

MAMA Sez!

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

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2014 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 18th
- ☞ February 15th
- ☞ March 15th
- ☞ April 19th (4th Sat!)
- ☞ May **NONE (!)**
- ☞ June 21st
- ☞ July 19th
- ☞ August 16th
- ☞ September 20th
- ☞ October 18th
- ☞ November 15th
- ☞ December 20th



Inclement weather phone number: (301) 474-0646. ☞

"Big Go East" is Imminent!

Did you guys miss the meeting? We **ALL** missed it, due to the cancellation due to bad weather. **You didn't show up, didja?!**

This month, there is no review, as there is nothing significant to report on (*but we're all anxiously waitin' for what's next, Rich!*).

The raffle raised **zip** (*'cuz we obviously didn't*

have one!), while the door kicked in an additional **\$0.00**, meanin' we didn't come close to makin' the rent (*which we didn't have to pay, due to the bad weather*).

While on the subject of meetings, **Puhl-EEZE** note that, due to our NNL show in May only a week prior, that there will be **NO MAY meeting.** ☞



Condolences!

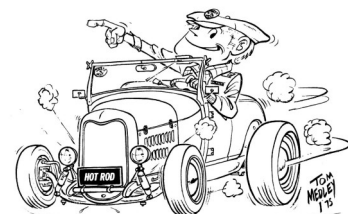
We are sad to report that one of the cornerstones of **HOT ROD Magazine**, and hot rodding in general, passed away in early March. **Tom Medley** was the first employee of Bob Petersen as HOT ROD's Cartoons and Humor Editor starting with the second issue of HOT ROD in 1948.

"Hot Rod Magazine caught up with him over the summer in June and even brought out the re-

stored Ford to Hot Rod's Hot rod Homecoming.

"Medley had a prolific career during his decades with Petersen Publishing. Among his professional highlights:"

- He created the beloved cartoon character **Stroker McGurk**
- Drew the early cutaway illustrations and cartoons for **HOT ROD**
- Photographed hundreds of features for both **HOT ROD** and



Rod & Custom

- Was ad manager for **HOT ROD**
- As publisher of **Rod & Custom**, he made the decision to switch R&C's editorial content to street rods in 1966
- Spearheaded the Street Rod Nationals in Peoria, Il, in 1970

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'Gov-a-mint Motors!'

'GMC' has done it again. A recall that started off with **778,562 Chevy Cobalts** and **Pontiac G5s** has *nearly doubled in scope*, to approximately **1.6 MILLION vehicles**, and has added **Saturn Ions**, **Chevy HHRs**, and the **Pontiac Solstice/Saturn Sky** duo to the ever-increasing list.

In the affected cars from model years '05 through '07, the weight on the key ring, road conditions or some other jarring event may cause the ignition switch to move out of the run position, turning off the engine and most of the car's electrical components, 'GMC' said in a statement.

'GMC' was aware of **five frontal-impact crashes** and **six front-seat fatalities** in crashes where the front airbags did not deploy, a company spokesman said. All of the crashes occurred off road and at high speeds, where the probability of serious or fatal injuries was high regardless of airbag deployment, the spokesman said.

Failure to wear seat belts and alcohol use also were factors in some cases, the spokesman said.

'GMC' was also aware of **17 other crashes** involving some type of frontal impact and nonfatal injuries where airbags did not deploy, the spokesman said.

Dealers will replace the ignition switch at no charge, but 'GMC' advised that until the fix is made, customers should remove non-essential items from their key rings.

'GMC' said the ignition switch torque performance may

not meet company specification. The involved parts are made in Mexico, according to documents filed with the US National Highway Traffic Safety Administration.

Of the affected cars, 619,122 are in the US, 153,310 are in Canada and 6,130 are in Mexico.

The cars that started the recall are the **Cobalt** from model years **'05 through '07**, and the **'07 G5** ('GMC' no longer makes either car).

Oh, but it gets better. The federal safety agency officially has been asked to require 'GMC' to explain why it only now has recalled 619,122 US-market '05-07 Cobalts and similar '07 G5s to replace faulty ignition switches blamed for at least six deaths.

Documents in a now-settled civil lawsuit against 'GMC' show the **car company knew of a potential faulty ignition defect leading to engine stalling in 2004**, before it launched the '05 Cobalt.

Federal safety rules mandate that an automaker notify the NHTSA within five business days after the company identifies a safety problem.

"Testimony of 'GMC' engineers and documents produced in *Melton v. General Motors et. al.*, show that the automaker actually knew about the defective ignition switch in these vehicles in 2004 before it began selling" the 2005 Chevy Cobalt, says the letter to NHTSA from



Lance Cooper, the plaintiff's lawyer in the lawsuit.

He hopes to trigger a formal process by saying he wants NHTSA to "open a Timeliness Query investigation into 'GMC' " over the recall.

The letter is dated February 19th, and Cooper is the attorney for the estate of Brooke Melton, 29, of Hiram, GA, who died in a '10 crash of her '05 Cobalt. The 'black box' data recorder in the car showed that the car's ignition switch was in the 'accessory' position, not the 'run' position, at the time of the crash.

If a car's ignition switch isn't in 'run,' the engine stalls, and power is shut off to safety systems and power accessories.

'GMC' has argued in the depositions and in at least one public

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'Gov't-(contd)

(Continued from page 2)

statement that even without power assist to the steering and brakes, cars can be steered and stopped safely.

NHTSA hasn't responded yet to Cooper's "timeliness" request.

NHTSA isn't required to do as Cooper asks. But it was information, and a request, from a lawyer that triggered the agency to begin a probe within three days, examining a Toyota recall's timing. The government decided Toyota had failed to promptly report potentially deadly steering relay rod problems on some trucks.

NHTSA fined Toyota a near-maximum \$16 mil for that. Maximum now is **\$35 million**.

New head of 'GMC,' **Mary Barra**, is distressed over this situation, and has **appointed people to look into this situation**. Yeah—**let's put the fox in charge of the chicken coop, eh?!?**

The government also wants answers (**REALLY?! They bailed 'em out with our money. Are they gonna hold 'GMC's' feet to the fire over this?!.**).

'GMC's' truck market share slid In January. US sales of full-size trucks **slid 4.5%** in January '14 as the two leading manufacturers of pickups reported falling sales of all their big trucks.

Typically the slowest month of the year for new vehicle sales, this past January should be no different, as the US auto industry generated 32,000 fewer sales than it did in '13. Although minivans, commercial vans, and the vast

SUV/crossover segment all expanded, passenger car and truck sales plunged year-over-year.

Despite the F-Series' slight 1% (**305 fewer units**) drop in January sales, the market share of America's best-selling vehicle in its own vehicle category expanded by more than a percentage point compared with January '13.

FCA's Ram pickup improved its January market share by more than four points to the level where one of every five full-size trucks sold were Rams. Year-over-year, Ram sales **jumped 22%**.

The only other big truck to report higher totals this year than last was the Tundra. Toyota has recorded four consecutive months of Tundra increases; only once in '13 did the Tundra decline. But Tundra volume is well off the pace Toyota set in pre-recession 2007 when nearly 200,000 were sold—Tundra sales jumped 11% to 112,732 in '13. January market share didn't rise as much as Ford's even as Toyota sold 886 extra Tundras.

'GMC's' losses were the bigger story during a disappointing January for trucks. **Silverado sales plunged 18%**; **Sierra sales fell 13%**. In total, 'GMC' sold more than 10,000 fewer full-size pickup trucks this January than in January '13, a **20% drop**.

Jointly, the Silverado/Sierra decline to 40,044 January sales resulted in a market share tally of **33.2%, down from 38.3%** in January of last year. The 'GMC' twins outsold the F-Series by 1450 units in January '13, the second of three consecutive months in which the pair had outsold the F-Series. They have not done so since.

If we are to assume the two trucks themselves are to blame, rather than some combination of inside and outside forces, we can surely place some responsibility on the conservative nature of the redesign. Perhaps the exterior changes from one generation to the next needed to be as different as the changes made under the skin. It's true, the serious truck buyer is well aware of the newness of the Silverado and Sierra. But the family truck buyer—a big reason for the mass expansion of the truck market—may not wish to pay more money in order to park a pickup in their driveway that doesn't look much different from the one their neighbors bought two years prior.

Thus, with plenty of trucks on dealer lots and concern about losing market share to Ford even before the F-150 is replaced by the more boldly-designed '15 model, 'GMC' ramped up incentives with a long-running Presidents Day promotion, according to **Automotive News**. Clearly, for 'GMC' to avoid going head-to-head against Ford without F-150-like incentives would have required a more significant leap forward with the '14 models. There's a belief that truck buyers will pay more for the better truck, but how much better does that truck need to be?

In what seems to be an attempt to get publicity any way they can, **Chevy** has **set another record**, albeit a **dubious** one.

Jumping a car from ramp to ramp while driving forward takes a quite a bit of skill, but at least you can see where you're going. But what about jumping a car

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This n That

Bugatti Dethroned?! The *Hennessey Venom GT* hit its top speed of **270.49 mph** in late February at the Kennedy Space Center, edging out the *Bugatti Veyron Super Sport's* previous **269.86 mph record**. Hennessey and Bugatti have been battling for the top spot of “fastest production car in the world,” and this time America came out on top. Hennessey attempted a record run in ‘13, reaching a top speed of **265.7 mph before running out of room** on the 2.9-mile-long runway at the Naval Air Station in California. The Venom GT came back with vengeance almost a year later, at the Kennedy Space Center’s landing strip, determined to smash Bugatti’s standing record. The Venom, powered by a 7.0-liter twin-turbo ‘GMC’-sourced V8 accelerated from 20-120 mph in a mere 7.71 seconds. That’s pulling a max 1.2 g of longitudinal acceleration. Hennessey faces some controversy over its record-breaking run: Since only **.63 mph** separates the records, variables such as different tracks, wind direction and speed as well as weather conditions could have a significant difference. To that end, the *Venom GT record will not be accepted by Guinness due to their strict rules and regulations*. According to Guinness, in order for the Venom GT’s run to be acceptable, it would have had to make a pass in both directions to compensate for the wind. John Hennessey went on record saying that it was not up to them: NASA simply would not let it happen. Even if both runs had

happened, Guinness also sets the lower limit for a ‘production car’ at **30 units**—Hennessey has only made **29**. So what’s next in the high-speed (*not quite*) production car battle? Hennessey wants to see the **280 mph barrier broken**. Let the games begin...*Special Edition Bugatti?!* Bugatti execs recently told Bloomberg they won’t move forward with a *new car* until *all remaining Veyrons are sold out*. They built 300 original Bugatti coupes, followed by 150 variants. The coupes sold out in ‘11, but **40 convertibles** are still for sale. To help move them, Bugatti has expanded its Dynamic Drive Experience to four regional events in the US this year. The program offers potential buyers a chance to drive the Grand Sport Vitesse on both open and closed roads and on a closed airstrip. The program attracts about 25 prospects per event. The Bloomberg writer remarked how it’s rare that a hypercar actually needs salesmanship, considering both the *Ferrari LaFerrari* and *McLaren P1* are sold out before they even hit the street. Even though it is estimated that they will be sold out within 12 months, don’t expect an announcement for a few years down the road...*The Car’s the Star!* Radio host *Howard Stern* finally got his shot on *Jerry Seinfeld’s “Comedians in Cars Getting Coffee” series*, with the pair heading out in New York in one of what appeared to be Jerry’s most favorite vehicles so far—a *Carousel Red ‘69 Judge*. For those who **DON’T** know, it was born from Sammy Davis Jr.’s *“Here Comes*



de Judge” line from the *Laugh-In comedy series*. Jerry eventually sums up the car thusly: *“The Judge is a car for people who refuse to go quietly.” I wholeheartedly agree...The dog Ate My Aston Martin?!?* A 42-year-old Brit *gave his dog up after the border collie-spaniel mix chewed the fiberglass fender* of his *Aston Martin DB9 Volante* while he was away from home. Royston Grimstead, from Somerset, England, told the Daily Mail he was already contemplating giving up Luce (*the dog*), because she didn’t get along with his other dog. Then he came home to find **\$4,800 in damage** to his Aston. “I came home and saw her covered in white stuff and I thought she got a bird and it was feathers,” Grimstead said. “But it was the fiberglass from the car. She had chewed out a huge chunk. I just laughed. I mean, what else could I do? I’m not a crier, and she knew she had done something wrong because she had this guilty look on her face” He also told said he thought Luce heard him talking about giving her away, and maybe that’s why she did it. He’s had the dog for three years, and said that she never chewed any of his other things. He also admitted that he may have hid what she did from the saints who took this pooch. “I

(Continued on page 5)

T 'n T (contd)

(Continued from page 4)

didn't tell the new owners what she had done. I expect when they hear, I'll find Luce right back on my doorstep"...**Toll Dodger!** Paying tolls on your daily commute is a drop in the ocean compared to the E-ZPass bill one Virginia man drove up by ignoring them. Jason Bourcier doesn't deny he drove the **Dulles Toll Road** nightly without paying from Reston to Washington three-and-a-half years ago when he was looking for work. A friend told him that when the toll booths were unmanned after 11:30 PM, you could use the road without paying—**WRONG!** VDOT recently took him to court because his bill had ballooned from \$440 to **\$200,000+ (!), including late fees and interest.** They reached a settlement and agreed on a payment plan. "They provided me with a stack of summonses 12 inches high, and me and my lawyers, the best that we could do was \$40,000," he said. "Another kicker is they put me on a payment plan for \$150 a month." At that rate and with interest due—another \$55,000—Bourcier, who is 33 and now has a good job, figures he will be **87 years old by the time he pays VDOT back.** "The lesson learned is to work with us if you don't have a transponder or cash to pay a toll," said a statement from VDOT. "Don't wait and don't ignore the notices." Bourcier said he has learned **two lessons. "One would be for state legislature to take another look at the fines and fees that they are assessing the taxpayers,"** he said.



"The other would be for me, and that would be don't mess with E-ZPass"...New Chrysler?! Chrysler and Fiat, in a recent announcement, said their combined company will be renamed **Fiat Chrysler Automobiles NV.** It will be incorporated in the **Netherlands,** have a **fiscal domicile in the U.K. for tax purposes,** and have its primary listing on the New York Stock Exchange and secondary listing in Milan. The automakers' merger was announced Jan 1st...**That Thing Gotta Hemi In It?!** Since its intro into NASCAR in the 60s, the **426 Hemi** has been a popular powerplant for power-hungry customers across the Mopar spectrum. The 426 cubic-inch brute dwelled under the sheetmetal hoods of cars like the Dodge Coronet, Plymouth GTX, Plymouth Road Runner and even the Plymouth Barracuda. Latest generations of the 426 feature an aluminum block, two-piece rear main seal and a four-bolt main. This year is the **50th anniversary** of the orange Mopar big block, and with



that comes a line of memorabilia with the 426 logo attached. The celebratory insignia features the burnt-orange Hemi color as well as the elephant standing at the ready. The commemorative line of products features bits and pieces such as clocks, clothing and other swag. Check out the wear-mopar.com website for all of the cool gear...**Electricity Crook?!?** A Georgia man found himself in handcuffs after charging his electric car outside a middle school where his son was playing tennis in what police alleged was **unlawful "theft" of county power worth**



FIAT CHRYSLER AUTOMOBILES

roughly FIVE cents. Kaveh Kamooneh, of Decatur, said he was attending a Saturday morning tennis practice session for his 11-year-old son when he plugged his electric car in at a power outlet outside Chamblee Middle School. He said he was alarmed when, soon after, he saw a police officer inspecting his **Nissan Leaf.** According to a report from the police department, an officer responded to a called complaint of the white Nissan left parked and charging at the school. In the police report, the officer said he could not find the owner but found the car doors unlocked and picked up a piece of mail on the floor showing a Decatur address. "He told me he was going to arrest

(Continued on page 6)

T 'n T (contd)

(Continued from page 5)

me for theft,” Kamooneh said, who said he charged his car for roughly 20 minutes. Later, Kamooneh said he was met at his door by police, who handcuffed him and took him to the DeKalb County jail, where he was held for about 15 hours. He was officially charged with theft by taking what the officer said was “theft of power” by not seeking permission from the county school system to charge his car there. Police said they met with school employees, who confirmed that he was not authorized to plug his car into any school socket. Sgt. Ernesto Ford of the of the police department declined to discuss the incident further, but said that he “broke the law. He stole something that wasn’t his.” “A theft is a theft,” he added. But Kamooneh said he believes he committed no crime. He said in his experience as an electric car driver, asking permission was often an informal exchange and that he never encountered a problem before. “Of course I agree that theft is theft, what I don’t agree with is that every taking of something without permission is theft,” he said, adding that there was no one at the school to ask permission of at the time. The school district said in a statement that it has cooperated with the police investigation and will continue to do so...**Lutz at it Again!** **Bob Lutz**, the former vice president of ‘GMC,’ has been named chairman of the board at **VIA Motors**, the company that’s been putting electric powertrains into

Chevy trucks and SUVs since ‘13. Known as the “father of the Chevy Volt,” he is replacing retiring chairman Carl Berg, who will remain VIA’s largest shareholder after serving the company for five years...**Star Mustang!** With the release date of “*Need for Speed*” **YESTERDAY**, Ford said that the film’s star, a customized ‘14 GT, will cross the block April 12th at—where else—B-J in West Palm Beach. This celebrity is not your average GT. It was massaged by the folks at Ford and given a bag full of goodies including but not limited to 22-



inch Forgiato alloy wheels, an enlarged lower grille, air inlets, extended rocker panels, twin-snorkel hood and low profile mirrors. And let’s not forget the **custom wide body kit** that gives the car its signature stance. While the actual hero car is chocked full of horsepower (*being one of one*), the Mustang that is set for the auction block will be equipped with the same powertrain as the 5.0-liter Mustang. At any rate, the 420 hp, 390 lb-ft Hero car will be a unique addition to any collection. Ford will also have the ‘15 F-150 and the ‘15 Mustang on display at the auction, and is also offering a ride-and-drive in a handful of ‘14 vehicles, as well as a hot-lap experience in the Shelby GT500, Focus ST and the Fiesta ST...**HOT Porsches!** Porsche is telling ‘14 911 GT3 owners to park their cars until the company can check them out for **engine problems** that could **cause a fire**. Porsche says it will pick them up and

take them to a Porsche Center immediately, and that safety is its immediate concern. Two vehicles in Europe caught fire after engine damage occurred, so Porsche decided to inspect all 785 vehicles delivered worldwide. So far, there have been no accidents due to the problem and no injuries. Studies to determine the cause of the fires have not yet been completed. A Porsche spokesman told ABC news that it was the oil that caught fire in both cars. The car gets a 3.8-liter flat-six making 469 hp. It starts at \$131,395, including destination. Porsche

owners can call its customer service line at (800) 767-7243 for more information...**Rally VeeDub!** VW is gearing up for **Global Rallycross competition**, teaming with Andretti Autosport and fielding a pair of unlikely racers. Packing more than 560 hp and an all-wheel drive system, the GRC Beetle is far removed from its flower-power road-going counterpart. The GRC Beetle makes its debut at the ‘14 Chicago Auto Show (*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!*) 🍌



Caddy-Whacked!

The *Greatest Caddy in the World* does not reside in Reno, or Gainesville, or the LBC. Or even America. Or even North America. Or even the Northern Hemisphere. No, the *Undisputed Best Cadillac Ever Created* lives in *Australia*, where centuries of isolation in a penal colony have given rise to an eight-wheeled, tandem-axled, double-steering '77 *Cadillac Eldorado Custom Biarritz* that would be an optical illusion if it wasn't up for auction. The, uh, *vehicle* was sold as part of Shannons 2014 Melbourne Late Summer Classic Auction, and crossed the block in mid-February. Ever wanted to drive an 80s frat house movie on wheels? Why yes, you might reassure yourself, that *is* a *Jacuzzi* in the back. Even with a 7

-liter V8 there's still plenty of

room for a *barbe-que grille* that slides out over, uh, the grille. *A grille!* How great is that? Six exhaust pipes hook up to the rear bumper, which presumably also double as Jacuzzi jets. *Strobe lights* are buried inside somewhere. A cute lil' white *CRT TV* resides by the driver's knee, perfect for distraction duties with *reruns* of *"Dallas."* The 425 V8 produced 180 strangled horsepower in 1977. Here, it remains defiantly stock. Of course. The car, therefore, is as long and slow as Australia's famous roo-bashing road trains. Three automatic gears control forward movement, eventually. You'll probably never see third gear. You



won't be able to get past the inevitable crowd. The rear wheels use *Holden One Tonner ute tandem axles*. Yes, the car is still front wheel drive, though *all four front wheels steer*. Enough babbling, let's talk business. Hopefully, *SOMEBODY* here in the states needs to buy this car. It's reassuring to know that this car wore its Texas plates with pride when it was first imported into Australia in the 1980s. Texas, of course. Maybe now it's time for a homecoming 🚗



Condolences (contd)!

(Continued from page 1)

- Spearheaded the National Street Rod Association [NSRA] also in '70 [and created the logo still in use today]
- Coined the term "Street Is Neat"

• Served as editor and publisher of Petersen's Street Rod Quarterly for years

- Generally worked behind the scenes in many capacities at Petersen from 1948 until his retirement in 1984

And these were only his *publishing* exploits. He was also a

crack go-kart racer, car builder, upholsterer, political cartoonist, and in many ways the face of modern hot rodding today. To say he was woven into hot rod culture is an understatement. He was 93 years old, and is survived by his son Gary and grand daughter Sarah."

Godspeed, Tom (preceding written by Thom Taylor) 🚗

Massive Sinkhole 'Eats' Corvettes!

A *massive sinkhole* that opened up under a Kentucky museum last month swallowed several vintage and rare *Corvettes*.

The *National Corvette Museum* said the Bowling Green Fire Department estimates the sinkhole to be around 25-30 feet deep and 40 feet wide.

"This is going to be an interesting situation," Museum Executive Director Wendell Strode told the Bowling Green Daily News, noting that a structural engineer is at the facility to evaluate the damage inside its Sky Dome section.

Six of the cars in the sinkhole are owned by the museum; two others are owned by 'GMC.'

"It is with heavy hearts that we report that eight Corvettes were affected by this incident," the museum said in a press release.

The museum said the cars include a '93 *ZR-1 Spyder* and '09 *ZR1* ("*Blue Devil*") on loan from 'GMC,' a '62 black convertible; '84 PPG Pace Car; '92 White 1 Millionth sold; '93 Ruby Red 40th Anniversary; '01 Mallett Hammer Z06 and a '09 White 1.5 Millionth



sold.

Strode told the Courier-Journal that emergency personnel allowed museum staff to remove the *only surviving '83 Corvette*, which was at risk of joining the other cars in the sinkhole.

"Before we do anything, like remove the other cars, we want that assessment so we know if there's been any structural damage to the Sky Dome," Strode told the Courier-Journal.

An estimate of the cost of the damage done to vehicles and the museum has not yet been determined.

No injuries have been reported and Bowling Green city spokeswoman Kim Lancaster told The Associated Press that this appears to be

the first incident of its kind at the property.

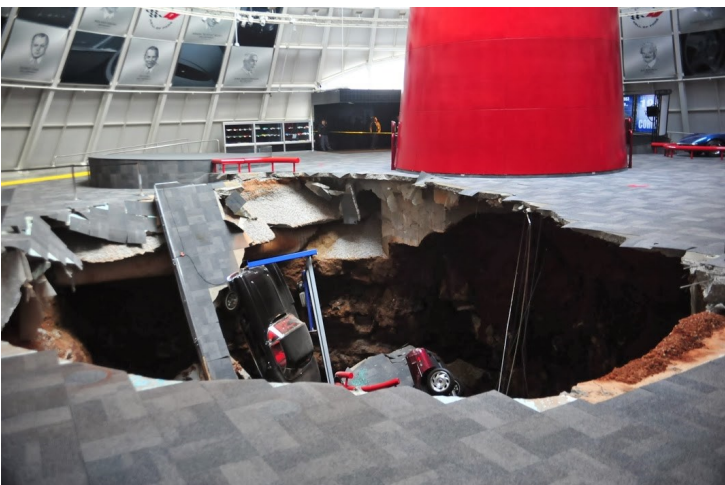
Bowling Green is also the only place where 'GMC' builds Corvettes. The city sits in the midst of Kentucky's Western Pennyroyal area, where many of the state's longest and deepest caves run underground, according to The Associated Press.

Video from drones of the sinkhole is on the 'net, for those of you who don't have weak stomachs (*I've seen it, with no ill effects, except for the poor '62*).

Now I hear that 'GMC' will head up the restoration of whatever cars can be extracted from the sinkhole.

In an official statement, 'GMC' executive VP of global product development (*and noted Corvette fanatic*) Mark Reuss vowed to help get those cars—or at least as many of them as possible—back in roadworthy condition. "The vehicles at the National

(Continued on page 9)



Sink (contd)

(Continued from page 8)

Corvette Museum are some of the most significant in automotive history. There can only be one 1-millionth Corvette ever built (*Ed. Note: REALLY?!).* We want to ensure as many of the damaged cars are restored as possible so fans from around the world can enjoy them when the Museum reopens,” Reuss said.

Once they are plucked from the rubble, they’ll be shipped to ‘GMC’s’ Warren, MI. Mechanical Assembly facility (*where what’s left of the ‘GMC’ Heritage Collection’s vehicles are maintained*) for assessment. VP of ‘GMC’ global design Ed Welburn will reportedly oversee the resto process. Given Welburn’s work on the new Stingray, and the ‘importance’ with which ‘GMC’ typically handles its historically significant vehicles, then, as far as I’m concerned, they

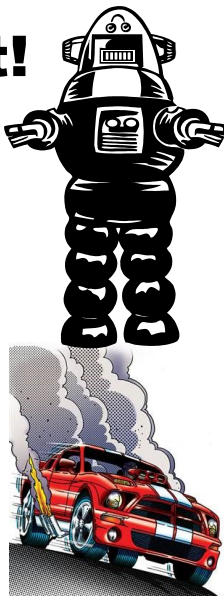
have a questionable future, with the way that a large chunk of the Heritage collection was unceremoniously sold off while ‘GMC’ was in bankruptcy.

In an update posted the beginning of March, two of the ‘*digested*’ Vettes have been ‘*regurgitated*’ from the sink-hole that ‘*ate*’ them—the ‘*Blue Devil*’ and the 40th Anniversary

Vettes are now back on terra firma (?!). They are hopeful to rescue the *Black ‘62* next. 🚗



Car Show Excitement!



Here, we have, courtesy of our *ace reporter, photographer, and former Prez Lyle Willits*, shots of *Rex Turner*, another MAMA’s Boy, at the recent DC Armory car show. Rex appears to be *VERY* excited for the event! *Nothin’ gets by you, eh Rex?! 🚗*

NASCAR News

With a full moon shining high above Daytona International Speedway, one of the most bizarre scenes in recent memory took place.

As the field bunched up for the final 20-lap segment of the NASCAR Sprint Unlimited race, smoke began billowing from one of the cars. No, not one of the race cars, it was the *pace car*.

Pace car driver Brett Bodine pulled off the track as the trunk of the *Chevy SS caught fire*. Luckily, safety crews were quick on the scene to extinguish the fire.

As part of an initiative to improve racing and decrease ever-rising costs, NASCAR is discussing how to *lower the horsepower* in the Cup series and extend the life cycle to *two races per engine*—initiatives that could be implemented as early as 2015.

'The King' says Danica Patrick can win a NASCAR race...if everyone else stays at home.

'King' Richard isn't holding back when it comes to Danica and victory lane.

In an interview with the Canadian website Wheels.ca, Petty was asked if he thinks Patrick will ever win a race in the Sprint Cup Series. Petty's response...only "if everybody else stayed home." Petty continued: "If she'd have been a male, nobody would ever know if she'd showed up at a race track," said the seven-time Daytona 500 champ. "This is a female deal

that's driving her. There's nothing wrong with that, because that's good PR for me. More fans

come out, people are more interested in it. She has helped to draw attention to the sport, which helps everybody in the sport."

According to the website, Petty was outspoken on several other topics as well, including the *new NASCAR Chase* (*he doesn't see why it won't work—read on*) and *Dale Earnhardt Jr.* (*he doesn't have his father's talent*).

Nothing like a little fireworks to start the '14 season.

And, speakin' of the new Chase, here are a few details on it for those who still follow it.

NASCAR announced a new championship format that will put greater emphasis on winning races all season long, expands the current Chase for the NASCAR Sprint Cup field to 16 drivers, and implements a new round-by-round advancement format that ultimately will reward a battle-tested, worthy champ.

"We have arrived at a format that makes every race matter even more, diminishes points racing, puts a premium on winning races and concludes with a best-of-the-best, first-to-the-finish line showdown race—all of which is exactly what fans want," said Brian France, NASCAR chairman and CEO. "We have looked at a number of concepts for the last three years through fan research, models and simulations, and also maintained extensive dialogue with our driv-



ers, teams and partners. The new Chase for the NASCAR Sprint Cup will be thrilling, easy to understand and help drive our sport's competition to a whole new level."

Changes announced by France to the championship format include: A victory in the first 26 races likely will guarantee a driver a berth in the 10-race Chase for the NASCAR Sprint Cup—a change that will put an unprecedented premium on winning a NASCAR Sprint Cup Series race all season long

Expanding the Chase field from 12 to 16 drivers, with those drivers advancing to what now will be known as the NASCAR Sprint Cup Series Chase Grid.

The number of championship drivers in contention for the NASCAR Sprint Cup championship (NSCC) will decrease after every three Chase races, from 16 to start in the Chase Grid; 12 after Chase race No. 3; eight after Chase race No. 6; and four after Chase race No. 9.

The first three races of the Chase (27-29) will be known as the Challenger Round; races 30-32 will be known as the Contender Round; races 33-35 will be the Eliminator Round and race No. 36 will be the NASCAR Sprint Cup Championship.

A win by a championship-eligible driver in any Chase race automatically clinches the winning driver a spot in the next Chase round.

Four drivers will enter the

(Continued on page 11)

News (contd)

(Continued from page 10)

NSCC with a chance for the Cup, with the highest finisher among those four capturing the prestigious NASCAR Sprint Cup Series title.

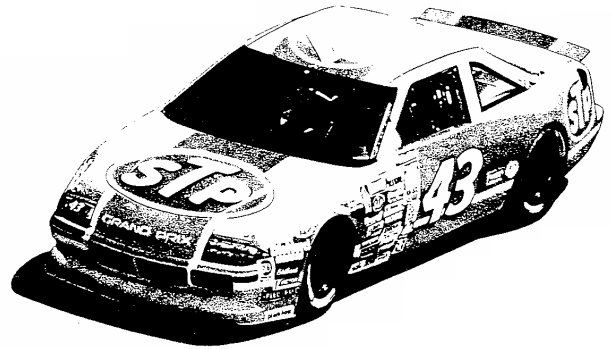
The top 15 drivers with the most wins over the first 26 races will earn a spot in the Chase Grid—provided they have finished in the top 30 in points and attempted to qualify for every race (*except in rare instances*). The 16th Chase position will go to the points leader after race No. 26, if he/she does not have victory. In the event that there are 16 or more different winners over 26 races, the only winless driver who can earn a Chase Grid spot would be the points leader after 26 races. If there are fewer than 16 different winners in the first 26 races, the remaining Chase Grid positions will go to those winless drivers highest in points. If there are 16 or more different winners in the first 26 races, the ties will first be broken by number of wins, followed by NASCAR Sprint Cup Series driver points. As was implemented in 2011, prior to the start of the Chase, all Chase Grid drivers will have their points adjusted to 2,000, with three additional bonus points added to their total for each win in the first 26 races.

After the third Chase race, the Chase Grid will be left with 12 drivers. After the sixth Chase race, the field will drop to eight drivers, and following the ninth Chase race, only four drivers will

remain in championship contention for the NASCAR Sprint Cup championship.

The first round (*races 27-29*) will be called the “Challenger Round.” If a driver in the Chase Grid wins a Challenger Round race, the driver automatically advances and his/her points will be reset to 3,000. Only the top 12 in points after the Challenger Round remain in championship contention, and all will then have their points reset to 3,000. The second round (*races 30-32*) will be called the “Contender Round.” Likewise, if a driver in the top 12 in points wins a race in the Contender Round, the driver automatically advances and his/her points will be reset to 4,000. Only the top eight in points after the Contender Round remain in championship contention, and all then will have their points reset to 4,000. The third round (*races 33-35*) will be called the “Eliminator Round.” If a driver in the top eight in points wins a race in the Eliminator Round, the driver automatically advances and his/her points will be reset to 5,000. The top four in points after the Eliminator Round remain in championship contention, and all then will have their points reset to 5,000.

Additionally, as drivers are eliminated from the Rounds, their points total will be readjusted to the normal points format in sync with all other drivers in the field no longer in contention for the championship. This will allow all drivers not in contention



for the NASCAR Sprint Cup championship to continue to race for the best possible season-long standing, with fifth place ultimately still up for grabs at the season finale.

The 36th and final race of the season will be the “NASCAR Sprint Cup Championship.” Simply stated, the highest finisher in the Championship race among the remaining four eligible drivers will win the NASCAR Sprint Cup Series title. Bonus points for laps led or previous race wins will not apply in the season finale, so the official finishing position alone will decide the champion. **Note:** All rules outlined above also apply to the NASCAR Sprint Cup Series owner championship structure. For more details on the new championship format, please visit NASCARMedia.com for a Fact Sheet/FAQs or visit NASCAR.com.

Ya’ll got that?! There’s gonna be a test!

Just in case you hadn’t heard, **Dale Earnhardt Jr.** won the weather-delayed (*SIX hours?!*) **Daytona 500**—take that “King Richard”! Not surprisingly, afterwards, his *souvenir sales* were up *over 1,400%*. Guess he did something right, eh Richard?! 🏆

BIG Money Toys!

Remember the toy auction in the January newsletter? Check out the results.

When it comes to collectible toys, rarity, condition, and original packaging are generally the three factors affecting value. Combine a rare model, appraised in “very good” condition, with its original packaging showing little more than scuffs to the printed label and wear at the corners, and the net result is a ‘perfect storm’ of desirability among collectors. That was the case in January, when a ‘62 *Imperial* from Asahi, complete with original packaging, sold for **\$17,500**, including buyer’s fees.

Unlike many toys from the period, this particular example showed few signs of wear. Its black paint still gleamed, and the oversize golden Imperial badges were still on the front fenders. Easily broken parts, such as the side mirrors and the taillamp lenses, were intact and showed no signs of repair. Described by Bonhams as “a good example of one of the most sought-after Japanese toys of mid-century,” its five-figure selling price reflected both

its condition and its rarity on the market, and turned out to be the auction’s exception, not its norm.

Other collectibles cracking the auction’s top five included a ‘56 *Lincoln Continental Mark II* sedan from Marusan, complete with its original (but misprinted 1958 Lincoln) box, which sold for **\$7,500**; a ‘56 *Ford Fairlane sedan* from Marusan, missing its windshield but complete with well-worn original packaging, which sold for **\$6,875**; a ‘56 *Pontiac Club de Mer* concept from Mitsuhashi, minus its box and showing average wear for its age, which sold for **\$6,000**; and a 1950s *Jet Rocket V-7* lithographed tin toy from Kokyu, missing its packaging and rear stabilizers, which sold for **\$5,000**.

The Club de Mer was hardly the only vintage American concept in the sale. A ‘55 *Lincoln Futura* concept, rendered in steel by Alps Shoji Limited, sold for



\$1,875 including its original packaging; a ‘54 *GM Firebird I*, also from Alps, in reasonable condition but missing its box, sold for **\$1,125**; a ‘58 *GM Firebird III*, again from Alps and complete with its well-worn packaging, sold for **\$750**; and a second *Lincoln Futura* from Alps, painted red instead of silver but in rough condition, sold for **\$525**.

The influence of American racing on Japanese toymakers was evident, too, and a Yonezawa replica of *Troy Ruttman’s 1952 Indianapolis 500-winning Agajanian Special*, lacquered over its original paint and showing evidence of play wear, sold for **\$2,000**.

For complete results from the Yoku Tanaka Toy Collection sale, visit Bonhams.com.

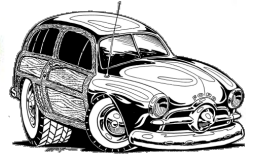




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*This Year's
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The 50th Anniversary of the Ford Mustang



Subtheme:

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For Show Information:

Tom Geiger (732) 687-8171 (7-10pm weekdays)

Write: NNLEast@aol.com

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MARYLAND AUTOMOTIVE MODELERS ASSOCIATION



- April 26th—28th Annual NNL East in Wayne, NJ. Theme—50th Anniversary of the Mustang, with a sub-theme of station wagons.
- May 10th—Mid-Atlantic

NNL, in Severna Park, MD. Theme—50th Anniversary of the Mustang (?!), with a sub-theme of '57 Ford vs. '57 Chevy.



Pontiacs on Parade!

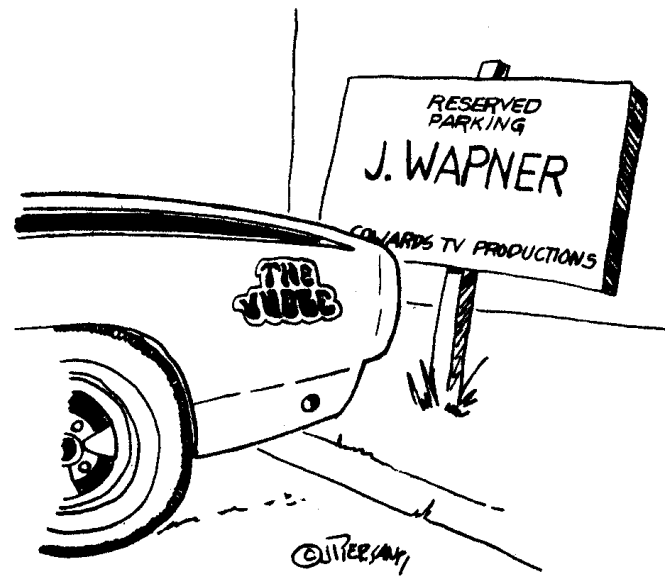
'Otto Mechanic'

What're you looking here for? With the cancellation of last month's meeting, there obviously was no Pontiac Parade (Ha! Ha!).

So, maybe I'll just leave you with a few images to ponder?

'PoP' (Pontiacs on Parade!) Sickie signing off for now! And

don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!! 🚗



'Gov't-(contd)

(Continued from page 3)

backwards? Autoweek had no idea that a Guinness World Record existed for the *Farthest Reverse Ramp Jump by a Car*, so imagine their surprise when they learned that *professional skateboarder* and *MTV personality Rod Dyrdek* set out to break that record at Six Flags Magic Mountain using *Chevy's 'roller skate' (appropriate?!)* the Sonic.

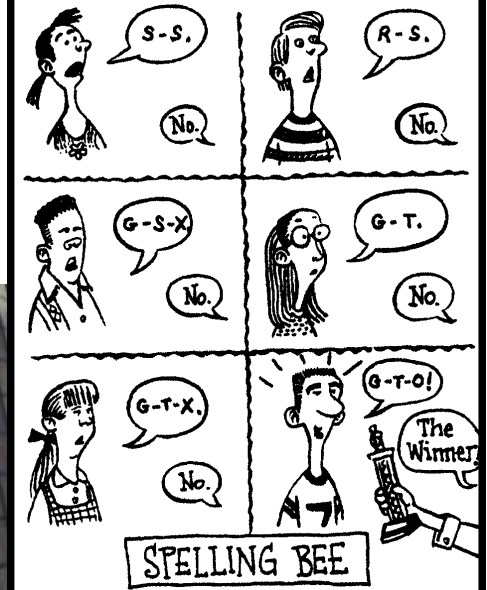
To qualify for the record, he had to successfully land on the catch ramp *and* be able to drive away from the landing.

The host of MTV's "Fantasy Factory" pulled off the stunt, jumping it 89 feet, 3.25 inches, with 10 to 15 feet to spare in terms of clearing the landing ramp. Perhaps the scariest moment was after sticking the landing, considering there wasn't much runoff room.

All I can say is that this isn't a record that I can take seriously. 🚗



Yours truly, as a youngster in school (Ha! Ha!)!!



This is the newsletter of the
Maryland Automotive Modelers
Association

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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 Muscledar Madness:

www.yorkus30.com 🚗

Classifieds

WANTED: I'm always on the hunt for unbuilt/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. In search of 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prixs, Revell 1/32nd scale '70 T/A kits, and '70 -'81 Firebird Formulas and T/As, and empty *Pontiac kit boxes*. Would also like to buy or borrow *old AMT/MPC/Monogram/*



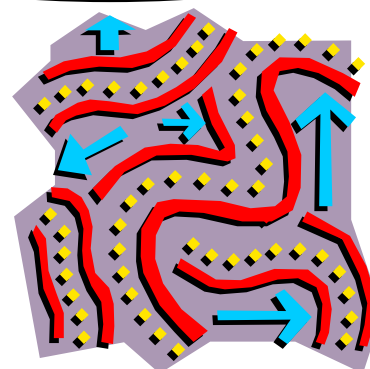
Revell model car catalogs. Contact Tim Sickle at gtoguy@verizon.net, or see me at a meeting. *Thanks!* 🚗

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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