

MAMA Sez!

Volume 29, Issue 4

January, 2016



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

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2015 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 16th
- ☞ February 20th
- ☞ March 19th
- ☞ **April 23rd (4th Saturday!)**
- ☞ **May NONE (!)**
- ☞ June 18th
- ☞ July 16th
- ☞ August 20th
- ☞ September 17th
- ☞ October 15th
- ☞ November 19th
- ☞ December 17th

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

Happy New Year, Everyone!

We had a great turnout last month of not only food, but folks to 'put it away (!)'. Thanks as always, to the lovely ladies of MAMA for their hard work and an excellent presentation!

Rich Wilson this month paws over the eagerly awaited (*by yours truly!*) **Moebius '61 Ventura**, while **Ron "Box Art" Roberts** gives you

his insight on the **Round2 '41 Plymouth**. But, wait—there's more! **Former club Prez Lyle Willits** pens a builder's piece on the **Galaxy '47 Chebby Fleetmaster coupe! Thanks, guys!!**

The Pontiac Parade showed up in a **BIG** way!

The raffle raised **\$96.00**, while the door kicked in **\$147.00 (!)**, **plus \$10.00 from (2) de-**

cal sales, and \$12.00 from six tweezer sales.

Thanks to the raffle donors: **Brad, Steve M. Buter, Mike Costic, Matt Guilfoyle, Ron Hamilton, Rich Meany, Dave Murphy, Don Stone, Dave Touns, Rex Turner, Bradley's Car Collectibles and Replacas & Miniatures Co. of MD. Thanks guys—we 'preciate it!** 🍷

Condolences

When it came to flying jet engines on land, nobody could rocket a raceway like area native **Roger Gustin**. We lost him last month.

Inducted into the **NHRA Hall of Fame** in '80, the **ProJet Association Hall of Fame** in '93 and the **International Drag Racing Hall of Fame** in '02, he was first a local racing hero who kept upping the game until he became the first and the best.

He was the pioneer in the world of jet funny cars, which is a jet engine in a regular car chassis.

As an NHRA rookie in '72, Gustin became part of the small outlaw movement to convince the NHRA to sanction jet-racing, and in November '74 he became the first jet driver ever licensed by the association to drive competitively.

Gustin, who had moved back to Franklin Furnace in recent years, began drag racing soon

after graduating from Green High School in '57, and got his advanced education behind the wheel on local drag strips like Riverside in Proctorville, Ohio, and Raven Rock in Portsmouth, Ohio, where he built his name and brand.

He set many speed records at drag strips around the country, including his world record quarter-mile speed of 274 miles per hour on the eighth-mile River Cities Raceway drag strip in Ashland. He had stretch-

(Continued on page 14)

Moebius '61 Pontiac Ventura

We all know just how *'nuts'* our *Editor* is for *ANYTHING* Pontiac. Well when the release of this kit was near, he contacted our *"Plastic Pusher"* and made some 'secret arrangement' so that he would be the absolute *first* to get one. I don't know what that 'arrangement' was, but I'll bet it was good!!

Confusing is the best description I can give for Pontiac's big car line. Back in the mid-50s, GM headquarters gave the Pontiac division (*Star*) Chief an ultimatum—increase car sales or be eliminated as a division completely. That was accomplished and many great cars were built and to this day trade back and forth for large sums of money. My problem is the different models that were available changed purpose and direction from year to year. It seems, like Studebaker, the smallest trim differences make a big difference in which model the car is; as produced. The taillights seem to be one of the more obvious areas of difference, but also help readily identify between the long and short chassis. The *Bonneville* and *Star Chief* got a triple taillight while the *Catalina* and *Ventura* got an oval light that filled the same area.

The Ventura model started in '60 as an upscale model that was lighter in weight and shorter in length than the top of the heap *Bonneville*, available as a four-door Vista sedan and a two-door hardtop. It was differentiated by unique exterior identification, deluxe wheel covers, sport steer-

ing wheel, and a distinctive tritone Morrokide interior. Personally, I think the '61 Pontiac "big cars" were the most attractive of all the Pontiac big cars, except maybe those available in '67-'68 (*specifically the Grand Prix*). Depending on the year you are thinking about, the wheelbase, weight, body length, change in size. The intention seems to be that the Ventura use the shorter Catalina chassis which used the shorter (*in the trunk area*) body; therefore a lighter car. The biggest engine with three two barrel carbs was the 425A trophy series, a 389 cu. in. V8 rated at either 333 or 348 hp. The "King Kong" Super Duty 421 V8, (*under*)rated at 405 hp, was only available on the Catalina. You got performance and style together. The shame of it is that the Venturas, while they lasted until '69, lost much of what made them special. And that happened to too many makes and models over many years.

Let me also add that of all the auto manufacturers in business during this era, it was Pontiac that one of my *"Hot Rod Heroes"*, *Mickey Thompson*, chose for his engines that set so many records and whose influence is still felt to this day.

Parts count-wise there is a to-



tal of 130 parts with 86 gray and 29 chrome. By now you've heard that *Moebius forgot to put the script in the grille*. I don't see it being the end of life as we know it and they've already taken steps to see that it is corrected ASAP. If you haven't decided on a color combination yet I recommend doing an image/web search for "61 Ventura interior" and see what comes up. The color combos are really spectacular and may help in your decision. It may seem backwards but it will help to see what color interior goes with an exterior color.

Engine: It has a total of 27 pieces that builds up to the much desired tri-power version. You have a choice of the stock very large (*two-piece*) round air cleaner or three small round air cleaners like those available in later years. The small air cleaners aren't shown in the instructions so they must be for a later version. The valve covers are chromed and that's probably wrong for the strictly stock folks, but they come

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Round2 AMT 1941 Plymouth Coupe

The 1941 Plymouth four passenger coupe (AMT919/12, 1/25 scale customizing kit) is a re-issue originally introduced in the mid 1970's. Included are 122 parts, which include one clear window glass, set. Round2 has restored all the Street Rod parts; this is a two in one kit. I believe old school hot rodders will approve of the restored and expanded decal sheet! Chrysler Corp. called its 1941 Plymouth the "low-priced car that's most like the high-priced cars." AMT's authentic kit features loads of chassis, motor and suspension detail. It's a two-in-one kit with both stock and custom building options. Retro builders will be happy with the colorful box art of a stock 41 Plymouth Coupe.

Engines: Two engines are included. The stock flathead 6-cylinder and a 318 cu in Plymouth engine are your power options. The Plymouth features a single carb, with a high rise manifold and over the chassis tube exhaust headers. The Plymouth will be a nice engine for any future street rod projects if you choose the stock flat head for your build.

Chassis: A true two in one kit; stock or street rod/custom can be built. Round2 has included all the 1970's street rod parts from the original street rod release of the sweet kit.

Tires/Wheels: The stock Firestone white wall tires. And four Goodyear, (low profile directional tread) tires for the street rod option. There are two wheel sets included:

- Full size stock chrome hub caps
- Chrome billet wide wheels, (popular in the 90's)

Interior:

Standard 1970's AMT bucket style with separate front seats and dash. Only stock seating is included in the kit.

Body: The body and the kit have no flash and the tool is in very good form. Fit and finish is quite good. The kit has separate running boards. This makes painting the body without masking the running boards a snap.

Summary: This is the third time I have built this kit, the first was a drag coupe with a hopped up flat head and the second was a lowered custom with a stock flathead. This time my build was a full on gasser with the race Hemi from Revel's gasser Willys. Hats off to Round2, I highly recommend this kit to all model car builders! Check out the link to my photo site for the build process and finished model.



Scale: 1/25, Skill Level: 2 (ages 10 and up)

Glue assembly, paint required
Molded in white plastic
Retoiled wheels, motor parts
Deluxe vintage decal artwork
Bonus mini display box

Here is the requisite photo link to the build progress and end product that Ron has been so kind as to offer—<http://public.fotki.com/Modelpal/ron-roberts-models-/1941-plymouth-amt919/>

by: Ron 'Box Art' Roberts

(Thanks again, Ron!) 🙏



'Gov-a-mint Motors!'

'GMC' is recalling **9,354 Opel Meriva Bs** (second-gen) sold in Russia to address a standards compliance issue with seat belts.

According to Russian technical standards watchdog Rosstandart, 'GMC' started the recall to comply with a law enacted in '02 about technical regulation. Vehicles will be checked and seat belts replaced if necessary.

'GMC' is recalling **101,597 2010-14 Chevy Beat Diesels** in India over an issue with the clutch pedal lever. It is sold as the **Spark** in other markets around the world.

The clutch pedal is susceptible to cracking with continued usage.

'GMC' has started voluntarily notifying owners to take them to any of Chevy's 248 authorized service centers across India. Dealers will inspect and if necessary, replace the clutch pedal free of charge at the authorized service centers across the country.

'GMC' is recalling **9,200 '16 Colorado/Canyon pickups** over an issue with the console compartment lid latch assembly.

The part may fail to keep the door closed in the event of a crash. As such, these vehicles fail to comply with the requirements of the Federal Motor Vehicle Safety Standard (FMVSS) number 201, "Occupant Protection in Interior Impact."

If it does not remain closed in a crash, the console contents may strike vehicle occupants, increasing risk of injury.

'GMC' will notify owners (when they have a clue!), and dealers will replace the part with

an improved one, free of charge. 'GMC' has not yet provided a notification schedule.

For years, America's strongest brand in China has been **Buick**. Now, the tide has turned, and Americans will be buying Buicks made *IN* China, starting with the new **Buick Envision** crossover.

There was speculation that this would happen last year and news has been on the rise over the past few months, but only last month has 'GMC' made the move official, as Automotive News reports.

'GMC' has been building Buicks in China for years through their 'Shanghai GM' joint venture with Chinese auto giant **SAIC**. You may know Shanghai GM from its successful line of econoboxes and vans, like the **Wuling Rongguan** or the cheery **Wuling Sunshine?!**

Chinese sales have kept Buick alive, particularly as **Buick's American buyer base has died off in the past decade.**

That said, Chinese Buicks have mainly been little sedans like the **Buick Sail**, which was an *old Opel with a new badge*, or the **Buick Excelle**, which used to be an *old Daewoo with a new badge* (are we sensing a trend here?!).

Now, however, the Buick line in China is looking more and more like the one we get here in America, with the usual big sedans and crossovers.



Why? Because China's taste in cars is even more American than America's taste in cars. They buy roominess and comfort, and that works for a brand like Buick.

That and their production is crazy cheap.

So it makes sense that Buick's newest hot seller, the **Envision**, will be imported directly from SAIC's plant to the US.

In China it is called the **昂科威**, but we'll call it the Envision. It's about the size of an Escape, a segment that Americans rightly adore. Crossovers like these are roomy, tall, and with AWD, completely capable in all parts of the country.

It will start off as AWD-only, with a 2.0 liter turbo making 252 hp. 'GMC' says that pretty much all of the development work on the car was done in Michigan, with the **AWD system designed** by the **British company GKN Driveline**. Still, the whole thing's

(Continued on page 5)



'Gov't' (cont'd)

(Continued from page 4)
made in China.

This won't be the first bit of the Chinese auto industry to make it to the US (*'GMC' got that started with a Chinese-made engine in the Equinox some years ago, and Volvo put out the S60L from China*), but it will be the first mainstream, fully-Chinese car here.

It was only a matter of time.

It seems that last year, 'GMC' revised its tow ratings downward for the '14 Sierra and Silverado. And now that move has led them to be the target of at least ***one consumer lawsuit.***

Last month, truck owner Richard Quintero's California law firm filed a class action suit against 'GMC' over the move. The lawsuit "accuses 'GMC' of breach of express warranty, negligent misrepresentation and of violating California consumer protection laws and seeks to represent all owners and lessees of the two truck models," reports ***Law360.***

Quintero said in the suit that he went to buy a '13 Sierra but decided to wait for a '14 when he learned the newer truck had a higher tow rating.

Quintero's complaint is that after he'd bought the truck, he got a notice from 'GMC' saying the company "had miscalculated the trucks' towing capacities and that the actual amount they could tow was about ***2,000 pounds LESS*** than advertised."

He wasn't the only customer to be understandably upset by this, and some went back to their dealers or local business bureaus to

get some kind of restitution as discussed on forums when the announcement was made last year.

To see what's being referred to specifically, all you have to do is look at a 'GMC' truck owner's manual from early '14 and compare it to one from later that year.

'GMC' has already gone on the record once before to state ***its diesel development plans have not been skewed in the slightest following the VW diesel emissions scandal,*** which continues to unfold day by day.

The latest news, however, has 'GMC's' powertrain chief saying the upcoming ***'16 Cruze diesel*** will use its ***German diesel heritage*** to its advantage when it launches.

Chevy intends to play up the German heritage of the upcoming oil burner—the engine will even be called the ***"Flustern"***, which is German for ***"Whisper."*** In Europe, the 1.6-liter engine has been called the "whisper diesel" since its inception.

"We use the German word because even in the US, it shows our German heritage."

"Having worked in Germany for five years, I don't think this latest incident from VW disparages all of German engineering. I think quite the opposite," 'GMC's' powertrain chief Dan Nicholson continued when speaking to ***Automotive News.***

He also believed consumers will enjoy knowing the powertrain came from a self-proclaimed diesel epicenter. It was developed entirely by ***Opel***



in 'GMC's' Turin powertrain facility.

Would you buy a diesel from these guys?!

'GMC' has filed two applications to register ***"Chevrolet Cavalier"*** and ***"Cavalier"*** as ***trade-marks*** with the United States Patent and Trademark Office.

The automaker's September 12th, 2015 applications specify the marks will be used to name goods and services in the category of "Motor land vehicles, namely, automobiles, sport utility vehicles, trucks, vans, engines therefor and structural parts thereof".

Roughly three months later, the USPTO approved the filings for publication in its gazette, one of the steps in the process.

GM Authority's Take: These filings make them ponder 'GMC's' plans for the name. It was last used on a compact between '82 and '05, at which point it was replaced by the Cobalt and, subsequently, by the Cruze.

Before going any further, they feel a dire need to state the following: it is extremely unlikely that 'GMC' is filing these applications "just to have them for the future"

(Continued on page 7)



1947 Chevy Fleetmaster Coupe

(Galaxie Limited, 1/25 scale, molded in white)

After many years of rumors, the long awaited Galaxie 1941 Chevy Coupe...*didn't happen!* What *DID* happen, however, was the new release of the 1947 Chevy Coupe which is an excellent modified reissue of their same era Fleetline and sedan delivery models from about 15 years ago. The 1947 year designation was just for box art simplification as the grilles and individual trim pieces are provided for a '46, '47 or '48 model, as in the previous kits.

Engine: The straight six Chevy engine is, perhaps, the best one I've seen in 25th scale. The block and transmission are molded in two halves, so there is the 'traditional' seam, but the engraving detail and the individual parts are outstanding and assembles into a very detailed replica. In addition to the replica stock engine parts and factory decals, the hot rod modeler gets a tri-carb intake, three Stromberg 97's, chromed valve cover and chromed tappet cover. For the kit bashers, this en-

gine looks fantastic in an early high boy hot rod or in an old 6-banger drag car.

Chassis:

Starting with the basic, bare frame, the cross members are added. Both the front and rear suspension are detailed, multi-piece assemblies along with the separate exhaust system parts. A two-piece radiator is then added along with the steering box/column that reaches all the way through the firewall to the dash when the interior is installed later in the build. For the custom version, lowering blocks are provided for the rear and the front spindles can be reversed in the front to drop the model down to the 'cool' level. No-name tires with white wall inserts and two era-correct rather narrow drag slicks make up the rolling stock. The only kit wheels are the stock 6-lug steelies with open cooling slots, trim rings and wonderfully engraved dog dish caps.



what allows Galaxie to produce different versions of the kit by only changing the main body and interior. The very well engraved firewall is added to the body and the detailed six volt battery is added to the front fender unit. A very slight mold line is found on the front fenders. The mold lines on the body follow normal body lines and, frankly, the builder is hard pressed to find them, which is a good thing. Excellent, chromed tail light buckets and ornate trim receive the clear red lenses. Various, stock chrome trim pieces, rear fender chromed stone guards and headlight buckets and lenses are added to the stock version. As mentioned, the year of the model can be chosen by using the separate grilles. The two-piece each windshield wipers and the two-piece each spot lights (*if chosen for the custom version*) are rather finicky to assemble...or maybe this reviewer is getting too old to handle the tiny, delicate parts. Custom parts include a chrome external sun visor and fender skirts.

Body: The body is molded as two separate units; the coupe body, from the cowl back and the front fascia/integral front fender unit. This design feature is



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Coupe (cont'd)!

(Continued from page 6)

Interior: The back seat, package tray and floor is molded as a unit, with the separate side panels, three pedals, dash with separate chrome insert and each separate arm rest, vent crank window crank and door handle. The steering wheel and chromed gear shifter is added to the aforementioned steering column. Very fine engraving is found on the seats.

Decals: *LOTS* of them on the sheet. Chevrolet scripts in silver, black scallops for a custom version, “*Instigator*” and “*Six Shooter*” names for drag cars, many sponsor decals and many license plates.

The build: Well, I tried *REALLY* hard to build it just like the box art but, I just *HAD* to change a few things. I frenched in Bob

Dudek aluminum sunken

headlight units, used ‘50 Pontiac tail lights, substituted the kit fender skirts with some longer, scratch built skirts and installed simple (*less busy*) ‘39 Chevy bumpers, front and rear. I used five-lug front wheels from the parts box with Model-haus chromed spiders and Firestone tires. Thanks to **Jairus Watson** for the fantastic box art. This kit is practically flawless and was a



pure joy to build.

by: Lyle 🚗

‘Gov’t’ (cont’d)

(Continued from page 5)

or “just to protect themselves”, as many would assume at first glance. While doing this was possible in the past, it is not feasible today due to changes in trademark law that require applicants to have a *real-world product or service using the name being solicited in the trademark application. In fact, trademark applicants must prove to the USPTO that they already have or plan to have a product or service with the name being applied for on sale. All that is to say that it is almost impossible to successfully register a trademark without having a tan-*

gible product or service by the name being applied for.

With that in mind, notice the trademark applications cite goods and services of “motor land vehicles”, rather than *toys, model cars, floor mats*, or something else that would suggest the trademark in question is for a product other than an actual motor land vehicle. That leads them to conclude that there is a significant possibility of ‘GMC’ resurrecting the name for a future car. What vehicle the name could be used for, however, is a head-scratcher.

That’s because the *Cruze*, by way of *Cobalt*, has replaced *Cavalier* as Chevy’s compact, *Sonic* has replaced *Aveo*, and *Spark* has become Chevy’s city car, not

leaving much room for *Cavalier*. It seems highly unlikely that Chevy will replace one of those nameplates with Cavalier. As such, a guess as to how ‘GMC’ will use the name is two-fold: to name an all-new model in the lineup, or a variant or a trim level of an existing model.

Of course, none of the above will apply if ‘GMC’ decides to abandon the process altogether. But that’s yet to take place.

Are you thoroughly confused yet?! 🚗

2014 GMC Recall Ticker

of Recalls

115 (!)

of Vehicles Affected

33,717,911

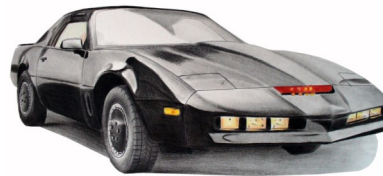
This 'n That

Ecoboost Shelbys—REALLY!?!

The Oklahoma-based Classic Recreations, the only officially licensed and factory authorized builder of continuation 'Shelby' Mustangs, has added a dose of modern tech to the ancient platform. The company will now stuff **Ford EcoBoost V6s** and **fours**, alongside the traditional iron-block V8s, into the iconic pony car. The **3.5-liter V6** is equipped with Garrett GT15 turbos and produces **365 hp**—a mild step up from the original HiPo 289's **271 hp**. That number leaps to **600 hp** with bigger turbos and a custom tune, if you're feeling adventurous. While not boasting insane numbers, you could also dive into the **2.0-liter I4 EcoBoost** out of the Focus ST. The four-banger equipped recreation Shelby still has more power than the original at **300 hp**. The line between a continuation and a clone is apparently



drawn at an official vehicle ID number from the manufacturer—in this case Shelby America. While these started out as normal Fords, they receive official Shelby VIN plates, for what its worth. These hand built recreations are available with manual or automatic transmissions, and can also really have any engine stuffed in the bay—if you want to pay for it. Check out www.classic-recreations.com for more info (*if you've got DEEP pockets!*)... **Sweet Trophy!** Skittles as an art medium? Sure, why not. To congratulate **Kyle Busch, Joe Gibbs Racing (JGR)** and the **No. 18 team** on their winning the NASCAR Sprint Cup Series Championship, team sponsor Mars Inc. presented the team with a **mural created from the Mars products**. Crafted from thousands of **M&M'S, Skittles, Snickers** and **Pedigree** products, the **seven-foot**



KNIGHT RIDER

was presented to Kyle Busch and the Joe Gibbs Racing team recently to commemorate the team's first Sprint Cup Series Championship. It will take up permanent display at the JGR shop in Huntersville, NC... **Back in Black?!** On December 9, 2015, **Knight Industries Media** released a trailer for a reboot of the classic 80s television show, **Knight Rider**. It seems **KITT**, a **1982 Trans Am**, and company is back in the latest reboot, which also once again stars **David Hasselhoff** as **Michael Knight**. The question is, what is **Knight Rider Heroes?** The official address accompanied with the announcement includes the word "movie" in it but, according to **Autoblog**, Christopher Rutkowski, who has involvement in the latest reboot, would not confirm if the trailer teased a new TV show, or a movie. He also stated he hopes to direct the mystery project, and said work on the reboot was in very early stages. Time will tell, I guess... **New Owner for Pininfarina?!** **Mahindra & Mahindra** has agreed to buy Italian car designer **Pininfarina** in a deal worth about \$185 million, underscoring the Indian vehicle maker's international ambitions. The takeover of Pininfarina marks the latest international expansion by Mahindra following its acquisitions of **South Korean carmaker Ssangyong** and the **motorcycle unit of PSA/Peugeot-Citroen**. Pininfarina already cooperates with Mumbai-based Mahindra on SUV develop-

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mural took **more than 80 hours to create** and replicates that image captured immediately after Kyle Busch won the NASCAR Sprint Cup Series Championship at Homestead-Miami Speedway. The mural

T 'n T (cont'd)

(Continued from page 8)

ment and worked with it on the Halo electric sports-car concept unveiled last year. Mahindra, together with affiliate Tech Mahindra Ltd., will buy a 76 percent stake from the Pincar holding company for \$27.5 million, or the equivalent of 1.10 euros a share, the Mumbai-based company said in the statement. The Indian company will offer the same price for the remaining stock, which closed recently almost four times higher. In addition to buying stock, Mahindra will invest \$27 million in Pininfarina and provide a guarantee to creditors of \$123 million. Founded in 1930, Turin-based Pininfarina has *designed automotive classics such as the Ferrari 250 GT, Ferrari Testarossa and the 50s-era Alfa Romeo Giulietta Spider*. Pininfarina has been unprofitable for **10 of the past 11 years** while struggling with debt. The company shut a floundering division that built cars for other manufacturers three years ago. Following the Mahindra deal, Pininfarina will remain an independent company with a separate listing in Milan. Paolo Pininfarina, a grandson of the company's founder, is also set to remain chairman. The deal is expected to close in the first half of '16. Mahindra first approached Pininfarina at the beginning of last year but its links to Pininfarina go back to '13 when the Indian company hired Hubert Tassin, a former Pininfarina designer. The Italian company has been losing money for years, partly because automakers have

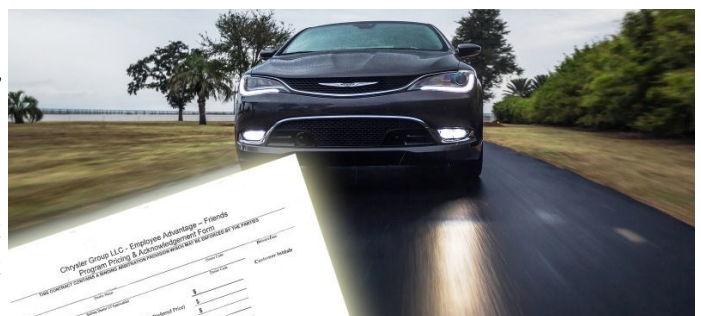
brought design in-house rather than hire independent design firms...

MoPower! A pair of champs will team up and carry the Mopar banner in '16, as **back-to-back NHRA Pro Stock champ**

Erica Enders and five-time overall Pro Stock title winner **Jeg Coughlin Jr.** will lead the charge for the brand in the popular factory hot rod class. The combination of Elite Motorsports teammates Enders and Coughlin steering fuel-injected, Hemi-powered Dodge Darts puts winners of the past three NHRA Pro Stock World Championships under the Mopar banner. In the funny car class, Mopar and Don Schumacher Racing (DSR) will extend one of the most successful and longest-running partnerships in the sport. Two-time NHRA Funny Car champion **Matt Hagan** will once again pilot the flagship Mopar Express Lane Dodge Charger R/T funny car...**Chrysler Screw Job?!** By signing a form when buying a new Chrysler entitled "**Chrysler Group LLC - Employee Advantage - Friends Program Pricing & Acknowledgment Form**" in order to receive approximately **\$200 in savings**, you **COULD** be **forfeiting your right to sue**. In other words, this is a **binding arbitration form**. Rest assured—this isn't



a deal only available to employees and "friends." And, for this sub-par deal, you **sign away your rights to sue under the Lemon Law**. You do get to arbitrate, but you will do that in a forum chosen by Chrysler using rules written by Chrysler. Can you solve your issues that way, or win the arbitration? Sure, but your outcome is less predictable and has none of the safeguards of the court system. So, negotiate your best price. Read everything you are asked to sign at the time of the sale. And, if you see an arbitration clause, run away. It cannot help you and is not worth the pittance they are giving you in exchange for your signature (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!) 🚗



Bad VW News

The *US Department of Justice* filed a *civil suit* against *VW AG* this month, for alleged violations of the Clean Air Act stemming from its use of ‘defeat devices’ to allow the cars to emit pollutants at a higher rate. The filing follows an extension that was given to VW over a week ago by the California Air Resources Board to examine extra info VW provided involving a technical solution that would be part of the process.

Specifically, the complaint alleges nearly **600,000 vehicles** equipped with diesels (*counting 3.0-liter Audis and Porsches*) contained devices which impaired the engines’ emission control systems and exceeded EPA standards. DOJ claims that VW violated the Clean Air Act by installing and selling vehicles equipped this way.

“VW’s illegal defeat devices have resulted in thousands of tons of excess NOx emissions in California, a state where more than 12 million people live in areas that exceed air quality standards set to protect public health,” said CARB Chair Mary D. Nichols.

Filing of the suit raises the possibility VW may face **greater-than-contemplated damages** in the US, even after European authorities agreed to the technical fixes proposed. The suit itself, however, does not relate to the future acceptance or rejection of technical measures that VW has offered to US authorities, so an approval of a technical fix in the coming weeks is unlikely to affect the suit since the violations, by the DOJ’s assertions, occurred in

years prior.

The DOJ claims VW 2.0-liters emitted up to **40 times** the fed standard, while 3.0-liters emitted up to **nine times** the fed standard.

The suit seeks injunctive relief **AND** civil penalties.

Meanwhile, a VW source said they are struggling to agree with US authorities on a solution for **482,000 faulty VWs and Audis**.

Last month, CARB announced it would extend a deadline to consider a possible technical solution presented for approval as it received additional data VW had provided during that month, in a sign of the complexity of a fix for US models. The announcement from CARB came on the heels of authorities in Germany quickly approving a fix that consisted of a software adjustment and, for some versions of the affected engines’—a plastic tube designed to even out the airflow coming to the air mass sensor. VW is on track to retrofit some **8.5 million cars** in the 28 EU countries by the end of ‘16, with the models due for the flow rectifier scheduled for update last as VW still needs to make the devices.

VW still expects to reach agreement with CARB and the EPA by the mid-January, though the fix is expected to be far more complex for US and Canadian models, an outcome predicted by VW and industry observers.

At CES, VW brand chief Herbert Diess said the company wouldn’t give up on diesels in the US, stating they still had a role to play in some segments, specifically SUVs. He suggested he didn’t see Europe shifting away from diesels in the near future, a



market they have dominated for decades, but also didn’t elaborate on expected changes to their US market strategy.

VW is facing calls to **buy back the 482,000 affected vehicles**, especially after the US DOJ filed the aforementioned lawsuit, reopening fears of **multi-billion-dollar fines**. Some accounts of the fines that VW could be forced to pay suggested a figure of **\$48 billion**—much greater than what VW had committed to dealing with the scandal—though a specific final figure was not cited in the suit. Despite allegations and per-car fine amounts cited in the suit, the legal action is still widely expected to be settled out of court.

VW’s stock took **ANOTHER** hit after filing of the suit, reflecting the fact that the scandal is far from being settled despite quick approval of a solution for affected European cars. Some US lawmakers have suggested buying back the 482,000 affected US vehicles would be cheaper and more expedient for VW, though VW hasn’t confirmed they are discussing this option.

Meanwhile, VW **assumes it will have to buy back about 115,000 US cars** as a result of the scandal.

Without citing sources, Germany’s daily *Sueddeutsche Zeitung* said VW expected it

(Continued on page 16)

'61 (cont'd)

(Continued from page 2)

with separate chromed breather caps. But that's not a big deal. The exhaust manifolds are what I like to call cast iron tuned headers because of their long tuned shape (*Ed. Note: on the SD cars, these long branch manifolds were made of aluminum to save weight. An unintended consequence—they couldn't run them for too long for fear of MELTING them!*). Included is a fuel pump with hose that connects up to the fuel line on the carbs. There's no power steering pump, but the generator does have a mounting bracket. The starter, distributor, upper and lower hoses, heater hoses, oil pan and fan are all separate and finish it off.

Chassis: It's one piece of frame rails only, no floor boards, which we've come to expect anymore. It certainly makes painting much easier. There are nine pieces to the front suspension with the tie rod cast with the lower A-arms. Interestingly, there is an extra pair of spindles for a lowered stance that again aren't mentioned. The rear suspension is made up of 11 pieces including very accurate shocks. The exhaust system is four pieces with the tips slightly drilled out. Under the hood is a beautifully detailed radiator, battery, steering box and master cylinder with no booster. The windshield wiper motor and coil are cast to the firewall.

Tires/wheels: The coolest part/parts/assembly are the wheels. They are the eight-lug aluminum wheels and are made up of five pieces each! The center

cap and trim ring are chromed while the drum, rim and backing plate are gray plastic. The tires are correct 83 series with beautiful scale treads and wide whitewalls (*pad printed*) on one side with no lettering on either side.

Interior: It builds up off the floor pan with no carpeting cast in and no ejector pin marks either; at least not where they will show. The one option is to decide whether or not you want a bench or bucket seats; either are two-piece. The firewall, and interior sides are separate pieces. The steering column (*with turn signal stalk*) is separate from the wheel as is the chromed horn ring, but the wheel is done in clear plastic. The beading that separates the pleats seems a bit too raised, but sand paper can fix that easy enough. The hand cranks and door releases are cast in place.

Body/glass: The glass is very smooth and clear and fits from the outside. The window trim is on the glass. And the vent windows are separate as well and have the small track molded to them. I'm a little disappointed that they didn't include the rear side windows. The body is free of the scripts and such, which are included on the decal sheet. The long side trim is the only trim cast to the body. The fender ornaments, wipers, door handles, taillight bezels, and front and rear bumpers/grille are all chromed. One thing that usually gets missed is the metal splash pan between the grille and bumper. Those parts are so often cast together we forget they are really separate. Moebi-

us took the time and effort to include a separate piece to be colored body color to correct that. We even get a pair of opened hood hinges. Clear red oval taillights bring up the rear.

If you stand back and take a cold look at this kit, it's just a two-door sedan (*Ed. Note: hardtop?*) kit, but that is really unfair and you might be missing out on the best of the three versions. We've never gotten a Ventura of any year and Moebius continues to prove that these kits, that we've been told for decades wouldn't sell, will in fact sell very well. **Rumor control** (or not) has it that **BOTH NASCAR AND Super Stock versions** are in the works. I'll be in line for both of those. Oh, and let's just let our buddy/Editor go on believing he got the first kit! I live 15 minutes closer than he does! I'd like to thank Tim, our one and only editor for all these years, in helping me put the "Poncho" history together.

by: Rich Wilson

Late Breaking! Seemingly within days of this release, it was all over the Spotlight Hobbies message board that Moebius would release the Bud Moore car, driven by Joe Weatherly in the first quarter of '61! The first of **MANY?!** 🏆



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Condo (cont'd)

(Continued from page 1)

es where he was unbeatable. He went as long as **TWO YEARS** without losing a race. He won so much that in '88 his nearest competitor, a Canadian racer, quit the sport saying he was tired of running second to "**The Lava Machine**"—Gustin's famous jet funny car that traveled 300 mp.

Proctor and Gamble sponsored The Lava Machine and Gustin became known nationally then as the Lava soap man, doing commercials and becoming one of the first drag racers to attract a wide array of sponsors. Names like Ford, Lincoln Mercury, J.C. Penney, Valvoline, Proctor and Gamble, Black and Decker Tools, Chevrolet and BF Goodrich were all associated with Gustin at points during his career.

More than once, Gustin es-

caped death in his dangerous sport.

In August '88 at the All-American Jet Car Nationals in NJ, his Lava Machine's parachute malfunctioned after he crossed the finish line on a 264 mph run, flipping the vehicle four times. He cracked some ribs and incurred a back injury.

"I've never had an easy crash," he told The Herald-Dispatch in October '88 before an exhibition appearance in Ashland. "The slowest one I ever had, I was going 220 mph. I'm just thankful my brothers Phil and Bill and my crew do such a great job prepping my car. It was a bad crash but because of the safety features, it only shut us down for about a month."

Valerie said the power of the car and imminent danger made it hard to watch her dad racing live.

"It was fear, fear, fear," she said. "I loved watching the other drivers, but I would not draw a breath from the starting line until I saw him jump out of the car, but he always jumped out of the car."

He drove until the early 90s. When he couldn't drive the Gustin Racing jet-powered funny car in '92 because of injuries, he turned the wheel over to one of his trusted crew members, Jerry Gannon, also of Franklin Furnace.

Gannon would go on to become the winningest jet race car driver during his 10-year career. Gannon died in June '02 from injuries suffered in a crash at Atlanta Dragway in Commerce, GA.

Marvin Panch, winner of the '61 Daytona 500 and who in '98



was named one of NASCAR's top 50 drivers of all time, died last month at the age of 89.

He lived in Port Orange, FL,

and was found unresponsive in his car, according to a report in the Daytona Beach News-Journal.

He started 216 races in NASCAR's top series from 1951-66 and won 17 times—including a win at the '65 Atlanta 500 that saw Panch start in the car and A.J. Foyt eventually bring the car across the finish line. Panch's best year was '57. That year, he won six times in 42 starts and finished second in the championship.

His win for **Pontiac** at Daytona in '61 was the first for the manufacturer in the Great American Race. In that race, he drove a '60 **Pontiac** prepped by the legendary **Smokey Yunick**.

He drove 69 races for Ford and the Wood Brothers from 1962-66. He won eight times and had a remarkable 30 top-three finishes for the team.

Born in Menomonie, WI, he grew up in Oakland, CA. He was inducted into the **National Motorsports Press Association Hall of Fame** in '87, and he elected to the **West Coast Stock Car Hall of Fame** in its inaugural class in '02.

Godspeed, gents. 🚗



Pontiacs on Parade!

What a fantastic showing for Christmas last month! It was “No room at the lot” last month, as no less than **FOURTEEN Potent Ponchos** made the scene, at the decorated display!

Joe Bush: Joe pulled my big behind outta the fire in a **BIG** way, with his ‘collection’ of Pontiac power!! They include, but are not limited to **GTOs** (1964, 1968 and 1971 hardtops, and a 1967 convertible), **Firebirds** (1970, 1977-78 and 2002—a replica of his wife Debbie’s 1:1 ride!), and **Bonnevilles** (1961 and 1963 hardtops, and 1962 and 1964 convertibles). Thanks a bunch Joe—I **HATE** you (Ha! Ha! Jus’ kiddin’!)!!

Steven M. Buter: Steve added a bit of color to the display with his tasteful blue ‘62 Catalina custom.

To this I added a bit more of my ‘**Modelhaus tribute.**’ That is, rebuilders requiring Modelhaus replacement parts. An **AMT Ventura**, while appearing complete, will likely need a bit of help. I also added a **Best Model Car Products ‘52 Pontiac station wagon**. Ironically enough, I heard from BMCP proprietor Michael Hanson a few days

later. Apparently, a MAMA’s boy ordered one after seeing mine on display. That’s how it’s supposed to work!

As I’ve said continuously—I’ll bring the ‘Reserved Parking’ as long as interested parties trot out their Pontiacs, thereby needing somewhere to park! I am also **VERY** intent on ‘ramping up’ my own building schedule, no

thanks to those of you who have fed my ‘Pontiac Fever’ since this display has come into existence. So, lemme just say—**“Thanks, I needed that!!”**

So, c’mon—bring ‘em and show ‘em! **‘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!! 🎄



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MAMA's BoyZ do it in scale!



Websites

Philly Area Car Modelers:

<http://www.pacms.org/>

Central PA Model Car Club:

<http://www.freewebs.com/cpmcc/>

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

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

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

www.yorkus30.com 🍷

Classifieds

WANTED: I'm always on the 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, and '70-'81 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, or see me at a meeting. **Thanks!** 🍷

Bad (cont'd)

(Continued from page 10)

would have to *either refund the purchase price of a fifth of the diesels affected or offer a new car at a significant discount*.

VW expects the rest of the vehicles will need major refits, incurring significant costs for parts and a long stay at the garage as parts of the exhaust must be approved and reconstructed.

VW couldn't be reached for comment.

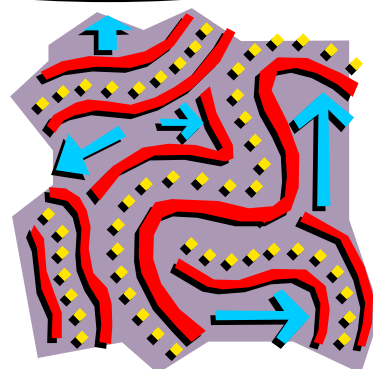
Not surprising. 🍷

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

Directions

From the Baltimore Beltway (RT 695): Take Exit 7, Route 295 (Baltimore-Washington Parkway) south towards Washington approx. 18 miles to Route 193 (Greenbelt Road), and exit. When on the off-ramp, stay to the right and merge right onto Southway (*see below*).

From the Washington Beltway (RT 495/95): Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (Greenbelt Road). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (*at the light*) onto Southway (*read on!*)



Once on Southway: Go straight to the second (2nd) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 🍷

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