

MAMA SEZ!

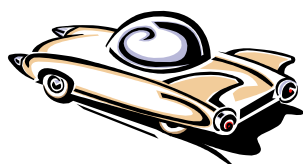
Volume 21, Issue 11

July, 2008



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

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2008 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 19th
- ☞ February 16th
- ☞ March 15th
- ☞ April 19th
- ☞ May 17th
- ☞ June 21st
- ☞ July 19th
- ☞ August 16th
- ☞ September 20th
- ☞ October 18th
- ☞ November 15th
- ☞ December 20th



Inclment weather phone number: (301) 474-5255. ☞

Car Show Heaven!

Last month's meeting was a contradiction in terms—it was well-attended, but no real business was handled.

About the only thing that was covered was a show of hands in response to a question by Prez Lyle Willits regarding the desire to host our NNL show again next year. It overwhelmingly passed. A resolution to

refrain from raising the tables was also discussed. It was felt that this step might reduce the show workload.

Inside, there's a whole buncha words on Revell's new **69 Nova SS** by **Ron Hamilton**, **Diecast Madness**, and something new—a book review of a **cool Fathers day gift**.

The take at last

months meeting was **\$132.00** (raffle—**\$70.00**, door—**\$62.00**). Do the math—we **barely missed making the room rent**. So, lets dig deeper this month, OK? Thanks to the following donors: **Brad, Jerry Frazier, Steve Garrison, Ron Roberts, Rich Wilson, Chris Whalley, and Replicas & Miniatures Co. of MD. Thanks, guys!**

New Museum Nearby

Here is an item from **Mama's Boy Howard Weinstein** regarding a new museum.

The website is www.SimeoneMuseum.org, and includes lots of info and pics of their displays. Looks pretty cool. Vacation idea for East Coasters—visiting this place in Philly and the Antique Auto Club of Americas museum in Hershey.

Types of racing covered include but are not limited to: Endur-

ance, Pre-World War 1, Automobile Racing Club of America, Bonneville

Salt Flats, Nurburgring, Targa Florio, Mille Miglia, America and at Le Mans. If this sounds like your thing, check it out. **Tanks, Howard!** ☞



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1969 Nova SS

[Revell #2098; New tool, 140 pieces; & decals]

It seems that there is a market for a model kit of just about any kind of car. Such is the case with Revell's latest—the '69 Nova SS coupe. Up 'til about a year ago, AMT marketed a similar kit, the '72 Nova SS, which has been in constant production since the '70s, but not as an original annual marketed when the car was new. In this review, I am going to contrast and compare the two kits.

In the mid '70s AMT issued a kit of the '71 *Pontiac Ventura II*. I, among other modelers who purchased the kit wondered why not a Nova instead of the Ventura II? The Nova was a pretty popular car at the time, and it seemed to me that it was always a worthy model kit subject, since there were kits of the competing cars of the compact segment at the time, such as the Ford Maverick/Mercury Comet, Plymouth Duster 340/Dodge Demon 340. Even the AMC Hornet was available in promo form, but there was no Nova in model form since '65. Well, AMT decided to market the Ventura instead of the Nova. When I opened the box, I was amazed that the front fenders cowl and rear tail light panel were omitted from the body, much like a real car. I figured that a Nova was forthcoming, and it did come, with a few mods to the original Ventura kit, which ironically has not returned to the AMT product line. What we got was a Nova SS, with two basic building versions, a supposedly "Factory Stock" car, and a "Drag Race" version. The



biggest complaint concerning this kit from most modelers was that the front fender unit and cowl were ill fitting at best, and it took quite a lot of work to make them look right. *Jimmy Flintstone* even went to the trouble of marketing a body with the front fenders and cowl attached properly. There were also a set of decals marketed by *Fred Cady* for different variants of this series Nova, such as the '69 Yenko S/C, the '70 Yenko Deuce, and the '71-'72 Rally Nova. *Keith Marks* also does a beautiful set of scripts and pin stripe decals for the kit, as well as the aforementioned Cady sets.

Model Car Garage produced two different photoetch sets, making it possible to build a model of just about any variation of a '68-'72 Nova or Acadian. A resin Dick Harrell and a Motion Performance stinger hood was available from *Drag City Casting*, as well as a 6-cylinder engine from *Replicas and Miniatures Company of Maryland*, and *Perry's Resin*.

From time to time, a resin conver-

sion set for the Ventura like the original kit was available from *Tim Powers*, while *Time Machine Resin's* version had the fenders attached. With these aftermarket products, we were virtually unlimited in what we could build in this car.

Fast forward to the present. I, among other modelers, for one reason or another, who wanted to purchase a '68-'72 Nova model kit for these projects were told that AMT was going to permanently discontinue this kit, due to deteriorating, unrepairable molds. Fortunately for me, I found a couple of new-old stock kits and quickly snapped them up. Ironically, a few months later, the kit was re-released with new box art, which turned out to be a very limited production run. In the meantime, Revell announced a "brand new tool" of a '69 Nova SS. By way of the various modeling message boards, we were able to see "test shots" from the Chicago Hobby Show and NNL East, and

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SS (contd)

even a step by step build up of the un-released kit thanks to **Bill Coulter** and **Len Carsner**. The feeding frenzy started to build when the preliminary release date of the kit was announced. We waited, and waited, until **FINALLY**, the kit arrived. I was able to get mine in early July, and this is my impression.

In examining the parts, Revell did a wonderful of engineering this kit. Everything fits well, and it looks to be a pretty good representation of a **"Restified"** '69 Nova SS, but not a **"Factory Stock"** automobile. A "Factory Stock" '69 Chevrolet Nova SS can be built from this kit, but only with the addition of a few parts from the old parts box, or the aftermarket. A very nice "Drag Race" or "Street Machine" version can be built with the optional parts included from the kit. AMT's kit is similar in scope, but different, in that the optional parts selection for the drag race car represent a '70s style car. Believe it or not, the AMT car is accurate for a '70 through '71 car, but not a '72 car as depicted on the box. More on that later in the review.

Engine: The Revell kit includes a Chevrolet 350 four-barrel V8/4-speed transmission. The engine is very well done, and will build into a **very accurate 350 LT-1 V8**, needing only a little wiring, plumbing, and linkages, and proper painting to super detail it. Nice for a "Restified" car, but not as a "Factory Stock" '69 Nova SS. The reason that this kit is not buildable as a "Factory Stock" car

straight from the box, is that the LT-1 version of the Chevy 350 was not available in the Nova, or any other Chevy until the '70 model year. In '69, the standard engine in the Nova SS was the L-48 350 V8. To do a correct L-48 "Factory Stock" engine, a set of smooth valve covers, such as the ones from the AMT '72 Nova SS, and a carb and air cleaner from the AMT '70 Monte Carlo. To be a correct "Factory Stock" build, the valve covers should be de-chromed, and the engine assembly should be painted Chevrolet Engine Orange, with a Semi-Gloss Black air cleaner, starter, coil, distributor, alternator bracket, fan and pulleys, a gold anodized carburetor and fuel pump, and aluminum fan clutch, alternator and smog pump. The trans and the exhaust manifolds should be a natural steel color.

The "Drag Race" engine option in the Revell kit is a group of high-performance substitutions to the 350 V8 engine, consisting of a high rise manifold with twin 4-barrel carbs and mini air cleaners, a simplified fan belt assembly, along with a nicely rendered set of tubular headers and collectors.

In the case of the Nova, the LT-1 engine included in the kit was only available as a **COPO** (*Central Office Production Option*), not normally seen on a normal Nova SS, but on a specially ordered car such as the Yenko Deuce and other high performance specially ordered Novas from a dealer, as an RPO (*Regular Production Option*) on the Corvette, and the standard engine on the '70 ½ - '73 Camaro Z28, as well as an over the counter "Service" pack-

age as a replacement engine for customer or dealership installation.

The AMT kit includes two engine options. An L-48 350 V8 engine and Turbo 350 automatic trans for the replica stock version. This is also an excellent, accurate rendition of the Chevy V8 engine available in the Nova SS. The only changes I would make to it would be the aforementioned air cleaner and carburetor from the AMT '70 Monte Carlo SS, and de-chroming the valve covers. Not as well done as the Revell engine, but pretty nice, as it is one of the few small block/Turbo 350 combinations in scale.

The "Drag Race" engine option consists of a complete separate 454 V8 engine and 4-speed trans. Other items include finned aluminum valve covers, a tunnel ram high rise manifold with twin 4-barrel carbs and ram tubes, a simplified fan belt assembly, along with a not-so-nicely rendered set of tubular headers and collectors. A '70s style drag race engine application if ever there was one. Very good, but sorely needing an update to today's technology.

Interior: The Revell kits interior starts with the floorboard, consisting of the front inner fenders, rear seat bulkhead, and rear package shelf on one side, and the chassis detail on the other side. The rear seat, side panels, console, shifter, two-piece bucket seats, dashboard, steering column and steering wheel make up the factory stock rendition. Most of the parts are very well engraved and represent the real car very well.

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SS (contd)

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Decals are supplied for the various gauges in the dash and the center console. To me, the “scale upholstery” on the front and rear seats is a little on the flat side, in that there is no definition to the pleats, nor is there no texture in the center pleat in each seat.

The AMT kit builds from a tub, which incorporates the floorboard, interior sides, rear bulkhead, and package shelf. While there is detail engraved on the side panels, it is faint, and nowhere near as well defined as the Revell kit. As a matter of fact, with the exception of the seat upholstery, all of the engraving is faint, making any detailing difficult at best. There are no decals furnished for the gauges. However, the Keith Marks decal sheet has most of the markings to bring the assembly out. Ironically, while AMT has seen fit to market this kit as a ‘72 car, it is actually a ‘71 car, as the bucket seats in the ‘72 car were the high-backed style, as found in the Camaro and the Vega. The ‘71 Nova was the last one to have the “Strato Styled” bucket seats with the separate head restraints.

Both kits include a “drag version of the interior, which is basically a 4-point roll bar, and the removal of the rear seat. The Revell kit includes a separate floor shift with a boot if the builder cares to omit the console, and a complete gauge cluster rendered in decal form.

Wheels and Tires: The Revell kit includes an excellent set of rally wheels, which mount onto a

set of no-name blackwalls, devoid of sidewall detail for the stock version. A set of Center Line “Convo-Pro” wheels, and no-name drag slicks are provided for the drag version, with a set of Hoosier decals for the slicks. Wheel backs with metal pins mount the tires onto the front and rear suspensions. Both sets of wheels are well defined, and represent the actual product well.

The AMT kit includes an excellent set of rally wheels, which mount onto a set of Goodyear “Polysteel” radial blackwalls, for the stock version. A set of no-named 5-spoke wheels, which mimic Cragar S/S wheels and Goodyear slicks are provided for the drag version. Wheel backs with plastic axles are furnished to mount the tires onto the rear axle. Both sets of wheels in this kit are also well defined.

Chassis: Both kits have separate exhaust systems and rear axles and springs, as well as pretty well defined floorboards. Revell’s is better defined in most cases, as the separate front suspension unit has good steering linkage detail, and a separate front stabilizer bar. The Revell kit furnishes a rear stabilizer bar, part of the F41 Sport Suspension package from the factory. The AMT kit has very little detail in the front suspension area, and no separate stabilizer bars, front or rear. Both kits have a separate rear axle, separate leaf springs, and shocks for the stock version. However, the drag race oriented rear suspensions are in both kits are interpretations of different eras of speed equipment. The AMT kits drag rear suspension consists of a set of chrome-

plated Gabriel Hi Jacker air shocks, chrome-plated ladder bars, and a set of 6” shackles, designed to raise the rear end of the car high enough for the massive rear slicks to clear the rear wheel wells. The Revell kit takes a more modern approach to raise the rear of the car, using raising blocks at each spring perch, and a set of slapper type traction bars. It has been brought to this writers attention that the fuel tank on the Revell chassis is upside down, as the deep part of the sump is towards the rear of the tank instead of the front.

Body: Both of the kits’ bodies are instantly recognizable as a ‘68-‘72 Nova. Revell’s body represents a standard ‘69 Nova SS, with all of the emblems and trim of the standard car. AMT’s body represents a ‘71-‘72 Nova SS with the Custom Exterior Package lower rocker panel moldings. Both kits include the SS hood, with a scooped hood as an option, Revell’s having a ‘69 Camaro cowl induction styled scoop, while the AMT’s has a strange looking mailbox type scoop with a front opening. With one minor exception, the Revell body comes off much better than AMT’s, which is at best a compromise. Revell’s body is crisp, with superior parts fit, is well engraved with sharp details, and just plain looks good with one exception—the *wheel openings* are the *wrong shape*. Period. The AMT kit, in spite of its aforementioned ill-fitting front fenders has the correct wheel opening shape. Every other angle of the Revell kit looks spot on to the real car, and the

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SS (contd)

(Continued from page 4)

parts fit well. The Revell kit includes separate chromed windshield wipers and door handles, and even an accurate round manual style outside mirror for the left door. The wipers and door handles are molded to the AMT body. Both decal sets are well executed, but Revell's feature better registration, and a better product selection.

In my opinion, Revell has a definite winner here. I did some preliminary measurements of my aftermarket parts, and it appears the Model Car Garage photoetch sets for the '68/'69, and the '70 - '72 will work if one wants to enhance their build, or change the year. Same goes for Fred Cady and Keith Marks decal sets. The aftermarket hood meant for the AMT kit is **NOT** interchangeable with the Revell kit without modification. Is the wheel well shape issue enough to brand the kit as poorly executed? Not in my opinion. If you are a fan of this car **BUY** this kit, **BUILD** this kit, and **ENJOY** this kit.

By the way, if you want to get some information about the Chevrolet Nova, hit this link for some brochures:

<http://www.classicnovas.net/brochure/index.htm>

By: Ron Hamilton

(Ed. Note: Thanks Ron—we can't ask for a much more comprehensive comparo/review than that, eh?) 🍷

Chevy II much.

Topside, it's a neat little two-door. Underneath, it's all set to move. Beefed-up suspension, wide oval red stripes and one of the greatest V8s you've ever ordered into action. It's a 350-cu.-in. 295-hp affair with 4-barrel carburetion and 2¼" dual exhausts. Nova SS. We call it Chevy II much. You'll second the motion.



Nova SS

CHEVROLET

KEEP HONKING
I'M RELOADING



GUN CONTROL
means using
BOTH HANDS

Rally Nova



Diecast Madness

GMP is at it again. They released, in the month of June, not one but **TWO** 1/24th scale '71 **Judge hardtops**. The first will be **Lucerne Blue** (#1801221), while the other will be **Starlight Black** (#1801220). As is now SOP (*Standard Operating Procedure, natch!*), they both feature opening doors hoods, trunks, and working suspensions. They will be extremely limited, and will set you back **\$129.95** each. Also coming from GMP are two more additions



to their 1/18th scale lineup—a '68 **Camaro** in their **Pork Chop line** (#G1800321), and a '93 **Mustang Cobra** in their **Street Fighter series**.

The Camaro will be packin a juiced (*NOS*) 572" big block, full roll cage with racing bucket, floor shifter, competition gauges,



shaved bumpers and trim, blacked out rear cove, fuel cell in the trunk, and drag wheels with slicks and skinnies (*just what you need for those 'shine runs on those dirt back-roads, eh?!).* Only **996** will be available worldwide at only **\$129.95** each.

The Cobra (#G1801829) will



feature a 347 stroker, Vortech supercharger, front and rear Cobra disc brake conversion, 2.5" Of-road pipe and Cat-back exhaust, shortie headers, 17" Cobra R wheels, Pepper Gray Metallic paint with black stripe, 4" cowl hood, full race interior, and roll cage. As with the Chevy, only **996** will be available worldwide in August for **\$109.95**. You can reach em at 1-800-536-1637, or online at www.gmpdiecast.com.

How about a 1/25th scale replica of a '56 **Packard Caribbean hardtop** from the folks at **Danbury Mint**? It will be done in the new for '56 color combo of **Dover White, Danube Blue, and Roman Copper**. And, in a Danbury Mint

first, it will feature **reversible seat cushions!** You can choose either leather for the yacht club, or brocade for the opera! All the now-standard working features are also present and accounted for. It'll set ya back a **cool \$120 (plus \$7.80**

shipping and service), payable in four monthly installments of **\$31.95**. You can reach 'em at 47 Richards Avenue, Norwalk, CT 06857, 1-800-822-6133, or online at www.danburymint.com.

Seems like both **current-gen Mustangs** and **upcoming Challengers** are both hot properties right now. Same in scale, I guess.

Available over at **Supercar Collectibles** (<http://www.supercar1.com/index.php>), is your Challenger, most likely in your color choice: **Light Green Metallic** (#50621—pair, shown below), **Hemi Orange** (#50502), **Panther Pink** (#50577), **Citron Yella** (#50627), **Silver Metallic**



(#36138sil), **Yellow** (#36138yel—shown above), and finally, **Sublime Green** (350576).

The recent release of the Revell '70 **Mach I** seemingly spurred new diecasts as well. Now available from **Die Cast Promotions/Highway 61** are ponies in Black with white stripes and white interior (50644), a **Twister Special** in Grabber Orange (50645), and a **Sidewinder Special** in Grabber Blue (50646). These should set

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Madness (contd)



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you back about seventy bucks apiece, plus shipping and handling, and be available by August.

Not to be outdone, the current-gen Mustang is also heavily represented in diecast form, thanks to **Shelby Collectibles** (the Rich get Richer?!). They run the gamut from **B-J specials**, to **Shelbys** to **GT500KRs**. Start off with an '08 **Shelby GT Barrett-Jackson edition** (!!!) (GT05), a convertible in black with red stripes (Aug./Sept.), an Orange with Silver stripes (GT03) (Aug./Sept.), the Black and Yellow #7 Terlingua Racing Team car (TR01) (Fall), two GT500KRs, one Silver w/blue stripes (KR01) and the other one in black (KR02) (both in the June/July time-frame). And finally, two Super Snakes, one Red (SS01), and the other Orange (SS02). They all seem to start around \$35



cluding S+H.

Not into Mustangs, you say? How about its older brother, the **Mercury Cougar**? Well, ya got yer choice of either a stock **Burgundy '68 XR-G** (#1570), or a black w/red trim '67 **Cougar Trans Am series race car** (#1577) sponsored by Burien Mercury. Your choice—**\$39.95 each**, not including S+H. Oh, and by the way, they're from **Sunstar**, and should be available now.

Are you **Lost in the 50s**?

Well, how does a '56 **Chrysler St Regis** hit ya? Right between the eyes, right? This one is available in two color choices—**Geranium Red, Cloud White, and Raven Black**, or **Nugget Gold, Raven Black, and Cloud White**. It'll set you back **\$89.00** (w/o S+H), ad should be available in late Summer. Strangely, no word on who produces this one.

Looking at the world through rose-colored Lincolns? You would be with this one—a '56 **Mark III convertible** in your choice of **Autumn Rose** or **White**. Only **\$59.95** (w/o S+H). Again, don't know who makes it, but it should be available as you read this.

Green Light Collectibles is counting on you **third-gen Firebird fans** on the next one—an '89 **Trans Am GTA** in three colors—



Red (12804-6R), Black (12804-6B), and White (11803-6 - 20th Anniversary Indy Pace car). Your choice—**\$54.95** (w/o S+H).

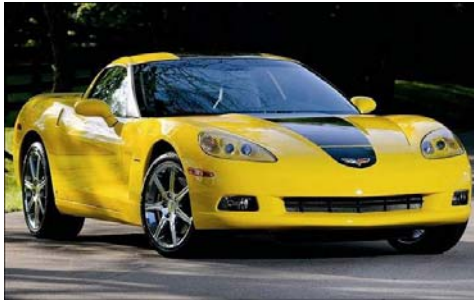
Any one of these cars should be available at the **Supercar Collectibles** website—<http://www.supercar1.com/>

That's all for this month! 🍷



This n That

Rental Bling! Hertz is hawk-
ing the newest addition to its fun
collection, a **yellow-and-black-**
clad Corvette, as the ultimate
summer ride. Called the **Corvette**
ZHZ, the car packs **436hp**
(courtesy of GM's 6.2 liter LS3
aluminum V8). The car also gets
seven-spoke chrome 18" front/19"
rear wheels. It has the usual Cor-
vette perform-
ance goodies,
i.e., paddle shift-
ers for the six-
speed automatic
and a dual-mode
exhaust system,
an option on re-
tail Corvettes
that adds **six hp**



to the output (Ed. Note: shades of
the '70 Pontiac GTO's VOE—
Vacuum-Operated Exhaust!!).
Inside, ZHZ embroidery is on the
console armrest. Only 500 cars
will be available at 24 major air-
ports throughout the country
(including but not limited to New
York, Las Vegas, LA and Seattle).
It would be one of the pricier ve-
hicles in Hertz's fun collection,
with a base rate reservation cost of
\$165.49 per day for a weekend
reservation in June in LA. That's
more than a **Shelby GTH**
(**\$150.49**). Still, its cheaper than a
Vette convertible, at **\$180.99**.
Rental companies have been spic-
ing up their fleets recently, adding
sports cars and hybrids (?!).
Hertz's rival, Avis, rents specialty
cars under its "cool collection,"
and in March announced plans to
add the Corvette to its fleet too...
Goin Out With a Bang (with the

new 35 mpg standards, I mean)?!
The **ZR1 Corvette** will sell for
\$105,000, including shipping
charges and gas-guzzler tax
(**\$1,700**), when it goes on sale this
summer. There are just **two op-**
tions—**\$2,000** for **chrome wheels**,
and a **\$10,000 interior package**
including leather-trimmed sports
seats with ZR1 logo, side air bags,
Bose audio and nav system. A
GM spokeswoman said Chevy
anticipates buyers will want the

base car sans ex-
tra weight. A
fully optioned
ZR1 will total
\$117,000. But
with GM only
planning **2,000 a**
year, most deal-
ers are expected
to ask for **way**

more than sticker (Ed. Note: Sur-
prised?!). for one. GM said it will
rip to 60 mph in **3.4 seconds**, edg-
ing the Z06 by about three tenths.
Keep going to 100 mph, and the
ZR1 is ahead by nearly a full sec-
ond, in a tire-smoking time of 7.0
seconds. The 6.2 liter, 638-hp LS9
V8 propels the ZR1 to a **top speed**
of **205 mph**, giving it the title of
Fastest Vette Ever, and putting it
in that rarified European exotic
atmosphere. Fuel economy (*as if it*
matters) is an EPA-estimated 14
mpg city and 20 mpg highway.
While on the subject, we gotta talk
corner-carving performance,
right? GM said that development
engineer Jim
Mero posted a lap
of **7 minutes,**
26.4 seconds
around **Ger-**
many's Nürbur-
gring in a pro-

duction-spec Corvette ZR1.

That's about **3 seconds faster** than
the one posted by a **Nissan GT-R**
on the race track back in April.
The all-wheel-drive GT-R is pow-
ered by a **twin-turbo 3.8-liter V6**
rated at 480 hp. Vette chief engi-
neer Tadge Juechter, writing on
the GMNext blog, said, "Jim com-
mented after the lap that condi-
tions were good except for a
strong headwind down the main
straight and that the lap was solid,
but he felt there were a few places
he could have gone faster." He
said the timed lap was run with a
rolling start. In-car video of the
run is expected to be posted on the
GMNext site the week of July
7th... **'09 Caddy Vette**. The Caddy
XLR is getting slightly more ag-
gressive styling for the '09 model
year when it goes on sale in early
July. The **base Platinum trim**
level starts at **\$83,530**, including
shipping. Optional chrome wheels
add **\$1,000**. The **XLR-V** carries a
sticker price of **\$100,690**, includ-
ing shipping and the gas guzzler
tax. The most significant updates
are new fog lamps, vertical side
vents, more prominent exhaust
tips and a new 18-inch wheel de-
sign. GM also gave both models
the domed V-series hood, since
many owners were already con-
verting the base model to look like
the V series. Inside, the cabin gets
new instrument cluster trim rings
and woodgrain trim. The headliner
is a suede-like material, and the

upper instrument
panel gets new
leather. The Plati-
num model uses
GM's Northstar
4.6-liter V8 that

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T n T (contd)

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pumps out **320 hp**, while the **XLR-V** runs a **supercharged 4.4 liter V8** rated at **443 hp**...**New Camaro Kudos**. The '10 Camaro is already garnering show honors before it even hits the market. The **Specialty Equipment Market Association** recently said the car would be the official vehicle of this years SEMA show in November. Expect a boatload of Camaros to be on display Nov. 4-7 in Las Vegas, which usually draws 2,000+ exhibitors and 130,000 industry watchers every year. And what discussion of the Camaro rebirth wouldnt be complete without talk of a

convertible? Well, **Chevy boss Ed Peper revealed Camaro convertible preproduction shots** at GM's virtual watering hole for execs, the Fastlane blog. He says the actual car may vary from the pictures, but it looks close to what will be produced in '09. Check it out at <http://fastlane.gmblogs.com/>...**King Kong Visits Wisconsin?!** The **Harley-Davidson museum** will feature the "**King Kong**" motorcycle, built by a Harley-Davidson enthusiast in nearby PA. Its **13-foot long**, and **powered by two V-twin Knucklehead engines**. Blue jeans, T-shirts and leathers will be just fine for the grand opening of the long-awaited **Harley-Davidson museum this month**.

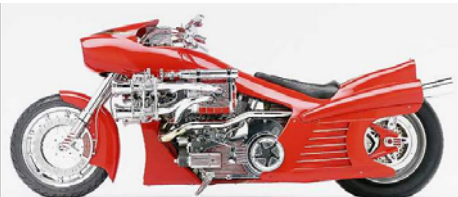


Located near downtown Milwaukee—Harley's hometown—the 130,000-square-foot, three-building project will contain all things H-D, a company that has built motorcycles for 105 years. H-D was one of **just two American motorcycle companies** to survive the **Great Depression** (*Victory motorcycles was the other*) and in recent years has found renewed success among aging Baby Boomers. Along with cycles—the company has 400 in its collection—and a

large display of H-D memorabilia, the facility will house the company's corporate archives, restaurant, café, meeting space and, of course, a large retail shop. Even if you're not a Harley rider or HOG (Harley Owners Group) member, you can still wear an H-D T-shirt! Go to www.harleydavidson.com... **You Wanna Truck to go with that Hog?!** Well, **Ford** will help you out with a **Harley-Davidson edition** pickup. The '09 version of the truck—an **F-450** with blue flames on the side have been spotted recently. Interestingly, the spy photos have seen two versions of the truck, each wearing different-sized flame graphics.



But both still sport the H-D name along the edge of the truck bed, and that will be enough for most. It will be the 12th edition, with a price tag that could easily top **\$50,000**...**Cycle Builder Ness Honored**. Before **OCC**, **West Coast Choppers** and **Monster Garage**, and the first **Biker Build-Off** on the Discovery channel, there was **Arlen Ness**. The master cycle builder from Dublin, CA, was inducted into the Motorcycle Hall of Fame in '92, before custom-chopper building became commonplace. For four decades, Ness has been creating mind-blowing designs. Now, visitors to the **Motorcycle Hall of Fame**, in Pickerington, Ohio, will be able to see images of all of them all at once, in an exhibit called **Awesome-Ness**. Opening July 24th and running for nearly a year, Awesome-Ness is the fifth in the museums series of Legends exhibits. Bikes will include "**Untouchable**," a '47 Knucklehead; "**Ness-Tique**," a modern custom based on an '03 Harley; "**Ferrari Bike**" (*shown*); and "**Top Banana**," the Biker Build-Off winner. More online at www.motorcyclemuseum.org (*Thanks to the Washington Times, autoweek.com, and other Internet sources for this insanity! Ya just cant make some of this up!!* Thanks also to those of you in the Peanut Gallery who have attempted to help me entertain yall by sending stuff along—I appreciate it!) 🍌



Reference Review

Muscle Car Confidential: Confessions of a Muscle Car Test Driver, by Joe Oldham
[hardbound, 176 pages, \$34.95, ISBN-13: 9780760328316, ISBN: 0760328315

Catalog ID: 144244, <http://motorbooks.com/>

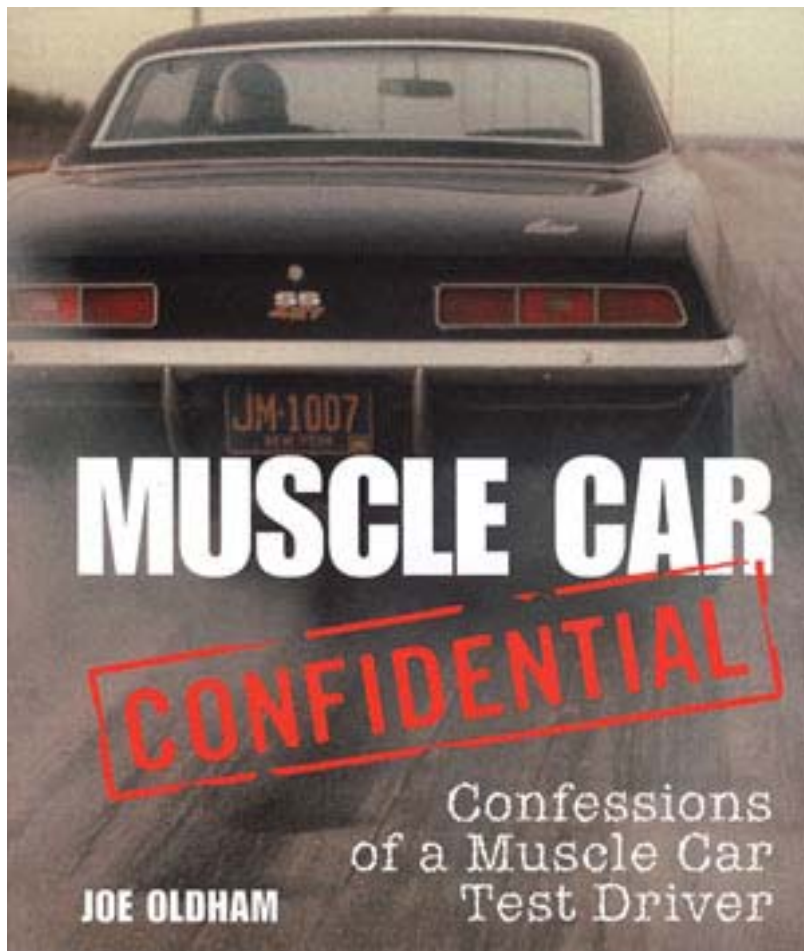
How about if we try something a bit different here? Since there is a decided lack of new kits being released right now, I've decided to throw my thoughts in here about a Father's Day gift from my son, Nick. He knows my love of musclecars, so this book was a no-brainer.

Contrary to some model kit reviews where I didn't actually **BUILD** the model, I **DID** read this book, which was really cool. The writer/tester in this case, **Joe Oldham**, wrote for **Hi-Performance Cars magazine** back in the day. He tested all manner of musclecar. In fact, he street raced 'em, too!. He was the consummate car guy. Heck, at one time, Joe even owned his very own **Baldwin-Motion Camaro** (until it was stolen, never to be seen again).

The book, to a certain degree, contains reprints of these tests, but that's not all. Also included are notes and observations (*sometimes somewhat less than flattering, at that! Pay particular attention to the 401 Javelin AMX road test – its priceless!!*) that didn't make it into the magazine. Joe even went so far as to pick a few favorites, and, surprisingly enough, there were a few Pontiacs that **REALLY** made an impression on him (*imagine that!*). He even went out and purchased a '76 **Trans Am** recently after testing one back in the day.

The list of cars he flogged is like a **Who's Who** of Detroit, including but not limited to:

- 1962 421 Super Duty Pontiac Catalina
- 1963 409 Chevrolet Biscayne
- 1968 Pontiac Firebird Sprint Turismo
- 1969 Baldwin-Motion SS-427 Camaro
- 1969 440 Plymouth Barracuda
- 1969 Ram Air IV Firebird 400
- 1969 426 Hemi Road Runner
- 1969 440 Plymouth GTX
- 1969 440 6-BBL Plymouth Road Runner
- 1969 Pontiac GTO Judge
- 1969 428 Cobra Jet Mustang Mach 1



- 1970 426 Hemi Barracuda Convertible
- 1970 Buick GSX 455 Stage 1
- 1970 Pontiac Ram Air IV GTO
- 1971 429SCJ Ford Torino Cobra
- 1971 American Motors 401 AMX
- 1972 W-30 Oldsmobile 4-4-2
- 1973 Chevrolet Camaro Z28
- 1976 455 Pontiac Trans Am

A quick check on <http://www.amazon.com/> shows a discounted price better than **\$34.95**, with free shipping on orders over **\$25.00**. This is a must-read for you musclecar guys. So, if Hemis and Baldwin-Motion Camaros float yer boat, check it out! **And, thanks, Nick!** 🍷



Condolences

Trevor Wilkinson, the man who created **TVR sports cars** in the '50s, died June 6 at age 85. TVR rose to fame most recently when its car was featured in the '01 John Travolta movie *Swordfish*. At the height of the firm's popularity in the mid-90s, TVR stole sales from Porsche in the UK. By then, though, Wilkinson was long gone from the company he had started in '47, a business that began as a sideline to a repair garage in the gritty English resort town of Blackpool. TVR was a contraction of his first name (*TreVoR*), which he first used on a series of one-off Austin specials. More ambitiously, he designed a ground-up chassis and sold a handful of them to New Hampshire race driver Ray Saidel, who grafted on his own body design and won races in the '57 season with his TVR Jomar special. Wilkinson also created a road-going version, the handsome fiberglass-bodied Grantura of '58, with Saidel his US distributor. Orders rolled in, but Wilkinson struggled to deliver and in '62 TVR went bust. A disillusioned Wilkinson left the company. New management revised the Grantura as the MkIII and another American, Jack Griffith, stepped in. Griffith imported the MkIII, shoehorned a 4.7-liter Ford V8 underhood and renamed it the Griffith. The Griffith gained a following in the United States, but by the late '70s TVR was forced out of the U.S. market by new smog controls. Peter Wheeler took control in '82. TVR moved upmarket with V8

power, a new chassis and racy designs that won the company strong UK following.

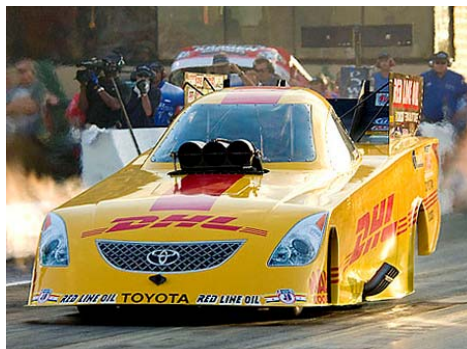
Wheeler sold in '04 to Russian oligarch Nikolai Smolensky when TVR's survival as a maker of limited-run sports cars was becoming more and more difficult. Throughout TVR's ups and downs, Wilkinson remained a cult figure among TVR fans, traveling from his retirement home in Spain to meetings and events.

46-year-old **NHRA funny car driver Scott Kalitta** was killed Saturday June 21st in a fiery crash during qualifying at the Lucas Oil Supernationals in Englishtown, NJ. He was pronounced dead at a hospital in Old Bridge after his car lost control during the fourth and

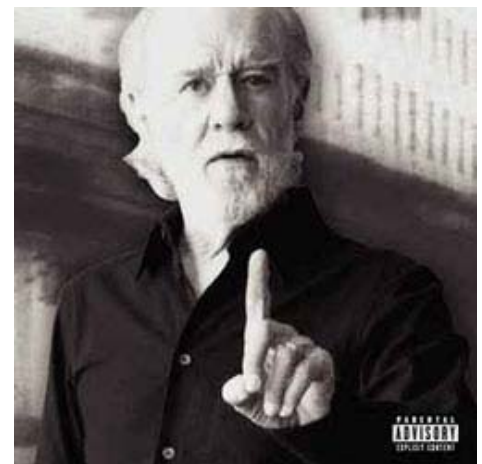


lost control of his vehicle," said Sgt. Julian Castellanos, a spokesman for the State Police. Spectators at the track watched as Kalitta's car exploded, hit a sand trap, then vaulted over a protective catch fence. A slow-moving ambulance took the driver away. Kalitta, 46, of Palmetto, Fla., was a two-time Top Fuel champion (1994-95) had 18 career victories, 17 of them in the Top Fuel class. His father, **Connie Kalitta**, the legendary driver/team owner known as **"The Bounty Hunter,"** was his co-crew chief, along with Glenn Mikres. Kalitta's cousin, Doug Kalitta, competes in the Top Fuel class.

And lastly, comedian **George Carlin**, who died recently at the age of 71 of heart failure. He was admitted to the hospital complaining of chest pains. He had a history of heart problems. Godspeed to all of you. 🚗



final round of qualifying at the track. Witnesses said Kalitta was traveling at an estimated 300 mph when the engine of his Toyota So-lara erupted in a ball of flames. "The driver was killed after he



KITT SPECIAL FEATURES COMPARISON

KITT 2000 V1.0	Feature	KITT 3000 V2.3
Yes	Auto Cruise	Yes
Yes	Auto Pursuit	Yes
Yes	Auto Collision Avoidance	Yes
Yes	Voice Interaction	Yes
Yes	Emergency Eject	Yes
No	Audio/Video In-Dash Functions	Yes
No	Radar & Sonar	Yes
Yes	X-Ray	Yes
Yes	Autopilot	Yes
Yes	Voice Analyzer	Yes
Yes	Infrared Tracking Scope	Yes
10 mi	Range	20 mi
Yes	Pyroclastic Lamination	Yes
Yes	Blood Analyzer	Yes
Yes	Microwave Jammer	Yes
Yes	Interior Oxygenator	Yes
Yes	Rocket Boosters	Yes
Yes	Smokescreen	Yes
Yes	Olfactory Detector	Yes
Yes	Spectrograph	Yes
Yes	Electromagnetic Field Generator	Yes
Yes	Microwave Ignition Sensor	Yes
Yes	Aquatic Synthesizer	Yes
Yes	Electronic Field Disrupter	Yes
Yes	Ultra Magnesium Charges	Yes
Yes	Ultrapasonic Chemical Analyzer	Yes
Yes	Graphic Translator	Yes
Yes	Anamorphic Equalizer	Yes
No	DNA Analysis Equipment	Yes
No	Mass Spectrometer	Yes
No	Targeted Electromagnetic Pulse	Yes
No	Military-Grade GPS	Yes
Yes	Grappling Hook	No
Yes	Oil Jets	No
Yes	Flame Thrower	No
No	3D Heads-Up Display	Yes
No	Laser Weapons System	Yes
No	Holographic Projection	Yes
No	Personal Safety System	Yes
No	Nanotech Cloaking	Yes
No	360-Degree Video Surveillance	Yes
No	Laser-Guided Missile Defense	Yes
No	Mini-KITT Reconnaissance Drone	Yes
No	In-Seat Medical Diagnosis	Yes
No	Biometric Analysis	Yes
No	24-Hour Roadside Assistance	Yes
No	1000-Watt Quadraphonic Stereo System	Yes
No	Keyless Entry and Ignition	Yes
No	Heated Seats	Yes



KITT 2000:
'82 Trans Am

Vehicle Type: Front engine, rear-wheel drive, two-door coupe

Engine Type: Knight Industries turbojet w/modified afterburners

Transmission: Eight-speed microprocessor turbodrive with autopilot

Price: \$11,400,000 (*est.*)

Acceleration: 0 to 60 mph: 0.2 secs with power boosters. Standing 1/4 mile: 4.286 secs

Braking (70 to 0 mph): 14 ft.

Fuel Economy: Classified, but thought to be 200 mpg



KITT 3000: 08 Shelby GT500KR

Vehicle Type: Front engine, on-demand all-wheel drive, two-door coupe

Engine Type: Aluminum block/titanium heads 5.4-liter V8 with Whipple supercharger/Knight Industries liquid air cycle auxiliary turbine. 540 hp in Hero mode. Immeasurable in Attack mode.

Transmission: Continuously variable transmission with infinite power band

Price: \$45.6 million, as tested

Acceleration: 0 to 60 mph: 1.77 secs. Standing 1/4 mile: 3.87 secs

Braking (300 to 0 mph): 12 ft.

Fuel Economy: Not testable 🚗



July 25th & 26th—**Pinks All Out** at Old Bridge Township Raceway Park, Englishtown NJ. Info:

www.racewaypark.com

July 25th to 27th—**Carlisle Summer Bike Fest** at the fairgrounds in Carlisle, PA.

Aug. 6th to 9th—**"Gateway to the**

Atlantic" '08 IPMS USA National Convention at the VA Beach Convention Center. Info: www.ipmsusa2008.org.

Aug. 16th—**NNL Summer Classic Model Car Event**, at The Village Inn Golf & Conference Center in Clemmons, NC, by **Carolina Kustom Modelers**. Theme—**Gassers**. Info:

www.carolinakustommodelers.com.

Aug. 18th & 19th—**6th Annual York Concours D'Elegance**, York college campus, York, PA. Featured: **100th Anniversary of Ford Model T, 60th Anniversary of the Tailfin, Jaguar XK120, and Porsche**. Participants—free, admission \$10. Info: call Don Meluzio 717-846-2222 ext. 225, e-mail www.yorkheritage.org or dmeluzio@aol.com

Let's Go Racin'!

NASCAR has apparently been dragged into court by a former black female employee in a **\$225 million dollar lawsuit**, alleging **racial and sexual discrimination, harassment and wrongful termination!** 32-year-old **Mauricia Grant** was appalled at the way she says she was treated from day one until her firing last October. She claims an ongoing daily pattern of harassment, working as a tech inspector certifying cars in NASCAR's Nationwide Series from January '05 until her firing.

The lawsuit lists 23 specific incidents of alleged sexual harassment and 34 specific incidents of alleged racial and gender discrimination beginning in January '05 through her October '07 firing. In addition, the suit claims official **Heather Gambino** was fired in '06 for complaining about a sexually hostile work environment. The suit also claims former official **Dean Duckett**, who is black, was reprimanded and ultimately fired last November for using "aggressive language toward a white co-worker." Credit to yahoo.com. We'll see what happens!

Rumor is the **U.S. Army** is ex-

amining it's options for '09 and beyond, and could leave **DEI** for another team. The deal is a year-to-year affair, renegotiated at the end of each season for the next. The Army could still return to DEI, but officials are talking to at least one other team, including...**Gasp...** a **Toyota!** **Mark Martin** has steered the **US Army Chevy** to two top five and five top ten finishes, and is 24th in points despite running only 12 of 15 races. **Aric Almirola** has made the other three starts in the car, with one top ten finish.

Meanwhile, **Caterpillar Inc.** and **Richard Childress Racing (RCR)** have agreed to a multi-year deal for the #31 Chevy driven by **Jeff Burton** beginning in '09. Burton is currently second in the '08 point standings with one victory, four top-five and ten top ten finishes in the first 15 races. The '09 season will mark Cat's 17th year of sponsorship. It will also be **RCR's 40th anniversary** in the sport. Thanks to Jayski.com for the preceding tidbits.

Petty Enterprises recently announced the **re-signing of driver Bobby Labonte** and that **Boston Ventures**, a **Massachusetts-based private equity firm** has purchased **controlling interest in the team**.

Labonte has been the driver of the team's #43 car since '06. The team also needs a sponsor for his vehicle, since **General Mills is leaving to sponsor a fourth entry at RCR next year**. That may hinge on the agreement with **Boston Ventures** that has been negotiating to buy part of the Petty organization. Labonte, the '00 series champ with Joe Gibbs Racing, has been a cornerstone of the Petty team's attempt at improving its level of competition. His 18th-place finish in final points last year marked the **first time in eight years a Petty driver had finished in the top 20**. Although he hasn't won in the #43 car—no Petty driver has won a Cup race since John Andretti won at Martinsville in '99—Labonte has recorded 11 top ten finishes since joining Petty. Nascar.com was the source.

Looks like **'Smoke' (Tony Stewart)** is **leaving the Joe Gibbs Racing**, negating the final year of his contract (*surprised?*). Looks like Tony's gonna **buy 50 percent of Haas CNC Racing**, and drive for them in '09. Crew chief **Greg 'Zippy' Zipadelli** is gonna stay with the #20 Toyota. Meanwhile, rumors persist about **Joey Lagano** taking over his old ride, but nothing's fer sure yet. 🍷

This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ do it in scale!



Websites

Carlisle Events:

<http://www.carlisleevents.com>

East Coast Indoor Nationals

(Timonium, MD):

www.eastcoastindoornats.com

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

Philly Area Car Modelers: <http://www.pacms.org/>

www.pacms.org/

Maryland Intl Raceway:

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

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

www.oldtoylandshows.com/

York US30 Muscledar Madness:

www.yorkus30.com 🚗



Club Contact Info

Classified

WANTED: 1973 & '74 Challenger. Contact Ron Dreschler at 410/255-7369 or fiveptstar-ron@aol.com (Please use 'MAMA ad' or 'Challenger' in subject line so it doesn't get dumped.)

FOR SALE: Several unassembled Indy car models: **MPC 1/20th scale 1967 Parnelli Jones #40 Indy turbine car.** Open (but all the bags are still sealed); **1968 MPC Indy Lotus turbine reissue** from 1995—sealed; **AMT Lotus Indy turbine car kit**—sealed 2003 reissue. I would consider something in the neighborhood of **\$300.00** for all three kits (I have

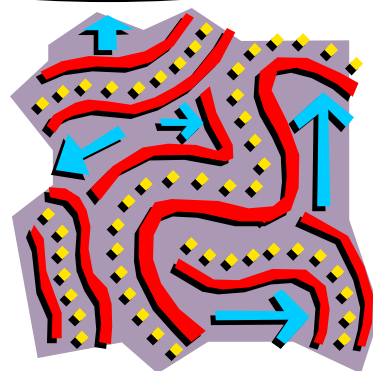
been told that the 1967 original MPC Indy turbine # 40 is worth in the neighborhood of \$200.00 alone), but any reasonable offer will be considered. A modeler could have his own Indy turbine car front row! I live in Hagerstown, but could drive as far as Frederick to meet with any interested parties to save postage and handling. I would like to see these models professionally assembled. The turbine cars nearly won Indy twice. Contact **George Brody**, Home phone 301 714-4840, gsb2310@yahoo.com. 🚗

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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