



MAMA SEZ!

Volume 21, Issue 4

December, 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. ☔

Time to Man the Shops!

Hope you guys 'n gals all got your fill of turkey on Turkey day (and leftovers thereafter!).

About 50 people were at last month's meeting, for the surprise (?) appearance of **Leonard Harrod** and **Dirk Johnson** (Musta been November, right?!?) He was, in fact, doing his annual calendar thing. **Thanks Dirk!**

We had 'fresh meat' in the guise of **Jimmy**

Davis, a fire truck guy. Where's **Zoli** when ya need him? Welcome, Jimmy, and hope we didn't scare ya off!

With 'ol man Winter movin' in, many of us will now migrate down into our workshops intent on getting those killer projects ready for the show circuit next year.



The take at last month's meeting was **\$162** (raffle—\$75, and door box—\$87). That means we made the rent—Yipee! Thanks to the following raf-

fle donors: **Miguel Barbosa, Brad, Ron Bradley, Mike Dulaney, J.C. Reckner, Rich Wilson, and Replicas & Miniatures Co. of MD.** 🍷

Japanese Collectible (?!) Cars?

Once derided, Japanese models from the '60s and '70s are drawing attention from casual admirers and serious car hounds.

When Robert Perez bought his first classic Japanese car a decade ago, he admired the styling of the Mazda's front end, which reminded him of classic American muscle cars.

Which was fine, except for the fact that his new \$300 set of wheels was a '75 **Toyota Corolla SR5**.

"That's how little I knew about these cars back then," said Perez, 29, of Rancho Cucamonga.

These days, not only can Perez distinguish a Mazda from a Toyota, his stable has expanded

to include a '72 **Toyota Crown coupe** and a '71 **Crown station wagon**, his daily driver.

Once derided as econo-boxes, rice burners or worse, Japanese cars from the '60s and '70s are drawing increasing attention from casual collectors and serious car hounds, including comedian Jay Leno.

(Continued on page 2)

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Jap (contd)

(Continued from page 1)

"These are the cars I used to read about when I was a kid—all the exciting new stuff from Japan," said Leno, who wheeled into the **Japanese Classic Car Show** in Long Beach last Saturday in a '70 **Mazda Cosmo**, a rotary-engined, right-hand-drive car that was never sold commercially in the U.S.

The **Datsun Z cars** made by Nissan (240s, 260s and 280s—originally known as the Fairlady Z in Japan) have long been popular among car buffs. And the '68 **Toyota 2000 GT** has achieved uber-collector status, selling for **more than \$200,000** at auction.

But the popularity of once-prosaic Corollas, Celicas and Datsun 510s is a sign that Japanese cars are achieving broader acceptance among collectors.

"They're certainly a growing area of the hobby, and California is the headquarters for it," said Phil Skinner, collector-car market editor for Kelley Blue Book in Irvine.

That expanding interest was reflected in the turnout for the Long Beach show, which drew more than 350 Mazdas, Toyotas, Datsuns and other makes from across the Pacific and more than 5,000 spectators.

It was record attendance for an



event that had such an uncertain birth that organizers didn't bother putting "First annual" on T-shirts for the inaugural '05 show.

"The people who weren't interested in old, imported Japanese cars are now finding more interest and have started collecting more cars," said show organizer Terry Yamaguchi of Lakewood, who runs a website (katysnest.com) dedicated to classic Japanese cars.

"And I think there are more cars hidden away waiting for the chance to come out."

The reasons include nostalgia and camaraderie—both standard lures for car buffs.

"Getting into the old school [Asian] cars kind of brought me back to my roots," said Roy De Guzman of Las Vegas, who is of Filipino heritage.

De Guzman, an Air Force staff sergeant, was in Long Beach with his '72 **Nissan Skyline coupe**, a non-export model that he bought for **\$16,000** while stationed in Japan recently.

The car was in good shape mechanically, but De Guzman still did a considerable amount of finishing and detailing work, hunting down original parts such as a '72 **Hitachi radio** to achieve the desired authenticity.

Although De Guzman said he sold his motorcycle and two cars to buy his Skyline, entry-level Japanese classics can be had for

much less—another key to their growing allure.

"That's where the real draw is," said Perez, a service manager at a Ford dealership. "You can still afford to buy these."

Skinner from Kelley Blue Book agreed.

"The Japanese cars from the '60s and '70s are probably one of the most economical ways to get into the collector-car hobby," he said. "They're quite affordable, and their potential to increase in value is very, very strong."

Indeed, it's already happening, according to Perez.

"When I started four years ago, you could get a decent car for \$500," he said. "Now it would be more like \$2,500."

Skinner cites a **restored '59 Toyota pickup** that sold for **\$20,000 (!)** at auction a couple of years ago. Among others he thinks have potential to be valuable collectibles: **Datsun 2000 convertibles from the late '60s, Toyota FJ40 Land Cruisers** from the mid-'60s and early '70s and **early 240Zs**.

Of course, a boom in prices like the one that swept the market for muscle cars a few years back wouldn't be a welcome prospect to all J-car enthusiasts.

Just ask Yamaguchi. Her lament: "I can't afford to buy a new Z anymore." (Thanks to the Matt G. & the LA Times for this!) 🚗



50th Anniversary Celebrations



To no one's great surprise, the **Harley-Davidson Sportster** turned 50 this year. Also to no one's surprise, Harley, the preeminent marketers (*where else would you get your leather riding apparel from?!),* have created a modern interpretation that displays retro styling. After all, what's old is new again, right?

The **XL1200N Sportster** comes in the following color choices: **Vivid Black/Medium Gray, Mirage Orange Pearl/Black Denim, Suede Pearl/Vivid Black, Brilliant Silver Denim/Black Denim.** The Denim finishes are all flat. Two-tone bikes cost an extra **\$395**.

Base price is **\$10, 285**. Hope none of you want one, 'cause you **KNOW** that they are most likely all pre-sold! May still be worth checkin' 'em out tho, at <http://www.harley-davidson.com>.

The other manufacturer celebrating 50 years is, today, more of a 'cult' car. I give you...the **Trabant!**

The little car's history began in the 50's when the GDR had the drive to show the West that their system was economically viable.

The decision to manufacture the Trabi arose in '54, in order to provide a reliable, yet affordable car for people.

Metal sheet materials to construct the body were very expensive in the

GDR, therefore they built the car out of Duroplast - a kind of thermosetting plastic reinforced with cotton fibers - that is both light and strong. It is the first car body to be made entirely out of recycled materials with cotton from Russia and resin from the GDR. It was molded into place under heat and then finished.

In '57, the automobile factory, Automobilwerk Zwickau (**AWZ**) produced its first 50 models of the Trabant P50 automobile. The feat was followed by the Soviet Union's bringing the first Sputnik satellite into orbit in October of that year. The word Trabant also means satellite.

Although the little car became the butt of many jokes, its construction was a milestone at the time. It served as a model for the West German VW Beetles. The Trabant was continuously improved. The model 601

introduced in '64 had a new body and was no longer so round in shape.

After '64, nothing much changed substantially. There was a lack of innovation due to a shortage of funds. Only towards the end of the GDR was there something new: In the late '80s a four-stroke engine with 40 PS was built with a Volkswagen license. It took so long to produce the new model for sale, however, that the latest Trabant was then no longer a new model.

With Germany's reunification, the Trabi was embraced as a kind of German novelty. West Germans bought them for their historic value and a kind of cult-status developed around the throwback.

Happy Anniversary, Baby! 🎉



Street C6-R?

Let's say you're Corvette's marketing manager, and you face two challenges: Increase profits, and keep General Motors' baby in the limelight at a critical time. Hype has leveled off for the two-year-old Z06, and the car that GM officials acknowledge but won't talk about—known thus far as Blue Devil and SS but apparently set to carry ZR-1 badging—is a year away. True, the ZR-1 did appear at Laguna Seca recently and will debut at January's Detroit auto show, but there's more to milk out of Chevy's top dog. Oh, and if you can snag a celebrity endorser to remind the masses that Corvette is indeed a world-class sports car



befitting potential Ferrari and Porsche drivers, that would be great, too. Sound good?

It did to Gary Claudio, the real Corvette consigliere assigned these tasks in February '06. Claudio first envisioned factory performance parts rather than the \$225,000 C6RS supercar unveiled at the annual SEMA show in Las Vegas. But that notion was short-lived.

"It was a natural progression from offering fenders, hood and quarter-panels to a whole car," Claudio says.

A whole helluva lot of car, enough to make the wait for the

ZR-1 bearable, if not an afterthought, at least for those with serious clout at the bank: **8.2-liter V8, 600 hp, 600 lb-ft of torque, custom carbon-fiber body panels and race-proven know-how. Pratt & Miller Engineering** in New Hudson, Michigan, supplied that last part, and that's a big piece of the price tag: A regular production car might go cheaper, but then you wouldn't be buying a car from the builders of **five-time Le Mans-winning GT1 machines**.

Founded by former racer Gary Pratt and businessman Jim Miller in '89, P&M runs the factory Corvette Racing team in the American Le Mans Series, as well as GM's various other road-racing programs.

With help from the General, it designed and developed every factory Corvette C5-R and C6-R racer since the team began testing in '97 (*hence the C6RS nomenclature*). When Chevy boasts about the stock Z06's race-bred origin, it does so thanks in large part to the 100 employees at P&M's 92,000-square-foot Michigan facility plus another 20 working at the company's North Carolina subsidiary. Yet P&M has never offered



serious performance upgrades for Corvette road cars.

P&M used **Jay Leno's Z06** as a starting point for the first C6RS—there's your celebrity endorser, a natural to flaunt the Corvette brand to Hollywood's aristocrats and heavy hitters.

It weighs 3,166 lbs., runs 0 to 60 in 3.56 sec. (*est.*), and goes on sale in April of '08, for 'only' **\$225,000** (*est., including cost of Z06*). EPA rating? *Don't ask!*

Start savin' yer pennies! 🏆



Famous Desotos

As a follow-on to last month's Desoto auction article, thought you guys might get a kick out of some of their exploits in songs, comics, and on TV.

They have been immortalized in song, seen on many television programs and were even the featured car in the *"Shoe"* comic strip.

DeSoto was the sponsor of

Groucho Marx's "You Bet Your Life" program first on radio and then on TV.

Beaver Cleaver's father Ward Cleaver drove a DeSoto station wagon on the *"Leave it to Beaver"* television program that was popular in the 1950s.

And in his World War II recording of Johnny Mercer's "G. I. Jive," *Louis Jordan* immortalized the *DeSoto transmission* that was used in *Army tanks*, singing:

"This is the G. I. Jive; Man

alive; They give you a private tank that features a little device called 'fluid drive'; Jack if you still survive..."

The tanks famed in the song were manufactured in a \$20 million DeSoto factory that was built to produce them for the U.S. military in 1940.

(Thanks to the *Sioux City Journal*, <http://www.siouxcityjournal.com/articles/2007/10/14/news/top/a8e3f31f81adb7db862573720075c511.txt>) 🚗

Bullitt, Your New Car is Ready!

The '08 Ford Bullitt Mustang pays homage to the movie car with its color and little exterior bling. It makes do with the standard 4.6-liter three-valve V8, though it churns out a bit more power, at 315 hp, than standard GTs (300 hp). The extra ponies come courtesy of an open-element cold-air intake, revised cam timing and a redline bumped up to 6500. The only true Bullitt Mustang was the '68 Mustang GT 390 fastback piloted by Steve McQueen's character in the '68 film classic of the same name.

After all, that was the car that, in just less than 10 minutes, defined the cinematic car-chase scene for eternity, and not only for the actual choreography. With the mash of gas pedal, the music score ends abruptly, replaced by a symphony of exhaust sounds, squealing tires, the crash and bang of American iron flying up and down the streets of San Francisco, as Frank Bullitt pursues the bad guys in their black-on-black



Dodge Charger.

Like his car, this Mustang gets a *Highland Green paint job* (though black is optional) and relies on few flourishes to get its point across. The first production Mustang to borrow the Bullitt name, in '01 followed this same tack, but couldn't resist a few concessions (*the pony prancing smack in the middle of the grille, bright red brake calipers peeking through the wheels and aluminum fuel filler door*). The new car does away with all of that, restoring the grille to its proper, all-black, foglamp-free form and reinstating the chrome surround absent on that previous car, and returning to

a body-color fuel door. The brake calipers are powder-coated the same color as the wheels and blend in with the satin-finish charcoal *Torq-Thrust-style* 18-inchers that surround them. That's not to say the '08 Bullitt doesn't indulge in a bit of embellishment. The dual pipes sticking out back are dressed with 3.5-inch polished stainless steel tips; Bullitt's were not. The rear spoiler is also conspicuous by its absence.

Ford says it will build only 7,700 copies for the US and Canada, with a base price of **\$31,075** including shipping. Now, let's see *Dodge* whip up a *retro Charger*, and the chase is on! 🚗

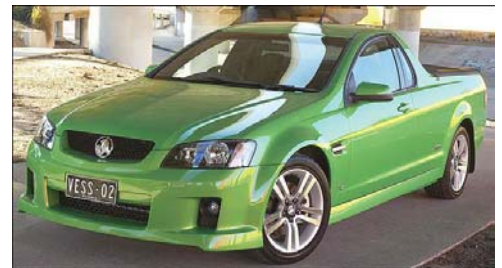
This 'n That

Diecast Madness! Danbury Mint is releasing a limited edition (5,000) '32 **Tunis Gray/Black Ford Deluxe Coupe** featuring **Tacoma Cream wheels**, complete with the working features we've come to expect, all for only **\$140.00** plus **\$7.80** shipping and service (4 payments of \$36.95 each). For you Moparphiles, how a **Buffed Silver Metallic '68 383 Roadrunner** with a black vinyl top and red interior. No Hemi here, though. Just your garden variety 383 cu. in. V-8 with an **automatic on the column, no less!** The quintessential budget musclecar! It lists for **\$120**, with shipping as defined above. Finally, production of the **Royal Maroon '47 Buick Roadmaster Estate wagon** will end forever on Dec. 31st of this year. This one'll set you back **\$140** with shipping and service as defined above. Meanwhile, speakin' of Roadrunners, the guys over at **GMP** just announced a pair of '70 **Roadrunners—Moulin Rouge and Limelight Green**. And, yeah, they **ARE Hemis** (complete with 4-speeds, to boot!). They'll set you back **\$139.95** each (not including shipping), and are limited to only 1,250 each...**Buh-Bye to Toy Cars & Models? Terry Jessee** recently posted on the Spotlight Hobbies board that **Toy Cars & Models will cease production** with the **Feb. '08** issue. For those of you who've been around a bit, you'll remember that TC&M was the "child" of **Dennis Doty** and **Bob Woolley's "Model Car Journal."**

Krause Publications bought it in '98, and F+W Publications bought Krause about four years ago. It was mostly 1/18th stuff, but there were always columns about promos and plastic. Thanks for the bad news, Terry...**Legendary GM?! Remember the item on the new magazine entitled *Legendary Ford magazine* (September T 'n T)?** Well, guess what's good for the goose...well, you know the rest. The same guys are launching **Legendary GM magazine** March 1st, '08. Visit their website—<http://www.legendarygmmagazine.com/>.

As with the Ford mag, it'll have lots of great photos and articles on '50s to '70s GM cars. Thanks to **MAMA's boy Howard Weinstein** for the scoop...**G8 Magnum?! G8 El Camino?! GM plans a new family of rear-wheel-drive vehicles for Pontiac.** The G8 line will start off with a **sedan** followed by a **wagon** and **sport truck**. All will be modeled after Holden products. Like the Goat, they will be assembled 'down under.' The sedan will be Pontiac's flagship car replacing the Grand Prix, going on sale early next year, starting around \$25,000. The wagon will be a performance vehicle similar to the Audi A3 wagon. The sport truck will be reminiscent of the **El Camino**, produced from '59 through '87. They will closely resemble the **Holden VE Ute sport truck** and **Commodore wagon**. There was debate at GM about giving the sport truck to GMC. GMC lost out. Instead, GM's marketers wanted a Pontiac sport truck so GM can market the three vehicles as a high-performance family. The sport truck will have

the same drivetrain as the **Camaro**, and use a modified sedan architecture. The '08 G8 sedan is the first US vehicle developed on GM's global rwd sedan architecture, and Camaro the second. One caveat: The wagon and sport truck may be repriced or canceled if the US dollar continues to drop. The Australian dollar is currently worth 90 cents in U.S. currency, up from 79 cents in August...**RIP Unique Performance?** Looks as though **Unique Performance** appears to be calling it quits. The company filed for **Chapter 7 bankruptcy** Nov. 12th,



just 10 days after authorities raided the firm's operations (see item in last month's newsletter). A legal publication listed their debts at **\$1 million to \$100 million**, but did not indicate who the major creditors were. **Buh-Bye... Challenger SRT8—Going, Going...** Monday, Dec. 3rd was the first day dealers could order the '08 Challenger SRT8 'Limited Edition.' **4,300+ people** schlupped off to dealers to plop down deposits. By Wednesday of the

(Continued on page 7)

T 'n T (contd)

(Continued from page 6)

same week, deposits passed the **6,000** mark. The **'Limited Edition'** will be available in **Black**, **Silver**, or **Orange**, and supposedly restricted to only **10,000 copies**, with a numbered plate on the dash. Go here to see the commercial: <http://jalopnik.com/cars/muscle-car-wars/the-muscle-car-wars-are-on-dodge-reveals-commercial-challenger-srt8-pricing-to-start-at-37995-327843.php>... **KITT Car Mustang???** Remember the item in last month's newsletter on the possible **return of Knight Rider?** Well, here's a scoop from the internet that can be believed or not as to the film's costar. With the **demise of the Firebird**, that left them with very few choices, but they seem to be making a 'powerful' statement. Everyone's favorite talking car will be played by a black with gray stripes **550 hp. Ford Shelby GT500KR Mustang** in the new **Knight Rider TV**



show. The scanner on the front end may not look right, 'cause it was **Photoshopped** due to problems at the special effects shop. **Say it ain't so, Mikey...Deusey of an Auction!** A fully restored **'33 Duesenberg J Dual-Cowl Phaeton** and an **'08 Concept Cuda** will be among the 1000 vehicles up for auction at **Barrett-Jackson Collector Car Event** on Jan. 12th to 20th. The restored Phaeton has a three-speed manual trans, 420-cu. in. inline-eight, rated at 265 hp., while, in stark contrast, the Cuda is fitted with a 425-hp, 6.1-liter Hemi V8. For the conversion, a carbon-fiber body was built and fitted by **Metalcrafters**, of Fountain Valley, CA to a modified '07 Charger SRT8 chassis, and first shown at the SEMA show in Las Vegas in November...**Bad Cad!! Johnson's Hot Rod Shop** in Gadsden, Alabama manhandled the envelope at the **Bonneville Salt Flats** during **Speed Weeks '07**. Its XLR set a record of **222 mph** and is now officially **"The World's Fastest Cadillac."** It was completed only days before Speed Weeks. After five months of work (*they began in March*), they went with an unproven vehicle. **Gramie Bartles** drove it to the record, in addition to building the chassis and working with the shop to make sure it met the rules. It will go back in October for the World Finals in an attempt to pick up about 20 mph...**We got the 'Beat?'** Chevy announced in November at the LA auto show that it will build a minicar based on the **Beat concept car**. Production will start in mid-'09. It will initially target markets outside the US and



Canada, such as India, Korea and Latin America. It debuted at the '07 New York auto show with two others—the **Groove** and the **Trax**. They designed all three to appeal to young urban buyers. Bob Lutz said it will be powered by a four-cylinder that could get 50+ mpg and be assembled in South Korea. An online poll by GM got 1.8 million+ voters to help choose which concept to take to production. The Beat got 875,000 votes, vs. 713,000 for the Groove and the













Trax the rest. Chevy is considering the US market at some point. The trio were developed primarily at GM's Design Studio in Bu-pyeong, South Korea, with input from GM's global network of designers and GM's Korean partner, GM Daewoo (*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!*) 🍌

Trackin' The Toyotas



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

Trackin' The Toyotas (contd)

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.
27		35	DNQ	DNQ	DNQ	DNQ	DNQ	DNQ	20	26	42	43	39	33
28	DNQ	DNQ	19	41	43	15	DNQ	DNQ	13	18	23	16	DNQ	DNQ
29	43	15	13	26	11	30	26	22	25	31	DNQ	DNQ	DNQ	DNQ
30			43	41		25	DNQ	DNQ	DNQ	DNQ		39	DNQ	DNQ
31	34		DNQ	DNQ	19		38	39	20	29	DNQ	DNQ	30	15
32	17	36	33	30	29	18	DNQ	DNQ	19	17	DNQ	DNQ	35	25
33	42	38		19	24	11	DNQ	DNQ	DNQ	DNQ	14		31	16
34	32	21	26	38	DNQ	DNQ	14	24	43	43	22	23		39
35	17	31	DNQ	DNQ	DNQ	DNQ	30	36	DNQ	DNQ	22	21	DNQ	DNQ
36	23	12	26	17	DNQ	DNQ	20	43	35	25	17	42	DNQ	DNQ

"It's a Wrap!"

Well gang, it's all over but the crying. Toyota's first year in the Nextel cup series, that is.

Top 10 Qualifying by Driver

#00 – David Reutimann: None
#22 – Dave Blaney: 7 times (2 poles)
 #36 – Jeremy Mayfield: None
 #44 – Dale Jarrett: None
 #55 – Mike Waltrip: 1 time (*a pole*)
 #83 – Brian Vickers: 2 times
 #84 – A. J. Almendinger: 1 time

Top Five Finishes

#00 – David Reutimann: None
#22 – Dave Blaney: 1
 #36 – Jeremy Mayfield: None
 #44 – Dale Jarrett: None
 #55 – Mike Waltrip: None
#83 – Brian Vickers: 1
 #84 – A. J. Almendinger: None

Top 10 Finishes

#00 – David Reutimann: None
#22 – Dave Blaney: 4
 #36 – Jeremy Mayfield: None

#44 – Dale Jarrett: None
 #55 – Mike Waltrip: 2
#83 – Brian Vickers: 4
 #84 – A. J. Almendinger: None

Highest Finishing

#00 – David Reutimann: 4 times
#22 – Dave Blaney: 15 times
 #36 – Jeremy Mayfield: 1 time
 #44 – Dale Jarrett: 5 times
 #55 – Mike Waltrip: 2 times
 #83 – Brian Vickers: 8 times
 #84 – A. J. Almendinger: None

Top 10 Finishing by Driver

#00 – David Reutimann: None
#22 – Dave Blaney: 5 Times
 #36 – Jeremy Mayfield: 1 Time
 #44 – Dale Jarrett: None
 #55 – Mike Waltrip: 2 Times
#83 – Brian Vickers: 5 Times
 #84 – A. J. Almendinger: None

DNQs by Driver:

#00 – David Reutimann: 9
#22 – Dave Blaney: 4
 #36 – Jeremy Mayfield: 20
 #44 – Dale Jarrett: 12
 #55 – Mike Waltrip: 20
 #83 – Brian Vickers: 13

#84 – A. J. Almendinger: 20

Final Points (Position) Scored by Driver

#00 – David Reutimann – 1878 (*39th*)
#22 – Dave Blaney – 2781 (31st)
 #36 – Jeremy Mayfield – 1126 (*45th*)
 #44 – Dale Jarrett – 1584 (*41st*)
 #55 – Mike Waltrip – 1149 (*44th*)
 #83 – Brian Vickers – 2065 (*38th*)
 #84 – A. J. Almendinger – 1165 (*43rd*)

I was a bit surprised by the outcome. I thought that hotshot **Brian Vickers** would do better. Not to mention past champ **Dale Jarrett**. It seemed as though **Dave Blaney** just “mowed ‘em down” in the *Caterpillar Camry*. He had seven top 10 qualifying efforts (*including two poles*), the fewest DNQs (4), top finisher 15 times, with one top five, and four top 10s. With the **Joe Gibbs juggernaut** in it for ‘08, guess we'll see what they can do, eh? 🏆

Model Buffet

This month, we have two very divergent subjects, which kinda epitomizes the variety found in the aftermarket resin world.

First off, how about a 'longroof sedan?' Yup, take a gander at the pic included of the new **Modelhaus '70 Ford Country Sedan conversion** for the Galaxie 4-dr sedan kit. It includes the body, rear bumper, tail lights, cargo area interior tub extension, and hubcaps.



Check the Modelhaus website (<http://www.modelhaus.com/>) for more details, price, etc.

Thanks to **MAMA's Boy Howard L. Weinstein**.

Meanwhile, over at **Bandit Resins** (<http://www.kdoggraphix.com>), I unearthed a '70s era **Super Stocker Dirt Cuda**. Sadly, I don't know much more than what's shown in the picture. Proprietor Kenny Shores also has resin parts, as well as decals including but not limited to graphics, scallops, pinstripes, and a few modified and NASCAR sets. I also spied a couple of Vega kits ('73 and '74), and



what could end up as **George Hurst's Cuda gasser**, with some work! Try e-mailing Kenny at kdog@kdoggraphix.com.

As usual, a special thanks goes out to Matt Guilfoyle for creating this monster of a column. If you see something you like, contact the company. If you find something that everyone might want to know about, send it along to me for inclusion in a future column! Thanks in advance, guys. 🍷

NASCAR Briefs

In an apparent attempt to validate their setup (?), the **360 OTC Toyota** team had **ex-Nextel cup racer Johnny Benson** in the seat replacing Jeremy Mayfield for the last two races of the season. Doesn't appear to have helped much.

Meanwhile, **NASCAR chairman Brian France** is attempting to quash rumors that **NASCAR may be for sale**. According to a report in **The Washington Times**, it was reported that he was considering selling to **European interests**, to exercise a possible interest in owning an **NFL franchise**. Brian France flatly denies the sale rumors.

The final race of the '07 season at Homestead was also the final appearance of 'stock cars' as we know them. Starting in Daytona next year, the **Car of Tomorrow** (a.k.a., CoT) will be used exclusively in the series. The series name will also change from Nextel Cup to **Sprint Cup**.

NASCAR is looking for a **new title sponsor** for its **Craftsman Truck Series**, starting in '09. This follows a decision by Sears that its Craftsman brand will forgo its sponsorship rights following the '08 season. With the departure of Craftsman, all three of NASCAR's premier divisions have will have undergone brand changes in '08 and '09. Nextel, which is owned by cellular phone carrier Sprint, will change from the Nextel to Sprint Cup in '08 in

NASCAR's top division. The long-running Busch Series will be sponsored by Nationwide Insurance and be called the Nationwide Series in '08. The series just wrapped up a successful 13th season with **Ron Hornaday Jr.** winning his **third series championship** with a record \$1,137,044 in winnings.

NASCAR will change its Cup qualifying system next year. Teams outside the top 35 in owner points will qualify together to open the session; teams inside the top 35 will qualify after those teams are done. Under the old system, a blind draw determined the qualifying order. That often produced dramatically different track conditions for teams competing for the eight available starting spots. 🍷

Condolences

Sad to say that a few more well-known celebrities are no longer with us. First off is Akron native and international drag racing icon **Art Arfons** who died Dec. 3rd at age 81. He was well known for building cars called “**Green Monsters**” with his brother, **Walt**, and was a three-time world land-speed record holder. He also held the Unlimited Drag Racing Record and was a champion tractor puller.

He went on to race his “Green Monsters” at the Bonneville Salt Flats, where he broke the world record **three times** in the mid-60s. He engaged in some famous battles with **Craig Breedlove**, and the world record passed between the rivals **six times** in **two years**. Arfons was clocked at 576.553 mph the last time he held the record.

He was inducted into the Mo-



tor Sports Hall of Fame of America, International Drag Racing Hall of Fame, International Motor Sports Hall of Fame, National Tractor Puller Association Hall of Fame and the Summit County Sports Hall of Fame.

Thanks to the Ohio Beacon Journal for the sad details.

Also no longer with us is none other than **Mr. Evel Knievel**. He was 69. He had been in failing health for years, suffering from diabetes and pulmonary fibrosis, an incurable condition that scarred his lungs. He had undergone a liver transplant in '99 after nearly dying of hepatitis C, likely contracted through a blood transfusion after one of his many spills. He also suffered two strokes in recent years. Immortalized in the Smithsonian Institution as



“**America's Legendary Daredevil**,” he was best known for a failed attempt to jump Snake River canyon (in Idaho) on a rocket-powered cycle and a spectacular crash at Caesar's Palace in Las Vegas. He suffered nearly 40 broken bones before he retired in '80. Go to <http://www.evelknievel.com/>.

Finally, former **GM chairman Roger Smith**, who guided GM through massive changes in the '80s creating **Saturn Corp.** in an effort to compete with the Japanese, died Nov. 29 at the age of 82. He was chairman for nearly nine years, retiring on July 31, '90, one day after driving the first Saturn off the line in Spring Hill, TN. **Godspeed to all of you.** 🚗

MAMA Fame!

Hey, did you guys know that **MAMA's Boy Rik Hoving** is **famous**?! He is doing an historical article in **Kustoms Illustrated** (the small magazines that Ron sells)? Lyle alerted me to this recently, when he got a copy from Ron at a meeting. Inside was a several-page article from Rik on an historic custom Merc. Lyle assumes (you know what happens when you assume don't you, Lyle?) it will be a regular feature in the

mag. An e-mail to Rik about him being famous yielded this reply:

“Well Famous!!!!? I don't know but Lyle is right. I have had a few full-size car magazine articles—two articles in the **Rodders Journal**, one about **Kolorized Kustom Cars** in issue #33, and one about **Kolorized Hot Rods** (including a cover image) in issue #35 and they used one of my images for their annual poster. I also have had two articles in **Kustoms Illustrated**—one on **Valley Customs** and an in depth article about the **Bettancourt Merc**. I also have

done three very nice articles in a Dutch magazine...in Dutch!!!

On my website are a few images of my TRJ article: <http://www.rikhovingkustoms.com/RHK1/About.html>. I need to update the site with the Hot Rod article and some other stuff. The whole article can be found on my Fotki site: http://public.fotki.com/Rikster/projects/color/kolorized-kustom-fo/for_zed/.

Its fun...and I hope to be able to do many more in the future.

Take care”

Attaboy, Rik! Thanks, Lyle 🚗

**Mark Your
Calendar Now!**

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

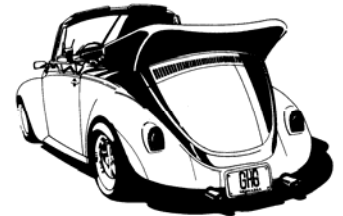
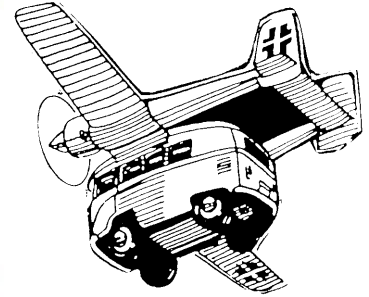


THE **22nd** ANNUAL

NNLTM
East

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

Next Year's Theme:



**100 Years of the
Model T Ford**

Any Shape, Form, Style or Vision of
the Ubiquitous Ford Model T



Subtheme: Beetle-may-nee-aaa!!!!

SATURDAY, APRIL 12th, 2008 - 9:00 AM to 4:00 PM

WAYNE P.A.L. BUILDING

1 PAL DRIVE - WAYNE, N.J. 07470

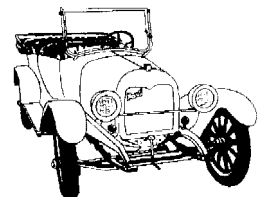
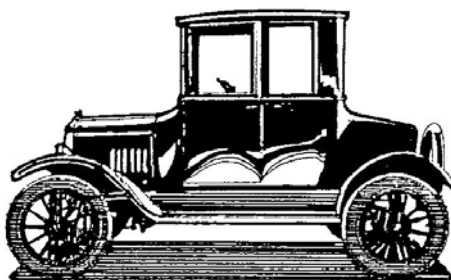


For Show Information:

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

Write: NNLEast@aol.com

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



Disney **THE
LOVEBUG**



June 14th—2nd Annual Trick My Ride Open Car & Truck show, from 10 a.m. to 4 p.m. at South Carroll high School. This event is a fundraiser for the South Carroll H.S. PTSA. Info: Kim Hobin, at 410-693-9665, or Default-girl@aol.com. 🍷

Poncho Reference Request

As I requested at a previous MAMA meeting, I am attempting to compile a **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!** 🍷

eBay Insanity!

New Age Monkeemobile, or simply **eBay insanity?**! You be the Judge! I thought I'd seen everything on eBay—'til now!

This one defies description, so, I'll just try to give it to you as the listing was made on eBay:

'03 Aztek:

Starting bid: **US \$9,999.99**,

Buy It Now price: **US \$15,500.00**

Vehicle Description:

This is it...the one you have been waiting for, the **"Future Exotics Show Car"** as you can see by the counter, over 24,000 thousand people looked at this show car **IN THE PAST 3 DAYS!!!!** Imagine your business logo on

it!!!! Can you say **Cha-Ching\$\$\$?**!

This car has it all!!!! Vertical doors that open both regularly or vertically, train horn, Viper alarm w/remote start, Pioneer first class AV system. TVs everywhere. LED multi lights under car. Light bar, custom speaker enclosure, and a paint job by Three (!) artists with monkeys (*Ed. Note: Maybe the artists ARE the monkeys?!!*)!! A real showstopper and a great advertisement!! And plenty more!!

This car runs and is mechanically like new!! Clean inside and out, never damaged, tires new and interior painted yellow to match...

A real must-have for your business or collection. Call 239-333-XXXX to schedule an ap-

pointment

All receipts **totaling \$35,000.00** will be included!

(*Ed. Note: The number was not included to preclude numerous "What the F ___" phone calls to the seller!*).

Better hurry to get a bid in! 🍷

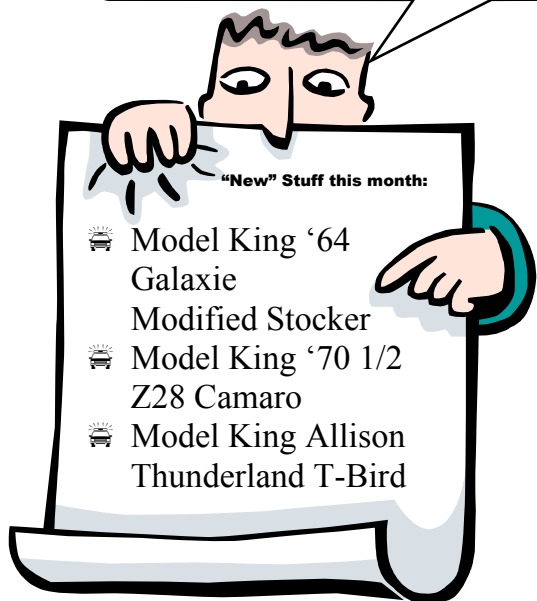
The weekend of Thanksgiving marked the **50th Anniversary of Baltimore's Harbor Tunnel**. In 1957, the major highways were US Routes 1 & 40, and both took travelers thru the heart of Baltimore and dozens of traffic lights. The tunnel, for a measly 40 cents, shaved nearly 30 minutes off the trip. When it opened, it was the longest twin-tube trench tunnel in the world. 🍷






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Email: gtoguy@verizon.net

MAMA's BoyZ do it in scale!



"New" Stuff this month:

-  Model King '64 Galaxie Modified Stocker
-  Model King '70 1/2 Z28 Camaro
-  Model King Allison Thunderland T-Bird

Websites

Carlisle Events:

<http://www.carlisleevents.com>

East Coast Indoor Nationals

(Timonium, MD):

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/>

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

York US30 Muscledar Madness:

www.yorkus30.com 



Club Contact Info


Classified

WANTED: I'm gonna do the equivalent of throwing chum into shark-infested waters, if you'll pardon the analogy. I am looking to purchase mint, unbuilt GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops. I also have an extensive collection to trade from, including but not limited to some mint, unbuilt kits such as an *MPC '71 Demon*, and *'77 Volare*. Also want 5-spoke & Minilite-style wheels, in both 1/32nd and 1/24th and/or 1/25th scales, Revell 1/32nd scale '70 Trans Am kits, '84-'87 MPC Fieros,

and '70 -'81 Firebird Formulas and T/As, and Polar Lights funny cars, old empty *Pontiac kit boxes*. Would also like to buy or borrow *old AMT/MPC/Monogram/Revell model car catalogs*. Contact Tim Sickie at gtoguy@verizon.net, or see me at a meeting.

FOR SALE/TRADE:

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

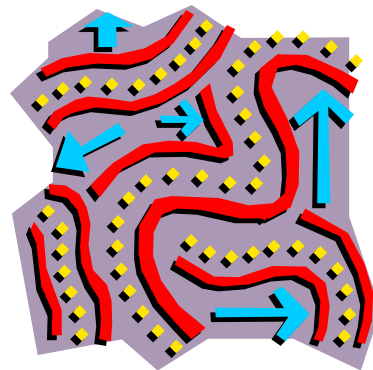
Got an ad? E-mail me, and we'll see if we can fit it in! 


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

Directions

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

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



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

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