

**Testarossa bester.** It started as idle garage talk and wound up as a grudge match at the local drag strip. Louis Ficco, a Colorado businessman who likes fast cars, brought his Testarossa to the local GMC dealership. He was describing the car's features when Dan Emich, owner of Emich Auto Plaza in

Golden, Colo., declared, "I'll bet one of my trucks can outrun it." Emich wasn't talking about just any truck, he meant the new GMC Syclone (AW, Oct. 1, 1990). Thus was born "The Syclone Challenge," a drag race contested at the local quarter-mile venue. Would it be close? "No contest," boasted Emich. Ficco was less certain about the Ferrari "Well, it's nine times more expensive." When the tire smoke had cleared, the Ferrari's time was 14.11, the Syclone's 13.77. GMC: performance *and* luggage space. ■

**Safety first.** Speaking of luggage, the Miata Club of America Newsletter recommends against placing the spare tire on the trunk lid to create room for bags in the trunk. "Your 10-pound spare tire could make quite a projectile if it came loose," it says. The newsletter suggests leaving the spare in the trunk and tying the luggage to the deck lid instead. Obviously, it's better to be hit in the head by a suitcase than a spare tire. ■



RUSSELL COOK PHOTO

The perfect car for goin' out an' rubbin' fenders

**The pedal is Stuck.**

Following reports that Hans Stuck is planning a NASCAR effort in '92, amateur modeler Russell Cook put together the proposal at left, a Mercedes-Benz 500SEC homologated to NASCAR specs. What would Bill France say? ■

**The Norman conquest.** Ferraris? Due-

senbergs? Bugattis? Mere used cars, all of 'em. The latest craze in collector cars will be (brace yourself) Schwarzkopfs. Any car ever owned by Desert Storm hero Gen. Norman Schwarzkopf will skyrocket in value, according to the press blitz put out for a recent Kruse auction in Chicago. ■

**Organized crime.** The lead story in the May/June issue of *Metro Minder*, a Milwaukee car dealer newsletter, reads: "Fraud seminar well attended." ■

**The sound of one hand clapping.** Mazda is happy, but not celebratory about winning LeMans. Clark Vitulli, senior vice president and COO of Mazda Motor of America Inc., says, "We're not going to say, 'We won LeMans! Now we have rebates of \$1,000 on our rotaries! Come and get them!'" Likewise, our Japan correspondent reports that the parent company also is taking a low-key approach to its tumultuous victory. President Norimasa Furuta is anxious to bang the drum, publicizing the success, but so far has heeded a body of opinion within Mazda that says that any celebrations should not be too loud or too long.

According to one Mazda official, "We could provoke a reaction if we go too far in trumpeting our technical supremacy now that 'Japanese car bashing' is gaining momentum in America and Europe." ■



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Mazda wins LeMans; Mazda bigwigs contain their joy