



MAMA SEZ!

Volume 19, Issue 3

November, 2005



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

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2005 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 15th
- 🔊 February 19th
- 🔊 March 12th (2nd Saturday!)
- 🔊 April 16th
- 🔊 May 21st
- 🔊 June 18th
- 🔊 July 16th
- 🔊 August 20th
- 🔊 September 17th
- 🔊 October 15th
- 🔊 November 19th
- 🔊 December 17th

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

Hit Those Workshops

Well gang, last month's meeting brought news of the *Toledo NNL*. Seems as though another MAMA's Boy hauled down the coveted *Best of Show award*, and you all know of him. A shocked *Jeff Sauber* walked away with the gold for his black Merc (you know? *The one that he wowed the troops with at our NNL show?!).* **Congrats Jeff!**

Guess we'll be holding elections this month.

So, if you haven't considered it yet, if you want to run for an office, or know someone you could nominate for an office, as they say, "bring it up and we'll vote on it!"

With any luck, some of you remembered the *Christmas Toys for Tots collection* scheduled for this month. Thanks again to Norm and Mary Veber for delivering it for pickup.

This month's issue should give you the low-

down on all the new stuff from the model manufacturers. Additionally, we have yet another Model Buffet column, and the usual assortment of stuff.

The raffle numbers were not available at press time. Kudos to the following: **Ron Bradley, Ed Brown, Steve M. Buter, Matt Guilfoyle, Rich Meany, JC Reckner, Bill Riblett, and Replicas & Miniatures Company of MD.** Thanks, y'all! 🍷

"1 Adam-12, 1 Adam-12..."

What's black and white and making a comeback all over? The traditional *Adam 12 police cruiser*, in basic black and white.

Departments from Florida to Arizona are converting squad cars to the old color scheme made famous by the TV police drama that aired from 1968 to 1975. The reasons: tradition and

better visibility.

In Mesa, Ariz., the police department's 287 marked Ford Crown Vic cruisers - white with a blue decal on the doors - will be switched to black-and-whites over the next six years.

"Studies have shown that cars with alternating light and dark colors are more visible in low light or high illumination,"

says a department spokesman. He says many civilian cars are white in a hot-weather region. Having cruisers painted black on the hoods, trunks and fenders will make them more visible, both to other drivers and the department's helicopter.

"It's also a morale thing," he says. "We did

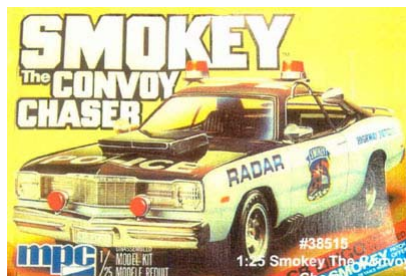
(Continued on page 7)

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New Stuff!

AMT RCHTA Special Edition Limited Kit

- Smokey The Convoy Chaser
1976 Dodge Dart Sport S/M,
May



AMT

- 2004 GTO with custom wheels, Jan
- Ford GT90 Snap-FastPlus with custom wheels, Jan
- Hurst Hemi Under Glass 1966 Barracuda, Jan
- 1961 Falcon Ranchero, Jan
- 1967 GTO Hardtop, Mar. (*already in the lineup?*)
- 1934 Ford Coupe Stock or Street Rod, 2 in 1, Apr.
- 1957 Ford Fairlane 500 Hardtop, 3 in 1, Apr.
- 1965 Lincoln Continental Convertible, 3 in 1, Apr.
- 1967 Shelby Mustang Fastback, June



- Ferrari 612 Scaglietti 1/24, Feb
- 1969 Camaro Z/28 "Motor City Muscle" w/stock & custom wheels, Mar
- 1986 Monte Carlo SS notchback lowrider, Mar
- 1998 Firebird Ram Air "Motor City Muscle" w/stock and custom wheels, Mar
- "Goodguys" 1932 Ford High Boy Roadster, Apr
- "Goodguys" 1940 Ford Standard Coupe Street Rod, w/new flathead parts, wheels/tires, lowered suspension, exhaust, disc brakes, etc., Apr

- 1966 Pontiac GTO Hardtop (stock) Apr
- Metal Body 1987 Olds Cutlass Lowrider, May
- 2006 Corvette Z06, May

May

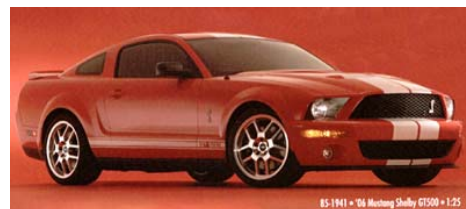
- Ferrari F-430 1/24, May
- Stone, Woods & Cook 1941 Willys Gasser, Black car w/ Hemi (*the "new" tool*), June

- 1967 Coronet R/T Hardtop w/ stock & custom wheels (?), June
- Viper SRT10 Coupe, July
- Peterbilt 359 Conventional



1/25, July

- 2006 Corvette C6R (*race version*), Aug
- Dodge Magnum SRT8, Aug
- 1956 Chevy Nomad w/stock wheel covers & custom wheels & tires, new engine dress-up parts, lowered suspension, Sept
- 2006 Mustang Shelby GT500 "Easy Kit," Sept



- 1970 Torino Cobra, Oct
- 1980's Custom Cadillac Lowrider (*plastic*), TBD

Accurate Miniatures

- Shelby 289 FIA and USRRC Cobra Roadsters (*Rumor has it that AM has already secured licensing and is working on these*)

Testors (1/24th scale plastic)

- 1969 AMX Pro Street (*JoHan kit*), Nov
- 1971 Barracuda Pro Street (*JoHan kit*), Nov
- 1971 Comet Pro Street (*JoHan kit*), Nov
- 2006 Dodge Charger R/T, Dec



(Continued on page 3)



MORE Stuff?!

Can ya handle any more good news?! There's more new stuff coming soon! These would include five new privately contracted limited edition AMT kits: A 4-in-1 Sprintcar/Supermodified and four Chevy Modifieds.

- "Flimsy 5" Modified '36 Chevy Coupe
- "8 Ball" Modified '36 Chevy Coupe
- "The Old Fox" Modified '35 Chevy Sedan
- "Mousey" Modified '35 Chevy Sedan
- Sprintcar/Supermodified 4-in-1

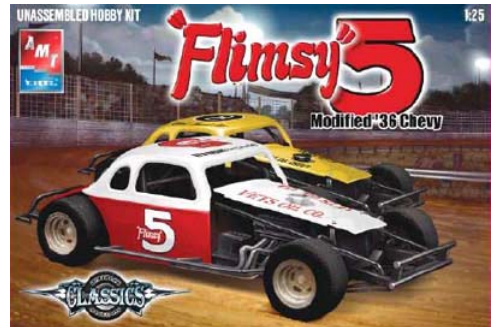
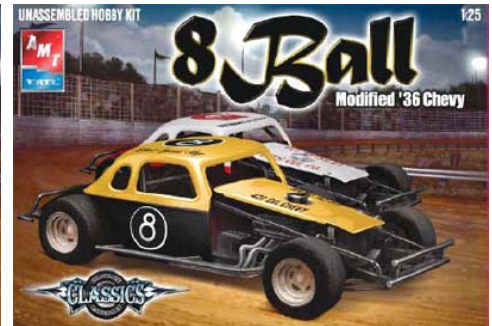
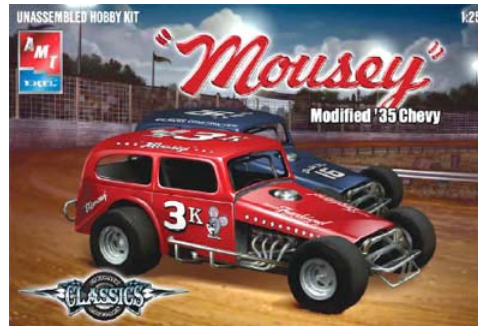
Looks like the modifieds will be out in November, while the Supermodified will be released in January.

The new *Trumpeter 2002 American LaFrance Pumper* is rumored to be a spectacular kit. In 1/25 scale, it's huge! It has a detailed chassis (*sans engine*) and includes a plethora of intricate part, and even has some photo-etched pieces. *Look for these in the first quarter of 2006.* 🚒

Goat Tales!

Well gang, looks like I spoke too soon last month when I referred to the *GTO Juggernaut* being seemingly unstoppable. They got stopped!

After not winning a round on a holeshot all year, Kurt Johnson got two big holeshot wins at the *AC Delco Las Vegas NHRA Nationals*, including his 6.839- to 6.821-second final-round upset of



New (contd)



(Continued from page 2)

- 2006 Dodge Charger Daytona R/T, Dec
- 2006 Dodge Charger Police Car, Dec

Well, seems to be a special emphasis on you *Moparphiles* (both of you? Just kiddin' Ron Dreschler!), with a *Chrysler 300*, *Magnum SRT8*, and *three new Chargers* next year. Just remember (*and be patient*) as you know that dates are approximate, and we all know what has happened to these in the past! As for the rest of you, better luck next time?! 🚗

newly recrowned three-time champion Greg Anderson. This was Johnson's fourth win of the year and the 32nd of his career. The victory all but secures his fourth runner-up finish in the championship points standings.

Anderson's championship-winning Summit Racing GTO carried him past Allen Johnson, Mark Pawuk, and Greg Stanfield and into his 57th money round. Kurt

Johnson rolled past Bob Panella Jr., Jeg Coughlin, and Enders, who reached her third semifinal in a row with the first holeshot win of her rookie season. The AC Delco Chevrolet Cobalt racer picked a great race to reach his 61st final round as his title sponsor also backs this event.

I'm quite sure that just like the Terminator, that the GTOs will be back next year, as bad as ever! 🚗

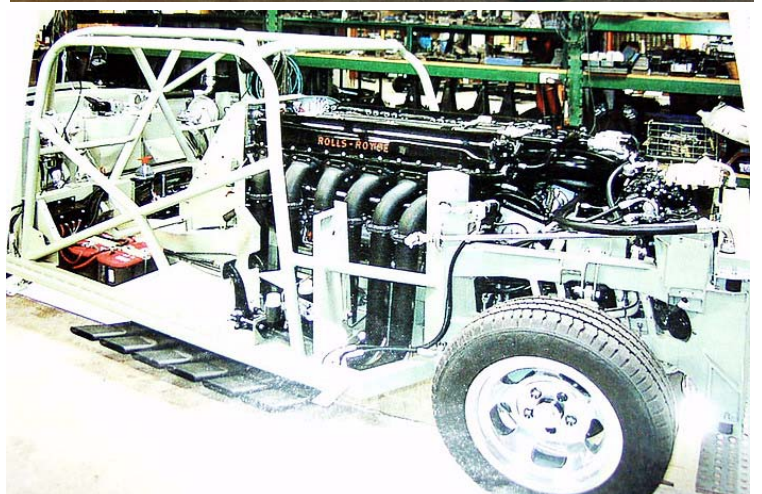
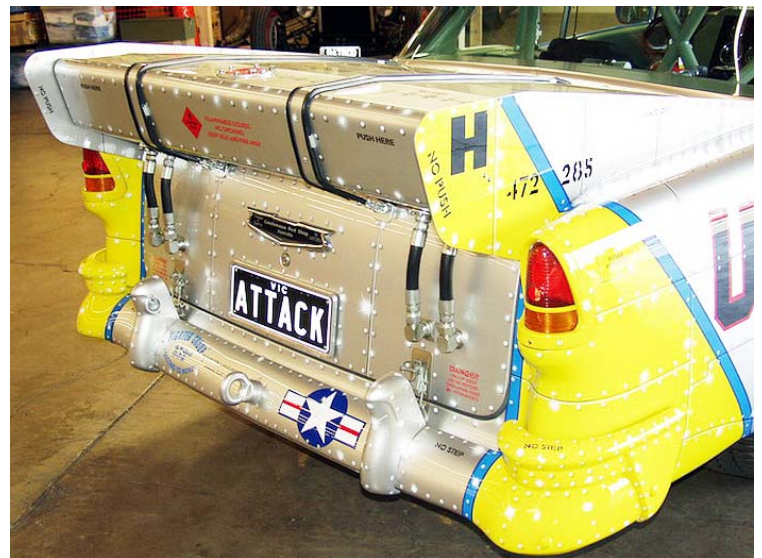
More eBay Insanity

Check out this *outrageous* '55 Chevy recently posted on eBay. It is claimed to be the *most powerful street vehicle ever registered*. How can they make this claim? It is powered by a *3,000 hp. supercharged V12 Packard Merlin Rolls Royce engine* (!?!), which formerly took up residence in a *P-51 Mustang*!

The transformation took about *fifteen years*, and was intended to pay homage to the P-51 Mustang, and the *352nd Fighter group* that was stationed in Bodney, England during World War 2. They were responsible for downing *729 enemy aircraft* with *only 29 losses*, an incredible record, you must admit.

Each pilot gave their plane a name. This car is dedicated to a plane entitled "*Final Objective*," with a paint job that cost *over \$70,000*.

Their motto was "Second to None," and I think you'll admit, that this '55 Chevy is just that! No word on what it sold for, though. 🚗



Model Buffet

There's a new resin company in town. **Missing Link** (missinglinkrc.com) is a partnership of Kevin Lutz and Bob Daykin, who is known as Ragtop Man on the Hobby Heaven message board.

Well, one of their first projects is a **'65 GTO hardtop** (*I guess we got the editor's attention!*). These are meant to be a direct replacement for the convertible body in AMT's '65 GTO convertible kit. It is a repop of the promo body, so the hood is molded with the body, and will need to be cut out to show engine detail. The way that the hood and grill surround come together mean that it would be easier to remove both from the resin body, then replace the grill area with the same piece cut from a donor kit body.

Also included are the bumpers, with the headlights attached to the front, and the taillight bezels/rear trim panel as part of the rear. The engraving is sharp and the parts are smooth and solid just like the body, with plating that's better than a lot of kits. There are two separate clear red taillight lenses included, too.

Judging from the finished photos, this appears to be a nice piece! The bodies are supposed to be in white resin which is very smooth (*you could almost just hit*

it with a polishing kit if you were building a white car). Typical of most resin bodies, there is flash

that will need to be trimmed from around the body edges and openings, and you'll want to make a few swipes along the edges of the rocker panels with a file. The body itself, looks like a styrene kit part. A few small pinholes may be present, but they are tiny ones on the bottom edges of the rocker panels—easy to fill and sand. There are reportedly no dips or waves in the bodies, other than what AMT originally produced. The panels are all straight, but there are a few spots that reflect the typical old AMT ripples—very slight sink marks on the hood and trunk above a couple of the chassis mounting pins. Also at the rear of



the front fenders. These will be easily cleaned up with some primer, block sanding and maybe a thin coat of filler, nothing that you wouldn't do to the kit part. The '65 GTO has lots of sharp creased edges, and the resin body is just as crisp. The molded-in door handles and emblems are all sharp, too. You can even see the checkered pattern in the front

fender GTO badges.

Missing Link has a small ad at the bottom of page 8 of the October



ber issue of Scale Auto. They are also offering a **'65 Mustang 2+2 fastback**, **'70 Cougar XR7 convertible**, and both **'69 and '70 Mustang Mach 1s**, each with assorted extra

pieces, and more neat stuff rumored to be forthcoming. Check 'em out. You can reach 'em at Orders@missinglinkrc.com, or Info@missinglinkrc.com.

With the release of the **'70 Bonneville convertible** by Model King, **Time Machine Resins** (<http://www.timemachineresin.bravehost.com/>) has jumped in to fill another void. They are producing a transkit which includes a **'70 Bonneville hardtop body** (*complete with molded in vinyl roof*). Early on, it appeared to be molded in a tan resin. When it arrived on my doorstep (*thanks, Ron!*), I was pleasantly surprised to see that it was molded in a smooth, white, nearly flash-free resin. It uses the remaining parts from the convertible. You are on your own for the rear window, although, it is flat, and should be easily created from acetate. It is priced at \$25, the cost of the donor kit. Check their website for shipping and handling.

Thanks again to our own **Matt Guilfoyle** for all of his work in putting this column together! *We 'preciate it, Matt!* 🍷

Holden Retro Hot Rod!

Holden recently unveiled its wildest concept car ever: a hot-rod version of the famous 1953 FJ, with more power than a V8 Supercar.

Holden has been surprising the media and public at the Sydney motor show since it unveiled the Commodore coupe in 1998.

Unlike that car and the many concepts that followed, this vehicle—called the *Efijy*, a play on Efigy—is not destined for production.

The Efijy was originally going to be built to commemorate the 50th anniversary of the FJ in 2003 but was delayed by other projects. It is powered by a **super-charged 6.0-litre HSV engine**. With 480kW of power and 775Nm of torque it is almost 11 times more powerful than the 45kW (60 horsepower) engine in the 1953 FJ Holden.

The show car is almost as long as a Statesman, as wide as a Hummer and yet has a lower roofline than a Monaro. It is capable of being driven but only at low speeds at this stage, because the Soprano Purple bodywork is made from fiberglass.

The car was built relatively **cheaply** (!) for **\$200,000** because about 20 suppliers and designers donated time, parts and expertise. If it were to be built again from scratch - and if the parts and labor had to be paid for - Holden estimates it would cost **\$1.5 mil.** 🚗



“Blast From the Past”

**I've Got A Perfect Body
BUT IT'S IN THE TRUNK
AND BEGINNING TO SMELL**



With the release of the *Model King '70 Bonnie*, I thought it might be kinda neat to make a trip back in time to see the original box art. So, let's set the 'Way back machine, and take a look!

Personally, my favorite version would hafta be the *Bonneville High Rise Version*.” there's just something about a straight front axle, and a set of big 'n littles underneath a car (*ANY car!*).

Thanks again to the *Model King (a.k.a. Dave Burket)* for this gem! 🚗

“Did I Do That?”

An off-duty **South Carolina police officer** on a Sunday drive saw something very familiar—his **recently stolen VW Jetta!** He immediately pulled the vehicle over after calling for back-up. They arrested three suspects. They do not know how they got the car, stolen from the officer’s house. The driver was charged with possession of a stolen vehicle.

An **intoxicated 20-year-old New Yorker** stole a **small plane** and took two friends on a three-hour, pre-dawn joyride (*joyfly?!),* culminating in a landing at a

closed airport. A security car met the plane at 4:15 a.m., and found a

“significant number of beer cans” inside, that spilled out of the cockpit when the door was opened. The plane’s pilot was arrested with a blood-alcohol content of 0.15—nearly double the legal limit for driving in NY state. His two 16-year-old passengers were not charged.

A **South Dakota man** led officers on a highway chase that ended when he ditched the car and ran into the Clay County courthouse, where he was already scheduled to appear. An officer was pursuing a hit-and-run

suspect when he stopped the truck in the middle of the street, backed into the courthouse retaining wall and ran inside. He was arrested on charges of failure to appear (*the judge had just dismissed the jury before he burst into the room*), felony eluding, driving under the influence, and disorderly conduct. He also had outstanding warrants for suspicion of possession of meth and burglary tools. **Doh!**

An **Iowa clown** is not smiling after someone stole his **yellow clown car** from the Za-Ga-Zig Shrine in Altoona. He had been a clown for the Shriners for 30+ years. No word on its whereabouts. **Thanks, Matt!** 🤡

Adam-12 (contd)

(Continued from page 1)

a survey, and a majority of offi-

cers wanted to go with black and white.”

In Monroe, Wis., the police department switched its four marked cruisers in March,

returning to the black-and-white scheme the city used in the late 1990s.

“The officers like it because it’s retro,” Chief Fred Kelley says. “There’s also some practicality. There’s a bit more visibility. In Wisconsin, where the snow flies, white cars tend to blend in with the snow.”

Though many police departments cite visibility as a reason for the switch, an expert in emergency vehicles and color visibility says the black-and-white paint job isn’t the optimum scheme.

Solomon says the way to make cars more visible is to use lots of fluorescent, reflective tape. The best color is lime-yellow, frequently used on firetrucks.

Officers like the black-and-whites, says Bill Sager, police chief in Port Richey, Fla., whose department is converting its nine-car fleet. He envisioned a silver car but left the decision up to his officers, who opted for retro. 🚓

“Blast From the Past, Too”



This 'n That

Oops! Model Car Garage proprietor **Bob Korunow** has hope-fully recovered from **gall bladder surgery** in the month of September. Bob is also undergoing chemotherapy for Hepatitis C. **For-give me, Bob. Here's hoping for your speedy, complete recovery! ...Hybrid Loss.** **Victor Wouk**, an electrical engineer and entrepreneur who developed the first full-size version of the **modern hybrid car** died earlier this year of cancer at the age of 86. He held more than 10 patents, most related to hybrid and electric vehicles...

Harry Potter's flying car has flown the coop?! Police said recently the **Ford Anglia** used in the Harry Potter films was reported stolen from South West Film Studios in St Agnes, Cornwall. Police said the car was not believed to be in driving condition, so the thieves would have needed to tow it or put it on a trailer...**Speakin' of Fords!** A light blue 1975 Ford Escort GL once **owned by Pope John Paul II** sold recently to a Houston millionaire who plans to place it in a museum he is intent on building in his hometown. The car, as equipped, is actually stripped—**no hubcaps, no air conditioning, or radio**. It did, however, come with **several nicks and dents**. The tab? A cool **\$690,000**, that's all! The 41-year-old seller became emotional about selling the car to settle a bankruptcy debt with his dad. **C'mon dad, you won't take a**

ckeck?!...ANOTHER Hummer? ...GMs' future product plan includes a back-to-basics, go-anywhere **Hummer H4**—a rough-and-tough competitor for the **Jeep Wrangler**. The fourth Hummer could be on sale by 2008 or 2009. A source confirms the company is looking for ways of making a small Hummer on its various sport/utility vehicle and pickup platforms. GM engineers and designers are working on the project, but a chassis for the vehicle has yet to be selected. One possibility is a two-seater, focused on the most rugged off-roading possible. One possibility is to use a shortened version of GM's small pickup platform, which underpins the new H3. GM product czar Bob Lutz is believed to be a big supporter of the H4, and as a former boss of Jeep he knows the competition intimately. Hummer is also unlikely to launch a second range of soft-roaders, a move that Jeep is taking to exploit sales with owners

who don't need its "Trail Tested" off-road abilities...**Topless Ford!** Ford has chopped the top off of its **Ford GT** and cut it into four pieces for the SEMA show, thanks in large part to Ford SVT engineering supervisor Kip Ewing and some SEMA aftermarket friends. Inspired by the 1966 Sebring-winning Ford GTX1 roadster, Ewing, who worked on the Ford GT project, completed the initial design sketches and engineering

studies on his own. With the backing of Hau Thai-Tang, Ford's SVT and Advanced Product Creation director, Ewing was able to get the support from Ford to build a SEMA project vehicle based on the original car. Mark Gerisch of Genaddi Design Group (www.vgdauto.com), an experienced designer and metal shaper with a history of cutting the roofs off of exotic cars, was chosen to help make a roadster out of the GT. Gerisch and his team developed a roof system consisting of four individual hard panels for the GTX1, allowing it to be configured as a coupe, t-top or full convertible. With all the panels installed, the outer panels can be locked into a vent position and all four panels can be stored inside the vehicle when removed. The GT's rear clamshell covering the

engine has been redesigned for the GTX1 to feature two buttresses that flow rearward from the seatback, but the view into the engine bay,



showcasing the imposing 550-horsepower 5.4-liter supercharged V8, remains. The GTX1 conversion, which was displayed at the SEMA show Nov. 1st, is available for any owner of a Ford GT. For more information, check out www.gtx1.com. **And don't even ask how much!...High-Mileage Hygenius.** Mercedes-Benz showcased DaimlerChrysler's latest technology in the **F600 Hygenius** (would that be pronounced, "Hi Genius?"), a futuristic four-seater that uses fuel cell propulsion and

(Continued on page 9)



T 'n T (contd)

(Continued from page 8)

electric drive to return a **claimed average 97 mpg**. Revealed at the Tokyo motor show, the research vehicle's theoretical range of 250 miles per tank of hydrogen represents a 16 percent improvement over the German automaker's previous fuel cell vehicles. At the heart of the car is an advanced fuel cell stack that Mercedes plans to begin producing sometime between 2012 and 2015. Some 40 percent more compact and significantly more efficient than Mercedes' earlier systems, it is mounted in the F600 Hygenius' sloping nose and is fueled by a hydrogen tank fitted within the research vehicle's flat floor structure. The compressed hydrogen is combined with oxygen to produce electricity, which in turn powers an electric motor capable of putting out a maximum of 115 hp and 258 lb-ft of torque. The system uses a lithium-ion battery that is also recharged under braking. As well as providing a glimpse into the future of Mercedes' driveline technology, the F600 Hygenius gives some clues to the look of the next-generation C-Class due out in 2007, especially its headlights and boldly flared wheel arches... **GM's Reuss Kicked Upstairs**. The exec who has toiled since 2001 to make **GMs' Performance Division** a reality has a new job. Mark Reuss took over Oct. 1st as executive director of North America Vehicle



Systems, where he is responsible for engineering all body and chassis systems. The new name at Performance Division is **Bob Kruse**, who adds the hot rod shop to his responsibilities as executive director of North America Vehicle Integration. Good luck, Bob...

Pumped up Solstice! That a **Vauxhall** version of the **Pontiac Solstice/Saturn Sky** is in the works is nothing new. What is a surprise is confirmation of a **supercharged high-output engine** for the **2007 Vauxhall Lightning** as well as **Solstice** and **Sky**. Jon Lauckner, General Motors' global product planning boss, says the Vauxhall two-seater will come to market with a **2.0-liter supercharged four-cylinder**. The engine is expected to produce **in excess of 200 hp**. Look for the boosted engine in Solstice and Sky late next year. **Look out, Miata!... You look lost**. The highway signs at the intersection of Routes 10 and 141 might make you think you'd taken a wrong turn and wound up in the Deep South. Amid the staid Yankee surroundings of this **western Massachusetts town**, the **recently installed signs bear the outline of the state of Alabama**, squashed to fit the square shape. The incorrect signs had been up about a week when Joe Pipczynski, Easthampton's superintendent of public works, was alerted by a state Highway Department worker. Pipczynski spoke to city officials and consulting engineers and came up with a theory. He believes the contractor opened the

federal manual governing the appearance of highway signs. The example there shows a sign for Route 21 in Alabama, including an outline of the state surrounding the numbers. In Massachusetts, the signs are supposed to be simple black numbers on a white background. Pipczynski thinks the contractor's staffers sent the example to the sign maker and got exactly what they asked for. But the contractor, A. Pereira Construction Co. of Ludlow, doesn't know what happened. "We didn't really question it, because the numbers were correct," company spokesman Roger Remy said. Mike Superson is co-owner of a Big E's Supermarket, which is right next to the signs. "I looked at them 100 times since they put them up," he told The Boston Globe. "This is the first I've heard of this." **Oops!... On-Again, Off-Again GM Zeta is on again!** Six months after GM halted plans to use its **Zeta rear-wheel-drive architecture** in North America, the company has revived the program. In a recent interview, GM's VP of global engineering, said a revised version of Zeta is back on track. Engineered at GM's Holden subsidiary in Australia, Zeta was expected to be the basis of the **next-gen Pontiac Grand Prix and GTO**; the **Chevrolet Impala, Monte Carlo**, a new version of the **Camaro**; and other vehicles. Vehicles in the program were expected to debut as early as 2006. Queen did not discuss vehicles on the new version of Zeta or timing (Thanks to the *Washington Times*, *autoweek.com*, and other Internet sources for this insanity! Ya just can't make some of this stuff up!!)



Japanese Screamer

Nissan recently unveiled another concept edition of its next-gen **Skyline GT-R** during the Tokyo Motor Show press preview on Oct. 19th. It's called the GT-R Proto (*as in prototype*) and a production version is coming to America. Eventually.

This concept resembles the first R35 concept shown in Tokyo 'way back in 2001, just before the R34 platform went out of production in 2002. Named the GT-R Concept, that car picked up the key GT-R design cues that still exist on the Proto. The Proto, though, shows more refined aerodynamics and is much closer to sharing the design of current Nissans and Infiniti models. The company says the concept gives a clear indication of the final design direction for the new model. Shiro Nakamura, senior VP of design, says this design is 80 to 90 percent of the final shape. He was referring to the exterior only—the show car had no interior.

The production GT-R, however, is still another two years away, scheduled for introduction at the next Tokyo show in 2007 (*the 2008 model year*), by which time Nissan will have been pounding the drum for its high-performance flagship for six long years.

The 2001 concept was shown before the Nissan revival got well underway, back when the company really needed whatever posi-

tive buzz it could generate. It also had no successor under way for the R34 (*introduced in 1999*), but needed to stop building the expensive, limited-edition car while it devoted engineering and design resources to the core business. So CEO Carlos Ghosn showed the early concept to assure people that the model had a future.

At the same time, he made the announcement that Nissan would no longer do the stupid thing it had been doing for a decade before his arrival in 1999: Building three generations of the mighty

Skyline GT-R only in right-hand drive, and restricting "official" sales to Japan. The new version of the all-wheel-drive track star was being de-

veloped from the outset to include a left-hand drive edition for offer to export markets.

What we know for sure is that those markets will include America for the first time. (*Earlier editions of the Skyline GT-R are available here through unofficial channels via MotoRex; see <http://www.skylinegtr.com/>*). Given the expected price point north of



\$70,000, the 2008 Skyline is likely to be badged as an Infiniti, and the name is not set in stone. Thanks to video games and the import tuner craze, the Skyline GT-R name has strong recognition and value in America, despite the lack of an official presence, so it should figure in the strategy.

What will we get when it arrives? After a six-year buildup, it had better be good. While still being coy about mechanical specs, the company will have to deliver on Ghosn's earlier promises of "around 400 hp" and "top level driving performance." Latest estimates move the power target north to 450 or even 500 hp, with speculation centering on either a twin-turbo variation of the current 3.5-liter V6 as found in the 350Z and Infiniti G35, or a version of the Infiniti 4.5 liter V8.

For now, all Nissan will say is this, from Carlos Tavares, executive VP supervising design and product planning: "GTR is so important for Nissan because it is at the roots of Nissan. We're focused on performance and we will deliver accordingly. We don't want

(Continued on page 11)





☞ Nov. 19th—**Modcon VIII Model Show and Contest**, sponsored by the North Central West Virginia Scale Modelers at the Ramada Inn of Morgantown, WV, 20 Scott Avenue, Morgantown, WV, from 9:30 a.m. to 4 p.m. Info (contest) Tom Gilpin, tom.gilpin@mail.wvu.edu, Chip Wamsley, (304) 296-0993,

chip@wamsleycycles.com, or Scott Owen (304) 842-7091, sameowen@msn.com; (vendor) Jeff Christopher, (304) 291-6191, jr2@labrynth.net, or ncwvsm.freesevers.com.

☞ Dec. 2nd to 4th—**East Coast Indoor Nationals 2005**, at the MD State fairgrounds Cow Palace, in Timonium, MD. Info: David (410) 628-6262, www.eastcoastindoornats.com. *Th, th, that's all, folks!* ☞

Screamer (contd)

(Continued from page 10)

to disappoint our customers. We will have performance numbers that will delight our fans.”

Developed initially as a homologation special for racing purposes, earlier GT-Rs used a turbo-charged inline six that was regarded as a bit peaky for road use—you had to keep the revs up and the turbo spinning to maintain good throttle response. If the new one is to maintain some of that flavor, the V8 option seems unlikely. This seems especially so given the slick hoodline of the Proto, but there is no way to be sure what decisions were made when Skyline was aimed at a global market where it would square off against Corvettes, Maseratis and Porsches.

Those with experience of previous GT-Rs will be watching to see how Nissan addresses the divergent goals of maintaining the original's race-bred character—with its interior appointments and track-day ride and handling char-

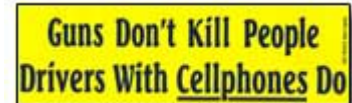
acter—while appealing to a broader global market, especially when doing so

under the Infiniti badge.

Nissan says the new car will have its own body, not one derived from a production sedan (Skyline) as before. The suspension setup is being done in conjunction with Lotus Engineering, and development mules wearing G35 bodywork have been spied undergoing tests at Germany's Nürburgring. Good performance at this venue is practically a requirement for any serious enthusiast car. The all-wheel-drive system—an element of the GT-R since the R32 debuted as a 1989 model and was regarded as a sort of budget Porsche 959 analog—is sure to take advantage of the latest in electronic management. At the least, it has to match the grip management found in Japanese rally-bred performance cars like the Subaru WRX and Mitsubishi Evo. It is suspected that some variation of a paddle-shifting transmission and some enormous brakes, but Nissan is playing things close to the vest. Time will tell. ☞

Websites

Carlisle Events: <http://www.carlisleevent.com>
East Coast Indoor Nationals (Timonium, MD): [www/eastcoastindoornats.com](http://www.eastcoastindoornats.com)
Kahunaville: <http://www.kahunaville.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/>
Southern Delaware Street Rod Association: <http://www.sdsra.net>
York US30 Musclecar Madness: www.yorkus30.com ☞



Classified

WANTED: Body and rear bumper from an AMT 1963 *Electra 225 hardtop*. Contact Phillip Ditch at a meeting, or e-mail him at phillipditch@gmail.com.

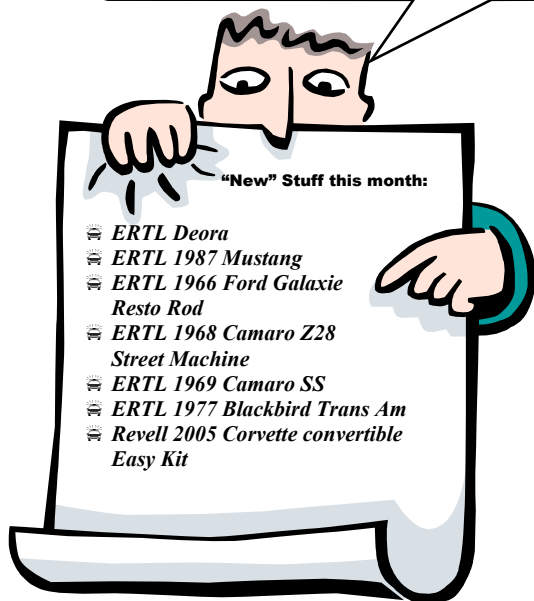
WANTED: I am in search of unbuilt (or rebuildable) *Monogram Pro Stock Cutlass/Firebird/T-Bird kits* (“STP,” “Pennzoil,” “Summit,” “Super Clean,” “Jeg’s”). Contact Tim Sickle, at (301) 249-3830, e-mail gtoguy@verizon.net, or see me at a meeting. Thanks to everyone who responded for my request for the custom grille and 6-deuce intake setup! ☞

This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

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

MAMA's BoyZ do it in scale!



"New" Stuff this month:

- ERTL Deora
- ERTL 1987 Mustang
- ERTL 1966 Ford Galaxie Resto Rod
- ERTL 1968 Camaro Z28 Street Machine
- ERTL 1969 Camaro SS
- ERTL 1977 Blackbird Trans Am
- Revell 2005 Corvette convertible Easy Kit



Nov. 19th—**Modcon VIII Model Show and Contest**, sponsored by the North Central West Virginia Scale Modelers at the Ramada Inn of Morgantown, WV, 20 Scott Avenue, Morgantown, WV, from 9:30 a.m. to 4 p.m. Info



**RC2 (ERTL)
Chrysler 300C**

(contest) Tom Gilpin, tom.gilpin@mail.wvu.edu, Chip Wamsley, (304) 296-0993, chip@wamsleycycles.com, or Scott Owen (304) 842-7091, sameowen@msn.com; (vendor) Jeff Christopher, (304) 291-6191, ir2@labrynth.net, or ncwvsm.freesevers.com.

Dec. 2nd to 4th—**East Coast Indoor Nationals 2005**, at the MD State fairgrounds Cow Palace, in Timonium, MD. Info: David (410) 628-6262, www/eastcoastindoor-nats.com.

Th, th, that's all, folks!

We're on the web!
<http://www.toadmail.com/~mama/>, or
<http://www.mamasboyz.org/>

Discounts

Hobby City [15751 Columbia Pike (Rt. 29), Burtonsville, Md. 20866, (301) 421-5977] is under new ownership. The owner is **Kirk Whiteman** and his right-hand man is **Dave Snowden**. They would like **VERY MUCH** to see MAMA members in the store. Members will get **10% discount** on any item and **20% discount** on **special orders**. They can order anything from anywhere. They carry the full line of Testor's lacquer, magazines, a large array of plastic, Detail Master parts and just about anything else that car modelers could want.

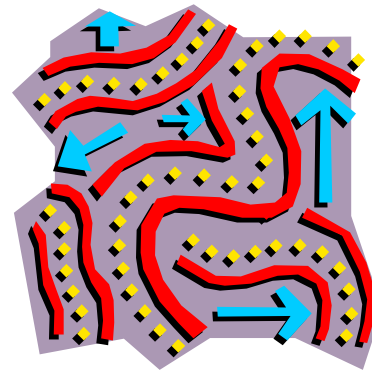
They really made a big deal about MAMA's BoyZ stopping in.

Stop in and check 'em out if you get the chance. 🚗

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. 🚗