



MAMA SEZ!

Volume 23, Issue 9

May, 2010



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

AMC News?!	1
'37/'38 Ford pickup	2
New Stuff!!	3
'New' Carmakers?!	4
T 'n T	6
Model Buffet	8
Wacky Streets	9
That's Racin'!	9
Pontiacs on Parade	13
Events	13
Classifieds	14

Our NNL Show's **GONE!**

There was a lively *theme discussion* for our *2011 event*. When the dust had settled, our show's themes next year ended up as *Movie and TV Cars (NORMAN!!)*, and a special sub-theme of *Indy Pacers and Racers*, set to include **THREE** awards—front-and rear-engine cars, and pace cars, to be sponsored by *Norman, Brad,*

and *Ron Hamilton*. So, git busy awreddy!

This month, *Rich Wilson* examines a modified reissue in the form of the *'37-'38 Ford pick 'em up*. *Thanks, Rich!*

Pontiacs on Parade has a mind of its own, and continues to entertain. A soft-spoken *Gary Sutherlin* sheepishly took the gold this month (*details—see page 13*).

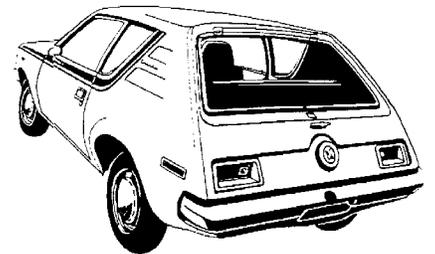
The raffle raised **\$33.50**, while the door box added **\$107.00** (*thanks to two anonymous donors*). C'mon guys (*and gals*), we didn't make the rent!

Thanks also to the raffle donors: *Ron Bradley, Bob Foster, Steve M. Buter, Ron Hamilton, Rich Wilson, and Replicas & Miniatures Co. of MD.* 🙏

AMC Back in the News!

Chrysler has struck a deal to sell the historic former headquarters of its *American Motors Corp.* subsidiary and three other properties in Michigan and New York for **\$2.3 mil**, the company said in a bankruptcy court filing. The price is a fraction of what Chrysler once wanted for the iconic property that produced helicopters in WWII and turned out millions of appliances. The properties are being sold

to Mount Clemens-based Manchester Plymouth LLC, which has already paid a \$300,000 deposit. In '07, the asking price, which also included former appliance factory, was **\$10 mil**, according to a Chrysler history Web site Allpar. Chrysler acquired AMC in '87, largely for its Jeep brand, and used the property for engineering development of the Dodge Ram and some Jeeps. It was home



to the company's Jeep and Dodge truck engineering and testing facilities and employed nearly 1,900 people in recent years. Chrysler Group LLC, which was formed by the acquisition of the Auburn Hills automaker's good assets

(Continued on page 8)

2010 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (*unless noted otherwise*). Do **NOT** assume meeting dates—confirm them with a club officer!

- 👉 January 16th
- 👉 February 20th
- 👉 March 20th
- 👉 April 24th (4th Sat.!) **NOTE!**
- 👉 May 15th
- 👉 June 19th
- 👉 July 17th
- 👉 August 21st
- 👉 September 18th
- 👉 October 16th
- 👉 November 20th
- 👉 December 18th

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

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 Sickle, 15905 Ark Court, Bowie, Maryland 20716.

Ol' Barrel Nose-'37/'38 Ford pick 'em up

Apparently I'm the only one that didn't know this modified re-issue kit was coming, even in its' day it was thought to be ugly and it hasn't gotten any better over time. Personally I'd rather see a '35-'36 to be made from this kit. Amazingly, Revell has never done a street rod of this kit until now. This kit can be built several ways; as a stock '37 or '38 and as a street rod of either year.

The engine has *optional* 'Edelbrock' heads and 2-carb intake with *chromed air cleaners*. The mold seam is at the base of the air cleaner. Also included are chrome plated oil filler, fuel pump, and upper radiator hoses. The custom headers look to be Fenton brand.

The *chassis* gets a new dual exhaust system as well as lowered front and rear suspensions. The rear axle assembly is in addition to the stock piece with lowered spring mounts. But the front axle, while it is lowered, was done in a manner not consistent with previous kits. But it is chromed, and has chromed tube shocks to go with it.

The *'custom' wheels* are stock '48 wheels and dog dish hubcaps.



But if you're building a stock '38 the '37 wheels *ARE* correct.

There is a covered spare for the street rod version, or rubber tire for the stock one. The kit includes nine tires, four of which are ever so slightly wider for the street rod.

The conversion pieces consist of a lower grille shell, grille, three-piece hood, hood ornament, and a pair of headlight buckets that are deeper. There is a set of wood rails for the bed that have decals, but only for one of their six sides. I think this is a good time to practice your ability to 'paint' wood grain (*Ed. Note: Lyle, when ARE you gonna do that seminar?!).* There is a decal for the bed that looks very good, but technically, the bed of the stock vehicle would have been painted body color from the factory. The

one neat and always appreciated item is a surfboard that comes with wood grain decals for both sides (*though they may need decal softener around the edges*). The remainder of the decals are for a produce truck or surfboard shop.

There are several other options for this kit. One that comes to mind is to use the '38 conversion parts on the sister kit, the '37 Ford panel delivery (*kit # 85-7628*). It's not very good street rod material, but the '38 front end won't make it look any worse. Another idea is to swap the entire chassis from the Revell '37 Ford sedan (*or bustle back*) or '37 Ford convertible and tailor kits. Despite the scale differences it is an easy, direct swap that I've done and you get a modern street rod frame and suspension with it. And there is a small block Chevy already fitted.

by: Rich Wilson 🍷

New Stuff!

A recent announcement on the *Spotlight Hobbies website* listed some new/reissued items from Revell that are gonna be competing for your modeling bucks: They include, but are not limited to the: '58 T-Bird convertible, '55 Chevy convertible, '59 Cadillac convertible, Ford Bronco, '48

Ford Custom coupe, '85 Mustang SVO, '02 Camaro SS, '72 Olds Cutlass Supreme 2 'n 1, '10 Mustang, Roth's "Beatnik Bandit", T'rantula, Black Widow Model T, Ice T, '63 Impala SS hardtop 2 'n 1, '67 Chevelle SS396, '59 Ford Skyliner, two new dirt track cars, and two McLaren slot cars—an M6A (Bruce McLaren #4), and an M6B (Dan Gurney #48).

These, are, of course, in addition to the latest items out of this company—namely, the '62 Impala hardtop 2 'n 1, and '66 Impala SS 396 hardtop (Ed. Note: I hear this one is really selling).

If any of these float yer boat, I'm quite sure that our resident kit 'Pusher' Ron Bradley, will be more than happy to take any advance orders that you'd care to make! 🍷



Note:

Please remember: **NO** congregating in the halls (thereby creating a possible fire hazard!) prior to the meetings
NO admittance to the meeting room until 11 AM (**NO** exceptions)

Meetings are scheduled for 11 AM to 2 PM—**NO EXCEPTIONS!**

We **MUST** be out of the room by 2 PM, or we will be charged additional fees 🍷

'New' US Carmakers?!!

'GMC' is considering replacing the *Daewoo* brand with the *Chevy* name in South Korea as the US carmaker looks to boost sales at its struggling GM Daewoo unit. GM Daewoo's president recently said the company would reveal its decision on the rebranding by the mid-May.

GM Daewoo Prez said his top priority this year was to make the company profitable again after it suffered a **\$775 million dollar net loss** in the full year to December '08. Reviving the GM Daewoo business is critical for 'GMC's' resurgence, given its strategic importance as the US carmaker's small car production base.

GM Daewoo, created when 'GMC' bought the South Korean carmaker in '02, sells 90 per cent of its vehicles overseas, mainly under the Chevy brand. But it has not used the US brand in South Korea, as it considered such a move could prove unpopular in the country.

California's sole auto plant shut down in early April as the last car rolled off the assembly line and thousands of unemployed workers walked out the doors, some crying. A red Corolla was the last of nearly 8 million vehicles produced at the *New United Motor Manufacturing Inc. (a.k.a. Nummi)*, and a throng of workers accompanied it on the final leg of the line.

'GMC' announced privately to its dealers recently that it would begin the **wind-down process of the HUMMER brand** after an exhaustive search to find a buyer

was unsuccessful. According to dealers, 'GMC' indicated they would soon receive letters containing the announcement and an explanation of the wind-down process.

In early April, the *UAW filed a lawsuit against 'GMC'*, claiming they owed the union **\$450 million** as part of a three-year-old contract with its former part division, Delphi. In the lawsuit, filed in federal district court in Detroit, the UAW contends 'GMC' was obligated through a labor contract and the bankruptcies of both 'GMC' and Delphi to pay \$450 million intended for the UAW's Voluntary Employee Beneficiary Association for Delphi workers. That trust, called a VEBA, is to provide for retiree health care. In its lawsuit, the UAW said 'GMC' in November last year rejected the UAW's written request for payment into the Delphi VEBA. Since then, 'GMC' "has failed and refused to make the contractually-required payment," the union said in the filing. Delphi filed for bankruptcy protection in '05.

Meanwhile, the **pension plans** at 'GMC' and Chrysler are **underfunded by a total of \$17 billion** and could fail if the automakers do not return to profitability, according to a recently released government report. Both companies need to make large payments into the plans within the next five years—**\$12.3 billion** by 'GMC' and **\$2.6 billion** by *Chrysler*—to



reach **minimum funding levels**, according to the report, prepared by the GAO. Whether they will be able to make the payments is uncertain, the report concluded, though Treasury officials expect them to become profitable enough to do so. If either company's plan must be terminated, the government would become liable for paying benefits to hundreds of thousands of retirees (*surprised?!).* The effect on the government's pension insurer, the Pension Benefit Guaranty Corporation, would be "unprecedented," the report said. The agency manages plans with assets totaling \$68.7 billion, less than the **\$84.5 billion** in 'GMC's' plan alone.

'GMC' completes Fresh-Start Accounting, **loses \$4.3 Billion.** 'GMC' announced it had completed fresh-start accounting, and recently filed its third quarter '09 paperwork with the SEC. The new company, which was formed on July 10, '09 through the acquisition of substantially all the assets and certain liabilities of Motors Liquidation Company (*formerly General Motors Corporation*), had to complete the process of adopting fresh-start accounting to record the acquisition and estab-

(Continued on page 5)

New (contd)

(Continued from page 4)

ishment of the 'GMC' as well as determine the fair value of assets and liabilities and implement new accounting policies.

'GMC' falls from the Fortune 500's top ten for first time in over a century. It's the first time in 101 years that 'GMC' hasn't been one of the top ten businesses on the list. Fortune says that because of last year's bailout and massive plant closings and layoffs, the car-maker now holds the 15th slot among the (*not so*) heavy-hitters of the business world. Meanwhile, rival Ford has managed to hold onto its coveted place among the top ten (*at eighth*). How low will they go?

'GMC' has **changed its logo**. For decades, the symbol of the General Motors Corporation has been the blue background with the letters 'G' and 'M' underscored by a bar. Around the time of the '09 bankruptcy filing, there was a lot of noise regarding 'GMC' abandoning the logo, or turning it green, or even changing its name to the **Chevrolet Motor Company** (*Ed. Note: I'm shocked they didn't, tho, you see who's listed first below!*), which would necessitate a new logo. Of course, none of that happened at the time.

'GMC' is no longer using its time-worn GM logo in its advertisements or on its website. It is no longer using the "GM" abbreviation. It is now, simply written,



GENERAL MOTORS COMPANY

General Motors Company.

The symbolism is important. General Motors Corporation no longer exists. With its exit, so, too, goes the era of branding the company over its actual automotive brands. The new company, down to its new logo, puts the automotive division brands on top. It is understated, it is subtle, but it is monumentally significant. Whether this logo will be permanent or not is not known. Guess it'll be permanent until the next time they decide to change it, eh?! How's that saying go about making a silk purse out of a sow's ear?

'GMC' recently **paid up** to settle a **compensation claim** by Sberbank, after they pulled out at the last minute **deal to sell Opel**.

Sberbank, Russia's biggest lender, and Canada's Magna tried to buy a stake in Opel last year, but after months of negotiations 'GMC' opted last November to keep the loss-making unit.

State-controlled Sberbank's chief exec German Gref said last December it would sue if it was not compensated.

"Sberbank and 'GMC' announced that they have reached a resolution on mutually acceptable terms of all compensation claims arising out of 'GMC's' decision not to sell a majority stake in Adam Opel GmbH," the two companies said in a joint press release.

'GMC', which didn't suffer as big a hit to its market share coming out of bankruptcy as expected, has seen its piece of the pie **erode** in the past couple of months **to levels below the company's turnaround goals—despite the improving economy.**

Among the contributing factors: Tough competition from Toyota, which is offering high incentives; recalls of the Cobalt; the wind-down of four brands—Pontiac, Saturn, Saab and Hummer, and about 2,000 planned dealership closings. 'GMC's' turnaround plan was built on the assumption that their US market share would be 18% to 18.5% in '10. In March and February, however, their U.S. market share was 17.6% and 18.1%, respectively, according to Autodata, which tracks US auto sales.

But analysts are noting 'GMC's' performance because, if it doesn't meet its targets, some of its plans, such as how many cars and trucks to build in the coming months, might have to change—potentially hampering profitability and the value of an initial public offering of 'GMC' stock.

"'GMC's' passenger car performance was materially weaker than expected," Brian Johnson of Barclays Capital wrote in a note to investors about 'GMC's' March performance. He also noted **'GMC's' large and luxury SUVs lost share to Ford.**

Last year, 'GMC' said its turnaround plan was based on an 18.5% share in a US market of 12.5 million—or 18% if things went badly. 'GMC' later adjusted its forecast to 11.5 million to 12 million, but hasn't stated its current market-share goal. 'GMC' execs insist that the company will not spend heavily on incentives to improve market-share numbers. In the meantime, GM says that the decision to reverse terminating 661 dealerships, and possibly more, could lift market share. ☹

This n That

New Super Snake?! Texas tuner **Hennessey Performance** is taking a page out of Carroll Shelby's playbook—drop a ginormous American V8 into a lightweight British chassis, which will yield the **Hennessey Venom GT**, which blends Corvette and Lotus technology. It will come with the **ZR1's supercharged 6.2-liter V8** modified to push out **725 hp**. That's nestled into the lightweight Lotus body, tipping the scales at less than 2,400 pounds. Hennessey will also offer **1,000 hp** and **1,200 hp twin-turbo** versions in a mid-engine configuration. Just **10 copies** will be built per year, and it has orders for four so far. The engines will be tweaked by Hennessey and shipped to England for assembly with the chassis. The car also gets Brembo binders (*six-piston front and four-pot rear*), teamed with carbon ceramic rotors, riding on Michelin PS2 tires, with a six-speed gearbox. Buyers can get a one-day track orientation at a US or UK site... **'10 Viper SRT10 ACR-X Sees Daylight**. One of the most sinister snakes to slither out of the Viper plant in Detroit recently rolled off the line as Chrysler simultaneously marks the **final year of production** for the **current gen** of its supercar and launches a new race series. The first ACR-X was completed at the Connor Avenue plant, also known as the **"Snake Pit"** in the Motor City. It's a track-only car designed for racing enthusiasts,

and it melds performance parts from the **ACR (street legal)** and the **Competition Coupe (not!)**. It pumps out **640 hp (40 hp more than the production model)** from the 8.4-liter V10. It is outfitted with factory headers and a low-restriction exhaust, track-tuned suspension, weighing 160 pounds less than the 'standard (?!)' Viper. A fuel cell, roll cage and a racing seat are standard. MSRP is 'only' **\$110,000**. Enthusiasts will have a chance to put all of this to use in the inaugural **Viper Cup**, launching in July at **Virginia International Raceway**. The 10-race spec series is exclusively for the ACR-X. Prizes include rewards of up to \$6,500 for first place and \$1,000 in Mopar



vouchers... **Last SRT/10?!** Packing **600 hp** and clad in black and gray paint, the ominously named **'10 Viper SRT10 Final Edition** was recently unwrapped. Yet another special edition as Dodge celebrates the final year of the current generation (*the car's future is unclear*). Final Edition Production will launch this summer at the Viper plant in Detroit. Just **50 copies** will be made—20 coupes, 18 roadsters and 12 ACRs. Dodge also did a 360-unit "Final Edition" of the Viper in '02 with red cars. The

'10 range will draw power from the 8.4-liter V10. Look for the cars to hit 60 mph from a standstill in a less than four seconds and to run the quarter in the mid-11s. Top speed is **202 mph**. They are painted a shade of graphite with a black center stripe and red accents. There also are unique sill badges, and the coupe and the ACR get a black windshield surround. The interior is black with red accent stitching, red halo instrument cluster outlines and a numbered dash plaque. The coupe and the roadster ride on six-spoke wheels while the ACR gets five-spokers. **Buh-bye, Viper... Red 'Ring Record!** **Ferrari** is reporting that its **599XX** set a record on the legendary Nürburgring. The company says it is the first time a production-derived sports car has bested the **7-minute barrier** on the classic 12.9-mile Nordschleife circuit, lapping it in 6 minutes, 58.16 seconds. The car, which inspired the 599 GTO, is designed for track use—but not for racing,

Ferrari says. **Only 29 copies** will be built. It is powered by a V12 engine producing a whopping **690 hp**. **'Red Speed' at it's finest, eh? ...Happy birthday, Alfa!** After launching a new Giulietta to celebrate its **100th anniversary**, **Alfa Romeo** will continue the party June 26-27 with a huge rally for owners. The global gathering will be held in **Alfa's hometown—Milan, Italy**. 3,000+ participants are expected to show, and the festivities will include a rally through downtown Milan

(Continued on page 7)

T n T (contd)

(Continued from page 6)

(filmed by helicopter), concerts and the presentation of a sculpture inspired by the Alfa 1900 Disco Volante. Alfa was founded in Milan on June 24, 1910. The Italian Alfa Romeo Register (RIAR) is donating the sculpture and organizing the event. Collectors, club members and owners of today's models are invited. It promises to be a cool event... **Racy Rapide?!** Aston Martin chief Ulrich Bez brought the British automaker's newest sedan, the Rapide, to the 24-hour race at Germany's Nürburgring in mid-May. The car's track run comes on the heels of the start of customers getting their cars, which is set for late April. The Nürburgring-bound Aston needs only the addition of safety equipment to run the race, sponsored by ADAC, Germany's auto club. The race car will have its interior stripped for weight savings



and have its suspension retuned. Aston says it will also run a V12 Vantage in the race. The 38th running of the Nürburgring 24-hour race was set for May 15-16... **Saleen Mustangs Back?!** Steve Saleen has been remaking Mustangs for almost 30 years, under one company name or another. But under the current moniker, **SMS Supercars** (SMS stands for Steven Mark Saleen), he recently revealed his latest—

the **'11 SMS 302 Mustang**. It slots in between his **Challenger**, which came out a year ago, and his **Camaro**, scheduled to debut later this year (Ed. Note: **ANOTHER 'Tooner' Camaro—SURPRISED?!**). While about 25 nearly identical '10 SMS Mustangs in the works for customers with the old 4.6-liter, the car recently revealed has the **new-for-'11 5.0-liter V8**. There are three models available from SMS. The normally aspirated **302 4V** (\$54,990) makes **440 hp**, and 0 to 60 mph at 4.5 seconds with the quarter mile in 13.5 seconds at 116 mph; the **SMS 302SC**, which achieves **535+ hp**

using SMS' patented supercharger, with 60 in 4.3 seconds and the quarter mile in 12.1 seconds at 119 mph; and finally, the **351X**, with power surpassing the 302SC. Both the 302 4V and 302 SC come with new, stiffer springs, shocks, sway bars, bushings and a Watts link rear suspension, Pirelli



PZero high performance 275/35ZR 20s tires on 20x9 five-spoke alloy wheels (front) and 275/40ZR 20 tires on 20x10 five-spokes (rear). Brakes are cross-drilled rotors with racing pads. Want more? Go to www.smsgsupercars.com... **New Beetle Coming?** Expected to appear in concept form at the LA



auto show late this year, the second-gen modern-day Beetle goes on sale in the US in May of '11, with a convertible with a fabric top following about a year later...

Underground Racing Lambo Record.

Underground Racing, a shop in Charlotte, NC,

makes a business out of upgrading Lambos with twin turbos to boost engine output to **1,000+ hp**. Now, a UR Lambo Gallardo Superleggera cracked the **250-mph mark** at the Texas Mile event. Car owner Richard Holt made the **250.1mph** run in late March, but video was just recently posted. The twice-yearly event is a three-day, high-speed challenge staged on a runway in the Goliad Industrial Air Park, about 90 miles southeast of San Antonio, where participants drive to post a top speed for a one-mile section of the runway (Thanks to autoweek.com, and other Internet sources for this insanity! Ya just can't make some of it up!! Thanks also to those of you in the Peanut Gallery who have helped me entertain y'all by sending stuff—I 'preciate it!) 🍌

Model Buffet

Even though *NNL East* attendees seemed to have plenty of table space to fill up, it was another great show. It's always nice to see old friends there, and maybe even make some new ones.

Missing Link proprietor Kevin Lutz and your editor had a brief chat, and while I don't recall any new product currently available, I am heartened by product 'in the pipeline.' *'Nuff said!*

Model Car World didn't have too much in the way of new product, except for a *'64 Fairlane 500 hardtop*, *'65 Fairlane sports coupe* (see Dec., '09 newsletter), and a *'66 Dodge Coronet two-door sedan*, that can be built either stock or drag. Drag markings include *Chicagoland Dodge Boys*. (Ed. Note: Remember, no chrome).

Motor City Resin Casters was

adjacent to Missing Link. Jeff Ballard was displaying a *postal jeep*. It is supposed to be a complete kit, w/decals, and retails for **\$70.00**. He also had a *'66 Ford F100 pickup*, which was also a complete kit, minus wheels and tires, for only **\$65.00**. I know of at least one MAMA's Boy of the 'Ford persuasion' who brought one of these puppies home to MD.

A new aftermarket supplier known as **Morgan Automotive Detail** was displaying as well (*sadly, the name of the owner escapes me*). His product seemed to be currently featuring some very nice pre-drilled distributors and magnetos (*six- and eight-cylinder, in assorted colors, too*), and small resin items (*i.e., wheels/tires, valve covers, transmissions, etc.*)

Scale Dreams appears to be a one-stop shop for detail items. **Model Car Garage**, **Detail Master**, **Scale Repros Plus**, and **Ken's**

Fuzzy Fur, just to drop a few names.

For further details on any of these companies, go to their websites listed below.

Watch the *NNL East* website for photo coverage of this year's event. As far as next year goes, themes are *"25 to Life (Police and Getaway Vehicles)"*, and a subtheme of *"It's a Jeep Thing."* Be there, or be square! 🍷

Missing Link

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

Model Car World

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

www.mcwautomotivefinishes.com/

Motor City Resin Casters

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

www.motorcityresincasters.com/

Morgan Automotive Detail

<http://www.lpstech.com/mad.htm>

Scale Dreams

www.Scaledreams.com

NNL East

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

AMC (contd)

(Continued from page 1)

in bankruptcy court in June, left the properties behind as part of "Old Carco." The assets and others are being sold to pay its many creditors and wind down the estate. The properties include the former AMC headquarters, a 1.4 million-square-foot complex on Plymouth Road on 54 acres; a 40,000-square-foot building on Mark Twain Road; another property at 20300 Mound Road; and another site in Syracuse, NY. The AMC site was built in '27 by the *Electric Refrigeration Corp.*, known as *Kelvinator*, that built

refrigerators and ranges. When Nash and Kelvinator merged in '37, the site served as the combined company's headquarters. During WW II, it produced airplane propellers and a few hundred R-6 helicopters.

It even had a tiny airport nearby for testing. It served as *AMC World Headquarters* from 1954-87. American Motors Corp. was



formed by the merger of Nash-Kelvinator Corp. and Hudson Motor Car Co.—then the largest merger in US history. 🍷

Wacky Streets!

Farfrompoopen Road, the only road to *Constipation Ridge*, lost to *Divorce Court* and *Psycho Path*, which placed No. 1 in an online poll of the nation's wildest, weirdest, wackiest street names.

Mitsubishi Motors sponsored the poll on the Car Connection Web site and more than 2,500 voters cast their ballots during a week of voting.

"Our readers really stepped up with some insane street names," said Web site publisher Paul Eisenstein. "Our panel had a difficult time narrowing several hundred down to the ten our readers voted on.

"But we learned a lot about the byways of this country, not to

mention the collective sense of humor of city planners everywhere."

In first place was *Psycho Path* in Traverse City, Mich., followed by *Heather Highlands*, Pa.'s, *Divorce Court* in second and Tennessee's *Farfrompoopen Road* in third. Eisenstein said all the roads were verified, although some are private and hard to find.

The complete top ten list included:

10. Tater Peeler Road in Lebanon, TN
9. The intersection of Count and Basie in Richmond, VA
8. Shades of Death Road in Warren County, NJ
7. Unexpected Road in Buena, NJ
6. Bucket of Blood Street in Holbrook, AZ
5. The intersection of Clinton and

Fidelity in Houston, TX

4. The intersection of Lonesome and Hardup in Albany, GA

3. Farfrompoopen Road in Tennessee (*the only road up to Constipation Ridge*)

2. Divorce Court in Heather Highlands, PA

1. Psycho Path in Traverse City, MI

I don't know about you, but I wouldn't want to be caught dead on *ANY* of these roads! Thanks to the *Associated Press* for *THIS* bit of levity. 🍷



That's Racin'!

Looks like the '*Tooner Boy*' wings in NASCAR are going the way of the dodo bird. In a word, *extinct*! Apparently, it wasn't accepted as widely as NASCAR had hoped it would have been by competitors and fans, and after much effort, NASCAR decided to go back to the spoiler.

McLaren-Mercedes F1 driver Lewis Hamilton recently apologized for his antics in a road car while in Australia for that country's Grand Prix. Police stopped the '08 world champ for *doing a burnout* and *getting his car sideways* on a Melbourne street. His rep did little to help, as—according to local reports—police impounded the car. He also faces a fine for improper use

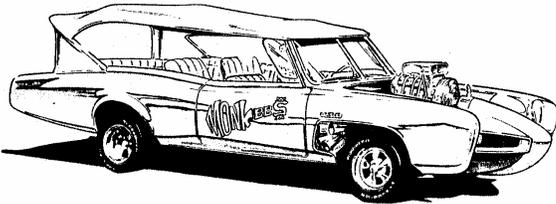
of a vehicle.

NHRA teams just say 'NO' to four-wide racing. By a vote of 60 to 3, members of the *Professional Racers Organization (PRO)* have given a thumbs-down to *four-wide racing*, which debuted at *zMax Dragway at Lowe's Motor Speedway* near Charlotte, NC, in March. PRO sent a letter to the NHRA president on March 31st informing him that its members will no longer compete in the four-wide format if championship points are on the line. The NHRA first ran a four-wide exhibition at zMax last fall, and this year's



event at the two-year-old track was the series' first attempt at four-wide action in real competition. But while the NHRA and zMax Dragway owner *Bruton Smith* seemed happy with the results of last month's race, team owners expressed concerns over safety and said the format is confusing for competitors and fans, and that the wide-angle TV-camera-coverage necessary to show all four cars on viewers' screens reduces the visibility of sponsors decals. PRO went so far as to claim that the effect was to produce a *WWE-like "circus atmosphere."* The NHRA has not yet responded, and no more four-wide events are scheduled this year, leaving lots of time for debate between the two sides before returning to zMax next season. 🍷

Pontiacs on Parade!



With the demise of the “Excitement” division of General Motors after the 2010 calendar year, I am proposing a year-long celebration of Pontiac power.

What I propose is simply this: Every month next

PONTIAC
FIREBIRD
TRANS AM



year (*twelve in all*), I exhort you all to bring your pint-sized Ponchos to the monthly MAMA meetings, to be displayed in the ‘Reserved Parking’ area for all to see. I don’t want to sound as though I am overstating my credentials at this point, but I believe that if I am if not *THE* Pontiac expert

of the group, then at very least, it could definitely be said that I am *ONE* of an elite group of Pontiac experts. I will attempt to recognize one entry per month (*hopefully, I don’t sound TOO egotistical—don’t want the membership to tar and feather their fearless editor!!*).



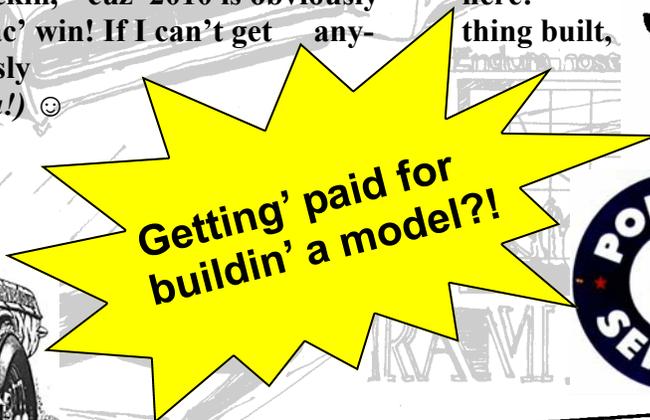
How serious am I about this ‘celebration’? Not only will the monthly winners be featured on the MAMA website (*alongside Tim Powers’ Model de Jour*), I will also attempt to include a blurb (*with pix, if possible*) on it in the newsletter.

But it don’t stop there! I’ll also put some of my own *hard-earned dough* where my big mouth is. I propose to at least partially subsidize (*\$10.00*) the purchase of a new kit *EVERY* month next year for the owner of the Pontiac chosen for recognition! And, the best part is that you are not required to buy a Pontiac, either—you can buy whatever you want!



It would be nice to see new builds for this ‘Parade’ rather than bringing out something previously displayed, but I will not bar *ANY* Poncho from the ‘Reserved Parking’ area. Street, race, or concept—the more, the merrier! So, “just bring ‘em”—ya just might get paid!

So, I’d like to think that I’ve given you at least a little bit of lead time to get started on those Pontiacs. So, let’s get crackin,’ ‘cuz 2010 is obviously here! And, may the ‘Best Pontiac’ win! If I can’t get any- thing built, at least I can live vicariously through you guys (*Ha! Ha!*) ☺



Note: Not sponsored by MAMA—paid for by yours truly!





- 🏆 May 21st to 23rd—*Import & Kit Nationals* in Carlisle, PA.
- 🏆 May 22nd—*Model Classic 2010*, at Fairfax high school, 3600 Old Lee Hwy, Fairfax, VA, from 9 am to 4 pm.
Theme: Heroes & Villains.
Info: Tom, [Tomhender-](mailto:Tomhender-son51@verizon.net)

son51@verizon.net, or Mike, mjneyland@aol.com.

- 🏆 June 4th to 6th—*All-Ford Nationals* in Carlisle, PA
- 🏆 June 5th—*Meeting of the Marques* at Penn State Milton S. Hershey Medical Center, Hershey, PA. Proceeds benefit Children's Miracle Network at Hershey Children's Hospital. Special emphasis on

a *Pontiac Farewell—Firebird to Fiero, GTO to G8!* Info: Stan Carpenter, (717) 502-1023, www.hmc.psu.edu/cmnbroadcast/community.htm.

- 🏆 June 25th to 27th—*All-GM Nationals*, in Carlisle, PA.
Win a '79 Monte Carlo or a Chevy engine (surprised?!) on Sunday. And, don't miss the **Pontiac Pavilion!** 🏆

Pontiacs on Parade!

The Poncho Parade continued unabated with more 'new blood.'

Joe Bush: Joe brought out a *Cardinal Red '70 Judge hardtop*.

Gary Frazee: Gary trotted out one of the few *Fieros* I've seen built (*besides my own*), in the guise of a *pace car*. His *'Purple Haze' P/S '69 Firebird hardtop slammer* was also very cool!

Ron Hamilton: *'68 GTO hardtop* (with *'GOATMAN' personalized plates!*).

Dave Hejna: *'04 GeeTo Tiger*, and the modern version of the *'66 GeeTo Tiger*.

Gary Sutherlin: Gary almost put a fast one over on me by slipping a *Bristol Blue '61 Ventura hardtop* onto the lot, but didn't get it out before I saw it.

My *'62 Bonneville* and *Cardinal Red '72 GTO hardtops* rounded out the field.

Several more Ponchos were there, but not in the 'Reserved' area, including Ron "Box Art" Roberts' *'62 Beswick Cat/Custom duo*, Howdy Hoffman's *'65 "Brutus" GTO*, and Lyle Willits' *Pontiac-themed (?!) street rod—Kool!*

This month's lucky recipient was **Gary Sutherlin**, for his *Bristol Blue '61 Ventura hardtop*. Here's how Gary describes it:

"In '64, when I returned from Viet Nam, I bought a '61 Ventura hardtop in Long Beach, CA and drove it to New Jersey for my next duty station. I was an E-3 in the Army and short on funds. The car was light blue, blue interior with a 389 ci, two-bbl with an automatic. **THIS** is how I wanted it to look."



"I painted the MCW resin body Candy Blue over a gold base; parts box Appletons; Modelhaus bumpers (*I liked these better than the MCW parts*). I used the AMT '62 Cat custom kit for interior parts and chassis; flocked carpet; Detail Master speaker grilles. Cat kit front wheels, Modelhaus rears, big 'n little parts box tires. An AMT '62 Bel Air provided windows and misc parts (*Love it!! You guys are STILL partin' Chevies out for Ponchos!!*). Kit-sourced engine, parts box tri-power, scratchbuilt aluminum tube exhaust with glass packs and "scavengers" (*I had scavengers on my custom '53 Merc when I was in high school, class of '62*). The dated pix in my photo album indicate a Dec '01 build date." 🏆



