



MAMA SEZ!

Volume 20, Issue 10

June, 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.

Who Can Afford the Gas?!

Well, true to form, the May meeting one week removed from our NNL show was very lightly attended. The running joke here being that married guys can't get out more than one weekend a month.

This issue turned out to exhibit great variety, covering anything from a retro C6 Corvette convertible, to 60 years of Saabs. And, let's not forget our Toyota tracking experi-



ment, either! So, don't hesitate, the typeface is fine, so jump right in!

The raffle raised **\$31.00**, while the door box contributed another **\$21.00**. Thanks to the raffle donors listed below: **Bob Foster III, Brad, Ron Bradley, J.C. Reckner, and Replicas & Miniatures Co. of MD (a.k.a. Norman Veber, natch!)**. Thanks to everyone for their continuing generosity! You guys Rock! 🎸

'Nother "Great" Race?!

Bill Erickson, a self-professed "gear head," has repaired and restored vintage cars for more than 30 years. He's been racing them for the last six.

He's driven a restored Fiat V-8 convertible roadster in a 1,000-mile Italian road rally and steered a fortified 1954 Ford Crown Victoria on a 1,900-mile romp

through Mexico's open roads.

But now the Ojai resident is preparing for his most daunting challenge: a once-in-a-lifetime trek from Beijing to Paris, a 7,590-mile journey of vintage vehicles through China, the Gobi Desert, Russia and Europe.

Erickson is among more than 130 entrants in

the big race, which starts Sunday at the Great Wall near Beijing and ends June 30—five weeks later — in the City of Light. Erickson, 56, will drive a **1925 Buick pickup** that he spent **nine months restoring** (*bought sight unseen off eBay for \$14,000*).

"This is more of an endurance rally," he said.

(Continued on page 4)

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“King of the Kustomizers?!”

Don'tcha just hate it when someone tries to take credit for somebody else's work? If so, the following article, published recently on the *LA Times* website, is for you.

If he could go back to the future, maybe famed movie car icon George Barris wouldn't have had that gadget-filled DeLorean parked in front of his North Hollywood customizing shop during his big ceremony.

The “Back to the Future” DeLorean sat near the Batmobile, the Monkeemobile, the General Lee from the “Dukes of Hazzard” TV show, KITT from the “Knight Rider” series and other automobiles symbolizing Barris' car-customizing skills on March 23 as city officials commemorated his six-decade Hollywood career.

Barris and City Councilman Tom LaBonge unveiled a street sign designating Riverside Drive and Riverton Avenue as “George Barris Place” while hundreds of fans clustered around the glitzy cars applauded and cheered.

There was no cheering from nearby Universal Studios, however. Or from some of Hollywood's other movie car customizers.

Studio officials responded with a cease and desist order demanding that Barris never again make “misrepresentations regarding any involvement with the ‘Back to the Future’ films.” They called upon Barris to remove images of the flying DeLorean from his company's website and restrict his display of replicas of the gull-

winged car used by Michael J. Fox to time travel in the popular 1985 movie and its sequels.

Others, meanwhile, complained that film cars such as the KITT, the General Lee and the Monkeemobile were not originally designed and built by Barris, either.

The dust-up illustrates the confusion that often exists among car buffs over ‘picture cars,’ which can come in different versions. ‘Hero cars’ are the nicest and actors are photographed in those; ‘stunt cars’ are less perfect and are used for chases and crashes; ‘promotional cars’ are displayed for publicity and do not actually appear on film; and ‘replica cars’ are privately built copies of the real thing.

That explains why there are multiple Batmobiles — countless fiberglass knockoffs owned by “Batman” movie fans as well as the original Barris-built version. And why more than 300 General Lees were said to have been jumped, crunched and crashed in the filming of the “Dukes” series—while hundreds of more orange-painted 1969 Dodge Chargers were customized by fans.

A replica of the “Back to the Future” DeLorean is what attracted the attention of Universal Studios during Barris' street-naming ceremony.

“George Barris had absolutely nothing to do with the design or construction of the DeLorean time travel vehicle,” said Bob Gale, who was a writer and producer on the film. “The DeLorean was de-

signed on paper by Ron Cobb and Andrew Probert, and it was built under the supervision of special effects supervisor Kevin Pike and construction coordinator Michael Scheffe.”

Barris acknowledged that the DeLorean displayed at the ceremony was never used in any of the “Back to the Future” films. It is a replica car that was brought to the event by its owner.

According to Barris, an animated gallery of movie cars displayed on his website included the DeLorean because he once customized one for a Universal-licensed collector who wanted to display it. He said Universal also asked him to “clean up” a DeLorean stunt car that had been built on a Volkswagen chassis so it could be used for promotional work.

“I didn't work on the show and I've never said I did,” said Barris, who is in his mid-80s.

Barris was responsible for creating the 1966 Batmobile, which he famously constructed from a 1955 Lincoln Futura concept car. But he played only a supporting role on the General Lee, the Ecto-1 and other movie cars, according to entertainment industry experts.

Credits for “Dukes of Hazzard” list Ken Fritz, Tom Sarmento, Rich Sephton, A.J. Thrasher, Andre Veluzat and Renaud Veluzat as car builders. Barris is credited for “car modifications.”

For the 1982 “Knight Rider” movie and its 84-episode TV se-

(Continued on page 3)

King (contd)

ries, Scheffe designed and built the computer-crammed KITT car used by David Hasselhoff. Barris was hired to build an upgraded version of the car for the show's third season with concept sketches from Scheffe.

But Barris "kind of makes it sound like he came up with the original concept," said movie car fan Nate Truman, a TV graphics operator who lives in Gardena and owns a replica Batmobile.

"Ghostbusters" credits do not list a designer for Ecto-1, the 1959 Cadillac ambulance that carried the ghost-busting team and its gear. But actor-writer Dan Aykroyd is usually given the nod for suggesting an Ectomobile in early versions of the script.

Barris, however, converted another Cadillac vehicle into a replica Ecto-1 that was displayed in an Illinois car museum. He shows the Ecto-1 on his website. "All we did was the promotional car, for publicity for the film," he said.

Cahuenga Boulevard cinema car customizer Dean Jeffries is credited with building the Monkeemobile for the 1960s sitcom "The Monkees." He built two of them—one for use in the show and one for display at car shows and other promotions—from a pair of 1966 Pontiac GTO convertibles.

Barris said he now owns the Monkeemobile show car. He displays it at his Riverside Drive shop.

"Dean Jeffries designed it and Dick Dean built it. We finished it and we bought it" and now includes it in his own collection of star cars, Barris said. "I always credit Dean Jeffries for doing it."

Jeffries said he has grown weary of Barris taking improper credit for work—including the painting of the words "Little Bastard" on the Porsche that actor James Dean was driving when he was fatally injured in a 1955 crash.

But the credit line is sometimes confusing.

Barris often autographs movie cars in his own collection that were actually designed and customized by others. That's how car collector Christopher Ingrassia of East Dundee, Ill., came to own a car from the film "Taxi" that bears Barris' signature on its hood when, in fact, it was built by film-car customizer Eddie Paul.

"It leads somebody to believe that he did the original car, and he didn't do it," said Ingrassia, who plans to buff off Barris' name. "I don't want to diminish George. I just want the record straight."

Paul, an El Segundo customizer who created cars for "Grease," said he now photo-

graphically documents all of the vehicles he makes for movies.

"The car guys want to get the story out while George Barris is still alive and can be confronted," Paul said. "I don't personally dislike him. But he's messing up the industry by misrepresenting history."

KITT creator Scheffe, a Mar Vista resident who now is an art director for Sony Pictures Imageworks, agreed.

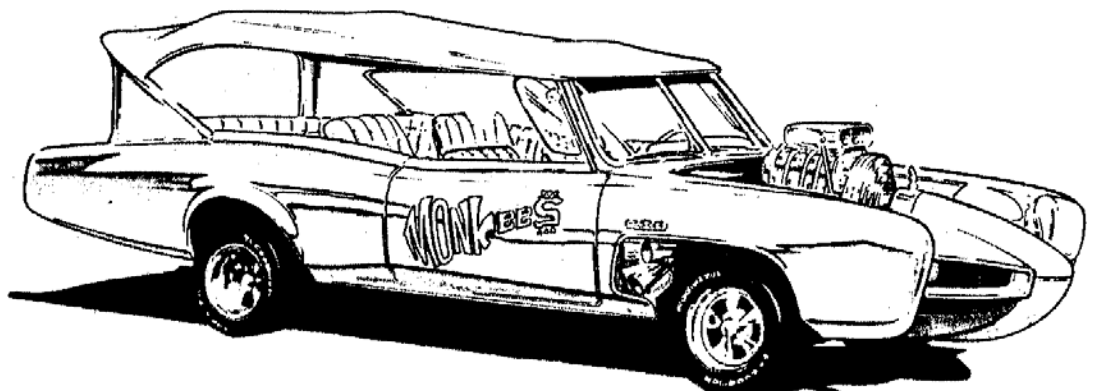
"George is an institution. He's done amazing things. I don't want to step on anyone's toes. But it's good for the people who did the work to get credit for it."

For his part, Barris said his references in interviews to "our cars" and "my stunt crew" reflect his allegiance to the Hollywood car community as a whole. Over the course of a lengthy TV series' production, picture car construction can be "a group effort," he said.

He signs other craftsmen's cars "if they're in my Barris Star Cars Collection. It doesn't mean I built it," he said.

"I promote and encourage the car industry. That's what I've always done."

Glad we got that straightened out, eh? 🚗



Great (contd)

(Continued from page 1)

“It will involve crossing several rivers without bridges.”

The 35-day Peking to Paris Motor Challenge will include several days of rest after eight- to 12-hour days behind the wheel.

Overnight accommodations will range from hotels to more spartan facilities. For example, Erickson said, the four nights of travel through Mongolia will mean staying in yurts.

“It’s just like Moses and the Israelites,” he said. “They cater the food out to us there, and there’ll be a tanker with fuel that we’ve already purchased ahead of time.”

Rather than emphasize speed above all else, this road rally will concentrate on the precision of two-person teams as they attempt to travel between designated points on the course as close as possible to predetermined times.

Erickson said the organizers have divided entrants into three categories.

He and his driving partner, friend Steve Dole, 68, are in a group that includes vehicles made from 1922 to 1941.

The men met years ago, when Erickson first worked on some classic cars owned by Dole.

Since then, Dole moved from Westlake Village to Pacific Grove, Calif., but they remain friends. Both entered the 2003 Mexican road race, although in separate vehicles.

But when Erickson called Dole last summer to ask if he wanted to team up for the centen-

nial running of “The Great Race”—run only one other time since the original 1907 contest—he initially said no.

“That’s back to when I was in my right mind,” said Dole, a retired United Airlines pilot.

Within a day, he recanted. And with an important entry deadline looming, the men bought the Buick pickup sight unseen on eBay for \$14,000.

Turns out that was the least expensive portion of the undertaking. The organizing group in England requires an entry fee equivalent to \$75,000, and Erickson estimates that he and Dole have collectively tapped their savings in the six-figure range to get the pickup, and themselves, prepared to tackle the arduous trip.

“I have a comfortable pension, but it doesn’t even hold a candle to what these guys can do,” said Dole, adding that another friend who helped persuade him to enter warned him that many of the race competitors are extremely wealthy.

“Man, is that an understatement,” Dole said. “If not for the rules against it, some of these people would have private planes follow them with nothing but spare parts aboard.”

Ojai cinematographer Geoff Zimmerman, who plans to film the road rally as a documentary, said the teammates’ personal commitment is what makes it such a compelling story.

“This is their nickel,” he said. “That’s what makes it great, the



American dream.”

Zimmerman’s company has established a website—<http://www.dvcamps.com/pekingtoparis>—where the public can learn about the race and follow Erickson and Dole’s progress.

They have dubbed themselves Team Yakity Yak after the farm animals they will encounter in Mongolia.

Neither man expects to make the best time or place highest in their vehicle classifications. But they say that’s not the point.

“The trick with a race like this is to have a lot of fun and bring back your vintage automobile, hopefully in one piece,” Erickson said.

Dole already considers himself a winner just by participating. “I tell you,” he said, “once I do this thing, I will never run out of conversation at cocktail parties.” (Ed. Note: Matt Guilfoyle is quick to point out that there are inaccuracies in the report (Ford didn’t make a “Crown” Victoria in 1954 [1955 and 1956 only, unless you count the 1980’s through current version], but they did make a Victoria 2 door HT). Thanks to Gregory W. Griggs of the LA Times for this item) 🍷

Go Speed Racer, Go!

(The following article comes to us from *The USA Today*)

Emile Hirsch was 6 years old when he saw his first episode of the cartoon *Speed Racer* and, more important, caught a glimpse of the *Mach 5*.

"It was one of the coolest things I'd ever seen," Hirsch says by phone from Germany, where filming will begin next week on the movie adaptation. "That's when I started thinking it would be great to be on TV. And have one of those."

Sixteen years later, he finally got behind the wheel of the speedster, which gets its first look here and will be at the heart of the film, due May 9, 2008.

"My first thought was, 'Yeah, they got the car right,' " he says. "That's one of the best things about the show, so it was always going to be one of the most important parts of the movie."

That and the return of Andy and Larry Wachowski, the brothers who are making their first directorial effort since *The Matrix* trilogy.

Like Hirsch, the brothers grew up on the popular 60s Japanese cartoon about the adventures of a racing family—and its pet chimpanzee, Chim Chim.

"The TV show was the brothers' introduction to Japanese animation," says Joel Silver, a friend of the press-shy Wachowskis and producer of *Racer* and the *Matrix* films. "They fell in love with the genre. They said they'd been making R-rated movies their whole

lives and wanted to do something their nephews and nieces could watch."

The film, Silver says, will have a "retro future" look and will center on Speed (*Hirsch*) trying to make a name for himself in the racing world despite the efforts of corporate giants to foil his career. The film also stars *Christina Ricci* as girlfriend *Trixie* and *Matthew Fox* as Speed's older brother, *Racer X*.

Like the *Matrix* films and the Wachowski-produced *V for Vendetta*, *Racer* "has a lot to say about remaining independent and thinking for yourself," Hirsch says. "The brothers weren't just looking to do the TV show on film."

Unlike those darker movies, *Racer* "is going to be very bright, very family-friendly," Silver says. "And it will have great effects like *The Matrix*, just with the car."

A car that will not see much time on pavement. The *Mach 5* will be placed on a crane and most effects will be computer-generated.

One real effect, though: Chim Chim.

"They're using a real monkey," Hirsch says. "Just don't call him that. He's a chimpanzee. He gets upset if you call him a monkey." 🐒



This 'n That

Condolences. We again start off this column with condolences to the France family. **William C. (Bill) France** died June 4 at his home in Daytona Beach. He was 74 and had been in failing health for several years. He was the oldest son of NASCAR and ISC founder, the late William Henry Getty (*Big Bill*) France and his wife, Anne. He took over from his larger-than-life father as president of NASCAR in January 1972 and spent almost 28 years building the Daytona Beach-based sanctioning body into a billion-dollar industry. He gave that position to Mike Helton in 2000 but remained as chairman of the board and CEO until October 2003, when he stepped aside in favor of his son, Brian. He is survived by his wife, Betty Jane; his son, Brian; his daughter, Lesa France Kennedy; and his younger brother, Jim...**New Stuff! Stevens International** appears set to release a limited run of the old AMT/ERTL **Autocar A64B Conventional truck cab** for a SRP of \$49.95. Talk to Ron Bradley if you want one...**Wanna Buy a General Lee?!** After the piece on the aborted eBay auction (*due to a deadbeat bidder*), in last month's newsletter, looks like more people will get the chance to buy **'The General.'** *In scale*, that is. The gang at **Danbury Mint** will be releasing a 1/24th scale diecast version of the most recognized Dodge Charger on the planet! And for a lot less than the \$9.5 million dollar asking price, too! For the

positively paltry sum of just **\$140 plus \$7.80 shipping and service**, you too can own an American icon. The announcement refers to a 'wide array' of opening features, but only list an operable fuel filler door! Steerable wheels are included, but no mention of opening hood, doors (*although, to be fair, they didn't open on the real car, did they?!*), and trunk. If interested, you can reach 'em at Danbury Mint, 47 Richards Avenue, Norwalk, CT 06857, 1-800-822-6133 24/7, or online at www.danburymint.com...**Oopsie!!**



Six inches meant a world of difference for a Texas trucker, as far as the **Lincoln Tunnel** is concerned. Why? Because he recently **drove the entire length of it, peeling back the top of his trailer like an orange, and skinning tiles off the tunnel's roof!** Flashing lights and officers on loudspeakers apparently failed to get his attention. Guess maybe he just had his radio turned up too loud, eh? His employer (*still?*) is U.S.A. Logistics Carriers of McAllen, Texas. The driver, also from Texas, was charged with nine misdemeanor moving violations. The tunnel tube (*the central of three heading into Manhattan*) was closed for about 90 minutes after the accident recently, but reopened just before the morning rush hour...

Collectible Ferrari Auction!

While most of us associate actor **Steve McQueen** with a certain **green Mustang GT**, his **Ferrari 250 GT Berlinetta Lusso** is scheduled to go under the hammer at the Christie's Auction later this year (*August, to be exact*)...

Saleen Retires?! Autoweek recently reported that Steve Saleen retired from the executive board of **Saleen Inc.** recently. He will continue to be the spokesman for the brand. Don't expect him to stay out of product planning, since he retains a sizeable investment in the company. He has reportedly joined **ZX Automobile Company of North America** as CEO. ZXNA is a subsidiary of **Chamco (China America Cooperative Automotive)**, a Parsippany, New Jersey-based company that has already announced plans to import Chinese vehicles to the US. They will import to North America two models from China starting this fall, when they will bring in one pickup truck and one sport/utility vehicle for sale in the Mexican market. They expect to have 150 dealers within a year to invest \$300,000 each in ZXNA. They already have 30 dealers, Saleen says. The company hopes to have an assembly plant in Baja, Mexico, where it will build vehicles for the U.S. Plans call for importing 30,000 vehicles a year by '09...**Hybrid Trucks Halted.** Autoweek also recently reported that despite rising gas prices, **GM** quietly has dropped the hybrid versions of the **Chevy Silverado** and **GMC Sierra pickups**. GM's next hybrid pickups are due in about 18 months. The Silverado Hybrid sold for about \$3,000

T 'n T (contd)

(Continued from page 6)

grand more than a V-8 powered Silverado with the same size engine and trim. The Silverado and more upscale Sierra Hybrid were launched in late '04. They were GM's first gasoline-electric hybrids. But neither truck received much promotion, and sales were slow. Total production of both trucks was about 3,000, according to GM. There are a few unsold models of both trucks in dealer inventory, said Chevrolet spokesman Brian Gobel. Production ended in December. New hybrid versions of the Sierra and Silverado are scheduled to be launched in late '08. They will be equipped with a two-mode hybrid system that GM is developing with DaimlerChrysler and BMW. The two-mode hybrid provides electric drive and a huge increase in fuel economy, GM says. Early testing has shown a fuel economy gain of about 25 percent, according to engineers on the project...**Prancing (Expensive!) Horses.** An auction of **historic Ferrari sports and racing cars** at the Fiorano track in Maranello in late May recorded **\$46 million** in sales, reportedly a record for a one-day vintage-car sale. "Ferrari: Leggenda e Passione," hosted by RM Auctions and Sotheby's, put 33 factory-certified road and

racing Ferraris on the block, along with a stockpile of memorabilia spanning six decades. The showstopper was a **1962 Ferrari 330 TRI/LM Testa Rossa** raced to a Le Mans victory by **Phil Hill** and **Olivier Gendebien**. It netted **\$9.4 million**... **What—No Mustang GT?!?** It is reported that **Steve McQueen's** treasured **Ferrari 250 GT Berlinetta Lusso** is scheduled to go under the hammer at the Christie's Auction in August... **Ford's Tough Trucks**... Three highly profitable versions of the redesigned **'08 F-series Super Duty pickups** are exceeding Ford's sales projections. Through April, **Lariat** sales are up 30 percent and **King Ranch** sales are up 53 percent compared with the same period a year ago, Ford says. But the biggest surprise is the **F-450**. Ford spokesman Wes Sherwood says that through April, the F-450 was the hottest selling new Super Duty pickups in terms of days to turn: less than 15. Ford's profit could reach as high as **\$17,000**, says Art Spinella, president of CNW Marketing Research. Most '08 Super Duty pickups sell for close to full sticker price, which can exceed **\$60,000**. Meanwhile, The clock is ticking on the ancient **Ranger** compact pickup, the plant where it is built and maybe the entire compact pickup segment. Next year, Ford will close the St. Paul, Minn., plant where the Ranger is assembled. Soon the automaker must decide whether to schedule a



Ranger replacement or bail out of the segment. Last year Ford sold only 92,420 Rangers, down 59.1 percent since 2002. Industry-wide, U.S. sales of compact pickups are down 10.1 percent this year... **Bigger 800-pound Gorilla?! Looks**

as though it's **Earnhardt Jr.** to **Hendrick Motorsports** next year for a **five-year deal** ('08 to '12). NASCAR rules will seek to limit team owners to no more than four teams. Hendrick Motorsports' driver Kyle Busch has been granted a release from his contract at the end of this year to pursue other options. No word on what Dale's new number will be (5 or 25)... **America at Speed!** No, it's not another race, but an upcoming display at the **Antique Auto Museum** in Hershey, PA. It's set to start June 16th, and run through Oct. 14th, and will include a variety of race cars including but not limited to the **first Pontiac Hillclimb car** ('26!), a **front-drive Miller**, a **Sprint car**, a **Trans Am Cougar**, a **Boss 429 drag racer**, a **McLaren**, and a **NASCAR stock car**. So, you can see, there's a little something for everybody. So, let's see if we can check it out before it disappears! (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!) 🍌



Happy Anniversary!

With the introduction of the Ursaab 60 years ago, 16 aircraft engineers moved Saab AB from assembling airplanes to crafting cars. Saab-o-philes recently flocked to Sweden to celebrate the **60th Anniversary Festival**.

Held at the company's headquarters in Trollhättan, the Anniversary Festival was a homecoming for Saabs of all ages. Vehicles as varied as the 1959 95 to the current 9-5 were expected to attend, while Saab's private collection—including the EV1 concept—was also on display. Even winged Saabs participated: B17 fighter and SK60

trainer planes were scheduled to perform a fly-by while the '08 9-3 made its first public appearance.

Festival activities began Thursday with factory tours (*which quickly sold out*), historical and technical seminars at the Saab Museum, and demonstrations from Trolldspeed Racing. Track time at the local Kinnekulle Ring was available, with a celebratory dinner held afterwards.



Saab expected nearly 30,000 people to attend the weekend's festivities. For more information visit www.saabfestival.se (Ed. Note: Sorry Matt, I couldn't resist—any one of these guys had your name all over 'em, 'specially the Rally Saab below!!). 🍷



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

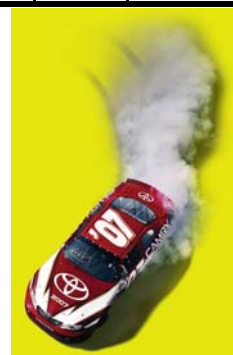
At Charlotte, Brian Vickers was actually able to give Toyota its first top five of the season.

Meanwhile, immediately following the Dover race, rumors persisted about Toyota's desire to lure Team Penske and Joe Gibbs Racing into the fold. It was also rumored that Dale Earnhardt Jr. was actually headed to JGR, with sponsorship from VISA. Reps from JGR immediately reported that they hadn't even

spoken to Junior yet (*tho' they wouldn't mind*).

Former champ Dale Jarrett can't seem to break into the top 20. Oh how the mighty have fallen.

And finally, wonder of wonders, Mikey actually qualified the #55 NAPA Camry for the race at Dover!



Thanks, Everybody!

In my hurried quest to get the newsletter delivered to our printing house (*Matt Guilfoyle—thanks, Big Guy!*) in a timely fashion, I may have forgotten to thank those who not only supported our

annual NNL show, but those who slaved at it! Supporters include **Hobby Works, Replicas & Miniatures Company of MD, Ron Bradley's Collectibles, Harold Bradford,** and **Stratusports.com.**

Couldn't done it without any of you—thanks!

Let's hope we can sustain this energy level for the 2008 (*and beyond*) version of this show!

Watch for **Scale Auto coverage** in some form—**Gary Haught** was present, busily photographing many of the 500+ present! 📷

Model Buffet

This month's column will take a brief overview of *Scale Coachworks*

(www.scalecoachworks.com). Proprietor **Dan Janssen** is the chief cook and bottle washer here. He is a professional model builder, doing much of the box art and catalog models for Revell models, as well as other paying customers and clients. He has a diverse lineup that includes decals, resin items, and last but not least, transkits.

The decals seem to be focused mainly on Porsches, with a Reynard thrown in for good measure. They include but are not limited to '99 McDonald's Reynard

(Kanaan), '80 Apple Computer Porsche, Kremer "SACHS" 935 K3, and a set for five different 289 Cobra roadsters. These decals are by none other than **Cartograph**, and seem to be in the **\$12.00 range**.

Resin parts are limited, but include a *diorama Pit Lane base*, and *Halibrand wheels & tires*.

Transkits also seem to favor the aforementioned Porsches, but also include a **Kremer "Jagermeister" 935 K3**, '63 *Cobra Coupe*, a '98 *Saleen coupe*, '70 *Dart Swinger*, and the *infa-*



mous '64 "Gray Ghost" LeMans racer of Herb Adams (limited production, and may be sold out). Prices start at about 25 bucks for the 'Stang, and range up to \$115.00 for the Porsches, based on parts count/detail level.

(Continued on page 11)



'70 Dart Swinger

'64 "Gray Ghost" LeMans



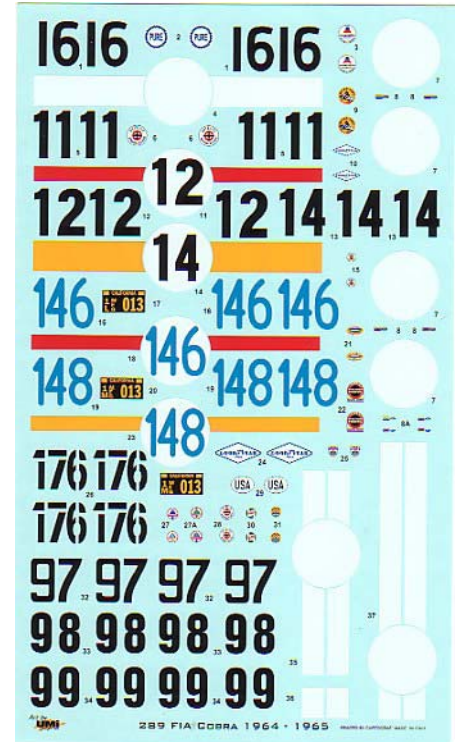
1999 McDonald's Reynard - Kanaan

Buffet (contd)

(Continued from page 10)

Please check the site for shipping and handling charges, which are not included in these figures. What's more, Dan informed me during our round-robin e-mail session that any

Cobra Transkit & Decals



**"Jagermeister"
Porsche 935 K3**

MAMA member ordering from the site during the months of June and July would receive a **10 percent discount—thanks, Dan!!** The address is 28939 Kramer Drive, Waterford, WI 53185.

As usual, a special thanks goes out not only to Matt Guilfoyle for his constant hard work at

bringing this column to the membership, 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! I can't wait to see what we do next month! 🍷

Blast From the Past!

Thought with that 'Gasser' look hot at the moment, ya might get a kick outta these 'moldy oldies!' 🍷



N2A 789 (Huh?)

What follows is an article about the new and improved (?) N2A 789 (*short for No 2 Alike, and '57, '58, and '59 Chevies!*).

Melding design elements from different Chevy models, manufacturer **N2A's 789** shows the world that you really can't have enough of a good thing (!). Although the 789 looks instantly iconic, it is actually the best of three classics mounted atop a current-generation C6 Corvette platform.

Nostalgia truly runs wild with the 789 (pictured) as a working prototype that was designed and assembled in N2A's Santa Ana, Calif. facility. This prototype made its debut at the 2006 SEMA show in Las Vegas in November, 2006.

N2A, a division of **Kanter Concepts**, is the brainchild of CEO/founder Fred Kanter. And although N2A is not the first company to produce modern-day vehicles that pay homage to classic design, they do stand out with innovative design creativity that here is seamlessly executed into a drop-dead gorgeous boulevard cruiser.

American Splendor "Our approach is completely different", says Kanter. "We have taken the world's best value in a performance chassis, the Le Mans-winning Corvette C6, and wrapped it an iconic selection of American designs."

Aptly named for the three years represented in the overall design, the 789 has the "hooded

eyes" and chrome grille of a '57, a mid-section that's reminiscent of a '58 Impala and the "bird in flight" rear tailfins of a '59. These three vehicles are all instantly recognizable classics celebrated by people around the world. In particular, the '57's likeness has been used extensively in popular culture (*toys, graphics, music, movies, and television*).



All the Nostalgia, None of the Headaches Owning and operating a classic car often proves difficult. Rarity of parts, expertise needed for installation, and potentially high upkeep or restoration costs are some of the problems with which collectors must deal. According to Kanter, all of the money in the world spent to modify or modernize a vintage car will not change the reliability or performance problems associated with it. The 789 offers the best of both worlds: retro looks and styling, and it should fire up every time you turn the key.

Do-It-Yourself Details: The 789 eschewed AutoCAD (*Computer Aided Design*) software and was designed by hand by chief designer Terrence Robinson. "He did it without a committee, and his heart and passion were directly connected to the largest

computer known to man, the human brain," says Kanter. The build process took a scant 14 weeks from the time that N2A employees began modeling-over a stripped Corvette. The body is constructed of lightweight composite panels.

Buyers interested in the 789 must provide N2A with a donor C6 series (2005-2007) Corvette, which currently retails for around \$45,000 (*though used models can be had for less*). After stripping the 'Vette of its stock body, N2A goes to work, hand-grafting the retro body panels over the stock frame, suspension, and massive 400-horsepower, 6.0-liter aluminum-block V8 engine.

Planned production volume is **50 cars per year** at a price of **around \$135,000** (*including donor Corvette*), with the customer having their choice of interior/exterior color schemes. A **\$2,000 wheel allowance** is baked into the price as are Borla exhaust and PST high-performance anti-sway bars. Substantial performance/audio/visual upgrades are also available.

The Verdict: You have to love N2A for having so much fun with their planned product offerings. The 789 is a truly unique alternative to today's high-end drop tops. The design is sure to stop anyone in their tracks, and performance is nothing to scoff at with Corvette power under the hood.

Limited production numbers means exclusivity is also assured, which is a bragging right at these price levels. Spec sheets aside, 789's emotional design and nos-

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- *June 26th to 30th—GTO Association of America Annual Convention*, Columbus, OH.
- *June 22nd to 24th—Carlisle All-GM Nationals* at the fairgrounds.
- *July 6th to 8th—Carlisle All-Chrysler Nationals* at the fairgrounds.
- *July 13th & 14th—York Reunion & Nostalgia Nationals*, at the York Expo Center, Toyota Arena (?!), in York, PA. Info: <http://www.yorknostalgia.com/>.
- *July 20th to 22nd—Carlisle Summer Bike Fest* at the fairgrounds.
- *Aug. 3rd to 5th—Carlisle All-Truck Nationals* at the fairgrounds.
- *Aug. 10th to 12th—Pontiac Tri-*

Power Nationals, in Norwalk, OH.

- *Aug. 11th—Mid-Atlantic American/Import Hot Rod, Street, Import, Motorcycle, Truck fest*, from 11 a.m. to 5 p.m. at Sheehy Nissan/Mitsubishi of Waldorf (rain date 8./12). Top 60 American & Import open category competition. Info: www.fireuphundrout.com.
- *Aug. 24th to 26th—Corvettes at*

Carlisle at the fairgrounds.

- *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.
- *Oct. 3rd to 7th—Fall Carlisle* at the fairgrounds.

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. *Tanks!* 🍷

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

"More Than Meets The Eye?!"

Pontiac is promoting its *Solstice GXP* in a marketing campaign tied to the new movie *Transformers* and *Maxim magazine*.

The movie, opening July 4, is based on the Transformer toys introduced by Hasbro in the 80s. The toy vehicles (*Autobots*) and aircraft (*Decepticons*) convert into robots.

In the movie, a Transformer named *Jazz* morphs into a Solstice GXP. The film also features *Chevrolet*, *GMC* and *Hummer* vehicles.

The Pontiac promotion includes the Web site of Maxim, a

magazine aimed at young men. The campaign invites visitors to www.maximonline.com to enter a contest whose prizes include a Solstice GXP and the opportunity to accompany Transformers star Megan Fox to the movie's premiere.

Site visitors see the GXP, its Transformer alter ego and Fox. The site uses technology from Rovion Inc., of Owings Mills, Md., that creates digital images of real people with voice inflections, facial cues and body

language.

"When you look at this, a person on the screen appears to be looking me in the eye and speaking to me," says Rovion CEO Len Ostroff.

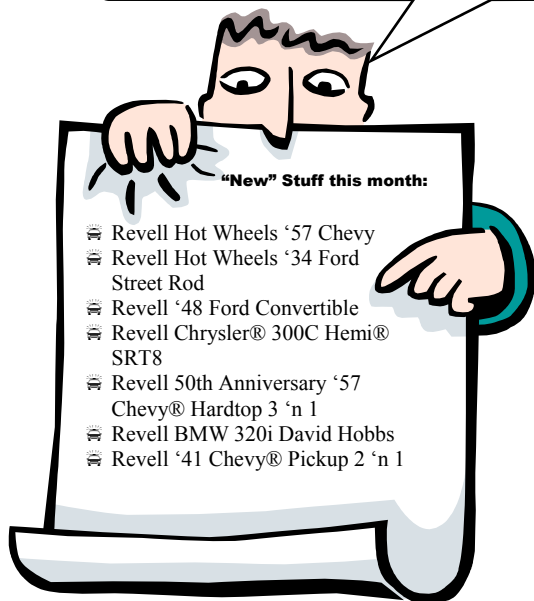
Better get on over to one of those websites and sign up for a chance at that car, eh? Oh, yeah, and maybe even meet Megan while you're at it, hmmm? 🍷



Chapter Contact:

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

MAMA's BoyZ do it in scale!



Classified

WANTED: 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. Contact Tim Sickle at gtoGuy@verizon.net, or see me at a meeting.

FOR SALE/TRADE:

Thinning/narrowing focus, not quitting. Contact Tim Sickle at gtoGuy@verizon.net, or see me at a meeting.

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. If you can help, contact Tim Sickle at diecastguy@verizon.net, or see me at a meeting.

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

N2A (contd)

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talig allure bring a completely new deep-pocketed buyer to the table. This buyer not only appreciates Chevrolet's rich design history, but is one who's also interested in celebrating it.

So, who's gonna be the first?

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/>

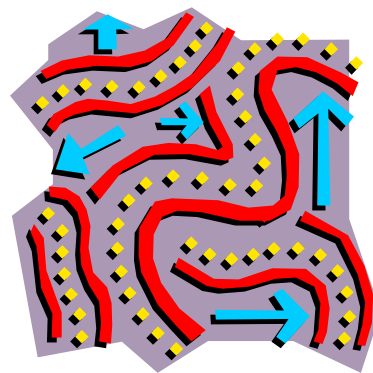
York US30 Muscucar Madness:
www.yorkus30.com 📧



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. 📧