



MAMA SEZ!

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June, 2009



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

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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



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

Croozin' Season Arrives!

I'm givin' you guys more warning that I'm not quite finished with GM just yet, as this issue will show (*thanks to Gary Sutherlin for the GM Ikea joke!!*)

Another long-time MAMA's boy—Dave Roehrle, was not in attendance at our NNL last month, as he was being released from the hospital, the victim of a

stroke!! Dave sez it was relatively minor, and that he's already recovering. Take it easy, folks!!

Thanks to **MAMA member Rich Wilson**, we have a resin review of **Kenny "Kdog" Shores' '70 Mustang Grande** inside. *Thanks, Rich!*

The raffle/door num-



PONTIAC
DRIVING EXCITEMENT

bers were unavailable at press time. The treasury was helped by the donation and sale of more decals by **Jeff Young**. *Thank Yew, Jeff—we 'preciate it!*

Thanks again to the following donors: **Brad, Rich Wilson, and Replicas & Miniatures Co. of MD.** ☞

Pontiac Cop Rod!

It's amazing what you find sitting out the front of **Holden's Port Melbourne headquarters**.

A G8 was spotted sitting outside Holden head office looking ready to tackle US crooks. The left-hand drive G8 was painted in the colors of the LA police department and it apparently captured their interest.

Turns out, the car is the work of a Melbourne company, **National Safety Agency**, that spe-

cializes in innovative technology development for emergency services operations around the world.

The **LAPD Pontiac** is a prototype designed to showcase the technology the company has been working on over the past two years for both Australian and international agencies. It was demonstrated to senior members of the LAPD recently in Sydney after being on display at the APOC (*Association of Public*

Safety Communication Officials) conference.

National Safety Agency (NSA) director Des Bahr told the Car-sales Network that the Pontiac employs several new features specially designed to improve officer safety, efficiency and reduce cost. The most notable is the police computer screen being molded directly into the dashboard. The company was able to integrate many of the separate technologies used by law enforcement agen-

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Resin Review

['70 Mustang Grande coupe, Bandit Resins]

Kenny 'KDog' Shores of **Bandit Resins** has just released this transkit of the **Grande**, long desired by Mustang fans. It comes with the interior bucket. Both of my pieces are mostly free of flash and bubbles, and are all but ready for cleaning and painting. The tail-light panel and lower stone shield are cast into the Bandit body. The car came with the deluxe interior trim and is represented here. The builder will need **Revell's '70 Mach 1** for the remaining parts. Be careful to use the deluxe interior parts and not the standard parts as both are in this kit.

Please check with them on availability before ordering. Most orders are filled within 2 weeks. To order, send check or money order, please to **Bandit Resins, c/o KDog Graphix, 4240B Kernersville Rd, Kernersville, N.C. 27284** (\$20.00 minimum order). Allow 2-8 weeks for delivery. A new order form will be sent with each order. For PayPal orders, e-mail them at kdog@banditresins.com for PayPal account info. Shipping and handling is as follows: up to \$34 - \$5.00; \$35 - \$150 - \$8.50; \$150 & up - inquire.

by: Rich Wilson 🇺🇸

Bandit Resins

<http://www.banditresins.com/> 🇺🇸



Condolences

Hall of Fame tire innovator **Marvin Rifchin** died on June 3 at the age of 94. The founder of **M&H Tires** went head-to-head with industry giant **Goodyear** in the mid-60s and held his own for many years, primarily because he was one of the first tire manufacturers to make tires specifically for drag racing.

"We made tires for all types of race cars, but my primary interest was drag racing," he said.

"That was the most fascinating part of my life [and] became my primary interest because we had a lot of fun doing it."

"I think the greatest accomplishment we had were the tire wars we went through with Goodyear. The competition led to us being instrumental in securing some of the most fantastic advances that have taken place."

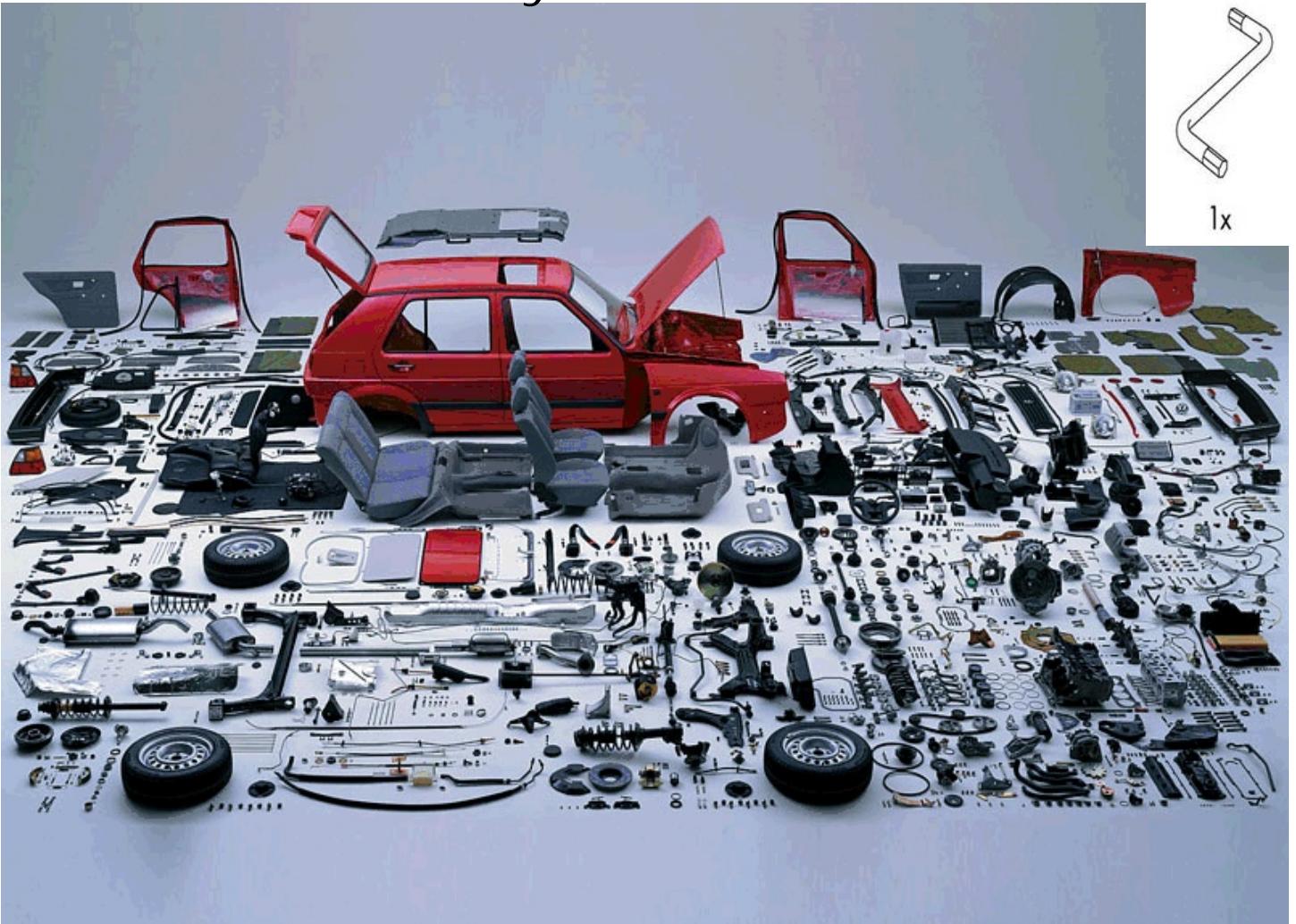
He started making tires out of necessity when he couldn't find decent tires for his midget and stock cars following World War II. His entry into drag racing

came after **Top Fuel legend "Big Daddy" Don Garlits** tried a set of his tires at a race in South Carolina and rode them to victory in Top Eliminator.

"I knew about this man who was into stock-car races," Garlits said. "He said I needed a tire that's not recapped. Marv had tires that had the same mold but softer rubber. They were narrow, about six and a half inches wide, but he said that wouldn't matter. I didn't know that much about tires back then and listened to what he

(Continued on page 3)

'Flash—Ikea to Buy GM?! (Some assembly required, natch!!)



Thanks to MAMA's boy Gary Sutherlin (and a few others) for this gem!

Condolences (contd)

(Continued from page 2)
had to say.”

He is survived by his daughter, Debbie; her husband, Bill, and two grandchildren.

Bob Sinclair, the American marketing exec who pushed *Saab* to design more-luxurious cars and **created the 900 convertible**—died May 10 at his home in Santa Barbara, Ca., after a three-year battle with cancer. He was 77 years old.

In the 33-year span that ended in '91, he worked for either Saab

or Volvo in the US. He started with Saab in '58 as a field rep and worked his way up through the ranks. He jumped to Volvo in '61, unhappy with Saab's plan to move its US headquarters to Connecticut. He returned to Saab in '79 to lead the US operation.

Working with *American Sun-roof Co.*, he had a 900 convertible concept created and unveiled at the '83 Frankfurt show. It was an instant hit, at a time when many automakers had dumped convertibles. Production started in early

'86. He also dressed up 900s with the high-perf *Special Performance Group (SPG) package* and was a driving force behind the *Saab 9000*.

He was taken with motorcycles and a noted collector of vintage two-wheelers. In retirement, he and his wife, Anne, moved to California, where he served as a board member for McLaren Performance Technologies and Catalytic Solutions Inc. He also was a fixture at Saab owner conventions.

In addition to his wife, he is survived by six children. God-speed. 🚗

GM-Government Motors!

What follows are a few interesting tidbits I've gathered since the meltdown at GM.

It used to be said that, "*As GM goes, so goes the country?!'*" Well, the day that GM announced bankruptcy, the stock market was *UP* over 221 points. So much for *THAT* old wives' tale!!

Heard on a recent radio broadcast: "The GM Bankruptcy will affect 53,000 workers, 3,600 dealers, and 4 customers (!)"

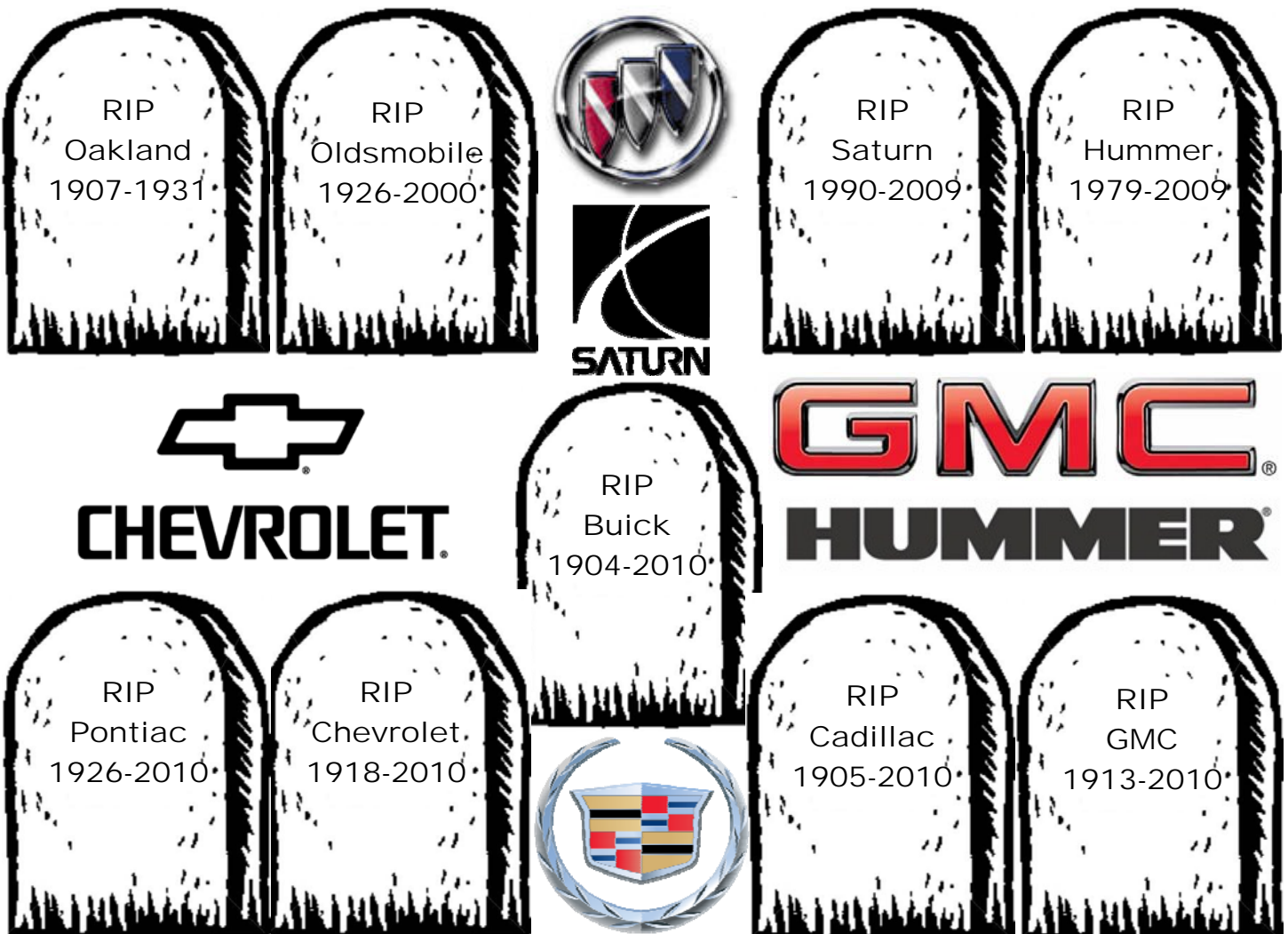
This item from a recent edition of The Washington Times: GM terminated contracts with the dozen lobbying firms it has used

in Washington. They've spent *\$2.8 million in just the first three months of this year* (\$500,000 going to outside lobbying firms). They intend to retain their in-house lobbyists who work on health care, tax, trade, safety, environmental, and other issues. Their political committee also stopped making campaign contributions to federal candidates in January, and will continue the freeze the entire year.

There was even talk from one Tennessee legislator that *every*



American should get one share of GM stock, since we all paid for the bailout. If I sound bitter, guess it's because I am. It's very hard to watch GM's incompetence be rewarded by Obama and the fed. As you'll hear me say now, "*Just Say No...to GM!!'*" 🗣️



10 Camaros GM Needs To Build Right Now?!

I found this wacko on the **GM Inside News website** (<http://www.gminsidenews.com/forums/fl3/save-camaro-10-camaros-gm-needs-build-right-now-80299/>)

Forget about bankruptcy. GM's big problem is the '10 Camaro. The fools in the Center of Renaissance aren't building enough of 'em. They need to be cranking out more badass versions of their new red-hot hot rod; like right now. Ya know, before **Obama** and the **Green Brigade** take it away from us.

The car needs saving. Here are my brilliant ideas how to save it.

1. **T-Top Camaro:** From '78 to '02, Chevy offered the car with translucent T-tops. That's 25 model years! They are as much a part of its heritage as high school parking lot burnouts, and it's inexcusable that it returned without them.
2. **Diesel Camaro:** Imagine this: A Duramax SS. I dream of planting my foot into the Go pedal of a Camaro packing a turbo-charged, 6.6-liter V8 thump-ing out a massive 660
- pound-feet of torque.
3. **Hybrid Camaro:** A good chunk of the public is mesmerized by the word 'hybrid.' So give 'em what they want. I suggest the company just port the 'Two-Mode' hybrid system from the Tahoe Hybrid to the Camaro. Sure it wouldn't be much of a hybrid, but it would be hybrid enough to goose sales, plus Obama would love it.
4. **Camaro Sedan:** Pontiac is dead and it takes the wonderful G8 with it. All it needs is a new grille, a fresh set of taillights and some badges to become the first Camaro Sedan. As to the purists who would decry the car morphing into a four-door, in this market no one can afford to be a purist. So get over it.
5. **Camaro Wagon:** Speaking of family-friendly, it seems Australia's Holden builds a wagon version of the G8 (*er, Commodore*) called, cleverly, the Sportwagon. So slap the Camaro nose on
- it and get it into show-rooms!
6. **Camaro Camino:** Hey, I've already turned it into a sedan and wagon, so why not a truck, too?
7. **Camaro Grand National:** It's not like Buick is doing anything with its glorious Grand National heritage. So GM should let Chevy use it.
8. **Camaro IROC 1LE:** For those of us who grew up in the '80s, the greatest Camaro was the IROC. And the greatest IROC was the ready-to-race 1LE.
9. **Camaro Z28:** Everyone expects and wants a Camaro running the Corvette Z06's 505-hp 7.0-liter LS7 V8. So let's call it the Z28. Duh.
10. **ZL1 Camaro:** Just as obvious is a Camaro with the Corvette ZR1's super-charged LS9. It would be even better than a mere Z28. So call it the ZL1.

Then, of course, there's mixing and matching, like a hybrid wagon or a diesel-powered sedan. So which one would you buy? I'm driving home in a ZL1 Wagon. You're welcome.

I don't know about you, but I don't think we need **nine more Camaros from GM!** GM could simply be renamed **Camaros 'Backwards R' Us!** This turkey needs to get a life, and realize that **approximately 14,000 Camaros** built in '09 **WILL NOT** save GM. 'Course, '**Car Guru**' Jay Leno seems to believe that the 'Savior' has arrived. Time will tell. 🙄



This poor Schmuck has the dubious distinction of being probably the very first guy to have his wheels & tires 'liberated' and car damaged. How's it feel?!

This n That

New Revell Goodies!! For those of you who are *STILL* not online, the **Spotlight Hobbies website** recently posted catalog pages for **Fall '09 releases from Revell**. Significant additions to their lineup by years' end include but are not limited to: a **'68 Hemi Dart (!)**, **'72 Olds 442 Cutlass (!?)**, **Hurst convertible (!)**, **'66 SS396 Impala hardtop**, along with a few reissues. It remains to be seen if they adhere to the schedule...**Ray of Hope for G8?** The G8, a rear-drive sedan, is obviously set to be killed off when Pontiac is closed by the end of '10. But it's a relatively new product and has won warm reviews from the enthusiast press, leading to speculation it might be rebadged (*Wait for it... Chevy!!*). It would fit as an **Impala SS**, with the FWD version currently on the market being phased out at the end of '09. It also would work in **Buick's lineup** as a large, V8-powered sedan like many cars from that brand's past. Guess time will tell as to where Obama lets GM rebadge this one for service... **Corvette is Safe** (new CEO Fritz is a Vette guy!)? The '10 **Grand Sport** lets Vette buyers give the

two-seater a meaner, tighter look without going all the way to the **'Bad Boy' Z06**. And it lets you do so with the options of an automatic transmission and folding

top, if you choose (*the Z06 remains a fixed-roof coupe with only a manual trans*). With the GS's arrival, Chevy will drop the Z51 performance-suspension option for '10. But opting for the GS gets you front and rear styling that mimics it, beefed-up suspension,

functional cooling ducts in the bodywork, Z06-sized brakes and wheels—eighteens up front, nineteens out back—with low-profile tires, and the 430 hp LS3 V8. Adding the optional two-mode exhaust (*a Pontiac idea!!*) brings an extra 6 hp. And GS buyers who spec the coupe with the six-speed get a dry-sump lube system for the engine, differential cooler and rear-battery. GM says it will pull 1 g on the

skid pad, and cuts two-tenths of a second off the 0-to-60-mph time of the base car (*just what ya need for those grocery store runs!*).

You can get the GS package with any of the Vette's exterior colors and trim levels. The hash marks on the left fender are available as an add-on with the Heritage package. The GS name last appeared on the Vette in '96, commemorating the end of the C4 era. Only 1,000 Admiral Blue copies were built. It also pays homage to five hand-built race Vettes from '63 ordered by chief engineer Zora Arkus-Duntov...**A Female Touch in NASCAR?!** Arguably one of the best-known drivers in the world—despite having won just **one** race—**Danica Patrick** is allowed to begin negotiations in early June on a new contract with IndyCar team owners, and the

racing rumor mill is churning that *she is seriously contemplating a switch from open-wheel to stock-car racing in NASCAR...* **Help Wanted? Maserati North America's CEO** has stepped down after less than a year in charge, the company recently an-

nounced. **Marti Eulberg**, who also held the title of president, resigned to "pursue other opportunities," Maserati announced. The company's global commercial director, Raffaele Fusilli, will oversee North American operations on an interim basis. She took over for James Selwa, who left after less than three years when his



(Continued on page 7)

T n T (contd)

(Continued from page 6)

contract expired in February '08. Anyone want a job at Maserati... **More GM Fallout?** GM recently announced production of the **Chevy Kodiak** and the **GMC Topkick** medium-duty trucks will end by July 31. They spent **four years** searching for potential buyers for the business, but decided to wind it down. In '07, **Navistar International Corp.** struck a tentative deal to for it, but the deal expired last summer without being concluded. Navistar CEO Dan Ustian stressed during talks of the potential purchase that any agreement that required Navistar to keep open GM's medium-duty truck plant in Flint, Mich., probably would never get signed...**Original Owner!!** The **Antique Automobile Club of America Museum** soon will have a **'29 Model A Roadster** with a rap sheet that reads like this: **400,000-plus miles, original documentation, one owner.** That's right. One owner. Frank Hartmaier bought it brand-new **80 years ago** and kept it until his death in January. It will be officially transferred to the AACA Museum, which has a collection of 150 cars in Hershey, PA. It has been restored three times, and on each occasion it was repainted its original shade of Rose Beige. It also has the original PA state title. He bought the car almost exactly 80 years ago, May 16, 1929. As a 17-year-old, he paid **'sticker'** (\$560!), putting up \$305 and financing the rest. He equipped it with a rumble seat and an optional spare tire. After

losing his regular job during the **Great Depression**, it was his ride for paper routes he used to make ends meet, and it remained in use through out his life. He made trips from PA to Dearborn, MI., sometimes by himself, for Ford gatherings, even when he was in his 80s. He was the subject of numerous magazine pieces over the years, and AutoWeek received an '05 letter touting the longevity of his Model A, with the writer claiming that Hartmaier had **logged 416,000 miles by World War II**. Unfortunately, the odometer has been done for several years, which appears to be one of the only problems with this vintage ride...**The Big Bus!** **GMs' bus-like Futurliner** will be on display at numerous events this year. Created for the **Parade of Progress display**, this is one of **only 12 vehicles ever built**; only eight others are known to exist, five of which are in total disrepair. You can now view firsthand one of the most significant collector vehicles of all time. Futurliner No. 10 will be on display at **Fall Carlisle** on Oct. 1st-3rd, **AACA Eastern Fall Meet**, Hershey, PA on Oct. 7th-10th, and at the **AACA Museum** in Hershey, PA Oct. 11th – through Spring 2010. For details, visit the website: www.futurliner.org...**'Horse' Auction.** Ferrari recently an-



nounced that it is **auctioning off the very last F430** to roll off the Maranello production line at year's end to raise money to rebuild the central Italian region of Abruzzo, which was devastated by an **earthquake** on April 6. They will work with local authorities to distribute funds. It will be sold at an auction, called the **Leggenda e Passione event** on the grounds of the company's factory. It will get a two-tone livery styled in the traditional colors of Aquila, the city hit hardest by the quake, and comes with a certificate from Ferrari chairman Luca di Montezemolo. The winning bidder will get to go to Ferrari HQ in Maranello to choose the car's final specs, and can equip it with options from the Carrozzeria Scaglietti catalog. The event has a spectacular field that includes an unbelievably rare **'67 330 P4**—one of just three built—a **'57 250 Testa Rossa** (that fetched an eye-popping **\$12.1 million** recently!) and a **'90 641/2 F1 car**. The TR was one of just 22 made in '57 and '58, and the Scaglietti design is marked by pontoon fenders. The cars also were successful racers, winning 10 of 19 international races entered from '58 to '61. The car sold recently wears chassis No. 0714TR, and finished fourth in its debut at the Buenos Aires 1,000-kilometer race in '58. It was then sold to an American collector, who raced it extensively in SCCA events. The TR beat the price set by another Ferrari, the **'61 250 GT SWB California Spider**. That car was owned by actor **James Coburn** and fetched **\$10.9 mil** last year. While on the sub-

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T n T (contd)

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ject of auctions, a **'36 Bugatti Type 57C coupe**, built as a *gift for Ettore Bugatti*, will be on the block during the **Pebble Beach Concours d'Elegance** in August. Officials Believe this Bugatti could **break the record for the most expensive car sold at auction, topping the aforementioned Ferrari**. It is in great condition, as the factory took pains to protect it from damage during World War II. Even though Ettore died in



'47, the Bugatti factory maintained and upgraded some of its components. They finally sold it in '50, and none of the owners since has had any restoration done. The auction also will have several race cars from the collection of Don Lyons, including a **'67 Gurney Eagle Indy car** driven by **Denny Hulme**, and **Mario Andretti's '85 Lola Indy car... 'Hot Seat?!'** The **McLaren F1** is hot stuff, no doubt—literally, in the case of **THIS** one. It was being driven recently when the engine compartment caught fire while the car's owner, identified as Irv Kessler, was driving. The local FD put out



the blaze. It hadn't been driven in about six months, a fire department official said. When new, it had a sticker of about **\$970,000**. Kessler told officials his car was valued at **\$2 mil** and that he carried a **\$3 million policy** on it. It's powered by a **rear-mounted BMW V12**, good enough to propel it to 60 mph in 3.2 seconds. Production ran from '92 through '98. McLaren still maintains a dedicated repair center for it, so it's possible that it may be restored... **"Doh!"** "I'm not doing this for respect. I'm doing this because I'm dumb."

That is a quote from TV personality **Jesse James**, from a preview of his **upcoming stunt TV show, Jesse James is a Dead Man**. Among the stunts he will tackle, shown in the preview, include **running the Baja 500 race, riding a bazooka-equipped drag bike at a brick wall, driving a monster truck over a house and riding a motorcycle along an ice road**. The show premiered May 31st on Spike. And, no, Jesse is **NOT** building his **own jet fighter at West Coast Choppers**—it only looks like it. What you see is actually the **Dees-Milodon Engineering-Davis B Streamliner**, which ran on the salt in the '60s. JJ bought it several years ago when it still had a Chrysler engine



in it, and had gone as fast as 237 mph. JJ and crew rebuilt it and plan to run it at a SoCal dry lake to set a land-

speed record for a **hydrogen-powered car**. The H2 runs from Quantum Technologies' 10,000-psi tanks into a **Chevy 572 crate motor with twin turbos adding 50 pounds of boost**. "I'm not even scared," said JJ, with just a hint of a smirk. The run will be featured on the final episode of his TV show on Spike... **Saturn Savior**. In case you hadn't heard, IndyCar team owner and Detroit businessman **Roger Penske** has an **agreement to buy Saturn**. The proposed deal could close in the third quarter, and GM would continue to

build the **Aura, Vue and Outlook** on a contract basis for Penske Automotive Group (*the nation's second-largest car re-tailer*). The deal

saves **350+ car dealers and 13,000 jobs**, GM said. Terms were not revealed, but a report estimated the tab to be **\$100 to \$200 million**. GM also announced the tentative sale of **Hummer** to a **Chinese company, Sichuan Tengzhong Heavy Industrial Machinery Co.**, and named **Magna** as preferred bidder for **Opel/Vauxhall**, though **Fiat** also is still interested. GM is also trying to unload **Saab**. What about **Holden**? Maybe now Penske will show GM how to make a profit with Saturn, like he did with Detroit Diesel (*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!*) 🍷

Pontiacs in High Places?!

Taking advantage of the warm spring weather recently, **Vice President Joe Biden** parked his '81 **Trans Am** in the White House driveway, removed his T-shirt, and spent a leisurely afternoon washing the muscle car and drinking beer.

Vice President Biden ditched a day of presiding over the Senate to "give the twin cannons some sun."

"This baby just needs a little scrub down," said Biden, addressing a tour group as he tucked the sweat-covered top into the belt loop of his cutoff jean shorts. "Gotta get her looking good so I can impress the chicks when I'm cruising down Pennsylvania [Avenue]."

White House aides said that Biden pulled into the driveway shortly before noon, the chorus of Night Ranger's "(You Can Still) Rock In America" blaring from his car's stereo. According to witnesses, Biden spent several minutes maneuvering the Trans Am into the perfect spot, and was observed drumming his fingers on the steering wheel until the song came to a close.

The shirtless 66-year-old then entered the executive residence and greeted employees with a round of high fives and a variety of nicknames.

"Hey, hot stuff, looking good," Biden told a passing aide. "Would you know where I could get a little bucket and sponge action? My mean machine needs to be cleaned."

After acquiring the necessary washing materials, the bare-chested second-in-command returned to the driveway, where he spent several moments staring in apparent awe at the Firebird decal on the hood of his car.

Biden wipes down the interior, and picks up any loose change, cigarette butts, and discarded condom wrappers.

Biden, who purchased the white Pontiac in '83, has made an annual tradition of taking time off each spring to wash and tune-up his vehicle. In '08 alone, the veteran politician reportedly missed two dozen Senate sessions in order to spend some quality time "taking care of [his] baby."

"He does this every year and it really seems to rejuvenate him," Sen. Christopher Dodd (D-CT) said. "Back in '01, the car was up on blocks in the Na-



tional Mall, and he was so busy rotating those tires that he bailed on the confirmation hearings for secretary of state."

"What're you gonna do, though?" Dodd added. "That car rocks."

As Biden gently applied a sponge to the hood and moved it in small circular motions across the car's contours, a number of White House interns walked by and caught the vice president's attention.

"She's a real beaut, ain't she?" said Biden, popping open a wide-mouth can of Coors Light and tilting back his head to take a long drink. "Back when Smokey And The Bandit came out, everyone wanted the black paint job, but looking back now, I'm thankful the dealership didn't have it in stock."

"Oops, looks like I got a little brewha in the flavor-saver," added Biden, referring to his wispy, four-day-old mustache. "Any of you girls care to join me for another tallboy?"

Biden then spent the next 15 minutes boasting about the features on his Trans Am.

"They don't make kick-ass T-tops like this anymore, sweetheart," said Biden, shaking his head in exaggerated disappointment. "And check out these gold snowflake rims. They're a real bitch to clean, but they're totally worth it."

"Back in the day we used to call 'em panty-melters," Biden continued. "One babe caught a glimpse of those rims after a Cinderella concert in '86 and she couldn't get into that backseat fast enough. If any of you girls wanna take a ride, just let ol' Joe know."

For the remainder of the day, Biden occupied himself with hosing off his car, giving the side doors

(Continued on page 10)

Turnabout IS Fair Play!

In a move seen as retribution recently, the *Classic Car Senate* passed legislation today that would reward Americans with up to \$5,000 in tax incentives to scrap old, inefficient senators and representatives.

"We need new senators," said *Classic Car majority leader Pontiac GTO*, "Old senators are polluting our air and using up our resources at an astounding rate. Let's get some new, young senators inside the beltway who spout out less hot air and don't consume as many cheeseburgers."

The move was backed by an overwhelming majority of classic automobiles.

"It's about time this legislation passed," said *Oldsmobile 442*, "I'm excited about the influx of recycled material that will become available when these old senators are crushed and melted down. Now that's what I call 'going green.'"

The new legislation, HR-101.4, provides Americans who scrap older model senators with up to \$5,000 in tax rebates on the election of a new, smaller, more efficient senator.

"These old senators have ruled Washington so long that people don't know what's good for them anymore," said *Chevrolet Chevelle SuperSport, Classic Car senator from Michigan*, "It'll do my heart good to see these guys rounded up, cut to pieces and possibly shipped overseas to countries in need of raw materials."

Other automobiles opposed the bill, unwilling to let go of their old lawmakers. "I just like things the way he had them," said *Toyota Corolla of West Palm Beach, Florida*, "My old Senator knows how to raise some taxes, and can stall a bill in congress for eight years. You can't get that out of a new senator."

Others questioned why a congress of classic muscle cars was pushing to scrap older people.

"I tried to ask *Senator Plymouth Superbird* why he was so interested in scrapping old senators," said *Toyota Prius*, "But I couldn't catch to him. I'm not anywhere near as fast off the line and my top speed doesn't come close."

Classic Car Senators did confirm speculation that the bill was crafted in response to *Representative Henry Waxman and his scrappage legislation*.

"Want to get us old clunkers off the road, huh Waxman?" said *Buick GSX*, "Before you can make us into tin cans, we'll have you guys pureed into Soylent Green."

"One more important message to our old senators," added *Representative Mercury Cyclone*, "*We are prettier, louder, and faster.*"

"Don't mess with us."

(A bit of humor from the *The Endive*—<http://www.theendive.com/>) 🍷

Pontiacs (contd)

(Continued from page 9)

an extra coat of wax, and throwing out a variety of items from beneath its front seats, including crumpled-up fast food wrappers, a number of soft packs of Doritos, an issue of Cheri magazine from '91, and Senate bill S. 486.

According to White House officials, Biden was still hanging out in the driveway long after dusk, revving the engine at passersby and explaining the intricacies of a turbocharged V-8 mo-

tor to anyone within earshot.

As of press time, Biden had convinced Jennifer Britmore, a 41-year-old mother of four visiting from Indiana, to let him show her around D.C.

(The preceding comes from *Charlie Magers and The Daily Onion*, online at <http://www.theonion.com/>, so it MUST be true, right?!) 🍷



Cop (contd)

(Continued from page 1)

cies into the single platform.

"We've created a virtual police station on wheels," Bahr says.

Much of the work on the Pontiac was also used on the company's Emergency Services Concept Vehicle. It is a Holden Commodore designed and built to a national standard, unlike current law enforcement vehicles that conform to individual state requirements. NSA has worked with Holden for over two years on the project.

"We wrote to every manufacturer in Australia," Bahr says. "They all wanted to observe [the project] but Holden said they wanted to participate."

The potential for both NSA and Holden is huge. It is believed American law enforcement agencies currently have approximately **80,000 Ford Crown Vic sedans** on fleet but the aging car is due to

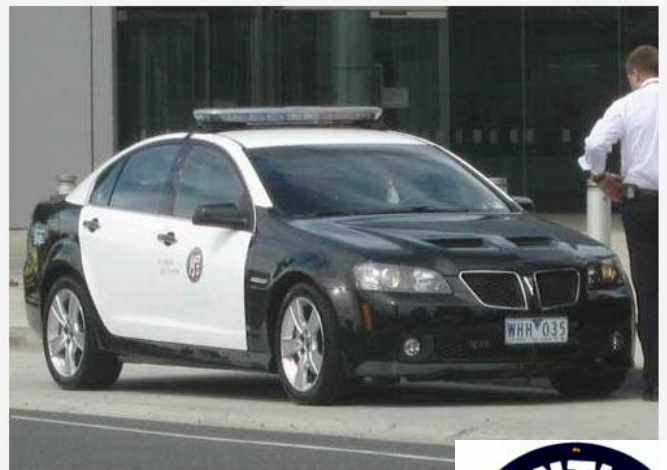
be phased out next year.

Most forces require V8-powered rear-wheel drive sedans and the **Dodge Charger** has been adopted by some police forces in America, but Bahr believes the Pontiac represents a safer and better-equipped option.

"If we were able to tap into that market the opportunities are

huge for any manufacturer," Bahr says.

In addition to the LAPD Bahr says the Royal Canadian Mounted Police, as well as agencies in the UK and around the world, have shown interest in the prototypes (thanks to the *GM Inside News* website, *autoweek.com*, and *CarPoint*) 🚓



Let's Go Racin'!

One day after **Ferrari** officially threatened to walk away from **F1** because of the FIA's unilateral introduction of a budget cap for '10, **Renault** released its own statement backing Ferrari. Renault is now the *fourth organization* to threaten to quit. **Toyota** condemned the new rules during the Spanish Grand Prix, followed by **Red Bull owner Dieter Mattheschitz** telling an Austrian newspaper that "if the proposed rules for '10 remain unchanged, we will not enter next year's championship [with either Red Bull Racing or Scuderia Toro Rosso]." **BMW** also is said to be unhappy with the situation, though it has yet to issue an official statement threatening to quit F1 if changes are not made. Like Ferrari, Toyota and Red Bull, Renault is upset that the FIA plans to allow teams that choose to run within the budget cap to have greater technical freedoms than those who spend more, which essentially will create two classes of cars competing in the same races. Ferrari also failed in its attempt to obtain an injunction from a French court to block the FIA World Motor Sport Council from introducing new F1 regulations next season, including technical freedoms for teams choosing to operate under the budget cap. Lawyers representing the FIA and Ferrari argued their cases in front at the Tribunal de Grande Instance in Paris. The court issued its decision stating that Ferrari had offered "no valid reason" for the '10 regulations not to be implemented. Ferrari is expected to appeal the ruling,

which means that the matter is unlikely to be resolved before the entry deadline for the '10 World Championship. Unless the maximum 13 teams apply before that, the entry list will remain open, but on a first-come, first-served basis.

The all-conquering **WRC** combo of **Citroën Sport** and **Sébastien Loeb** looks set to remain at the heart of the series into the new era of **Super 2000 competition** beginning in '11, according to team boss Olivier Quesnel. Such a move would open the door to give Loeb a chance at *matching Michael Schumacher's record of seven motorsports world championships*. Speculation has surrounded their continued participation in the WRC, but a budget has been secured from parent company PSA Group to ensure that the team, which has won four manufacturers' titles in the last six years, will remain. Also, the team principal insisted Loeb has also committed his immediate future to the sport, despite rumors of a switch to full-time circuit racing.

The new **Ford Fiesta** doesn't hit US streets until next year, but the Sweden-based **Olsbergs Motor Sport Evolution team** will bring two new Fiesta Rallycross cars to the **Pikes Peak International Hill Climb** on July 19. The event will mark the Fiesta's US racing debut. Eriksson and rally legend Marcus Grönholm will each drive one in the Unlimited Class at Pikes Peak in an attempt to be

the first team to break the 10-minute mark over the 12.4-mile, 156-turn pavement-and-gravel course. Eriksson, 35, is a four-time Swedish rally champion, with multiple Rallycross wins. Grönholm, 41, is one of the WRC's legendary drivers, with two world championships and 30 wins. The Rallycross car is based on the Fiesta hatchback road car. The AWD Fiestas are powered by a **2.0-liter Duratec engine capable of more than 800 hp**. The car's suspension is the result of collaboration among Olsbergs, Öhlins and Ford of Europe's Team RS engineers, who are responsible for Ford's WRC program. Ford Racing North America, although not directly involved, will assist the team with logistical support while in the US. Ford has competed at Pikes Peak since the first race in '16. In '22, Ford scored its first win when **Noel Bullock** took his 179-cubic-inch, OHV, **50-hp Ford Special**, nicknamed "**Tin Lizzy**," to a surprise victory with a time of 19 minutes, 50.9 seconds.

If the Hulman-George family is fighting about money, the family said recently that **Tony George has not lost his job** over it. In one



of the strangest days in recent Indianapolis Motor Speedway history, George addressed a Speed TV report which spread rapidly over the

Internet saying he had been ousted from his positions as the leader of the family-owned businesses

(Continued on page 13)



🏆 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.

🏆 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.

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

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

Get Busy on those '09 projects, OK?! Ta Ta For Now! 🏆



Racin' (contd)

(Continued from page 12)

that—like others in this tight economy—have lost some of their financial traction. George told reporters that he “is still the CEO” of **Indianapolis Motor Speedway Corp.**, Indy Motor Speedway and the Indy Racing League, plus the family’s business. He admitted recently that there is stress over the economic downturn, but called a recent annual board of directors meeting “typical,” whereas various other outlets—including SI.com—claimed that he had been voted out of power by his mother and sisters. That story claimed an official announcement would be made. Instead, the family issued a statement refuting reports, though it bears noting that the statement did leave the door open for a management reshuffle later this year. The statement implied George might ultimately narrow his focus to just one of the family’s businesses, rather than running all of them.

Meanwhile, over in NASCAR, **suits and countersuits** are really confusing things between **NASCAR** and **driver Jeremy Mayfield**,

who recently **tested positive** in one of NASCAR’s **random drug tests**. He was immediately placed on **indefinite suspension**, at which time he brought a lawsuit against NASCAR to get it lifted. NASCAR’s response? Why, **counter-sue**, of course! NASCAR’s claim is that he took double doses of prescription drugs **Claritin-D for allergy relief**, **Adderall XR (for ADHD)**, and **methamphetamine**. It’s gonna take a while to sort this one out!

NASCAR issued penalties to the No. 7 team that competes in the NASCAR Sprint Cup series as a result of rules violations at Lowe’s Motor Speedway. The car driven and owned by **Robby Gordon** was found to be in violation of Sections 12-1 (**actions detrimental to stock-car racing**), 12-4I (**any determination by NASCAR officials that the race equipment used in the event does not conform to NASCAR rules**), and 20-10.6H (**rear-axle housing exceeded the maximum specified toe of plus or minus one degree**) of the ‘09 rule book. The violation was found during postrace inspection on May 25. As a result, he was docked 50 championship owner and driver points. Crew chief Kirk Almquist

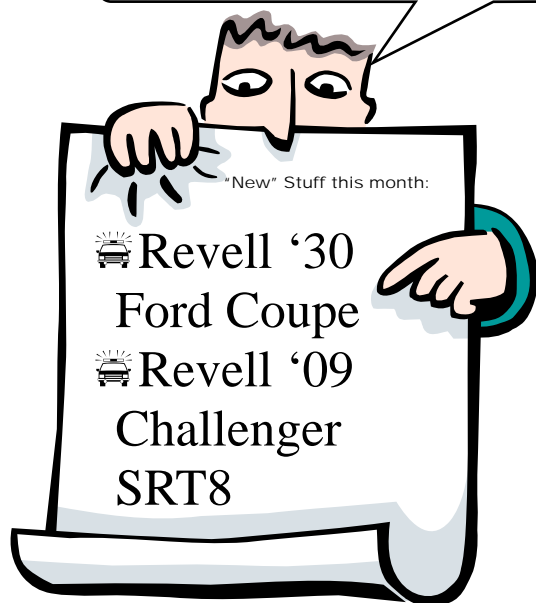
was fined \$50,000 and placed on probation until Dec. 31.

After an abysmal first 12 races, team owner **Rick Hendrick replaced Tony Eury Jr. with Lance McGrew** on Dale Earnhardt Jr.’s Chevy. While McGrew prepares for the job, Brian Whitesell was interim crew chief in Dover. Eury has been shuttled off to a job in R & D.

The NASCAR Commission recently upheld all but the least significant of penalties handed down to part-time Sprint Cup team of driver/owner **Carl Long**, his wife and co-owner, **Danielle Long**, and crew chief **Charles Swing**. They were found to have **used an oversized engine in the Sprint Showdown race at Lowe’s Motor Speedway** on May 16. The team, which has not qualified for a Sprint Cup race since ‘06, used an engine in its Dodge measuring **358.19 cid**, versus the maximum of **358 cid**. As a result, NASCAR fined Swing **\$200,000 and suspended all three people from the next 12 NASCAR races**. It also docked the Longs 200 driver and owner points, and barred all three from all NASCAR activities until Aug. 18, while also placing them on probation until Dec. 31. 🏆

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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

Maryland Intl Raceway:

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

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

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

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, or see me at a meeting. Thanks!

FOR SALE/TRADE:

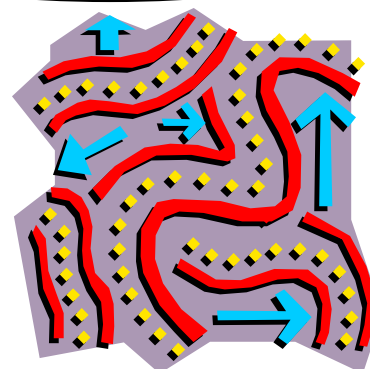
Thinning/narrowing focus, not quitting. Contact Tim Sickle. 🚗

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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