



MAMA SEZ!

Volume 22, Issue 12

August, 2009



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

JJ Ain't Dead Yet!	1
Builder's Review	2
Government Motors!	4
T 'n T	6
GTOAA/POCI	8
Miscellaneous Pix!	9
Model Buffet	10
Let's Go Racin'!	12
Events	13
New Stuff	14

LOOK

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. ☞

Summer's Flyin' By!

Flash! As we go to press, **MAMA member Dave Roehrle** recently underwent surgery for a **brain tumor!** He is reportedly home now and doin' fine. **Keep him in your prayers, OK?!**

This month, we'll take a look at the **GTOAA/POCI convention—1,000+ Pontiacs** in one place for **FIVE** days—nirvana for Nick

and I!!

Thanks to yours truly, we have a 'builders' review of **AMT/ERTL's 'ancient' '72 GTO 'Street Custom' (?)**, uncharacteristically built **Pro Touring style**. It's a long road back to building, OK?

Also—a blurb on the **Aardvark Models' Fire-**



bird III.

The raffle raised **\$41.00**, while the door box contributed another **\$70.00**.

Thanks to the following donors: **Brad, Ed Brown, Jerry Frazier, Ron Hamilton, Howard Weinstein, Rich Wilson, and Replicas & Miniatures Co. of MD.** ☞

JJ Ain't Dead Yet!

Six years after he got the idea and bought the streamliner, **Jesse James** has **set the world record for hydrogen-powered speed.**

Late afternoon on June 16, James flew across the windswept dust of El Mirage dry lake bed in the California desert and tripped the lights at **199.712 mph**. That was **14 mph faster** than the **previous record of 185 mph**, set in **Germany** by **BMW** in its hydrogen-powered H2H.

"This, I honestly believe, is world-changing," James said of the emissions-free race car. "We can't rely on gas forever. I'm paying it forward."

The whole deal was for the season-ending episode of James's TV show, **Jesse James is a Dead Man**. The episode aired on Aug. 9th on the Spike TV network.

The land-speed car also shows that alternative-fuel cars can have a popular appeal, James

said. "We don't have to be dorks to make things environmentally friendly."

But it's not that simple. You can't just strap a bigger blower onto a bigger engine and get speed. The engine itself took three years of development to make power on hydrogen. Converting the **572-cubic-inch Chevrolet crate motor** to hydrogen was first attempted by Quantum Technologies, which then handed the project over to Detroit engine deity

(Continued on page 11)

MAMA Sez is the official monthly publication of the Maryland Automotive Modelers Association. Articles as attributed by author and source, and may be reprinted with proper credit given. Opinions expressed are those of nobody of any importance. Any correspondence or contributions should be sent to: Timothy Sickie, 15905 Ark Court, Bowie, Maryland 20716.

Builder's Review—'72 Pro Touring GTO

[AMT/ERTL #38162; 100+ pieces; white, chrome, clear, clear red, vinyl tires, decals]

Well gang, what'd you expect from me—chopped liver?!? In an attempt to return to the building side of the 'model car collecting and building' hobby, I pulled this one off the shelf in order to sharpen **VERY** rusty skills. It was not intended to be any sort of full-on, fully detailed build. Just the opposite—this one was actually intended as a test for some of Testors new one shot lacquer paint.

While at our NNL show this past May, I was torn between two decidedly different colors—a **Lime Green Metallic** (*Lime Ice*), and a copper or gold color, the name of which escapes me. Well, my son Nick made the choice. Now, the fun begins.

In perusing some of my reference library, I noticed a **glaring error** that I'd never seen before on this kit—the front bumper is incorrect! I built one of these 'way back when they were brand new, and don't remember this being an issue. It appears as though the top horizontal bar of the bumper protrudes further forward than the lower one. Ideally, these should be on the same plane. Simple enough to fix—merely take sandpaper or sanding sticks and flatten the top bar to even it up with the bottom one, and return some downward contour to the top surface—a simple 'nose job' that took about an hour. The remainder of work on the body involved normal seam removal, and filling sink holes on the rear deck.



The Pontiac V8 in this kit definitely shows its age. It features a two-piece block, with a two-piece 4-speed trans. It was so bad (*do I sound critical?!?*) that I decided to simply install the bare long block/trans unit, with heads and exhaust manifolds to allow it to appear correct as viewed from beneath. I'll probably look to substituting a **Revell '68 Firebird motor** in future builds.

The **interior** is tub-style, as was the case back in the day. Two-piece buckets with separate headrests (*which don't fit too well*), go along with a three-spoke Pontiac steering wheel, 4-speed shifter, and dashboard to complete the assembly. I chose to add an optional Formula style wheel to my build, to be different. The dash in my kit was a short shot on the driver's side, so it took a bit of finagling to get it to line up.

The **chassis** is, sadly, not much better than the engine, but, again, par for the course when originally issued. About the only thing it has going for it is the separate exhaust system (*now, the **BEST** part of this build—read on to find out why!*). Gas tank is molded in, while conversely, being cut away for clearance in order to install the two screws used to restrain the rear of the chassis in the body.

The exhaust system features Alclad paint to it's fullest benefit. Some patience, a whole buncha masking, a few coats of basecoat and chrome, and...Voila! A nicely done exhaust system that any real show car guy would kill for!! Oh, and let's not forget a bit of work on the tips with a pin vise, either, to open 'em up.

The **wheels and tires** went

(Continued on page 3)

GTO (contd)

(Continued from page 2)

straight to the parts box, as I had a *Pro Touring theme* in mind. A set of *Hoppin' Hydros disc brake calipers and rotors* matched up very well with a set of big 'n bigger rubber (*unidirectional, no less*) mounting a set of *five-spoke mags from the Revell '59 Corvette* kit (*I'll part a Chevy out for a Pontiac, but NOT the other way around!*). Now I had a minor dilemma on my hands—mounting these wheels under the car. Three progressively smaller diameters of K & S tubing, a tubing cutter, and I was in business! Oh, the calipers and rotors were also treated to the Alclad system.

The rear of the interior tub had to be judiciously narrowed where it meets the 'C' pillars in order to get it properly positioned in the body. Oh, and let's not forget to mention that this IS a convertible tub, either—easier for future convertible builds (*can you say Judge?!*).

The three-piece rear spoiler in this kit is a joke. Consequently, it was scrapped and a custom-made spoiler that much more closely replicates the proper unit added in its place.

A few issues with the body—first of all, the GTO script is missing from the drivers side front grille opening. This car also has chrome fenderwell opening moldings. The headlights don't look quite right to me, but I can't put my finger on what's wrong. And last, but **CERTAINLY** not least, the rear bumper. I found out too late that it appears to be probably



six to eight scale inches too wide!! Time constraints prevented me from fixing it this time.

The window unit was bagged, and absolutely clear as a bell—the clearest I've seen in a kit lately. Front and rear windows are connected by runners.

And, finally, the decals. Again, these were banished to the parts box. They were not particularly attractive, being an exact copy of the last (*red*) issue of this kit.

In closing, regardless of how much I apparently 'ragged' on this kit, it was still fun to get back into building mode. This, though, is a good news/bad news situation. Good news to be back building, but bad news because I've probably got a *dozen or more* of these kits (!) floating around as donors for other versions, which means that I'm gonna have my work cut out for me to correct these deficiencies in every one of 'em!!

Oh, and to add insult to injury,

AMT/Round 2 just re-released this kit again, with *'limited edition' box art*. I might add it to the collection for this reason, and this reason only. And, actually, as built, the color chosen for the car could be construed as a modern interpretation of *Tropical Lime* (*although a '71 color choice*).

All told, I think I have about 25 hours worth of time invested in getting this thing to its current state. This kit is nice to have, though, for an optional accessory—the multi-piece Christmas tree, and timing light set, molded in white with chrome bulbs. Guess I got enough 'trees' now, eh?

A big *'Thank Yew!'* goes out to *MAMA's Boy Matt Guilfoyle*, for his patience and tutelage, in keeping me on task to finish this for my self-imposed deadline! Couldn'ta done it without ya, Matt!

by: Tim 'GTOguy' Sickle 🍷

'New' US Carmakers?!!

As "**General Motors Company**" (as it is now known, hereafter referred to as '**GMC**'!) is set to emerge from bankruptcy protection, the giant US automaker's fresh start might even include a new logo—a **green one**. According to a report by MSNBC, '**GMC**' has a design team that is currently looking into changing the logo and they have discussed swapping the blue out in favor of a friendlier (and more environmentally-responsible) green (Oh, gag me already! Tell me Obama ain't runnin' the company!)

'**GMC**' is looking to re-brand itself as not just a leader in the automotive industry but as a leader in the race for more fuel-efficient vehicles. The company has already spent billions to bring the plug-in **hybrid Chevy Volt** to market and intends to put a lot of focus on its new direct-

injection engines, like the 30 mpg V6 model in the Camaro, as well as the turbocharged 2.4-liter Ecotec four-cylinder (formerly of *Solstice/Sky fame*) planned for the upcoming LaCrosse and a smaller 1.4-liter turbo'ed, direct-injection four-banger in the Chevy Cruze.

The green logo might just be the right move to help re-brand a company that is trying to market itself as not only greener, but also leaner and more able to make quick decisions in an ever changing world.

Remember when '**GMC**' gave Olds the boot? At least they got a

classy send-off. The final 500 units of each model sported a special red paint job, and featured embroidered upholstery and a colorful badge.

Pontiac gets bupkis. "I wish I could say it was otherwise," said Pontiac spokesman Jim Hopson. "But given the situation and timing, there literally was not enough time to put together any special-edition packages." The Pontiac wind-down looks like this: The **G3**, **G5** and **G8** are already out of production. The **Solstice coupe** and **convertible** were done in July. The total production run of **1,100 Solstice coupes** will have sequential serial numbers. **Vibe** ends production this month. A final insult to Pontiac: Final **G6** models, to be built in September, will be for rental car fleets.

Pontiac - the Rodney Dangerfield of 'GMC'—they just don't get no respect (and haven't for years)!

Former CEO **Rick Wagoner** officially punched out Aug. 1st with a compensation package worth almost **\$8.6 mil** over the first five years, which is significantly lower than what he could have gotten; it would have been **\$23 mil** at the end of last year, Reuters reports.

Wagoner, a '**GMC**' lifer, rose from a position in the company's treasury office (*beancounter!*) in New York to chairman and CEO of what **formerly** was the world's



largest automaker. He was forced out in March by the Obama administration after the feds thought '**GMC**'s' restructuring plan was not going fast enough.

He was adamantly against filing for bankruptcy, a move the company ultimately was forced to make on June 1st. His retirement package was officially reached with "**Old GM**," called **Motors Liquidation Co.**, the entity still under court supervision that is disposing of unwanted assets. '**GMC**' emerged from bankruptcy under a sale that allowed the company to sell its best assets to a new firm owned mostly by the government.

Since going into bankruptcy, **GM** moved to focus on its core business—selling vehicles (?!). Just like they said in their new corporate campaign, focusing on four core brands to revive the company: Buick, Cadillac, Chevy, and GMC.

Unlike Wagoner, new CEO Henderson doesn't plan to make the same mistakes. As soon as the world's **formerly** largest automotive company filed for bankruptcy, he asked the judge to allow them to **eliminate corporate jets from its books**. In case you

(Continued on page 5)

New (contd)

(Continued from page 4)

forgot, **'GMC'**, Chrysler and Ford caught holy Hell from Congress and the American public last year after each of the CEOs flew separate corporate jets to DC from Detroit while seeking a government bailout. The media had a field day, painting the execs as being out of touch with the people who build, buy and sell their cars.

Not to play the fool again, Henderson asked the judge handling **'GMC's'** bankruptcy to allow the automaker to *forfeit its \$13.4 million security deposit to cancel a fleet of seven leased jets*. **'GMC'** will no longer need a *hangar* to store the aircraft, which will save the company approximately **\$488,000 annually**.

Looks as though there is trouble in paradise for **'GMC'** (i.e., *new Camaro problems*) again. Breaking news (*pun intended!*)—in some online forums about issues with **V8-powered SS models equipped with the manual transmission**. It seems that doing a hard launch or using the launch control system occasionally results in a *broken output shaft*, a serious failure that will most likely leave the car immobile and in need of repair (*Ya think?!*). A factory hold has been put on deliveries of manual trans V8 Camaros while engineering teams investigate. **'GMC'** has figured out what was causing these failures, but the automaker is *keeping it secret*, said Adam Denison, a **'GMC'** spokesman. Mr. Denison said SS production at the plant in Ontario was continuing, but a few

cars were being held for inspection to make sure the problem had been resolved.

As far as the **'GM Reinvention—Tell Fritz' website** contact I referred to at the July meeting is concerned, my belief was confirmed in a recent website visit. Any e-mail contact is limited to a *maximum of 255 characters* (*hardly enough to tell him to kiss off!*). As a result, my *rambling letter* was 'snail mailed' to Fritz's office in Detroit. I don't expect an answer, but it was good therapy for me to tell him what I think of the government's, er, **'GMC's'** plans to relegate the Pontiac brand to the corporate dumpster.

Toyota started talks to pull out of a CA-based joint venture with **'GMC'**, a Toyota exec said recently. Toyota said it may liquidate its stake in the Fremont, CA, assembly plant—commonly known by its acronym **NUMMI** (*New United Motor Manufacturing Inc*)—after **'GMC'** cut operating ties to the plant in late June. The world's two biggest carmakers aim to reach agreement on the plant's future by the end of this month. Options for the joint venture include liquidation, with Toyota and **'GMC'** each writing off their stakes, and a sale to another company.

It's not the smell of the interior of a new luxury model, the whiff of gas or even the aroma of burning rubber. It's much more. It's the luminous fresh scent from grapefruit and chamomile and a mix of geranium, tarragon and cinnamon—plus sweet spice and incense. Think of *"Cadillac, the new fragrance for men."* Sput-

tering **'GMC'**, just out of a quick drive through bankruptcy court, will soon be using its iconic Cadillac brand to sell a line of men's fragrances. Dubai-based **Beauty Contact Inc**, holder of the fragrance license, said recently it will launch the line in stores this fall to *mark the brand's 100th anniversary*. "Cadillac, the new fragrance for men is part of the recent Cadillac renaissance: Hot new products and redesigns that capture the mantra of life, liberty and the pursuit," said a Beauty Contact director. "Our fragrance is a relevant extension of the Cadillac lifestyle." The line includes a spray, after-shave lotion, deodorant stick, hair and body wash. Some products will come in translucent glass bottles with sleek metal caps. The retail for a 100 milliliter bottle of the eau de toilette fragrance will be **\$73** (*maybe that's where it belongs?!*). "The design pays tribute to the opulence and extravagance of past eras, as well as the luxury and ease of today," the firm added. But marketing expert Alan Middleton, a York University professor, said it's a bad example of brand extension and indicative of a troubled company. In the past, **'GMC'** has licensed fragrances for **Hummer, Chevy** and **Corvette**. "Anybody who knows anything much about branding would know this is about as bad an idea as when Roots tried to brand an airline," Middleton said. "Neither Porsche nor BMW nor any other transportation brand that has tried this silliness has been very successful."

'GMC's' new marketing top gun, **Bob Lutz**, met with the brand

(Continued on page 9)

This n That

New ROG Goodies (that's Revell of Germany). Spotted on their website recently, they are set to release what they are referring to as a **Trabant 601 limousine** (Hey, Maaaatt!). To see for yourself, go to http://www.revell.de/en/products/model_kits/services/info_channel/picture_galleries/trabant/?id=865&L=1...**More Goodies!** **Vintage drag racers** (and Dodge fans) among you might want to keep yer eyes peeled for a kit I recently found listed of all places, a diecast website! It's the **'Little Red Wagon'** kit, with the **Dodge L-700 cabover**, and a **flatbed** to haul the 'Little' A-100 pick-em up around. No idea as to price or availability, though—Sorry...**New Model Magazine!** The premiere issue of **Kustom & Hot Rod Models** is now available! Published by **Don Graham**, this is the first magazine devoted not only to vintage style scale model kustoms, hot rods, race cars, classics and other vintage car models. This is not a general interest scale model car magazine, it's for all the Kool Kats out there who dig the vintage old school styles of car models. Full color, 32 pages, including front and rear covers. At this time, it is only available in the USA, Canada, and the UK



through this website. For a sneak peek, go to <http://magcloud.com/browse/Issue/23036>. If you require more info, email kustomand-hotrodmodelsmag@gmail.com. I believe a review is forthcoming... **Youtube Magazine Mania.** Looks like car mags are getting more and more of a presence on YouTube. **Motor Trend** now has a **nine-minute video clip** (!) posted of the **new Fiesta Rallycross at Pike's Peak**. To see it (hopefully!), go to <http://www.youtube.com/motortrend>

(and, while you're there, be sure to check out the clip of the Shelby GT500KR **KRUSHING**—their words—the Camaro SS!)...**If Only Mustangs**

Could Fly (some actually did!)?! Ford tricked out (another) one of its ponies with an over-the-top aviation theme and auctioned it for charity July 30th. It's called the **AV-X10**, or **"Dearborn Doll,"**



and is based on a Mustang GT. There is just one of them, and it was created by a team of Ford's top engineers and designers. Power comes from a **super-charged 550-hp, 4.6-liter V8**. Ford Racing performance mods include handling pack, tuned exhaust/tips, and lowered ride height (**one inch**). The aviation theme is evident at first glance—the front end and rear wing are painted yellow like the nose and tail of a plane, and the body is silver—like a fuselage. The 19-inch Shelby GT500 wheels are silver with yellow propeller tips. It's nicknamed the **"Dearborn Doll"** in reference to WW II-era fighter planes, and it gets white accents to play up the connection to that period of aviation. The all-glass roof has an Air Force graphic. Inside are leather and khaki materials. It will be autographed by a number of car and aviation fans. Ford said the list could include **Carroll Shelby, Jack Roush, Harrison Ford and Edsel Ford II**. The car will be sold to benefit the **Young Eagles program**, a group that inspires aviation among youth. It's part of the **Experimental Aircraft Association**, which had its AirVenture Oshkosh event July 27th-Aug. 2nd in WI. It's expected to draw 2,500 aircraft. Another aviation-inspired Mustang, the **"AV8R,"** raised a record **\$500,000** in '08 at the event...**Famous (Expensive!) Boat Tail!** A '36 **Lincoln Boat Tail Speedster**—customized for **Howard Hughes**—sold for a cool **\$1 mil** at the Leake Car Show & Auction in Tulsa, OK in June. The blue and polished aluminum classic was the headliner at a sale

(Continued on page 7)

T n T (contd)

(Continued from page 6)

that raked in **\$12.2 mil over** three-days. It is a truly unique car that began life as a conventional **'36 Lincoln Model K V12 limo**, before being customized for the famous billionaire aviator and industrialist. A resto was completed this year. The sale is the highest single tally in the event's history in Tulsa. Other interesting cars sold at the auction, include a **'36 Lincoln Model K Brunn Cabriolet** (\$187,500), a **'31 Cadillac V-16 convertible sedan** (\$185,000) and a **'32 Packard 903 Super 8 coupe roadster** (\$160,000) ... **'NOTHER Special Mustang?!**

Nearly 20 years after **Iacocca** retired—and 45 years after he helped launch America's first pony car—the former Ford and Chrysler exec is puttin' his name on the **Iacocca Silver 45th Anniversary Edition Ford Mustang** (whatta mouthful!). Planned for a limited run of **only 45 units**, it features **5 hp more than stock** from the Ford 4.6-liter V8—400-hp supercharged version optional. Ford Racing suspension standard—14-inch Ford Racing brakes optional. It comes in **Iacocca Silver**, and while you won't find rich Corinthian leather

inside (*Tatu, where are you?*), it is trimmed in **Iacocca Diamond Design leather seats**. A signature dash plaque completes the package. Official pricing is yet to come, but expect it to be in the **\$60,000 range** (good range!). The car, built by **Metalcrafters** in Southern California, is available exclusively through **Galpin Ford...Saleen Lawsuit?** Saleen, the famous—or infamous—performance brand, lives. The company's new owners plan to roll out **two hot 'Stangs** in the coming months, but not if the brand's founder can prevent it. **Steve Saleen**, who gave up control of Saleen Inc. in '03 and left the company in '07, filed a lawsuit in California against the owners of the Saleen brand. The suit seeks to prevent the company, **Saleen Performance Vehicles**, from using his name. The brand, name and some assets were purchased earlier this year by **MJ Acquisitions**, an investment group led by Michael Shields. Shields also was among buyers for the **Viper business** earlier this year. Controversy arose after the purchase, when MJ Acquisitions said it would not honor Saleen product warranties on cars built prior to the purchase, though Shields acknowledged that his group is now

working on a way to do so. Meanwhile, Saleen founded **SMS Supercars**, which produces a **performance Dodge Challenger**, the **SMS 570X**, and is developing a **performance Mustang**. In announcing the suit, Saleen said in a

statement: "It amuses me that faceless execs and wannabes are trying to misrepresent themselves as some kind of continuation of Saleen, which they are not. SMS Supercars is the true Saleen. It is the only company I endorse, the only company entitled to use my name and legacy, and the only company that carries my signature on its products, because they are my products" ... **'GMC', Porsche 'Realignments.'** 'GMC' plans to name designer **Bryan Nesbitt** as chief of **Cadillac**, effective Aug. 1st. Nesbitt, known for **Chrysler's PT Cruiser** (and Chevy's **HHR**—surprised?), has spent eight years at GM, where he is currently in charge of North American design. He will report to Lutz. Interim Cadillac GMs Steve Hill and Steve Shannon will be reassigned and new positions will be announced soon. Meanwhile, **Porsche chairman Wendelin Wiedeking** has bowed to mounting pressure in announcing that he will immediately resign, following a surprise meeting of the company's supervisory board at its Weissach R&D HQ outside of Stuttgart, Germany. His announcement comes after months of tense, public infighting following Porsche's failed attempt to gain control of VW, which left it **\$12.7 billion in debt**, and slowing sales in key markets (i.e., the US!) (Thanks to the *Washington Times*, *autoweek.com*, and other Internet sources for the 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!) 🍷





Indoor Concours arena display!



Vintage Pontiac taxi!



GTO station wagon? SURE!!



The tag sez it all—WYLOMAN!



Pro Touring Goat—Red and LOW!



Didn't know that the Batmobile was Pontiac 455-powered, didja!? Yup!



Disc Brake GTO design prototype



6-cylinder Canadian Pontiac!



Vintage GMC truck—VERY kewl!



8-lug GTO design prototype

Miscellaneous Pix

Here gang, for your enlightenment, are some photos of upcoming **Revell** products.

If I am not mistaken, the **Hurst/Olds** and **W30 442 convertible** and **'36 Ford** kits should arrive by year's end. Thanks to **Gerry Paquette's** pix from the GTR NNL of these guys.

I am unsure as to the release date on the Revell **"Chi-Town Hustler" Charger funny car**. The good thing here is not only that this is obviously an all-new tool, but also that they will also be kitting **"The Hawaiian"**, too. **Thanks, Revell, and keep the vintage drag cars comin'!!** Thanks also to **Ron Bradley** for the scoop and 'Chi-Town' pic. 🍷



'Hot' (kew!!) '61 mild custom



Royal Amethyst '59 sedan



TWO SD455 Formulas!

New (contd)

(Continued from page 5)

teams on July 14th, spent 10 to 20 minutes critiquing the work for each brand and, in the words of someone in the know, **'crapped**

all over the advertising.' Then he jetted off to the Caribbean island of Montserrat on holiday, leaving some scared individuals in his wake.

What he's made very clear is that the brands are on notice and the ads are going to have to change to fit his branding beliefs and aesthetics. In a recent web-cast, Mr. Lutz promised, 'I think you will very quickly see a drastic change in the tone and content of our advertising. And if you don't, it will mean that I have failed.'

More news as it comes in. Thanks to the GM Inside News website, as well as other, assorted sources. 🍷



Tasteful El Camino-style pickup

Model Buffet

*['58 Firebird III curbside kit,
Aardvark Models]*

Aardvark Models' proprietor **Andy Martin** didn't know it at the time, but when he released this curbside kit of the **Firebird III**, he was guaranteed to pick yours truly's pocket, what with my **'Pontiac Addiction!'**

This kit allows you to build a replica of the '58 Firebird III show car. It includes a cleanly cast body shell, separate chassis pan, interior and other detail pieces. The vacuform windscreens, rubber tires and full photo-etch set are everything needed to complete the model.

The **REALLY** cool thing for me with this kit is the fact that Andy includes a CD-ROM full of reference pix of the real car! And I'm quite sure that **EVERYONE** reading this realizes the importance of good documentation for some projects *(not that I don't have pictures of my own, mind you!)*

Most of his kits are in stock and will be shipped in less than a week. E-mail inquiries concerning your order are always welcome and will be answered promptly. Andy aims to please.

To order by mail just print out the order form, fill in the appropriate information and mail with payment to the address on the form. Payment instructions are on the order form. He'll gladly accept checks and money orders.

To order with PayPal just click on the PayPal "Buy It Now" button on the item page of the kit

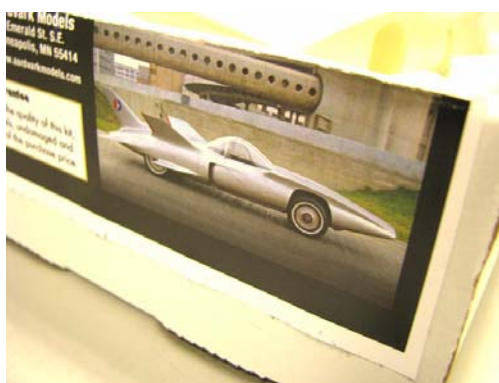


that you want to order and use the PayPal shopping cart to complete the order. This is the fastest and safest way to order.

Shipping within US is \$6.00 for first kit, \$2.00 each for each additional. Outside the US please inquire. It usually costs \$10 to

ship to Europe and \$12 to ship to Asia and Australia for one kit.

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! **And, thanks, Andy, for choosing such a unique subject!** 🐾



Aardvark Models
230 Emerald St SE
Minneapolis, MN 55414

<http://www.aardvarkmodels.com/>
modelmartin@comcast.net



Dead (contd)

(Continued from page 1)

Kurt Urban. The problem was heat. "As you make power, you make heat," Urban said.

All engines do that, of course, but with hydrogen, you have significant obstacles to overcome. Urban invented all kinds of ways to deal with the heat.

The biggest and potentially most-lethal problem was that the hydrogen would ignite back into the intake runners. So Urban used longer intake runners that also had a low profile to fit under the hood. The runners he chose are the same ones used on Can-Am race cars back in the day. Then he introduced a means to inject water into the runners as needed to prevent detonation of the fuel there. Water shoots into the twin turbos to cool them, too.

A large tank packed with ice and water sits inside the car's nose. When the engine temp rises above 170 degrees, the ice water flows through the block to cool it down. With runs that last only a minute or two, you have options you wouldn't have on a regular

car.

Twenty-four injectors spray fuel into the eight cylinders. A normal V8 would have eight. The car carries three, 5,000-psi tanks of gaseous hydrogen.

"The engineers said it couldn't go over 500 hp," said Urban. "This one makes 740. Sometimes engineers are too smart." James made a trial run on the abandoned runways of El Toro before coming to El Mirage.

"Just to make sure the transmission and everything worked," said Urban.

It did, but, as any land-speed racer or any racer with a new car will tell you, nothing ever goes right the first time. James aborted his first run at El Mirage when dust immediately filled the cockpit, blinding him. The crew, led by revered land-speed legend Mike Cook, quickly sealed up the cockpit and any other potential entry point for dust. Instead of anything high-tech, they used cardboard and duct (*a.k.a. Racer's or 200mph!*) tape. To block a large opening above the parachute tubes, they stuffed in a pillow.



A test run showed that there was still too much dust. So the crew used more cardboard and more duct tape. Another test run showed that the dust was tolerable, but the engine wasn't making the power. So the Cook family, Cook friends, SCTA members and the heavily tattooed West Coast Chopper team opened up the air intake using tin snips, crescent wrenches, hammers, wooden blocks and, finally, a baseball bat.

As daylight ran out, James flew through the timing lights of the SCTA course at 199 mph.

"Not bad for a bunch of guys with no college degrees, huh?" said James of his West Coast Choppers crew. And even when two members of the team sheepishly admitted that they indeed had college degrees, it was still quite an accomplishment. 🚗



An exchange from the "GM Reinvention - Ask Fritz" website:

Some guy said:

"You will never get a penny from me, you tax sucking parasite. If I want an American-made car, I'll buy it from a **COMPETENT** organization like **Toyota**. Do the whole country a favor and jump off a bridge, you useless son of a bitch."

Fritz's reply:

"unfortunate choice of words and I will choose to ignore your suggestion."
(I swear guys, it WASN'T me!!)

Let's Go Racin'!

For the first time in its long history, the **Mustang** will ride in **NASCAR**

starting next season, bringing the modern muscle car wars to the race-track. It will roll out on a limited basis

in the **Nationwide Series**. Testing of the first cars will start this fall. The **Challenger**, **Impala SS** (*NOT the Camaro, per 'GMC'*), and **Camry** are expected to be the Nationwide cars next season, **NASCAR.com** reports. The iconic 'Stang has a long history in racing, including **NHRA**, **Grand-Am** and **Formula D** drifting. It will join the **Fusion** (*Sprint Cup*) and the **F-Series** (*Camping World Truck Series*) as **Blue Oval** racers.

Jeremy Mayfield, beyond *failing a second drug test*, and being sued by his stepmother, has been relatively quiet (?!). Still on suspension, he is being *sued by his stepmother, Lisa Mayfield*, for public comments he made in regard to his civil case against **NASCAR** over his flunked drug test. She seeks compensatory and punitive damages of **\$10,000+** in the complaint, filed in **NC**, according to **ESPN.com**. The lawsuit stems from Jeremy's remark in an interview with **ESPN.com**, in which he was reported to have said: "She's basically a whore." She shot and killed my dad."

Lisa Mayfield testified that *she has seen her stepson use*

methamphetamine at least 30 times since '98. Mayfield has said he has an attorney working on a wrongful death lawsuit in the death of his father, which was

ruled a suicide.

Former **NASCAR** champ **Matt Kenseth** is losing **DeWalt** as a sponsor after ten sea-



sons. **Rousch-Fenway Racing** said **DeWalt Power Tools** informed the team it would not return in '10.

Lowe's will *NOT* renew its *naming rights* for the former **Charlotte Speedway** for the '10 season.

The **40th Anniversary '08 Mustang Cobra Jet**, announced about a year ago, has been such a huge success for **Ford Racing** that the company will build a **'10 model**, available later this year. Like the '08 CJ, *just 50 examples of the turnkey race car will be built*, the minimum number to homologate the car for competition in **NHRA** events. An '08 CJ won its inaugural event in the Stock eliminator class at the **Winternationals** in **Pomona, CA**, just as the original '68 CJ did. The '08 CJ *sold out in less than two weeks* after being announced, and a **Ford Racing** exec said that there are numerous requests for the 50 cars that will be built. Despite the large number of inquiries, you can still get your name on the list by contacting your local **Ford** dealer. The *base price* for the '10 CJ is **\$75,000** with deliveries expected

in the fourth quarter of this year. The company plans to announce final specs closer to the build date, but according to **Brian Wolfe**, head of **Ford motorsports** for **North America**, the plan is for the new CJ to have a **425-hp, 5.4-liter supercharged engine** from the **Ford Racing Performance Parts** catalog, but with an option to upgrade to an *estimated 475-hp aluminum block engine*. Likewise, the six-speed manual trans available in the '08 CJ will be standard, but an option to upgrade to the *five-speed Liberty manual trans or a race-prepped automatic trans* will be available. Other '10 Mustang CJ upgrades include an **NHRA-certified roll cage** and **lightweight brakes**.

Robert Patrick plans to return to **NHRA Pro Stock** in '10 with a **Jerry Haas-built '10 Mustang** with an engine program headed up by former **NHRA Pro Stock** championship-winning engine builder **Bob Ingles**. Next season will mark the return to the **NHRA Full Throttle Series** of the former mountain motor Pro Stock champ after a seven-year absence. Patrick, of **Fredericksburg, Va.**, has planned a 12-race schedule, mostly comprised of events east of the **Mississippi**. His Mustang will carry sponsorship from his family's **Purvis Ford, Lincoln-Mercury** dealership with additional support from their **Easy Care** franchise. "That works the best for us for now," he said. "Don't get me wrong, I'd like to come out of the gate and run 24 races, but until we have proven that we can be competitive, we are just going to run the races that

(Continued on page 13)



☞ 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

ctmcustomers.com.

☞ Aug. 22nd—CTM Customs is hosting their **Third Annual Open House** from noon to 5 P.M., including hot rods, bikes (and a stunt show), food, beer, and live bands. Their address is 7913 Industrial Park Road, Easton, MD. Info: (410) 770-9113, or go to <http://ctmcustomers.com/home.shtml>

☞ Aug. 28th to 30th—**Corvettes at**

Carlisle

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

☞ Oct. 10th—**4th Annual East Coast Regional Nostalgia Drags & Car Show** (under the lights!) at Capitol Raceway. Jungle Pam will be on hand for autographs as well. Rain date—Oct. 11th.

Racin' (contd)

(Continued from page 12)

make the best sense business wise.” Brian Wolfe, Director of Ford Racing Technology, welcomes the Patrick family to the growing list of Pro Stock teams racing a Ford in ‘10. His team has already begun construction of a Mustang and as soon as the car is complete, he’s planning a relentless testing regimen.

Ford has committed to participating in the **World Rally Championship for another two years**, signing a deal with M-Sport, its series partner. Not much is changing with driver teams of **Mikko Hirvonen** and **Jarmo Lehtinen**, and **Jari-Matti Latvala** and **Miikka Anttila**. They will drive the **Focus RS** for ‘10, then switch to the **Fiesta S2000** in ‘11. Sponsors **BP** and **Abu Dhabi** are staying put. The Ford team has racked up **71 wins**. Hirvonen and Lehtinen lead the drivers’ points standings this season. As if to celebrate, Mikko Hirvonen charged to his **third-consecutive win** and his maiden victory on home turf with a dominant performance in **Rally Finland**. He



led from the second special stage all the way to the finish, setting 10 fastest times. The win could not have come at a better time, as it allowed him to extend his championship lead over Sébastien Loeb—who finished second—to three points. Just three events remain, making a championship for the young Finn a real possibility.

Meanwhile, **BMW** stunned the motorsports world by announcing its intent to **pull out of Formula One racing at the end of ‘09**. The news was confirmed at a press conference in Munich recently, following a board meeting. The announcement came just as the future of the sport was expected to be secured with the signing of an agreement that would have bound BMW to the sport until at least ‘12. The decision effectively vindicates Max Mosley’s ongoing push to cut F1 costs—and his lack of faith in the manufacturers’ commitment to F1. He has long

said he believed that at least one would follow Honda out, with Renault and Toyota top of the list. BMW gave no firm word as to whether its team will be in a position to continue under private ownership, or whether it will have access to BMW engines next year on a customer basis.

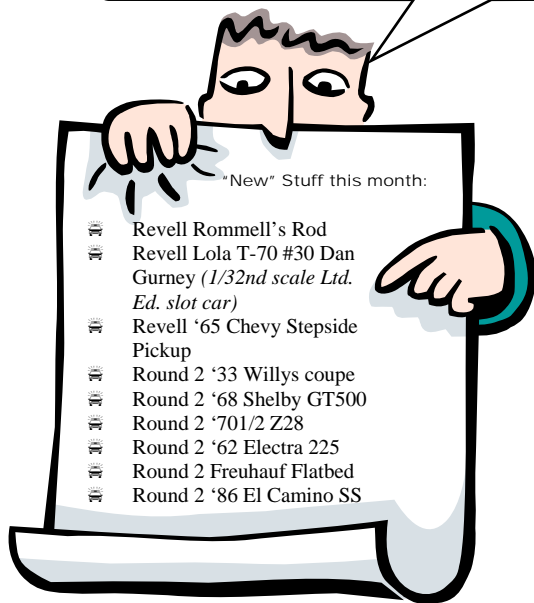
Acura looks increasingly likely to quit its **LMP1 prototype program** in the **American Le Mans series**. News that all three of its teams—De Ferran Motorsports, Highcroft Racing and Fernandez Racing—are eyeing a move to the IndyCar series has fueled speculation that the sports-car effort will come to an end and supports sources that insist the decision has been made.

Honda Performance Development boss Erik Berkman was unavailable for comment. An Acura spokesman said that an announcement on Acura’s ‘10 racing plan is tentatively scheduled for early September.

Acura appears to be unwilling to continue with De Ferran and Highcroft unless they have real competition. Acura slashed their program when it became known last December that Audi would not continue. **Later, dudes!** ☞

Chapter Contact:
Timothy Sickle
15905 Ark Court
Bowie, Maryland 20716
Phone: 301-249-3830
Email: gtoGuy@verizon.net

MAMA's BoyZ do it in scale!



*New Stuff this month:

- Revell Rommell's Rod
- Revell Lola T-70 #30 Dan Gurney (1/32nd scale Ltd. Ed. slot car)
- Revell '65 Chevy Stepside Pickup
- Round 2 '33 Willys coupe
- Round 2 '68 Shelby GT500
- Round 2 '70 1/2 Z28
- Round 2 '62 Electra 225
- Round 2 Freuhauf Flatbed
- Round 2 '86 El Camino SS

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:

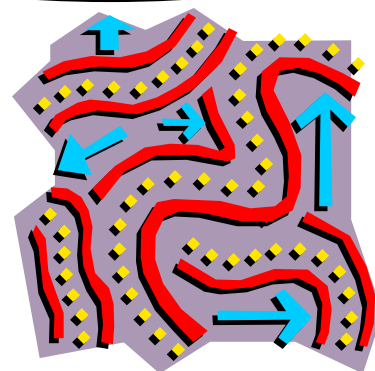
Thinning/narrowing focus, not quitting. Contact Tim Sickle. 🚗

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. 🚗

Club Contact Info

President: Lyle Willits
mamaprez@aol.com
Vice President: Tim Powers
partsbox@verizon.net

Treasurer: Matt Guilfoyle
blackbuick1941@yahoo.com
Newsletter Editor: Tim Sickle
gtoGuy@verizon.net