



MAMA SEZ!

Volume 24, Issue 1

September, 2011



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

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2011 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 15th
- 🔊 February 19th
- 🔊 March 19th
- 🔊 April 23rd (4th Sat!)
- 🔊 May 21st
- 🔊 June 18th
- 🔊 July 16th
- 🔊 August 20th
- 🔊 September 17th
- 🔊 October 15th
- 🔊 November 19th
- 🔊 December 17th



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

Happy Anniversary To Us!

Again in August, another lightly attended meeting. Conspicuous by their absence was **club Prez Lyle, Matt, Dave Touns**, and even my son **Nick!**

This month, **Rich Wilson** submits for your enjoyment something a bit different—a **'Builder's Review'** of the **Dream Rod**. **Thanks, Rich!**

Check out the **Ghost Pontiac auction results** in the Gov't Motors column.

Speakin' of Pontiacs, thanks to everyone who continues to display their pint-sized Pontiac Power.

The raffle raised **\$51.00**, while the door kicked in an additional **\$23.00**. **C'mon guys, though under-**

standable due to the light turnout, we didn't come close to makin' the rent! Thanks to the raffle donors: **Brad, Steve M. Buter, Bob Foster, J.C. Reckner, Steve Scott, and Replicas & Miniatures Co. of MD.**



Auction Insanity

Haven't heard too much about auctions lately, so prepare yourselves.

Ferraris are used to taking first, and another iconic example set what's believed to be a world record recently for cars sold at auction. A **'57 Ferrari 250 Testa Rossa** went for an eye-popping **\$16.4 million** at Gooding & Co.'s Pebble Beach sale.

That breaks a record believed to have been held by another superlative Ferrari—and also a **'57 250 Testa Rossa**. That one sold for **\$12.4 million** in May '09 at an RM Auctions event.

The **first bid** for the

Gooding Ferrari was a jaw-dropping **\$10 mil**, and subsequent bids of \$12 million, \$13 million and \$14 million were registered en route to the record.

The car has pontoon fenders and a Scaglietti body. The right-hand-drive car competed at nearly all of racing's touchstone events, including Sebring, Le Mans, Targa Florio and the Nürburgring. It draws power from a 12-cylinder engine and

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Builder's Review: Car Craft Dream Rod

The Dream Rod was first drafted in '61 and appeared in the magazine that year. **Bob Larivee** of *Promotions inc.* and *Car Craft* magazine commissioned **Bill Cushenberry** to build the car. Considering its asymmetrical looks, it's hard to believe it's really what I would call a *'junkyard dog.'* Cushenberry was determined to stick with the magazines' drawing and its two-dimensions. So, he started with a *'52 Jowett Jupiter frame* and a *Fairlane 289 cubic inch engine.*

The body is a Frankenstein conglomeration of *'60 Pontiac doors and front fenders*, *'60 Corvair rear quarter panels* and *'58 Mercury dash.* The *windshield and roof are from a '53 Studebaker* while the rear window is from a *Borgward Isabella sedan*, turned upside down! Personally, I didn't know any of that until recently; I thought it was an original design done in fiberglass. I remember seeing it on the shelf at my then favorite hobby shop. As usual, I built it right out of the box (*i.e. no paint*). After a few years it bit the dust, but I remember the display stand worked very well.

About 10 years ago or so, I thought it might be neat to find another and build or rebuild it, as the case may be, correctly. A short time later, I found one in Tom Carters' Spotlight Hobbies catalog. Needless to say it was **\$250.00** but it was in perfect un-built condition in a sealed box. I passed on that but I never gave up. Several years ago while at the Toledo toy show, I saw the famil-

iar box in a vendors stack of kits. It was rather ragged looking, so I figured there

was no chance of anything usable in it, but I just had to look anyway. You know the feeling—like the multi-car accident that you just can't avoid. Can you believe it, when I opened the box it was un-built. Most of the parts were off the trees but it seemed complete. The chrome parts were all on the tree and in good shape, but there were two prices on the box; \$50 on one end and \$60 on the other. I asked the vendor which was his asking price and he said the \$50 price. Can you believe how fast I whipped out my money!? When I got home, I went through the instructions and did an inventory. There were four parts missing, all which would fit on a quarter at the same time. And at the time I bought the kit, I already knew of someone who had the same kit that would graciously allow me to borrow the needed parts to make resin copies. You know who you are—thanks!

The one thing that always bothered me about this kit was the body featured upper and lower halves that create a very visible



seam across the nose. AMT apparently had figured the chrome molding would hide it but it doesn't, and I was determined to get rid of it. You can't get the interior in the body if the two halves are glued together. So, after much studying, I realized I could cut the lower part of the nose from the lower half and glue it to the upper half and finish it that way. As luck would have it, the real Dream Rod was recently purchased by Mark Moriarity and completely restored to original condition as Cushenberry built it. For those who don't know, many years ago the Dream Rod was bought and re-done (*ruined*) as the *Tiger Shark*. As it turns out, it was the ISCA that had the Dream Rod modified, figuring it would breath new life into it. Even AMT ruined their mold by modifying the mold to produce a model of it. It didn't work for either of them. You may also remember its reissue of a few years back. The good news is the restoration is finished and it looks as good as ever. *Kustoms Illustrated* magazine printed a color

(Continued on page 3)

Rod (contd)

(Continued from page 2)

picture of it in issue 22, which was a great help in the painting of my model. But by far the most help came from pictures I downloaded from **Barrett-Jackson's** website. For those who would like to see pictures of it's restoration and completion, try either a Bing or Google search.

The **engine** is an early Ford 289 as evidenced by the generator which should be chromed. Its not very detailed—the heads look more like small block Chevy heads than Ford, so I replaced them and the intake as well. From the pix I've seen, it didn't have an air cleaner and I'm guessing that was as much because of its low hood line. I decided not to wire the distributor for this exact reason. The real rod had chromed steel valve covers, but I used **'Cobra powered by Ford'** valve covers for a little extra jazz. As it turns out, these mods, while making the engine look better, caused an interference problem in the engine compartment, but two small notches solved that. The engine isn't really the centerpiece of this rod anyway.

The **chassis** is made up of 13 pieces with working steering of the Volkswagen front axle. I don't recognize the rear axle so I'm guessing it's from the Jupiter. The upper part of the front end gave a great deal of trouble gluing into place, but I won in the end. I painted the chassis and engine the same tan color I used for the body then found out to late that they are/were gold metal flake. A '62

T-Bird gave up its wheels for this rod, while the tires are Firestone 500s. The tires have raised lettering that is way too large but are otherwise very nice looking. The interior is simple and gets painted off white that's just a little lighter in shade than the body color. The seats were from a Triumph sports car. The body took a great deal of painting in several stages. I had to custom blend a shade of gloss tan, paint several coats then color sand and polish.

Then I custom-blended a dark yellow for the first fade color, followed by orange on top of the yellow. When I was happy with all that, I over sprayed it all with clear mixed with Black Gold pearl powder. Color pictures are a must to do the multi-color fade painting, as is a fine-tipped airbrush.

Then I let that dry for at least a week before trying to polish it. Don't do as I did and forget that the headrest bodies get painted to match the car body and not the interior!

The body polished out fairly easily, which is unusual for my paint jobs. The glass went in next, but the rear window had a tire mark in it. I sanded the mark out with a sanding board, then went on with my polishing kit. By the time I was finished with the 6000 grit, I couldn't see any trace of



sanding marks, so I finished with Novus polish and glued it in place.

If you have one of these to build be aware that the rear window glass fits in between notches in the package shelf and could be a problem. The headrests seem to hit the rear glass and keep the interior from fitting all the way back where it should. The doors went in next, then the completed interior. Then the inner fenders and radiator go in, but I found they interfered with the grille cavity. The instructions are no help. After several trial fittings, I finally got it figured out that the radiator fits easier with the chassis and engine in place in the body. For all the articulation in the steering without the body, there's practically none with it on. All that was left was to put on the trim parts, chrome, exhausts and headlight. The moldings and bumperettes were a pain to locate—the holes in the body could have been more accurately placed.

I'm glad I built this valuable, old kit—it demonstrates that these kits should be built and not just collected for profit.

by: Rich Wilson 🍷

'Government Motors!'

It did my heart good to see the recent sale of the '*Ghost*' Pontiac. A star attraction at the '39-'40 New York Worlds Fair, This '39 Pontiac Deluxe Six a.k.a. The '*Ghost Car*' was the *worlds first all transparent automobile* thanks to an exterior body that was made entirely out of Plexiglas. The material (*which was made by the chemical company Rohm & Haas*) was designed to be the worlds first transparent acrylic based sheet product and appeared as the result of an unexpected discovery during the company's efforts in developing laminated safety glass. For the 'Ghost Car' project, Rohm & Haas utilized drawings of the Pontiac Deluxe given to them by 'GMC' to construct a body made entirely out of Plexiglas which took the place of conventional sheet metal material. To enhance the see through effect created by the Plexiglas, the metal structure was given a special copper wash and all the vehicles interior components were chrome plated.

White tires and white rubber moldings helped round out this unique package and give the 'Ghost Car' its signature look.

Back in '39, the 'Ghost Car'

cost \$25,000 to develop and build. This may not seem like much money today. But \$25,000 was a hefty sum back in '30s and would amount to *over \$300,000 dollars* when inflation and other rates are applied. While the final hammer price of \$280,000 is lower than the \$475,000 total that some had anticipated, It is still a fair dollar amount and the lucky new owner of the '39 'Ghost Car' will have the chance to own and showcase a unique piece of automotive history. Thanks to several MAMA club members for keeping me informed of the auction results.

Sometimes, like Lazarus, dead cars rise again.

According to an inside source at 'GMC,' a person close to the project, that the *electric Cadillac Converj luxury coupe* is now back in the 'GMC' product plan.

It was recently approved for production by 'GMC' product execs. It will likely launch in '13 as a '14 model, though it may end up with a Caddy-style three-



letter model name.

The production version will feature, says a source, 'a Generation 1.5 Voltec' powertrain.

That would be an updated version of the extended-range electric powertrain from the '11 Chevy

Volt, possibly with better acceleration to suit the Cadillac image—but not the fully revised second-gen version that will go into production in '15.



The Converj concept car was first unveiled in January '09 at the Detroit Auto Show. During '09, it was slated to go into production, with then-product chief Bob Lutz saying in January '10 it had been cleared for production.

Two months later, it was killed, with Cadillac spokesman David Caldwell saying the Converj program had not reached 'a point [at] which development would be occurring in earnest in any case.'

Two reasons were given for ending the program almost 18

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© Peter Campbell/CORBIS

'Gov't' (contd)

(Continued from page 4)

months ago: First, 'GMC' could not make a profit at the low volumes the Converj had been planned for.

Now, with the Volt essentially sold out and 'GMC' trying to boost production as fast as possible, perhaps Converj volumes can go higher, meaning each car may cost less.

Second, product planners were concerned that the greater weight and additional luxury features of a Cadillac would cut its range and performance, reducing its appeal, much as the Lexus HS 250h has sold in lower numbers than expected for Toyota's luxury arm.

Sure, buyers start losing interest in any new model after the initial hoopla dies down and ad dollars dry up, but there's trouble on the horizon for the Chevy Volt, the electric wonder car.

Interest in buying the **\$39,995** plug-in car is starting to taper off, not only among 'early adopters' but among lots of other buyers as well, reports CNW Research, which tracks such things. Interesting, considering that the Volt has some of the hottest technology going, like the ability to go 25 miles or more without using any gas and having a backup gas engine on board for unlimited range.

In March, more than 21% of early adopters said they were very likely to consider the 'GMC' vehicle. In the July study, that figure had dropped to 14.6%, CNW says. They are not the only ones. Those identifying themselves as 'electric vehicle enthusiasts' were pulling away as well. Their consideration

fell from 25% in March to 17% in July. Most alarming: 'In fact, all categories of new-car intenders are reporting less likelihood of even considering the vehicle.'

The big problem—no surprise here—is price. It's cited by both the early adopters and the EV enthusiasts as a stumbling block.

'GMC' is recalling 10,344 **'12 Chevy Impalas** to reroute the upper power-steering hose that could fail because of heat from the catalytic converter. As a result, the hose sprays fluid over the catalytic converter, causing smoke and potential fire.

'GMC' discovered the problem during testing at the Oshawa, Ontario, assembly plant.

Owners of affected vehicles, built between April 19 and July 29, will be notified to take their cars into 'GMC' dealerships for free repairs. Dealers will inspect the routing of the hose and reroute it if necessary, or replace it. They also will install a protective sleeve around both hoses to prevent abrasion and wear.

'GMC' also is recalling 4,077 copies of the **Buick LaCrosse** because of incorrect calibration of the stability control, which might cause the system not to detect a malfunctioning sensor. If this occurs, the warning light will not illuminate and the stability control could falsely activate, causing sudden changes in handling and deceleration. As a consequence, drivers could lose control and potentially crash without warning.

'GMC' will notify owners of affected vehicles, who can then take their LaCrosse to a 'GMC' dealership to have the system reprogrammed free of charge.



Surprise, surprise! On the heels of the announcement about approval of the Converj Concept for production, Cadillac has debuted the **Ciel concept** at the prestigious **Pebble Beach Concours d'Elegance show**.

Cadillac says the Ciel (*pronounced 'CL'*) shows off its vision for the future of range-topping luxury at the brand. In other words, that means the Ciel provides a glimpse at possibilities for a Cadillac flagship model (*read: expensive!*). It is rear-wheel drive and powered by a twin-turbo'ed six-cylinder engine.

It marks a continued evolution of Cadillac's Art & Science design language, that seeks to integrate heritage elements into the mix.

So, that means you can get expensive **AND** ugly, all at once if this one hits the streets, eh?

And last, but certainly not least, the raspy voice of **Bob Lutz** will again be heard at 'GMC'?!

The company announced in early September that its former product czar is **returning as an adviser**. He had been advising 'GMC' execs on an informal basis, the company said. He was vice chairman of GM—twice—and mostly oversaw product programs.

The more things change at 'GMC,' the more they remain the same, eh?! 🚗

This n That

MORE New Stuff?!? Looks like **Model King ‘Guru’ Dave Burket** shows no signs of slowing down his kit release cycle. Fresh on the heels of last month’s announcement of **Tim Flock’s Hudson stocker** based on the **upcoming Moebius kit**, comes word that Dave’s **NEXT** re-release will be the old AMT/ Round 2

(a.k.a. MPC) **1/16th scale ‘Street Charger.’** Rumor has it that this kit will be retooled into the **Richard Petty Charger** after this, it’s final re-release, so it is very likely **never to be seen again.** So, you better get it while the gittins’ good. Expect it in the December time frame, just in time for Santa’s visit—no word price... **EVEN MORE New Stuff?! A** note on **Revell’s** website explains the company’s **investment in new tooling** for products like assembly-ready SnapTite® models, including **Ferrari, Star Wars kits**, and **classic cars (and planes).** Among the latter you’ll find **‘57 Ford Tudor, ‘50 Oldsmobile Coupe, (and Ventura bomber)** models coming in ‘12. Thanks to **club Prez Lyle** for the info... **Munsters Return?! Nope**, but their rides apparently will! **Round2** is set to release the **Munster Coach** and **Dragula** this Fall in standard packaging with **original 1964 artwork.** As a **bonus**, both kits will come with



cardboard display bases, and the ‘Koach’ will also include a **cardboard standup of the entire family—Kool!** Thanks to the **Hoosier modelers** for this one... **Scale Vanity Plates! Philly Boy Tommy Kortman** stumbled across a **new license plate website** that

shows real promise!! The plates are clearer and the fonts are correct. The plate years vary depending on what state you want. Most run into the

late 80s or 90s. Give it a look-see—<http://www.licenseplates.tv/>. **Tanks, Tommy... Black and White?!?** In the past, it seemed like **Harley-Davidson pickups** were always black or gray. Not any more. Fortified with **snake-skin interior leather accents and 22-inch ‘Dubs,’** the H-D edition of the F-150 returns this year with a newly available **white platinum tri-coat exterior.** Power comes from the 6.2-liter V8 rated at 411 hp, and it can tow 7,500 pounds, Ford says (*Ed. Note: in case your Harley breaks down?*). Ford has done 10 F-150s in Harley trim, and including all heavy-duty F-series models, the Blue Oval has sold **70,000+** of ‘em since ‘99. The exterior is highlighted with new graphics, and the familiar assortment of

chrome and Harley badges, just as the cabin is loaded with leather and logos. The debut of snakeskin draws inspiration from the tank inserts on top-shelf bikes. It also gets Ford’s usual array of electronic goodies, including voice-activated nav, ambient lighting and remote start. Ford says its engineers and designers have authentic Harley credentials—**nearly all are ‘hog’ owners... Hot Rod Lexus?! Lexus** test driver Akira Iida is said to have posted a lap of 7 minutes, 14 seconds at the famed track driving—what else—a **Lexus LFA Nürburgring Edition.** This according to lexusen-enthusiast.com. If the time holds, it should put the LFA in **fifth place** for **all-time fastest lap** on the 154-turn, 13-mile track. It’s trumped only by some extremely exotic cars, like the **Gumpert** and the **Radical**, which are barely considered production. Cars it beat are just as impressive: **Porsche 911 GT2, Corvette ZR1 and Nissan GT-R... Slap on the Wrist!** While



on the subject of **hot rod Lexuses (Lexi?!),** remember a few months ago, the story about **Kyle Busch’s Lexus LFA ‘road test’** where he was

clocked **at 128mph in a 45 mph zone?** Well, he had his day in court in NC recently, **pleading guilty to speeding and no contest to reckless and careless driving.** The result? He **lost his license for 45 days.** He makes enough dough that he can afford someone to **DRIVE** him around ‘til he gets it

(Continued on page 7)

T 'n T (contd)

(Continued from page 6)

back...**F1 Movie?** Guess you may have heard about the documentary film '**Senna**' (released last month?)? He amassed three championships driving for **McLaren**—'88, '90, and '91.

Thanks to the **GTR Auto Modelers...Women NASCAR**

Drivers?!! Izod IndyCar Series driver **Danica Patrick** recently con-

firmed the **worst kept secret in motorsports**—she will leave Andretti Autosport at the end of this season and compete full-time in **NASCAR** in '12. Patrick, who debuted in Indy Car in '05, will race next year in the **full Nationwide Series** with **Dale Earnhardt Jr.'s JR Motorsports team** while also running a **partial Sprint Cup series** schedule with **Stewart-Haas Racing**. **Took her long enough, didn't it?!...No Slack?!?** US safety officials have shot down **Italian supercar maker Pagani's** request that the **Huayra coupe** be **exempted** from needing **advanced airbags**—a move that means it **can't legally sell it in the States**. Safety rules require all new cars sold in the US be equipped with airbags that can automatically adjust deployment force based on height and weight of the seat occupant. Sensors in the seat help tailor the airbag's force. **Tesla** and **Lamborghini** are among brands that have been granted waivers based on financial hardship over the past five years.



Lambo's exemption expired in February, and Tesla's is about up. NHTSA said earlier this year it would stop giving such exemptions. In February, Pagani said it hoped to sell **five copies** of the **\$1.1 mil Huayra** in the states this year. It said it wouldn't sell cars in the US until '15 without a

waiver. The denial of the petition would cost it **\$4.5 mil** in net income from '11 to '14, Pagani said...**RIP RX8?! Mazda has canceled production of its RX-8**

rotary engine sports car, citing falling sales and stringent global emissions standards. Japanese production ended in early July and global sales of the car will end later this year. The RX-8 and the three generations of the RX-7 have been the foundation of the brand's fun-to-drive aura. It's high-revving 1.3-liter, twin-rotor rotary engine produces 232 hp at 8,500 rpm—a big punch in a relatively small package. But Mazda sold just 1,134 RX-8s last year, a **49 percent decline** from '09.

Sales through July this year were down another 21 percent. Sales peaked at 23,690 in '04. But the first-gen surpassed 50,000 units throughout the early '80s. Mazda pulled it from the European market last year after it failed to meet emissions. Without European volume, they couldn't justify sales. Export from Japan also has become more difficult. The yen's rise vs. the dollar was a major reason why Mazda's North American operating losses from April through June grew nearly three-

fold to about \$97.6 million, from the same quarter last year. This isn't the first time Mazda dropped its rotary rocket from the US lineup. The RX-7 was pulled after the '95 year. A rotary didn't return until the '03 intro of the RX-8. It's demise may not be the end of the rotary at Mazda. A source says engineers in Hiroshima are still working on the next gen, 1.6-liter rotary that is said to have lower emissions, better mpg and more power. **Just bring it...Toll Revolt Comin'?! Remember the recent tirade about the proposed doubling of MD tolls?** Well, looks like we can add **New York** and **New Joisey** to that list! Apparently seeing what is going on in the **"Free State,"** and in an attempt to rebuild and pay for the new **World Trade Center**, the Port Authority of New York and New Jersey recently moved forward with an attempt to **double** the cost of **entering NYC**, from **\$8** to **\$17!!** Worse though, is the fact that, due to the union labor hard at work on the project, in order to protect their jobs, union workers were stumping for the increase. Looks like they compromised. Drivers who pay cash would face a 50 percent increase in September, to \$12 a ride, from \$8. Tolls would rise by 75 cents more a year through '15, with cash tolls rounded up to the nearest whole dollar. Prob'ly what they wanted all along, eh? (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!) ☺

New Modeling Book!

Got a very nice e-mail the other day from **MAMA member John Jacobus**. You remember John, right?

He's the gent who was involved in the **Fisher Body Craftsman's Guild competitions** 'way back when '**GMC**' (a.k.a. *General Motors*) **CARED** about style and design.

In the e-mail, John details the listing of a **second book** on the Fisher Body Craftsman's Guild, in which 29 of the top winners talk about how they made their Guild models of yore (1947-1968).

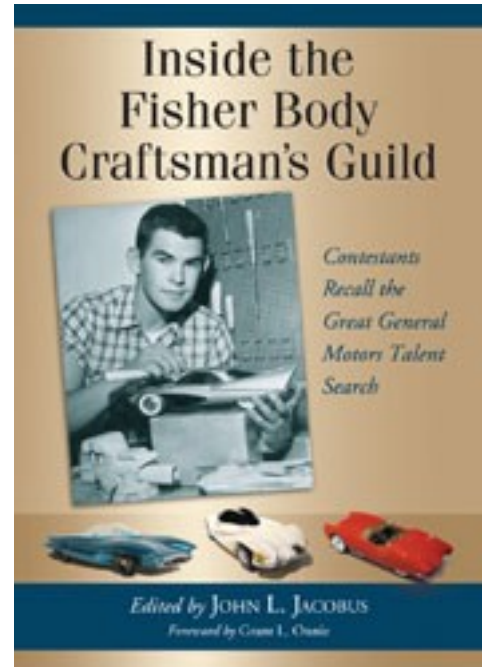
Lots of family photos from their albums and personal stories to go with them.

John's e-mail goes on to say how good the club has been to the

Guild over the years, so he wanted to let us know of this exciting new development. MAMA is one of his sources for this book, and he mentions our big model shows—**NNL East, Mid-Atlantic NNL**, and **GSL**, to make folks aware of our hobby and the detailed scratch building we do.

The details from the McFarland website are as follows:

Title: Inside the Fisher Body Craftsman's Guild
Contestants Recall the Great General Motors Talent Search
Editor: John L. Jacobus,
 Foreword by Grant L. Onnie
Print ISBN: 978-0-7864-4861-6
EBook ISBN: 978-0-7864-8795-0
Description: softcover (7 x 10), 440 photos (*color*), notes, bibliography, index



Price: \$35.00

Availability: Fall/Winter '11
(just about the time we're all goin' indoors to paint!)

Thanks, John—'preciate it! 🚗

New Toys!

MAMA's Boy Charlie Magers recently added this silver beauty

to his garage. Sadly, the Chevelle went buh-bye in order to do so, meaning the Vette is prob'ly kinda lonely in that big 'ol dark garage! Nice, Charlie. 🚗

From this to...



...this!!

Please 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 unless otherwise noted*)

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. Thanks! 🚗



Insanity (contd)

(Continued from page 1)

has been restored to its '58 NART livery and condition. It wears chassis No. 0666, and began life as a test bed for the rest of the Testa Rossa race-car line.

This example has also won **two best-in-class titles** at the **Pebble Beach concours**. It's had two owners in 40 years. A who's who of drivers also have piloted this Ferrari, including **Dan Gurney**, who had the car in fifth place at the '58 Le Mans before teammate Bruce Kessler's crash with a Jag. **Phil Hill**, who tested the car in prototype form when he was a factory driver for the Scuderia in the late '50s and **Count Wolfgang Von Trips**, who took third place with this racer at the season-ending Venezuelan Grand Prix in '57, which helped secure the manufacturer's title for Ferrari that year.

Buyer and seller names were not immediately available.

The Testa Rossa racers have been credited with helping to establish the image and allure of Ferrari worldwide. The words translate into "red head," and are in reference to the car's familiar red cam covers.

Setting a another world record for a **Porsche 911** sold at auction, **Steve McQueen's '70 Porsche 911S** went to a new owner for a cool **\$1.375 mil** during RM Auctions' Monterey event.

It wasn't just owned by McQueen; it was also featured at the



beginning of the film **Le Mans** as the lead character, played by McQueen, drives through France reflecting on the realities of racing.

Die-hard **Queen fans** were able to bid on a **Lotus Evora S** inspired by the late **Freddie Mercury** at a 65th-birthday celebration for the famous frontman. It has a red, white and gold color scheme reportedly inspired by a costume Mercury wore during his **'86 Magic Tour**, along with badges of the singer's signature and silhouette. The seats are emblazoned with Union Jack flags. The night



of comedy and rock and roll took place at the Savoy Hotel in London on Sept. 5th, with proceeds from the auction going to the Mercury Phoenix Trust for HIV and AIDS. To see what it ultimately went for, try visiting

www.freddieforaday.com/auction.

Remember last the item in last month's newsletter about the **turbine-powered Batmobile**? Well, guess what? To no one's real surprise, I recently ran across the car on, of all places, ebay, the other day!! If I recall correctly, the asking price was somewhere in the neighborhood of

\$600,000. Rich neighborhood, eh? 'Specially for a car which is rumored to be nothing more but a **stretched**



Chevy Impala, with a turbine in it?!

The 22-year run of the sporty **Mitsubishi Eclipse** is over. To commemorate the occasion and honor the nameplate, the company is auctioning off the last one built, a 3.8-liter V6 SE coupe.

The only coupe ever built in SE trim will sell during the annual Mecum St. Charles Auction at Pheasant Run in St. Charles, Ill on Sept. 15th-18th.

All sale proceeds will be donated to the Japan Red Cross earthquake-relief fund.

Mitsubishi began producing the car in '89, with four generations over 22 years. Total sales are just shy of 1 million, making it the best-selling Japanese-brand sports car of the last 20 years.

The one-of-a-kind car is painted in Kalapana Black, a color selected by Mitsubishi's Facebook group, with 18-inch dark argent wheels, SE lower side graphics, sunroof, leather interior, a 650-watt sound system, Bluetooth, rearview cam and HID headlights.

Mecum will sell it on the afternoon of Sept. 17 at 1:55 p.m. It will be broadcast live on Mecum's national TV show on Discovery's HD Theater. A similarly equipped car at a dealership would have a sticker price of about **\$30,000**, so expect it to go for a bit more. Thanks to autoweek.com for the preceding.



Obama: Stop Selling Pickup Trucks!

(The following editorial appeared in the Aug. 23rd edition of The Washington Times—emphasis added by yours truly)

The US auto industry wouldn't exist today if it weren't for President Obama, or so he says. According to the White House, the '09 **\$80 billion auto bailout**—of which **at least \$14 billion was lost**—not only saved the American auto sector, but preserved one million jobs. If you believe that one, he has a \$45,000 electric Chevy to sell you.

Earlier this month (*August—Ed.*), at a Ford Motor Co. plant in Chicago, Mr. Obama even argued that **Ford**, which didn't take a federal handout, **had him to thank for its success**. "If [*Ford's*] competitors had gone down, they would have taken down a whole bunch of the suppliers you depend on," he said. "The brand of American autos would have diminished. "That would have had severe consequences for Ford, and that's the challenge we faced when I took office." This is an audacious claim. It's also baloney. Had it's competitors vanished, Ford's greatest challenge would have been to see how quickly it could ramp up production to snap up their market share.

In Minnesota last week (*again, August—Ed.*), Mr. Obama lectured car companies to start investing in smaller cars. "You just can't make money on SUVs and trucks," he declared. "There is a place for SUVs and trucks, but as gas prices keep on going up, you have got to understand the market.

People are going to try to save money." It's the height of chutzpah for a wannabe executive with no business experience to think it's his prerogative to tell carmakers that they need to "understand the market," especially because it's obvious Mr. Obama is the one who doesn't understand consumer behavior.

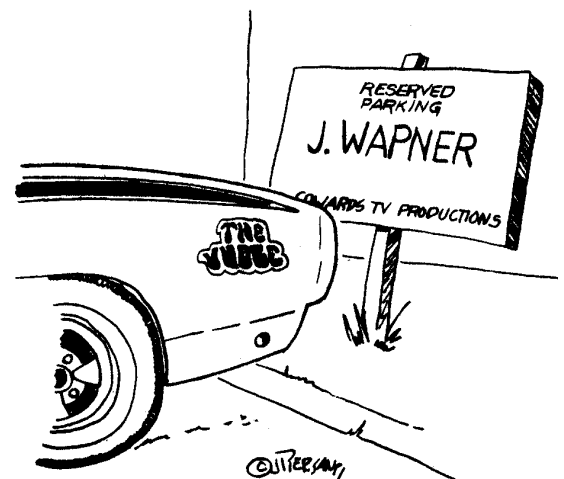
In the first seven months of this year, Americans purchased 3,170,109 small and midsize cars, which is an increase of about ten percent over '10. Sales of pickup trucks, SUVs, and minivans outpaced smaller cars by almost 500,000 vehicles and are up 11.5 percent over the previous year. The Ford F-series pickup is the most popular new vehicle of **ANY** class in '11, outselling the most popular compact car, the Chevy Cruze, **two to one**. Mr. Obama should be telling automakers to reinforce success, not to unilaterally downgrade expectations.

Meanwhile, General Motors, which was the principal beneficiary of the auto bailout, is **fighting a lawsuit over warranty claims** related to suspension problems affecting **more than 400,000**

Chevy Impalas sold in 2007 and 2008. GM, now a ward of the state, claims the warranties shouldn't be honored because the flaw predated the company's bankruptcy. Attorney Benjamin Jeffers argues, "New GM's war-

ranty obligations for vehicles sold by Old GM are limited to the express terms and conditions in the Old GM written warranties on a going-forward basis." Owners are on the hook for other repairs because, Mr. Jeffers reasons, "New GM did not assume responsibility for Old GM's design choices, conduct, or alleged breaches of liability under the warranty."

Flash back to '09, when the Feds took control of GM and replaced its leadership with hand-picked cronies. At the time, Mr. Obama staked his reputation and that of the government on honoring the obligations of bankrupt automakers. "Let me say this as plainly as I can," he promised. "If you buy a car from Chrysler or General Motors, you will be able to get your car serviced and repaired just like always. Your warranty will be safe. In fact, it will be safer than it has ever been. Because starting today, the United States will stand behind your warranty." **Mr. Obama and Government Motors have broken their word.** 🚗





- Oct. 8th—*NNL Nationals #32*, in Sylvania, OH. Theme: *Straight-Line Racing!*
- Nov. 12th—*Southern Nats NNL*, in Smyrna, GA. Theme: *Wires, Steelies, &*

Alloys!

- Nov. 12th—*LIARS Model Car Challenge*, in Freeport, NY. Theme: *The Roaring (Last) Twenty Years.*

Note: The '11 Super September Showdown theme is, believe it or not, Movie and TV Cars!! So, get busy on somethin,' OK?! 🍷



Pontiacs on Parade!

Due to a prior commitment, I wasn't even sure if the Parade was even gonna happen this month. Thanks to Nick, it was in *TWO* places at once—an abbreviated one at the meeting, and another at a local GTO club's full-size car show in nearby PA.

Steven M. Buter: Well, I was right last month—it *WAS* Steve's blue and white '62 Cat with the blower, and 'in the-air' attitude, ala gassers of yesteryear. It made a return appearance, this time with a hood.

Tracy Settle: Tracy brought along not one, but *TWO* Pontiacs—a Turquoise '60 Bonneville hardtop, and a new C/Stock '65 Grand Prix project, complete with a Revell 'Parts Pack' "create motor." *Cool, Tracy!*

Kevin Kovach: According to Kevin, he has wanted to contrib-

ute something to the display for some time. Well, that time came last month, with his 1/20th scale Lindberg Firehawk, complete with custom paint 'experiment.'

Good job, Kevin!

To these I added a Reef Turquoise Danbury Mint '67 GTO convertible diecast.

As I've said continuously—I'll bring the 'Reserved Parking' as long as interested parties trot out their Pontiacs, thereby needing some-

where to park! So, c'mon n—bring 'em and show 'em!

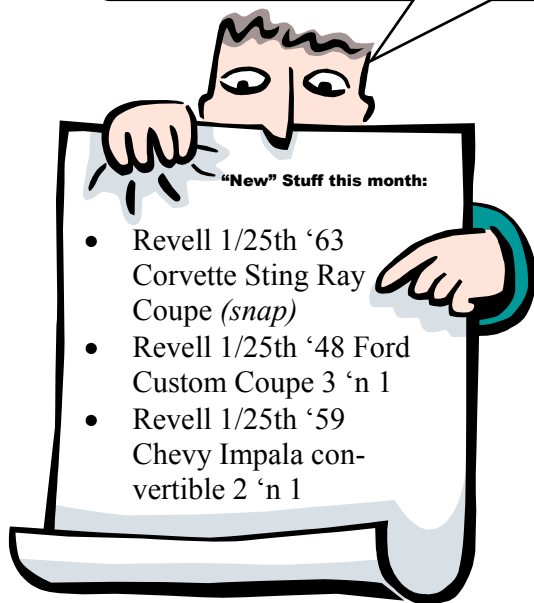
'PoP' (Pontiacs on Parade!) Sickie signing off for now! And don't forget—MAMA may not necessarily need all these Ponchos, but I'm sure diggin' it!! 🍷



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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 always on the lookout to purchase unbuilt and/or rebuildable Pontiacs in general (and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I also have an extensive collection to trade from. Also want Mickey Thompson Attempt I/Challenger I kits, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (snap), Revell Sunbird, '66 Bonnevillle (MPC or Hasegawa), '69 to '72 Grand Prixs, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70-'81 Firebird Formulas and T/As, '82 KITT Fire-

birds, late '80s Chevy C-3500 dually kit (*not promo*), Polar Lights funny cars, and 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!**

Got an ad? E-mail me, and we'll squeeze it in! 🗣️

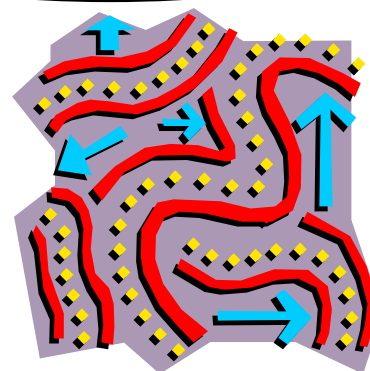


We're on the web!
<http://www.mamasboyz.org/>

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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