



# MAMA Sez!

Volume 29, Issue 1

September, 2016

"Serving Delmarva Car Modelers for over 25 Years"



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.** ☎

## Happy Anniversary To Us!!

Last month's meeting was the norm for a Summer meeting—lightly attended. *Heck, Prez Cruz was even MIA*, so I understand *VeePee Tim Powers* did his usual excellent job—*thanks!*

This month, *Rich Wilson* gives us a 'first' look at the *Revell '57 Gasser wagon*, and a 'second look' at the *Round 2/AMT '65*

*"Grand Slam" GP. Thanks, Rich!!*

The Pontiac Parade was *AGAIN MIA*, for another full-size Pontiac show.

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

The raffle raised *\$65.00*, while the door kicked in *\$120.00*, and



*\$2.00 in tweezer sales. Made the rent—Yipee!*

A list of raffle donors was not available at press time. *Thanks guys—you know who you are! We 'preciate it!* 🍷

## Condolences

*Betty Jane France*, a philanthropist in support of children's health causes, died August 29th at age 78. She was the mother of *NASCAR Chairman* and *ISC CEO Brian France* and *ISC CEO Lesa France Kennedy*.

A native of Winston-Salem, NC, the former Betty Jane Zachary was the widow of *NASCAR Chairman* and *CEO William C. France*, who died in '07. She was executive veepee and assis-

tant treasurer of NASCAR and chair-

woman emeritus of *The NASCAR Foundation*.

She became chairwoman of the foundation upon it's inception in '04. Headquartered in Daytona Beach, it embodies the compassion of the NASCAR family and its commitment to serving communities.

The Betty Jane France Humanitarian Award presented by Nationwide, recognizing outstanding charitable and volunteer efforts of

NASCAR fans, was created in her honor in '11.

She was a community leader in Daytona Beach and best known as a champion of health care for children. She assisted in the establishment of the "Speediatrics" children's care unit at Halifax Health and at Homestead Hospital.

In '03, she was presented the Halifax Medical Center Foundation's Humanitarian Award in recognition of her support of numerous area community service or-

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## "Grand Slam"—a Second Look



When I first opened this box and glanced at the parts, I started recognizing more and more of the parts; mostly the custom ones. I had to chuckle at myself because I still have a great deal of those parts. They, of course, came from my original issue '65 Grand Prix, but I had forgotten where all those parts had originated. As is now the norm, Round 2 has produced all of the original parts and given us a second set of windows in green. Maybe the coolest part(s) is the fifth wheel assembly used by most of the magazine car testers 'back in the old days.' The kit contains 138 parts, 50 of which are chromed.

I noticed that the transmission is a GM 4-speed, which I thought was incorrect for such a large land yacht of a car. So after a great deal of internet searching, I found not only was it correct, but a 3-speed manual was also available. All transmissions, including the Turbo-hydro, were shifted from the console. I have lost track at how

many engine options were available 'in those days' in most cars. You could have a choice of either a single 4-barrel carb or the legendary three 2-barrel carbs, but there were many compression ratios to choose from. Chromed valve covers, fan and air cleaners were available on the engines with more horsepower.

**Engine:** I count 34 in all, but that includes many custom parts. The stock engine builds up with 19 parts with only a chromed alternator. The builder could easily swap a single 4-barrel manifold and carb for the more basic engine or go the other direction with the chrome valve covers and air cleaners and use the 'tuned' exhaust manifolds. Or go crazy and build the blown version with side draft Webers. Considering this is '65 parts design, the level of detail is far from bad.

**Chassis:** You need to remember this kit is circa 1965 when you look at the chassis. All of the suspension and exhaust system is molded in. There are only the axle blocks and racing exhaust dumps to add. Somehow, I have a problem with attempting to race a two-ton 18 foot monster of a car in *ANY* venue.

**Tires/wheels:** To me the fun-



niest parts are the Round 2 pad printed drag slicks (*see comment above*). And I had thought the mold for the *Firestone Supreme tires* had died decades ago, but no—a set are included in this kit and I must say, the narrow white wall stripes are quite well applied. But the tires I *REALLY* like are a set of new hollow wide tread tires with narrow lines that are pad printed perfectly. And seem the better to use for a car that was sold with the slogan 'Wide Track.' Wheelwise, we get three complete sets, the least of which are a set of Vette aluminum wheels. There is a set of eight-lug wheels and a set of Cragar S/S wheels with the correct center caps. All these use the same plain wheel backs.

**Interior:** This interior has more custom parts than we are used to; there's actually three ways to go. The first is the stock version with the console and bucket seats molded together and a chromed shifter for it. The steering wheel and console mounted

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## '57 Ford Gasser

When I first saw this kit at the Revell table at NNL East, I thought it was rather awful looking. And though my opinion hasn't changed much despite learning that **Bill Coulter** built it, I decided to build it as a sedan delivery, not as a gasser. Besides, I wanted the headers and the two-four intake. Understand, Bill builds good looking models; it's just that he built it as Revell wanted. Charlie from the Midnite Modelers club has started to build his as a sedan delivery gasser and I thought it was a great idea. You wouldn't think to look at the box art that the kit would be popular, but it has already sold out, though more are on the way. I counted 180 parts total with 42 of them for the gasser. All the parts to build it stock are in the kit. Which brings up a useless question: are parts that are not to be used in this kit supposed to be counted in the total?

**Engine:** The competition parts include a very nice pair of Edelbrock valve covers as well as the 2-4 intake. The headers are the neat parts in that we don't get that style very often. Two chromed

carbs and two-piece air cleaners are included. There is a fuel line, but only for the stock single carb engine.

**Chassis:** We get period correct traction bars and longer shocks to go with the re-arc'd rear springs. Step 20 has us building and installing a Moon gas tank on the front while step 8 had us install the stock gas tank. Just a thought, but why couldn't Revell cast the center portion of the Moon tank similar to the way they do the injector scoop in the Willys kits?

**Interior:** The only new parts here are a three-point roll bar to replace the rear seat. I'm not so sure if the stock front seat would be correct for the class it ran in or the team driving it. There is no other safety equipment included except a tachometer.

**Tires/wheels:** We get a set of big and little American mags and a pair of no name slicks. If I was



building the gasser, I think I'd have to replace them with something period correct, but with some sidewall style at least.

**Decals:** There are the two sets of team graphics to choose from, but I kind of like the pin striping better. All of the gauges and scripts for the stock engine, interior and body are included.

Since my wife used to work in a print shop years ago cutting, collating and folding, I must say the person that folds Revell's instructions needs to be re-trained. The past several kits I've gotten have come with instruction folded very badly. Yeah, I know—I'm being very picky!!

by: Rich Wilson 🚗



Refer to 'Straight Scoop' on pages 12 & 13!



WTF?! Wonder what Linda Vaughn thinks of this Hurst wannabe?! ☹

## 'Gov-a-mint Motors!'

'GMC' is recalling **32,913 '16 Chevy Cruzes** over an issue that prevents the proper aiming of headlights.

The headlight units are not marked with a three-digit identifier code used to properly aim the headlights. As such, these vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 108, "Lamps, Reflective Devices, and Assoc. Equipment."

'GMC' says that the headlamps are properly aimed by the 'GMC' assembly facility, and that the missing sticker may be necessary if headlamp aim is affected by a crash or other incident, which would require the headlamps to be aimed in servicing. What's missing from the lamps, specifically, is the code VOR (*Visual Optics Right*) on the top of the lamp, and that the lamps function normally and can actually be aimed normally as well.

Without the identification code, the headlights may be improperly aimed during service, reducing nighttime visibility and increasing the risk of a crash.

'GMC' will mail owners instructions and adhesive labels containing the correct code to install on their headlight assemblies. Owners may also bring the vehicle to a 'GMC' dealership for any assistance with applying the label, free of charge.

'GMC' is recalling **42,984 '11 Buick Regals** over a condition with a wiring harness that could result in a fire.

The power seat wiring harness

may contact the seat frame, causing the wires to chafe.

The chafed harness wires may cause a short circuit, increasing the risk of a fire.

'GMC' will notify owners, and dealers will inspect and secure the wiring harness, and repair any chafed wires as necessary, free of charge.

'GMC' is recalling **4,558 Buick Envision** compact luxury crossovers over incorrect weight information provided in the Tire and Loading Information label.

To note, 'GMC' currently builds the Envision at a plant in China and imports it to the US.

The Tire and Loading Information label may display the incorrect maximum weight information. As such, these vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) number 110, "Tire Selection and Rims."

Incorrect weight information may cause an owner to overload the vehicle. Overloading may reduce vehicle control, increasing the risk of a crash.

'GMC' will notify owners and dealers will install a corrected label as necessary, free of charge.

'GMC' is recalling **534**

**'16 Malibu Hybrids** due to an issue with the high voltage battery shut-off switch. The issue could cause the vehicle to stall after being serviced.

Affected vehicles have



a shut-off switch for the high voltage battery for use when servicing the vehicle. This manual service disconnect switch (MSD) may not be properly installed and thus may not lock into position, unexpectedly disconnecting the high-voltage power while driving, effectively stalling the vehicle, and increasing the risk of a crash.

'GMC' will notify owners, and dealers will inspect the MSD and correct the installation, as necessary, free of charge.

'GMC' is recalling **189 Buick Verano Turbos** due to an issue with the engine fuel line assembly that increases the risk of a fire.

The engine fuel line assembly may be misrouted, allowing the fuel line to contact the surface of the engine.

If it contacts the engine, it may wear, resulting in a fuel leak and increasing the risk of a fire.

'GMC' will notify owners, and dealers will replace the fuel

(Continued on page 5)





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

(Continued from page 4)

line assembly, free of charge.

Customers looking to find out if their vehicle is included in this round of recalls (*odds are it IS!*) should visit [recalls.gm.com](http://recalls.gm.com).

The **latest ignition switch trial will continue** after 'GMC's' attempt to toss the case from court was denied by a Texas judge, according to *Automotive News*.

The case, involving Zachary Stevens and a fatal '11 car accident, will resume after 'GMC' lawyers argued fabricated evidence was shown to jurors.

In question was Stevens' key ring, shown to jurors with additional weight on it than from the time the crash occurred. It was also not the same key which questionably caused the '07 Saturn Sky to cut power and run another motorist off the road.

The judge acknowledged the evidence, but stated 'GMC' was attempting to turn a "justifiable misunderstanding" about the key "into a criminal conspiracy."

According to Stevens, the switch rotation caused him to lose control of the '07 Sky roadster, while 'GMC' states his erratic driving behavior is what really led to killing another motorist.

'GMC' has been victorious in each of its ignition switch cases thus far, having the last few dismissed altogether for various reasons, or won by 'GMC'.

While the following item does not relate to 'GMC's' work product, it **IS** related.

In late August, thieves broke in and stole **\$200,000+ worth of**

**wheels and tires off 48 new vehicles** at a dealership in Tyler, Texas.

Tyler police department spokesperson Don Martin said the incident occurred around 1 AM at Peltier Chevy.

"They cut the locks on the gates to the rear where all the inventory was kept," Martin said.

He noted that the thieves also defeated the light system, knocking out the large bright lights that are typically on.

Surveillance video shows a large box truck arriving at 1:22 AM, but because it was so dark, police aren't sure how many suspects were involved.

Martin said the thieves spent "probably a good four hours" stealing the wheels and tires.

Vehicles were left on blocks with lug nuts on the ground.

David Bates, GM at Peltier Chevy, said the value of the wheels and tires is going to be **about \$200,000 to \$250,000**, but noted that the dealership is still trying to calculate that number.

Bates also noted some vehicles were damaged by the way they were left on blocks.

"We'll go through and do a full safety inspection, get wheels and tires replaced and we've contacted our insurance company," Bates added.

The impacted vehicles were strictly on the inventory lot, Bates said. Most of the impacted vehicles had **20- or 22-inch wheels**, but also noted that some of the sets stolen from Camaros and Traverses were "nothing out of the ordinary."



Martin said a similar incident happened at another Tyler dealership last year and that it has happened at numerous dealerships throughout Texas.

Tyler is about 100 miles southeast of Dallas.

Camaro deliveries in the US showed a **decrease of 42 percent** in July '16, compared to the 8,611 units sold in July '15. The results represent the model's **lowest July sales performance in seven years**.

In the first seven months of '16, sales of the Camaro are **down 13.52 percent** to 36,834 units.

Meanwhile, In Canada, it recorded a **decrease of 5.13 percent** in July '16, compared to July '15. In the first seven months of the year, sales of the car showed a **decrease of 16.5 percent** compared to the first seven months of '15.

Potential reasons for declining sales figures include higher prices, low incentives, and growing inventory around the country.

Guess people would rather **STEAL** Camaro wheels and tires than **BUY** the whole car?! 🚗

### 'GMC' Recall Ticker

**# of Recalls**

**134 (!)**

**# of Vehicles Affected**

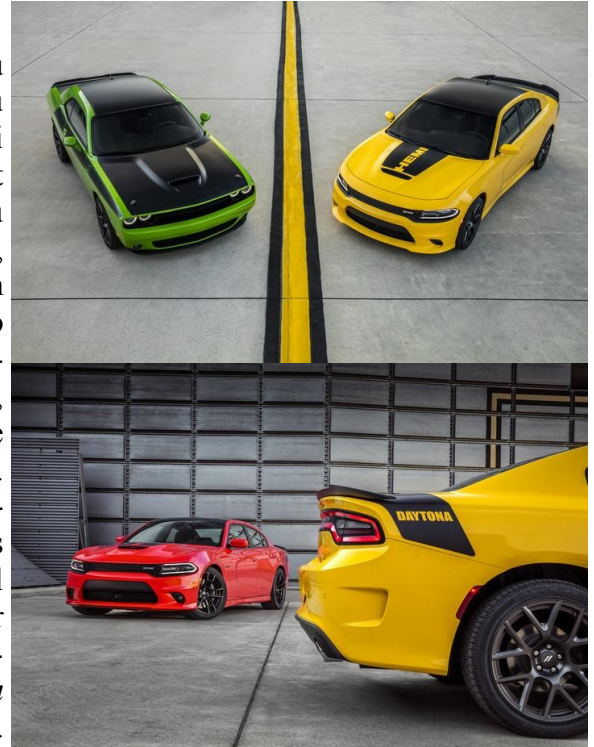
**35,934,455**

## This 'n That

**First Lady of Drag Racing Recovering.** News from [Autoracing1.com](http://Autoracing1.com), a subscription racing news site, has released information stating that **Linda Vaughn**, the first lady of motorsports, is in the hospital **recovering from a heart attack**. According to [Autoracing1.com](http://Autoracing1.com): “Longtime racing beauty queen, and **former Miss Hurst Shifter**, Linda Vaughn is in the hospital where she is being treated for a recent heart attack. She recently lost her boyfriend due to heart problems and we hear she has been under a lot of stress. We wish her well.” The 73-year-old Vaughn, earned many beauty titles over the years but is most known as “Miss Hurst Golden Shifter,” for her years as the preeminent advertising representative for Hurst shifters. The busty Dalton, GA native gained prominence just as Dolly Parton was beginning her music career. Both had several things in common; large chest, big hair, and a sugary sweet drawl when they spoke. Vaughn continued her popularity into the 70s and early 80s as a fixture at most major races. Get well Linda, and thanks to **MAMA’s Boy Matt**



**Guilfoyle** for the scoop... **New Hot Mopars!** If you want to see a new Jeep, you go to the Easter Jeep Safari in Moab, Utah. If you want to see a new Chrysler, you go to...well, at this point, YouTube for a look back in time. And if you want to see a new Dodge, especially a performance model, you woulda gone to the **Woodward Dream Cruise**. And this year was no exception, because that’s where FCA chose to unveil the two latest packages for the Charger and Challenger: the **Charger Daytona** and the **Challenger T/A**. Both feature two flavors: 5.7L and 392ci. All versions get the SRT Appearance packages and a Mopar Performance cold-air kit standard. 5.7L cars get a 2.75 inch, electronically controlled active exhaust system, which should be immediately set on “loud” and left alone. The 5.7L cars get 20 x 9 wheels, while the 392 cars get 20 x 9.5 rolling stock lifted from the Hellcat models. The T/A gets not only the functional cold-air hood (*with a modified Hellcat air box*), but it also gets the vented headlight system, this time on both marker lights instead of just the driver’s side. 5.7L cars get upgraded brake pads, while the 392ci cars get the six-piston front, four-piston rear Brembo brakes that can not only stop the car, but strain your vision while coming to a halt. Performance steering wheels and upgraded seats are available, as are **two new High**



**Impact Colors—Green Go and a revised Yellow Jacket.** The T/A was teased with a concept at the ‘14 SEMA show and when they said “concept only,” there was a lot of disappointment. Glad to see that someone within FCA had a change of heart. With hood pins and stripes, plus the classic “Challenger T/A” script on the ducktail spoiler, the T/A nails the look just fine, especially if you are a fan of Sam Posey’s #77 Trans Am racer. But to be honest, we think that FCA might have missed an opportunity to really put the T/A name to good use. Everybody’s favorite gripe against the Challenger is weight, and the Challenger T/A was meant to be a stripped-down, light racer. We dig the retro looks, but with all of the fluff that comes with a standard R/T or Scat Pack car, there is no “lightweight” about it. Charger has used the “Daytona” trim a couple of times since it’s ‘06 in-

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## 'T 'n T (cont'd)

(Continued from page 6)

tro, and it's always been the bright and brash car compared to the sea of silver, black and dark blue ones we tend to see more often than not. Granted, they might be a dressed-up R/T or SRT 392, but this isn't the car for a wallflower. While the Yellow Jacket color will have fans and is certainly bright enough to be considered a High Impact Color, the TorRed Daytona really gets attention... nice and aggressive. Then again, any four-door sedan that doesn't look or sound like it belongs in the rental fleet at Enterprise is always going to get attention. At least they are sticking with mild duck-tail spoilers out back... nightmares abound about the pseudo-"Aero Wing" they put on the Dodge Ram Daytona. Thanks to [bangshift.com](http://bangshift.com) for the scoop... **A FAST-ER Thompson?! The son of slain racing legend Mickey Thompson, the famed "Speed King" of the 1960s, wrote his family name into racing's record books with two weekend runs over 400 mph at Speed Week in mid-August. Danny Thompson clocked in at over 402 mph in Challenger 2, a sleek**

blue stream-liner he and his team built on the chassis of his father's 1968 race car. He had gone 411 mph. His official average time was 406.7—topping

his father's historic 1960 one-way run by a hair. "I'm in the 400 club. I like it," Thompson told CNN when asked how he felt after breaking the record of 392.5 mph, set in '09. The feat brought the 66-year-old racer out of retirement and cost him his life savings. But it fulfilled a dream 48 years in the making... **Number 500 to Disaster Relief. Ferrari chairman Sergio Marchionne said that Ferrari will build one more LaFerrari to be auctioned off. The proceeds of the 500th and final LaFerrari will go to helping victims of the Aug. 24, '16, earthquake in central Italy. The 6.2-magnitude quake has already taken more than 200 lives and did so much property damage that Italian building standards are being questioned. While it isn't clear yet when or where the special Ferrari will be auctioned, it is likely going to bring a high price**



because of the circumstances surrounding the build. Ferrari only planned on building **499 coupes**, with a few more **LaFerrari Spiders** to round out production. This will be number 500 and sold for charity, which means it'll probably go a lot more than the LaFerrari's MSRP of **about \$1.4 million**. You can imagine the whole world of supercar collectors checking in on this sale, with hopes of nabbing one of the fastest road-going Ferraris ever produced. That's good considering it's all going to an important cause, relief in its home country (Thanks to [autoweek.com](http://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!) 🍌



## VW Settles?!

Oh, you thought VW was out of the woods now after *its \$14.7 billion settlement* with the feds? Not yet. The troubled automaker still has an ongoing criminal investigation to deal with, and it recently came out that settling that case could cost VW billions of dollars.

That's from the *Wall Street Journal*, which reported the US Justice Department "found evidence of criminal wrongdoing in VW AG's diesel-emissions cheating" over 600,000 cars in the US. But it's not clear yet how far investigators will want to take things.

From the story: Prosecutors from the US attorney's office in Detroit and the Justice Department's fraud and environmental crimes sections in Washington are still weighing whether to seek a guilty plea from VW or pursue a so-called deferred prosecution agreement under which the government would aim to later dismiss charges so long as the automaker adheres to settlement terms, the people said.

Over the past two years, Toyota and 'GMC' reached deferred prosecution agreements with the Justice Department related to safety lapses. Both companies expressed regret for those lapses and pledged reforms.

Toyota paid *\$1.2 billion* to end its criminal case with the feds over unintended acceleration; it was accused of misleading consumers and making deceptive statements to the government. Also, 'GMC' ended the criminal

case surrounding its ignition switch fiasco to the tune of *\$900 million*. The *Journal* says VW could end up paying even more than Toyota did.

The big question remains whether prosecutors will act to charge any individual people in the Dieselgate scandal; the newspaper notes that many VW employees reside in Germany, obviously, and would thus have to be extradited to face trial in America.

The negotiations that aim to wrap the case could be finalized before the end of the year.

Most of VW's diesel-powered vehicles on US roads can't be retrofitted to fully comply with air-pollution regulations, though its larger vehicles likely can, an attorney for the company said. Robert Giuffra also told a US court that VW is close to offering regulators a fix for the larger vehicles, which he said have better emissions controls than the roughly *475,000* 2-liter vehicles covered by a *\$15 billion settlement* reached in June.

"We weren't able to fix the 2-liter cars to the standards to which they were originally certified," Mr. Giuffra told a judge.

Under the June deal with regulators and consumers, drivers of 2-liter vehicles such as Jettas, Passats and other cars dating to the '09 model year will receive compensation and have a choice between selling their cars back or accepting a repair. Larger vehicles with 3-liter engines weren't part of the earlier offer. VW likely will conduct a recall on those vehicles.

In the proposed agreement for the smaller cars, regulators at the US Environmental Protection Agency and California Air Re-

sources Board accepted that the vehicles—which emit up to 40 times the legal limit of nitrogen oxides—won't meet the standards to which they originally were certified. CARB estimates that a fix will lower excess emissions by between 80% and 90%.

Nearly a year ago VW acknowledged it installed devices in some 11 million diesel vehicles world-wide that enabled the cars to cheat emissions tests.

Mr. Giuffra said for some 3-liter vehicles, the fix could be as simple as a half-hour software update. Others, especially earlier models, will involve upgrades to catalytic converters, sensors, and other steps. "We are literally talking about 2 million lines of code," he told the court.

Meanwhile, almost half of all owners affected by the 2.0-liter VW TDI settlement program announced at the end of June have registered, and most are opting to *sell their cars back to VW*, Bloomberg reports. Some *210,000 owners* have already contacted the automaker and indicated they want VW to buy their cars back rather than wait for the automaker to approve and implement a fix.

"Under the proposed settlement, eligible customers will have two choices: (1) They can sell their vehicle back to VW or terminate their lease without an early termination penalty, or, (2) keep their vehicle and receive a free emissions modification, if approved by the US Environmental Protection Agency (EPA) and the California Air Resources Board (CARB)," VW stated in announcing the program. "Customers who

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## VW (cont'd)

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select any of these options under the settlement will also receive a cash payment from VW."

Under the settlement terms reached with US authorities, VW is expected to buy back 85 percent of affected 2.0-liter TDI cars still in use and to provide owners cash compensation in addition to the value of the car *before* the EPA's announcement of the existence of emissions-cheating software at the end of September '15.

"If you choose the buyback option, you will receive your car's September '15 Clean Trade Vehicle Value, plus a cash payment, ranging from a *minimum* of

*\$5,100* to *nearly \$10,000*, depending on your vehicle," VW stated when announcing the settlement program. "If you choose the emissions modification option, you will receive a free modification plus the same cash payment."

While the buyback and compensation program is ready to commence, the option of a fix is proving elusive. The EPA has rejected several proposed technical solutions, though the automaker has indicated it still wants to find a fix that will allow it to repair a portion of the vehicles.

"Of approximately 499,000 2.0L TDI vehicles that were produced for sale in the US, approxi-



mately *460,000 VW* and *15,000 Audi vehicles* are currently in use and eligible for buybacks and lease terminations or emissions modifications, if

approved by regulators," VW said in a statement earlier, adding the Audi A3 TDI model to the totals.

VW and *650* of its *dealers* agreed to settle a lawsuit filed by the dealers seeking compensation for losses caused by Dieselgate. VW has also promised dealers a wider model range and lower pricing in the face of record fines and plunging sales. Yeah, like VW 'promised' to abide by US environmental laws?!

I'm not sure VW has enough dough to get outta *THIS* hole! 🚗

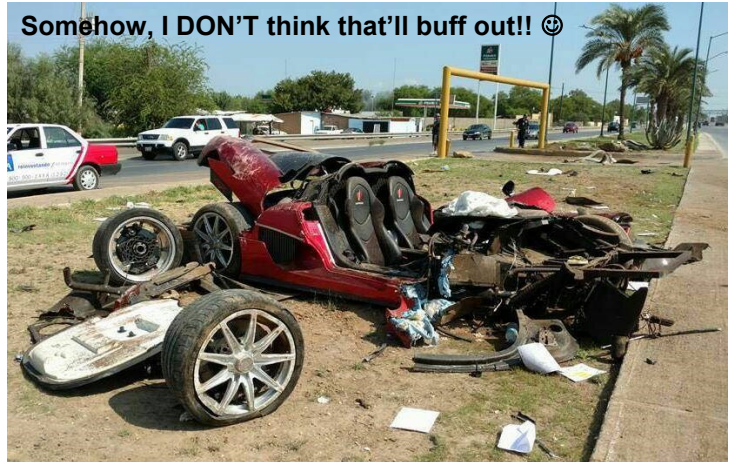
## OMG!!

After Matt's very well-timed info elsewhere on *new exotic car kits*, thought you might like to know that, to borrow a line from a *Queen* hit, "*Another One Bites the Dust!*" (Sorry, Matt ☺!)

A *Koenigsegg CCX* was destroyed in early September in Nuevo Laredo, Mexico. It's right across the border from Laredo, Texas, in case you were wondering. From what I got from the story (*en Espanol*), two men were driving at a high rate of speed, crashed and somersaulted near kilometer marker 12. The car looks like it was blown up by a cruise missile, and it looks like every airbag available deployed. The driver and passenger were sent to the hospital, but their condition is unknown. Vanguardia

says that the accident is still being investigated. The news outfit also has more pictures, so click over there and check out the carnage. The CCX was about *\$700,000* when new. 🚗

Somehow, I *DON'T* think that'll buff out!! ☺





## Straight Scoop!

It's been a while gang, but club treasurer **Matt Guilfoyle** strikes again, with info on some really neat stuff comin' our way (*like any of us NEED anymore neat stuff!*). Read on and consider making arrangements now if something strikes your fancy.

**Ulrich Mini-Men** (#4-300) are available from **Ulrich Models** ([www.ulrichmodels.com](http://www.ulrichmodels.com)). This is a straight re-issue of the 1:24 scale mini men sold in the 1960's. For \$5.95 + shipping you get two infinitely poseable male figures. In addition to the figures, there are two early 1960's style open face racing helmets. These look great and the price is very good. Highly recommended (*photo courtesy of the Ulrich models website*).

New from **Tamiya** is their '17 **Acura NSX** (#24344) in 1:24 scale. MSRP is \$53 USD. Info from the Tamiya USA website indicates there are parts for both right and left hand drive versions as well as Acura (*USA only*) and Honda (*everywhere else*). The kit features a detailed chassis and V-6, as well as decals, metal trans-

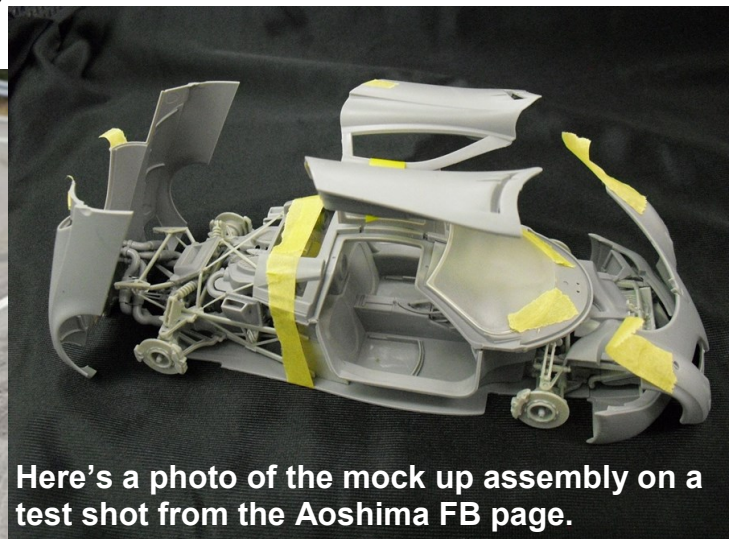
fers for mirrors and emblems, and window trim masks. This looks to be another winner for Tamiya. I would anticipate that **Gravity Colors** will offer some paints for this one very soon (*photo courtesy of the Tamiya USA website*).

Coming in **October '16** from **Aoshima** is a **Pagani Huayra** in 1:24 scale (*Super Car series No. 22*). Photos indicate this will be a **full detail kit** with opening doors, front "trunk" and engine cover. Looks to be priced around \$43.50 USD.

Aoshima will also be offering a **"Detail-Up"**



**parts set (No. 7)** featuring photo-  
(Continued on page 11)



Here's a photo of the mock up assembly on a test shot from the Aoshima FB page.



## "Slam" (cont'd)

(Continued from page 2)

tachometer finishes it off. Detail painting can really bring this assembly to life. There is a large set of test gauges and switches that go with the fifth wheel assembly and a clear fuel test bottle and large tape recorder that get added to create the test car. The third option is, of course the custom, which has chromed seats with paintable inserts. There is a matching console and shifter and custom steering wheel. But the unusual part is the custom dash with chromed gauges. A little imagination could really result in a spectacular interior.

**Body/windows:** The stock version at first seems rather bland compared to the custom options, but with a minimal amount of effort it can be brought to life. The Pontiac 'arrow head' that goes in the center of the grille is separate and therefore easy to paint match. And the kit includes separate

stock fender skirts. There are no clear red taillights, so you'll need to use some clear red paint to add that detail. I'd recommend water based paint. For those doing the test car, there is the aforementioned fifth wheel assembly which has a rubber tire and chromed spoke wheels. A clever person would figure out a way to make it removable. There are four traffic cones also for the test car to *try* the slalom test. The windows, both clear and green, are bagged and scratch free which are loads better than back in '65. There are two custom options and only you can decide which is the better looking. At our show recently, someone asked if the custom headlight covers were in the kit. They are in the kit but it's

hard to tell from the pictures on the bottom of the box. I distinctly remember that the stock version didn't have clear red taillights but the custom did. I remember the custom rear pan having long slits and thin clear red

pieces to fill the slots. Personally, I prefer the version on the box art, but I like the look of the '63-'65 Riviera type headlights of the other version. Maybe the two could be combined.

I think it's a tough decision as to which version to build. A second kit would help but at the current price of kits that may not be an option. I'd like to see Round 2 re-issue the '65 Bonneville to go with this kit.

by: Rich Wilson 🚗



## Scoop (cont'd)

(Continued from page 10)

etch parts to be priced around \$17.50 USD.

Aoshima has announced the December '16 release of their *Brian James Trailer* listed as an A4

Transporter. This will be priced around \$32.00 USD (photos courtesy of Aoshima).

*Thanks for the scoop, Matt! Get ready for the onslaught, Ron!* 🚗





# Miscellania!



WTF?! ☺



WTF?! ☺



As seen on...Gasp!...Facebook (LOL)!! ☺



# Pontiacs on Parade!

It seemed to work pretty well earlier this year, so, let's do it again. I'm talkin' about replacing the scale Pontiac car show with a **REAL** car show, where 165 Pontiacs strutted their stuff.

**THIS** time it was an All-Pontiac show in Landisville, PA where I was in '**Pontiac Heaven**' for the day. Don't get me wrong—I **DID** work the show (*Nick was otherwise occupied!*), but it was still very enjoyable!

Here are a just few of 'em! Go to my Fotki album (<https://public.fotki.com/PMDracer/2016->

[miracle-mile--/](#)) if you wanna see more.

And, again, word reaches me that there were a few **MORE** Pontiacs lookin' for a place to park at the meeting. Apologies again for being MIA, and thank you, I 'preciate it!

So, c'mon—bring 'em and show 'em! '**PoP**' (Pontiacs on Pa-

*rade!)* Sickie signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!! ☺



Here I am, checkin' out the show field, 'Master of all I survey' (LOL)! ☺



One of a VERY limited number of Coupes that were built! ☺



How about a Pro Street '56 Safari?! ☺



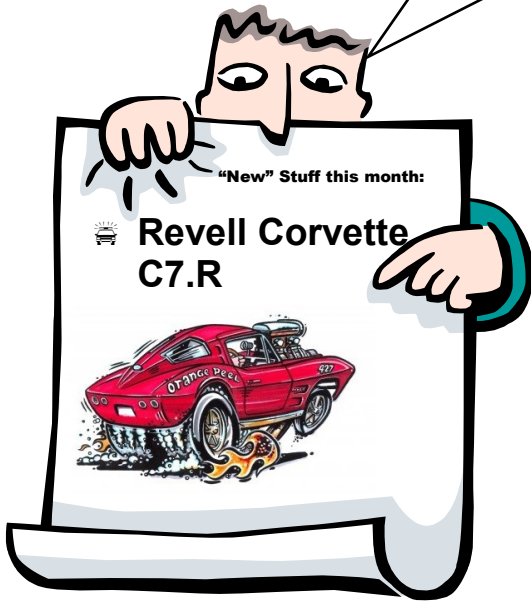
This bad boy sounded positively EVIL! ☺



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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](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 Condo (cont'd)

**WANTED:** I'm 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-'72 Grand Prix, '70-'81 Formulas and T/As, and Monogram Red Baron. How about 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.

(Continued from page 1)

ganizations, including the Volusia/Flagler chapter of the American Red Cross.

She was a member of the Junior League of Daytona Beach, serving on boards of numerous area community service groups.

In July '08, she was named as an honorary co-chairperson for the Childress Institute for Pediatric Trauma, a project headed by long-time NASCAR team owner Richard Childress in Winston-Salem.

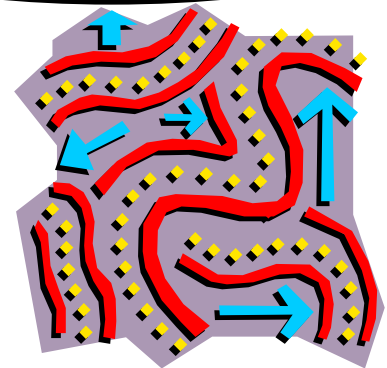
*Godspeed, Ms. France.* 🚗

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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