

# MAMA Sez!

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March, 2016



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

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## 2016 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**
- ☞ May **NONE (!)**
- ☞ June 18th
- ☞ July 16th
- ☞ August 20th
- ☞ September 17th
- ☞ October 15th
- ☞ November 19th
- ☞ December 17th (10 - 3!)

**Inclement weather phone**

**number: (301) 474-0646.** ☎

## Big Go East Approaches!

Again, another well-attended meeting last month with plenty too look at (*as it should be!*).

We are slowly creepin' up on 'show season', with NNL East in April and then our show.

Be thinkin' about themes for **NEXT years' MAMA NNL (2017)!**

**Rich Wilson** this month paws over the **Round2 '57 Chevy Bel**

**Air**, while **Matt Guilfoyle** gives you his insight on something called a **'Gorilla' (!?)**. **Thanks, guys!!**

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

More 'GMC' and VW news. So, what're you waitin' for?!?

The raffle raised **\$75.00**, while the door kicked in **\$82.00**, plus

**\$2.00 from tweezer sales**. Thanks, guys!

Thanks to the raffle donors: **Brad, Ed Brown, Steve M. Buter, Mike Costic, Ron D, Matt Guilfoyle, Ron Hamilton, Rich Meany, JC Reckner, Ron Roberts, Bradley's Car Collectibles and Replicas & Miniatures Co. of MD.** Thanks guys—we 'preciate it! ☺

## EcoManiac!

Just because you **CAN** do something, doesn't mean you **SHOULD!** [Bangshift.com](http://Bangshift.com)

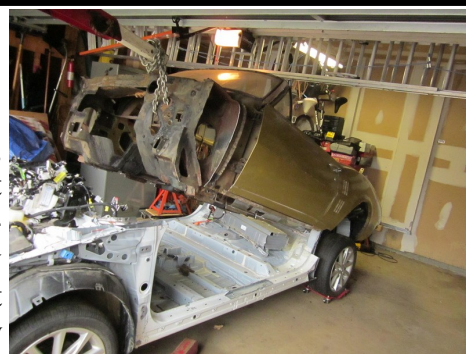
recently ran a story on a project where a guy has taken a really clean **'67 Firebird convertible** (one of 15,528) and hacked it up in order to drape it over a **Prius chassis** complete with the Prius drivetrain. Kinda wish they were making this up but the photos tell the story. Hot rodding is many different

things to many

different people, but the basic intent is to make the vehicle better. How does this make it better in **ANY** way other than **MPGs?**

It certainly makes the thing vastly more complex, slower, and a living nightmare for a first responder when they roll up on the scene if it ever gets into an accident!

He has every right to do what he is doing. He paid the money for the



cars, he has the skills to pull off the job in his garage, and frankly it is a big undertaking. They begrudge him none of that but they do seriously get bummed to think that he had to start with a freakin' first year Firebird convertible. They

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## Round2 '57 Bel Air

This is, of course, a re-issue from several years ago. I never got one of these kits at the time because as you know I'm not a fan of '57 Chevys. But I do have an old AMT '57 Chevy custom that I built as a tribute of sorts to a childhood friend. I also have Revell's 'Black Widow' kit. When I opened this box, the first thing I saw was the body and I was shocked at how wide it seemed to be. But since I don't know these cars that well, I figured I'd do some double checking. When this kit was new, I had heard that it was not very well done. I don't remember specifically since as I said, I'm not a fan. I went to several websites and found the critical dimensions I needed. It turns out the length and height are right on, but the width is another matter. Depending on which website is more accurate, the 1:1 Chevy measures 73.0 to 73.3 inches wide. The narrowest dimension I got at the doors of this model body was 3.025 inches. That translates to 75.625 inches or 2.325 inches difference (*full scale*) or 3/32" in 25<sup>th</sup> scale. That can't be ignored.

But this kit still has value that other kits don't offer. One that I noticed is if you look at the body from front to rear, the tailfins don't curve inward as the others do. Plus this kit has detail the others don't, like an opening trunk. No I'm not forgetting the kit from the early '60s that had opening doors; that kit wasn't much to brag about then. The trunk is fully detailed, only lacking a bumper

jack. I'm disappointed that the hinges don't work, but that seems like it could be modified. The engine hood is the same way; the builder has to choose either open or shut. But that too can be changed. I counted 189 pieces including the vinyl wiring, photo-etch pieces, decals and foil. Under the hood you will find separate air ducts that go from the headlights to the interior. The front seat is made up of four pieces. The kit is molded in off-white, but the wide white walls are done in pure white. Unfortunately, they aren't quite wide enough. There are 27 chrome pieces, and 24 photo-etched, eight clear and two tiny clear red tail-lights.

**Engine:** It consists of 28 pieces including the radiator hoses. There are no chrome parts at all and it builds up only as the twin four barrel carb version with the 'batwing' air cleaner which is four pieces by itself. The humpback exhaust manifolds have the generator mount but there isn't a power steering pump. The good news is you only need to find a pump in your parts box and mount it to the rear of the generator. Downgrading the engine to the single carb and air cleaner shouldn't be any real problem either. As I mentioned above, the kit includes vinyl sparkplug wire, but AMT was nice enough to center drill the dis-



tributor cap to aid in drilling it out. The timing cover has the correct engine mounts and separate water pump. Other separate details include the road (*vent*) tube, oil filler, oil pan/filter, starter, generator and fuel pump. The engine block halves have a power glide tranny cast to them but the dash has a clutch pedal hanging from it. That seems easy enough to correct.

**Chassis:** This is the type of chassis I like; it's separate from the floor. When I forget to install the exhaust system before the rear axle, I won't have to UN-assemble the damn suspension. **OOOPS!** And it makes it easier to paint! The front suspension is built up with nine pieces including coil springs, uprights, tie rod and a sway bar. The rear has nine pieces as well with a separate gear set similar to Fords to come later. There is even a fine brake line on the back of the housing. The shock mounts and shocks are also included. The dual exhaust system is three pieces on each side (*just don't forget to install it first!*). A two-piece gas tank should probably go in before the exhaust system.

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## Round2 AMT Dirty Donnie Charger

The Dirty Donny '71 Dodge Charger (AMT945, 1/25th scale customizing kit) is a re-issue originally introduced in the early 90's. Included are 109 parts, consisting of two window glass sets, one clear and one smoke. Round2 has included all the original parts; this kit can be built only stock with a wild Dirty Donny designed decal sheet to "customize" it the Dirty Donny way! I believe Dirty Donny art fans will approve of the decal sheet! The kit is molded in a pearl metallic orange. This is the third Dirty Donny automotive kit released by the Kats at AMT. The other two include AMT 691, Dirty Donny Vantasy Chevy Van and AMT 806, Dirty Donny's 1970 Dodge Super Bee pro stock car.

**Engines:** The Mopar 440 Dodge Magnum engine is included. Engine assembly has 26 parts and builds up as a nice detailed 440 Magnum.

**Chassis:** A very nicely detailed chassis can be built from this kit. Separate exhaust and suspension parts are included. This kit is among AMT's early 1990's well detailed chassis. The only problem I encountered was with the front suspension. The tires/wheels seem to fit a little to the front of the forward wheel wells. A check of other built models from this kit appears to be the same as the photo of the model on the instruction sheet.

**Tires/Wheels:** Four Goodyear tires and four stock wheels are included. I painted mine a dark gun-metal gray for contrast.

**Interior:** Standard modern AMT interior builds off of the fully detailed floor with separate side panels, shelf deck, front and rear

seats and dash. The front seat is a bench style.

**Body:** The body and the kit have no flash and the tool is in very good form. Fit and finish is quite good. I chose to paint my body. However, with just a little polishing the body would be very nice as molded, your choice.

**Summary:** Club members know that I am a sucker for neat box art. This kit fits that need. 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 Glue assembly, paint required; kit features:

- Molded in pearl metallic orange plastic
- Build stock or Dirty Donny Custom
- Optional smoke tinted glass included
- Stock and Dirty Donny art decal sheet has graphics and new



designs

- Fantastic box art AMT packing
- Modern tooling with detailed engine, chassis and interior
- Bonus mini display box

As always, 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-/1971-dodge-charger/>

by: Ron 'Box Art' Roberts 🚗



## 'Gov-a-mint Motors!'

'GMC' is recalling **426,593 2015-16 Silverado 2500 and 3500 HDs, Tahoe PPVs** as well as the **GMC Sierra 2500 and 3500 HDs** over an issue with the brake pedal.

The brake pedal pivot nut may loosen, causing the brake pedal to be loose or inoperative. If this happens, the driver may be unable to stop the vehicle by using the brake pedal. Additionally, a loose pedal may also interfere with the accelerator pedal. Either condition may increase the risk of a crash.

'GMC' will notify owners, and dealers will inspect the brake pedal pivot nuts, adding thread adhesive and tightening the nut as necessary, free of charge.



'GMC' has announced plans to recall **roughly 200,000 Saturn Astras, Saab 9-3, and 9-5s** as part of a wider recall of **over 5 million cars** with potentially-defective airbag inflators produced by Takata Corporation.

The vehicles have airbags with potentially-defective Takata PSDI

-5 front driver-side airbag inflators. Upon deployment of the driver's frontal air bag, excessive internal pressure may cause the inflator to rupture.

In the event of a crash necessitating deployment of the driver's frontal air bag, the inflator could rupture with metal fragments striking the driver or other occupants resulting in serious injury or death.

No injuries, deaths, or inadvertent airbag ruptures in these vehicles have been reported. However, at least 10 deaths have been linked to Takata airbags.

'GMC' will notify owners, and dealers will replace the driver's frontal air bag inflator on Saab 9-3 and 9-5 vehicles and will replace the driver's frontal airbag module on Saturn Astra vehicles, free of charge. 'GMC' has not yet provided a notification schedule.

'GMC' is recalling **2,988 '15 Colorado/Canyon pickups** over an issue that can cause loss of power steering assist.

A poor electrical connection within the steering gear connector may cause a loss of power steering assist.

A loss or reduction in power steering assist may increase the risk of a crash.

'GMC' will notify owners, and dealers will replace the steering gear pinion sensor cover assembly, free of charge.



Not surprisingly, 'GMC' has not yet provided a notification schedule.

'GMC' is recalling **139 '16 Camaros, Malibus, Silverados and Sierras** over failure to comply with Federal Motor Vehicle Safety Standards.

The radio may intermittently fail to provide an audio warning when the key has been left in the ignition and the door is opened or when the driver does not fasten their seat belt. As such, the vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standards (FMVSS) number 114, "Theft Protection", and/or 208, "Occupant Crash Protection."

The hazards: an unbelted driver is at a greater risk of injury in a crash.

'GMC' will notify owners, and dealers will update the radio software, free of charge. The manufacturer has not yet provided a notification schedule.

The **'08 Pontiac Vibe** is being recalled over a defective passenger side airbag inflator that could cause serious injury or death upon deployment. The recall is part of a larger and now-expanded recall by 'GMC' rival Toyota, which pro-

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## 'Gov't' (cont'd)

(Continued from page 4)

duced the Vibe—essentially a re-badged Toyota (Corolla) Matrix. **132,086** vehicles are affected (cumulative figure including Toyota, Lexus and Pontiac vehicles in the US).

The passenger side front air bag inflator may produce excessive internal pressure causing the inflator to rupture upon deployment of the air bag. In the event of a crash necessitating deployment of the passenger's frontal air bag, the inflator could rupture with metal fragments striking the vehicle occupants potentially resulting in serious injury or death.

Toyota and Lexus vehicle owners will be notified by Toyota beginning March 15th, 2016. A date has not yet been provided for Vibe owners to be notified by 'GMC' (*surprised?!).* The respective dealers will either replace the front passenger air bag inflator or the entire front passenger air bag assembly depending on the model.

As always, your local 'GMC' dealer will likely be overwhelmed by all the recall campaigns going on, so you can visit [recalls.gm.com](http://recalls.gm.com). There, owners can enter their VIN # to see any open recalls as well as customer satisfaction programs. If the vehicle is part of the recall, customers should take it to a General Motors dealer, and, hopefully, get it repaired.

From the 'WTF' department, valet who stopped a '**GMC' Tech Center stabbing** will be honored for his actions. Didarul Sarder, a valet outside of the 'GMC' Tech

Center, will be given a mayoral proclamation for his role in stopping the stabbing outside the facility, according to *The Detroit News*.

Sarder interrupted the stabbing incident, which involved the 32-year old daughter of a 52-year old 'GMC' employee. The 'GMC' employee's daughter had attempted to stab her mother outside the lobby. When Sarder saw the incident unfold, he approached the daughter with his handgun and yelled for her to stop. Sarder is licensed to conceal carry. The daughter has been charged with attempted murder.

Warren Mayor Jim Fouts said the man absolutely deserved to be recognized.

"This is a clear act of heroism by Sarder, probably saving a life," Fouts said Wednesday in a statement. "He deserves special recognition for his quick action."

The valet said his first reaction was "to try and save this woman's life."

In a knee-jerk reaction to this incident, 'GMC' fired the man due to their '**no gun' zero tolerance policy** at the facility. The backlash was so severe that he has since been reinstated. Wayto go, 'GMC.'

'GMC' has announced plans to pay down its **\$10.4 billion in unfunded pension debt for US hourly workers** by offering 20- and 30-year unsecured notes.

They will offer two types of notes: \$1.25 billion of 6.60 per-



cent notes due in 2036 and, \$750 million of 6.75 percent notes due in 2046.

'GMC' is hoping to raise roughly \$2 billion in capital by selling the notes and help fund the underfunded pensions plans. The transactions were expected to close February 23<sup>rd</sup>, which is when 'GMC' would receive the net proceeds.

In the event that it does not use all of the net proceeds for this contribution, 'GMC' said it would use the money for "**general corporate uses.**" **Surprised?!**

According to 'GMC's' '15 earnings, the company **decreased its pension plan by roughly \$5 billion to \$71 billion**, bringing the obligation to being 85 percent funded at the end of '15.

"We intend for the US hourly plan to be fully funded over time," 'GMC' spokesman Tom Henderson said.

Now they can't even screw together a Toyota-based Pontiac, while **STILL** looking for bailouts—**Mindboggling.** 🤖

### 2014 GMC Recall Ticker

# of Recalls  
**121 (!)**

# of Vehicles Affected  
**34,482,350**

## This 'n That

**“Cars Freakishly Expensive—REALLY?!?”** Ralph Gilles, *Fiat Chrysler Automobiles* global design chief, has an urgent message for suppliers: The cost of designing and manufacturing vehicles is spiraling out of control. “Cars are getting freakishly expensive, and the public isn’t willing to pay,” Gilles said at the Original Equipment Suppliers Association US-Canada dinner in Dearborn, MI, recently. “It’s not sustainable.” Standing near a ‘17 Chrysler Pacifica minivan, he spoke about the factors driving costs higher. “In less than 10 years, all this new technology—*park assist, speech recognition, blind-spot detection, iPod interface*—all this stuff is becoming standard. That’s why I reach out to the supply community. We have to find a way to consolidate modules.” Pointing to the Pacifica, Gilles said: “Modules, modules and more modules. There’s so many modules there. If we were to strip off this car, we’d probably have a basketful of modules—little black boxes that do something. It’s getting out of control. They’re very expensive. They’re tough to package. They’re very complex. “There are *six cameras and God knows how many sensors, radar, lidar*—everything on this van to make it safer, but it’s expensive. Wouldn’t it be nice to consolidate all that? We can’t just keep pasting sensors on a vehicle.” Gilles said he’d like to see suppliers develop “a monster module that controls the entire vehicle and that’s easier to upgrade.” Here’s *MY* question—

who decided we needed all that crap (*i.e., Park Assist, WiFi, etc.*) anyway?!? **THEY** designed all this crap into these cars, but it sounds like they want the suppliers making it to cut their prices...**“Big Brother, Right Here in MD”?!?”**

If you ride public transit in Maryland, there’s a chance that *a device installed on your bus is listening to and recording your conversations*. Fortunately for you, you’re probably more likely to be silently hammering your way through *Return of Candy Crush: Birds Who Are Both Angry and Flappy* than you are to be talking to you neighbor, anyway. It turns out that MD public buses have been conducting audio surveillance on their passengers since **2012**. *The Washington Post* reported that state lawmakers are attempting to curtail the snooping. Currently, about two-thirds of the MD Transit Administration’s bus fleet are equipped with the devices, which are always recording. Legislators pushing a new bill would like recorders to be activated only during a public safety incident or other emergency, the *Post* reports. “What [the Maryland Transit Administration] is doing is a mass surveillance,” Democratic State Senator Robert Zirkin told the paper. MTA buses were equipped with video cameras long before they added sound recording, and the new bill does not seem to impact video recording. Next time you whip out your smartphone for a few rounds of *Temple Run: The Movie: The Game*, make sure you play your



hardest—you never know who might be watching...**NASCAR—Trump For President?!?”** On the night before Super Tuesday, *NASCAR Chairman and CEO Brian France* publicly put his support behind Republican presidential candidate **Donald Trump**. The endorsement came at a rally at Valdosta State University in Georgia, where France was joined by drivers *Ryan Newman, David Ragan* and *Chase Elliott* (*Chase’s dad, NASCAR legend Bill Elliot was also on hand*). Trump is no stranger to NASCAR, as he was involved in a *failed business venture to build a speedway in the late ‘90s*. **Really, NASCAR? Wonder how much he charged Trump for the endorsement?!...”** **Hot Rod Pickups NOW!** Roush Performance knows how to build a Mustang. Did you know they tune F-150s, too? In the same way the Stage 3 Mustang is the anti-Hellcat, consider the **‘16 Roush F-150 SC** the anti-Raptor. For starters, Roush installs a TVS 2300 supercharger on top of the 5.0-liter V8, bumping output from 385 hp to 600. It’s on sale now in non-CARB states. As for CARB states, Roush told us, “No CARB approval is pending or applied for. We do have a retail supercharger kit that will be submitted for ap-

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## T 'n T (cont'd)

(Continued from page 6)

proval and can be installed post-title in CARB states, but do not intend to certify the F150 Roush Supercharged vehicle at this time.” It comes with a three-year, 36,000-mile warranty from the Roush factory in Plymouth, MI. It also comes with a Fox 2.0 Performance Series Suspension System with new front coilovers and rear shocks. Roush 20-inch wheels with M/T tires are installed, along with a Roush Performance side-exit exhaust. One of our favorite Stage 3 Mustang features was the infinitely customizable Roush Active Exhaust. The company says it’s optional on models coming later this year. The truck wouldn’t be recognizable without some Roush graphics and body pieces. It gets a new front grille, fender flares, front bumper cover, square “R” hitch cover and the full Roush graphics package including hood, windshield, side rocker and tailgate graphics. Roush is only installing the supercharger on V8s, but all the other upgrades can be had on F-150 XLT trims and above. The company says allow 8-12 weeks for delivery. You can check out and reserve one at any of Roush’s 400 authorized dealers. This pickup might seem to step on the new Ford Raptor’s toes even before it hits the streets, but Roush is in constant contact with Ford in development, planning and engineering phases, and they gave it the go-ahead. Roush has been developing this particular model for more than a year. The sticker is \$22,600, not including the basic

pickup’s price. The ‘16 XLT starts at about \$33,000, including destination, bringing your grand total to about \$55,600. The last Raptor stickered at about \$45,000, in case you were curious... **Race Pickups NOW!** The ‘17 Ford F-150 Raptor is going racing, and it’s about time. Ford’s rip-roaring off-roader will join the **“Best in the Desert” race series**. Its first event started in early February in Arizona. The race Raptor gets 3-inch-diameter external-bypass front and rear Fox Racing Shox, front and rear springs to raise ride height, gain ground clearance and provide increased compression rate to handle extreme terrain, custom-fabbed roll cage, MasterCraft seats with five-point harness safety belts and window nets, LED light bars, racing fuel cell, Lowrance GPS, RacePak digital dash and a data logger. Greg Foutz of Foutz Motorsports is the primary driver; Tim Casey joins him. Both are multiple stock full-class desert racing champions. As to the new Raptor’s exact output, Ford only says it makes more power than the outgoing 6.2-liter V8’s 411 hp. The engine is mated to a 10-speed automatic transmission and features the company’s Terrain Management System, swapping between normal, street, weather, mud, Baja and rock crawling modes. The remainder of the ‘16 schedule is as follows:



Laughlin Desert Classic, Laughlin, Nevada, May 5, Vegas to Reno, Nevada, Aug. 17-20, Bluewater Challenge, Parker, Arizona, Sept. 10-Oct. 6, Pahrump Nugget 250, Pahrump, Nevada, Dec. 1-4... **Legal Action Against A-M?!** Automotive designer **Henrik Fisker** has filed **\$100 million civil extortion lawsuit** against former employer **Aston Martin**, alleging that A-M is trying to prevent him from displaying a new automobile designed by him at the Detroit auto show, which was held in mid-January. Fisker’s lawsuit against A-M seeks declaratory relief as well as \$100 million in punitive damages. Specifically, the declaratory relief that he seeks is for the court to decide whether the design of Fisker’s new **The Force 1 sports car**, shown in teaser form over a week ago, actually infringes on trademarks owned by his former employer. The suit alleges that shortly after the sketch was published two days before Christmas last year, A-M demanded he change the design or not display in Detroit at all, under the threat of a lawsuit against him (*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 (cont'd)

(Continued from page 2)

**Interior:** The first thing I noticed is that the sides extend all the way back to the taillights to give the trunk area extra detail. All the cranks and levers are cast in place, detailing should be relatively easy. AMT was helpful to include a list of the available interior colors. I'm just always amazed at how unattractive the color combos that Chevy offered were. As I mentioned above, the seat is four pieces with the extra pieces being those at either end of the seat at the floor. The dash has the usual detail, but there are no decal gauges for it and there is the clutch pedal to consider. The builder could swap out the power glide for a 3-speed manual. The two-piece steering column/wheel has the two stalks and there is the handbrake release as well. The rear seat is separate with the package shelf cast to it.

**Tires/wheels:** There's no real choice here; only the stock parts are in the kit. But as such, the knock offs are separate pieces. The tires are lettered "Goodrich Silvertown" with plastic inserts, but the wide whites don't seem

very wide to me. And as great as the sidewall and tread detail is, they rather look more like medium duty truck tires. I'd advise to replace them with more appropriate ones.

**Body/glass:** Other than the width problem, it's quite well done. AMT cast the body such that you could ignore the photo-etch, use the included foil and still have it properly trimmed. The 'V' for the front and rear are on the chrome tree and the photo-etch fret also. The wipers are done the same way. Also on the fret are the brushed aluminum 'wings,' grille, front fender 'D' shaped trims and rocker trim. Both the trunk lid and the engine hood have correct looking reinforcement detail on their undersides. The hood has hinges that are fixed in the open position, but a clever builder could figure out a way to use them for display and remove them so the hood can be in the closed position or make working hinges. Another separate piece is a latch assembly for the hood. The trunk lid has fixed hinges as well, which are accurately shaped. I don't understand why they weren't made to work as part of the kit. Modifying them shouldn't be too hard. Under the hood there are separate inner fend-

ers, radiator, radiator support, battery, two horns, two-piece heater fan housing, steering box, steering arm, master cylinder, three heater hoses and air ducts that run from the headlights to the interior. Eight pieces of clear are included the highlights of which are the individual wing windows and turn signals. It's all quite clear and bagged for protection. The front bumper and hood trim are separate as is the grille. With the grille you have the choice of plastic or photo-etch. The grille bar with its' turn signals is separate as are the door handles, outside mirror and 'gun sites,' and all are on the chrome tree. The tips for the 'dagmars' are cast in white plastic to make painting them easier. Besides those already mentioned, the photo-etch fret includes scripts and license plate frames. And a pair of fender skirts finish it off.

**Decals:** There's not much on the sheet that are absolutely needed for the model in stock trim other than a couple of jack instructions and under hood charts. The rest are license plate and business labels.

If you can get past the width problem it should make for a really nice model.

by: Rich Wilson 🍷

## REALLY?!?

A driver of a minivan painted to resemble the *Mystery Van* from the "Scooby Doo" cartoon series recently led Redding, CA cops on a *high-speed chase with speeds in excess of 100 mph*, before giving 'em the slip! Cops were looking for a 51-year-old woman wanted for probation violations. She blew



traffic through several red lights, prompting police to abandon the

pursuit, over motorists safety.

Guess the cops have a mystery on their hands—"Scooby Doo, Where Are You (LOL)!?" 🍷





## Aoshima Honda Z50J-III "Gorilla"

The kit (*Naked Bike Series #20, kit #048788, 1/24th scale*) is nicely molded in both black and white plastic and includes a chrome tree, decals and vinyl tires and tubing (*for cables*).

The kit is relatively simple considering the scale and should be a quick build for those with experience building motorcycle kits. Also, it should offer an easy entry into motorcycle modeling for the uninitiated. Most of your time will be expended on painting the various pieces.

Although I appreciate the inclusion of the chrome tree, the only pieces that should be chrome are the mirrors, gauge and headlight trim. Everything else would be varying shades of gray and silver. The handlebars are molded in black plastic and the reference photos I could locate online indicate they could be chrome or satin

black.

There are two headlights and buckets included in different sizes. The instructions indicate the smaller one is to be used. The entire headlight is plated so you will have to use your preferred method for creating the lens.

You could build the bike following the colors in the instruction sheet and the suggestion to paint according to the box art, but it seems US spec had a lot more chrome than shown on the box art. It may be that later bikes, like this 1978 model, did not have as much chrome as the earlier models. I'd suggest an online search to get some ideas. I particularly like the



mild customs with wide whitewall tires.

For the money (\$13.75US from Ron Bradley), I recommend this cute little bike. Aoshima also offers the Honda Z50 "Monkey" which was marketed in the US as the "Mini Trail." Now, if someone would offer a 1979 Yamaha GT/MX-80 in scale.

by: Matt Guilfoyle 🍷

## Ford vs Chevy!

Chevy NASCAR Sprint Cup Series team **Stewart-Haas Racing** announced it has entered a partnership with **Ford Performance** to begin at the *start of the '17 NASCAR season*. The multi-year agreement means that as of next year's Daytona Speedweeks in February, the four-car SHR squad will race **Ford Fusions** powered by Roush-Yates engines.

"We are thrilled to be able to add a championship-level team like SHR to our program," Raj Nair, Ford's executive vice president and Chief Technical Officer, said in a prepared statement.

"Tony Stewart and Gene Haas have the same passion for winning that we do, and bring a strong stable of drivers and personnel that fit into what we're trying to do in the sport."

The deal means SHR drivers Danica Patrick, Kevin Harvick and Kurt Busch will no longer be Chevy athletes. Bowyer, who will replace Stewart in the No. 14 car once the 44-year old retires at the end of the '16, will also be making the transition from Chevy to Ford. The team will continue in its partnership with Chevy for the rest of '16.

SHR will join other Ford teams on the grid in flying the Blue Oval next year including

Team Penske, Roush Fenway Racing, Wood Brothers Racing, Richard Petty Motorsports and Front Row Motorsports. Ford says the addition of SHR to their roster will increase their chances of success.

"We have said very clearly that we are not in NASCAR just to race, but to win races and championships," Ford Performance global director Dave Pericak said. "We believe the addition of SHR in '17 will give our program a major boost in terms of being in contention for both drivers' and manufacturers' championships every year."

**Drinking the Kool Aid, Tony?! 🍷**

## Bad VW News

Audi submitted a technical proposal to the California Air Resources Board (CARB) in early February outlining its plan to recall and fix its 3.0-liter TDI diesels, Automotive News reports. Federal and state regulators gave the automaker a Feb. 2nd deadline to address an emissions control issue first identified in early November of last year.

"VW agrees these devices resulted in excess emissions and other instances of noncompliance in the affected vehicles," CARB said in a statement on Tuesday, Feb. 2nd.

"CARB will respond following a thorough and complete review to make sure the plan addresses the presence of the illegal defeat device and follows the necessary environmental, vehicle and public health and safety regulations."

In a Notice of Violation filed back in November, the EPA accused VW AG of using undisclosed emissions control systems in 3.0-liter TDI engines in Audi, VW and Porsche models, one of which was labeled as a 'defeat device.' The notice led to a prompt stop-sale order on certain versions of the Audi A6, A7, A8 sedans, as well as the Q5 and the Q7. VW and Porsche also halted sales of the diesel Touareg and Cayenne models.

Audi has admitted that one of the emissions control systems amounts to a defeat device, and has tried to explain that the 3.0-liter engines use a catalyst warmup mode. The company still

believes that the problem could be solved with just a software update without any effect on performance or emissions, though it didn't release any technical details of the proposed fix.

"Now the authorities will review the plan and determine whether it meets their requirements," the company said in a statement. "We hope to receive a decision in the near future."

The Feb. 2nd plans follow CARB's rejection of VW's proposed solution for 482,000 models equipped with the 2.0-liter TDI engine, though Audi's issue is expected to involve a less-complex repair.

In late February, a federal judge set a March deadline for VW to say whether it has a fix for 600,000 cheating diesels in the US (although no penalty was announced if the automaker can't meet it). That's only one of VW's problems. The other is the lawsuit by the US Department of Justice, for as much as \$46 billion, for violating environmental laws.

According to a VW lawyer who spoke to *Reuters*, that's moving along just fine.

Lawyer Robert Giuffra told US District Judge Charles Breyer at a court hearing in San Francisco the automaker is making progress in trying to reach a settlement after it admitted to using software to emit up to 40 times legally allowable emissions in vehicles sold since '09.

The Justice Department in January sued VW for up to \$46 billion for violating US environmental laws.

Breyer said he wants a definite answer by March 24th from VW

and the EPA on whether the sides have found an acceptable fix for the vehicles, noting that VW admitted the excess emissions nearly six months ago.

To recap: Toyota settled its suit with the Justice Department for **\$1.2 billion** for concealing safety defects, and 'GMC' paid **\$900 million** for the same. How much will VW have to pay for this?

US authorities have asked VW to build electric vehicles in the US as a way of making up for its rigging of emission tests, the German newspaper Welt am Sonntag reported.

The paper said the US EPA was asking VW to produce electric vehicles at its plant in Chattanooga, TN, and to help build a network of charging stations for electric vehicles.

Some of VW's cars already have electric or hybrid motors. It was not clear from Welt am Sonntag report whether the EPA was asking VW to produce new models or existing ones.

The EPA is currently in talks with VW with the aim of agreeing on a fix for diesel vehicles that emit up to 40 times U.S. legal pollution limits.

Five months after the emissions scandal broke, VW has yet to come up with a technical fix for almost 600,000 diesel cars in the US, and is facing a growing number of legal claims.

"Talks with the EPA are ongoing and we are not commenting on the contents and state of the negotiations," a VW spokesman said. EPA declined to comment.

Meanwhile, weekly tabloid

(Continued on page 11)



## VW (cont'd)

(Continued from page 10)

Bild am Sonntag said Hans Dieter Poetsch, the chairman of VW's supervisory board, was summoned by German transport minister Alexander Dobrindt in mid-February for an update on the automaker's progress in tackling the crisis.

According to the article, Poetsch pledged that VW would do everything to solve the crisis, regardless of how that might impact individuals and positions at the company.

VW confirmed that Poetsch and Thomas Steg, the company's head of government relations, updated Dobrindt on Feb. 16th on the status of its internal investigation. VW declined to give details.

VW will present its final report on the crisis to law firm Jones Day in April.

VW's settlement negotiations with the US DOJ and the EPA have advanced, according to a re-

port from Reuters, but a deal is unlikely to be reached before the end of March.

The scandal-hit automaker has been in talks with the EPA and the DOJ over the past two months over a settlement that would allow the automaker to proceed with the recall and address its violations of federal law. In a suit filed by the DOJ, the government accused VW of violating provisions of the Clean Air Act through its use of so-called 'defeat devices' in models equipped with 2.0-liter and 3.0-liter TDI engines.

Reuters reports that negotiations are dragging on, but sources indicate VW wants to reach a settlement sooner rather than later.

"We are committed to resolving these matters as quickly as possible," Robert Giuffra, a lawyer for VW told U.S. District Court Judge Charles Breyer, according to Reuters, adding that VW may offer a more definitive statement in about a month.

The automaker remains unsure

of the financial fallout and has delayed a quarterly earnings report as it struggles to put a price on the scandal which involves not only 600,000 cars in the U.S., but approximately 11 million vehicles in dozens of countries.

Still, VW CEO Matthias Mueller indicated recently he expects the automaker to win back customers' trust.

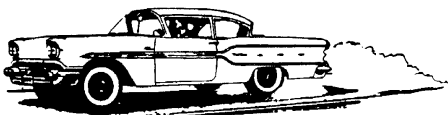
"We are quite confident that by regaining the trust of our customers, of the public and of our remaining shareholders, we will have a good year 2016," Mueller told the German news agency DPA, according to Automotive News Europe. His comments were widely interpreted to only address VW Group's overall global outlook.

"We will certainly be a loser in the U.S.," Mueller also said during the interview.

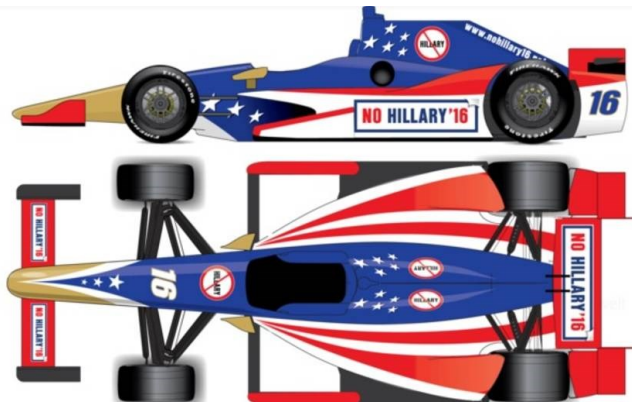
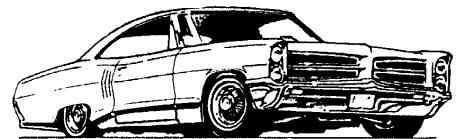
The automaker is expected to issue the results of its own internal investigation at the end of April.

***This is gonna cost 'em.*** 🚗

## Miscellanea



A rumored Indy car entry for the 500 this year. I'm DEFINITELY on board with this one!!!



Sex Sells Pontiacs! Even 'way back when these were new!! Thanks to Lyle & Matt for this 'sexy' Poncho!

## Model Buffet

Since I am currently unaware of any new and interesting items from either of our home-grown resin casters extraordinaire—**Replicas & Miniatures Company of Maryland** and **Historic Racing Miniatures**, let's shift gears a bit to something that, for a change, found me (*instead of vice versa*).

**Speed City Resin** ([www.speedcityresin.com](http://www.speedcityresin.com)) started back in 2006. Proprietor Scott Kapellusch had plans to build some vintage drag car replicas (*in 1/25th scale*) and realized there were no parts available to finish the models he wanted to build. He then noticed there were no bodies of some the models he wanted to build! This was a problem he wanted to solve.

His intended goal was to be able to make parts and replica bodies for himself and thought that he should share them with the rest of the modeling community, that's when the idea of "Speed City Resin Models" was born.

After looking around at other resin companies that were only making bodies with no chassis, interior tubs or any parts to mention with their models, he felt that having a resin company with the 'builder in mind' would set his company apart from the others and he believes he's accomplished that—check out their testimonials page.

When he does a master model, he makes all the specialty parts for that model that are unobtainable (*since no model manufacturer ever made these parts*) and would be a nice addition to have the builder

not have to spend hours on researching

and scratch building those parts. Of course any resin model will need some donor model (*and or*) donor parts, but with Speed City resin models you get

all the main parts needed to build an accurate replica.

Well, Scott, via SCR, recently plopped a new product newsletter e-mail in my Inbox.

The new product in question is—*wait for it—a Pontiac* (*surprised?!—the "Mr. Unswitchable" GTO!*

Any of you who are race fans know that old race car models in **ANY** condition (*built OR unbuilt*) can be virtually impossible to find, and can reach positively insane prices on eBay.

In an e-mail chain between Scott and I, he gave me some of the details on this kit and the work he put into it. First and foremost, it is not a simple recast of the old MPC kit!

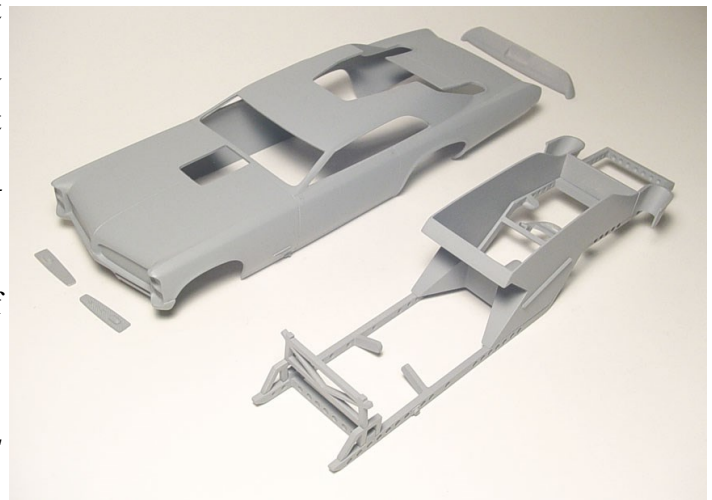
The kit lists for **\$48.00**, and includes what you see pictured. SCR casts many other parts that can be added to this (*including decals, I'm told, for a nominal fee*) to complete one of the wilder racers from back in the day.

Oh, as if **ONE**



**Pontiac** ain't enough, word is that Scott and SCR will reportedly offer the "**Brutus**" '65 **GTO** in the near future as well—I'm there (*Ha! Ha!*)!

As always, if you hear about something of possible interest to your fellow club members, by all means, send it to my attention for inclusion in a future column. Thanks to Scott & SCR for filling this void, and thanks again to **Matt** for creating this monster! More next month! 🍷





## "Cars Old Guys Want!"

To identify the carmakers with the oldest buyers, 24/7 Wall St. reviewed the average age of car buyers of 44 carmakers. From "Land Rover and Dodge Appeal to the Young Automotive Buyer," a recent report from IHS Automotive. US sales data was provided by Kelley Blue Book, and additional financial figures came from the carmakers' press releases.

These are the cars with the oldest buyers.

**1. Lincoln:** Avg. age of buyer: 61.0 years, 2013 US unit sales: 81,694, Unit sales pct. chg. (2012-2013): -0.6%

**2. Buick:** Avg. age of buyer: 60.3 years, 2013 US unit sales: 205,509, Unit sales pct. chg.

(2012-2013): 13.9%

**3. Bugatti:** Avg. age of buyer: 59.5 years (*tied-3rd highest*), 2013 US unit sales: 1, Unit sales pct. chg. (2012-2013): -50.0%

**4. Cadillac:** Avg. age of buyer: 59.5 years (*tied-3rd highest*), 2013 US unit sales: 182,543, Unit sales pct. chg. (2012-2013): 21.9%

**5. Lexus:** Avg. age of buyer: 56.9 years, 2013 US unit sales: 273,847, Unit sales pct. chg. (2012-2013): 12.2%

**6. Jaguar:** Avg. age of buyer: 56.6 years, 2013 US unit sales: 16,952, Unit sales pct. chg. (2012-2013): 41.1%

**7. Bentley:** Avg. age of buyer: 56.2 years, 2013 US unit sales: 2,663, Unit sales pct. chg. (2012-

2013): 17.7%

**8. Smart:** Avg. age of buyer: 55.3 years, 2013 US unit sales: 9,264, Unit sales pct. chg. (2012-2013): -7.4%

**9. Chrysler:** Avg. age of buyer: 54.7 years, 2013 US unit sales: 302,492, Unit sales pct. chg. (2012-2013): -1.8%

**10. Mercedes-Benz:** Avg. age of buyer: 54.6 years, 2013 US unit sales: 334,324, Unit sales pct. chg. (2012-2013): 13.3%

Looks as though Ford, Chrysler, **AND** 'GMC' should be concerned that their customer base for these will be cars will be decreasing. 'GMC' made a 'smart' move (!) to keep Buick (*a.k.a. the 'old guy' division!*), instead of Pontiac (*they "Built Excitement" back in the day, when 'GMC' would let 'em!*). 🚗

## Raptor Tuners!



German Tuner Geiger's Raptor



As if the Raptor isn't 'bad to the bone' from the factory, several companies are simply "trying to make 'em better"! German tuner Geiger 'tunes' the truck to **572 hp**. And, let's not forget the Hennessey Velociraptor, either, with hp ratings of **475, 600, or 810 (!)**. **Speed costs—how fast you wanna go?! 🚗**



Hennessey's Velociraptor





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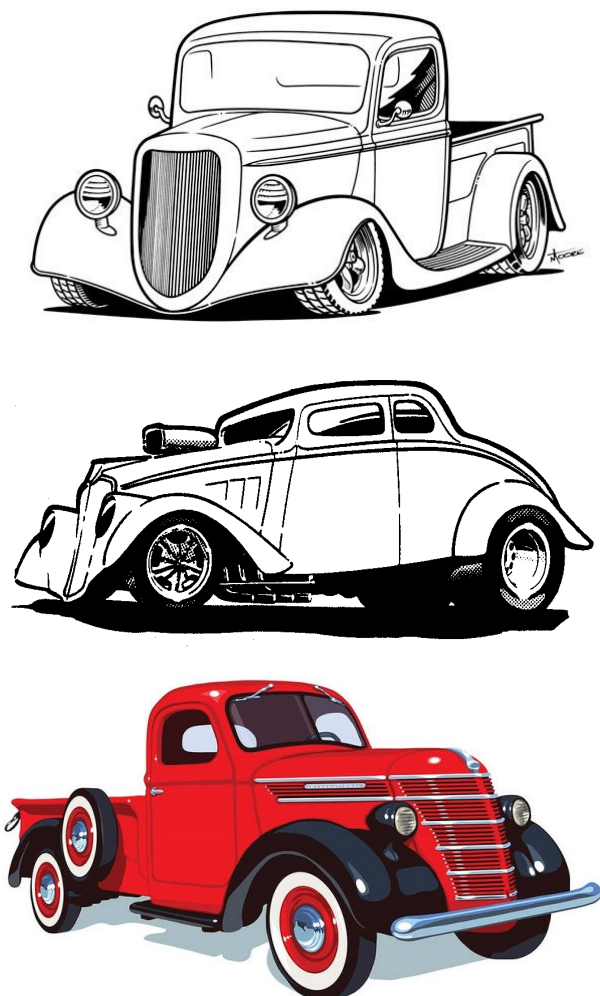
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- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

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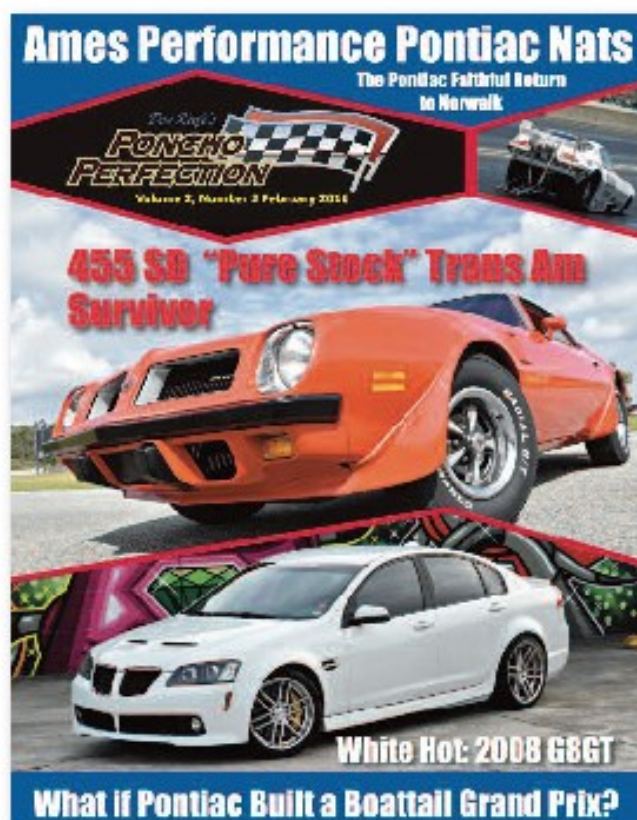
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## DON KEEFE REINVENTS THE PONTIAC MAGAZINE

After nine successful years as Editor-in-Chief of *Smoke Signals*, Don Keefe returns with a new magazine that reunites former contributors from *High Performance Pontiac*, *Pontiac Enthusiast* and *Smoke Signals* in one place:

### PONCHO PERFECTION MAGAZINE

If you liked what Don did before, you are going to love this. With names like Rocky Rotella, David Butler, Chris Phillip, Eric White, Ted Alexander, Dave Bonaskewich, Stan Rarden, Jim Black, Jeff Denison, Tim Sickle, and Diego Rosenberg, among others, you know that the quality will be unsurpassed. Entertaining and insightful editorials, exciting photography, accurate tech and an all-encompassing view of the Pontiac world, *Poncho Perfection* is filling the void in the market and uniting the Pontiac hobby into one cohesive unit.

Oh yeah, and if you're wondering what happened to Mike Carmichael, he is with *Poncho Perfection* now. Why not join us, too?

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# Pontiacs on Parade!

The hits just seem to keep on comin'! Several MAMA members took advantage of the reserved parking to display their Pontiac projects, both in progress and complete.

**Ron Roberts:** This month, Ron brought out his next 'box art' project—this '65 GTO.

**Ron Hamilton:** Ron showed up with this 'Triple Threat' (accent on 'Triple'? Ha! Ha!), of '62 Catalina and Bonneville convertibles, and a

'62 **Bonnie hardtop.**

**Mike Costic:** Mike 'parked' a "King Richard" Petty Grand Prix in the reserved parking area.

**Ed Brown:** Ed musta felt as though there was no room to display his cool Poncho-powered '57 Chevy Gasser.

**The 'Unknown Modeler':** SOMEONE plunked down a '69 GTO convertible HO scale slot car. Or, was it a go-kart (Ha! Ha!)?!

To this I added a bit more of my 'Modelhaus tribute'—rebuilders requiring Modelhaus re-

placement parts. An unpainted '69 GTO hardtop.

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, so thanks to those of you who have fed my 'Fever' since this display has come into existence. Lemme also just say—**"Thanks, I needed that!!"**

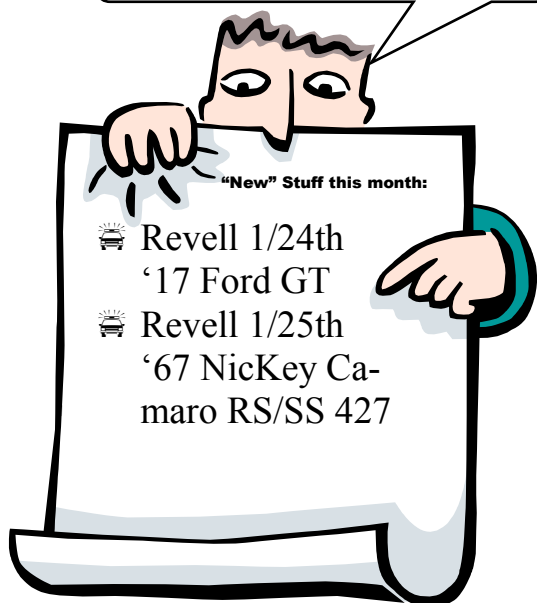
So, c'mon—bring 'em and show 'em! **'PoP'** (Pontiacs on Parade!) **Sickle signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!!** 🍷



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Bowie, Maryland 20716  
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Email: gtoguy@verizon.net

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

**Maryland Intl Raceway:**

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

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

**Carlisle Events:**

<http://www.carlisleevents.com>

**York US30 Musclicar Madness:**

[www.yorkus30.com](http://www.yorkus30.com) 🍷

## Classifieds

**WANTED:** I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*). I also have an extensive collection to trade from. In search of 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prix, 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](mailto:gtoguy@verizon.net), or see me at a meeting. **Thanks!** 🍷

## Eco (cont'd)

(Continued from page 1)

also vince thinking about what the small, ultra hard wheel/tire combo (*meant for low rolling resistance and economy*) is going to look like under this car. Ugh... that's about all they can say.

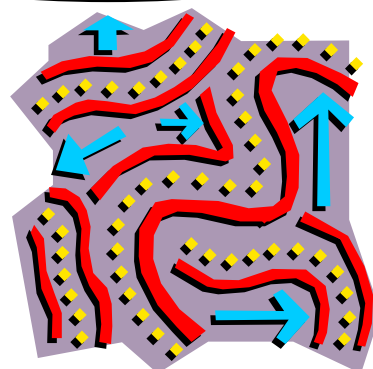
There is going to be some serious metal work being done to tie the whole thing together, including a nine inch stretch of the nose. Go to [bangshift.com](http://bangshift.com). Take a deep breath before you go there. You've been warned. 🍷

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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