



# MAMA SEZ!

Volume 22, Issue 9

May, 2009



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

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## Car Show Season's Here!

I'm givin' you guys advance warning that *you'll hafta forgive me my rant this month*, what with the 'informed (!?)' decision by the GM execs to *kill my beloved Pontiac division!* I'll balance it out as best I can with NNL East coverage, OK?!

*Long-time MAMA's boy Larry Boothe* was up last month for NNL East

and stayed over for the MAMA meeting the following week. *Ron Bradley* was also at the meeting, and to coin a phrase, "*He looked Mah-velous!*" Keep up whatever yer doin', Ron! Seems to be workin'!

The raffle raised **\$54.00**, while the door box contributed another **\$94.00**. Additionally, the donation of more decals

by *Jeff Young* resulted in sales of **\$30.00**. A big *Thank Yew* to Jeff for his generosity!

Thanks again to the following donors: *Brad, Jerry Frazier, Ron Hamilton, Charlie Magers, Mark Mason, Nick Sickie, Chris Whalley, Bradley's Model Car Collectibles, and Replicas & Miniatures Co. of MD.* 🙏



### 2009 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 17th
- 📅 February 21st
- 📅 March 21st
- 📅 April 25th
- 📅 May 16th
- 📅 June 20th
- 📅 July 18th
- 📅 August 15th
- 📅 September 19th
- 📅 October 17th
- 📅 November 21st
- 📅 December 19th



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

## "Day Late, Dollar Short!"

technology as that

*Firehawk*, arguably one of the most legendary names in the history of *Pontiac musclecars* is again united with a vehicle worthy of that unique badge: the *'09 G8-GT based Firehawk*. Produced and available at *SLP Performance Parts, Inc.* (<http://www.slp-firehawk.com/>), and select Pontiac dealers nationwide (*better hurry!*), it offers the all-around powertrain performance, superior handling and braking, with headturn-

ing styling and value, true to its distinctive nameplate. Following in the footsteps of SLP's famed *Firebird Firehawk* is a daunting challenge. But one test drive will convince skeptics that the car has recaptured and refined the special magic of the Firebird. Available only on the '09 G8 GT in any factory color, it's performance and appeal are enhanced by a *positive displacement super-charger*, using the same

which GM supplies on the *new ZR-1 Corvette*, and highlighted by an aggressively styled flat-black hood treatment. To complement it's front-end appearance, the rear spoiler benefits from subtle but effective styling revisions, including a flat black finish. Helping transfer it's power-to-the pavement are Bridgestone's P245/40R19 Potenza RE050A Pole Position tires and lightweight

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## NNL East Fun

Well gang, for those of you who didn't go to NNL East, as usual, you missed a good time.

**'Rooster'** (Nick!) and I went up on Friday evening and booked a room at the Holiday Inn. After checking in (*he worked half a day*), we freshened up and met the gang over at the **Cheeseburgers in Paradise** for the Friday night meet 'n greet. Probably 20 to 30 guys (*and gals*) chowin' down, and gettin' crazy.

Got up Saturday morning for the short drive to the PAL building, arriving there just after 7 in the a.m. We chilled out in the parking lot rather than stand in the long line, which seemed to grow by the second. The gang up there have it all together—they were pre-registering those in line, so that once the magic hour arrived, they could simply throw open the doors to a bunch of plastic—and resin-starved modelers! In retrospect, it worked very well.

I got the chance to speak with none other than **Willys "Willie" Nelson** (*I kid you not!! And what-*

*ever you do, DO NOT ask him about the pronunciation of his first name—it's a pet peeve of his!*) from **Lindberg-Hawk models**. He had most of Lindberg-Hawk's line of plastic on display, along with test shots of the eagerly anticipated **Dodge Charger cop car**. You know—the one that comes with **EIGHT distinct light bar options** (*see photo*)?!

He also had one of the company's Model T engines on display. Do you guys know what the most difficult part of getting that kit done was? Getting the proper shade of green for that motor, that's what! Apparently, Henry Ford was a stickler for details (*at least, according to Willie!*).

Also caught up with a buncha friends I don't see very often including but not limited to **George Bojaciuk, Karl Scheffer, Bob Korunow, Dave "Davetown"**

**Roehrle, and John Jacobus of Fisher Craftsman Guild** fame (*tho, I didn't talk to John*).

I can't vouch for the number of models entered, all I can do is to tell you all that I took three pitiful



entries for the Compact Car theme, and my registration numbers were **1712 through 1714!!**

I spent much more time (*and money!*) in the swap meet area, rounding up more Poncho raw material. All told, I came away with **eight kits**—five resin (*Pontiac*) kits, and three plastic ones (*two of which were actually non-Pontiacs, but never fear—they will give their 'lives' to Poncho projects!*). Oh, and I did pick up a set of **JoHan "Machine" decals** for five bucks from Okey Spaulding, 'cause if I recall, mine had a tire mark on 'em.

I would like to take this occasion to say that our own **Ron Bradley** was well represented, in the guise of **Rich Wilson** and some of Ron's **NY buddies**. **Tanks to Rich and da New Yawk guys for doin' da duty!!**

**MAMA's Boy Larry Boothe** even made the trip to 'hang out' with his old 'Buds'. Sez he didn't realize how much he missed this shindig. **Amen, Larry!**

To sum up, a good time was had by all, especially our own **MAMA's Boy Dave Schmitt**, who took home the award **in the "Fins**

(Continued on page 3)



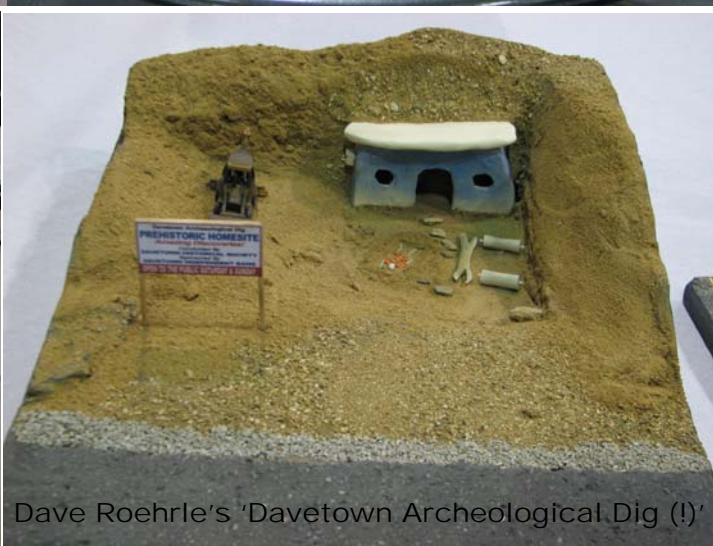


## Fun (contd)

(Continued from page 2)

**and Feathers” class** for his ‘57 Chevy—*kudos, Dave!!*

Check out the **NNL East site** (<http://www.nnleast.com/>) for **MANY** more photos, and start making plans now to attend the show next year, when the themes will be **1985: Back to the Future** (any vehicle from the 1980's), with a subtheme of **Pickup Lines: What's the Utes?** (any form of pickup). So, mark your calendars now for Saturday, April 17th, 2010! **“Be there, or be Octagonal!”** 🍷



## "Death of a Family Member?!"

I am so incensed by GM's announcement in early April of the closure of **Pontiac Motor Division** (*obviously!*) by '10, that frankly, I don't know where to start! Sadly, I now know how **Oldsmobile** and **Plymouth** devotees felt at that point when their beloved makes were relegated to the scrap heap.

GM seemed intent on killing the 'Excitement division' for at least 20 years. Witness the change in the early 80s to **alpha-numeric names**, ditching such **great names** as **Bonneville**, **Grand Prix**, and **LeMans** for **T1000**, **J2000**, and **A6000**. Fast forward to the 90s, and we got **G3**, **G5**, **G6**, and **G8**. What is the fascination with the European badging?! It works for **Audi**, **BMW**, and **Mercedes**. After their folly with this convention in the '80s, didja think they'd learned? Hell no! They appeared intent on resurrecting it for the current class of cars. It's as if they felt these great names had been damaged, and either they were attempting to distance themselves from them, or simply attempting to 'reinvent' the division, in search of a different (*read: BMW?!*) demographic.

Let's take a look at some of GM's good/bad moves:

**Aztek**: Basically a good package (*albeit with funky styling!*) with available all-wheel drive. A victim of poor sales (*possibly due to the aforementioned styling?*).

**Fiero**: Billed as a '**Commuter car**' (w/a 4-cylinder) when launched, in succeeding years, things like a V-6, better suspension, and electric power steering

were added. It was gone by '88.

**Firebird**: The car that carried Pontiac's performance torch when the GTO died in '74. It *survived* a *strike* and a *gas shortage*, and remained in continuous production from its inception in '67. It also ended up with one of the most powerful engines in the industry right smack dab in the middle of the gas crisis—the race-inspired SD455.

**G3**: A *rebadged Chevy Aveo*! And not even a performance version, at that!! As if to add insult to injury, I understand from a GM message board that there is a **TWO-YEAR supply** on hand!! I wouldn't want to be the 'suit' that greenlighted the addition of **THAT** car to the lineup! It's my understanding that this car is marketed in Canada as the **Firefly**—it just didn't 'fly' in the U.S.!

**G5**: A *rebadged Cavalier*! Again, not even a performance version, either!!

**G6**: At least this one **LOOKED** sporty, and there was a cool folding hardtop (*musta cost a fortune to engineer!*) in the lineup.

**G8**: Magazines have given it *rave reviews*, calling it the car Pontiac should have brought out **YEARS** ago. Ironically, it was also just announced that **SLP** would be selling a **G8 Firehawk**. "A day Late, and a Dollar Short."

**GTO**: The car that started the whole **modern musclecar movement**! Many others caught on, but never caught up. Followed up by the 'second coming' of the **GTO** in '04. Not only did the stylists **NOT** know what to do with the



car to punch up the Monaro styling, the '**marketeers**' (*think 'mousketeers!'*) had no clue as to how to market it. My good **friend John Sawruk, retired Pontiac Historian**, literally took visual aids in the form of **Pontiac GTO models** and *diecasts* in an attempt to educate them, again, to no avail. Hoodscoops on a performance car are almost a must, but they didn't show up until the next year, when everyone made a **HUGE** stink about a 'Goat' without scoops! When the '**Powers that be**' realized their colossal mistake, they moved to rectify it, and inadvertently **screwed their loyal dealers!!** How? By announcing midway through the '04 model year that the '05 GTO would not only get hoodscoops, but an **additional 40 horsepower** as well!! At that point, anyone even considering one put off their purchases until the following year (*obviously!*). Poor John is likely rolling over in his grave at that one. **Good job, GM!**

The **40<sup>th</sup> Anniversary of the**

(Continued on page 5)



## Death (contd)

(Continued from page 4)

**GTO** also rolled around in '04, and there was a *special color*—**Pulse Red**—to differentiate them. Do ya think that the *'marketeers'* took advantage of that history to promote the car? Hell, no!! They were looking for a new, different customer demographic (*the 'American' BMW?!*) rather than listening to and/or courting original GTO buyers, now, more upwardly mobile professionals, most likely with greatly expanded earnings potential. They even favorably compared the car to a BMW on at least one occasion.

(Daewoo) **LeMans**: Don't go there! Here and gone before you knew it!!

**Montana minivan**: Sporty? Maybe? Exciting? Hardly!! Looked much better after being redesigned to get rid of its 'Dustbuster' looks from its earlier Transport days.

**Solstice**: As released, a nice, sporty compact tourer. Along

came the **260 hp. Ecotec motor** and turned it into a *screamer*. Also made it a *winning SCCA racer*, winning a *championship*. Forget the 'over-engineered' nature of the car, to the point that they lost money on every one sold. Not good for business, GM!

**Torrent Crossover**: Sporty? Maybe? Exciting? Hardly!!

**Vibe**: A rebadged **Toyota Matrix** (*albeit better looking*). How can ya screw **THAT** up?! Now, you know why GM is scrambling for a replacement.

Think I'm stark, ravin' mad? Go here to read Pontiac adman **Jim Wangers** take on this topic:

<http://blogs.automobilemag.com/650731/6/editors-soapbox/jim-wangers-on-the-death-of-pontiac-excitement/index.html>. He was **THE** guy behind Pontiac's success, and knows the score!

Part of me wants GM to survive in order to *showcase Rick Wagoner's incompetence as CEO*, while another part of me wants GM to go under, to show them that *their problems were*

*much bigger than the mistakes they made that led to Olds and Pontiac's demise*.

When GM announced the **'Death of Pontiac'** in late April, as far as I'm concerned, *they announced their own demise as well*. I have been a *diehard Pontiac* (and, by default, GM) fan my entire life. Watching GM simply *throw away 80+ years of automotive history* without even trying to do something (*niche market?!*) has been very painful. **From here on out, beyond vintage vehicles, GM is dead to me**. I have finally seen enough of GM's incompetence, that, somehow, has seen them celebrate 100 years in business. I wouldn't give you odds on another century (*or even a half century?*).

From now on, I will take my cue from Pontiac's most well-known ad slogan, modified for my own use—instead of **"We Build Excitement!"** my mantra will **NOW** be, **"We REBUILD Excitement!"**

Tim "oldgoatguy" Sickie 🍷

## Late (contd)

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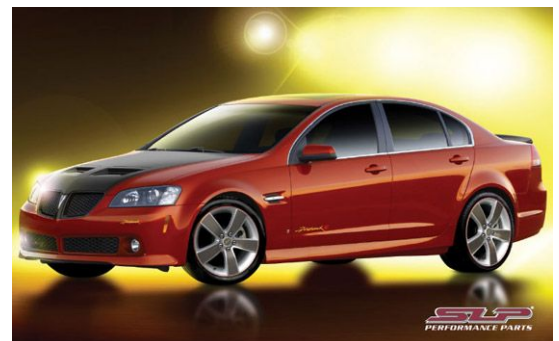
Firehawk 19"x8" 5-spoke alloy wheels. Firehawk standard content includes:

- SLP TVS 1900 500 HP Series supercharger Package
- SLP PowerFlo® stainless steel exhaust system
- SLP Blackwing® cold air induction system
- SLP sport suspension package
- Flat black painted hood and grille surrounds

- Painted lower fascia grille inserts (*body color*)
- SLP rear spoiler painted flat black
- Firehawk 19" 5-spoke, gun metal painted alloy wheels w/ machined spoke face and Firehawk logo center caps
- Firehawk badges
- Firehawk car cover
- Firehawk leather (*faux*) portfolio
- Firehawk birth certificate
- Firehawk numbered dash plaque and key fobs (2)
- Firehawk floor mats

- Firehawk embroidered headrests  
**Price: \$18,995 on top of price of G8 GT.**

- Optional Firehawk content:  
🍷 Competition brake package—  
**Price: \$4,995**  
Get 'em while ya can! 🍷



## This n That

**GM Sets a Record!!** The *new Camaro* has barely hit the streets, and it has already been hit by a **product recall!!** In April, they sold **614 Camaros**, but some will be returning to Chevy dealers, due to a **voluntary recall** for **300 SSs** to replace a **faulty battery cable** that can cause the car to stall out. In a related, but not surprising move, as GM scrambles to cut costs, they are **dropping high-performance versions** of several vehicles for the '10 model year. Apparently, this year is the last for the *Chevy Impala SS*, *Pontiac G6 GXP*, and *Cadillac STS-V*. The **SS trim** in the *Chevy Cobalt* line will be now be limited to **coupes only**. No more **HHR SS**, either. But GM is not totally giving up performance. There is obviously a **'10 Camaro SS**, *Cadillac CTS-V*, and there's always the **Z06** and **ZR1 Corvettes**. While on the subject, GM honcho Fritz Henderson sez the Vette is secure, even as GM dramatically slashes its size and costs. In a recent online interview, he said that not only is the car's current platform undergoing continual development, but the future seventh-gen car, dubbed **'C7'** (*Doh!*), is on track, though he wouldn't say when it would hit showrooms. He is bullish on Corvette (*he drives one—big surprise!*). He knows that it contributes to the company's bottom line. According to him, "Corvette pays its rent"...**New Saleen?!** With the launch of the **'10 Ford Mustang** and the car's **45th anniversary** coinciding neatly, it was obvious **Steve Saleen**, who is synonymous

with all things 'Stang, would have something up his sleeve. His new company, **SMS Supercars**, recently

released a sketch of its new 'baby (*Fittingly, he released them at a Mustang anniversary party at Barber Motorsports Park in Birmingham, Ala.*)' Available in two versions, the **460** and the **460X**. He paid special attention to the air induction, fascias, splitters and diffuser to customize it. It also gets new suspension geometry and brakes, with Alcantara and leather, and hand-stitching on the interior panels. The 460 comes with a **470 hp** 4.6-liter V8 (*with a five-speed manual or automatic trans*), while the 460X makes **655 hp** from a 5.0-liter V8 (*with a six-speed*). Both are **supercharged**. Expect low fours for the zero to 60 mph sprint. Oh yeah—**Happy 45th Anniversary, Mustang!** Released on April 17, 1964, for the princely price of **\$2,368**, they were overwhelmed by **22,000 orders on the first day** and an **astonishing total of 417,000** in the **first year**. **More than 9 million cars later, Ford's "Better Idea" is still going strong...Condolences. Dom DeLuise**, 75, died May 4 at a hospital in Santa Monica, Calif. of high blood pressure and diabetes. Among other movies, he appeared in **"Smokey and the Bandit II"** and the cult favorite **"Cannonball Run."** In the first "Cannonball Run" film (*they did three*), he played nerdy Victor Prinzim, who



drove an ambulance in the cross-country race. Throughout the film, he transformed into **"Captain Chaos,"** a

deep-voiced, would-be superhero possessed of unearthly driving skills. **We'll miss ya, 'Chaos!'**... **Chrysler Broke?!** Chrysler LLC will obviously be late getting its **'10 vehicles** to market due to their Chapter 11 bankruptcy filing. The current shutdown of plants and stresses on suppliers also threaten to delay the '11 models, too. The changeover to '10 models is delayed while they try to emerge from bankruptcy in the next 30 to 60 days. Once they return to production (*with Fiat S.p.A.*), they will have to finish assembling the vehicles, engines and parts left partially built in factories. That and readying for the new models will delay '10 launches, which typically take place shortly after a July shutdown to change tooling...**Fiat Stock on the Rise?!** In the meantime, Fiat S.p.A.'s boss has confirmed that they want to form an alliance with **GM's** German subsidiary, **Opel**. It was recently reported that Fiat was considering an alliance with GM's European unit. Italian and German unions oppose to the deal over fears it will lead to **massive job cuts**. They also have competition for Opel from Austrian-Canadian supplier **Magna International...Penske Wants Saturn?!** Race team owner and automotive entrepreneur

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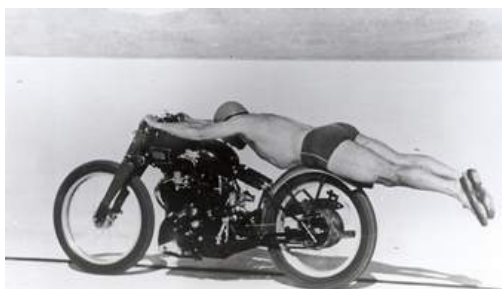
## T n T (contd)

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**Roger Penske** is a possible bidder for GMs' *Saturn* brand, The Wall Street Journal reported recently, citing people familiar with the situation, but a Penske spokesman declined comment. He's CEO of suburban Detroit-based **Penske Automotive Group**, which ranks No. 2 behind **AutoNation Inc.** on the Automotive News list of the top 125 U.S. auto retailer groups. Penske last year helped launch **Mercedes-Benz Smart cars** in the U.S. In '88, he acquired the money-losing **Detroit Diesel Corp.** from GM and turned around the heavy-duty engine maker in **less than four years** (Ed. Note: **Maybe he should buy Pontiac?! Or, just GM?!).** He sold the company to DaimlerChrysler AG in 2000. GM retained an adviser to help it review offers (*of which it has several, including Black Oak Partners LLC and Telesto Ventures*) from potential buyers for its Saturn brand and retail network, and will look to secure an agreement with a buyer later this year. GM, which has taken **\$15.4 billion of U.S. government loans** to operate since the start of the year, has scrambled to unload underperforming brands, including **Saturn** and **Hummer**, as part of a sweeping fed-mandated restructuring. The announcement comes as GM faces a June 1st deadline to convince the U.S. autos task force overseeing its restructuring that it has a viable business plan, while they race to get concessions from bondholders and union and sell assets...**Your**

**Mileage MAY Vary?! The '10 Ford Fusion hybrid** gets up to 41 mpg—officially. But with a little effort, you can easily double that. That's what a team of Ford engineers, a hypermiling legend and NASCAR star **Carl Edwards** managed to pull off recently, registering an **average of 81.5 mpg** in a **1,445.7-mile journey** designed to showcase the new hybrid sedan. The crew left Mount Vernon, Va. on a Saturday morning and finished on the GW Parkway in Washington, running out of gas just before dawn. They clicked off the original goal of 1,000 miles—Monday morning, with Edwards at the wheel. The Fusion Hybrid is rated at 41 city and 36 highway, besting other hybrids including the **Camry**. By using hypermiling (*i.e., smooth acceleration and coasting to red lights*), they considerably increased fuel economy. Its official estimated range is **700 miles on a tank of gas**, which the hypermilers **doubled**. It was not modified and drove around Washington nearly continuously for **69 hours**. They had hoped for 57 mpg, but were able to easily better that. Other mileage tricks included closing windows to cut drag, shutting off the heater and A/C to cut the drain on the engine, and using momentum to help carry the car up and down hills. They broke up the drive into two- and three-hour stints. Edwards said he was ex-

cited to be a part of the drive, noting that he owns a Fusion hybrid. Hypermiler Wayne Gerdes also was part of the team, which raised \$8,000 for **Juvenile Diabetes Research...Motorcycles** will grace the 18th fairway at **Pebble Beach** for the first time in the 59-year history of the **concours**. And these aren't just any bikes. Organizers are expecting some of the rarest and most valuable two-wheelers to take their place alongside the classics. This year's event will focus on **British bikes built through '59**. Look for **Vincent**s, **Brough Superiors**, **Norton**s, **Velocettes**, **BSAs**, **Triumph**s and **Ariel**s. Two Vincents are sure to stand out—a '48 bike built for an American sportsman, John Edgar, is an icon. With **Rollie Free** riding, it set a **speed record at the Bonneville Salt Flats** that year, clocking **150.313 mph** to beat the then-record of about 136 mph. **Free wore a bathing suit, tennis shoes and a swim cap and laid on his stomach to accomplish the feat**. It was nicknamed the **"Bathing Suit Bike,"** and then **"Black Lightning,"** spawning the name for the racer line. It has had just two owners. A '47 bike nicknamed **"Gunga Din"** won a slew of road races and was a rolling test bed for future technologies, and was a forerunner of the **Vincent HRD Black Shadow** and **Black Lightning racers** (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 y'all by sending stuff along—I 'preciate it!) 🍌





# Pontiac—A Retrospective



## 'Wangerisms' (*Pontiac Ad Buzzwords*)

Pontiac adman **Jim Wangers** may not have coined 'em all, but sure used 'em to maximum advantage!  
'Gran Turismo Omologato'

'The Great One' (*GTO*)  
'Here Come de Judge'  
'His 'n Hers' shifter  
Hood Tach  
'The Humbler' (*GTO*)  
Hurst Dual Gate / Hurst mags  
Royal Bobcat

Tiger (*GTO*)  
'Tiger Button' (*GTO ram air*)  
'Tiger Paws' (*GTO*)  
Tri-Power  
Wide Track / 'Wider is Better'

Thanks, for your hard work and devotion to the brand, Jim! 🙏



# Pontiac—A Retrospective





## Model Buffet

Well gang, with NNL East a memory, there were several interesting aftermarket items to tempt purchasers at the show last month. Let's take a look.

**Modelhaus** proprietors Don & Carol Holthaus continue to impress. They had several new items available, including but not limited to: a **'72 Ford LTD Brougham hardtop** (\$90) that includes 2-door hardtop body w/ hood molded in, int, door panels, bench seat, front and rear bumpers, grille g& hl, taillights, hubcaps, T-426 Firestone Deluxe Champion tires, wheelbacks, chassis, and glass; a **'57 Desoto Fireflite Explorer station wagon** (a *Modelhaus master*—\$100.00) that includes station wagon body (*dual headlights*), w/hood molded in, int, door panels, bench seat, front and back glass, rear bumper, fender ornaments, hood emblem, head & taillights, hubcaps/wheelbacks, T-192 tires, chassis, and glass; a **'64 Ford F100 long-box pickup** (\$85.00) that includes cab and bed molded together, w/ open hood, interior, bed floor, front bumper & grille, rear bumper/taillights, firewall, radiator, hubcaps, T-194 tires, wheelbacks, chassis & glass (A *Modelhaus master*, NOT a repro of the shadowbox promo!); a **'57 Chevy 150 4-door sedan kit** (\$38.00) that includes 4-door body w/open hood, door panels, front and rear bench seats, dog dish hubcaps (for Revell's new 150 sedan kit); and finally, a **'57 Desoto Fireflite hardtop** (\$95.00) that includes 2-door body (*single headlights*), w/

hood molded in, int, door panels, bench seat, front and back glass, rear bumper, fender ornaments, hood emblem, head & taillights, hubcaps/wheelbacks, T-192 tires, chassis, and glass. Go to their website or e-mail 'em at [models@modelhaus.com](mailto:models@modelhaus.com) for shipping and handling details.

I spoke at length with one of **Missing Link** proprietors, Kevin Lutz. These guys are busy ideintifying their next projects, but a few items that were present at this show include: a **Maverick hood**, **'68 Roadrunner clear red taillights**, and a **'68 Roadrunner dashboard**, that, from what I was told, can be done in different trim levels (?). *Heck, like I've been telling' ya—I'm a Pontiac guy!* I did get another of this company's excellent '65 GTO hardtops, but had to temporarily pass on their '74 Trans Am. A little matter of funding—rats!

Dave Dodge over at **Model Car World** also seems to be a man on a mission. New items in Dave's catalog include but are not limited to the following: a **'64 Chevelle 300 2-door station wagon** (\$38.00) that includes stock body, open hood, interior, bumpers, wheels & hubcaps (use AMT '65 Chevelle

wagon kit as a donor); a **'65 Chevelle 300 2-door station wagon** (\$38.00) that includes stock body, & hubcaps (use AMT '65 Chevelle station wagon kit as a donor); a **'69 Chevy Biscayne 2-door sedan** (\$40.00) that includes stock body, hood bumpers, interior & bench seat, wheels & hubcaps (use AMT '67 Impala as a donor); a **'69 Chevy Impala SS Custom hardtop** (\$40.00) that includes formal roof body, hood, bumpers, interior & seats, wheel covers & rally wheels (use AMT '70 Impala kit as a donor); a **'69 Impala SS Sport Coupe** (\$40.00) that includes sloped roof body, hood, bumpers, interior & seats, wheel covers & rally wheels (use AMT '70 Impala kit as a donor); a **'63 Grand Prix hardtop** (\$60.00) that is a complete stock kit (*except tires*) w/vacuformed glass (*mastered from an original '64 Grand Prix*). Remember though, that Dave's stuff does not include chrome-plated parts. E-mail him or visit his website for shipping and handling details.

Last but certainly least was a

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## Buffet (contd)

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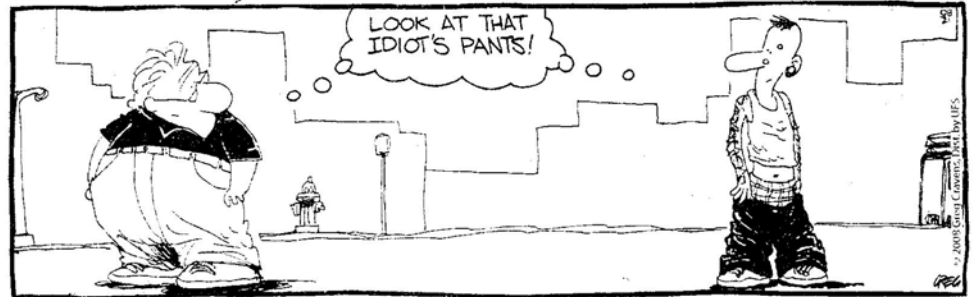
new company known as **Rascal Resin Models**. They are so new that they have yet to open their webpage for business. They had two (*actually three*) items on display—two complete kits, and a diorama base. The first is the **Roswell Rod**, an Ed Roth-style creation. The one that I thought was cool was '**Rod Almighty**,' a complete kit (\$65.00) of a *late-50s style Buick street rod*. It was so neat, in fact, that our own **Matt 'Bufordman' Guilfoyle** brought one home to add to his collection!

I spoke with Charles Heyer and they have a refreshing outlook—it is their feeling that you shouldn't have to supply any parts in order to build their kits. Hence, their desire to provide **COMPLETE** kits. The only downside is the lack of chrome plating. The diorama base I mentioned is a lunar landscape, which goes well with the Roswell Rod theme (*see enclosed pic*).

As usual, a special thanks goes 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 to me for inclusion in a future column! 🚗



**THE BUCKETS / Scott Stantis**



While not exactly auto-related, these two jokes still evoke chuckles! 🚗

**THE BUCKETS / Scott Stantis**



### Missing Link

<http://missinglinkrc.com/>

### Modelhaus

[www.modelhaus.com](http://www.modelhaus.com)

### Model Car World

<http://>

[www.mcwautomotivefinishes.com](http://www.mcwautomotivefinishes.com)

### Rascal Resin Models

(TBD) 🚗

## Let's Go Racin'!

After six days of deliberation and a six-week trial, a jury acquitted **Helio Castroneves**, 33, his sister and business manager, and an attorney on **tax evasion charges**. They were unable to reach a verdict on conspiracy charges. The U.S. Attorney's office said it will review its options on the hung conspiracy charge.

31-year-old Ex-**Busch series** NASCAR driver **Kevin Grubb** was found dead of an **apparent self-inflicted gunshot wound** at a Richmond area hotel. He was indefinitely suspended in '06 due to a **refusal to submit to a random drug test**, and was previously suspended in '04 for failing another drug test.

**Sprint Cup driver Jeremy Mayfield** was **indefinitely suspended** Saturday at Darlington. The driver/team owner of the No. 41 Cup car was not the only one found in violation. **Tony Martin**, a licensed crew member with the No. 34 Cup team, and **Ben Williams**, a licensed crew member with the No. 16 Nationwide Series team, also were also indefinitely suspended. All three violated Sections 12-1 (*actions detrimental to stock-car racing*) and 7-5 (*violation of the NASCAR substance-abuse policy*) of the '09 NASCAR rulebook. No further details were available.

**Carl Edwards** was driving to Phoenix International Raceway when he noticed "this cool-looking thing" just off the freeway. Suddenly, bright lights were flashing. He had just been nabbed by an Arizona **speed camera!**

NASCAR driver **Mark Martin** will run the **full Sprint Cup schedule next year** for Hendrick Motorsports. This changes the original deal he signed with Hendrick, which called for him to race a full season this year and a part-time schedule (26 races) in '10.

After saying there would be no penalties for misbehavior, **NASCAR** changed its mind (*cuz they can!*) and placed **Dale Earnhardt Jr.** and **Casey Mears** on **probation** for **six races** for **intentionally hitting each other** after the race at Phoenix. Neither was fined or lost points. Mears hit Junior in the final laps of the race, causing him to hit the wall en route to a 31st-place finish, two laps down. Earnhardt then intentionally spun Mears on the cool-down lap. Mears retaliated by ramming the back of Earnhardt's car on pit road. Both are having disappointing seasons—Earnhardt is 19th in points and Mears is 22nd.

Toyota continues as NASCAR's '**Golden Boy**' with a **Camry hybrid** set to pace the **Coca-Cola 600** on May 24th at Lowe's Motor Speedway. It will be the **first time that a hybrid has been tapped to serve as the official pace car for an entire NASCAR Sprint Cup race** (*they hadda clarify that statement, as an '09 Fusion Hybrid was actually the first Hybrid to pace at least the first lap of a NASCAR race, with a Fusion Sport pacing the remainder!*). It also will pace races at Infineon Raceway, Chicagoland, Watkins Glen, at LMS, and Martinsville. Fans in the southeast can look for the "golden can" of Coke in 50th-anniversary 12

packs, and could win the actual pace car.

NASCAR team owner **Larry McClure** has been sentenced to **18 months** in **federal prison** for pleading guilty to **five counts of filing a false income-tax return, obstructing the investigation and lying to IRS investigators**. He also was fined \$40,000, ordered to pay \$25,000 for the IRS investigation and nearly \$60,000 to **Eastman-Kodak** (*a former sponsor of the Morgan-McClure team*) for filing a false invoice. He also was ordered to refile personal income-tax returns for '02, through '04. He admitted to accepting \$269,000 in cash payments from a friend in exchange for services provided by his Morgan-McClure team. He did not report the income to the corporation or on personal tax returns, and owes the government just more than \$100,000.

NASCAR is moving its **Sprint Cup series awards ceremony** to Las Vegas. It will be held Dec. 4th at the Wynn Las Vegas hotel (*prob'ly getting paid more!*). It had been held in New York City, at the Waldorf-Astoria Hotel, since '81. They are also combining the **awards ceremonies** for the **Nationwide** and **Camping World Truck series**. It will be held in Miami Beach, Fla., on Nov. 23rd. The awards ceremony for NASCAR's **Grand-Am Rolex Series** is set for Oct. 12 in Hollywood, Fla.

**Acura** shouldn't get too comfortable at the top of the **American Le Mans Series**. **Audi** may be back full-time—perhaps as soon as '10. The juggernaut that won the LMP1 class champion-

(Continued on page 13)





🏆 May 15th to 17th—**Carlisle Import-Kit/Replicar Nationals**  
 🏆 June 5th to 7th—**Carlisle All-Ford Nationals**  
 🏆 June 26th to 28th—**Carlisle All-GM Nationals**  
 🏆 July 10th & 11th—**8th Annual Musclecar Madness** at the York Fairgrounds, in York, PA. This

year—‘**Salute to Ford.**’ Info: [www.yorknostalgia.com](http://www.yorknostalgia.com).

🏆 July 10th to 12th—**Carlisle All-Chrysler Nationals**

🏆 July 17th to 19th—**Carlisle Bike Fest**

🏆 Aug. 7th to 9th—**Carlisle All-Truck Nationals**

🏆 Aug. 22nd—**NNL Summer Classic**, presented by Carolina Kustom Modelers, at the Village Inn, 6205 Ramada Dr.,

Clemmons, NC. **Themes: Pro Touring and Nostalgic Funny Cars**, and a special **Short Track award**. Info:

[ckminfo@carolinakustommodelers.com](mailto:ckminfo@carolinakustommodelers.com).

🏆 Aug. 28th to 30th—**Corvettes at Carlisle**

🏆 Sept. 30th to -Oct. 4th—**Fall Carlisle Collector Car Swap Meet & Corral**

**Let's Get Busy!** 🏆

## Racin' (contd)

(Continued from page 12)

ship **nine straight years since 2000**, and **seven** of last season's **11 races**, could return as soon as next season if it is feasible. Audi announced its withdrawal from ALMS last December. Still it ran—and won—the season-opening 12 Hours of Sebring with its new **diesel-powered R15**. It might also return this year to compete at **Petit Le Mans** in September and the season finale at Mazda Raceway-Laguna Seca in October. Audi faces challenges in a down economy that has hurt nearly every other automaker in some way. Still, it is keeping its core racing crew around, just in case.

**Race-car constructor Lola** is assessing a **Formula One project** following recent cost-cutting measures proposed by the FIA. The Lola Group says it has started a major project that covers a full technical, operational and financial evaluation aimed at developing a car to compete in F1. This follows the announcement by the FIA World Motor Sport Council to introduce a cost-capped division into in '10. The company,

which turned 50 years old in '08, says it is in discussions with a number of parties to create a Lola-designed, manufactured and developed car—subject to the publication of the technical and cost-capping regulations for '10.

The **McLaren-Mercedes F1 team** received a suspended three-race ban—essentially probation—when the FIA World Motor Sport Council convened to decide the team's punishment for **lying to the Australian Grand Prix race stewards**. By “bringing the sport into disrepute,” McLaren breached Article 151c of the FIA International Sporting Code, but the WMSC chose to be lenient.

They took into account the fact that, as part of the punishment of McLaren for its part in the **Ferrari industrial-espionage scandal in '07**, McLaren was placed on a **two-year probation**. The F1 team appears to have avoided potential problems with some of its sponsors and with Daimler-Benz, a 40 percent shareholder. Daimler chairman Dieter Zetsche said before the hearing that what he called “an unreasonable punishment” could result in his company reviewing its position as the team's engine supplier. They then

fired Ryan, a 35-year team vet, and Hamilton made a public apology very critical of Ryan, implying he had been ordered to lie against his will. New team principal Whitmarsh then wrote to the FIA and offered an unreserved apology.

In the **WRC**, though the **factory-backed M-Sport team** has started work on an **S2000-class Fiesta**—which would form the basis of a next gen **Ford World Rally car**—they have yet to commit money to develop and run a factory program. If Ford quits, then M-Sport would have the option to run the car as a private team on a commercial basis. At a recent rallies commission meeting, Ford was unable to commit either way to next year's championship. Citroën—the only other manufacturer in this year's WRC—is also reluctant, pending a decision of both Ford and Citroën's star driver **Sébastien Loeb** about their futures in the sport. Publicly, Citroën insists it is “likely” to continue beyond the end of this year, but no official confirmation so far.

A1 GP has **canceled** the **Mexico City** on May 22nd-24th, due to the **swine flu outbreak**. **Ouch!** 🏆

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



## Websites

**Philly Area Car Modelers:**

<http://www.pacms.org/>

**Central PA Model Car Club:**

<http://www.freewebs.com/cpmcc/>

**NNL East:**

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

**East Coast Indoor Nationals:**

[www.eastcoastindoornats.com](http://www.eastcoastindoornats.com)

**Maryland Intl Raceway:**

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

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

**Carlisle Events:**

<http://www.carlisleevents.com>

**York US30 Musclecar Madness:**

[www.yorkus30.com](http://www.yorkus30.com) 🚗

## Classifieds

**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 and/or rebuildable 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 1/8th scale Monogram '79 T/A & 1/25th scale '81 Firebird (*snap*), and Revell Sunbird, 5-spoke & Minilite-style wheels, in both 1/32nd and 1/24th

and/or 1/25th scales, '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prix, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70 -'81 Firebird Formulas and T/As, '82 KITT Firebirds, '88 Chevy Silverado, Polar Lights funny cars, empty **Pontiac kit boxes**. Would also like to buy or borrow **old AMT/MPC/Monogram/Revell model car catalogs**. Contact Tim Sickle at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting. Thanks!

**FOR SALE/TRADE:**

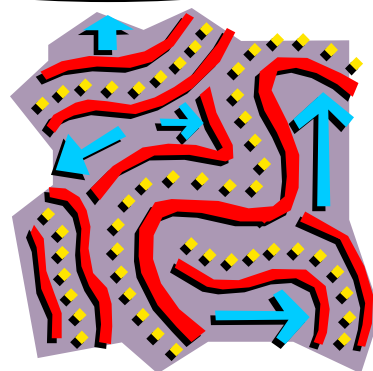
Thinning/narrowing focus, not quitting. Contact Tim Sickle. 🚗

**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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