

MAMA Sez!

Volume 26, Issue 11

July, 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. ☎

Car Show Season is STILL Here!

Since Nick and I were MIA last month, I don't have a freakin' clue what happened at the meeting! **Thanks, Matt!**

Discussion focused on seminar suggestions, and presenters. Also discussed was an auction of former MAMA member Art Henriquez's collection.

This month, Rich Wilson peeks at the

Meng F350 pickup. Thanks, Rich.

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

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

Thanks to the raffle



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

True Lawyer Story!?

This took place in Salt Lake City, Utah.

Attorney Mark Gustavson purchased a box of 24 of very rare and expensive cigars, then insured them against, among other things, fire.

Within a month, having smoked his entire stockpile of these great cigars, the attorney filed a claim against the insurance company. In his claim, Gustavson, the attorney stated the cigars were lost 'in a series of

small fires.'

The insurance company refused to pay, citing the obvious reason, that Gustavson had consumed the cigars in the normal fashion.

Gustavson sued—and **WON!** Now it gets good...

Delivering the ruling, the judge agreed with the insurance company that the claim was frivolous. The judge stated nevertheless, Gustavson held a policy from the compa-

ny, in which it had warranted the cigars insurable and guaranteed it would insure them against fire, without defining what is considered to be unacceptable 'fire,' so it was obligated to pay the claim.

Rather than endure the lengthy and costly appeal process, the insurance company accepted the ruling and paid \$15,000 to Gustavson for his loss of the cigars that perished in the 'fires.'

NOW FOR THE BEST PART... After

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Meng F350 Super Duty Crew Cab Pickup

What a surprise when just a few months ago, we were informed of the imminent release of this kit and the shock at the expected retail price. Meng has been around for quite some time, but only made kits of armored vehicles. I had a chance a few months ago, to look through their kit of the US Army Bradley fighting vehicle. The detail was incredible; the track sections were separate and were to snap together which wouldn't seem bad until you saw the size of the baggy they were in and the number in it.

After I got this kit, I looked through the parts three or four times before I realized that this is a four wheel drive truck. It doesn't say so on the box. From what I was able to track down, this kit seems to replicate a 2008 through 2010 Super Duty. Edmunds' web site seems to be the best place for any needed info or pics. You can find it of course, with a "Google" search under "Ford F-350 Super Duty." Three engines were available in the real truck; a 5.4 L Triton V-8 300 hp, a 6.8 L Triton V-10 362 hp., or the 6.4L twin turbo diesel with 350 hp and 650 lb-ft of torque. The engine in this kit is the 415 ci. diesel with the five-speed automatic transmission. It's made by International Truck and Engine corp. There are 165 well detailed parts in this kit and each tree (*10 in all*) is individually wrapped in a baggy. Your first view of this kit will remind you of a Tamiya kit. It comes with a mask for the windshield and poly caps for the wheels. The instruc-

tion booklet looks kind of familiar with only color call-outs added. And if you can't read any of the four languages there are colored paint chips as well.

Engine:

There are 21 pieces to this assembly and it's just over one inch long. The five-piece automatic transmission is over one and a half inches long with the transfer case attached. Remember this kit is 1/24th scale. Both oil pans are separate pieces, while the valve covers seem to be cast with the heads, which doesn't seem a real problem since we wouldn't likely dress it up with chrome anyway. The turbos are the only parts I recognize with the tubing going in all directions. They're probably the best detailed we've ever gotten. The cooling fan is over an inch and a quarter in diameter. There are a few pieces that mount later in the assembly process.

Chassis: It measures eleven inches long from end to end. It's comprised of 36 pieces; 16 for the front axle which steers and is driven (*4WD*), neither of which is mentioned on the box. 16 pieces make up the rear axle also, and the last few parts are the drive shaft and gas tank and exhaust system. One cool part or parts are the four shackles to mount the rear axle to the leaf springs. There are poly



caps that go inside the four disc brake rotors to attach the wheels. The chassis rails are fully boxed and I don't see any of the usual sink marks or misaligned molding problems. There are a few mold lines but they won't take any effort to eliminate them. At the rear of the chassis is a cast in class four hitch and what appears to be the electrical outlet for the trailer connection. The universal joints on the drive-shaft and the front axle are so realistic that you can see through them. The shocks and their rubber boots are very realistic as well.

Tires/wheels: Five tires are included that have very realistic and true to scale tread patterns and are hollow. And guess what; they even have "Continental Contitrac" raised lettering on them. The stock wheels appear to be eight lug wheels and for once the spare wheel doesn't have lugs or the center cap. There is a set of what I would guess are aftermarket custom wheels; I guess after the \$75-80,000 the owner couldn't afford a custom spare wheel! All the

(Continued on page 3)

F350 (contd)

(Continued from page 2)

wheels are one-piece and the chrome is of moderate thickness and sheen.

Interior: The interior builds up from the floor and left and right sides; the rear seat doubles as the rear of cabin. The door panels are cast open for the storage bins in the doors. The builder will need to remember to paint the inside of the body in these areas. The seats are typical two-piece with buckets in the front with a console and a split bench rear seat. The dash is three-piece and a steering wheel. A decal is included for the gauges. The area where it goes is smooth which I'm sure will help adhesion. Paint call-outs are minimal in this assembly so you'll need additional pictures to bring out the realism here. The seats do seem to be a little sharp edged and squarish, and there are no seat belts anywhere. There is a separate pedal assembly that mounts to the firewall. The inner fender panels are cast to the floor also. The one problem I see on various parts in the kit, but stand out more so here are the cursed "ejector pin marks"! There are 10 on the floor board alone. But six get covered as in under the seats or under pieces that detail the under-hood area. Of the remaining four, two are near the firewall and two are in the rear footwell. If they were just the raised or low circles they'd be one thing, but there seems to be a protrusion that has been clipped off.

Body: It comes in its' own bag and you can see it's very well

detailed and sharpened edged. I noticed on the underside of the roof the raised lettering of the manufacturer, but fear not there is a separate headliner to cover all that. Which prompted me to look elsewhere for such headaches - and there aren't any. The engine hood has the detail we hardly ever get on the underside and has a pair of two-piece hinges which are just as rare. It also has the spring supports (*optional*) to hold the hood open for display. The glass fits from the inside but is designed to fit flush. There is a mask to paint the windshield, thank you very much. For all these trucks we see on the road I never realized that the grille is attached to the engine hood. The grille is made up with the chromed outer and a black plastic mesh. The side mirrors are huge, as they should be, and have self stick mylar reflectors and have mounts cast into the body which should go a long way to keeping them attached. There's even a clear light (*to be tinted amber*) for the turn signal in the mirrors. The rear view mirror gets a mylar piece as well. The front bumper gets clear lenses as well; I'm impressed with the quality of the chrome. It's very bright without being too thick and considering this is probably Mengs' first attempt at chrome, it's very well done. All the parts are attached to the tree in out of the way places. The head and taillight reflectors are chromed with clear lenses; no clear red for the taillights. And anymore that's a plus since most are multi-colored anyway. The kit comes with two sets of side steps, one black and the other chromed. The bed is made up of 10 pieces

and that's just the basic bed itself. There is the cargo extender that is built up of either three pieces and displayed deployed or flipped inward or alternate pieces to display it folded. There's even what I believe is a piece that would be raised from the tailgate to use as a grab bar to climb into the bed! Bringing up the rear is a large step bumper and a separate chromed tailgate release. The bed liner is a separate piece which I thought was nice since we won't need to mask it off during the painting process. Hands up—everybody that dislikes doing chrome foil! Well this is your kit; I don't see any that's needed, which to me is a fantastic relief.

Decals: It's surprisingly small; only one inch by two inches. But it's in a baggy (*thanks! Likely so it won't get lost?!*) and seems to contain all that is needed. Besides the gauges there is the underhood stuff and scripts, grille emblems and "4x4 Off Road" for the rear of the bed. You will have to keep your eyes peeled for the decal placements in each step since there is no separate step to show their positions. I go through the instructions and highlight them so they stand out later.

At \$75 it is an expensive kit, but our Ron the plastic pusher can give you a good break and the kit is well worth the extra money. Pickup kits haven't been popular lately, but I would highly recommend you get at least one before they are gone. The boxes are not sealed like others, ask the vendor to let you look inside briefly; you will be very impressed, I guarantee it.

by: Rich Wilson 🍷

'Gov-a-mint Motors!'

Got plenty to cover, so, let's just jump right in!

For those of you who missed the July, 2014 issue of ***Motor Trend***, it featured a ***six-car midsize sedan comparo*** including the ***Mazda 6, Kia Optima, Chrysler 200, Honda Accord, Nissan Altima, and Chevy Malibu***. And...***spoiler alert!*** There you have their final finishing order. Yup, 'GMC' managed to again snatch defeat from the jaws of victory, with their ***emergency refresh of the Malibu*** to address significant issues (***which apparently failed***). An assortment of comments for the last-place Malibu include: ***"Noisy, poor-sounding engine and a flat, cramped rear seat. Weak in value and questionable in fuel economy given its lowest averaged combined mpg figure," "All acceleration feels labored (putting it on par with the second-slowest Kia)," "seats are hard and flat," "back seat felt cramped," "loaded with hard, dreary plastics," "visible interior corner-cutting, especially materials," and the "worst rear seat of the pack." To it's credit, it DOES crash well, earning a Top Safety Pick + award. Waytogo, 'GMC.'***

'GMC' announced that the supercharged engines in the 2012-13 Camaro ZL1 and 2009-13 Cadillac CTS-V were equipped with ***supercharger units*** that could begin to exhibit an ***unhealthy rattle***. Owners will be able to tell if their supercharger is affected by the obvious rattle coming from under the hood. If left untreated, the rattle may lead to the contami-

nation of the internal shaft bearing grease, causing the bearing to squeal, overheat and ***ultimately seize the engine***.

'GMC' reports that ***every single ZL1 and CTS-V is prone to develop the rattle*** and is recommending owners return their cars to the dealership to replace the supercharger and is ***waiving the \$2095 fee*** for doing so (***mighty big of 'em!***). Owners affected will also receive a Special Coverage Adjustment. 'GMC' will extend the warranty of the supercharger for 10 years or 120,000 miles, whichever comes first.

'GMC' said it is recalling ***3.4 million cars*** in North America because bumpy terrain or weight attached to the key could move the ignition switch out of the run position—the same basic problem that began its recall crisis earlier this year. The new ignition recall covers the Impala from 2006-14, as well as some Buick, Cadillac and Chevy vehicles from 2000-11. The Impala is the only one that remains in production, though only the "Limited" model sold to car-rental companies is affected, and not the redesigned version.

'GMC' also said it has increased its estimate of ***recall-related repair charges*** for the first half of this year to ***\$2 billion***, which is ***\$300 million more*** than its previous figure. The company also announced five smaller recalls.

Maybe while you are at the



dealership getting your Camaro's bad supercharger replaced, you could have 'em attend to the ***ignition switch problem***, which includes ***EVERY CAMARO SOLD SINCE THE CURRENT GENERATION WENT ON SALE (!)***. 'GMC' said the switch meets all engineering specs and is unrelated to the ignitions used in the cars included in the previous recall of 2.6 million vehicles. ***Right!***

The recall affects 464,712 vehicles sold in the US from 2010-14, and another 46,816 sold in foreign markets such as Canada and Mexico.

'GMC' said that a driver's knee can bump the key fob and knock the ignition switch out of the "run" position, cutting engine power. 'GMC' knows of three crashes, resulting in four minor injuries, that may have been caused by this condition.

'GMC' said it discovered the problem during internal testing this year after the Cobalt controversy began.

'GMC' will make the key and fob independent from each other. The current design conceals the key within the fob; released from the fob with the press of a button.

The latest round of recalls

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'Gov't' (contd)

(Continued from page 4)

brings 'GMC's' total for the year to **38 actions** affecting 16.5 million vehicles, including 14.4 million vehicles sold in the US.

Other recalls announced cover a total of 165,770 vehicles in the US, including the 2013-14 Cadillac ATS, 2011 and 2014 Cadillac CTS, and some 2015 Silverados and Sierras.

Attributed to what 'GMC' described as a mistake by a supplier, the transmission turbine shaft on 21,567 2012 Chevy Sonics can fracture in cars with the six-speed automatic transmission and the 1.8-liter four-cylinder.

'GMC' said a wiring splice in the driver's door of 14,765 2014 Buick LaCrosse can corrode and break, cutting power to the windows, sunroof and door chime under certain circumstances.

'GMC' said a cable in the driver's seatbelt tensioning system in 8,789 2004-11 Saab 9-3 convertibles can break.

Toyota and 'GMC' are expanding an earlier recall for faulty airbags that can rupture and propel shrapnel into the front passenger's face. The initial recall affected 170,000 vehicles. Due to being unable to track down all the defective parts, that number will increase to 844,277 vehicles.

'GMC' has issued new recall campaigns affecting over 89,000 vehicles, addressing four different issues on various models.

Many new SUVs and pickups were shipped with a base radio that may not provide an audible warning if the key is in the igni-

tion when the driver's door is opened, or when the front seat belt is unbuckled. The issue affects 57,512 2014 Silverado LD and Sierra LD, along with the 2015 HD, Tahoe and Suburban, and the 2015 Sierra HD, Yukon and Yukon XL.

Another campaign is focused on 31,520 2012 Veranos, Camaros, Cruzes and Sonics. The models were built with a defect in the shorting bar inside the driver's airbag, which may consequently fail to deploy. The campaign serves as an extension from two previous recalls for the same condition.

"'GMC' is aware of one crash with an injury where the trouble code was found at the time the vehicle was repaired," the company said in a statement. "The company is aware of other crashes where air bags did not deploy but it is not known if they were related to this condition."

Another airbag recall is limited to a batch of just 61 2013-14 Sparks and 2013 Encores manufactured at a Korean plant. The issue could prevent the front passenger airbag from deploying properly.

The last recall (*for now!!*) affects an even smaller number of 2014 Corvettes, which suffer from an internal short circuit in the sensing and diagnostic module. The defect can disable the front airbags, seatbelt pretensioners and the Automatic Occupancy Sensing module.

The latest announcements bring 'GMC's' recall tally **above 30 for the year**.

'GMC' extended its record-breaking string of safety prob-

lems, announcing three more recalls, including a large one involving its top-seller.

The recalls, part of a top-to-bottom safety review, bring the company's total for the year to **48**, covering **20+ million cars and trucks**. That beats 'GMC's' old full-year record of 10.75 million in 2004.

These recalls cover 474,000 vehicles worldwide for a variety of problems.

The largest affects almost 467,000 4WD Silverado/Sierra pickups, as well as Yukon/Tahoe and Suburban SUVs. The Sierra is 'GMC's' top-selling vehicle.

They said a software glitch can cause the transmission transfer cases to shift into neutral on their own on '14 and '15 models. That can cause loss of power, or it can let the trucks roll away if parked. 'GMC' says it knows of no crashes or injuries. Most were sold in the US and Canada, with a small number of exports. Dealers will recalibrate the software.

The other recalls are much smaller and also had no reported injuries. One affects nearly 4,800 Chevy SS and Caprice police cars with faulty windshield wiper modules. Gear teeth can become stripped, causing the wipers to fail. Dealers will replace modules if needed.

In the other case, dealers will replace the two rear shocks in about 2,000 '14 model year Corvettes with the FE1 or FE3 suspensions. An insufficient weld could lead to a fracture.

Recently, NHTSA posted documents showing that 'GMC' would recall about 29,000 Cruzes

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This 'n That

Have You STOLEN a Ford Late-ly?! A new study reveals the ***most stolen utility vehicles from 2011-13***. The National Insurance Crime Bureau, just released its data on SUV thefts. For the purposes of this study, the NICB, a nonprofit group of insurance companies, culled info on thefts of new SUVs and crossovers that occurred between the beginning of 2010 and the end of 2013—i.e., vehicles from the 2011 through 2013. Broken down by category, the study shows that crossovers are stolen at a much greater rate than traditional SUVs. Crossover thefts account for 73 percent of 21,711 thefts included in the NICB's analysis. They also account for nine of the top 10 in the new NICB report. Here, in order is the top ten: 1-***Ford Escape***, 2-***Ford Edge***, 3-***Ford Explorer***, 4-Jeep Grand Cherokee, 5-Kia Sorrento, 6-***Chevy Traverse***, 7-Nissan Rogue, 8-Honda CR-V, 9-Toyota RAV4, 10-***Chevy Equinox***. ***Heck, at sixth and tenth, Chevy can't even break the top five of the most stolen vehicles? Pathetic...The Streets of New York.*** The look of the streets of New York is about to change for good, it seems, with the ***Nissan NV200 Taxi of Tomorrow*** program scoring a crucial court win, Bloomberg reports. The New York Court of Appeals overturned an earlier decision of the New York Supreme Court, issued in the fall of '13, which ruled that the city's mandate to gradually replace all taxis operated in New York with Nissan NV200 was an overreach of the city's executive



authority. Nissan had won the contract to design and build a Taxi of Tomorrow in a competition overseen by the city's Taxi and Limo Commission, but plans to gradually phase out all other taxis met with a sharp backlash by taxi company operators. The Greater New York Taxi Association challenged the city, voicing concerns that the NV200 may be pricey to operate due to its lack of hybrid technology, in addition to making the argument that the city could not force all cab companies to buy the same type of vehicle from just one manufacturer. Hybrids of all types have become popular with cab companies in recent years, and many cab company owners said that they would have preferred replacing aging cars with hybrids. The owners had initially won a victory with the New York Supreme Court (*the lowest court in the New York state system, despite its name*) halting the program on grounds that the Taxi and Limo Commission had exceeded its authority under the city charter by mandating cab company owners purchase one specific vehicle. A prior ruling by the court allowed the owners to buy hybrids until Nissan fields a hybrid NV200, which it promises by 2015. This latest court victory by the Taxi and Limo Commission puts the plan back on track, though another federal court case

remains unresolved, according to Bloomberg. Advocates for the handicapped sued the Taxi and Limo Commission in 2011 to force the city to make all taxi vehicles wheelchair accessible, which is possible since Nissan has developed a wheelchair-accessible version in partnership with BraunAbility. In 2011, the US District Court ruled that the commission's plan would violate the Americans with Disabilities Act, though that ruling itself was overturned in 2012, with the U.S. Court of Appeals finding that the act does not obligate the Taxi and Limo Commission to require taxi owners to provide access to the handicapped. Even though Nissan was pleased with the outcome of this decision, it does create a bit of a conundrum for taxi fleet operators, as the ADA requires all for-hire vans to be wheelchair accessible. That puts the city and taxi cab operators in a pickle legally, due to the fact that not every NV200 will be wheelchair accessible. But for now, the Taxi of Tomorrow is rolling ahead, with Nissan selling it for approximately \$29,700... ***Electric Hog?!?*** Imagine a Vincent Black Shadow that doesn't try to kill you, a Moto-Guzzi that starts reliably and doesn't leak oil, a Harley-Davidson sans thumping V-twin, sans assertive exhaust note, sans ***internal combustion itself***—a Harley-Davidson powered by electricity. It sounds like a ludicrous idea. Heck, it probably *is* a ludicrous idea. But Harley's doing it anyway, and it's called the ***Livewire***. Right now, it's just a concept—you can check it out on the ***Project LiveWire Tour***, but

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T 'n T (contd)

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they don't plan to sell it just yet. Consequently, there's no idea on cost. But photos give a good idea of what it looks like: a streetfighter with a retro profile resembling something from the Storz Performance garage, without the scrambler pipes—no fire, no smoke. Its exposed frame terminates in a monoshock swing arm rear suspension. It is a radical departure for Harley and that's before you even get to the powertrain. According to Asphalt and Rubber, it packs a three-phase induction motor good for 55 kW—*slightly less than 74 hp* for us old-school types, with 0-60 estimated at a rapid 4 seconds. Range is paltry—a disappointing 50 or so miles. That's probably OK for this concept, but it won't fly on the market. Part of the Harley fantasy is hopping on your bike and leaving your problems or alimony payments behind. The LiveWire will generate a lot of buzz but not among Harley purists. Maybe the purists are Harley's biggest problem. With its current lineup, the bike manufacturer is having a tough time reaching the youth. Part of it is the image—half Hell's Angel, half weekend-warrior poser. The other part is money, especially for the next gen of debt-ridden young riders. Harleys aren't cheap. What remains to be seen, though, is who would put a substantial down payment on a production version of this machine. Electric bikes can be blisteringly fast—you'll find no shortage of ambitious electro-crotch



rockets out there. Yet Harley, at least in its current iteration, has never aimed to be the fastest, super-efficient cutting-edge thing on two wheels. And that's fine—just as you would be off base criticizing a Miata for not putting out 600 hp, you would be wrong to criticize a Softail for not being an Isle of Man TT contender. It's a gamble for a brand battling high costs—a brand known and loved for its deliberately old-school appeal—to make a splash with what would certainly be a costly, performance-driven model—if it ever makes it to production. But remember: Harley didn't always used to be about the so-called biker lifestyle. H-D made its name building rugged bikes that could win races—in 1921, in fact, a Harley was the first to win a race at an average speed of more than 100 mph. Perhaps Harley is willing to swap its trademark sound for a Jetsonesque whirring if it allows them to contend once more for a spot at the head of the innovation pack, at the very least. Viewed from that perspective, maybe the LiveWire represents Harley's attempt to return to its roots... **OMG! '71 Plymouth Hemi 'Cudas** are rare beasts. There are *only eleven convertibles. Only two US market four speed Hemi convertibles* and *only one has it's original powertrain intact*. That particular car, a B5 blue/black

'Cuda sold for **\$3.5 MILLION dollars** at Mecum in Seattle last month. No idea who bought it or where it is going but chances are, Power Tour 2015 ain't on the list of "stuff to do." This isn't the first time a 'Cuda has hit stupid-money territory. A Hemi 'Cuda was the first muscle car to break the **\$1 million mark**, and a few years ago another one sold for **\$2.2 million at B-J Scottsdale**. Hemi 'Cudas were rare because they were very expensive, even when compared to a similarly-optioned 440-6 Pack-powered 'Cuda. Additionally, shoving one in a droptop was pretty much begging for trouble as the motor would rock, shake, and torque the living hell out of the unibody. Add in the overvaluation that has been occurring with the popularity of auctions like B-J and Mecum and you have the recipe for what happened here. So, the 'Cuda transfers from one climate-controlled building to another, never to see the light of day unless there is a serious security detail on it. Who wants to place a bet on when these things **hit \$10 million?** Anyone? Thanks to bangshift.com for this eye-opener 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!) 🍷



'Zombie' Cars?!

Residents on a street in Beijing, China finally said good riddance to a car, almost completely engulfed by foliage, which had become a social media sensation since it was abandoned a year ago.

The old, blue van was dubbed '**Zombie Car**' by social media users after it was reportedly left by its owner in a parking space on Peace Road in Huayang village, Sichuan province sometime in 2012.

In China, abandoned cars are known colloquially as "jiangshiche," or "zombie cars." But the Huayang example, hidden almost completely by leaves, quickly became the most famous zombie car in China, with pictures

circulated on social media.

Police tried to remove the vines, but they were so thick and thorny that it was decided the vehicle should be towed away with the green foliage in place—a bizarre sight for other drivers.

Officials used the license plate to identify the original owner, Wang Ping. He told police he had sold the vehicle three years ago but couldn't remember anything about the buyer.

"This is definitely an authentic creepy zombie car...why is it so scary??!"

wrote one user on China's twitter-like service, Weibo, "Maybe I've just watched too many zombie movies."

It was eventually towed away by police.

"This zombie car is so cool, we cannot even recognize it as a car," gushed another commenter, "I thought it was a wall covered with vines!!" 🚗



Superbird Rebirth?! (\$89),

Those of you pining for the high-winged days of the Charger Daytona and Plymouth Superbird can open up your checkbooks and stroke one payable to **Heide Performance Products** out of Madison Heights, Mich.

They can turn any Challenger into a '70s-inspired pavement burner, though they leave the actual burning mods up to you: the kit is an appearance upgrade only.

The full kit comes with a nose cone assembly (\$5,999), three-piece wing (\$2,499), functional Shaker hood and scoop (\$2,499), rear aluminum louvers (\$899), HPP Challenger hood pins (\$179), Daytona or Superbird taillight overlays (\$189), fender gills

lever (\$149) and rear diffuser (\$1,299), or a total of **\$13,800**. HPP says the paint and installation usually averages around \$6,000, so the total cost is less than \$20,000.

HPP says many customers buy the kit a piece at a time, installing them as time and budget allows. It's suggested starting with the two most expensive things—the wing and nose—or the five cheaper ones before you add the big body panels.

The wing—57 inches off the pavement—is a three-piece unit made from epoxy resin over an aluminum honeycomb core. The crossbar is adjustable and has



been tested at speeds up to 200 mph, according to HPP.

The nose cone is made from epoxy resin and urethane, has electronically controlled headlight covers and includes grille surrounds and screens.

Surprisingly, HPP won't be at SEMA in Las Vegas this year—their first year off after three consecutive. Someone will be there representing HPP Revolution Design Studios. Go to www.hppcars.com for more info.

Thanks to **Matt Guilfoyle**. 🚗

Build Review

Six to eight months ago I realized the F-250 4 by 4 pick up I was driving, that was my boss's dump truck (*it had a dump insert*) had a modular V-10 in it. The truck probably weighed 3 tons, but crap was it fast!! I went over a bridge expansion joint at 70 mph and had **ALL 4 WHEELS** off the ground. The first chance I got, I popped the hood to have a first hand look. When I did, I noticed it was a modular single overhead cam V-10 like a V-8 with two more cylinders. Later, I realized I could duplicate it in 1/25th scale, with just two V-8s, cut apart and re-assembled. But it needed a "home." I had tried to sell off my first issue Lindberg Ford F-150 kit a few years ago but with no success. It seemed a good choice for my engine. If you'd like a copy of the V-10 I made let me know, but that's another story. It struck me that I could remember maybe one build-up of this kit on a display table. For years Lindberg has suffered with a "less than stellar" reputation for very marginal kits/subjects. In the mid to late '90s they had a rebirth of sorts and this kit was one of their first kits of their new efforts.

In fact, in a side-by-side comparison with a Revell F-150 of the same year, takes a very close inspection to see any differences. Obviously the Lindberg has the four-wheel drive set up that the Revell doesn't, but almost all of the rest of the components are nearly identical. The Lind-

berg has a manual transmission as well as the transfer case and all the front drive components that are quite well detailed and it all assembles very easily. The interiors are

equally well detailed and both have windows that fit from the outside.

The Lindberg has eight under hood decals compared to one in the Revell. One of them is the warning to remove the radiator cap slowly! The instructions with the Lindberg kit could be a little clearer; I had some trouble with the bed assembly going together. I thought I would assemble it then glue it in place. You see it consists of five pieces whereas the Revell is only three. The problem I had was that the rear fenders are separate from the bed and seem to glue only to the top edge of the bed. But after a couple of tries and they still fell off, I figured I had to find a better way. I found that gluing the bed to the chassis first, then gluing the fenders on worked much better. It turns out the leading edges of the fenders glue to the rear of the cab right next to the doors. I held the tailgate in place

with tape until the glue was dry. But then the lower rear corner wasn't very secure.

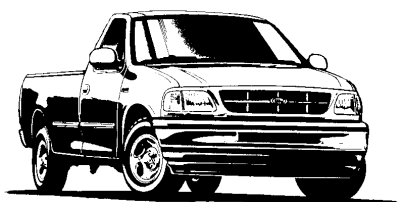


That was fixed with a small diameter rod between it and the chassis similar to real vehicles. The tailgate is intended to operate; it has pivot pins, but they forgot to supply a socket to trap it so it wouldn't fall out. But that was easy enough to solve with pieces of evergreen that I painted black to hide them. The front grille, that gets painted, comes with separate chromed light sockets and mesh and clear light covers. The bumper is three-pieces where the Revell is just one, which makes it much easier to paint.

It glues to the front ends of the chassis and seems a little unsecured. I had to hold it in place until the glue was completely hardened, but the look of the completed front end is very realistic. I noticed that it even has the tow loops on the front end of the rails. My only complaint would be that the front end sits a little higher than the rear, but then so do the 1:1 trucks.

If you still have this kit, build it. It's much better than you think.

by: Rich Wilson 



Jus' got *Real?!?*

In case any of you are unaware, *media giant Source Interlink* may already have put the screws to you and your favorite magazine. Read on for the details.

Apparently, in an effort to remain solvent, they are 'realigning' their titles, as shown below, in order to, as they put it, "**Reduce Redundancy**" and address "**Largely Duplicative Content.**"

What you see in the enclosed table is the affected magazine, followed by the magazine which will be '*absorbing it.*'

Most of the moves make sense, while others don't, proving that they don't have a clue.

Sensible moves include: Camaro Performers to Super Chevy, Custom Classic Trucks to Classic Trucks, 4 Wheel Drive & SUV, GM Hi-Tech to Super Chevy, Import Tuner to Super Street, Mud Life to Four Wheeler, and Popular Hot Rodding to Hot Rod.

Nonsensical moves include 5.0 Mustang to Muscle Mustangs and Fast Fords, Modified Mustangs and Fords to Mustang Monthly (*FOUR Ford/Mustang mags to 'only' TWO*), Honda Tuning to...Honda Tuning (!?), and finally, the two most egregious of the lot—Rod & Custom to Street Rodder, and High Performance Pontiac to Hot Rod?!

That's a total of 12 titles that bit the dust in that simple move. Coulda been better though, if they would have slimmed the **FOUR** Ford/Mustang titles down to **ONE**, rolled Honda Tuning **AND** Import Tuner into Super Street (*after all, last time I checked,*

Affected Title	Relevant Core Brand
Camaro Performers	Super Chevy
Custom Classic Trucks	Classic Trucks
5.0 Mustang	Muscle Mustangs & Fast Fords
4 Wheel Drive & SUV	Four Wheeler
GM Hi-Tech	Super Chevy
Honda Tuning	Honda Tuning (!?)
Import Tuner	Super Street
Modified Mustangs & Ford	Mustang Monthly
Mud Life	Four Wheeler
Popular Hot Rodding	Hot Rod
Rod & Custom	Street Rodder
High Performance Pontiac	Hot Rod

Hondas WERE imports!!), rolled Street Rodder into Rod & Custom. That leaves us with High Performance Pontiac into Hot Rod—guess now we'll never see any stock (*i.e., unmodified*) Pontiacs again, eh?!

I pointed out to them the folly of the Amos Enthusiast debacle years ago. Wonder whatever happened to **THAT** magazine, hmmm? Seems to me that they attempted much the same thing—rolling all their titles into one magazine, along with a whole lotta advertising.

To add insult to injury, a good portion of their features were on late-model Camaros, Corvettes, Chargers, Challengers, and Mustangs!

I've already sent my three-page long rant letter to Scott Dickey, their CEO, taking them to task for killing the **ONLY** Pontiac magazine currently in existence (*it was neither redundant, nor duplicative!*), and politely explaining to them that, much like the Amos

debacle some years ago, that their publications will now be relegated to 'occasional' newsstand purchases **IF** I see something I like. Sadly, I ain't holding my breath! Oh, and I also told them in order to fulfill my remaining HPP subscription, do it with **ANYTHING BUT Hot Rod magazine**, even if that meant **Super Street**. I'm no import fan, but at least Nick might have something to look at! The Hot Rod bias is that I'm neither a fan of Rat Rods, nor the "Put an LS motor in every car on the planet" movement.

So, in the end, Source Interlink, uh, excuse me—"TEN: The Enthusiast Network," as they are now known, ended the apparent attempt to remove any trace of Pontiac with their actions, a process started with the cancellation of the Pontiac brand by 'GMC' due to their total ineptitude to build and market it, followed by poor business decisions by Amos Publishing resulting in the death of Pontiac Enthusiast. 🚗

'Gov't' (contd)

(Continued from page 5)

in the US for an air bag problem. 'GMC' said that 4,000 Cruzes from Canada are included in the recall.

'GMC' announced that it will conduct **SIX NEW** safety recalls involving about **7.55 million vehicles** in the US, vastly expanding the number of cars snared by the automaker's deadly ignition-switch scandal.

The six, including the single largest one yet in what has become an almost daily drumbeat of 'GMC' recall announcements, was so breathtaking in their scope that the news **briefly halted trading of the automaker's shares**. 'GMC' announced it will take a **\$1.2 billion charge** in the second quarter to pay for the cost of the recalls. It's a huge boost from the \$700 million charge that had been previously announced.

The latest recalls bring 'GMC's' total so far this year to **25.68 million in the US**. That's a record for the nation's largest automaker. Halfway through the year, it's yet to be seen whether 'GMC' and all other makers can rival the 58.43 million recall record set in 1999.

The cavalcade of 'GMC' recalls come as the automaker tries to clean house on safety issues. 'GMC' is recalling many vehicles that once would have been held in limbo while being discussed and studied. 'GMC's' under "unprecedented scrutiny" by federal safety officials because of its foot-dragging on an ignition-switch recall.

The vast majority of the vehicles being recalled in the latest announcement, some 6.8 million in the US, involve a single new recall that extends the ignition switch issue to larger 'GMC' cars, not just the smaller ones that have been at the center of it so far.

Like the small cars, the new recall involves sedans under various 'GMC' brands mostly from the last decade. Among these larger cars, 'GMC' says it has identified seven crashes involving eight injuries and three fatalities that it believes could be tied to the ignition switch issue, although it adds there is "no conclusive evidence" of a link. They are in addition to 13 deaths that the automaker says occurred in smaller cars possibly because of the switches.

Models included in the recall include the 1997-2005 Malibu, 1998-2002 Intrigue, 1999-2004 Alero; 1999-2005 Grand Am; 2000-2005 Grand Am; 2000-05 Impala and Monte Carlo and 2004-08 Grand Prix.

Under a separate recall of 554,328 vehicle in the US are the 2003-14 Cadillac CTS and 2004-06 Cadillac SRX.

Trading in 'GMC' stock was halted actually halted and resumed, once the 'GMC' recall news and new charge were announced. The stock closed at \$36.30, down 32 cents on the day.

Investors also realized that 'GMC' might be on the hook for far more, as details of its victims compensation fund were disclosed.

Fund administrator Kenneth Feinberg said a number of times that 'GMC' has agreed to pay, without limit, anyone he believes

is entitled to compensation for death or injury in crashes involving the 2.6 million 'GMC' small cars recalled earlier this year.

Feinberg noted that claims can be filed not only by people riding in any seat in the 'GMC' cars with the bad switches, but by pedestrians and people in other cars involved in wrecks with those 'GMC' cars.

That dramatically expands the number of people who could get money from the 'GMC'-fed fund that Feinberg has sole discretion to run as he sees fit.

Besides switch-related recalls, 'GMC' also announced recalls of:

181,984 SUVs for a glitch that could lead to electrical shorts in driver's doors that could disable power door locks and window switches. Included are 2005-07 Rainier, Trailblazer, Envoy, Ascender, 9-7x, '06 Trailblazer EXT and Envoy XL.

9,271 heavy-duty pickup trucks to fix a fuse issue that could lead to electrical overload, and possible fires. Being recalled is the 2007-11 Silverado and Sierra HDs, when equipped with an auxiliary battery.

2,990 smaller vehicles for insulation on engine blocks that can be damaged in cold weather. Included are the 2011-14 Cruze, 2012-14 Sonic, 2013-14 Trax, Encore and Verano.

106 cars for a joint fastener that may not have been tightened properly. Included are 2014 Camaros, Impalas, Regals and XTSS.

An accident that left a Georgia woman blind in one eye and a subsequent lawsuit led to 'GMC's' recall of about 33,000

(Continued on page 12)

'Gov't' (contd)

(Continued from page 11)

US Cruze sedans for potentially defective air bags made by Takata.

The lawsuit by Brandi Owens, filed in late April in federal court in Atlanta against 'GMC' and Takata, claims her car and driver-side air bag were "defective and unreasonably dangerous," citing a problem that has dogged Takata for several years—air bag inflators that explode with too much force. More than 10.5 million vehicles with Takata air bags have been recalled globally.

Owens, 25 at the time of the October 2013 accident, is seeking unspecified damages.

Her attorney declined to comment on the lawsuit. Takata's US spokesman didn't return calls and emails seeking comment.

In documents filed with NHTSA, 'GMC' said it had learned of a lawsuit on May 1 regarding a Cruze with an improperly deployed air bag. 'GMC' inspected the vehicle four days later and briefed officials at the US safety agency in late May and twice in early June.

'GMC' didn't identify the lawsuit in its filing, but a source familiar with the matter said it was the Owens case.

NHTSA said it was aware of 'GMC's' recall to replace driver-side air bags in order to correct Takata inflators made with an incorrect part, "which can result in the inflator rupturing during deployment and can lead to metal fragments striking occupants and no inflation of the air bag."

Takata faces a growing number of recalls to fix air bags deemed at risk of exploding and shooting shrapnel at drivers and passengers.

Recently, Honda and other Japanese automakers recalled almost 3 million cars globally for potentially defective air bags, and seven automakers recalled a smaller number in the US to replace air bag inflators possibly damaged by humid conditions.

The US recalls were the result of a probe NHTSA opened earlier this month into 1 million+ vehicles made by several automakers, after the safety agency received six reports of air bags not deploying properly in the humid climates of Florida and Puerto Rico.

Owens' accident wasn't cited in the agency's investigation documents. NHTSA said the Cruze inflators are a newer and different design than those used in the cars already being probed by the agency. NHTSA also said the Cruze recall wasn't related to the other US recalls.

In the accident, which occurred in stop-and-go traffic in Forsyth County, Georgia, her '13 Cruze bumped the car in front of her and the air bag deployed "with such force that it detached from the steering wheel and struck [her] in the face, causing her left eye to rupture," according to the lawsuit. "She is now permanently and completely blind in her left eye."

The police report cited her for following too closely, but described her as being "in shock" after the accident. The report also noted the air bag in her car was in the back seat when the officer arrived.

'GMC' said in the NHTSA filing that it was recalling certain Cruzes, most in the US, from model years 2013 and '14 because the air bags could fail to inflate or the inflators could rupture during deployment.

'GMC' said Takata from June 11-19 analyzed inflators built around the same time as the ones in Owens' accident and on June 20 Takata told 'GMC' it had found the cause.

'GMC' has said the issue wasn't directly related to other problems with Takata air bags that have led to the global recall of vehicles, many made by Honda and Toyota. However, Takata inflators exploding with too much force have been blamed over the last few years in numerous consumer complaints filed with NHTSA and in lawsuits against the supplier.

(6/24/2014) 'GMC' is **STILL** racing to replace 2.6 million faulty ignition switches in the cars affected, and the company is even offering dealers incentives to implement quicker fixes.

'GMC' is offering service and parts managers \$250 in credit redeemable at an online gift shop if they can install at least 90 percent of the ignition-switch replacement kits by July 7th. Kits are being shipped to dealerships all across the country right now and 'GMC' is keen to replace the faulty ignition systems as quickly as possible, with the incentives being a part of what the company calls the "Ignition Switch Recall Completion Initiative."

'GMC' will also randomly select 50 qualifying dealerships to receive \$4,000 in incentive cred-

(Continued on page 13)

'Gov't' (contd)

(Continued from page 12)

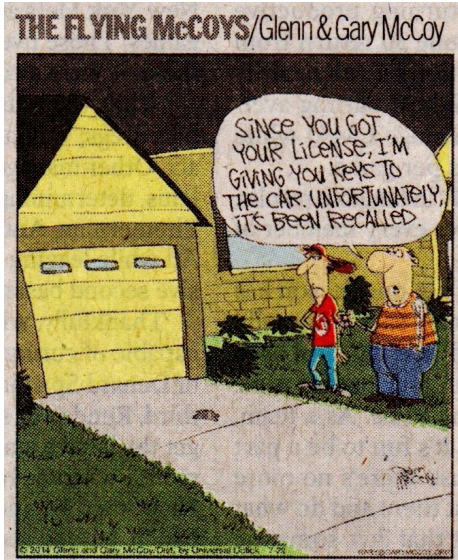
its, which will be split between parts and service managers at dealerships, and the company will also randomly pick one dealership to share \$10,000.

Implementing fixes in cars that are coming into the dealership is one thing, but notifying owners of affected vehicles is another issue altogether, and 'GMC' is reaching out to owners of affected cars via email to get them to come in. Even so, Automotive News reports that some dealership lots are filled with hundreds of affected cars that until recently were waiting for repair kits to arrive.

Through June 16th, 'GMC' had fixed 199,457 recalled cars, and dealers have received nearly

400,000 repair kits. 'GMC' says that it has produced enough replacement parts to fix the majority of the affected cars by October.

Maybe I should just rename this column **'Recall Motors'?! 🍷**



'GMC' CEO Mary Barra's husband and son (!)

2014 GMC Recall Ticker # OF RECALLS

42

**# OF VEHICLES AFFECTED
26,094,979 (APPROX!)**

True (contd)

(Continued from page 1)

Gustavson cashed the check, the insurance company had him arrested on 24 counts of **ARSON!!!** With his own insurance claim and testimony from the previous case being used against him, the lawyer was convicted of intentionally burning his insured property and was sentenced to 24 months in jail and a \$24,000 fine.

ONLY IN AMERICA...NO WONDER THE REST OF THE WORLD THINKS WE'RE NUTS! 🍷

Cop Calls!

Here, for your enjoyment, are actual police report comments, made by South Carolina troopers taken off their car videos:

1. "You know, stop lights don't come any redder than the one you just went through."

2. "Relax, the handcuffs are tight because they're new. They'll stretch after you wear them a while."

3. "If you take your hands off the car, I'll make your birth certificate a worthless document." (*my favorite!*)

4. "If you run, you'll only go to jail tired."

5. "Can you run faster than 1200 feet per second? Because that's the speed of the bullet

that'll be chasing you." (*SURELY Matt G's fave!*)

6. "You don't know how fast you were going? I guess that means I can write anything I want to on the ticket, huh?"

7. "Yes, sir, you can talk to the shift supervisor, but I don't think it will help.. Oh, did I mention that I'm the shift supervisor?"

8. "Warning! You want a warning? OK, I'm warning you not to do that again or I'll give you another ticket."

9. "The answer to this last question will determine whether you are drunk or not. Was Mickey Mouse a cat or a dog?"

10. "Fair? You want me to be fair? Listen, fair is a place where you go to ride on rides, eat cotton candy and corn dogs and step in monkey poop."

11. "Yeah, we have a quota. Two more tickets and my wife gets a toaster oven."

12. "In God we trust; all others we run through NCIC (*National Crime Information Center*)

13. "Just how big were those 'two beers' you say you had?"

14. "No sir, we don't have quotas anymore. We used to, but now we're allowed to write as many tickets as we can."

15. "I'm glad to hear that the Chief (*of Police*) is a personal friend of yours. So you know someone who can post your bail." **AND THE WINNER IS...**

16. "You didn't think we give pretty women tickets? You're right, we don't. Sign here."

This one's for all you gun totin' MAMA's Boyz. The Internet—ya gotta **LOVE** it! 🍷

This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ do it in scale!



Round 2 '65 Mustang hardtop
Round 2 '75 Chevelle Pepsi
stocker
Round 2 Lowboy trailer
Monogram Cherry Bomb
Revell '57 Chevy convertible
Revell Datsun Off-Road pickup
Revell Lamborghini Diablo VT
Revell '53 Corvette roadster
Moebius Tim Flo0ck '56 Chrysler

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>

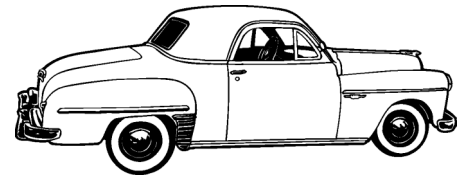
York US30 Musclicar Madness:

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!* 🍷

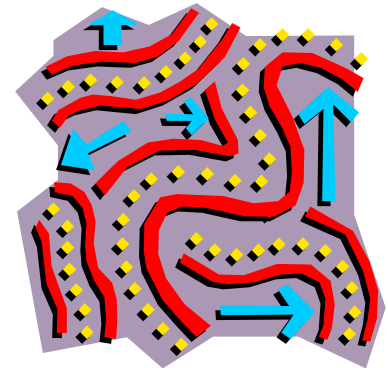


We're on the web!
<http://www.mamasboyz.org/>

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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