



MAMA SEZ!

Volume 22, Issue 11

July, 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



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

MORE Pontiac Ranting?!?

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

There was some discussion about the **current fiscal crisis**, specifically as it relates to us and **our rent**. As we actually rent by the hour, the possibility was raised of shortening meetings and saving

a few bucks. 'Sides, after the raffle's called, the place is a ghost town anyway! Further discussion?

Thanks to **MAMA member Rich Wilson**, we have a 'vintage' review of **Revell's Pontiac Banshee** (*appropriate, dontcha think?!*). **Thanks, Rich!**



The raffle raised **\$50.00**, while the door box contributed another **\$64.00**.

Thanks again to the following donors: **Brad, Jerry Frazier, David Fuller, Ron Hamilton, JC Reckner, Rich Wilson, and Replicas & Miniatures Co. of MD, and All Good Stuff.** 🍷

"Built Ford Tough!"

Sweet old Rachel Veitch of Orlando, Fla., could be the ruination of the auto industry. But at least she's cute.

When GrowingBolder.com first interviewed her, she was **89 years old** and had **540,000 miles** on her '64 **Mercury Comet Caliente**. Now she's 90, still packing a sharp tongue and a stubby pistol, and the odometer has clicked past **557,000**.

Unlike her **three husbands**, Veitch says, the

Mercury has "never lied to me, never cheated on me, and I can always depend on her."

Veitch is on her **seventh Midas muffler**, and thank you, gentlemen, for the **lifetime warranty**. She's had **three sets of Sears shock absorbers**, also through a lifetime warranty. And though the number seems high, she claims to have had **16 free batteries**, courtesy of J.C. Penney and Firestone.

"She's demonstrating

the perfect way to take care of a car," says Mike Hardie, director of global quality and productivity for Ford Motor Co., and that's what makes her a menace.

"If everyone did that," he says, "we'd never sell another one, so don't spread it around too far."

GrowingBolder.com devotes itself to "ordinary people doing extraordinary things."

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Builder's Review—Pontiac Banshee

Having just finished the restoration of an *Astro 1 dream car*, someone mentioned how it reminded him of the Pontiac Banshee dream car of the late '80s, at least in the paint job. I had had the same thought a few days earlier.

The Banshee kit is one of my older kits that I never lost interest in building. Banshee is a name some of us may remember from the mid-'60s for what is now known as the Firebird. Personally, I preferred the Banshee name, but GM paper pushers felt it had negative connotations. Kind of a harbinger of things to come!

So I got the kit off the shelf and started building. The date on the box is 1989; where does the time go. Hell, our club was just forming when this kit was on the shelf. With only 63 parts it seemed like it should be an easy build. The Oct. '89 issue of *Scale*

Auto Enthusiast mag. has a two-page article with color photos and painting suggestions that are more accurate than those in the instructions. That writer suggests filling the seams between the engine block and heads since the real ones were cast and machined in one piece. That seemed like a great deal of work for so little pay off so I skipped it.

The body is a three-piece assembly with nose and tailpieces that extend far under the chassis. There's no way to insert the chassis into the body after it is assembled. The only way to go is to glue the pieces on after the interior and chassis are installed, and then do the bodywork. I discovered the hard way that the best starting point is to assemble the three-piece interior and let it dry overnight.

Meanwhile, work began on the engine/chassis/suspension and multi-piece dash assemblies. Fit-

ting the interior into the body is the most cursed thing I've had to do in a long time. It doesn't fit and there are no tabs to locate it. I had to sand on the dash where the inner door panels contact it, the whole elliptical opening and several other parts to get it located. Then hold it in place with one hand and flow in liquid cement everywhere I could see contact with the body and then continue to hold it until it was dry. Needless to say, I let that dry overnight as well. Some Pontiac fan (*I can't imagine who*) gave me an article from *Plastic Fanatic* (*don't know what issue*) with several detail photos. They show the hood hinge detail, which is very doable. It opens backwards like a Vette or early T-bird. If you choose to do it, I'd suggest you do it before the chassis goes in, but remember the hood is to be painted flat black. The article also suggests making inner fender panels at this time. But I can tell you that is going to be very difficult, because of the body shape and the stuff to be cut around.

I masked the wheel openings, inserted the chassis, then masked the chassis and then the interior opening. I put a piece of 3" wide tape over the opening, burnished it around the opening then cut it with a sharp knife.

Finally the bodywork could begin. There is a wing under the nose that mounts on a central pylon, because of paint polishing concerns, I decided to paint it separately and attach it later. The

(Continued on page 3)



Banshee (contd)

rear wings/fins remind me of those of the '59 Impala; again I decided to attach them later as well. All these pieces as well as the nose and tail exhibited huge sink marks. There are the usual front to back mold seams, and there is one across the rear that is very close to some recessed lettering that takes careful sanding.

I primed the body in Testors white primer due to the red plastic. It may not kill the red completely but it would give the Italian red finish color I intended to use a chance to look right. Once I was satisfied with the paint job, I removed the masking tape and continued construction.

The *tire/wheel assemblies* were the big worries as the rear

wheel openings are half shrouded and might be a problem getting the tires mounted.

As it turned out it took a little stretching (*very carefully*) of the rocker panels to get them in. At this point, I thought I was on the downhill slide, but not so—I had forgotten about painting the bubble top. I have found that the Tamiya tape is very good at not leaving the ridge at its edge and also sticks very well.

I primed the V-shaped area in white, then several coats of red. With that done I turned it over and started on the masking of the flat black areas. It dawned on me that my white primer was visible from the underside and didn't look right. It was a *BITCH* to mask off the black areas. This definitely needs the Tamiya window mask

technology, and even that would be a challenge. But it also dawned on me this was my chance to cover the white primer that was evident. Once all that paint was dry, I gave the whole bubble top a careful polishing and glued it in place. The only pieces left to attach were the wings front and rear and three decals. The headlights seem to be hidden but there are no obvious taillights, so I'm guessing that the two tunnels in the rear are those. I fashioned lights from red-tinted sheet acetate.

Despite all the aggravation, I am pleased with the way it came out. It sits down low and has the correct stance to match the pictures. The bubble top and pointed front end are very different from what we normally build.

by: Rich Wilson 🍷

Pontiac No. 1!

Just in case you're wonderin', no, I'm *NOT* gonna go quietly into the night with the whole GM and Pontiac thing! If there's any news on it, you'll read it here. You won't, however, be able to get much more info on 'New GM,' since they are 'dead.'

A *YouTube video* surfaced after the announcement of Pontiac's closing that's pretty neat, and included for your entertainment. It is entitled "A *Tribute to Pontiac Motor Division*": <http://www.youtube.com/watch?v=ahOKd9DrBFY>.

While you're at it, there was recently an online survey done by *CarGurus*® (<http://www.cargurus.com/>) of the 'Cast-

off' GM brands. Not surprisingly, *Pontiac* was the one a majority of respondents felt GM should have kept. Check out the survey that chose Pontiac as the most popular brand that GM has cast off at the link: http://blogs.thecarconnection.com/marty-blog/1021480_not-so-shocking-survey-pontiac-is-most-favored-forlorn-general-motors-brand. For those of you who don't have Internet access, or can't be bothered, the gist of it is this: An online survey of nearly 1,700 auto consumers, revealed that out of GM four nixed brands, Pontiac is the one that'll be missed most. Only 9% of those surveyed wanted Saturn to stick around.

"Pontiac has a trailblazing heritage—the '64 *GTO* is widely

credited with *starting the muscle-car craze*—and its current G6 is the 20th best-selling car in the US, so I'm not surprised to see consumers vote to save this historic brand," said Langley Steinert, CEO of CarGurus. "What did surprise me, however, was the relative popularity of *Hummer* over that of *Saab* and *Saturn*. The Vue, for instance, is a top-50 best-selling car in the US, while Hummer's best-selling model—the H3—ranks 153rd. I would have expected Saturn to be the other brand consumers wanted to see survive GM's reorganization."

Survey Results:

- Pontiac—44%
- Hummer—27%
- Saab—20%
- Saturn—9%

Take that, Fritzie. 🍷

"American Why (!)"

For those of you who don't read *High Performance Pontiac* magazine (*and why should ya—it's obviously about Pontiacs!*), the Sept., '09 issue featured this ditty from editor Tom DeMauro (*sung to the tune of Don McLean's "American Pie"*). Enjoy!

A long, long, time ago,
I can still remember
How my Poncho used to make me smile.
And I knew if I had my chance
That I could make that Shaker dance,
And maybe it would be quicker in the quarter-mile.

Its torquey V-8 made me shiver
Every time the hoodcoop quivered.
Bump the jets up one step
Going faster helps my rep.

I can't remember who first lied
When I read about GM's turning tide,
But the end result I can't abide
The day that Pontiac died.

So, bye-bye, GM's credit's run dry.
Drive a Chevy, Fritzie tells me,
But that thought makes me cry.
Now our good old toys will surely help us get by.
We're sayin' give us real reasons why.
Pontiac went bye-bye.

Are you proud of the marque you love,
And do you have faith in the suits above,

If GM tells you so?
Now do you like
starting from a roll?

Is your Poncho really fuel for your soul?

And can you teach the rest what we already know?

Well, I know you're in love with them,
You've driven that Goat since I don't know when.

You both have the attitude,
Vitality and youth renewed.

It was lonely, aging, and sunk in the muck,
You restored it with skill and a bit of luck,
But we knew it was gonna get tough
The day that Pontiac died.

I started sayin' bye-bye, GM's cash flow's run dry.
Drive a Chevy, they've got plenty,
But I'd rather die.
Now our good old boys, who still build Birds that can fly,
They're sayin' give us real reasons why.
Why'd the division die?

Now for 2010 we'll be on our own,
And those pasture-bound Ponchos will be overgrown,
But that's not what we want to see.
Those arrow-headed legends were once pristine,
Now it's time to build 'em up shiny and mean.
To preserve history, that's how it has to be.

On the street we'll mash the pedal down,

Just to hear that roaring sound.
Lot's of rubber is gonna burn;
Maybe they'll finally learn.
If you create a machine that leaves its mark,
Your fans won't be left out in the dark,
It won't be forsaken for another mark,
There'd be no day for Pontiac to die.

We started sayin' bye-bye, GM's cash flow's run dry.
Drive a Chevy, they've got plenty,
But that thought makes me cry.
Our good old boys, who still build Cats that can fly,
Ask for real reasons why,
Our Wide-Tracks went bye-bye.

Split grilles and hood tachs in the Spring swelter,
As accountants tried to seek tax shelters
With the stock price falling fast.
While the racers make another pass,
The government fired a member of the cast
And we all wondered if GM would last.

The starting line smoke was sweet perfume,
But the General still couldn't play in tune.
We held out hope for a chance,
Good-bye excitement and romance.
After 83 years it was revealed,
The division's cuts could not be healed,
Production of the legend would soon yield,
The day that Pontiac died.

I started sayin' bye-bye, GM's

Why (contd)

funds have run dry.
Drive a Chevy, Fritzie tells me,
But that thought makes me cry.
Now our good old toys will surely
help us get by.
We're sayin' give us real reasons
why.
GMC and Buick got by.

And there we were, all in one
place,
A dedicated hobby lost in space,
With no hope left to see again
A new Trans Am that's really
quick
Bangin' gears with a six-speed
stick.
Now desire is this market's only
friend.

As I watched the pundits rage,
The General had already set the
stage.
With no models built to sell,
The mystique was shot to Hell.

As the generation who'd first seen
the light,
We all lamented the division's
plight
Now that the General had given
up the fight
For Pontiac the day it died.

I started sayin' bye-bye, GM's
funds have run dry.
Drive a Chevy, they've too many,
But I'd rather die.
Now our good old boys still GPs
we will drive.
We're sayin' give us real reasons
why
New Firebirds will never fly.

TV talking heads sang the blues.
Unless you like Buicks, there's no
happy news.
According to GM, there's nothing
left to say.
I went down to the Pontiac store,
Where I'd bought into dreams
years before,
But the showroom was dark—

they'd all gone away.

And at the show the restorers
seethed,
The racers sighed and the cruisers
grieved.
Their silence was a token,
Ties to the division all were
broken.
And the three men who got
blamed the most:
The execs some of whom gave up
the ghost
'Cause they'd caught corporate
jets for the coast
Before the day that Pontiac died.

I started sayin' bye-bye, GM's
cash flow's have run dry.
Drive a Chevy, they have plenty,
But that thought makes me cry.
Our good old toys still have the
style we'd buy.
GM gave its reasons why
Pontiac went bye-bye.

*(Right on!! Wonder who'll be the
first to record it?!). 🍷*

Pontiac Search

Pontiac may be about to re-
cede rapidly into automotive his-
tory, but with 84 years of Ponchos
out there (1926-2010), it'll be a
long time before they're forgotten.

Now, a Connecticut car event
wants to commemorate the brand
by highlighting the
***oldest Pontiac still
in existence.*** Even
better, it's also
looking for the
***oldest Pontiac
that's still with its
original owner
today.***

Both vehicles will be invited
to take part in the ***Fairfield
County Concours d'Elegance***,
held in Westport on September
12th and 13th. The event will
provide free first-class airline
travel and hotel rooms at Manhat-
tan's Mandarin Oriental Hotel for
the owners, as well as free trans-
port for their cars.



Owners from the lower 48
States who believe they or their
car(s) may qualify for either of the
two spots can learn more about
the search on the event's web-
site—[http://
fairfieldcountyconcours.com/](http://fairfieldcountyconcours.com/).

Thanks to TheCarCon-
nection.com ([http://
www.thecarconnection.com/](http://www.thecarconnection.com/)) 🍷

This n That

French Hot Rod? The *Citroën GT concept* is making the leap from the *virtual tracks of Gran Turismo 5* to real asphalt.

Citroën plans to **build just six copies of the GT**, and each one will be priced at a **cool \$1.8 million**, according to Autocar. One big question re-

mains—what will be the mid-engine supercar's powerplant? At its debut last fall at the Paris motor show, the concept's power came from a set of electric motors making a combined **780 hp** and was powered by a fuel cell. Citroën say the engine will make **more than 500 hp** and could come from **Ford** or **GM** (?!). The sporty styling and extensive use of carbon fiber will be retained, and it might even keep some of the unique touches, such as using copper on the interior trim...**Fast Cats!** *Jag* had an auspicious presence at the *Goodwood Festival of Speed* in early July: it



wheels, a lowered ride height and a louder exhaust. It also gets satin graphite detailing on the front grilles, headlights, door mirrors and other parts—as

well as the eye-catching paint scheme. Mike Cross, *Jag*'s chief engineer of vehicle integrity, drove the car. The XFR that Gentilozzi ran to 225.675 mph also went to Goodwood.

Gentilozzi drove the XFR—but probably not as fast as he did during the **225.675-mph romp** he made in Utah last November. *Jag* was also well represented by its past with a **long-nose D-Type** that won at *Le Mans* in '57 and was third at Sebring. A **Le Mans-winning C-Type** and an **XJ13**, which has a **502-bhp V12** and is considered one of the most handsome *Jag* racers ever, also were present...**Italian Hot Rod!**

Lamborghini is paying tribute to its longtime test driver, **Valentino Balboni**, by putting his name on a limited run of rear-wheel-drive Gallardos. It's called the **LP 550-2 Valentino Balboni**, which denotes the horsepower rating. It's the only current Lambo that channels power to just the rear wheels. Lambo will make **just 250 units**. The rear-drive element is sure to stir enthusiasts. The trans has been moved to the rear axle and

the entire car is retuned for different driving dynamics. The reworked rear axle gets a limited-slip diff, and Lambo engineers recalibrated the stability control program. Power comes from a **5.2-liter V10** which propels the car to 62 mph in **3.9 seconds**. Balboni is an iconic figure in *Lamborghini* history, hired by company founder Ferruccio *Lamborghini* in '67. He is now officially retired, but he has had a hand in many significant Lambos over the years, including the *Mirra* from the '60s and the current *Gallardo* and *Murciélago*. The interior is trimmed in black leather with white accents and has a polar white center console. Electronics include **Bluetooth**, a **rearview camera** and a **nav system**. The options list includes carbon-fiber brakes. This special *Gallardo* will sticker for **\$219,800** in the US... **Unrestored Bathtub?!** One *Porsche* at this year's *Pebble Beach Concours d'Elegance* will be making its second appearance. And it will be easy to find—it's the one that looks used. The **'56 Porsche 356 1500 GS Carrera coupe** made its *Pebble* debut in '56 at the road races. That's where former NASA scientist Roger Craig saw it. A year later, he bought it for **\$4,950** from a dealership in Belmont, CA, knowing it had been raced by Don Dickey. He used it as his daily

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T n T (contd)

(Continued from page 6)

driver. It got an engine overhaul in '58, costing \$1,600, and a set of radials. But he retired it to a garage in '61 showing less than 40,000 miles. "I determined that the cost to run a former race car as my only car was a bit excessive," he said. A vet of the Apollo and Pioneer Venus programs at NASA, he retired in '90 and began tinkering. Job one was putting the engine back together—it took *about 10 years*. Now, it's headed for the 18th fairway of the Pebble Beach Golf Links in all its un-restored glory—he even has the original tires and wheels—as part of the preservation class. **Bentley** is a featured marque at this year's event, on Aug. 16. It will also celebrate the centennials of **Audi**, **Bugatti** and **Morgan**, and feature the designs of **Zagato**. For more info, go to www.pebblebeachconcours.net... **Diesels DOA?!** Mainstream car-makers have put the whoa on *nine diesel-powered vehicles* that had been scheduled for '10. **Honda**, **Chrysler**, **Ford**, **GM**, **Nissan** and **Toyota** have halted diesel programs because of spiraling costs and other problems. Financial problems halted programs at some companies, while others, like Toyota, began looking elsewhere for fuel economy. Only the Ger-

mans—**VW**, **Audi**, **Mercedes-Benz** and **BMW**—have followed through with plans to launch US diesels... **Here Come de Micro Cars!** The **Tata Nano**, the world's least-expensive car, is likely coming to the US. Tata officials plan to bring a version of the minicar here in two to two and a half years, according to Automotive News. It goes on sale in India in July with a sticker of about **\$2,200**, has room for four adults, and has a **35-hp engine**. A larger European version will debut in '11, and has an **upgraded engine** that could get **67 mpg**. That car is still expected to come in at **less than \$5,000**.



Tata would be the second Indian company with cars on US streets. **Global Vehicles U.S.A. Inc.** of suburban Atlanta plans to introduce pickups made by **Mahindra & Mahindra Ltd.** later this year. Meanwhile, Mitsubishi Motors has priced its new **electric vehicle** at about **\$45,660** (at current exchange rates). They unveiled the production version of their **i MiEV battery-powered car** recently, saying they're aiming for **1,400 lease sales** to corporate customers and local governments by March 31, 2010. It goes on sale in Japan late next month. Separately, **Fuji Heavy Industries Ltd.** unveiled an electric version of the **Subaru Stella**, priced at **\$40,000+**. But Mitsu's sales goals are more ambitious than those for

'Stella' and include overseas sales. The Stella won't be sold outside Japan, while Europe gets a version of the i MiEV next year. The US launch of the lithium-ion battery-powered car comes after that. No word on price. Individual sales in Japan start in April '10. Mitsu will begin taking orders in July. Buyers can qualify for a green-car subsidy from the government, lowering the cost to \$31,170. For a bit of futuristic flare, the i MiEV is the first car from Mitsu to have **light-emitting diode headlamps and taillights...** **Viper Reprieve.** After nearly a year on the block, '**New Chrysler**' said recently that it will continue to build the **Viper**. In an ironic twist, production was expected to end at the Connor Avenue assembly plant in Detroit (*a.k.a. the "Snake Pit"*) in December, but it was actually the first plant to restart production. But 'New Chrysler' has reversed itself after a review of their products, and top execs found it to be a viable business. The current lineup, including the ACR and competition versions, will continue. 25,000+ Vipers have been built since '92. The current (*4th gen*) car has an 8.4-liter, 600-hp V10 for power that'll make 60 mph in less than four seconds. A pet project of **then-Chrysler exec Bob Lutz**, the car debuted as a concept at the '89 Detroit auto show (*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!*) 🍵

'New' US Carmakers?!!

Seems to me that since both Chrysler and GM entered bankruptcy, when they emerge, they should change their names in a manner that reflects that they are 'new (*i.e., smaller, leaner, and more able to compete?!*)' companies. 'Course, does anyone out there remember when **Coke** tried to rebrand themselves? If so, does anyone **REALLY** know whatever happened to '**New Coke**'?!

Bob Lutz, GM vice chairman and internationally renowned product guru, has **reversed his retirement plans** and is expected to stay with the remade car company as it charts a new path out of bankruptcy.

Multiple media outlets are reporting Lutz, 77, has changed course and will not retire from GM at the end of the year as he had planned. Automotive News, citing anonymous sources, says the industry leader will stay on at the company, possibly in a marketing or communications role—and could have product input.

Earlier this year, his pending retirement was announced as GM spiraled toward bankruptcy. He's been replaced as product boss by Tom Stephens and has been acting as a special advisor since then.

Lutz is one of the most high-profile execs in the business. He's been with GM for eight years and is credited with turning around its bland product line. During his watch, the company has produced eye-catching cars such as the Chevrolet Camaro and the Pontiac Solstice, revitalized its Cadillac brand and won industry honors for the Malibu and Aura sedans.

He previously was president of Chrysler and held ranking positions at BMW and Ford.

Speakin' of bankruptcy, looks like it's gonna cost Chrysler (*Fiat?!*) about **\$13 mil** to finalize the process. Is this a great country or what?! They actually had to pay to go bankrupt!!

While on Chrysler, Business consultant Robert Kidder will be the new chairman of Chrysler Group when it emerges from bankruptcy. Kidder will replace Bob Nardelli, who was hired in '07 after Daimler sold Chrysler to private equity group Cerberus.

A new board of directors, to be formed after bankruptcy, will hire a new CEO for Chrysler. But that position is expected to be filled by Sergio Marchionne, CEO of Fiat.

Kidder's résumé includes a stint as CEO of **Duracell**. He currently is a lead director at investment firm Morgan Stanley and CEO of 3Stone Advisors of Columbus, Ohio, which manages a private equity fund focused on investing in water-quality testing.



And, finally, this is kinda neat. Even though it has to do with 'New GM,' I couldn't resist.

Apparently, **Motor Trend** set up a 'comparison test' between GM's hottest vehicle, the 638 hp. ZR-1 Corvette (*a.k.a. Blue Devil*) and a US Navy FA/18 Hornet (*a.k.a. Blue Angel*) aerobatic plane.

The editors actually felt that the Corvette had a **snowball's chance in Hell** in an acceleration run set to cover a standing mile, **IF** they were able to get the Vette moving without too much wheel-spin, given the fact that the Hornet had to **spool up its 32,000 pounds of afterburner thrust**. If you wanna see what happened, go to: http://www.motortrend.com/av/features/112_0908_chevy_corvette_zr1_vs_jet_fighter_video/index.html. 🗣️



Too Little, Too Late!

Pontiac may be on the way to the GM dumpster, but that doesn't mean it can't have one last fling with a renowned tuner. **Hurst Performance Vehicles**, the legendary shifter company that most recently has made waves with its **Hemi Challenger**, announced its new H.O. program for the Pontiac G6 and G8. Few details have been released regarding the performance upgrades, but each will feature Hurst's signature black/gold or white/gold paint scheme, forged alloy Hurst wheels, an exclusive Hurst shifter, supercharged engine, suspension upgrades, and a newly trimmed interior.

To help with the development

of the car, Hurst also brought on **performance icon 'Doc' Watson**, who developed such vehicles as the **Hurst Hemi-Under-Glass** and the '72

Pontiac SSJ. Only **52 Hurst H.O. Pontiacs** will be built along with **ten G6 convertibles** used as parade and special event vehicles. More details regarding the performance upgrades will be announced on August 1st. Specifications, pricing and ordering information will be available August 1st. For further info, go to



the Hurst website—www.hurst-performance.com.

(Ed. note: Guess the next time you see this car, it'll be a Chevy! Thanks to <http://www.autoblog.com/2009/06/30/hurst-announces-pontiac-h-o-g8-and-g6/> and MAMA members Joe and Debbie Bush for the scoop!) 🍰

Italian Chryslers?!

'**New Chrysler**' will build and sell four versions of the **Fiat 500** in North America (*Matt!*) starting in 2011: a hatchback, a convertible, a station wagon and a sporty hatchback.

A fifth model—a small, four-wheel-drive SUV—also is possible.

They will wear the Fiat brand. No longer-term plans exist for other Fiat-badged models in the US, the company said.

Roberto Giolito, designer of the 500 and head of styling for the Fiat brand, confirmed the plans recently at the launch of the 500C convertible in Italy.

The sporty hatchback is the **Abarth version** of the 500 hatchback, the popular '08 Euro-

pean Car of the Year that Chrysler/Fiat CEO Sergio Marchionne calls "our iPod."

The 500, which debuted in Europe in '07, is scheduled to go on sale in the US in the first half of '11, Fiat brand CEO Lorenzo Sistino said. Production in North America is expected to begin in early '11 at a Chrysler plant either in the United States or in Toluca, Mexico.

At 139.6 inches, the 500 hatchback is 33 inches longer than the Smart ForTwo but seats four



adults instead of the ForTwo's two. The 500 is about 10 inches shorter than Toyota's Yaris hatchback.

On the wagon version, the wheelbase is stretched 3.1 inches, to 93.7 inches.

Run out and order one now. 🍰



Honda celebrated 50 years in the US last month. Maybe 'New GM' & 'New Chrysler' could learn something if they'd pay attention?! 🍰

Model Buffet

Well gang, looks like I've got a bit of news on some more new resin goodies for you Ford guys out there (*Thanks, Kevin!*).

Kevin Lutz of *Missing Link Resin* recently came through with the attached photos which I include here for your entertainment and education.

The first is a *'60 Sunliner convertible*. No real insight from Kevin as to what is included in the kit, but I think we can safely assume that you'll get what's pictured. This kit obviously doesn't include chrome, but it **DOES** include a bit of photoetch. Donor kit, I would assume, is the *'60 AMT/ERTL/Round 2 (or whatever they're calling themselves these days!)* hardtop.

The other submission is a *'71 Torino convertible*. Unlike the *'60 Sunliner* kit, this one does appear to include a set of chrome bumpers, including both exposed and hidden headlight front bumpers/grille assemblies. No photoetch, though.

No word on pricing on either kit, so, you'll hafta e-mail Kevin at the e-mail address included.

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! 🍷

Missing Link

<http://missinglinkrc.com/>
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Pontiac For Sale?!

Though GM apparently rejected the first offer a group of investors led by Jim Waldron made for the *Pontiac brand*, the Michigan car dealer says he's back with a strong offer that would include the plants and equipment needed to keep producing Pontiacs.

GM has said it would be willing to entertain offers for Pontiac, though the Detroit automaker has shown far less interest in selling

off the historic brand than it has Hummer, Saab and Saturn – all of which have since found tentative buyers.

Waldron, a Pontiac dealer in Davison, Michigan, told Mid-Michigan's NBC-25, "GM has a history of building a great quality car, and then discontinuing it. So we're going to try to change that history."

"I found the financing for it," he said. "I've just got to get GM to agree to do something with it."

Time will tell. Thanks to the GM Inside News website. 🍷

Built (contd)

(Continued from page 1)

Generally, the people are old enough to be hollering at neighborhood kids to stay off the lawn.

Veitch is extraordinary for the most commonplace of reasons: She drives her car. And drives it, and drives it some more. In '07, she drove it round-trip to Pennsylvania for her high school reunion, a 3,225-mile round trip.

She prefers to make that sort of excursion herself, so that she can meander where she sees fit. "If I see a road, I'll take off," she says. "I don't know where it goes and I don't even care. I just want to find out."

As noted in the original report, above, Veitch is the original and only driver of the yellow Mercury she calls Chariot. When it's in the

shop, she's there, too, standing beneath the hoist with a lubrication diagram and a sharp eye.

"Quite honestly," Hardie says, "one of the things manufacturers like Ford don't want you to know is that you can always repair your vehicle. Cars are immensely repairable."

The process is different now than when Veitch met Chariot. Most of those terms from the classic 30,000-mile tune-up are obsolete—distributor cap, rotors, points. Spark plugs should be good for at least 100,000 miles, and you don't have to yank them out every few thousand miles to re-gap them and sandblast the ends.

Today's cars also have safety features a '64 Mercury doesn't, like... Well, all of them. The Comet came with lap belts, which Veitch wears scrupulously, and

that's just about it.

Chariot has run up its *half-million miles* on the *original engine*, which is good, because no one is making those anymore. Some parts would still be easy to find, Hardie says, like plugs. Others would take some searching, because there's no cottage industry out there crafting parts for a Comet Caliente the way there is for the early Mustangs or the Model T.

"If that Caliente badge goes—if it gets corroded, or comes loose—I was wondering if she could get another one," Hardie says.

Veitch hopes so, because she's not buying anything else. "Build me a '64 Comet exactly like I have," she says, "and then I'll trade."

Hardie says she'd probably be amazed by the smooth handling and quiet ride of, say, a '10 Ford Fusion. He also says that in the past few years, Ford has reduced its warranty repair rate by more than 50 percent.

He did not, however, suggest that a new Fusion could last 557,000 miles. Nope. That's treason and sedition, and you're not going to hear it from him.

[The preceding came from *The Detroit News*—<http://www.detnews.com/article/20090628/OPINION03/906280303/557-000-miles-on-her-Chariot>]

(By comparison, *Toyota Motor Corp.* is taking a beating online and in court by owners who charge that some older models of the popular car have faulty *HID headlights* that can cost more than \$1,000 to replace! *Lawsuit!*) 🍷



Long-time MAMA Members will remember Pat Maphis. Pat sez he doesn't wanna grow up (*the walker is just a prop!*).

Let's Go Racin'!

Sports-car enthusiasts will be getting a taste of the exotic this summer, as the **Mercedes-Benz SLR McLaren** will debut in **SCCA competition** on July 26th at the Speed World Challenge GT Championship at Autobahn Country Club in Joliet, IL.

TRG Motorsports and Circle B Motorcars of Texas will run the No. 71 Circle B Motorcars Mercedes-Benz SLR McLaren 722 GT. It has a supercharged Mercedes V8 engine capable of producing **680 hp**, but it will run in



the World Challenge GT series with a restricted **550-hp V8** engine developed by Ray Mallock Limited in England, in accordance with McLaren Technology, and is a limited-edition racer, with only 15 in existence.

TRG and RML are working to make it comply with SCCA World Challenge GT specs. The project is being headed by Bill Rader, No. 71 SLR GT project manager, at the TRG Motorsports facility in Mooresville, NC.

TRG sports-car driver Spencer Pumpelly initially tested at Virginia International Raceway and will pilot the car in four races this season.

“Considering the amazing per-

formance of the street versions and the history of both Mercedes-Benz and McLaren, I could not imagine this won't be a rocket ship,” he said. “From what I have seen so far, I think racing drivers and fans alike have a lot to be excited about with this car.”

Peter Blom, owner of the car, is anxious to see it on the track.

“Bearing in mind that these cars have a racing history in Europe dating back to '08, we are excited to see what it can do in U.S. trim,” Blom said. “We decided to race the '09 version of the car here in the States to see if we can draw out the street versions of the cars that are currently in North America.

“Some people buy these cars to add to a collection; I bought mine to race.”

TRG owner Kevin Buckler is looking forward to the team's first foray into the Speed World Challenge.

“We want to showcase the performance of this awesome car here in the States, as well as our team's capabilities,” he said. “TRG will be making its debut as a team in the series as well. It will be the car's first competitive laps in North America, and we hope that some of the owners that have the street version in this country will also want to bring their cars out to race, or simply do some track days.”

The car will compete at **Autobahn, Mid-Ohio, Road America and Road Atlanta**.

Ford claimed a well-deserved victory in the **Rally Poland**, an event making its debut on the World Rally Championship this year, to give **Mikko Hirvonen** the

lead of the drivers' championship and seriously threaten Citroën in the manufacturers' rankings.

However, there was an astonishing sting in the tail of the event for the Ford team. Jari-Matti Latvala was set to follow teammate Hirvonen home for a Ford one-two, but he crashed on the final corner of the rally. The crash took place on the last stage, a spectator superspecial that was right in front of the service area.

A federal judge lifted the suspension of **NASCAR Sprint Cup owner-driver Jeremy Mayfield** and said that he could race at Daytona, according to the AP. Unfortunately, it was too late to enter the race. The only way he could have driven then would have been as a relief driver. And, do ya **REALLY** think NASCAR was gonna let **THAT** happen?!

Meanwhile, officials at **Roush Fenway Racing** and **Hendrick Motorsports** spent the better part of a day recently quashing another **Danica Patrick rumor**. This one implied that the **companies were fighting over the IndyCar driver**. The story offered no proof, only that 'sources' said that Hendrick apparently had beaten Roush, and that Patrick will **replace Dale Earnhardt Jr.** Geoff Smith, president of Roush Fenway Racing, acknowledged that International Management Group is polling Cup teams, gauging their interest in one of America's best-known racers. He said IMG hasn't visited Roush Fenway yet, but will.

“They're talking to everybody over here, all the teams in the garage,” Smith said. “We're in the

(Continued on page 13)



- 🏆 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! 🏆



Bring back the T-top Camaro?!?

Racin' (contd)

(Continued from page 12)

loop, but we haven't scheduled a meeting yet. Maybe we'll have one pretty soon."

The process reminds some of the courting of high school athletes. "It's an expression of her interest in NASCAR," Smith said. "There are many questions to be answered. IMG is looking for opinions about the best approach for her. They're also getting a feel for what resistance there might be, what things they might have to work through. Like, can she run IRL races the same time she's running a NASCAR series? How many races in each series could she run? Things like that."

Roush hasn't ruled her out as a potential driver. In his scenario, though, she'd spend a year or two in a lower-level series before trying Cup. Patrick said she wants to start at the top of the next series if she leaves the Indy Racing League."

Hendrick Motorsports spokesman Jesse Essex took great exception to the story. "There is absolutely no truth to it," he said. "We were not given an opportunity to

comment on the story prior to it being published. If we had, we would have said there's absolutely nothing to it. Nothing at all."

Tony George will no longer have day-to-day responsibility for running his family businesses, including the *Indy Motor Speedway*. Current chief financial officer Jeffrey Belskus is the new CEO of the Indy Motor Speedway Corp., and current chief legal counsel W. Curtis Brighton is the new president and CEO of Hulman & Co. The changes took effect July 1st. George remains on the board of directors of the Hulman-George companies, along with his mother and three sisters. But he will focus on running his IndyCar Series team, Vision Racing. The changes come a month after the family denied reports he had been ousted from his executive positions during the annual meeting. But they issued a statement that said he had been asked to "devise a plan for management of Hulman & Co., the Indy Racing League, Clabber Girl and the Indy Motor Speedway that would allow him to focus on the business which requires the greatest attention." It is not clear how much involvement he will have in run-

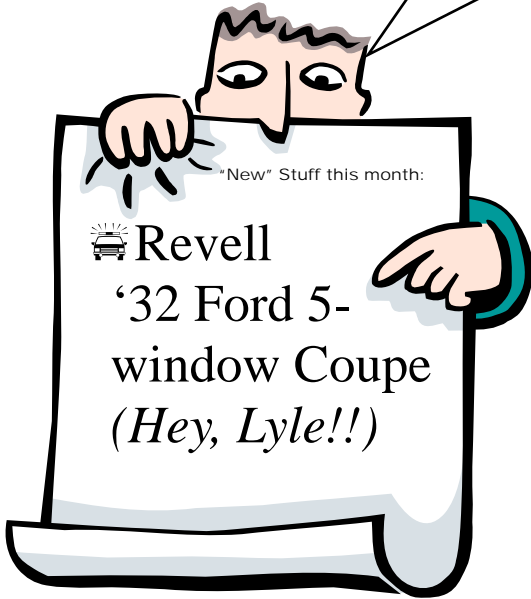
ning the Indy Racing League.

Max Mosley says an agreement has been reached with the *Formula One Teams Association* and that the *threat of a breakaway series has been averted*. The surprise news came after a meeting of the World Motor Sport Council on Wednesday, where FOTA chairman Luca di Montezemolo was expected to state his case. At Silverstone recently, an agreement in the short term seemed unlikely, but clearly some discussions took place. "There will be no split," said Mosley. "We have agreed to a reduction of costs. There will be one F1 championship, but the objective is to get back to the spending levels of the early '90s within two years." Mosley also shot back at critics of the FIA: "It is for the FIA membership, and the membership alone, to decide on its democratically elected leadership, not the motor industry and still less the individuals the industry employs to run its F1 teams." Ecclestone said he is "very happy common sense has prevailed." Mosley, the FIA president at the center of this controversy, will not seek re-election in October. However, he can still hold a key post in the organization. 🏆

This is the newsletter of the
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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:

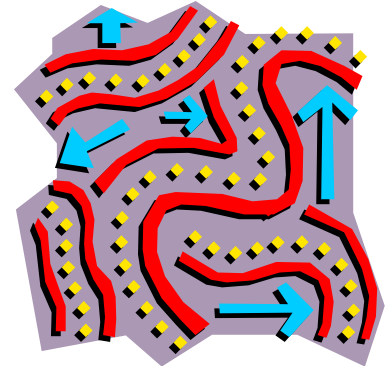
Thinning/narrowing focus, not quitting. Contact Tim Sickle. 🗣️

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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