

# MAMA Sez!

Volume 26, Issue 8

April, 2014



Guns Don't Kill People  
Drivers With Cellphones Do

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 (3rd 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 Here!

Wow! In his short tenure, our new MAMA Prez has already *traded the carpeting in favor of vinyl flooring* in our community center *meeting room. Kudos, Cruz!*

A brief discussion was held on *'15 MAMA NNL show themes.*

This month, Rich Wilson peeks at the *Revell '68 VW Beetle. Thanks, Rich.*

The *Pontiac Parade* was back with a vengeance! *Thanks, guys!!*

The raffle raised *\$66.00*, while the door kicked in an additional *\$74.00*, meanin' we didn't make the rent.

Thanks to the raffle donors: *Brad, Ed Brown, Steve M. Buter, Matt Guilfoyle, Ron Hamilton, Rich Meany, JC Reckner, Don Stone,*

*Howard Weinstein, Bradley's Car Collectibles, Replicas & Miniatures Company of MD.* Thanks also for helpin' with chair stowage after the meeting—we 'preciate it!

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

## Condolences!

*Lynda Petty*, wife of *seven-time NASCAR champ Richard Petty*, died in late March at the family's home in Level Cross, NC. She was 72.

"We wish to sincerely thank everyone who has supported us and our family throughout the years and at this time," the Petty family said in a statement. "We will forever love and miss a wife, mother, grandmother, great grandmother and friend."

NASCAR Chairman and CEO Brian France issued the following statement: "On behalf of the France family and everyone at NASCAR, I want to offer sincere condolences to the Petty family regarding the loss of their beloved matriarch, Lynda Petty. Through the years, Lynda became an integral part of the NASCAR family. We have lost a true friend, who will be missed each and every day. Our thoughts and prayers will be with the

Pettys' throughout this difficult time."

NASCAR Hall of Fame Executive Director Winston Kelley said in a statement: "On behalf of the entire NASCAR Hall of Fame team, I would like to offer our most sincere condolences to Richard, Kyle, Sharon, Lisa, Rebecca and the entire Petty family on the passing of Lynda Petty. Lynda was such an incredible person in so very many ways, far too numerous to count. In addition to being a devout

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## Revell '68 VW Beetle

If information had physical volume, you could put all I know about Volkswagens in a *thimble*. I'm told that this kit has parts from various years of Beetles and depicts a European version at that. At that, I guessed this kit was a Revell-Germany in origin. Then I looked closer at the box art and was quite sure—notice the bumpers. When I opened the box, one of the first things I picked up on was the slip of paper that had ***"Made in Poland"*** on it. At a recent show, test shots of this kit were on display. At that time it was called " '60s Volkswagen"; like they were still making up their minds as to what year it would be. Looking closer at the box art, you'll notice the bumpers aren't correct for a USA-bound VW, and neither are the turn signals. I know that much only because my dad owned a '68 many years ago. Scanning through the parts and instructions, I'm amazed at the level of detail. Hell there's 125 parts; I didn't think there were that many in the real car! The trunk lid opens though I'm not sure the inside is totally finished off and there is no spare tire or anything else.

We all know that Hitler commissioned Ferdinand Porsche to design the 'peoples car' but what is lesser known is that it was part of Hitler's plan to cheat/screw his own people. If you were a German citizen, you would get a stamp booklet and make payments. When you had made all the payments you would get the car; assuming it was ready for the public.

But oddly it never was; at least not in civilian form!

### Engine:

This is one of the more odd set ups I've seen. It's like an engine plate over an engine. There is an engine block with jugs, heads, valve covers and transaxle that are well detailed. But then, there is the engine compartment with the upper half of the engine. Don't get me wrong—there are 17 parts to detail the engine and they are as good or better than we've ever gotten of this little "boxer." The exhaust manifolds have the sheet metal for the heater system on them as well as other metal bits. The generator mount is a separate piece, while the generator is part of the fan belt. The intake, carb, air cleaner, fuel pump, and distributor are all separate parts. The hard paper ducts that go from the fan housing to the jugs are separate as well. All of that mounts on top of the block.

Chassis: We're all familiar with the torsion bar front suspension. Well, Revell has split it in half, upper and lower, so that separate spindles can be connected to a tie rod and create poseable steering. The front inner fenders mount to the chassis, as do three pieces that make up the engine compartment. The rear suspension is mostly one piece with halfshafts mounted to the chassis forks and shocks for all four wheels.



Tires/wheels: The tires are very nice with very fine tread detail and seem a little wide in cross-section, but have no lettering. The decal sheet has wide white walls, but for the life of me I don't know why. The wheels and dogdish caps are one piece (*chromed*) with separate backing plates that fit into semi-hollow tires.

Interior: Considering how Spartan their interiors were, there's quite a bit of detail. There is the platform and the separate sides/door cards that extend up the B-pillars. The rear seat is a separate piece that has a lid over the storage well behind it. The front bucket seats are three-piece with a tube frame to support them. You'd have to ridden in one of these to appreciate the grab loops that hung from the B-pillars, but they are in this kit as separate pieces. There are left and right hand dash- es and a grab handle to go on whichever one you use. Hell, I've never seen a right hand drive Beetle! Revell must have another version planned because there are two steering wheels, but only one is listed in the parts list! The one used here is very correct and has a

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## VW (contd)

(Continued from page 2)

decal for the center emblem/crest. Two rather amusing parts are one that looks like a vase cleaved in half and the hand brake lever. I looked at the parts list and sure enough, I was right about the vase, but I'd swear the instructions show the handbrake backwards! An option on these cars was an under-dash package shelf, it's included with a triangular clock and decal face. It also has decals for matting on the shelf. There are plenty of paint call outs to help and it's topped off with detailed headliner (*pun intended*).

**Body:** It's one piece with hinged hood and trunk lid. It cap-

tures the new for '68 (*I believe*) shape very well. The side molding is cast in and has a grey decal for it, but foil would be better. The door, hood & trunk lid handles are chromed pieces and there is a separate 'VW' emblem for the trunk lid also. But I'm not sure why the running boards are chromed. Both the headlight and taillight reflectors are chromed, but the taillights are clear parts to make detailing easier. The kit comes with two antennas (*only the shorter is recommended*) and chromed wipers. All the glass fits from the outside. All the mirrors, turn signals, and horn grilles are chromed. Another accessory is the tow hitch with electrical connector.

**Decals:** There aren't many more than those already men-

tioned, but there are two speedometers; I would guess in miles/hour and kilometers/hour. There are various decals for the engine, shift knob and radio. Alabama and California tags as well as oval 'country of origin' decals are included. But if this is a European or Asian car, why the US tags?

The level of detail in this kit is intoxicating; I almost want to build it. But it's not for me. Don't get me wrong, it's a very good kit most likely the best ever done of this subject. I'd highly recommend the kit. I remember back in the late '60s or early '70s Revell USA did a kit of this that had the correct bumpers, but I'd imagine it would be impossible to find today.

by: Rich Wilson 🍷

## Reel Review: "Need For Speed" where around \$45 mil—not a bad showing.

Nick and I planned this 'movie night' well in advance of its' release. We managed to see it after last month's club meeting.

It starts out in a good way—buncha guys racing cars. My only problem with the early scenes was the fact that they seemed to be trying to mimic the "*Fast and Furious*" street racing scenes, except for the fact that they were using a '66 GTO, '68 Camaro, and a Torino GT. In other words, cars not that well suited to turning corners (*i.e., drifting!*) at speed!

At a point later in the movie, the car 'caliber' ramps up considerably, with European exotics, including a Lamborghini Sesto Elemento for the climactic race.

The nice thing here is the fact that there was much less CGI

(computer graphics) and more good 'ol fashioned driving stunts performed in this movie.

Ironically, we get (*if memory serves me correctly*) at least **TWO** views of the 'star car' Mustang racing towards the 'GMC' Renaissance Center tower in Michigan. Coincidence, since Ford promoted the new Mustang for this movie? *I think not!*

Think I'm kidding?! The final scene is quite literally a commercial for the **2014 Mustang**, with the hero driving off into the sunset in a bright red one (*literally!*).

For its initial weekend, I think its take was some-

Overall, we give it four lug nuts out of five. 🍷





## 'Gov-a-mint Motors!'

'GMC' has really taken it on the chin recently with the recall of **1.3+ million cars** and a separate potential safety issue found in **over 200,000** of its **'14 pickups**. Things aren't getting any better, because now questions are being raised about the early sales success of its new trucks. A Barclays Capital analyst told *Automotive News*, **"the launch has been arguably the least successful large pickup launch over the last 15 years."**

Ouch. Of course, that's not necessarily 'GMC's' fault—most analysts predicted that 'GMC' sales would fall in February due to the bad weather that froze much of the country. However, 'GMC' has reportedly **lost market share** to **Ford** and **Ram**, at least in part because its rivals can offer better incentives on their trucks. Sales also dipped in January when **Chevy sales were down 13.27 percent** and **'GMC' was down 11.92 percent**.

To offset the possibility of dwindling sales, *Automotive News* claimed Chevy was going to run an incentive blitz in March to offer supplier pricing on nearly every car and truck in its lineup, including the new Silverado. It will be the deepest discounts offered on the '14 truck yet, and was



promoted during the NCAA men's basketball tournament.

As a result of CEO Mary Barra's request for a comprehensive internal safety review following the ignition switch recall, 'GMC' announced **THREE separate recalls** involving U.S. production and sales of approximately:

- 303,000 Chevy Express and GMC Savanas from the 2009-'14 model years with GVWR under 10,000 pounds
- 63,900 Cadillac XTS full-size sedans from the '13 and '14 model years
- 1.18 million Buick Enclave and GMC Acadia models from the 2008-'13 model years, Chevy Traverse from the 2009-'13 model years, and Saturn Outlook from the 2008-'10 model years

"I asked our team to redouble our efforts on our pending product reviews, bring them forward and resolve them quickly," said the 'GMC' CEO. "That is what today's 'GMC' is all about."

The **full-size vans** do not comply with a head impact requirement for unrestrained occupants, requiring a rework of the passenger instrument panel material.

Unsold vehicles have been placed on a stop delivery until development of the solution has been completed and parts are available. Customers will be notified at that time. Repairs will be made at no charge to customers.

In the **XTS**, a brake booster



pump can create positive pressure within the wiring harness attached to the pump relay. This pressure can lead to the dislodging of a plug in the brake booster pump relay, allowing corrosive elements to enter the connector and form a low-resistance short that could lead to overheating, melting of plastic components and a possible engine compartment fire.

'GMC' is aware of two engine compartment fires in unsold vehicles at dealerships and two cases of melted components.

With respect to the Enclave, Traverse, Acadia and Outlook, they are equipped with a Service Air Bag warning light in the driver information center. Ignoring the Service Air Bag warning light will eventually result in the non-deployment of the side impact restraints, which include driver and passenger seat-mounted side air bags, front center air bag (*if equipped*), and the seat belt pretensioners.

To repair the condition, dealers will remove the driver and passenger side air bag wiring harness connectors and splice and solder the wires together.

"Today's announcement underscores the focus we're putting

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## Gov't (contd)

(Continued from page 4)

on the safety and peace of mind of our customers. We are conducting an intense review of our internal processes and will have more developments to announce as we move forward," Barra said.

'GMC' expects to **take a charge of approximately \$300 million** in the first quarter primarily for the cost of the repairs for the three safety actions and the previously announced ignition switch recall.

Speaking of the ignition switch recall, 'GMC' engineering managers knew about these ignition-switch problems on the '05 Cobalt that could disable power steering, power brakes and air bags, but launched the car because they believed **the vehicles could be safely coasted off the road after a stall**, according to court documents. **REALLY?!?**

One engineer, identified as the lead engineer for ignition switches, testified that he never authorized a change to the design of the Cobalt's ignition switch that was implemented sometime after its launch. Ray DeGiorgio, the project engineer for the ignition switch, said he was unaware of problems with the switch and wasn't consulted when it came time

for 'GMC' to issue a service bulletin warning dealers that drivers of the cars shouldn't use heavy key chains.

Mr. DeGiorgio also testified that he bought an '07 Cobalt for his son without "any hesitation that this issue potentially existed." He said that in advance of his April '13 deposition, he tested the car, turning off the ignition while driving near his home. "As long as the vehicle can still be controlled...the vehicle is still safe," he said. A 'GMC' spokesman said the vehicles are safe to drive. The company would not make Mr. Altman or Mr. DeGiorgio available for interviews, and attempts to contact them by email or phone weren't successful.

'GMC' is offering the 1.37 million US owners of cars recalled for a faulty ignition switch a **\$500 cash allowance toward the purchase or lease of a new car**, and is advising dealers to offer loaners to concerned customers.

In a notice to dealers, posted on the NHTSA website, 'GMC' said the cash offer is good toward any 2013-'15 model year Chevy, Buick, GMC or Cadillac.

"'GMC' will not market or solicit owners using this allowance," the notice reads. "We ask that you not market to or solicit these customers either. This allowance is not a sales tool; it is to be used to help customers in need of assistance."

Customers who request a loaner will be able to use it until their car is fixed. 'GMC' also said it would pay to have vehicles towed to the dealership for those who request it.

***Why 'GMC' may never pay in liability claims related to these faulty ignition switches.***

These accidents all occurred before 'GMC' emerged from an historic Chapter 11 bankruptcy in '09—a legal and financial process that **shielded the restructured manufacturer from any liabilities of the 'old' GM.**

Harvey R. Miller, a New York lawyer who represented 'GMC' in the bankruptcy proceedings, said Monday that the terms of the bankruptcy order are very clear: ***Any liabilities incurred before the bankruptcy petition was filed on June 1, 2009, are the obligations of the former GM***—while any incurred afterward are the responsibility of the "new" 'GMC.'

"If they [*the liabilities*] occurred before the bankruptcy and the injury was manifested before the bankruptcy, then it would be a pre-petition claim and subject to the discharge under the bankruptcy code," he said in an interview. "The critical date is the date of the commencement of the Chapter 11 cases, and under the general bankruptcy law, that's a day of demarcation."

Douglas C. Bernstein, a Bloomfield Hills, MI, lawyer who specializes in bankruptcy and creditors' rights, said 'GMC' will have difficulty taking advantage of the shield against the claims if it can be shown that the manufacturer hid information about the car defects during the bankruptcy proceedings.

"The bankruptcy law allows an honest debtor to get a fresh start, whether it's a corporation or an individual," he said. "But the

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## This 'n That

**Fiat Powers to NHRA Pro Stock Win?!** Yup, looks like the *new Fiat-based Dodge Dart* of Allen

Johnson was able to 'beat up' on the 'big, bad Camaro' of Erica Enders in the final round of the 45th annual Amalie Oil NHRA Ga-



tornationals, on a holeshot 6.566 @ 211.73, to a marginally quicker but losing 6.551 @ 211.96. To quote *Sherriff Buford T. Justice* from "Smokey & the Bandit", *What the HELL is the world comin' to?!...New Stuff! Moebius* is at it again, this time with a 'stock' version of it's recently introduced *Chrysler 300B* in "Kiekhafer Outboards" livery. For more pictures, go to Sean Svendsen's excellent website—[http://www.svensworldofwheels.com/56\\_300b\\_Tim\\_Flock\\_page.html](http://www.svensworldofwheels.com/56_300b_Tim_Flock_page.html)...

**MORE New Stuff!** Still not happy? Here's something for you Ford fans. *ICM*, a Russian company, announced two new 1/24th scale car kits. Both are *brass-era*

*Ford Model T's*. The announcement seems to indicate a 1912 roadster will come first followed by a 1910 touring. No further info on parts count, skill level, price, or release date was given. Stevens International is a US distributor of ICM models, so the assumption is that the kits will be available in this country. So, if old Fords are your thing, start

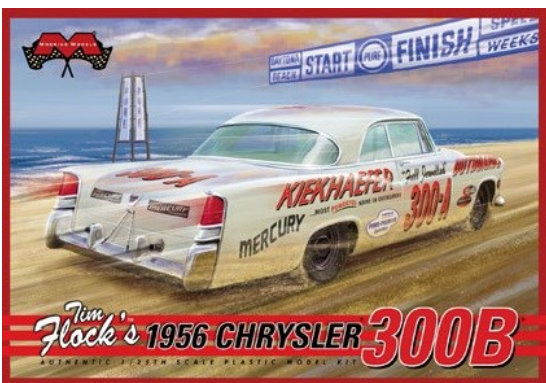
making arrangements now. Thanks to the *HMCA March, '14 newsletter... 'Crushin' Snakes?!* Chrysler has ordered students of a small community college in Olympia, WA, to destroy a *Dodge Viper GTS Coupe*. And it's not just any Viper GTS coupe, either—it's the **FOURTH** one off the production line that's been sitting for the past **SEVEN YEARS** at South Puget Sound Community College. The pre-production car was donated, along with 92 others, by Chrysler to technical schools nationwide that offer automotive programs. The problem is, according to professor Norm Chapman, that despite the fact that these Vipers were educational tools that were never meant to see the open road, a few of them 'got loose.'

And predictably enough for a car with a 8.0-liter V10 underhood and no traction control or ABS to speak of, *they were involved in accidents*. So now, to mitigate lawsuits, the mint condition example with VIN number four is going bye-bye. This particular Viper, while appearing to be a



stock GTS coupe, is a prototype from '92. It has a 600-hp V10 engine, a 2,200-pound fiberglass body with a 'makeshift hard-top.' When it debuted in '96, it came with a 450-hp V10 and more conventional body construction with a heavier curb weight. The thing is with pre-production cars—particularly ones dating from the early '90's—is that whether or not they were donated to schools or given to race teams, they were never built to see public highways. The industry slang for such cars, often released before they are able to meet safety or emissions standards, is 'crusher,' because their fate was sealed even before they were born. So maybe it's not that sad that this supercar, fatally injured-by-law, is meeting its inevitable demise. Wait, what are we talking about? Of course it's sad! Stop it Chrysler! Never fear, though—students are trying to throw a wrench in Chrysler's plans. Cierra Thomas, along with former student Stormy Hudson-

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## T 'n T (contd)

(Continued from page 6)

Renstrom, have started a petition online to keep the Vipers out of the crusher. Let's hope they can get Chrysler to shift gears on its decision. If not, don't be surprised if you start reading stories like *'Rare Dodge Viper disappears from community college garage'* or *'Third Viper disappearance in three days baffles authorities.'* This could get serious...*Buy Me a 'Ring?!* German publication Der Spiegel is reporting that the *13-mile Nürburgring racetrack was purchased by German auto supplier Capricorn in mid-March*, not by a group of American investors. Currently, the insolvent track is almost wholly owned by Rhineland-Palatinate, one of the 16 German states. The Nürburgring filed for bankruptcy in '12, and it has been looking for a buyer since May '13. Der Spiegel says this new pending contract will be valid only if the EU Commission approves. Capricorn is a motorsports company with more than 350 employees, about 100 of which currently work at the 'Ring. The company manufactures crank and camshafts, cylinder liners, pistons and other internals. Der Spiegel says the company wants to develop a "technology cluster" in the area. The purchase price hasn't been revealed, but the area sold includes the track, an amusement park and some surrounding hotels...*Blimp? Airship?!* A new blimp comes along only once in a while, and Goodyear slowly replacing its fleet is cause for fanfare. These new airships, as yet



unnamed, will fly farther, go faster and carry more people than ever before—and none of it would be possible without help from the *Germans*. This newest airship is a collaboration between Goodyear and ZLT Zeppelin Luftschifftechnik—yes, of *that* Zeppelin fame—and the partnership has historical precedent. In 1923, the two companies merged into the aptly named Goodyear-Zeppelin Corporation, which built the USS Macon and Akron, two of the largest flying machines in the world, for the US Navy, along with hundreds of other blimps and airships. The big WWII put an end to all that. But decades later, the American military is considering a fleet of heavy-lift airships for cargo delivery to anywhere in the world. Goodyear is again building airships—semi-rigid airships, in fact—with a company that bears Count Ferdinand Adolf Heinrich August Graf von Zeppelin's name. A team of German and American engineers began building the new airships at a Wingfoot Lake, Ohio hangar in March '13. The new airship is a newer and much-improved version of the Zeppelin NT, which made its maiden flight in '97. At 246 feet, it is 50 feet longer than the current blimps *Spirit of Goodyear*, *Spirit of America* and *Spirit of Innovation*.

The new blimp can whisk away 12 passengers at speeds of 73 mph up to 8,500 feet—but it will mostly travel around 40 mph at a leisurely altitude of around 1,000 feet. Instead of the two Continental boxer engines powering the current Spirit of America, the new airship has three engines controlled by a *fly-by-wire system* that will allow it more precision flying and the ability to hover like a 'copter—all the better for the sports events it broadcasts. The three Lycoming engines on the new airship provide 200 hp each—just a tad shy of the previous blimp's, but the third engine means nearly 600 combined hp. The semi-rigid structure, a departure from the current blimps, means that we'll have to go back and replace all mentions of the word 'blimp' with the more accurate term 'airship,' despite Goodyear's own phrasing (*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!*) 🍷



## Gov't (contd)

(Continued from page 5)

price of admission is full disclosure. So you don't get the relief of being rid of your obligations by not being honest."

Federal bankruptcy laws are designed to give debt-ridden and poorly managed corporations the opportunity to negotiate settlements with creditors, jettison losing operations, reorganize the management team and move on as a newly restructured entity.

Under the '09 restructuring agreement that helped 'GMC' emerge from the auto industry crisis, the company was divided into old and new corporate entities—with the old GM saddled with all the bad assets, such as closed assembly plants, while the new 'GMC' inherited the best of the company. Any claims pending against the company were settled and paid from a limited pool of money.

With its recall of 1.6 million cars, 'GMC' will be on the hot

seat as the Justice Department, congressional committees and NHTSA investigate why the automaker kept the defects secret for more than a decade before first announcing them last month.

'GMC' officials haven't indicated yet whether they will utilize the shield and fight the lawsuits—or whether they might attempt to reach a settlement with plaintiffs to limit the public relations damage to the company.

Mary Barra, 'GMC's' CEO, said recently, *"There are certain cases where liabilities prior to bankruptcy are—I don't know the right word—they're with the previous company."* But I would say right now, our focus 100 percent is on the customers, on fixing their vehicles—getting the parts, fixing their vehicles and supporting them through that process."

Some lawyers for the victims of the fatally flawed automobiles believe it can be shown that 'GMC' intentionally sat on information about the ignition and air-bag problem during the bankruptcy proceedings.

A 'GMC' timeline of events that the company gave to NHSTA showed that there were numerous reports and inquiries into concerns about the ignition switches being out of position in almost every year since '03 except '08, when the company's survival was in doubt and 'GMC' was seeking a government bailout.

"The truth is they knew they had this recall [coming]," Shelby Jordan, a Corpus Christi, TX, lawyer involved in the recall controversy, told The Detroit Free Press. "There is no question 'GMC' knew that this was a problem. They even told their dealers privately about it" before the bankruptcy.

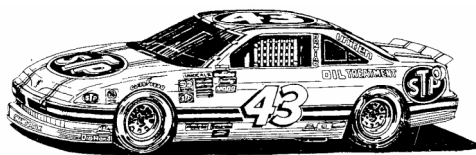
Miller, the 'GMC' bankruptcy lawyer, said recently, "I don't recall it being specifically brought up, but there were all kinds of issues about tort claimants resulting from accidents, manufacturing defects, etc. And that's why the plan was structured in the way it was, to deal with the successor liability issue."

**Waytogo, 'GMC.'** 🚗

## Milestones

- **100 years:** Dodge and Maserati
- **65 Years:** VW Beetle in America
- **60 Years:** Goodyear in NASCAR, Maserati 250F
- **50 Years:** GTO, Mustang, Shelby Cobra, 426 Hemi, McLaren, and 'Goldfinger'
- **30 Years:** Mopar minivans, and 'Miami Vice'
- **25 Years:** Mazda Miata 🚗

## Condolences (contd)



(Continued from page 1)

ed wife to Richard and an incredible mother and grandmother, she was a tireless worker for the causes that benefited others such as helping start the *Winston Cup Racing Wives Auxiliary*, serving on as a member of the Randolph County School Board for 16 years

and as chair for eight years and on numerous other boards and volunteer capacities. She always met everyone with her big smile and warm, welcoming personality and charm. Lynda will be dearly missed but her legacy and impact on so many will live on forever."

Godspeed, Lynda. 🚗





# Oopsie!

Here, for your entertainment (those of you who don't get sick easily—Ha! Ha!), are a few pictures of car show 'oopsies'—accidents going to or returning from car shows. With my GTO moving forward rapidly towards completion, talk about some serious 'clenching' going on?!  
**Thanks a bunch, Matt!** 🚗



**OUCH! Don't think THIS will buff out!! Requiem for a Judge!**



## Cannonball Run?! *getup*—but Bolian said it took considerable research and groundwork.

Before the transcontinental race in “*Cannonball Run*,” the starter tells the gathered racers, “You all are certainly the most distinguished group of highway scofflaws and degenerates ever gathered together in one place.”

Ed Bolian prefers the term “fraternity of lunatics.”

Where the ‘81 Burt Reynolds classic was a comedic twist on a race inspired by real-life rebellion over the mandated 55-mph speed limits of the 70s, Bolian set out on a serious mission to beat the record for driving from New York to LA.

The mark? Alex Roy and David Maher’s cross-country record of 31 hours and 4 minutes, which they set in a *modified BMW M5* in ‘06.

Bolian, a 28-year-old Atlanta native, had long dreamed of racing from East Coast to West. A decade ago, for a high school assignment, Bolian interviewed Brock Yates, who conceived the Cannonball Baker Sea-To-Shining-Sea Memorial Trophy Dash, a.k.a. the Cannonball Run.

Yates, who played the previously quoted organizer in the film he wrote himself, won the first Cannonball in the early 70s with a time of 35 hours and 53 minutes.

“I told him, ‘One day I’d like to beat your record,’ “ Bolian recalled.

It sounds like great outlaw fun—and certainly, Hollywood added its embellishments, like the *supremely confident, infidel-cursing sheik with a Rolls Royce* and *Sammy Davis Jr.* in a *priest*

Beginning in ‘09, about the time he started working for *Lamborghini Atlanta*, he researched cars, routes, moon phases, traffic patterns, equipment, gas mileage and modifications.

He went into preparation mode about 18 months ago and chose a *Mercedes CL55 AMG* with 115,000 miles for the journey. The Benz’s gas tank was only 23 gallons, so he added two 22-gallon tanks in the trunk, upping his range to about 800 miles. The spare tire had to go in the backseat with his spotter, Dan Huang, a student at Georgia Tech, Bolian’s alma mater.

To foil the police, he installed a switch to kill the rear lights and bought two laser jammers and three radar detectors. He commissioned a radar jammer, but it wasn’t finished in time for the trek. There was also a police scanner, two GPS units and various chargers for smartphones and tablets—not to mention snacks, iced coffee and a bedpan.

By the time he tricked out the Benz, which included a \$9,000 tuneup, “it was a real space station of a thing,” he said, describing the lights and screens strewn through the car’s cockpit.

Yet he still wasn’t done.

“The hardest thing, quite honestly, was finding people crazy enough to do it with me,” he said.

Co-driver Dave Black, one of the Atlanta Lamborghini dealership’s customers, didn’t sign on until three days before they left, and “support passenger” Huang didn’t get involved until about 18

hours before the team left Atlanta for Manhattan.

If his difficulty finding a copilot wasn’t an omen, Manhattan would deliver one. While scouting routes out of the city, a GPS unit told Bolian to take a right on red, in the wrong direction down a one-way road. He was quickly pulled over.

Bolian got a warning—and a healthy dose of relief that the officer didn’t question the thick odor of fuel as he stood over the vents pumping fumes from the trunk.

The trio ignored what some might have considered a harbinger and left the Red Ball Garage on East 31st Street, the starting point for Yates’ Cannonball, a few hours later. To be exact, they left October 19th at 9:55 p.m., according to a tracking company whose officials asked not be identified because they were unaware that Bolian would be driving so illegally when he hired them.

They hit a patch of traffic in New York that held them up for 15 minutes but soon had an average speed of about 90 mph. In Pennsylvania, they tapped the first of many scouts, one of Bolian’s acquaintances who drove the speed limit 150 to 200 miles ahead of the CL55 and warned them of any police, construction or other problems.

They blew through Ohio, Indiana and Illinois, hitting St. Louis before dawn.

“Everything possible went perfect,” Bolian said, explaining they never got lost and rarely encountered traffic or construction delays.

By the time they hit southern

(Continued on page 11)

## Run (contd)

*(Continued from page 10)*

Missouri, near the Oklahoma border, they learned they were “on track to break the existing record if they averaged the speed limit for the rest of the trip,” he said.

Yeah, right. This wasn’t about doing speed limits.

They kept humming west, and as they neared the Texas-New Mexico border, they calculated they might beat the 30-hour mark, a sort of Holy Grail in transcontinental racing that Bolian likened to the 4-minute mile.

Not one to settle, “we decided to break 29,” Bolian said.

The unnamed tracking company says the Benz pulled into the Portofino Hotel and Marina in Redondo Beach, California, at 11:46 p.m. on October 20th after driving 2,803 miles. The total time: 28 hours, 50 minutes and about 30 seconds.

“Most of the time, we weren’t going insanely fast,” Bolian said, not realizing his definition of “insanely” is a little different from most folks.’

When they were moving, which, impressively, was all but 46 minutes of the trip, they were averaging around 100 mph. Their total average was 98 mph, and their top speed was 158 mph, according to an onboard tracking device.

“Apart from a FedEx truck not checking his mirrors before he tried to merge on top of me, we didn’t really have any issues,” Bolian said.

He concedes his endeavor

was a dangerous one, especially when you consider Bolian slept only 40 minutes of the trip, and co-driver Black slept an hour. But Bolian went out of his way to make it as safe as possible, choosing a weekend day with clear weather and a full moon—and routes, when possible, with little traffic or construction.

“I had plenty of people at home praying I’d make it safely, and, more importantly, had my wife praying that I wouldn’t have to do it again,” he said, adding he has no children, which was also a factor. “That was one of the spurs to go ahead and get this over with. That’s probably the next adventure.”

Asked if the technological advances since the previous record holders made their run gave him an advantage, Bolian replied, “Absolutely.” Because two teams broke the 32-hour mark in ‘06 and ‘07, he had a detailed “guide book” on how to do it, where they had to rely on word-of-mouth tales from the 80s.

“I thank Alex for that. We’re all adding chapters to the same story of American car culture,” Bolian said. Alex Roy did not

respond to an e-mail seeking comment.

Bolian had hoped to revisit that high school interview and tell Yates he’d followed through on that promise to break his record, but Yates now suffers from Alzheimer’s.

“I’ll pay him a visit just for the sake of it,” Bolian said, “but I can’t tell him.”

Where the Cannonball scofflaws aimed to make a statement about personal freedom, Bolian said he has the utmost respect for law enforcement. His goal was merely to “add myself and pay tribute to this chapter of automotive history,” he said.

Bolian also hopes that he shattered Roy’s record by such a stark margin that it discourages would-be Cannonballers from attempting to break his record, and it’s not just a matter of his own legacy, he said.

“It really isn’t something we need a whole band of lunatics doing,” he said.

In other words, don’t try to break my record, eh?!

*(Thanks to Matt Guilfoyle for the preceding) ☺*

“Farewell, ‘Ol Faithful!” MAMA ‘Founding Father’ Norman Veber bids a fond farewell to his trusty steed. In this picture, it begins its journey to benefit the Viet Nam Veterans of America. This car, as Matt Guilfoyle’s old Ford pickup, are an ingrained part of MAMA history!





## WTF?!?

For the sadomasochists among you, I present to you this eBay auction for a 'Donk,' with the text in the seller's own words:

"This is a beautiful (?!?) '77 **Pontiac LeMans** I'm selling—the only reason I'm selling is because I'm trying to downsize some, and this is a awesome car. Check with your local DMV on registration because the title I have the guy I bought it from signed in the wrong place and they told me it was too old to issue a new title so they said the bill of sale that I have is just as good so that's the only thing. But I have owned it for 14 years and I get tags

and insurance ever year for it. The car has 26 inch wheels and tires (*95% tread on them*), **7 TVs** all in the car, Lamborghini doors, great kicker sound system all the way through. This really is a awesome car. It has a strong 6.6L V8 engine and a 400 turbo transmission, and it really will handle these wheel and tires like they and even on there, and I also put some 3.73 gears in the rear end, and the interior is awesome red and yellow, and the A/C and heater also works, so if you have any questions feel free to contact me at **478 XXX-XXXX**—thanks. Oh yeah, it also runs off 93 octane gasoline—small cam and I also had the whole nose chromed, and the front and back bumper also, and put step bars on it"

I would be remiss if I didn't point out that at the time of viewing, that there were **ZERO** bids. I just don't get the idea behind this 'craze' (*accurate characterization?!?*). In the majority of cases when these appear on eBay, they don't seem to garner **ANY** appreciable bids, as compared to the amount of money for the 'conversion.' Maybe I'm **NOT** the **ONLY** one who don't get it?! 🤖







## The Tri-State Scale Model Car Club



Presents:  
**THE 28<sup>th</sup> ANNUAL**

# **NNL<sup>TM</sup>** **East**

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

*This Year's  
Theme:*

## **HOLD YOUR HORSES**

**The 50th Anniversary of the Ford Mustang**



**Subtheme:**

## **Circle Your Wagons**

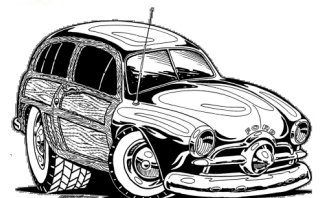
**SATURDAY, APRIL 26th, 2014, 9:00am to 4:00pm**  
**WAYNE PAL BUILDING, 1 PAL DRIVE, WAYNE, NJ 07470**

**For Show Information:**

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

**Write: [NNLEast@aol.com](mailto:NNLEast@aol.com)**

**For the latest information, go to: [www.nnleast.com](http://www.nnleast.com)**





WWW.MAMASBOYZ.ORG

\*\*\*\*\* 21st.\*\*\*\*\*

# MID-ATLANTIC NNL

## MAY 10, 2014

**9 AM-3 PM** **COLUMBIAN CENTER** **ADMISSION**  
**335 NORTH RITCHIE HWY** **\$10.00**  
**SEVERNA PARK, MD. 21146**

### THE MUSTANG IS 50



### '57 CHEVY

VS

### '57 FORD

ANY BUILD STYLE



## VENDORS / DOOR PRIZES / ON-SITE FOOD

Vending, selling or trading on Columbian Center property, outside of the building,  
is strictly prohibited

**SHOW INFO:** [cruz2123yb@yahoo.com](mailto:cruz2123yb@yahoo.com)

**or call MARCOS CRUZ, 443-206-8776**

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. *Git busy!!* 🍷



"Never Take your 'Weiner' out in this kind of weather (!)"

## Pontiacs on Parade!

Upon arrival at last month's meeting a bit behind, I found no room on the table, until I realized that *MAMA's BoyZ Joe Bush, Steve Buter, Tracey Settles, Mal Douglas, and Don Stone* had actually 'reserved' my normal end of the table for my 'late' arrival with the 'Reserved Parking' lot. *Thanks guys—I'm flattered!*

As a result, we literally had a 'full house' in the Pontiac reserved parking lot!

**Joe Bush:** Joe showed off several "*Birds of a Feather*"—Trans Ams by any other name, one second-gen, and three fourth-gen cars.

**Steven M. Buter:** Steve displayed the *blue '96 Trans Am*.

**Malcolm Douglas:** Mal showed off the *bright orange '63 Tempest*, complete with blown Poncho V8 power perched over the straight front axle.

**Tracey Settles:** Tracey "went big" as in the *two 1971-72 Grand Prixs* he plunked down.

**Don Stone:** Don went the race car route, with a *resin '79 LeMans* perched on a Monogram chassis.

Finally, yours truly showed



slow progress on my *Monkeemobile project*. But, hey, it *IS* progress!

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



This is the newsletter of the  
Maryland Automotive Modelers  
Association

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**MAMA's BoyZ do it in scale!**



- ☞ Revell Hawaiian Charger f/c (1/16th scale)
- ☞ Revell Freightliner/trailer (1/32nd scale)
- ☞ Revell Roth '57 Chevy Bel Air Round 2 "Malco Gasser" Mustang
- ☞ Polar Lights '64 Pontiac GTO hardtop
- ☞ Moebius '61 Ventura
- ☞ Moebius '65 Comet Cyclone

## 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](http://www.eastcoastindoornats.com)

**Maryland Intl Raceway:**

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

**Old Toyland Shows:** <http://www.oldtoylandshows.com/>

**Carlisle Events:**

<http://www.carlisleevents.com>

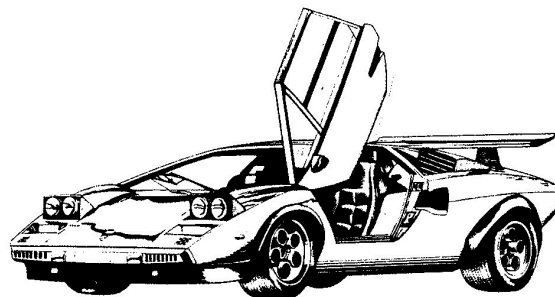
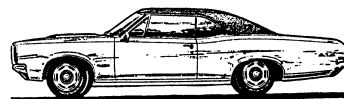
**York US30 Musclicar Madness:**

[www.yorkus30.com](http://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 Sickie at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting. *Thanks!* 🗻

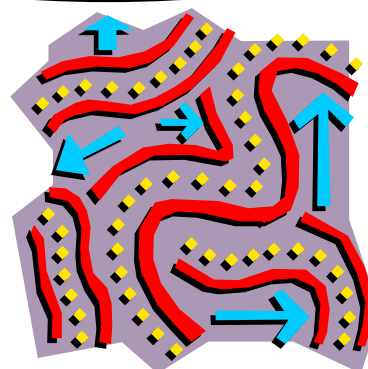


We're on the web!  
<http://www.mamasboyz.org/>

## 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. 🗻

## Club Contact Info

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