



MAMA Sez!

Volume 27, Issue 1

September, 2014



Happy Anniversary To Us!

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. ☎

Again, bein' MIA last month, I don't have a freakin' clue what happened! **Thanks, Matt!**

As you read this, an auction should be commencing of MAMA member **Tom McFire's 40-year toy collection** (due to illness).

This month, Rich Wilson peeks at the **Revell '57 Chevy convert**, while **Pat Crittenden**

builds the vintage **Gas Rhonda Longnose Mustang**. **Thanks, guys!**

The **Pontiac Parade** was MIA, since Nick and I were.

The raffle raised **\$80.00**, while the door kicked in an additional **\$79.10**, meanin' we **NEARLY** made the rent.

Thanks to the raffle donors: **Brad, Mike Costic, Mike Dulaney, Matt**

Guilfoyle, Rich Meany, JC Reckner, Rex Turner, Lyle Willits, Bradley's Car Collectibles, Replicas & Miniatures Company of MD. Thanks also for helpin' with chair stowage after the meeting—we 'preciate it! ☺



Condolences

It is hard, if not impossible to find photos of **John Farkonas** on the internet. He was not a glory hound or a guy who wanted anything more than to put his considerable mental talents to work making one of the best funny cars in the world go ever faster. The legendary owner and "chief engineer" of the famed **Chi-Town Hustler funny car** recently passed away.

The team of **Farko-**

nas-Coil-Minick rode roughshod over much of the funny car landscape in match races from coast to coast and north to south through the 60s and into the 70s. Proving that they weren't just talented drag racing pickpockets that could run good in match racing situations, the guys brought in Frank Hawley and won the NHRA championship twice in the 80s, just because. While the third name on the side of the car changed, the first two did not and that duo was

the major reason that the Hustler was so successful. Farkonas had degrees in mechanical and industrial engineering so if Coil was the talented chef that baked up the pies and cooked the roast, it was Farkonas who grew the vegetables and raised the beef. Farkonas was inducted into the drag racing hall of fame in 1997 and that was a fitting honor for a man who had achieved so much in the sport of drag racing and kind of faded off into the vapors

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'57 Bel Air Drop Top

I can remember when the Beach Boys first hit the scene there was a kit of a '57 Chevy hardtop, but in all the time since, there has never been a convertible kit offered. Nothing against Revell, but it seems like a 'no brainer,' given the popularity of the '57. I've never been a fan of the tri-five Chevis, but the 150 Black Widow that this is based on was a fantastic kit as far as scale fidelity goes. This kit builds on that with only a couple of very minor hiccups. It's a shame that Revell didn't include the stock rear bumper and the Rochester fuel injection unit, but they are available in the Black Widow kit if you can find one. A really 'hot' looking cruiser could be built by removing the 'gun sites' and most of the other gaudy chrome, lowering the suspension and adding more modern wheels and tires. There's a lot of possibilities in this kit.

As for the extremely minor 'hiccups,' one is in the door top edge. Check out the picture included here. The drivers' door has been corrected but not the passenger door. Site across and you can see the difference. It's not very much. Revell obviously cut the roof off the Black Widow, but missed the door top correction. I did a Google search and found a couple of pics of side shots that show this. I highly recommend you do a similar search before you go off half-cocked like some so called know-it-alls. Search for '57 convertibles and then 150 sedans as well. You will see the door tops of the 150 were straight and **NOT**

sloped. The convertible was based on the Bel Air not the 150/210. The doors on the 150/210s were framed, unlike the frameless ones of the Bel Air. If you are of the extremely anal bent (*bad pun*) you'll want to correct this, but it's only a matter of about twenty thousandths of an inch (.020"). And before you go ahead with the correction, check a piece of Evergreen plastic to see the amount we're talking about here. The other is the top of the windshield frame above the vent window where it meets the soft top. It needs to curve forward ever so slightly more than it is. It's so small that it's not worth trying to correct given the fact that the builder would need to change both the glass and the up top. After all this is supposed to be a fun hobby not a tedious one.

Engine: If 35 pieces seems like a lot it's because there are two different ways to build it. There is the twin four barrel carbs with the 'batwing' air cleaner or a single four barrel carb and what I believe is a stock air cleaner (*it may be a '55-'56 unit*). The instructions call it the custom option. What they don't tell you is there is another engine block with the 3-speed manual transmission. The first engine block has the two-speed Powerglide tranny. It's not obvious right away, but this and the



Black Widow kits are related to the '55 and '56 Chevis of past years. The exhaust manifolds from those earlier kits of the first-gen small block are still in this kit. The water pump, fuel pump, coil, distributor, oil filter, starter, and oil filler tube are all individual pieces. Even in stock form, it will build into probably the best small block we've ever gotten. Again, it's a shame Revell didn't include the FI unit.

Chassis: It's the same very accurate chassis we got before with the floorboard cast with the chassis rails. It has a six-piece front suspension and six-piece rear suspension as well. There is the dual exhaust system, gas tank/spare tire well, and two-piece X-member needed for extra strength for the convertible body.

Tires/wheels: They are correct 87 series tires with plastic white wall inserts and full wheel covers. Don't forget to paint the edge of the covers to match the steel wheel color. The six lug steelies from the Black Widow are included but not mentioned. They snap on to the axles the way Revell used to do. Remember the original

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Retro Corner

Current Information: AMT Gas Rhonda Long Nose Mustang, Kit # T307200, 104 parts, molded in white, chrome and vinyl; MSRP \$200

Retro Information: Original manufactured year: 1969

Price for original: \$2

Pros: A chance to finally build one. Nice box art.

Cons: Fit of parts, and lack of locator holes and tabs. Glass in kit per design and transmission mount too thin. Front wheels to bulky.

Hey Gang,

Back again. This month I'm back to my 'old kit' building ways and my current build is just that. I'm talking about the old AMT Gas Rhonda Long Nose Mustang. My example came to me through my good friend Rich Meany and it needed some work. First off, the chassis, roll cage, interior tins and body were all painted.

I kept the paintwork on the chassis, roll cage and interior tins. However, I had to strip the body in Purple Power for a day and the old silver blue Testors enamel fell right off. *Awesome!* The engine was also partially assembled and painted, and I kept that as well. This project is what I called Restoration/Finish build. But anyway, let's get down to what makes this old kit tick.

Wheels/Tires: This is where this is one big flaw in this kit. The axle stubs on the front wheels are

a ¼ inch too long, causing the front wheels to pop out past the fender wells. My fix for this was to razor saw them down. This somewhat fixed the problem. The other problem with these is they're just too bulky and just don't look correct. The back wheels are a little better, but not much. The back tires can be reversed to be either "GoodYear" or "M 'n H" slicks, and have a neat tread molded in. The dust caps on the rear rims were a nice touch too. All together, the whole wheel/tire assembly consists of 16 pieces.

Engine: This 25 piece unit was, as I said, partially assembled and painted Testors' red. This made touch up easy, so I kept the paintwork. I painted the transmission silver, and after I painted the rest of the components that needed it, I finished the build. No extra detail was done to this unit, and I'll explain later about that...P.S. Another problem I encountered during building the motor is that the idler pulley bracket does not



meet up with hole in blower.

Chassis: Consisting of seven pieces by itself, the final unit consists of 30 pieces. This includes the front and rear suspensions. This is also where the kit exhibits even more flaws. The first being the fact that there are no locating points for the rear end sway bars and the engine mounts. Another glaring problem here is the fact that the front radius rods' bat wings don't meet up with front axle. My fix for this was to build a little bridge of glue between the two with a toothpick. Then I touched this up with Testors'

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'Gov-a-mint Motors!'

Don't tell Caddy dealers this is one of the best years ever for luxury auto sales.

Mercedes, BMW, Lexus and Audi are *ALL* outpacing the overall growth in auto sales, but Cadillac has the dubious distinction of being the only mass market luxury auto brand where sales are *DOWN* in the first half of 2014.

In particular, Audi and M-B are thriving in the entry level market where the Audi A3 and Mercedes CLA class have done well in the first half of this year. By comparison, the Cadillac ATS, which has outsold the A3 and CLA individually this year, has seen sales *slump 21.8 percent*, according to the research firm Autodata.

Here are a few reasons why other luxury brands are driving past Cadillac for US sales.

A year ago, the ATS was the engine driving Cadillac sales up 22 percent. It also had far less competition.

At the halfway mark of 2014, the Audi A3 and the Mercedes CLA Class have combined to out-sell the ATS.

Some of that may be due to CTS customers coming off their leases and deciding they don't want to pay more to renew it.

"People are coming off CTS leases and the new CTS is more expensive so they're moving on or deciding they don't want the ATS which is a smaller car," said Sullivan.

The entry level cars are not the most lucrative luxury models, but it's the segment where automakers

are waging a heated battle. Audi has leveraged the launch of the A3 and an ad campaign featuring comedian Ricky Gervais to grow the German brand's overall sales.

In fact, Audi has now passed Cadillac to become the fourth largest luxury brand in the U.S.

The *recall juggernaut rolls on*, as 'GMC' knew of ignition switch problems with *6.7 million midsize and large cars for 11 years*, yet it failed to warn customers with a recall until last month, per documents posted by federal safety regulators.

The recently released documents show yet again that the Detroit auto giant was slow to correct safety problems on its older models. And it exposes an all-too-familiar pattern of ignition switch troubles in millions of vehicles, some dating to 1997. So far this year 'GMC' has issued recalls covering *29 million vehicles, 17 million for ignition problems*.

In most cases, the ignition switches can slip out of the 'run' position, shutting down the engine and knocking out power steering and brakes. Drivers can lose control of their cars, and if they crash, the air bags won't work. The list of recalls includes 2.6 million older small cars with faulty switches that 'GMC' has blamed for at least 13 deaths.

'GMC' recalled the midsize and large cars on June 26 as part of a top-to-bottom corporate review of safety issues. It includes



the 2000-05 Impala and Monte Carlo, the 1997-2005 Malibu, the 1999-2004 Alero, the 1998-2002 Intrigue, the 1999-2005 Grand Am and the 2004-08 Grand Prix. All have the same switches.

The switches can unexpectedly shut off the car's engine if a driver has a lot of weight on the key ring and hits a bump, the company says. 'GMC' says two fatal crashes that killed three people could be linked to the problem.

In a chronology filed with NHTSA, 'GMC' said a Michigan dealership reported a 2003 complaint from a customer about a Grand Am stalling. The customer had *about 50 keys and a set of brass knuckles on his ring*. 'GMC' officials saw the customer demonstrate the engine stall by going over a speed bump, and it told dealers in a voice mail about the problem. 'GMC' also issued a service bulletin to dealers warning of the problem, but it didn't recall the cars at that time.

Later that year, 'GMC' changed the switch to make it harder to turn on the Malibu, Grand Am and Alero, but still did not issue a recall. Then, in 2004, it fixed the Grand Prix switches

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'Gov't (contd)

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without changing the part number.

The changes and deaths possibly linked to the problem were discovered in 'GMC's' safety review earlier this year.

The way 'GMC' handled the midsize and large car recall is similar to its methods in the small-car recall. The small-car case touched off federal investigations and congressional hearings, and it brought a \$35 million fine from NHTSA for delays in reporting safety problems to the government.

'GMC' is recalling another 717,950 US vehicles, mostly 2010-12 model year cars and crossovers, lifting its total for the year to a **record 60 safety campaigns covering around 29 million vehicles globally.**

'GMC' said in a recent statement that the safety defects in the latest recall have been linked to two crashes and three injuries.

The largest campaign covers 414,333 cars and crossovers with power height-adjustable driver or front passenger seats. 'GMC' said a bolt that secures the height-adjuster actuator may come loose or fall out, causing the seat to move up and down freely.

"The vehicles are safe to drive, but customers should not use the power height adjustable feature until dealers can replace the height adjuster bolt," 'GMC' said.

The problem affects 2011-12 Camaro coupes; 2010-12 Equinox and Terrain crossovers; 2011-12 Regal and LaCrosse sedans; and 2010-12 SRX crossovers.

'GMC' said it knows of one crash and three injuries related to the problem but no fatalities.

The other recalls announced include:

- 124,008 2014 Caprice and SS sedans; 2014-15 Silverado and Sierra light- and heavy-duty pickups; 2013-14 ATS sedans; 2014 CTS sedans; 2014 ELR plug-in hybrids; and 2013-14 Encore crossovers. 'GMC' said some of the vehicles "may have an incomplete weld on the seat hook bracket assembly," caused by loss of power to a laser welding machine. It's asking dealers to inspect the welds and replace the lower seat track if necessary. 'GMC' estimates that less than 1 percent of the welds are bad.
- 120,426 2011-13 Regal and 2013 Malibu sedans to fix a problem with the front turn signal.
- 57,242 2014 Impala sedans equipped with belt-drive electric power steering. 'GMC' said some owners might experience "reduced or no power steering assist at start-up or while driving due to a poor electrical ground connection to the power steering control module," which would make the car more difficult to steer. 'GMC' said paint may have seeped behind the nut on the power steering control module ground stud. It's asking dealers to inspect for paint from behind the ground nut and

clean it if necessary, before tightening the nut and updating the control module's software. The company said it knows of one related crash but no injuries.

- 1,919 2014-15 Spark minicars, which were assembled with a lower control arm bolt that wasn't fastened properly. The flaw could cause the lower control arm to separate from the steering knuckle, resulting in a loss of steering control.
- **22 2015 Tahoe/Yukon and Suburban/Yukon Denali SUVs** for improperly attached roof carriers.

"These recalls signify how we've enhanced our approach to safety," Jeff Boyer, 'GMC's' global safety chief, said in a statement. "If we identify an issue—large or small—that might affect the safety of our customers, we will act decisively."

Too bad they can't **enhance their ability to build cars that won't need to be recalled so quickly!**

Almost a decade ago, the global automaker to beat was GM—a position held for about three quarters of the past century. Now, Toyota leads the sales game, followed in second by VW.

The No. 1 US automaker only comes in third if we take into account sales for the first six months of the year—and if we take into consideration just the financial results from the latest quarter, 'GMC' is even relegated to the fourth position. The analysts and

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This 'n That

Darth Vader—Your Car is Ready!! It's a tagline that originally appeared for the 1987 Buick GNX (later copied by Chevy for the '96 Impala SS), and has since applied to anything black, sinister and fast. But for the **2014 Comic Con** in San Diego, **Hot Wheels** had their "**Darth Vader Car**", a vehicle that mimics Darth Vader's helmet, turned into a real-live car. Built by Picture Car Warehouse and based on a C5 Corvette chassis (*Vette purists can now spit!*), the car has plenty of malice to back up the evil looks. The car has a lift-roof cockpit and still seats two. Small details such as the backlit exhaust, the split windshield are nicely thought out. The triple headlights look right, the red stripe tires one one-off wheels by MHT are perfect overkill and the whole car looks like the Sith Lord's personal demonized hot rod. It even makes the breathing sound...you know the one. The Darth Vader Car will be touring Comic Cons across the country this year. With luck, they'll make their own smoke as they roll onto stage. Unfortunately, the car is limited to 80mph, which means that it's freeway-friendly, but that's all. It wins the looks award and fans across the country will



line up to check it out. There is no word yet on whether the security system comes with a force-choke mode...**Maserati Decepticon?!?** Police patrol cars are usually Fords or Chryslers, not Maseratis. So when a patrolman in Braintree, Mass., spotted a Maserati resembling a police cruiser over the weekend, he pulled it over. Deputy Chief Wayne Foster tells *The Patriot Ledger* the luxury Italian vehicle's body was painted black and white with a police-style shield on the doors, and police-related decals. He said the door shield wasn't accompanied by the usual police phrase "Protect and Serve," but rather with Decepticon's "Punish and enslave" mantra. The driver told the officer who pulled him over that he was actually assisting police 'because other drivers noticed him and slowed down, thinking it was a police vehicle.'

The driver, whose name was not made public, was summoned to court to face a charge of impersonating a police officer...**Oopsie!** The City of Tucson, Ariz., decided to pay the **\$43,799 repair bill** for a **Porsche Carrera GT rear-ended by**

a city police cruiser. The accident happened last October. FlatSixes has the full story on the damage, how it compares to the starting salary for a Tucson police officer, and a choice selection of comments from the Arizona Star—Google it to check it out...**Hot Rod Stamps!** You may know about the hot rod stamps already, heck, you may have even mailed an old-fashioned letter using them. The US Postal Service has already sold 35 million of 'em. But in late August, you were actually able to see the two cars parked side by side, and speak to their current owners. The Petersen Automotive Museum in LA brought the stamp roadsters together for "the first and only time." "This is huge for hot rodding and for this car," said Bruce Meyer, owner of the red Bob McGee roadster. Meyer bought the car several years ago and had SoCal Speed Shop bring it back to its original specifications, with direction from original builder Bob McGee himself. The black Frank Rodgers roadster is being trucked from South Dakota just for the dedication ceremony. Its current owner, Mark Graham of Sioux Falls, bought it on eBay.

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T 'n T (contd)

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How did these two cars get picked for stamps when the Postal Service receives 20,000 suggestions for that honor each year? “It was a long search,” said Donahoe, speaking on Jay Leno’s Garage. “These two cars best represent the history of hot rodding.” The hot rod stamps are part of the *America on the Move Series*, which had already featured “*Fins and Chrome*” ‘50s classics in ‘08 and “*Muscle Cars*” last year. And while the selection is supposed to be up to something called The Citizens Stamp Advisory Committee, it helps when the Postmaster General is a car guy—he owns a ‘66 *Stingray*... **Ferrari Milestone.** Ferrari is celebrating 60 years in the US on October 12 with its “Race Through the Decades: 1954-2014” event. The celebration takes place on Rodeo Drive in Beverly Hills with Ferrari Chairman Luca di Montezemolo as the master of ceremonies. The event is free to the public. “Beverly Hills is proud to help celebrate 60 years of Ferrari in America by hosting this world-class event,” said Lili Bosse, mayor of Beverly Hills. “We invite all of our city’s residents and visitors to join us for the ‘Race Through the Decades’ exhibition.” The event will feature some TV icons like the *Ferrari 308 GTS* of “*Magnum P.I.*” and a *Testarossa* from “*Miami Vice*.” *Steve McQueen’s 275 GTB/4* will also be on hand; it was delivered to the actor on the set of “*Bullitt*.” The 2014 *Pebble Beach “Best in Show”* winner will be there, a

1954 Ferrari 375 MM.

Cryptically, Ferrari also said the event will herald the debut of a new car “dedicated to collectors in the United States.” The event takes place from 10 a.m. to 5 p.m. on Rodeo between Wilshire and Santa Monica. Go to ferrari.com for more info. And, while on the subject, here’s some more auction action on the Prancing Horses—a 1962 Ferrari 250 GTO—has crossed the block at the Bonhams Quail Lodge sale. The result? An impressive, yet still somehow slightly underwhelming, **\$38.115 million** (*Fangio’s ride couldn’t quite crack \$30 million*). For you sticklers out there, the car actually sold for \$34.65 million; the larger number includes premiums. Still, we’re at the point where a car can near \$40 million and we can yawn, shrug our shoulders and say, *we thought it would go for more*. The collector car world has officially made us jaded. Part of it was that this 250 GTO represented the best chance yet for a collector car to break that magical \$50 million barrier. We certainly thought it seemed reasonable, even probable. In the days leading up to the auction we even heard whispers of a \$75 million top bid being possible (*though we didn’t give them much credence*). The \$52 million reportedly realized in a sale last year (*that exchange was private and remains unconfirmed*) further fueled speculation. But the hammer has fallen, the results are in (*and to be clear, they’re not too shabby*), one stunning 250 GTO has a new home. Here are the top ten Monterey car week auction



sales courtesy of Hagerty: 1. 1962 Ferrari 250 GTO Coupe (\$38,115,000), 2. 1953 Ferrari 250 MM Coupe (\$7,260,000), 3. 1962 Ferrari 250 GT SWB Speciale Aerodinamica Coupe (\$6,875,000), 4. 1958 Ferrari 250 SI Cabriolet (*closed headlight*) (\$6,820,000), 5. 1978 Ferrari 312 T3 Formula 1 (\$2,310,000), 6. 1968 Ferrari Dino 166/246 T Formula 2 (\$1,210,000), 7. 1981 Ferrari 512 BB Coupe (\$990,000), 8. 1969 Ferrari 365 GTB/4 Coupe (\$935,000), 9. 1969 Ferrari 365 GTC Coupe (\$858,000), 10. 1969 Ferrari Dino 206 GT Coupe (\$572,000). Notice a pattern? Yes, the other cars are all from Bonhams, and, like the 250 GTO, they’re all Ferraris. It’s not coincidence—this set of particularly desirable cars were all part of the **Maranello Rosso Collection** (*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!*) 🍷



'57 (contd)

(Continued from page 2)
kit dates back to '97.

Interior: It builds up the way we've come to expect with separate door panels and two-piece front bench seat. The brake and clutch pedals hang from the dash while the gas pedal is cast to the floor. Don't forget to cut off the clutch pedal if you use the Powerglide tranny. Blue decals are provided for the doors and seats to create the two-tone effect. But that doesn't help if you want to do a different color combo. The separate steering column does have the shift and turn signal levers. Three decals are provided for the dash gauges. Being that this is a convertible, it would be a good candidate for those aftermarket car mats that are available.

Body/windows: Be very careful when you get to the firewall and the radiator support as there are two (*of each*) in the kit and only one fits (*dah*) the other went to the '55-'56 kits. I like this new way of making the windshield a separate chrome piece; it's that much less foiling to do. In fact, the only foiling needed is the side spears. I noticed in my Google searches that some of the pics had continental kits that are dead ringers for the one in this kit. Further research proved it was a factory option. In fact there were 57 options offered that year. You can check them out at old-carbrochures.com. The continental kit is six pieces in total, not counting the taillights and back up lights both which are clear plastic. All of the chrome is super bright



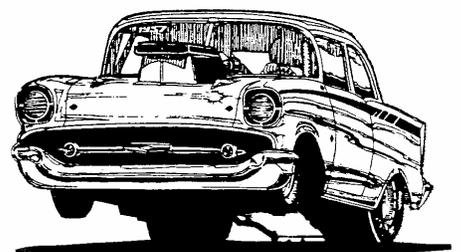
and smooth and has no attachment points or mold lines in bad spots. The front bumper/grille has locating pins for positive mounting. The optional bumper cushions (*dagmars*) are included and separate and there are clear turn signal lenses as well. The heater is a two-piece affair. I looked at the chrome several times before I noticed the stock rear bumper *IS* in the kit. The front and rear 'V's, door handles, mirrors, 'gun sites,' taillight bezels and spears are chromed and separate. And there is a pair of hood hinges. It's nice that Revell included the up top as well as the boot. All the clear parts are thin and clear though the taillights are clear only, not tinted.

Decals: I mentioned the 12 blue decals for the interior. There's no print on them other than silver moldings, but they are welcome just the same. Three decals are given for the gauges as

well as a bunch for various scripts around the body. I'm impressed with the 'D'-shaped decals for the front fenders. There are three pairs of vintage decals and a few pin stripes and classic flames.

Though this particular car is not my favorite, I have built the previous versions of it and it assembles very well; probably the best representations of tri-five Chevis available. I see many possibilities for this kit. You'll want one even if you don't know what to do with it right now.

by: Rich Wilson 🇺🇸



Retro (contd)

(Continued from page 3)

chrome paint. As you said Tim... **OLD KITS—OLD KIT PROBLEMS!**

Interior: Here yet again is where the kit exhibits another problem. This being that the mounts for the steering column and the drag link/pitman arm need to be filed down with a round file to fit. The shifter almost intersects with steering column as well. Other than that, I finished the build and exposed it to the chassis. With a little paint detail, the finished unit looked good. The finished unit consists of 14 pieces.

Body: As I said before...I had to strip the body. I did this one by the box art, so I painted it Testor's "Revvng Red" one coat lacquer. This matched the box art fairly well and I was pleased. I then added chrome foil trim and a combination of original and Slixx decals

to restore the model to original form. I also painted the inside of the body flat black with a paint pen, and I had to add a parachute from the parts box. The interesting things about this kit was that it gave you optional parts to "customize" the body. These include a taillight cover, a headlight/grill cover, a custom tube style grill, a front valance with a spoiler, and stock car type headlight covers. The other head scratcher here is that the model was designed with **NO** window glass. It wasn't on the instruction sheet and I found none in the kit. This is just one more strange thing that AMT did back then.



Final Thoughts: While I realize that this subject is for the most part, cost-prohibitive to acquire, let alone build, like the "Big Red Baron" I just recently finished, I chased this one for years. There are deals out there to be had—ya just gotta wait!

So, keep building, and just have fun!!!!

Until next time,
Pat 🍷

As Promised!

I mentioned last month that I flat ran outta room for some upcoming *Revell test shots*. Well, here they are gang. *Thanks to Gerry Paquette!* 🍷



Veyron-Ese!

Super Bugatti Coming?! Because someone out there still needs to party like it's 1989, Bugatti is considering a **1,500-hp hybrid hypercar** as the only conceivable thing that can truly follow the Veyron. Sources deep within the Volkswagen empire have revealed that the two-door replacement—instead of the Galibier sedan that was once approved as the newest Bugatti—will rock a **16-cylinder engine**, much like the current Veyron, but coupled



to a hybrid drivetrain that remains unspecified. That's what CEO Wolfgang Duerheimer wants, anyway, according to Automotive News Europe. Short of Koenigsegg and Pagani, that's what it takes to play in the hypercar realm these days: social responsibility not only meets European emissions regulations, but ever since the likes of Ferrari, McLaren and Porsche discovered that they could also go fast, they have run with it—to dizzying speeds. In Bugatti's case, that means the new model must beat the **Veyron Super Sport's 267.856-mph top speed** (as well as the record-setting *Hennessey Venom*). It's already targeted at producing **300 MORE hp** than the **1,200-hp Super Sport**. It's already been spied at the Nurburgring. And Bugatti will need something set in motion, soon: The Veyron will go out of production at the end of this year,

430 of the planned 450 Veyrons having already been built, and every one apparently a special edition. This new Bugatti will launch sometime after that, around the time Dr. Dre drops "Detox." But until then, it's all conjecture. The replacement for the Veyron will get 15,000,000 hp, depending how liberal and generous you are with your zeroes and commas; it will also cure cancer, carry a Stradivarius violin in the glovebox, navigate the Estonian small business application process and get 68.7 miles to the gallon by scrubbing carbon contaminants from the atmosphere with a series of small Pomeranians mounted to the airbox. What it won't do, however, is solve wealth inequality. After all, your typical Bugatti buyer has standards, a spokeswoman cryptically alluded. "The new model will not be less exciting than the Veyron," she said. "Our customers have certain expectations."

"Nothing is too beautiful, nothing is too expensive."

If you couldn't guess, that was the motto of the late Ettore Bugatti, founder of the company that bears his name. Between the auctions and the concours, that statement has never been truer than during this Pebble Beach weekend—where the automaker introduced a **"1 of 1" black-and-gold Grand Sport Vitesse**.

Bugatti says there are a number of features exclusively de-



signed and developed for this particular buyer, who is now the proud owner of something truly unique.

"For our customers, a Bugatti is an investment in an automotive work of art which will endure for generations. This is why every Bugatti is both unique and absolutely authentic in its technical prowess and stylistic form," emphasizes Achim Anscheidt, chief designer at Bugatti.

The black-and-yellow paint scheme revives the historic family colors, according to Bugatti. It was presented at Pebble Beach next to a historic Bugatti Type 44—same colors—provided by the Mullin Automotive Museum in Oxnard, Calif.

Parts of the body are done in exposed deep black carbon fiber with yellow accents on the front wings, A-pillars, air scoops and beneath the headlights.

The mesh grille was replaced with a grille made from the letters "PL," which Bugatti says takes more than 200 hours between polishing, anodizing and refinishing. In case you're wondering, those

(Continued on page 11)

Veyron (contd)

(Continued from page 10)

are the buyer's initials (*his full name hasn't been released*).

The black-and-yellow motif continues inside with more carbon fiber and yellow stitching on the steering wheel, seats and gear shifter. The company also used laser perforation for the two-tone door panels. Bugatti laid a layer of yellow leather under a layer of black leather, and used a laser to perforate the outline of a Bugatti. Bugatti built the car to show off its customization and personalization options, which include 100 different colors of paint and leather, as well as exclusive materials such as gold, platinum porcelain and crystal.

The company didn't mention any engine modifications to the "1 of 1," so we'll assume that it makes 1,200 hp and 1,100 lb-ft of like the rest of the Grand Sport family.

This car can't be yours, but if you scrounge up **\$2.25 million**,

you can pony up for a Grand Sport Vitesse to call your own. Act fast, there aren't many left.

And finally, the pelican has officially been cleared of any and all wrongdoing. Andy House, the dumbass man who intentionally drove his **2006 Bugatti Veyron** into a salt marsh in Texas pled guilty to wire mail fraud in a federal court on Tuesday, August 26, 2014. House is now facing 20 years of prison time.

The story is so oddball that it's comical. House purchased the Veyron in 2009 and insured it for \$2.2 million dollars, or roughly twice what the car was worth brand new. On November 11, 2009, he drove the Bugatti into the water near La Marque, Texas and left the car in the water with the motor running (*according to unof-*



official statements, the car ran for at least fifteen minutes underwater). He initially told officials that he was distracted by a low-flying pelican. However, when a **YouTube video** surfaced showing the car being driven into the water with no bird in sight, House recanted and told investigators that he had dropped his cell phone onto the floor and became distracted looking for it. Later on in the investigation, House tried to bribe people into stealing the car and torching it for the insurance money.

Thanks to various Internet sources. 🙄

Condolences (contd)

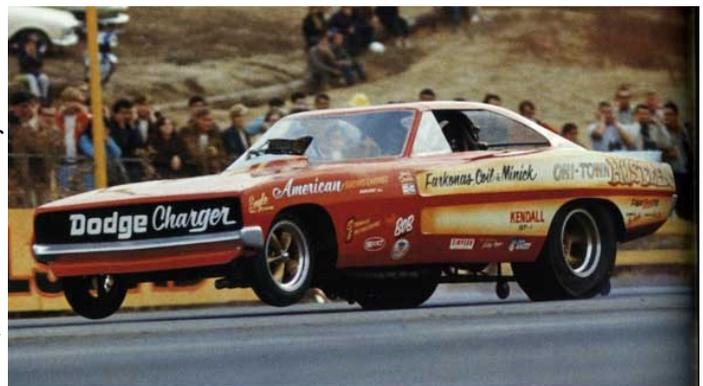
(Continued from page 1)

after he stepped away from active competition.

To give you an indication as to where Farkonas's head was at

while the rest of the guys were thinking conventionally, he was making and testing titanium pistons in the 1970s. Yes, you read that right.

Titanium pistons. You've seriously got to be some kind of a mad-cap genius to be trying to prevent a melted piston in your nitro motor by swapping the material to



Ti...that's effing insane. Oh, did it work? Doesn't look like it, unless NHRA banned them before they got to be popular.

RIP John Farkonas. Thanks to bangshift.com. 🙄

'Gov't (contd)

(Continued from page 5)

industry observers even question 'GMC's' ability to maintain its current position—especially if the ongoing safety problems eat more into its sales and revenue.

Germany's **Volkswagen AG** (second when it comes to sales in 2014), reported for the April to June quarter gross sales of \$68 billion, followed by the world's unit sales leader **Toyota** with \$62 billion in revenues. Surprisingly, **Daimler AG** slipped past 'GMC' to secure the third spot with \$42 billion—while the latter only turned up \$39 billion in second-quarter revenues.

And fifth placed Euro-Asian **Renault-Nissan Alliance** trails the US automaker by just \$100 million. Then comes **Ford's** \$37 million in revenue, while the rapid growing Korean pair **Hyundai-Kia** clocked \$31 billion. Japanese automaker **Honda** with \$29 billion and **BMW** with \$26 billion rounded up the top ten list.

A US woman is suing 'GMC' for damages after a **heated seat in a Suburban** allegedly gave her a **third-degree burn on her bottom**.

Emma Verrill, 26, is paralyzed from the waist down and cannot feel temperature sensations in her lower body.

She told the Portland Press Herald her burn blister from June 2012 was so serious it required surgery and she was bed-ridden for three months.

Ms Verrill blames 'GMC' for failing to adequately test the rear seat heaters to prevent them from reaching 'dangerously high tem-

peratures that would burn human flesh,' according to her statement of claim filed in a US district court in Portland, Maine.

She is seeking an unspecified amount of money.

'GMC' has denied the seat heater was defective or dangerous and says it is not responsible for Ms Verrill's injury.

'GMC' is cranking up incentives including heftier rebates on many Chevy models and deeper discounts on its top-selling Silverado pickup truck.

The US auto maker also expanded a 72-month, zero-percent financing deal to include nearly all Chevy models and no payments for the first 90 days, according to a memo sent to dealers.

The new offers sweeten deals recently announced by 'GMC' as part of its Labor Day sales event, which began early this year.

'GMC's' move comes as car makers, trying to clear out inventory and make way for the new vehicles, strive to hit the three-day holiday weekend hard.

The Volt has been hampered by its higher sticker. Even after a \$5,000 price cut last year, the base model starts at just over \$35,000, although Chevy dealers continue to offer **discounts of up to \$6,000** on that, as well as zero-interest financing and low lease rates.

In about a year, Chevy plans to introduce a redesigned, second-gen Volt with improved features and performance, as a 2016 model, the sources said.

Hoping to steal a march on its competition, 'GMC' CEO Mary Barra has announced plans to produce an **all but fully autonomous Cadillac model** in 2017, while

also introducing new features that will allow Caddy vehicles to 'talk' to other cars and to a highway infrastructure system.

While she did not specifically name which car will get the new **'Super Cruise' system**, it is expected to appear in the all-new flagship sedan Cadillac is planning for 2017. It would not only allow a driver to take their foot off the gas—like the most advanced active cruise control systems now on the road—but also take their hands off the wheel.

And Super Cruise could position 'GMC' as one of the leaders in the fast-emerging field of autonomous driving. Other manufacturers, notably including Nissan, as well as Ford, M-B and Toyota, are working on various forms of self-driving vehicles. And tech giant Google is planning to launch a fleet of autonomous vehicle prototypes over the coming year using technology the maker hopes to license to the auto industry.

Separately, the federal government recently announced it will push to develop a national connected-car network that would allow vehicles to talk to each other and a highway infrastructure—alerting one another to traffic or weather problems, for example. The Michigan Department of Transportation recently said it will partner with 'GMC,' Ford and the University of Michigan to put in place a vehicle-to-infrastructure, or V2I, system covering 120 miles of highways around Detroit.

"No other suite of technologies offers so much potential for good and it's time to turn potential into reality," Barra told reporters

(Continued on page 13)

'Gov't (contd)

(Continued from page 12)

as she announced plans for Cadillac's autonomous vehicle program at the opening of the annual Intelligent Transport Systems, or ITS, conference in Detroit.

'GMC' plans to use Cadillac as its lead in bringing the technology to market. And Barra explained that at least two 'GMC' models will adopt new smart-car technologies in 2017.

That includes an updated version of the mid-range CTS sedan that will feature V2I capability. That would allow the vehicle to receive instant alerts about traffic tie-ups or other issues on roads equipped with the technology, while also communicating directly with other vehicles—a system known as V2V.

The more advanced system would use a variety of onboard sensors, likely including radar, cameras and possibly even an advanced laser device known as LIDAR, to allow it to drive at full speeds on highways, even in stop-and-go situations. Such technologies, Barra said in a statement, "will ultimately enhance safety."

The new system will not allow the new Cadillac model to operate fully autonomously. A driver would have to remain ready to take control if the system had problems. And it would be capable of operating in self-driving

mode only on limited access roads where situations are more easily limited. Intelligent vehicle proponents, recently gathering in Detroit, say the challenge of operating on local roads becomes far more complex, even at lower speeds.

But there is a broad push to deliver autonomous vehicles within the next decade. Mercedes already offers many basic elements of that in its newest version of the big S-Class sedan. Nissan has promised to put a fully autonomous vehicle on the road by 2020. And CEO Carlos Ghosn recently said elements of that technology will begin showing up in vehicles sold by Nissan and its upscale Infiniti brand before decade's end.

"We're not going to wait until we perfect a driverless system (?!)," noted Jon Lauckner, 'GMC' chief technology officer. "So we're going to take a leadership position on saying it's time to get going on the deployment of V-to-V technology." Now, **THAT'S** comforting!?

Here's what 'GMC' needs to

do for this new Caddy—mix in *equal parts Caddy and Smart car (more Smart car—Ha! Ha!)* to come up with a product *smart enough to drive itself to the dealer when it is recalled (Ha! Ha!)!!*

And, ending on a 'high note (?!),' 'GMC' put out two separate "**stop sales" orders on C7 Corvettes** to fix two issues that 'popped' up. The first one is for an improperly-installed driver's airbag. During a collision, the airbag might detach from the steering wheel. This affects about 2,000 cars. The other is for an improperly-installed emergency brake cable. There are two cables on a C7, and one of the cables might not be hooked up. This affects about 800 cars.

While 'GMC' hasn't used the dirty word "recall" yet (*mainly because the entirety of corporate management is still trying to drink away the memory of the last couple of years*), it's not out of the realm of possibility yet.

"America's Sports Car," built by "America's Recall Company (!)." 🍷

WTF?!?

Oh, the horrors...seriously, you have to be one very sick puppy to dream up a concoction like this chimera. What you are looking at (*if you haven't gone blind out of mercy yet*) is a '95 Chevy Lumina that someone thought would look better with a set of '58 Cadillac rear fenders, tail fins and trunk. How strong was that liquor, again? Because for the first time ever

I may feel sorry for a '95 Lumina.

If this...thing...looks like the right car for you, it's on Craigslist (*Thanks to bangshift.com!*)?! 🍷



2014 GMC Recall Ticker

of Recalls

60

of Vehicles Affected

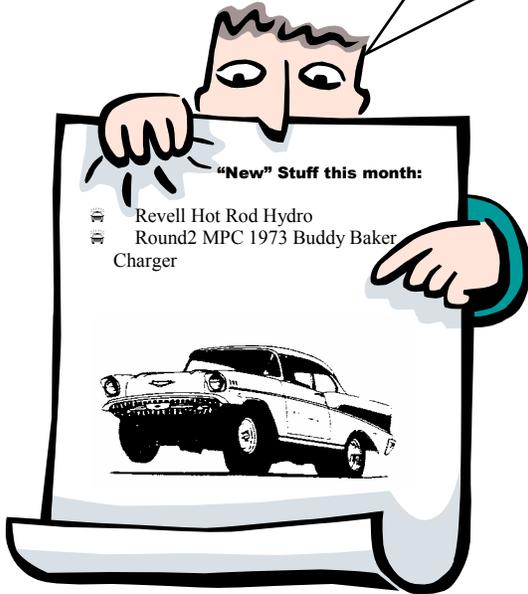
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This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

Timothy Sickle
15905 Ark Court
Bowie, Maryland 20716
Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMA's BoyZ do it in scale!



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 Prix, 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!* 🍷



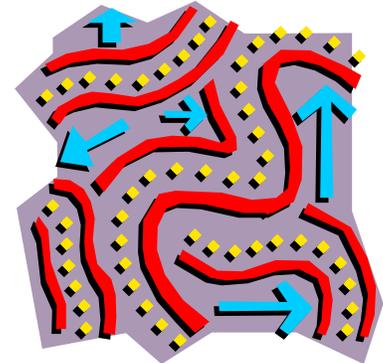
**I BRAKE FOR...
Oh Shit, No Brakes!**

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. 🍷

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 Musclegar Madness:

www.yorkus30.com 🍷

Club Contact Info

President: Marcos Cruz
cruz2123yb@yahoo.com
Vice President: Tim Powers
partsbox@verizon.net

Treasurer: Matt Guilfoyle
blackbuick1941@yahoo.com
Newsletter Editor: Tim Sickle
gtoguy@verizon.net