

MAMA Sez!

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May, 2014



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

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2014 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- ☞ January 18th
- ☞ February 15th
- ☞ March 15th
- ☞ April 19th (3rd Sat!)
- ☞ May **NONE (!)**
- ☞ June 21st
- ☞ July 19th
- ☞ August 16th
- ☞ September 20th
- ☞ October 18th
- ☞ November 15th
- ☞ December 20th



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

Our NNL Show is Done!

Due to NNL East late last month (*and our show!*), it appeared that attendance was down a bit this month.

An even briefer discussion was held on '**15 MAMA NNL** show themes, before choosing next years' themes—**Gassers—straight axle**, and a **sub-theme** of **1965 cars—50th Anniversary**.

This month, Rich

Wilson peeks at the **Revell '13 Boss 302**. **Thanks, Rich.**

The **Pontiac Parade** was back with a racing focus. **Thanks, guys!!**

The raffle raised **\$38.00**, while the door kicked in an additional **\$93.00**, meanin' we didn't make the rent.

Thanks to the raffle donors: **Brad, Ed Brown, Matt Guilfoyle, Ron**

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

While on the subject, **Puhl-EEZE** note that, due to our NNL show in May only a week prior, that there will be **NO MAY meeting.** ☞

Flash!

Up against an industry-wide trend of rising costs and difficulties dealing with overseas factories, **Danbury Mint**—the company best known among gearheads for its high-quality, 1/24th scale, shelf-topping classic cars—has **exited the diecast car business.**

"Like Packard, Duesenberg and Pontiac, so too has our journey come to an end," wrote the Danbury Mint's Die-

cast Product Manager, Art McKenna. "For more than 20 years, the Danbury Mint has been proud to offer what many deem to be the finest 1/24th scale replicas in the world. Unfortunately, our last 1/24th scale replica has rolled off the assembly line."

McKenna said the decision to discontinue the diecast car line came after the factory in China that produced the models for the company closed. Two years ago, the Danbury Mint's main factory in China closed, leaving

it with only its secondary factory to produce a limited lineup of diecast cars. No reason was given for either factory's closing. "We didn't own the factory, so we couldn't control much of what happened," McKenna said.

Pricing of the models also appeared to play a role in the decision. In a letter that McKenna sent to members of the Danbury Mint's Classic Car Preview Society late last year, he noted that the company was no longer

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Revell '13 Boss 302

I expected this kit to be a simple modified reissue, but it's not quite that 'simple.' I like to compare kits like this to the one from which it sprang to learn what parts were changed. I expected the engine to be new as well as a few other parts. I superimpose one tree over the other and the changes are obvious. But strangely, in this case, the parts are rearranged. Revell has created a whole new tool for this kit. Given the expense of tooling I'm surprised; why didn't they just use the '10 GT kit and add the Coyote engine? No matter—this is a very nice kit, one that I've been awaiting for a long time. It's more of an updated kit rather than a re-issue.

Engine: *FINALLY*, we get the Coyote engine, and it looks really accurate. I've got plans for several hot rods using this beauty. And yes, the SOHC cam covers fit the Coyote heads almost perfectly. It is a 24 piece assembly with a separate oil pan and two-piece intake. The exhausts are two-piece as well.

Chassis: The changes to the chassis seem to be only a new engraving in the tire well. All the

suspensions—front and rear, are carry overs with the exceptions of the brakes and rear axle. The

brakes are bigger in diameter as expected, but now we get a finned and chromed cover for the rear axle. The exhaust system has different catalytic converters, but the nice touch is the additional side exhaust system.

Tires/wheels: Both have been updated with tires that are thinner in cross-section than before and they mount with the small pin as is now the norm with Revell kits.

Interior: The interior has the same door panels but the speakers have been removed. The speakers on the package shelf have been eliminated as well. The seats have more of a 'competition' nature to them, with shoulder harness slots on either side of your head. And they have a new pleat pattern to them as well. The decalized gauges behind a clear lens are still present.

Body: The body is unchanged, but the nose and tail assemblies



are, as are the headlights and tail lights. The tail lights are smooth and get a two-color decal to make them more realistic. The hood has been updated, of course, with two rows of louvers.

Decals: At first glance, you'd swear they are reprinted from the '70 Boss 302 kit, but they really aren't. Besides the couple I already mentioned, there are a zillion emblems for everything like side markers and the third brake light. I forgot to mention the seats are 'Recaros' and there are decals to so identify them.

I asked a Revell "Big Wig" about this kind of update for the Mustang kits and was given a very terse and nasty answer, but I'm glad it's finally here. This is a very nice kit and highly recommended though it's taken far too long getting to the shelves.

by: Rich Wilson 🍷

Now, how long before we get one of THESE babies, eh?!?



Round 2 Knight Rider

It's likely been over 20 years since this kit was originally introduced by **Model Products Corporation** (a.k.a. **MPC!**). Alongside the "Dukes of Hazzard," it is one of MPC's best-selling tools **EV-ER**.

Now, it is yet another stepping stone in Round 2's 'retro revival,' wherein the company re-releases many of their old tools with no more than simple cleanups of the tools (*at best!*) and box art (*SOMETIMES!*).

David Hasselhoff 'co-starred' opposite the **REAL** star of the show—the black Trans Am of early 80s (1982?) vintage.

Engine: The same 'corporate' (read: Chevy!) V8 as in the original issue (with *crossfire injection, no less!*), with an optional twin-turbo setup. A far cry from the ***Knight Industries turbojet with modified afterburners and a computer controlled 8-speed turbodrive transmission. Specs—0 to 60 mph in 2 seconds, standing to quarter mile 4.286 seconds. Electromagnetic hyper-vacuum disc brakes: 14 foot braking distance (70–0 mph) (as originally printed in the July, '07 MAMA newsletter)***

Chassis: Again, pretty standard stuff. An eight-piece front suspension (*that appears to be steerable upon completion*), and an eight-piece rear suspension, run up the parts count. A one-piece exhaust system tops it off.

Wheels/Tires: The same correct stock issue T/A wheels, sometimes referred to as '**bowling ball**' wheels, due to their black

finish.

Interior: A tub-style interior, the proper two-piece gadget-filled dashboard, with the proper two-piece steering wheel to top it off. There is also an overhead console, and an attachment to the regular console, in order to complete this gadget-filled crimefighter.

Body: Hate to sound like a broken record, but, again, **ALMOST** no change here. There **IS** a difference, albeit a minor one that won't affect the kit assembly.

The front and rear bumpers are separate items, and the builder gets not one, but **TWO** hoods. The proper offset power domed version, and a flat version with louvers in the center, near the leading edge. This is a bit puzzling, as this hood was not included in the original kit. This louvered hood is correct for the mid-80s T/As ('84 and '85), so, the only possible answer is that a later kit was backdated to fill out this kit.

Also something I thought strange from the original issue was the engraving in the middle of the front bumper—"Knight 2000." I don't believe it appeared on the real car, so, what is this? Licensing out in the open (*rather than buried underneath on the chassis—Ha! Ha!?!?*)

Glass: Here's where it gets interesting—the original was produced with dark-tinted windows all around



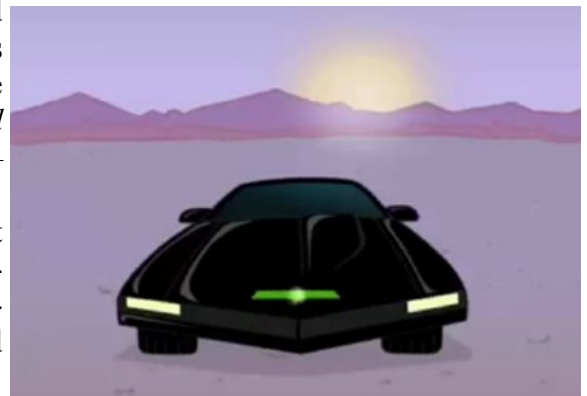
(front and rear windows, and T-tops). The reissue, includes the same deep-tinted windows, but also includes a clear set as well. Kudos to Round 2. A molded red tail light is also included.

Decals: Something that was simply unheard of in the original offering, but very welcome. Not only does the new sheet include the correct personalized 'KNIGHT' CA tags, but several screens and panels on the interior (*dash and console*) of the car. Heck, they even include the front bumper-mounted scanner.

The only downside to the kit (*if there is one*), is that it's molded in black. Even this is not a big deal, since it mimics the real car.

Thanks to the gang at Round 2 for bringin' this one back.

by: Tim 'Ponchoguy' Sickle 🍷



'Gov-a-mint Motors!'

'GMC' has *suspended two engineers with pay* in the first disciplinary action linked to its delayed recall of thousands of small cars for a deadly ignition switch problem. A recall, by the way, that has increased *AGAIN* from 1.3 million to 2.6 million affected units.

The action came after allegations during recent congressional hearings that at least one engineer tried to cover up the switch problem by *fixing it without changing the part number*.

'GMC', in a recent statement, said the engineers were placed on leave after a briefing from former US Attorney Anton Valukas, whom 'GMC' has hired to figure out why the company was so slow to recall the cars. 'GMC' says at least 13 people have been killed in crashes linked to the problem, but family members of those who died say the death toll is much higher.

"This is an interim step as we seek the truth about what happened," CEO Mary Barra said in the statement. "It was a difficult decision, but I believe it is best for GMC."

'GMC' is recalling 2.6 million compact cars worldwide, including the Cobalt and Ion, to replace the switches.

Congressional staff investigating the widening 'GMC's' ignition switch recall of 2+ million vehicles said recently there are indications *'GMC' approved the design of the switches in 2002 even though the company knew they did not meet specifications*.

Officials with Delphi, the Troy

-based supplier of the part, told investigators that 'GMC' accepted the switches now under recall despite knowing they did not meet the company's specifications. That disclosure, along with others in a memo to committee members, raises more troubling questions about why 'GMC' and federal regulators didn't act sooner to address a long-standing problem.

Oh, and, speakin' of the congressional hearings, I don't mean to sound as though I'm defending 'GMC' and Mary Barra, but why in the *WORLD* would those idiots (*a.k.a. politicians!*) in DC convene hearings if Ms. Barra and 'GMC' had instigated internal investigations for answers?!? Why not simply wait until 'GMC' has the purported results in hand, eh?! Just tells me that the politicians haven't a clue, but when they want something, they want it *YESTERDAY*, regardless of whether it is available or not! Oh, and if you wanna see some of these hearings, go here: <http://www.nbc.com/saturday-night-live/video/gm-hearings-cold-open/2770788> (Gotcha! As you might have guessed by now, it's *Saturday Night Live* takin' their shots at Ms. Barra and 'GMC'!)

The investigation into ignition-switch defects in several 'GMC' vehicles revealed the company's *current CEO knew of trouble with the models as early as 2011*.

One of the two Congressional subcommittees probing 'GMC'



released an email that showed Mary Barra received a letter warning of steering problems associated with certain models of the Cobalt and Ion, two of the cars recalled in February because they contained a deadly flaw.

It remains unclear how—or if—the steering problem mentioned in the email relates to the ignition-switch defect, which has caused at least 13 deaths and 31 crashes. Rep. Fred Upton, the chair of the House Energy and Commerce Committee, cautioned "there's much left to examine."

In a written statement issued recently, 'GMC' spokesperson Kevin Kelly said the steering issue was "completely separate" from the ignition-related recalls. "The email in no way contradicts Ms. Barra's previous statements or testimony before the House or Senate subcommittees," he said.

The email in question, sent on Oct. 3, 2011 by 'GMC' engineer Terry Wojchowski, warned Barra the National Highway Traffic Safety Administration had upgraded an investigation of Saturn Ions over a "heightened concern that a sudden loss of electric power steering could cause crashes."

At the time, the federal safety

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'Gov't (contd)

(Continued from page 4)

agency had 846 related complaints on file, and the email says 'GMC' had **almost 3,500 of its own** regarding that problem. While the link is not definitive, a sudden loss of electric power steering would be one symptom of the ignition-switch problem, in which the switch inadvertently moves from the 'run' to 'accessory' positions, and turns off the engine, electrical systems such as steering, and safety systems like airbags.

"This situation has been evolving," Wojchowski wrote to Barra. "We will meet and understand the latest data."

It is unclear if or when that meeting took place, and Barra's response is not part of the documents released by the House subcommittee.

NHTSA regulators argued the Ion should have been included in an earlier recall to fix steering failures in more than a million Cobalts and G5s in '10. But the email says, "'GMC' had resisted the Cobalt and G5 recall, saying that even if the power assist suddenly failed, the driver would be able to control the car, although it would take more effort to turn the wheel."



Barra had previously testified before Congress that she did not know of the ignition-switch problem until January of this year, when she became CEO. In 2011, she served as 'GMC's' executive vice president of global product development.

Two Congressional committees, the Department of Justice and NHTSA have all launched investigations of 'GMC's' response to the ignition-switch problem in recent weeks, searching for answers on why the company, which knew about the fatal flaw in 2001, took no action to recall more than 2.5 million affected vehicles until this February.

"Mary Barra has approached the situation with a desire to uncover the truth and be very forthright," said Karl Brauer, a senior industry analyst with *Kelley Blue Book*. "We don't know how close she was to any of these problems in her prior roles. We'll have to wait until all the documents are reviewed before making any final judgments."

Earlier, five US senators said **'GMC' has conducted itself in a "fraudulent and reprehensible" manner**, and urged the US Justice Department to act on behalf of those injured and killed by the defective ignition switches.

The five Democrats sent a letter to Attorney General Eric Holder, asking that the Department of Justice intervene in pending civil actions against the automaker on behalf of victims and require the company to establish a fund that would compensate victims.

The number of lawsuits related to the ignition-switch defect is not immediately known, although

NHTSA asked the company to provide that information as part of its response to a query that was supposed to be answered by April 3.

A central concern expressed by the senators is the possibility 'GMC's' '09 bankruptcy would shield the company from legal responsibility for its defective products.

"Like many Americans, we were appalled and astonished by 'GMC's' recent admission that it knew of these disabling defects and their disastrous effects well before the '09 reorganization," read the letter, signed by Sen. Richard Blumenthal (D-CT), Sen. Ed Markey, (D-MA), Sen. Barbara Boxer (D-CA), Sen. Mazie Hirono (D-HI) and Sen. Bob Casey (D-PA). "Their deliberate concealment caused continuing death and damage, and it constituted a fraud on the bankruptcy court that approved its reorganization. It also criminally deceived the United States government and the public."

Oh, and speakin' of **recalls**, 'GMC', which has recalled 2.6 million cars for faulty ignition switches that caused air bags to deactivate, may also have a defect in air bags in 2003-10 Impalas, an auto safety watchdog group said recently.

In a letter to the National Highway Traffic Safety Administration, the Center for Auto Safety said that the computer code, or algorithm, which determines when an air bag deploys in an accident, may improperly turn off the air bag if the passenger is bounced in his or her seat just be-

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This 'n That

Bertone Bankrupt?!? The Italian design house Bertone is reportedly nearing bankruptcy again, according to a report from Autocar. The carrozzeria has experienced financial problems in '08 and '13. Even though it generated approximately \$28 million last year, the company reportedly laid off 160 employees recently. At least 30 workers who have been laid off have taken action against the company, seeking to recover money owed to them. There are a number of other court cases in progress that concern Bertone's finances, most filed by suppliers who haven't been paid. Additionally, a large group of designers, led by Bertone's ex-chief designer Michael Robinson, left in late '13 and formed their own design firm in Turin called ED Design. It's unclear how much damage the mass departure of the core group of designers has done to the company. Bertone's primary source of revenue in recent years has been business in Asia, including design and engineering consultancy work by Bertone R&D. 80 percent of the company is currently owned by family matriarch Lilli Bertone, with the remaining 20 percent belonging to an investment firm. The company started by Nuccio Bertone has been responsible for some of the most iconic supercar designs of all time, including the Lamborghini Miura, though its most prolific design efforts have been mass-market cars, such as the Citroën BX or the Daewoo Espero. Bertone has remained afloat and independent far longer than most of its

competitors, but a takeover by a major manufacturer is widely seen as a preferable fate, given the alternative. The Ford Motor Company absorbed Carrozzeria Ghia years ago, while Carrozzeria Touring was brought out of hibernation in '06 by the private investor Zeta Europe BV and renamed Carrozzeria Touring Superleggera. We just saw Touring Superleggera's Alfa Romeo Disco Volante at the Geneva motor show, and a couple other design houses like Pininfarina and Zagato have also managed to survive but just barely. Rumors of a possible buyout are now swirling around the troubled design house, and a number of suitors are being talked about in the Italian press. Despite the current financial difficulties, Bertone is viewed as having a strong portfolio of clients, especially for an independent design house...**More B-J Insanity.** Chevy is continuing its tradition of *donating its first production model of a new vehicle to be auctioned for charity*: The *first production '15 Corvette Z06* was sold at the **Barrett-Jackson Palm Beach, FL** event on April 12. Proceeds will go to the Karmanos Cancer Institute, extending the General's long-standing support for the organization. The money will go to the renovations of the Institute's infusion center, according to 'GMC,' which provides a more comfortable setting for patients receiving chemotherapy. The '15 Corvette Z06 made its debut at the Detroit auto show this year, sporting a 6.2-liter supercharged small-block V8. The LT4 produces "at least" 625 hp and 635 lb-ft of torque. The removable roof panel re-



mains, and a seven-speed manual is standard, though an automatic is optional. "Chevy's donation of the first '15 Corvette Z06 produced is yet another way that we are showing our continued support of the Karmanos Cancer Institute," said 'GMC' President Dan Ammann. "The funds raised from the auction will help further the exceptional patient care that Karmanos is known for in our community and across the country." As in the past, the auction house will waive all buyer and seller fees. The winning bidder got a letter of authenticity and the ability to pick the color of the Z06...**Boring!** Chevy has taken the wraps off the *pace car* for the 98th running of the Indy 500: It'll be the **2014 Z/28** (*surprised?!?*). Veteran race car driver Dario Franchitti will be piloting the Z around the track on race day, May 25. 2014 will mark the **eighth time** that a Camaro has been chosen as the official pace car for the race, with 1967 being the first time that a Camaro has lead the pack around the course. And this year's Indy 500 will be

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T 'n T (contd)

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the 25th time that a Chevy has served as a pace car. Recall that a '14 Stingray did the job last year. Under the hood of the Z/28 is a 7.0-liter V8 making 505 hp and 481 lb-ft of torque, numbers that would have, at one point in time, actually allowed it to beat the actual race cars at the Speedway with the **optional air conditioning blowing** and some 'killer' tunes on the **single-speaker radio**. The pace car will be wearing 19-inch forger aluminum wheels shod in Pirelli PZero Trofeo R tires, along with an aerodynamic body kit. Last but not least, there's the Indy 500 Official Pace Car livery, which looks great against the mean black backdrop of the car's exterior paint over black wheels. Is it just me, or is anybody else tired of the **Chevy pace car show at Indy?! The new Mustang** would've been a pleasant change of pace! Especially in this, it's 50th Anniversary year... **NASCAR Hater?!?** This might have been taking things a step too far. Stephanie Hamman of Church Hill, TN **stabbed her husband in the chest AFTER she crashed her car through a church**. When her husband found her, she said **"the devil is in me"** and **stabbed him in the chest**. When asked why she did it, she says she was mad that he was "worshipping the NASCAR race at Bristol." Steven Hamman told Church Hill police that his wife Stephanie drove her car through the front doors of Providence Church. He went in the building to check on her after



she called him from the church and found her lying in front of the altar. She then stabbed him with a large kitchen knife, according to the release. He pulled the knife from his chest, returned to his apartment at The Landings, which is across the street from the church, and waited on police and emergency workers to arrive. She also said that she had decided to live for God and not smoke weed all day and night because God told her she only needed weed to relax at night. She was charged with attempted murder. She needs to go away for a while, ya think?!... **Happy 50th, Mustang!** Ford launched the Mustang 50 years ago on April 16th, at the New York World's Fair. To celebrate the car's birthday, Ford will be revealing a '15 Mustang 50 Year Limited Edition, just 1,964 examples of which will be built. The limited edition model premiered at New York auto show, and will go on sale this fall. The 50th Anniversary Edition will be based on the '15 Mustang GT fastback with the performance pack, and it will only be available in two colors: Kona blue or Wimbledon white, as a nod to the first-ever Mustang with Serial No. 0001 that was sold to Capt. Stanley Tucker in April of 1964. The car will be powered by the upgraded 5.0-liter V8 making 420-hp and 390 lb-ft of torque, and

as part of the Mustang GT performance pack, it will feature large six-piston Brembo front brakes and 19-inch alloy wheels wrapped in Y-speed-rated Pirelli P-Zero summer tires. In fact, transmission choice will be the only option on this fully loaded pony. To set it apart visually, Ford has introduced unique trim elements, such as a cashmere-stitched, leather-wrapped steering wheel, instrument panel, shifter boot, center armrests, door inserts, and seats. It will also feature seats with exclusive two-tone cashmere and black leather upholstery, with the Mustang 50 Year logo positioned on the seat backs. The cars will also feature loop-carpet floor mats with cashmere stitching and suede binding. It will also feature louvered rear-quarter windows, in a nod to the 1965 fastback model, though these louvers are made of layered sheets of glass and fabricated using a construction technique developed just for this car. It will be among the first built when the '15 Mustang enters production this fall, with pricing to be announced at a later date (*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!*) 🍷



'Gov't (contd)

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fore an accident.

Air bags are not designed to deploy when a passenger's weight is below a certain amount, and a bouncing motion, even when the person is belted, could reduce the weight registered by the seat sensor linked to the air bag algorithm.

There have been 143 fatalities in front-impact crashes in 2000-10 model year Impalas in which the air bags failed to deploy, according to the center, and in 98 of them, the occupants were wearing safety belts. It said it included the 2000-02 models in the crash data because it was possible that some of them contained the suspect algorithm.

"We call on NHTSA to examine each of the fatal non-deployment crashes to determine whether the air bag should have deployed and why it didn't," Clarence Ditlow, the center's executive director, said in the letter.

Ditlow credited accident investigator Don Friedman of Xprts LLC with uncovering the alleged defect. Friedman in November had called on NHTSA to open an investigation.

A NHTSA probe could ultimately lead to a recall.

"We will, of course, cooperate with NHTSA if it determines any further action is needed regarding this petition," 'GMC' spokesman Greg Martin said.

NHTSA said in a statement it "has received and is evaluating a petition about possible defects" in the deployment of air bags in certain Impalas.

The air bag algorithm has also become part of the investigation into the recall begun in February of 2.6 million Cobalts, Ions and other 'GMC' models for a defective ignition switch that could suddenly turn off the car's engine.

Questions have been raised about whether the largest US automaker was trying to conceal the problem, after years of consumer complaints and at least 13 deaths linked to the faulty part.

NHTSA acting Administrator David Friedman told a congressional hearing recently that his agency's investigators were surprised to learn that turning off the engine caused the air bags to deactivate immediately in the recalled 'GMC' cars (*Doh!*).

He said the agency was examining what role, if any, the algorithm in the recalled cars had in the air bags not deploying in accidents.

Here we go again, bumping into who's gonna pay for this, as this problem also started under pre-bailout, or 'Old GM (*see last month's "Gov't Motors" column!*)!

STILL on the subject of recalls, The '**14 Cadillac ELR** (*a.k.a. Chevy Volt!*) is being recalled for an issue with its electronic stability control (ESC) system. According to NHTSA, the software for the car's electronic stability control system may inhibit certain ESC functions, and fail to alert the driver that ESC is partially or fully disabled. This could potentially give the driver no warning that ESC may be off entirely, which could result in a loss of control, increasing the risk of a crash.

The ELR models affected by this recall were manufactured between Sept. 26, 2013, and Feb. 14, 2014, and optioned without adaptive cruise control. That adds up to only 656 ELRs, though the Chevy Volt-based plug-in hybrid has been in production only since May of last year.

Cadillac is currently in the process of informing owners of the affected cars, though the fix is believed to a relatively simple one from a service standpoint; recalibration of the Electronic Brake Control Module (*EBCM*). This fix will be performed at the dealer level free of charge. The recall was scheduled to begin April 17.

ALMOST done with recalls! 'GMC' says it needs to fix **defective fuel gauges** that can give SUV drivers little or no warning their vehicle might run out of fuel. 'GMC's' latest recall potentially affects 51,640 SUVs that were built in 2013.

The problem can be fixed by adjusting the vehicles' software, according to NHTSA. The vehicles involved are '**14 Buick Enclaves, Chevy Traverses, and GMC Acadias**.

Let's see now—the **recall scoreboard** looks like this: 2.6 million (*ignition switch*), 1.18 million (*side airbag wiring harness*), 303,000 (*non-compliant instrument panel*), 63,900 (*brake booster pump corrosion*), 172,000 (*fractured front axle shafts*), and 490,200 (*transmission cooler line leak*). That's something like five **MILLION** vehicles being repaired due to shoddy materials and/or design. Is that like **EVERY** car they sold last year?! What more

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'Gov't (contd)

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can I say?!

'GMC' is telling Chevy dealers to **stop selling some '13 and '14 model year Cruze sedans**, though they aren't saying why. On Thursday, March 27, they issued a stop-delivery order via email to all US dealers, requiring them to stop selling some Cruze models equipped with a 1.4-liter turbo engine.

It was not immediately clear how many Cruze models equipped with that engine are currently in dealer stocks right now, though all US dealerships were sent VINs to help them identify the affected cars. Automotive News reports

that one high-volume Chevy dealer in the Midwest commented that about 10 percent of their Cruze inventory is affected by the stop-sale order.

'GMC' told Automotive News that Cruze models equipped with the 1.4-liter turbo engine in question represent about 60 percent of Cruze sales and approximately one-third of dealers' inventory at this point in time.

Chevy has sold a total of 248,224 examples of all Cruzes in the US in '13, with the sedan being its top-selling car in our market. The Cruze is available with a 1.8-liter naturally aspirated engine and a 2.0-liter turbo-diesel as well, but stop-sale orders do not affect those models.

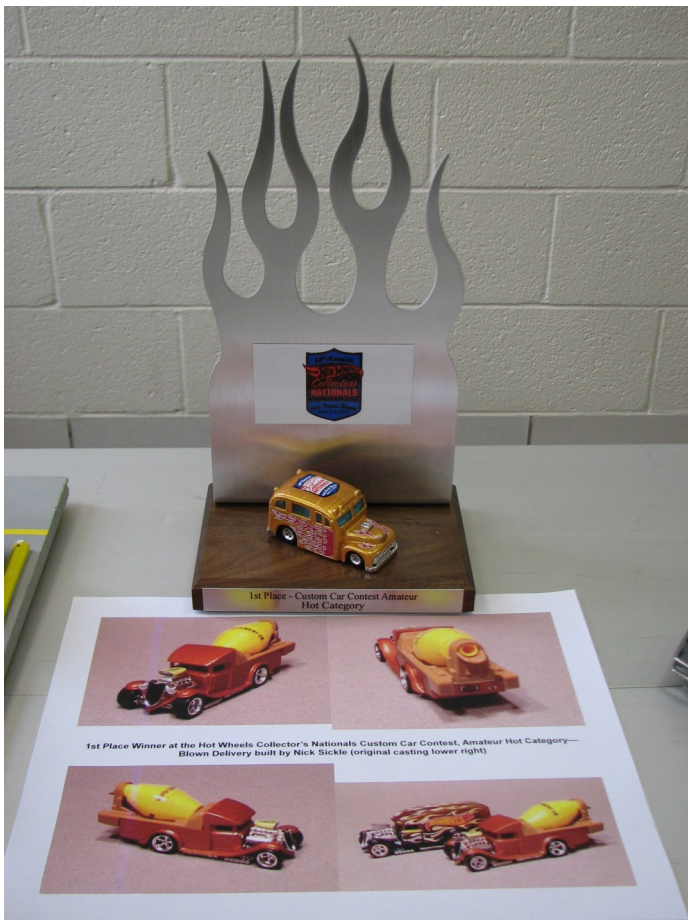
The stop-sale order is said to be unrelated to the recall involv-



YEARS OF DAEWOO, ER,
CHEVROLET

ing its predecessors, the Chevy Cobalt and the Pontiac G5, which are right now in the midst of a high-profile investigation.

To wrap up this month's diatribe on 'GMC,' let me leave you with this gem—CEO Mary Barra, in an address to University of Michigan graduates, told them (and I quote): **"Work hard, be honest, and address problems quickly so they don't grow into crises (!!!)" REALLY?!** Maybe she shoulda become CEO sooner, so she could give 'GMC' the same advice, eh?! Ya just can't make some of this stuff up! ☹



Kudos to my son Nick on his recent award-winning trip to the Hot Wheels Nationals, where a few innocent comments resulted in him entering a recent Hot Wheels custom in the contest, resulting in a first place award in the Amateur Hot category. He didn't need the plane to get back home from the convention in a Chicago suburb! **Waytogo, Nick!** ☹

Flash (contd)

(Continued from page 1)

able to cost-effectively produce enough models for that program. Retail prices for the company's diecast cars had also sharply risen over the last couple of years from about \$150 to about \$250.

While the Danbury Mint was founded in 1969, it didn't begin producing collectible diecast vehicles until the late 1980s, starting out with a range of sporty Full Classics like the Duesenberg SSJ and Packard V-12 LeBaron Speedster. McKenna said that over the next quarter century, the company produced hundreds of different vehicles, but that they

wanted to make their last diecast car release—a 1935 Ford DeLuxe three-window coupe—an all-new design and not merely a repaint of a previous design. Limited to 2,500 pieces, the coupe has already sold out.

Diecast cars were only a part of Danbury Mint's overall offerings, however, so the company will remain in business selling sports collectibles, coins, and figurines. The cars'll be missed.



See more at <http://blog.hemmings.com/index.php/2014/04/09/danbury-mint-discontinues-diecast-car-line-after-more-than-a-quarter-century/#sthash.w00x1zBk.dpuf> 🚗

<http://www.lsxtv.com/news/how-s-this-for-unique-new-cadillac-cts-v-pro-mod-bodies/> (Thanks to Ron Bradley!)



New Stuff!

Thanks to our *'plastic purveyor,' Ron Bradley*, here's a buncha new stuff headed our way. Release dates (*in paren's*), came from Round 2's website, while Revell's are simply 'third quarter.'

Round 2

- ☛ "Back to the Future III" time machine (*DeLorean?! Another licensing issue?!*) (6/2014)
- ☛ '65 Mustang funny car (6/2014)
- ☛ Peterbilt 359 CA Hauler Conventional tractor (6/2014)
- ☛ Lowboy trailer (7/2014)
- ☛ '65 Ford Mustang (1/16th) (7/2014)

- ☛ '67 Chevelle Pro Street (8/2014)
- ☛ '53 "Mr. Speed" Studebaker Starliner (9/2014)
- ☛ '33 Willys panel van (9/2014)
- ☛ "Dukes of Hazzard" '69 Charger (*snap*, 9/2014—*new tool!*)
- ☛ '40 Ford fire chief car (*snap*, 10/2014))
- ☛ '53 Ford pickup truck (10/2014)
- ☛ Garlits' Wynn's Charger front-engined dragster (10/2014)
- ☛ Chrysler/GMC Corvette/Corvair engine parts pack
- ☛ GMC engine parts pack
- ☛ Ford Racing T Body car
- ☛ '73 Buddy Baker Charger stock car (1/16th)

MRC

- ☛ Joe's Power Plus Service Station

Revell

- ☛ '70 Torino GT (*reissue*)
- ☛ "Street Fighter" '60 Chevy sedan delivery (*Tom Daniels*)
- ☛ "Blue Bandito" '29 Ford street rod
- ☛ Audi R8 (*snap*, *new tool*)
- ☛ '15 Mustang GT (*snap*, *new tool*)
- ☛ '13 Challenger SRT8 (*pre-finished*, *new tool*)
- ☛ '13 Camaro ZL-1 (*pre-finished*, *new tool*)
- ☛ Ford Raptor (*Snaptite*, *new tool*)
- ☛ '68 Camaro SS (*new tool*)
- ☛ LaFerrari (*new tool*)
- ☛ Hemi Hydro (*reissue*)

Reel Review: "Captain America: Winter Soldier"

Nick and I are **BIG** superhero fans, so, this movie was also on our 'must-see' list.

It decidedly does not lack for action. Some of the stunts though, at least to Nick and I, do not look to be survivable. But, hey, we **ARE** talking comic book heroes, right? I guess they are more invincible than in real life, eh?!

As has been the case with the majority of Marvel's movies lately, there is a scene after the credits have rolled, setting the story for a near-future Marvel follow-up, so, if you go, be sure to 'wait out' the credits.

There's bad news/good news with this movie. Bad news is that 'GMC' plays a prominent role, meanin' that they musta got paid. The Black Widow (*Scarlett Jo-*

hannsen's character) drives a new, **predictably black Stingray**, while, in other scenes, we see a new Impala and a new 'monster truck' Silverado. Good news is that, with so many Chevie's in the movie, that they bust up a bunch of 'em!!

I will say though, they are equal opportunity destroyers. Nick and I noticed a Solstice that was blown up, a Grand Am that got jumped on, and a G8 that got shot up!

All in all, enough action to keep you from getting too bored. And, the film's made **\$159 million** in only two weekends, so I guess that means they did something right!

Again, Nick and I would give it four lug nuts out of five. ☛



WTF?!?



WWW.MAMASBOYZ.ORG

***** 21st.*****

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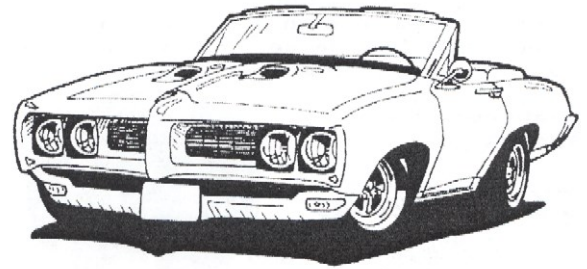
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MARYLAND AUTOMOTIVE MODELERS ASSOCIATION



- May 10th—*Mid-Atlantic NNL*, in Severna Park, MD. *Theme—50th Anniversary of the Mustang (!), with a sub-theme of '57 Ford vs. '57 Chevy. Git busy!!* 🍷

- July 1st to 5th—*GTOAA/POCI Nationals*, in Pittsburgh, PA. All Pontiacs welcome, not just GTOs. We'll be there (*hopefully, with my GTO, too!*) *Full coverage upon my return!* 🍷



Pontiacs on Parade!

Well gang, I just wanna take a minute to thank those of you who have very capably manned the Pontiac Parade display that I lug in month in and month out—your patronage is appreciated!

One of these **YEARS**, I'll be able to regularly put something of my own in it.

Don Stone: Don showed off this nice rendition of the *MBNA Grand Prix*.

Howdy Hoffman: Howdy displayed (*tho, not in the reserved parking area*), this '*patriotic*' *Pro Stock T/A*.

Finally, yours truly (*with NO progress on my Monkeemobile project*), *showed a burgundy '64 Grand Prix promo*, and a *diecast*

'69 Judge (in a colorful, albeit non-factory combo, ironically, from Danbury Mint, who recently quit the diecast business!).

Now, I have just **GOTTA** do something about my job. Between it and ridin' herd on my *GTO restoration*, I seemingly cannot find **ANY** time to squeak out on any of a multitude of Pontiac projects that I have either started, or have envisioned in my fertile imagination!

Remember, all Pontiacs are

welcome in the reserved parking area! Anything from completely finished to under construction!

'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!!* 🍷

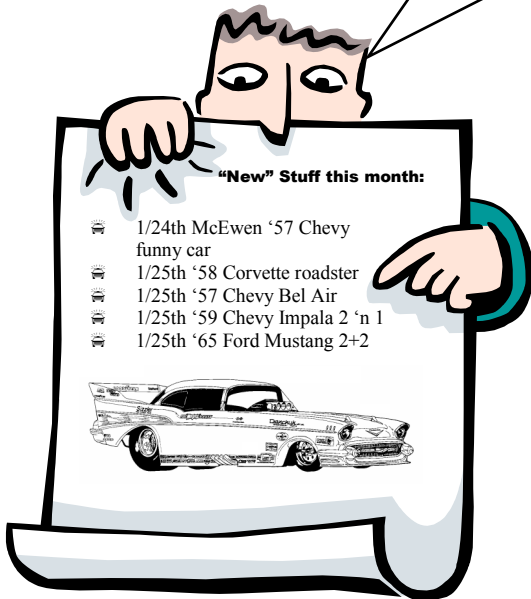


This is the newsletter of the
Maryland Automotive Modelers
Association

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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, Revell 1/32nd scale '70 T/A kits, and '70 -'81 Firebird Formulas and T/As, and empty *Pontiac kit boxes*. Would also like to buy or borrow *old AMT/MPC/Monogram/*

Revell model car catalogs. Contact Tim Sickie at gtoguy@verizon.net, or see me at a meeting. *Thanks!* 🍷

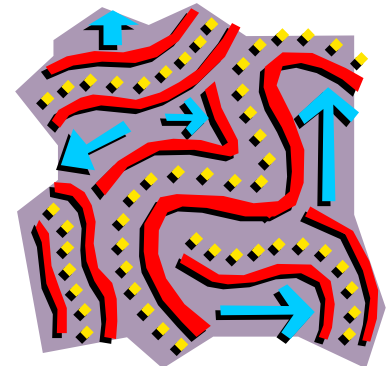


We're on the web!
<http://www.mamasboyz.org/>

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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