRA, D1 Drifting, you name it!*). E-mail me at [gtoGuy@verizon.net](mailto:gtoGuy@verizon.net). *Tanks!* 🏆

Oh, and by the way, the club's *'Raffle Kitty'* is severely depleted, and could use some generous donations. *Thanks, y'all!*

## Model Buffet

This month we're gonna look at, of all companies, none other than some new goodies from Modelhaus.

New kits include a *1950 Custom Cadillac* (\$50.00), a *1962 Impala SS 2-door hardtop* (\$30.00), and a *1963 Impala SS Phantom* (\$27.00), that features a *1960/61 Mopar 2-door hardtop roof section and rear glass*, based on a Steve Stanford illustration featured in the Sept. 2006 issue of Custom Rodder magazine.

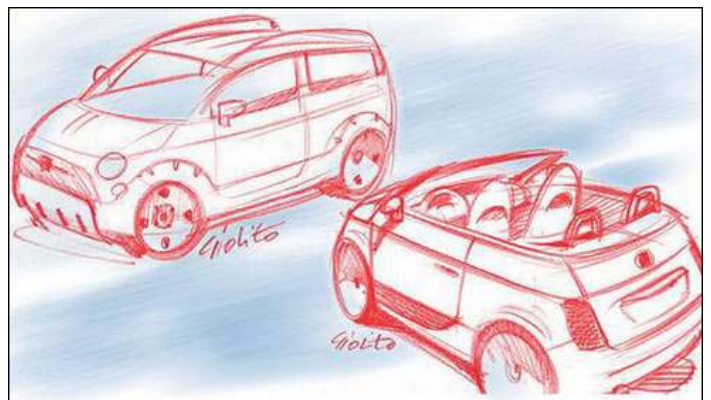
These kits are accompanied by a *slew of new parts* (both plated and unplated) too numerous to mention here. But, take my word

for it—they cover Buick, Cadillac, Chevy, Olds, Pontiac, Ford, Mercury, Dodge Custom 880, Imperial, Valiant, and Marlin. Just when you thought the Modelhaus line couldn't get any bigger, eh?

Looks as though Don is back with a vengeance, after his health problems. Glad to see you still cranking away, Don and Carol!

As usual, a special thanks goes out not only to Matt Guilfoyle for his constant hard work at bringing this column to the mem-

bership, but also to anyone who has submitted anything. If you see something you like, contact the company. If you find something that everyone might want to know about, send it along to us for inclusion in the column! 🏆



**A sketch found on autoweek.com of possible Fiat 500 successors**

This is the newsletter of the  
Maryland Automotive Modelers  
Association

**Chapter Contact:**

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

**MAMA's BoyZ do it in scale!**



**"New" Stuff this month:**

RPMZ Dodge Challenger Concept  
RPMZ Mustang  
Vexplorer  
Hot Wheels '04 Corvette Coupe  
Hot Wheels '70 Chevelle SS454  
'Circuit' Pontiac GTO (1/32 Snap)  
'Circuit' '78 Corvette® (1/32 Snap)  
'Circuit' '70 Mustang Mach 1 (1/32 Snap)  
'Circuit' '69 Camaro® Z28® (1/32 Snap)  
'30 Ford Woody Street Rod  
'55 Chevy® Bel Air® Hardtop  
'37 Ford Coupe Street Rod  
Cadillac® Escalade™ EXT  
'49 Mercury Custom Coupe 2 'n 1  
Plymouth® AAR Cuda  
Dodge Ram VTS Pickup

## Classified

**WANTED:** I'm gonna do the equivalent of throwing chum into shark-infested waters, if you'll pardon the analogy. I am in search of mint, unbuilt GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops. I 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*. 5-spoke & Minilite-style wheels, in both 1/32nd and 1/24th and/or 1/25th scales. Also want Revell 1/32nd scale '70 Trans Am kits, '84-'87 MPC Fieros, and '70-'81 Firebird Formulas and T/As, and Polar Lights funny cars. Also, how about some neat, old empty *Pontiac kit boxes*? Would also

like to buy or borrow *old model car catalogs*. Contact Tim Sickle at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting.

**FOR SALE/TRADE:**

Thinning/narrowing focus, not quitting. Contact Tim Sickle at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting.

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

**MIKE SMITH**



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

## Websites

**Carlisle Events:**

<http://www.carlisleevents.com>

**East Coast Indoor Nationals**

(Timonium, MD):

[www.eastcoastindoornats.com](http://www.eastcoastindoornats.com)

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

**Maryland Chevelle club:** <http://www.chevelles.netmcc/mcc.htm>

**Maryland Intl Raceway:**

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

**Norwalk (Ohio) Raceway Park:**

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

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

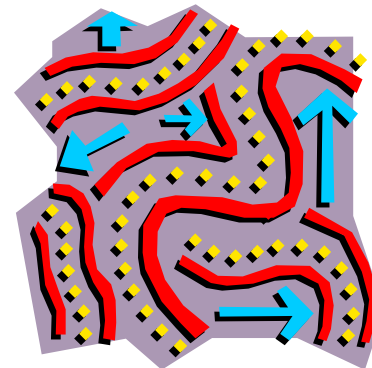
**York US30 Muscucar Madness:**

[www.yorkus30.com](http://www.yorkus30.com) 📧

## 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. 📧

