



# MAMA Sez!

Volume 18, Issue 2

October, 2004



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

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## 2004 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!

- ☞ March 20th
- ☞ April 24th (4th Saturday!)
- ☞ May 15th
- ☞ June 19th
- ☞ July 17th
- ☞ August 21st
- ☞ September 18th
- ☞ October 16th
- ☞ November 20th
- ☞ December 18th

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

## Hit the Workshop!

Last month, Norm read a letter of thanks from 'former' MAMA member Larry Boothe, for all the attention lavished upon him at the August farewell meeting.

The club also celebrated its' 16th Anniversary, growing from its humble beginnings to one of the largest, most prolific east coast clubs. **Thanks Norm!**

We ratified a meeting

schedule change for 2005. **NNL East 2005**

will be held on

**March 19th**

(coincidentally, the third Saturday!).

The club has voted to move our March meeting to the second Saturday to avoid conflict.

**NNL Toledo** is history, and it's the time of year for new kit announcements—**Film at eleven!**

Well gang, the **Pontiac special theme issues,**



have finally concluded. Thank **Matt Guilfoyle** for all his hard work on this column (so far!)

The raffle yielded **\$51.00 (plus \$73.00 from the box)**. A **Special Cobra Colors** paint raffle raised an additional **\$41.00**. Kudos to the following: **Brad, Ron Bradley, Mike Brown, Steve Buter, Bob Foster, Matt Guilfoyle, Charlie Magers, Rich Meany, Howard Weinstein, Ray Wickline, Rich Wilson, and Replicas & Miniatures Company of MD.**

## Crotch Rocket!

With a State Patrol airplane overhead, a Stillwater motorcyclist hit the throttle and possibly set the informal record for the **fastest speeding ticket in Minnesota history: 205 mph.**

On Saturday afternoon, State Patrol pilot Al Loney was flying near Wabasha, in southeastern Minnesota on the Wisconsin border, watching

two motorcyclists racing along U.S.

Highway 61.

When one of the riders shot forward, Loney was ready with his stopwatch. He clicked it once when the motorcycle reached a white marker on the road and again a quarter-mile later. The watch read 4.39 seconds, which Loney calculated to be 205 mph.

"I was in total disbelief," Loney told the St.

Paul Pioneer Press for today's editions. "I had to double-check my watch because in 27 years I'd never seen anything move that fast."

Several law enforcement sources told the newspaper that, although no official records are kept, it was probably the fastest ticket ever written in the state.

After about three-quarters of a mile, the biker slowed to about

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# 1965 Mustang 2+2 Fastback

Revell Kit #2835, 1/24th scale, Reissue

2004 marks the *40th anniversary* of the *first production Ford Mustang*, an automotive icon in the truest sense. When the Mustang was first introduced by Ford Motor company as a model in April 1964, the line-up consisted of a 2-door hardtop and a convertible. The product planners at Ford hit a home run with this sporty compact car, which was based off of it's economy car, the Falcon.

The car had a few variants, basically in powertrain combinations (*six and eight cylinder engines, 3 and 4 speed manual, and 3-speed automatic transmissions*), various dress up items for the exterior and exterior, as well as a few creature comforts such as air conditioning, power steering and brakes. The Mustang was a runaway success, as the car could be equipped from the factory to meet the needs of various people.

From a frugal car with flare, a sporty convertible, or a decent performance car, the Mustang had those bases covered, and the automotive public snapped them up. The *Indianapolis Motor Speedway* chose a specially appointed Mustang as its *Pace Car*, which created even more demand for the car. In the summer of 1964, Ford turned it up a notch with the addition of a GT variant of the Mustang, more appearance and performance options, and a new body

style, a 2+2 fastback coupe.

The model manufacturers noticed the Mustang, as there were promotional models commissioned by Ford, which spawned kits of the car. The earliest Mustang kit came from AMT, which was basically a convertible with a separate vinyl-textured hardtop, in its standard 3-in 1 series, which could be built up as a replica stock, custom, rally racer, or a semi-accurate rendition of the Mustang II show car. There was also a kit of the 2+2 fastback from AMT also for the 1965 model year. Fast forward to 1985, Monogram Models made the decision to bring out a series of kits depicting various American Icon Automobiles. The 1965 Mustang 2+2 Fastback Coupe was one of them.

This kit is a straight reissue of that kit, with the exception of an updated decal sheet, and being molded in

WHITE plastic.

To cut right to the chase, this is a pretty good kit, which will build into a decent representation of a lightly modified, stock looking 1965 Mustang 2+2. It will not build into a true replica stock kit unless the builder kit-bashes, or scratchbuilds a few parts. The ones I built in the past went together with very few problems.

The *body* is a simple one piece casting containing the inner fenders and firewall detail. The hood is



a separate piece. This unit is well proportioned, and represents the subject matter well. There was a little excess flash on my example, as well as some mold lines on the upper rear fenders, at the base of the roof, on the roof edges, and down the front fenders. The front and rear glass, roof side vents, fuel cap, and tail lamps attach to the body. The emblems are well engraved, and won't get lost under a couple of light coats of paint. There are also decals to represent these emblems on the decal sheet. **Note:** Monogram removed a piece of the lower grille area to do the *Shelby GT350R variation* of the car, and did not restore this piece to the mold. The front bumper does not hide this area too well, so the builder must fabricate a piece out of sheet plastic to fill this in. Thanks to *Larry Greenberg* for pointing this out.

The *interior* is a tub-style assembly, with a separate dashboard assembly with a steering wheel, column, and chromed gauge panel. There is also a separate 4-speed shifter, door mounted armrests, rear seat back, and a pair of two-piece bucket seats. This interior represents the standard upholstery pattern, with the optional wood-rimmed steering wheel. I only wish that the pedals were done as separate parts, instead of

(Continued on page 3)



## 2+2 (contd)

(Continued from page 2)

being molded into the floor.

The **engine** assembly builds into a very accurate rendition of the ubiquitous 225 horsepower version of the Ford 289 V8 engine, coupled to a 4-speed transmission. Unfortunately for Replica Stock builders, the cast iron exhaust manifolds are not supplied in this kit, but a well done set of aftermarket tubular headers are furnished. Proper painting, and plumbing with aftermarket parts will make this assembly pop!

The **chassis** is a well engraved unit with a separate, simplified front suspension system, exhaust system, rear axle/leaf springs/drive shaft, front and rear shock absorbers. Simple, yet effective.

The **wheel/tire assembly** consists of a well done set of Ford's styled steel wheels, a set of inner wheel drum assemblies, and a set of inaccurate Michelin TRX radial tires. I immediately swapped those for a set of **Satco Firestone Deluxe Champion Tires**, with the kit supplied double pin stripe red-line tires—the Michelins are unacceptable for a replica stock rendition in the truest form. The assembled tires snap onto the ends of the front and rear axles.

The final assemblies to the body consist of the front and rear bumpers, roll pans, turn signal/parking lamps, back-up lamps, headlamps, and that familiar grille. The separate underhood detail consists of the suspension brace, master cylinder, windshield washer bag, and a core support with a separate well engraved radiator. There is also a

single snorkel air cleaner, and upper radiator hose, but no lower hose, and the battery is molded into the inner fender.

This is a very simple, easy to assemble kit, which will display nicely from the box, or could be turned into a killer contest entry with the right building skills, paint, and aftermarket detailing products. It represents the subject matter very well—I recommend it. *P.S. Revell has used this kit as the basis for their various Mustang kits, such as the 64 1/2 Pace Car Convertible, and iterations of the Shelby Mustang (GT350/GT350H/GT350R), so kitbashing with these kits will give you most of the available variants of this car. Now, maybe we can get the aftermarket to give us a Mustang GT transkit?*

by: Ron Hamilton





## Model Buffet

This month, we'll take a look at decals and details.

**Dave's Show Rod Rally** (<http://www.showrods.com/>) offers decals for the original 1967 *Monkeemobile* for only \$6.00.

**Fred Cady decals** (<http://www.fredcadydecals.com>, P.O. Box 576, Mt Prospect, IL 60056) markets 1970/71 *GTO Judge* decals (#58), *T/G 1970 Trans Am* racing decals (#59), stock 1969 *Trans Am* decals (#60), #13 1969 *Trans Am* decals (#66), 1964 "Mystery Tornado" *GTO* decals (#241), "Royal Pontiac"/"Tin Indian" 1962 *Catalinas* (#459), "Tin Indian" 1966 *GTO* (#461), and the "Infinity" 1966 *GTO* (#466). Cost ranges between \$4.00 and \$6.00 each, with \$2.00 shipping and handling per order.

**Gooche decals** (<http://decalsbygooche.com/>, Michelle Staccone, 28231 Howe Street, Black River, NY 13612) offers the following *AMT* sheets: *Funny Farmer Tempest AWB*, *Royal Pontiac 1963 Pontiac*, *Bonneyville motors 1964 Grand Prix/1965 GTO*, *Funny Farmer 1965 Grand Prix*, *Sam's Salvage 1965 GTO*, *Geeto Tiger 1966 GTO*, and the *Knafel Tin Indian 1968 Pontiac Firebird*. *MPC* offerings consist of: 1967 1/2 *Firebird*, *Mr. Unswitchable 1967 GTO*, #52 *Sam Pursal 1968 Firebird*, *Wide Tracker 1968 GTO*, 1969 *Trans Am*, *Breakaway 1969 GTO*, *Bobcat 1969 Firebird f/c*, 1970 *Fire Bird*, *North Woodward Special 1970 GTO*, 1970 *Firebird 400*, *Street Funny 1970 GTO*, *Billy Goat*

*1970 GTO f/c*, *Fire Power GTO*, *Woody's Wood Chopper 1971 GTO*, *Mild and Wild 1971 Grand Prix*, *Super Chief 1972 GTO*, *Flame Thrower 1973 Firebird f/c*, *Arnie Beswick's Boss Bird 1971 Firebird f/c*, and *Arnie Beswick's Super Judge 1969 GTO f/c*. Finally, from *Monogram*, the 1969 *Judge*. All decals are \$6.00 each, plus \$1.25 shipping & handling for US orders, and \$2.00 for all others.

**Keith Marks Decals** (<http://public.fotki.com/mofobow/>) from Winnipeg, Manitoba, Canada, offers a wide array of aftermarket decals. Currently available are decals for the 1967-1969 *Firebird OHC* (black or white, \$6.50), 1968 *Firebird HO or Sprint* (\$6.50), 1971 *Formula*, 1973-1977 *Trans-Am* (dark blue/light blue, orange/yellow, dark gray/red, medium blue/white, medium green/gold, black/red, \$6.50), 1976 *Formula* (black/red or gold/black, \$6.00), 1976-1977 *Trans-Am Gold, 50th & Limited* (gold, \$8.00), 1967 *GTO Pin-striping & Emblems* (single stripe for \$5.00 or black & white for \$6.00), 1970-1971 "The Judge" (yellow/blue/red, blue/orange/pink, green/yellow/white, yellow/black/red, \$6.50). They can be viewed online at <http://public.fotki.com/mofobow/pontiac/firebird/> (*FIREBIRD*), or <http://public.fotki.com/mofobow/pontiac/gto/> (*GTO*). Contact Keith for availability via email at [mofobow@hotmail.com](mailto:mofobow@hotmail.com).

**Radical Decals** (<http://www.radicaldecals.com/index.html>, 2055 S.E. 44th Avenue # 251, Hillsboro Oregon 97123, Phone:

(503) 640-0410) Offers a kewl lookin' "Warrior" graphic, complete with arrowhead motif.

**Slix Decals** (<http://slix.com/>, 7411 Garden Grove Blvd, Suite C, Garden Grove, CA 92841) includes a few drag racing decals (*NASCAR* decals have been discontinued for obvious reasons) for Ponchofiles among you, including: *Arnie Beswick's 1964 pro mod GTO* (#1245), *Arnie Beswick's "Passionate Poncho" 1962 Catalina/Boss Bird Firebird f/c* (#1486), *Arnie Beswick's "Judge" 1969 race car* (#1572), *Reher and Morrison's Outlaw Firebird Pro Stock* (#1714-OPS), *Warren Johnson's Goodwrench 2003/2004 Grand Am* (#WJPS-1923), and *Jim Yates' "Peak Antifreeze" Pro Stock Trans Am* (#1462). They are \$8.50 each. Verify shipping and handling.

**The Last Detail** ([http://www.moparbuilder.com/moparbuilder\\_001.htm](http://www.moparbuilder.com/moparbuilder_001.htm), [http://www.moparbuilder.com/THELASTDETAIL/the\\_last\\_detail\\_004.htm](http://www.moparbuilder.com/THELASTDETAIL/the_last_detail_004.htm), James Tester, 615 Bond Street, Elyria, OH 44035) has a set of decals for 1964-1966 *GTOs*, only available from James Tester for \$9.00. Verify shipping and handling.

In the area of miscellaneous details, don't forget *Redline Models* (<http://www.redlinemodels.com/>, Les Osborne, 21050 Woodward, Big Rapids, MI 49307 (231) 796-0376) who offers beautiful real chrome plated white metal GM style door handles (#1010) that are only \$5.25 for a set of four.

Also, there's *Bob Korunow*, proprietor of *Model Car Garage*

(Continued on page 5)

## Buffet (contd)

(Continued from page 4)

(<http://www.modelcargarage.com/>), who has several sets of

photoetch details available for

Pontiacs, including: 1964 GTO

(MCG-2120, \$14.99), 1965-

66 GTO (MCG-2126, \$18.99),

1967 GTO

(MCG-2267, \$15.99), 1968

GTO (MCG-2072, \$12.99), 1969

GTO Judge (MCG-607, \$11.99),

1962 Catalina (MCG-2136, \$15.99), 1968 Firebird (MCG-

2234, \$13.99), and a set for the

recently released Trumpeter 1960

Pontiac Bonneville (MCG-2271, \$19.99). Ed. Note: Hopefully,

Bob has ridden out the number-

ous hurricanes Florida has re-

cently suffered through with

minimal damage!

Dream Weaver Publishing

(<http://www.freenet.edmonton.ab.ca/dwp/>, 10453 - 24 Avenue, Ed-

monton, Alberta T6J 4S2 Canada

(403) 434-7353 or FAX (403) 438-

5096), offers a great book for the

GTO modeler. The 55 page *Automotive Modeller's Guide for the GTO: 1964 to 1968* by G. Hip-

polt-Squair is \$14.95 USD plus

shipping. Complete with technical

drawings and sample paint chips,

the book pro-

vides the infor-

mation modelers

need to produce

accurate GTO

factory stock

replicas. Each

chapter has sec-

tions about the

various areas of

the car (front

end, rear end, interior, etc.), and

includes a page of stock exterior

color paint chips for that model

year along with technical drawings

of distinctive features. I have

one—and I highly recommend it!

For those of you who may have

missed it, Dennis Braun of Uber



1964 to 1968



Keith Marks' Judge decals



Model (<http://public.fotki.com/ubermodel/>) debuted two products

in 1/24th-1/25th scale in the Feb-

ruary, 2004 *Model Buffet* col-

umn—60's-70's GM rear license

plate bracket/gas tank door

(UPE-1001, \$6.50 + s/h for six

brackets, three mid-60's and three

late-60's through 70's), and *Hood*

*Insulation Retainers* (UPE-1401,

\$6.50 + s/h for a package of 24

square and 24 round retainers).

These pieces will really set off all

the hard work detailing the engine

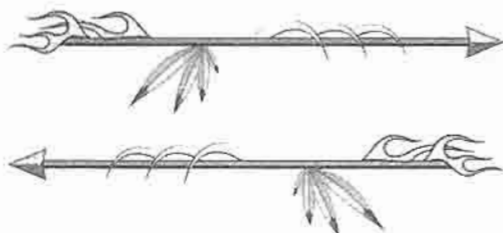
of your latest creation.

Next month—wait and see!

Take my word for it, Matt has

been busy (and continues to be!) to

entertain youse guys! 🍷



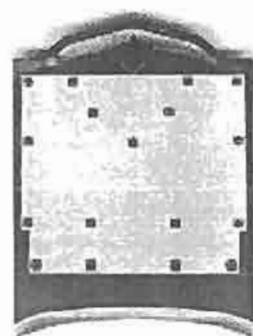
Radical Decals "Warrior" decals



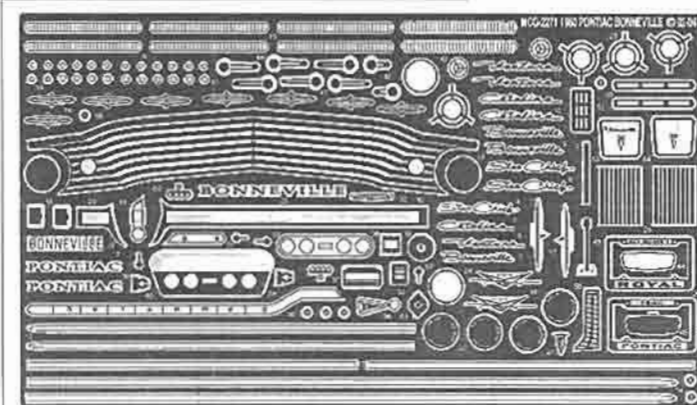
1964-67 cars



1968-up cars



Uber Model hood insulation clips



MCG Trumpeter 1960 Bonneville set, #2271

Uber Model rear tag frames

## This 'n That

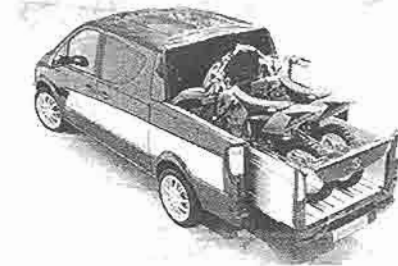
**More new Stuff?! A letter recently posted on the Hobby Heaven message board from a major model manufacturer states in part, "...All other 1:18 projects have been halted and orders currently in house for these items are being cancelled. We are also canceling in house orders for new 1/25 scale #86-4967 Tomb Raider Jeep Rubicon, #86-4968 Smokey 'n the Bandit Pontiac Firebird, and #86-4971 CSI: Miami Hummer H2." (Okay, here's the good part): "Our customers have emphasized the need for new plastic model kits, so we are focusing our resources on the products and initiatives that our customers are requesting." Guess we'll see, eh? ...Chargin' Ahead!** Dodge has confirmed with this first sketch that it aims to again recreate some of the company's early muscle-car magic conjured by the Charger name. The **2006 Charger**, a stout and robust four-door that carries a rakish roof line and the large, eggcrate face of the com-



**Twins under the skin?!**

pany's performance car and truck division, also replaces Dodge's Intrepid NASCAR entry. The Charger will debut at the North American International Auto Show in Detroit in January 2005, and is expected to enter showrooms in the spring. True to its power image, it will showcase the 340-hp Hemi engine

under the hood as an option. Its base engine is expected to be a 3.5-liter V6 making 250 horsepower. Pricing for the car will likely start at just above the Chrysler 300, at around \$25,000 ... **Wanna buy a car company?** Sorry, it may be too late. **Avanti Motor Corp.** says it will sell the business to the highest bidder by Oct. 1. The news comes as a surprise to at least one of the company's five dealers, Martin J. Kelly Oldsmobile in Arlington Heights, Ill. A salesman there said the dealership had not been informed that Avanti is for sale. The dealership has sold **two \$63,000 Avanti coupes** this year. Delores Terrell, an administrative assistant at the Avanti factory in Villa Rica, Ga., said the company has produced about 50



hand-drive markets getting theirs in early 2005 ... **M-B Pickup?** Mercedes began testing the waters last week at the giant commercial vehicles show

in Hanover, Germany. The luxury carmaker showed the **Viano Activity concept vehicle**, a combination van/pickup that it says could be produced for sale in North America. It is a four-seat van from the C-pillar forward. But it has a pull-out pickup bed that increases the vehicle's length from 196.5 inches to 227 inches when fully extended. That's longer than a Ford



F-150 Heritage SuperCab pickup. The concept vehicle is based on the Viano light-commercial vehicle ... **Lincoln, too?!** Lincoln's sec-

ond stab at a **pickup** will be priced much lower than its first. The **2006 Lincoln Mark LT**, which goes on sale early next year, will have a base price in the **low- to mid-\$40,000 range** (significantly cheaper than primary competitor Cadillac Escalade EXT, which starts at around \$54,000). Lincoln says it's too early to release exact prices, but the estimated price is significantly less than the **\$52,500 Lincoln Blackwood**. The Blackwood pickup bombed after its debut in 2001. Lincoln introduced the production version of the Mark LT (*a dressed-up version of the redesigned Ford F-150*) recently at the Texas State Fair. They hope to sell 20,000 annually,

cars this year. Terrell said the company has 35 employees on the payroll ... **Slow Ferraris?!** Due to major demand for its new **F430, Ferrari** says buyers in the U.S. won't take delivery of the 360 Modena replacement until as late as early next summer. The original U.S. delivery plan was for late November or early December 2004. Most European buyers still get the first cars in November, with right-

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## T 'n T (contd)

(Continued from page 6)

compared to **3,356 Blackwoods** during a 15-month sales period. The 2006 Mark LT will go into production in January, and feature four-wheel and rear-wheel drive configurations, a 5.4-liter V-8 engine and a crew cab body style ... **More VWs.** VW's stylish **Concept R show car** is going into production. The mid-engined roadster, conceived as a cut-rate alternative to the **Porsche Boxster**, is slated for launch in late 2007 with the choice of either four or six-cylinder power ... **New Mitsus.** Mitsubishi dealers got their first glimpse here of desperately needed fresh products, a new mid-sized Raider pickup and the redesigned Eclipse sporty coupe. The pickup, which goes on sale next fall, is a version of the redesigned **Dodge Dakota**, which debuted

this month as a 2005 model. The top-of-the-line Raider is powered by a 4.7-liter V8 making 230 hp. Sources say the entry-level truck likely will be equipped with Dodge's 3.7-liter V6, which can produce 210 hp. The Raider has extended-cab and four-door versions and two- and four-wheel

drive. It features a 500-watt audio system with a six-CD changer. It is Mitsu's first pickup. The Raider name was last used by Dodge when it sold the Mitsubishi-produced Dodge Raider SUV (a rebadged version of the Mitsubishi

Montero) from 1986 to 1990. The new Eclipse, which goes on sale next summer, gets a power boost via a new 3.8-liter, 260 hp V-6 (vs. the current 3.0 liter, 210 hp. version), and a six-speed manual transmission. A five-speed automatic transmission replaces the current four-speed auto-

matic. It also has 18-inch wheels and a 650-watt audio system, which includes a six-disc CD changer, nine speakers and a 10-inch sub-woofer ...

**New Pony.** Just weeks from the debut of the redesigned 2005 **Mustang**, Ford is

at work on special-edition Mustangs for the **2006 model year**, when the **SVT Mustang Cobra** is slated to reappear (along with others!). "We've got to look at Machs and Bullitts and Bosses," Lyons said, referring to storied special editions of the past. "We just have to decide which one we want to pull out of our hat first."

Those special editions follow the coupe, which should be on sale by late October, and the convertible, which should be on sale in March. Incentives will be limited at first. Initial sales are expected to skew in favor of the **4.6-liter V8 GT model**. But ultimately, the sales breakdown will return to its pattern of about one-third V-8s and two-thirds V-6s. Ford is still trying to sell its stock of 2004 Mustangs. It had 25,200 units, or a 96-day supply, as of Sept. 1. Expect to see the 2005 Mustang on fall

TV programming.

It will be a **16th birthday gift** for a character on Fox's **"The O.C."** when that program opens its season in No-

vember. Also, **Jennifer Garner** on ABC's **"Alias,"** will drive one during a fall episode ... **Viper Coupe coup!** Dodge recently surprised members of the Viper Club of America by rolling out a "concept" Viper Coupe at the group's annual meet in Texas. The blue-with-white-stripes hardtop featured the same 500-hp Viper drivetrain, but this one came with different body panels and a fixed roof, and a one-piece hatch glass and decklid. The car should be in production late next year as an '06 model ... **Audi SUV?!** Audi's first sport-ute will be called the **Q7**. The letter Q denotes a new type family within the company, alongside A, S and RS, and the 7 indicates that it is positioned between the A6 and A8. Audi will launch the Q7 in early 2006. It will be based on the **Pikes Peak Quattro**

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## Hurricane Ferrari!

Any of you guys hear about *Florida real estate developer Walter Medlin*, a *Ferrari collector* who owed the IRS \$540,000, back in September of 1990? Apparently, for reasons known only to Medlin, he didn't want to pay.

So the IRS seized a few personal items that he owned—a boat, some guns, a coin collection—and *three Ferraris*—a 1976 308 GTB, a 1966 Ferrari P3 and a 1967 Ferrari P4.

The P3 and P4 were worth, oh, maybe \$20 million, and along with the 308, the guns, the boat and the coins were scheduled for auction. At the last minute Medlin showed up with a cashier's check for about \$600,000.

Why would Medlin risk \$20 million worth of Ferraris over \$600,000? "You have to know Walter," a friend said at the time. Another acquaintance called him "a Howard Hughes-type guy."

Medlin has been in and out of the local news since, mostly over taxes, and in 1997 he pleaded guilty to tax evasion and served a few months in jail. Since then, he had been pretty much out of the public eye, until 1999, when he paid \$40,000 at a bankruptcy auction for two bears, a cougar, a leopard and a famous chimpanzee

named Rocky that had appeared in movies and on the television series *Baywatch*.

Why? Refer to the above:

"You have to know Walter."

Then, Friday the 13th—Aug. 13—*Hurricane Charley* ripped through Florida. When it hit a rural area near Kissimmee, just south of Walt Disney World, Charley encountered a barn just up the road from Walter Medlin's house, and took it along. Beneath the barn, on a concrete slab, were 19 cars—an *Avanti*, what appeared to be an *old Indy car*, and 17 *Ferraris*.

"I thought Walter had pretty much dissolved his Ferrari collection," says Bill Warner, founder of the Amelia Island Concours and a longtime acquaintance of Medlin's. In a 1991 *Road & Track* story on Medlin, Warner wrote, "Walter Medlin was probably sitting on more than \$50 million worth of rolling stock, all shoved into a nondescript storage shed on some central Florida farmland, covered in dust and bird droppings stuffed door-to-door, nose-to-tail."

What was unveiled in that barn wasn't worth \$50 million, but it was worth—to plebes like us, anyway—a fortune. Though there were no P3s in the barn, there was a *Ferrari 330 GT 2+2*,



what appeared to be a 410 *Superamerica*, a 166 or 212 *coupe*, 275 *GTB* and what looked like a *Ferrari Formula One* from the late 1960s.

There were also some other Ferraris difficult to identify, including a rusting chassis with rotting tires and a Ferrari V12. There also appeared to be one of *Spike Gelhausen's old Indianapolis 500 cars*. Except for the *Avanti*, all appeared to have been sitting untended for a very long time, even before the barn fell on them.

Over the next week, one by one, the cars were carted off to an undisclosed location. Medlin could not be reached for comment, but then, he hasn't ever been very reachable. He doesn't seem to like the media. No surprise: In 1995 a local newspaper columnist pleaded with legislators to "remedy" what he called "the Walter Medlin Tax Relief Act," named for Medlin's habit of letting his property go to tax auction, then buying it back, over and over and over, thereby postponing paying taxes on it.

Takes all kinds to make up this wacky world, don't it? ☹





## Money + F1 Ferraris = Fun!!

You'll have to wait until 2006 to take delivery, and the drivers themselves get first dibs, but **Michael Schumacher** and **Rubens Barrichello's** current stable of **Formula One Ferraris** is about to go up for sale. Grab yours, and the factory will happily throw in **driving lessons**. You even get free Bridgestone groovies for it. That's right, free.

Okay, here's the deal. Traditionally, Enzo Ferrari didn't like outsiders driving his old Grand Prix cars. Company policy was to sell them for display only. But that policy was relaxed after the Old Man's passing in 1988, and in 2001 the factory set up a unit called **Corse Clienti** ("Racing Owners") specifically to help private enthusiasts fully enjoy these most exotic of automobiles.

Four such cars were described in a sales packet handed out to potential **Clienti** at the recent Monterey Historic event. Newest on the list was the **F2003-GA** in which Barrichello won last year's British GP. Price was **about \$1.82 million**, not including tax. That car was still under a two-year "technological moratorium" designed to keep Ferrari secrets away from Minardi and Jordan, but it can be released next Jan. 1.

The other three were **2002 models**, which could be

taken home right away. Prices were **\$1.7 million apiece** for two that had each won a single Grand Prix, and **about \$1.82 million** for a two-time winner. Note an extra victory is worth another **\$120,000**.

The red missile comes with a complete set of the ancillary equipment needed to make it work—tire warmers, coolant and oil pre-heaters, pneumatic-valve air compressor, hydraulics unit, even a set of jacks.

Not bad. Look at it this way: Rather than clutter your garage with three or four plain old Enzos, you could just as easily get into something really special.

And standing by, helping hand extended, is **Andrea Galetti**. A former race engineer who worked with **Mansell, Alesi, Berger** and both **Schumacher** and **Barrichello** during his 10 years in pit lane, Galetti now runs **Corse Clienti** in a facility **literally across the Via Abetone Inferiore from the modern racing department**. His 12-man staff refurbishes retired cars and prepares them for sale, then caters to any of the new owners' needs, be it maintenance, overhaul or repair, ongoing training, or just storage (*Schumacher and*

*Barrichello keep theirs here*). There's even an arrive-and-drive program for Ferrari events.

As Galetti puts it, "We are fully dedicated to customer service; whatever is the necessity of our customer, so we are there." Sounds like he was well trained by his pampered F1 drivers.

To cover administrative costs, Ferrari Racing Owners are charged **annual dues of \$1,200**. This entitles buyers to have their cars custom-fitted, and to drive shakedown laps at the factory's Fiorano test track. Owners can send their mechanics through service training, too—the rumor is not true that a factory tech must be on-scene whenever the car runs. Once they learn how, anyone can operate an F1 Ferrari. "It's not a space shuttle, it's a car."

To prepare a car for civilian life, **Corse Clienti** installs suspension setups and gearing that should suit most tracks it is likely to visit, and "choose aerodynamic downforce that is on the safe side." Also, the 3.0-liter V10 is detuned by lowering the rpm limit, purely to make it last longer.

"As you probably know, this engine doesn't have a very long life, about 600 kilometers (372 miles)," Galetti admits. "So we always suggest to be quiet on revs, because maybe the life is going to be bigger." He reckons that short-shifting by 1000 rpm can at least double the distance-before-overhaul, something a private owner is more likely to notice than

(Continued on page 10)



## Fun (contd)

(Continued from page 9)

the relatively modest decrease in power. "And everything is adjustable by master switch on the steering wheel. Whenever the owner wants to do a proper lap, he can just turn the switch and he has the car in a racing condition."

Of course, before you turn that switch think about what happened to F1 client (and Dutch Ferrari dealer) Frederico Kroymans at Laguna Seca. For some reason, his 1999 model speared into the Turn

Six wall, burying the nose in a tire barrier as the car rotated. The entire front end of the monocoque snapped off, leaving his feet sticking out. He escaped with only a sore knee, but...

"I was really surprised," Galetti commented. "We normally have no chassis damage. Just a wing, maybe a suspension. This chassis is going to be analyzed by our engineers in the structural department and all the laboratories. They can get information from it." He added that an effort would be made to repair the tub.

Fortuitously, Kroymans and his

fellow Ferrari F1 owners benefit from a ready supply of factory-made spare parts—where else are you going to get those? Other *Corse Clienti* selling points include official documentation of your car's history and provenance, complete with computer downloads of every lap it ever turned.

Really, don't you think a factory-certified, pre-owned F1 Ferrari is one red-hot, screaming deal? Won't you kick yourself if you don't move on this? Come on, man, you deserve it! The heck with "Be like Mike." Be like Enzo. 🏁

## Johan News!

The following info comes to you from **Matt Guilfoyle**, via the Hobby Heaven message board. If you are interested, you should look into it, and draw your own conclusions.

A group called johanmodelsresurrected has been started on Yahoo. Okey is a member. They are a group of modelers who appreciate what Okey is trying to do, and are trying to come up with a way to help him get out from under the financial problems he has run into. This group is active and if anyone wants to join, it is an open group. If there were enough people really willing to help, Okey would be back in production before Christmas. You are welcome to come check it out. They have partnered with JoHan on some items, and I

really want to see Okey make it go. This group's purpose is to do as it says, resurrect JoHan Models.

Here is the group address in case you need or want to check them out:

<http://groups.yahoo.com/group/johanmodelsresurrected/>

I understand that all *Best Resin* sales on Ebay for the month of October are going to go to Johan! Very nice gesture.

At the same time, I suggest that if any of you have an interest in anything Johan produces (i.e., *Chrysler Turbine car*, *Rambler wagon*, *'68 Plymouth police car*), go out and get them now. In that way, you would not only show your support for Okey, but also guarantee that you'll have one, just in case they cannot bring this once great company back from the brink. 🏁

## Hazzardous Material?!

*Hazzardous material?* According to *MTV*, rumor has it that there will be a **big screen version of the Dukes of Hazzard**, supposedly directed by the director of the Fox series *Arrested Development*, and written by the guy who wrote *Starsky and Hutch*. Actors will be **Sean W. Scott** (*American Pie*), **Johnny Knoxville** (*MTV's Jackass*, *MIBII*), and **Jessica Simpson**. No other actors were mentioned (maybe John Goodman as Boss Hogg?). Wonder what they're gonna do about the **confederate flag**, given today's P.C. (politically correct!) society?! 🏁



## Crotch (contd) G6 Freebies!

(Continued from page 1)

**100 mph** and let the other cyclist catch up. By then Loney had radioed ahead to another state trooper, who pulled the two over soon afterward.

The State Patrol officer arrested the faster rider, 20-year-old resident Samuel Armstrong Tilley, for **reckless driving, driving without a motorcycle license - and driving 140 miles per hour over the posted speed limit of 65 mph.**

A search of speeding tickets written by state troopers, who patrol most of the state's highways, between 1990 and February 2004 shows the next fastest ticket was for **150 mph** in 1994 in Lake of the Woods County.

Tilley did not return calls from the newspaper to his home Monday. A working number for him could not immediately be found by The Associated Press.

Only a handful of exotic sports cars can reach 200 mph, but many high-performance motorcycles can top 175 mph. With minor mods, they can hit 200 mph. Tilley was riding a **Honda 1000**, Loney said.

Kathy Swanson of the state Office of Traffic Safety said unless Tilley was wearing the kind of protective gear professional motorcycle racers wear, he was court-martyr at 200 mph.

"I'm not entirely sure what would happen if you crashed at 200 mph," Swanson said. "But it wouldn't be pretty, that's for sure." *You guessed it—thanks to Matt! Doh! This is getting' ridiculous!*

GM gave away **\$7.7 million worth of Pontiac G6s—276 of them**—last month, during the season-opening **Oprah Winfrey show**. The giveaway introduced a **"Wildest Dreams Come True" theme**. The process took over a year of collaborative effort between Pontiac and their ad agency partner, Vigilante of New York City. Each vehicle, valued at **\$28,000**, is equipped with OnStar and XM Satellite Radio. The show opened with Winfrey calling 11 members of the audience to the stage and surprising them with a

new car. She then handed out gift boxes to the rest of the audience, saying one of them contained the keys to a 12th free car. At the count of three, they were opened simultaneously, revealing that everyone had won a set of keys. Winfrey then led the ecstatic crowd outside the studio to a parking lot filled with G6s topped with big red bows. Each member of the audience was instructed to contact a Pontiac representative to personally customize the actual cars they will receive, allowing them to choose the color and features that come with a fully loaded model. **Pontiac thanks you, Oprah—7.7 million times!**



## "Blasts From the Past"





# Croozin'!

## Mondays:

- **Asphalt Angels of Maryland**  
Glory Days restaurant, 15505  
Annapolis Road, Bowie, MD.  
Trophy awarded weekly. Phone  
301-855-1430 Or 410-672-0094

## Tuesdays:

- **Ledo's Pizza Plaza**, 6:00 - 9:00  
Ritchie Hwy, Glen Burnie, MD
- **Silver Diner**, 6:00 - 9:00. Route  
1, ¼ mile south of Laurel Mall,  
Laurel, MD
- **Old Branch Crossing**, 6:00.  
6333 Old Branch Avenue,  
Camp Springs, MD 301-856-  
3332

## Wednesdays :

- **St. Mary's Rod & Classic Car  
Club**  
Calloway's A&W. 301-475-  
8288
- **Wendy's**, Route 4, Upper Marl-  
boro, MD

## Thursdays:

- **Sam's Club Parking Lot** Route  
301 South, Waldorf, MD.  
Classic Cars and Street Rods -  
Trophies
- **Bad Boys Street Rod Club**,  
Lamont's Entertainment Com-  
plex, 7:00, 4400 Livingston  
Road, Indian Head, MD, 301-  
932-0176
- **Calvert County Cruisers**,  
Tastee-Kwik, 6:00, Route 4,  
Two miles South of Prince  
Frederick, 410-535-3242

## Fridays:

- **Southern Maryland Corvette  
Club**  
Calloways A&W, 301-863-  
1038  
Roy Rogers, 7:00, Route 40, Pu-

laski Hwy, Edgewood, MD  
Tastee Freeze, 6:00 - ???, Route  
1, Laurel, MD

- **Street Rod Gathering of The  
Street Survivors**  
Burger King Parking Lot, 5:00 -  
10:00, Brooklyn Park Shopping  
Center, Ritchie Hwy, Glen  
Burnie, MD
- **Antique and Classic Car  
Cruise**  
Rose's Deli in Calvert Industrial  
Park, 1 ½ mile from Benedict  
Bridge, 410-414-9080

## First Monday of the Month:

- **Southern Knights Rod &  
Custom Club**  
American Legion, 7:30, Route  
231, Hughesville, MD, 301-  
843-3219 or 301-705-9763

## First Friday of every Month:

- **Denny's**, Route 50, Easton,  
MD

## First Saturday of every Month:

- **Ocean Gateway Resort**, Dale  
Road & Route 50, mile marker  
128, Whalesville, MD

## First and Third Saturday of every month:

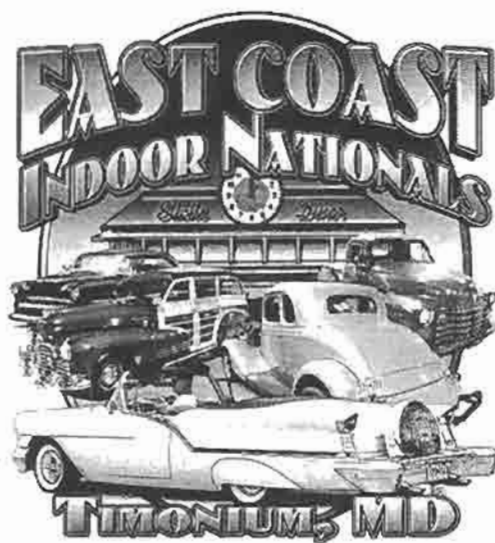
- **Street Rod and Muscle Car  
Cruise In**  
Jimmi Cone, 5:30, Rts. 70 &  
27, Mt. Airy, MD

## 2nd and 4th Saturday of each Month:

- **Street Rod Gathering**  
Dairy Queen, Liberty Road,  
Eldersburg, MD

## 2nd Saturday of each Month:

- **Downey's**, Route 213, Ches-



terown, MD

## 4th Saturday of each Month:

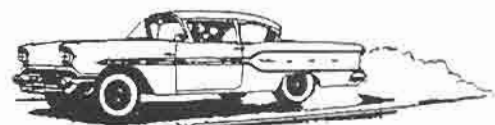
- **Mid-Shore Cruisers Meet**  
Wal-Mart Parking Lot, Off  
Route 50, Cambridge, MD

## Saturdays:

- **Lost in the 50's**, 5:00 - 9:00,  
Sicily's Pizza, Route 176  
(Dorsey Road), Glen Burnie,  
MD
- **Ledo's Pizza** at Park Place,  
6:00 - 11:00, Ritchie Highway,  
Glen Burnie, MD
- **Gathering Of the Gearheads**  
Mid-Atlantic 4 X 4 and Speed,  
Ritchie Highway, between 6th  
and 8th Avenues, Glen Burnie,  
MD
- **Big M Drive-In**, Churchville,  
MD
- **Bayside Custom Cruisers**,  
Aim's Marley Station Mall,  
5:30 - 9:30, Glen Burnie, MD

## Sundays:

- **Dunkin' Donuts**, Burtonsville,  
MD
- **Cheeseburgers in Paradise**, Fre-  
derick, MD





☞ **Oct. 15<sup>th</sup> & 16<sup>th</sup>—CAPCON 2004 Model Show and Contest**, at the Holiday Inn, Two Montgomery Village Avenue, Gaithersburg, MD 20879. 70+ categories and 60+ vendor tables, seminars, demos, lectures, Kids Make 'N Take, and raffles. Open noon to 10 p.m. (15<sup>th</sup>), and 7:30 a.m.—8:00 p.m. (16<sup>th</sup>). Registration (including unlimited model entries, required to enter models into contest) for modelers age 12 and under free, Junior registration (ages 13–17) \$5.00, and Regular registration \$20.00. General (walk-in) admission is \$7.00 individual adult, and \$10.00 per family. Info: <http://www.ipmsdc.org/regionII/html/about.html>

☞ **Oct. 17<sup>th</sup> & 17<sup>th</sup>—16th Annual National Dodge Charger Meet**, at Antietam Battlefield in Hagerstown, MD. Sponsored by the Dodge Charger Registry. Info: Wayne Wooten, P.O. Box 79, Meherrin, VA 23954, [434] 223-1305.

☞ **Oct. 17<sup>th</sup>—Capitol Raceway Show & Drags**; Route 301 South & Race Track Road, Crofton, MD. Info: Capitol Raceway (410) 721-4550.

☞ **Oct. 23<sup>rd</sup>—TAMS 12th Annual Model Car Show and Swap Meet**, sponsored by the Tidewater Automotive Modelers Society, at VFW Post 4809, 5728 Bartee Street, Norfolk, VA 23502. This year's theme: *1964–2004 "Forty Years of Mustangs."* Info: Ronnie Ward

(252) 465-9904, ([datamsprez@earthlink.net](mailto:datamsprez@earthlink.net)) or Jerry Quick (757) 468-6854 ([tamsmodeler@aol.com](mailto:tamsmodeler@aol.com)).

☞ **Oct. 23<sup>rd</sup>–4th Annual UPS Car Classic Car, Truck, & Motorcycle show** from 10 a.m. to 4 p.m., at UPS facility on Sweitzer Lane in Laurel, MD. Vendors, crafts, dynos, kid's stuff, Halloween costume contest. Info: Jim Lanham, (301) 604-4652.

☞ **October 23<sup>rd</sup> & 24<sup>th</sup>—Ford Fever Classic**, at MIR, sponsored by Washington Area Ford Dealers.

☞ **Oct. 24<sup>th</sup>—Model Car, Diecast, & Kit Collector's meet** at Gilbertsville Fire Hall on Rt. 73, in Gilbertsville, PA. Info: [www.oldtoylandshows.com](http://www.oldtoylandshows.com), [oltoyland@aol.com](mailto:oltoyland@aol.com).

☞ **Nov. 7<sup>th</sup>—Capitol Miniature Auto Collectors Club Fall show**, from 9 a.m. to 1 p.m. at the Dunn Loring VFD, Dunn Loring, VA. Info: James William Brostrom, (703) 941-0373, [jwbrostrom@yahoo.com](mailto:jwbrostrom@yahoo.com).

☞ **Nov. 13<sup>th</sup>—2004 Model Car Challenge**, presented by the Long Island Auto Replica Society, at the Freeport Recreation Center, 130 East Merrick Road, Freeport NY 11520 (516) 377-2310. Doors open at 9 a.m., judging starts at 12:30 p.m. Admission - \$7.00, entry fee \$2.00 per model up to 5; additional models are *free*. Receive \$1.00 off admission with contribution of a canned good for Long Island Cares. *Theme—any Vehicle with 4 doors!* Show info: George Vita: (631) 736-3556 [GLIARS@AOL.COM](mailto:GLIARS@AOL.COM), or Rich Manson, (631) 969-4472, [\[FINS59@AOL.COM\]\(mailto:FINS59@AOL.COM\)](mailto:RAM-</a></p>
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☞ **Nov. 13<sup>th</sup>—Modcon VI Model Show and Contest**, sponsored by the North Central West Virginia Scale Modelers, at the Ramada Inn in Morgantown, WV. Doors open at 10 a.m. Registration begins at 10 a.m., and closes at 1 p.m., and the entry fee is \$7.00 for the first entry (includes admission), and \$1.00 each additional. Awards begin at 4:30 p.m. 45 contest categories, room for 75+ vendor tables, all-day raffle/merchandise giveaway. Info: Tom Gilpin, [tom.gilpin@mail.wvu.edu](mailto:tom.gilpin@mail.wvu.edu), Chip Wamsley (304) 296-0993, [chip@wamsleycycles.com](mailto:chip@wamsleycycles.com), Scott Owen (304) 842-7091, [sameowen@msn.com](mailto:sameowen@msn.com), or <http://ncwvsm.freesevers.com>.

☞ **Nov. 13<sup>th</sup>—2004 Southern Nats NNL Style Model Car Show & Swap Meet**, presented by ACME (Atlanta Model Car Enthusiasts), at the Smyrna Community Center, in Smyrna, GA. Themes are "Prancing Horses" (Mustangs & Ferraris). Info: Paul Wehner, 2459 Jacks View Ct., Snellville, GA 30078, (770) 985-5953, [www.acme-ipms.com](http://www.acme-ipms.com).

☞ **Dec. 4<sup>th</sup> & 5<sup>th</sup>—East Coast Indoor Nationals**, at the Timonium Fairgrounds Cow Palace, in Timonium, Maryland. The largest indoor all American Car Show & Marketplace on the East Coast. 300 of the Regions finest antiques, street rods, customs & musclecars. Info: David (410) 626-6262, [jitrbug57@hotmail.com](mailto:jitrbug57@hotmail.com), [www.EastCoastIndoorNats.com](http://www.EastCoastIndoorNats.com) (see ad top of opposite page) ☞

**Chapter Contact:**

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

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

"New" Stuff this month:

- Monogram Chaparral
- Revell Shelby Cobra 427S/C
- Revell '65 Mustang 2 + 2
- Revell 1970 Boss 302
- Model King Parts Pack Ramp Truck/Camper
- Model King Hurst Hemi Under Glass 1966 Barracuda
- Model King Rat Trap Vega Modified

## Good News

Again, from **Matt Guilfoyle** (*I'm beginnin' to think he's writin' this rag!*), is news from the **The Modelhaus**. As you read this, Don and Carol have added the following new items: **Complete kits** of a **1956 Lincoln Premiere convertible**, **1957 Mercury Colony Park SW (w/wood grain)**, **1959 Ford Ranch Wagon (no wood grain, but word is a Country Squire will follow)**, **1956 Dodge 2 door HT**, and a **1960 Oldsmobile "floating roof" 4 door HT**. Upcoming **transkits** include a **1951 Ford Crestliner (to compliment the 1950 Crestliner already in the line)**. And, finally, new **Mid 50's Chrysler Kelsey-Hayes wire wheels (completely new and improved)**. Tanks, Matt! 🚗

## T 'n T (contd)

(Continued from page 7)

**concept study** that Audi had unveiled at the 2003 Detroit auto show. It will be built on the same platform as the VW Touareg and Porsche Cayenne SUVs, be equipped with Audi's 4.2-liter V-8 engine and feature three rows of seating ... **Happy Birthday, Z!** Nissan is celebrating the Z car's 35th Anniversary with a limited-edition model next year. The car will go on sale in January. Among the upgrades are **18-inch wheels, Brembo brakes, front chin spoiler, rear spoiler, available two-tone leather-appointed seats and a choice of**



**three exterior colors**, including a new **Ultra Yellow ... Ending on a low note.** AutoDynamics will cease doing mail-order business as of 10/08/04. Any orders received on or before that date will be filled; afterwards, all requests will be returned unprocessed. The company exhibited at the Toledo NNL. Unreliable suppliers are the

primary reason for shutting down. The Autodynamics crew would like to thank all those modelers who supported them

(Thanks to the *Washington Times*, *autoweek.com*, and other Internet sources for this insanity!) 🚗

We're on the web!

<http://www.toadmail.com/~mama/>, or  
<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. 🚗