

MAMA Sez!

Volume 26, Issue 12

August, 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!**

This month, Rich Wilson peeks at the **BRE Datsun 510**. **Thanks!**

The **Pontiac Parade** was MIA, since Nick and I were. See inside for the reason why!

Test shots of *some new Revell stuff* will

hopefully show up next month! I plain ran outta room this month!

The raffle raised **\$68.00**, while the door kicked in an additional **\$75.00**, meanin' we **NEARLY** made the rent.

Thanks to the raffle donors: **Brad, Ed Brown, Steve M. Buter (special donation), Ron Hamilton, Rich Meany, Lyle**

Willits, Bradley's Car Collectibles, Replicas & Miniatures Company of MD. Special thanks to **Ed Brown** for his **VERY** generous donation, and **Tim Powers** for consistent donations!

Thanks also for helpin' with chair stowage after the meeting—we 'preciate it! ☞



Condolences

When **Mike Alexander-der** passed away at 80 on July 18, the automotive world lost more than the final half of the fabled **Alexander Brothers**. It lost a visionary of all things custom, and it lost one of the finest ambassadors for the craft itself.

From a Detroit-area garage, Mike and Larry Alexander created legends like their **Grasshopper** (a '31 Ford Model A pickup truck), the **Victo-**

rian (a '55 Ford Crown Vic for Sy Gregorich), the **Silver Sapphire** (Clarence Catallo's '32 Ford, which landed on the *Beach Boys*' "Little Deuce Coupe" cover), the **Venturian** (a '56 Chevy which won the inaugural Don Ridler Memorial Award for Bobby Massaron), the **69er** (a '34 Ford for Don Vargo) and **Adonis** (a '60 Ford Starliner that Bill Whetstone commissioned).

Alexander preferred to let his work speak for him.

It's fair to say that you would find more pomp and circumstance in the name of any A. Brothers car than you'd experience in a lifetime alongside Mike or Larry Alexander. Although they were arguably the kings of "East Coast" customizing, the brothers were never ones to wear the crown. In a somewhat typical Detroit manner, Mike Alexander was always one to let his work do the talking.

And his work was heard. The Alexander

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BRE Datsun 510

For the trivia buffs, back in the '50s when Nissan wanted to start selling cars in North America, they didn't want to spoil their good reputation and name so they called their cars shipped "over here" Datsuns.

Few of us may remember that Trans Am racing had other classes than just for pony cars. There was an under 2.5 liter class which this car raced in and quite successfully. You may remember Pete Brock; he was the one who designed the Cobra Daytona coupe. These stock 510s were just plain economy cars, until he got a hold of them, not much bigger than an Isetta or Fiat 500; closer to the VW bug. You need to do a web search to appreciate how ignorable these cars were. Apparently, Pete left Shelby American shortly after designing the Cobra Dayton super coupe in '65. He opened his own shop, BRE racing and raced Datsun sports cars and Toyota 2000s. He also designed several mid-engined sports cars that seemed to predict Can-Am racing. It was during the 1971 and '72 Trans Am seasons that he raced and won championships with this car. And then he closed his shop and went onto other things.

As a teenager he was interested in sports cars and hot rods. After he graduated from high school, and left Stanford university, he traveled to California to attend the Art Center School. He wandered in and looked around and decided he wanted to attend. The administrator told him he needed a portfolio of his ability. So he went out to

his car in the parking lot and created one with his 3-ring binder. He went back in to the administrator and showed him some hasty drawings. The administrator was so surprised and impressed, he entered him on the spot. After a while he ran out of money, so he called GM headhunter Chuck Jordan whom he had met earlier. He asked Jordan for financial help and he responded by hiring him for the GM styling studio where he drew the sketch for what became the "Sting Ray" racer!

This kit must have been introduced in the mid '70s and then again much later as a hot rod. It contains 99 parts in total and among them is a length of rubber tubing for detailing various fuel and oil lines. There is a detailed picture of how to accomplish this. I never got this kit back in the day, but I'd bet the original kit never had tires as nice as the ones in this re-issued kit. They have to be the smallest racing slicks I've ever seen in 1/25 scale. The parts trees are so big they prevent the box from being opened without tearing it apart. The best thing to do is to put the body at the bottom at one end and then the rest of the trees on top.

Engine: It's only 10 pieces, but then there are only 4 cylinders. Wiring the distributor could be a



problem due to its' small size. On the other hand, the tuned header is very nice as are the twin Weber carbs and manifold. Norm (*R&M Co of MD*) makes a resin carb that has more detail if you want. The oil pan is separate and has an additional piece for added capacity. The cam cover is a factory piece with chrome, but the pics I found show a black aluminum finned cover. This may be due to the passage of time of the kit and/or the restoration of the 1:1 car.

Chassis/Interior: The chassis/floor pan/interior bottom resembles kits of today with its' separate door panels and firewall. The top side has engraving of the sheet metal rather than carpet, and **NO** ejector pin marks. The detailed separate parts rival kits of today. There are chassis mounted oil filter, switch box oil manifold wiper motor, master cylinder, brake fluid reservoir, pedals, shifter, and a seven-piece rollcage. The steering column goes from the steering wheel to the box and to the tie rod. I was questioning the need of the wiper motor in T/A racing, but the washer fluid tank mounted in the interior instead of under the hood

(Continued on page 3)

BRE (contd)

(Continued from page 2)

seems to verify the need for both. I'm not sure they raced in the rain, but the cars were required to be as stock as possible and there had to be the need to clean the windshield. The suspension seems very delicate, but is made up of several pieces. The six-piece front end could be made steer-able with a bit of effort. The rear is nine pieces and has very well detailed half-shafts. The full length exhaust pipe seems odd, but has no muffler at all. And there is a rear roll bar of three pieces. There is a nice period correct racing seat with belts molded in, but I think the SCCA required both front seats for T/A racing.

Body: The front and rear stone panels are the only pieces to be

glued to the body; the flares are molded to the body. The McPherson type front suspension doesn't attach until final assembly because it pivots at the top of the inner fenders. The hood actually has a hinge and looks quite real at that. The dash has no decals for the gauges and mounts to the body. There are no taillights except those cast into the rear of the body. Chrome foil and clear paint will "clear" up that problem. The surprise to me is that the windows fit from the outside. There are no clear or chromed headlights, just white plastic circles to fill the openings in the grille.

Tires/Wheels: As I said at the top the tires are fantastic. They measure 7/8 inch by 7/16 with a very fine tread detail. There's no way these are from the original kit release. I'd like another set of them, but I don't know for what.

The mags are 4-spoke and rather heavily chromed.

Decals: With the decals provided the builder will only have to paint the red and white colors. The hood and trunk pin decals seem a little silly, but there are small retainer tabs for the windows. There are decals for the seat belts to aid those who can't do the detail painting. There are numerous decals for detailing the interior, grille, and all the sponsors. There is even the trim for the 'C' pillars and the "Datsun" lettering for the trunk. These must be all new for this release.

Given the age of this kit it's quite a nice one and you don't need to be a racing fan to appreciate its' detailing. It could, with a bit of effort, be transformed into a neat little pro-street hot rod and is highly recommended.

by: Rich Wilson 🍷

Condolences (contd)

(Continued from page 1)

Brothers' '67 *Ridler Award-winning Dodge Deora pickup* became the *Hot Wheels* of choice for an entire generation. As a vice president of American Sun-roof's custom car division, his work could also be found in full-scale form in the driveways across America during ASC's heyday.

At last year's Eyes On Design show at the Edsel and Eleanor Ford House in Grosse Pointe Shores, MI, a corral was dedicated to the Alexander Brothers and their creations. The Silver Sapphire (which you may know as the *Beach Boys' Little Deuce Coupe*) and The Deora were there, as was

Mike Alexander, alongside the vehicles that wore the small A. Brothers badge.

There, on a sunny Father's Day Sunday, he held a quiet court in a lawn chair under a folding tent. He talked to middle-aged man after middle-aged man—each of whom had a specific story about how a *Hot Wheels Deora* or Alexander Brothers' creation had served as a catalyst for their particular automotive passions.

James Garner, a lifelong racing enthusiast who might have really gone places in motorsports if his acting career hadn't kept getting in the way, died in LA July 19 at age 86. The cause of death is not known, but Garner had suffered a stroke in '08 and had quin-

tuple bypass surgery in '88.

He is best-known to the public for two popular roles: **Jim Rockford**, the wise-cracking PI who often used his *gold Pontiac Firebird* to nab (or escape from) bad guys; and as **Bret Maverick** in the early '60s TV western. But he will always be best-known to race fans as the talented American driver Pete Aron taking on the Europeans in the movie "*Grand Prix*." In that John Frankenheimer hit, one of the top-10 highest-grossing movies of '66, Garner got to work with the best F1 drivers of the day, including Phil and Graham Hill, Fangio, Jim Clark, Jack Brabham, Dan Gurney, Ritchie Ginther and Bruce McLaren.

Garner also famously drove a

(Continued on page 13)

'Gov-a-mint Motors!'

Publicity is *USUALLY* a good thing. In 'GMC's' case, that ain't necessarily the case. While not a recall, it may yet turn into one before its all said and done.

'GMC', which has set a record for recalls this year as it tries to clear up lingering safety issues, is making an exception for *rusting brake lines* in almost *1.8 million pickups and SUVs*.

Much like it did initially with flawed ignition switches in small cars linked to at least 13 deaths, 'GMC' says the corroded lines aren't a safety hazard that requires a recall. Even with at least 26 crashes, three injuries and a four-year-old probe by the National Highway Traffic Safety Administration, 'GMC' is characterizing potential brake failure as 'normal wear-and-tear.'

The largest US automaker says it's up to owners to make sure rust won't lead to a catastrophic failure. The company's position on brake lines stands in contrast to its unprecedented attempt to speed up recalls—now about 26 million in the US this year—to show the "new 'GMC'" has turned a corner and is more focused on customer safety than the bottom line.

"They seem to be doing a lot of recalls, but on closer investigation, you find they're more hesitant to do the recalls that cost more money," said Mark Modica, an associate fellow with the National Legal and Policy Center, who was a onetime 'GMC' bondholder and a former manager at a Saturn dealership in Pennsylvania.

GMC's response has been quite callous."

'GMC's' pickups from the early 2000s include steel brake lines that owners claim are so rust-prone they fail without notice, spilling fluid. The lost fluid means a sudden, sometimes catastrophic loss of braking power, the owners say.

The pickups in question are long out of factory warranty, and owner's manuals urge customers to have their brake lines inspected, said Alan Adler, a spokesman for Detroit-based 'GMC.' More than 20 states require brake-line inspections at one- or two-year intervals or when stopped for a violation, he said.

'GMC' developed a repair kit that should cost about \$500 to install, Adler said. Since no recall has been declared, dealers and third-party mechanics set their own prices to cover the parts and labor, he said.

For some owners, it's less about the cost of the parts and more about taking responsibility for a safety hazard.

"If you're doing 30, 40 or 50 miles per hour when it happens, you lose 50 percent of your braking," said Joe Palumbo, a Clarks Summit, PA, owner of an '04 Avalanche. "If a light changes, you go right through an intersection. If you're towing and you've got a load of four, five or six thousand pounds behind you, you're in deep doo-doo."

Palumbo says he was driving



his Avalanche in '09 with 38,916 miles on the odometer when a front brake line burst, pouring fluid on the street. Two years later, in September '11, a back line burst at 46,442 miles, he said.

The brake lines were rusted through and had to be replaced, Palumbo said. The second time, he complained and his dealer issued him a \$600 check.

NHTSA has been investigating the reports since January '11. It opened a probe into 10 Cadillac, Chevy and GMC models spanning the 1999 to 2003 model years, including the Escalade, Avalanche, Silverado, Suburban, Tahoe and Yukon.

In vehicles in the so-called Salt Belt, including the east coast and most of the Midwest, complaint rates about failing brake lines were *43 per 100,000 vehicles sold*, compared with *3 per 100,000* in other states, NHTSA said.

"In 26 of these incidents, the increase in stopping distance that resulted was alleged as a factor in a crash, and in 10 others, the vehicle was intentionally steered off the road or into another lane of travel in order to avoid a crash," NHTSA said.

(Continued on page 5)

'Gov't (contd)

(Continued from page 4)

The investigation is still active, an agency spokesman said. The agency doesn't comment on pending investigations, he said.

The agency hasn't posted anything to its public docket on the investigation since early '13. It shows that investigators asked for comparable warranty and engineering data from Ford, Chrysler and Toyota.

'GMC' told regulators that vehicles with one failed brake line are still capable of stopping under the power of the other line. Further, it said the vehicles were designed to meet federal safety standards ensuring redundancy in case there's a brake-line leak.

'GMC' has worked to clear the decks of lingering safety questions in the wake of congressional hearings, the largest-ever civil penalty imposed on an automaker and a criminal investigation related to its years-long delay in recalling 2.6 million small cars this year for flawed ignition switches.

CEO Mary Barra has since stepped up efforts to shed the automaker's reputation for foot-dragging on defective parts, ramping up its recalls to a record for US safety fixes by an automaker in a calendar year. In the first half of 2014, 'GMC' recalled **25.7 million cars in the US** and **almost 29 million in North America**.

'GMC' puts the onus on inspecting brake lines on vehicle owners and their mechanics and denies there's a defect. Owners need to have brake lines inspected regularly, in the same way tires or

fluids must be checked.

An analysis of NHTSA's public complaints database by the Falls Church, Virginia-based National Legal and Policy Center, a research group focused on government and corporate corruption, shows **1,372 brake-line complaints** in Chevy models from 1999 through 2008, compared with **153** in Ford-brand models, **58** for Toyota and **15** for Honda.

One 'GMC' owner told the agency his lines burst as he was coming home from a trip. His truck had just been tuned up. The vehicle couldn't stop and ended up in a 200-foot ravine.

"'GMC' should have to pay for these repairs at the very least," the driver told NHTSA. "I myself still have to figure out how to deal with my newly fused spine due to this accident."

The vehicle brake line is not one of the parts a person should expect to have to replace in the normal lifetime of a vehicle, said Bill Visnic, senior editor at vehicle-purchase website Edmunds.com.

"In a typical duty cycle, it should effectively last the life of the vehicle," he said. "It's down there with the chassis and it should be designed for that environment to resist corrosion."

No sooner than I put last month's rag to bed, the **'Recall Gods'** struck 'GMC' yet again—**SURPRISED?!?**

'GMC's' troubles with safety recalls has surfaced in another case, this time with the company recalling a group of SUVs for a third time to fix power window switches that can catch fire.

The problem, revealed in doc-

uments posted by federal safety regulators this week, is so serious that 'GMC' is telling customers to park the SUVs outdoors until they are repaired because they could catch fire when left unattended.

The vehicles will be left outside for a while. Parts won't be ready until October at the earliest, according to 'GMC.' The automaker also has ordered its dealers to stop selling the SUVs as used cars until they are fixed.

The recall covers about 189,000 vehicles in North America, mainly from the 2006 and 2007 model years. Models affected include the Chevy TrailBlazer, GMC Envoy, Buick Rainier, Isuzu Ascender and Saab 97-X. The recall was one of six announced by 'GMC' on June 30 that covered **7.6 million vehicles**.

'GMC' is in the midst of the biggest safety crisis in its history, touched off by the delayed recall of 2.6 million older small cars to fix faulty ignition switches.

Before this year, 'GMC' had been reluctant to issue recalls, at times opting for lower-cost fixes for safety problems. It's been fined **\$35 million** by NHTSA for lapses in reporting the ignition switch problems, which it blames for at least 13 deaths.

After the ignition switch debacle, 'GMC' did a companywide safety review, appointed a new global safety chief and pledged to recall cars quickly.

The SUV problem first appeared early in 2012 when NHTSA began investigating consumer complaints of fires in the driver's door switches that control power windows.

(Continued on page 12)

This 'n That

ANOTHER Mustang Tribute?!

The Mustang shares its name with a legendary World War II era-fighter, and for the seventh year in a row Ford is turning one of its cars into a tribute to a special war bird. This year the all-new 2015 Mustang has served as a canvas for the project on which Ford has collaborated with performance and tuning companies, and which will be shown at the Experimental Aircraft Association's AirVenture festival. The EAA AirVenture is an annual aircraft enthusiast event in Oshkosh, WI, that draws 500,000 visitors annually, and each year a car donated by Ford and modified to resemble a particular plane has been auctioned off for charity. According to Mustangs-tangs Daily, this year's car has been designed to pay tribute to a new fighter, one which is just entering service in the US Air Force and the air forces of several other countries. The fighter jet in question is the **all-new F-35 Lightning**, a multi-role ground attack fighter with short/vertical take-off and landing (VSTOL) capability. The F-35 Lightning is designed and built for several branches of our armed forces by Lockheed Martin. It features next-gen thrust vectoring technology as part of its VSTOL capability, as well as a stealthy exterior designed to evade radar detection. Ford's '15 Mustang pays tribute to the newest addition to the Air Force's fleet with matte titanium paint work on the outside, contrasting with glossy paint on several exterior surfaces, meant to



mimic the appearance of the F-35's fuselage. It has also received a carbon-fiber front splitter and a slightly altered front bumper, while the trunklid features a modest spoiler. The rear fenders, trunklid, and spoiler on this Mustang feature paintwork imitating that of the tail of the F-35 Lightning, complete with F-35 lettering at the end of the rear fenders painted in yellow, while the custom wheels have been given a matte black finish. In previous years, Ford's custom-built Mustangs have paid tribute to aircraft such as the **F-22 Raptor** and the **SR-71 Blackbird**, with Carroll Shelby joining forces with Jack Roush to work on the latter. In 2013 Ford debuted an **US Air Force Thunderbirds F-16 Fighting Falcon-themed Mustang GT**. Built by Ford in collaboration with Creations n' Chrome, Recaro, TS Designs, and Forgiato, the Mustang GT ended up hammering for **\$398,000**, with all proceeds going to the EAA's Young Eagles Program. Since '92, this program has introduced more than a million youngsters to the thrill of flying through introductory rides in a variety of planes, large and small. This year's EAA

AirVenture runs July 28-Aug. 3... **Vipers are Back?!** Chrysler has restarted **Viper SRT production** after a two-month hiatus caused by an accumulation of unsold examples. Production was halted earlier this year on April 14 in Detroit, with at least 91 hourly workers being laid off as dealer-ships attempted to bring inventory down from a collective 756 available nationwide as of March 1, 2014. The 756 cars that sat unsold at the beginning of March represented a 412 day supply—enough Vipers for 14 months—and the pace of sales during the months of January and February averaged fewer than two a day. The restart of production will be a welcome sign for the Viper, whose production had already been sliced by a third in October 2013 for the same reasons as during this latest hiatus. Before October 2013, Chrysler had been building an average of nine Vipers per day, but production was expected to come down to an average of six per day after those cuts...**Ferris Bueller's Day Off?!** We don't typically report on real estate at **Autoblog**, but what we have here is no ordinary building or plot of land. This Chicago-area house was immortalized in the '86

(Continued on page 7)



T 'n T (contd)

100 YEARS OF
DODGE



(Continued from page 6)

classic *Ferris Bueller's Day Off* as the childhood home of Cameron Frye, Bueller's best friend, but more importantly, as home to the (fortunately replicated) *Ferrari 250 GT California Spyder* that played, as much as Matthew Broderick himself, a starring role in the film. The modernist house was designed in '53 by A. James Speyer, who studied under architectural legend Ludwig Mies van der Rohe. The glass pavilion that was used as the garage where that Ferrari was showcased in the movie was added in '74, and was used in the mid 80s for filming the movie. Fast forward to '09 when the house and the accompanying pavilion were put on the market, listed at \$2.3 million. But with no buyers, the price began to slip: first to \$1.65 million in '11, then to \$1.5 million last summer and down again to \$1.3 million later last year. Now five years on the market, the house has reportedly finally sold for **\$1.06 million**—less than half its original asking price. The problem in selling the property—located at 370 Beech Street in Highland Park, IL—

2014

FOURTH QUARTER NEW RELEASES

SnapTite
Build & Play
Easy Assembly

85-1686 • Jeep® Wrangler Rubicon • 1:25

NEW MOLD

85-1688 • Ford Police Car • 1:25

NEW MOLD

85-1689 • '15 Mustang GT • 1:25

NEW MOLD

85-1690 • Audi R8 • 1:24

Pre-finished Bodies & Engine Detail

NEW MOLD

85-4309 • '14 Mustang GT • 1:25

NEW MOLD

85-4350 • '14 Corvette® Stingray™ • 1:25

NEW MOLD

85-4357 • '13 Camaro® ZL1™ • 1:25

NEW MOLD

85-4358 • '13 Challenger SRT8 • 1:25

SnapTite

85-1982 • '14 Corvette® Stingray™ • 1:25

STARSKY & HUTCH

85-4023 • Starsky & Hutch Ford Torino • 1:25

STREETBURNER

85-4311 • Acura Integra • 1:25

PERFORMANCE

85-4330 • Porsche 911 Turbo • 1:24

WHEELS

85-4333 • VW Rabbit • 1:24

TRUCKS

85-4337 • '55 Ford Panel Truck • 1:24

RC

85-4347 • Surfite with figure • 1:25

MOTOR SPORTS

85-4356 • Matt & Debbie Hay Ford T-Bird • 1:25

ONE SHOT

85-4336 • Ford "T" Street Rod • 1:24

SSP

85-1285 • Showboat with figure • 1:25

BIG SCALE

85-5868 • F-86D Sabre Dog • 1:48

RETRAIL TRUCKS

85-5994 • F-4G Phantom • 1:32

SSP

85-0067 • Phantom P-51D Mustang • 1:32

RETRAIL TRUCKS

85-7823 • Ontos • 1:32

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apparently revolved around the separation of the two structures: house and garage. Here's hoping that whoever bought it will find as fitting a use for the glass pavilion as Cameron's dad did...*Dodge Centennial*. In case you didn't realize it, the *Dodge* brand has also reached the **100-year-old mark** this year (like GMC, after emerging from bankruptcy!). And whatta way to do so, with a pair of *'Hellcats'*—Challenger and Charger. Two 700 hp monsters

(707, to be exact!) that put them into a pretty exclusive club—the **700 HP Club!** The Hershey museum is hosting a **"100 Years of Dodge" display** which will run from **September 26th through October 12th**. Plan accordingly! 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!) 🍪

'Garaj Mahal' - The Jackson Collection

Craig Jackson is to collectible car auctions what Vince McMahon is to professional wrestling. In the 16 years Jackson has been **CEO of Barrett-Jackson**, he has transformed its three yearly auctions into spectacles filled with celebrities, shopping, food, fashion, and, of course, cars. Jackson lives with his family in Paradise Valley, Arizona, where a 3400-square-foot rotunda carved into the mountain stores a dozen or so of his 30-something cars. It's what heaven will look like for any gear-head. Here's but a portion of it (from msn.com) 🍷



GUN CONTROL
means using
BOTH HANDS

'68 Ford Mustang Shelby EXP 500 "Green Hornet": Built as a showgoing prototype for the first GT/California Special, originally painted Lime Gold, this prototype found its way to Carroll Shelby's Venice Beach garage instead of being sent to the scrapyard. From there, it underwent a complete transformation. Nicknamed the Green Hornet by Bill Cosby because of its one-off flecked paint finish, the car was thought to have been destroyed after the 60s, having gone missing for decades. It's the only Ford-Shelby "double prototype" in existence and considered the most highly sought Shelby Mustang in the world.



'32 Ford "Hula Girl" Roadster: This award-winning, all-steel car debuted at the '52 Oakland Roadster Show and reemerged two years later at the same show, channeled. It was converted into an alcohol-burning dragster later that decade, and then parked for 34 years until the '90s, when it was restored to its '54 look, complete with an orange pearl finish and supercharged Ford flathead with Ardun heads. "The only difference," Jackson says, "is that I added an alternator so I could drive it more than 30 miles before the battery dies."



'71 Hemi Roadrunner: This car was bought sight unseen from an owner in England, and before the car entered the Port of Long Beach, Steve Davis, Jackson's business partner, worried, "Please be what the pictures were. Please. don't be a Belvedere II!" Like the other Mopars in Jackson's fleet, this one has a Hemi and a four-speed, one of just 28 produced in '71. Although down on power versus the 425-hp and 420 lb-ft of torque '70 model, this was more because of moving from gross to net hp measurements. '71 marked the Roadrunners last with the legendary engine.

Garaj (contd)

'70 Plymouth Hemi

'Cuda Convertible:

This is one of 14

Hemi Cuda convertibles built in 1970, the only one exported, and the only one painted Plum Crazy with a white leather interior. Jackson had looked at "a lot" of Hemi 'Cuda convertibles, but most had bench seats and column shifters. "One side of me said, 'How picky are you going to be? Eleven '71s to choose from and 14 '70s. But I wanted the right car.'" He found one fully optioned with power windows, six-way power seats, and an eight-track player. "I've had most every great musclecar, and many are more hype than reality." "But a Hemi and a ZL-1 are the real deal."



'66 Shelby Cobra 427 Roadster: "I've been 'branded' many times by side pipes, and I'm not a big fan," Jackson says of his experiences with Shelby Cobras. Not coincidentally, both of his '66 Shelby Cobras are non-SC models: Their exhausts are piped through the back of each car, and neither one has rollbars. As a homologation special, this Shelby Cobra 427 Roadster is road-legal and has never been raced. It belonged to Tom Smothers of "The Smothers Brothers Comedy Hour" fame. This '66 Cobra is one of Jackson's few garage queens; he regularly competes in road rallies with another '66 Cobra 427 that's nearly identical.



'69 Chevrolet Camaro ZL-1: Jackson purchased it from the original owner before the ZL-1 escalated in value, and restored it with the owner, converting it from a drag racer back into a street car. Never titled, the ZL-1 had about 190 miles on it when Jackson purchased it. He finished the body himself. VIN 68 of 69 built, the car has an aluminum 427-cubic-inch, big-block V-8 that makes a conservatively rated 430 hp and 450 lb-ft of torque. Recently, he commissioned General Motors to build a 2012 Camaro ZL-1 in the same color, with a matching VIN. Like the '69, the new car has never been titled.



'65 Ford Mustang Shelby GT350: This is a prototype 'R' model, never built for public roads. Shelby used it for development of race-spec Mustang parts, and it saw plenty of duty in endurance racing. It was owned by Craig Jackson's brother, Brian, until his passing in 1997. It was then entrusted to Craig's son and daughter and autographed by Carroll Shelby to both of them. Shelby built 562 Mustangs for 1965, making this car one of the more common vehicles in Jackson's collection. But with the personalization and family history, Jackson says it's one of the few he'd never consider selling.



'70 Plymouth Barracuda AAR Trans-Am Race Car: This is the last car Dan Gurney raced in Trans-Am before retiring. After finishing in Riverside, California, it was sold by Chrysler US to Chrysler of France, where its de-stroked 340-cubic-inch engine—converted into a 302 (which Jackson also owns)—was replaced with a 505-crank-hp Hemi. It was raced twice in the 24 Hours of Le Mans, then raced in "A" Saloon in the Shell racing series in Europe before being sent back to the US. During restoration, it was found that none of the original paint had been stripped. Each new layer was power-washed off, revealing its old racing liveries.



DREAM Job!!

Nick and I are **FINALLY** comin' down off of our July weekend 'high,' so I thought I'd attempt to tell you guys about it.

By way of an affiliation with the *Susquehanna Valley GTO club*, numerous club members (including my son and I) were in attendance at the **Mecum Harrisburg auction** on July 25th and 26th. We were approached to 'work' the auction **DRIVING** the cars across the block and then off to storage for the new owners. Likewise, a local Corvette club was pressed into service to push the cars around when need be.

It was a three-day affair (*Thursday thru Saturday*), and I was able to work Friday and Saturday. Nick joined me on Saturday. Between the two of us, we drove: **'90 Jaguar XJS 12-cyl. convertible**, **'98 Corvette Pace car** (3,000 miles!), **'64 Corvette hard-**

top (Silver Blue), **'64 Corvette hardtop** (Daytona Blue), **'70 Donahue Javelin** (390 4-speed), **'66 Marina Blue SS396 Chevelle**, **'10 Shelby GT convertible**, **VW Off-Road Beetle**, **'67 GTO hardtop**, **'70 Judge hardtop**, **'70 Cougar Eliminator**, **'69 Blown Camaro** (all me!), **Ferrari F355 Berlinetta**, **Ferrari F430** (back to back!), **'69 Camaro SS hardtop** (big block), **'70 Boss 429** (actually pushed, as it wouldn't start! And a 'No Sale' at \$220,000 to boot!), **'57 Chevy pickup**, **'29 Ford hotrod pickup** (all Nick).

Before driving the Camaro, I spoke at length with the older couple who consigned it, and here's their story: It was bought in error (!) this past January at the Mecum auction in Kissimmee for **\$39,000**. The woman bought it for her husband because he really liked '69 Camaros. After buying it, he asked her what she thought that 'thing' (supercharger) on the hood was—a toaster?! She immediately talked to Mecum about her problem, but they told her all sales were final, but told her about the upcoming Harrisburg auction.

She then arranged to ship (\$1,200) it to her home in Westminster, MD, and re-consigned it to the Mecum Harrisburg auction in July.

All told, with buyer's, seller's and shipping fees, they likely **LOST \$4-\$5,000** when they sold it in Harrisburg for 'only'



\$36,000! Sad thing is that these 'new' owners put exactly **ZERO** miles on it before 'flipping' it!

Specs on the car are as follows:

- Supercharged 496 cu. in., 800 hp big block
- 3" exhaust
- Mini-tubbed
- Full rollcage
- Polyurethane bushings

It was a **former Popular Hot Rodding** (magazine now defunct!) feature car, if the display material is to be believed.

Truth be told, it was a **TERRIBLE** driving car—it seemed to be jetted too rich, meaning it would-

(Continued on page 11)



DREAM (contd)

(Continued from page 10)

n't idle without loading up, had **NO** turning radius due to a wheel and tire 'upgrade,' and it felt as though it had very little (*if any*) suspension, a likely result of the polyurethane bushing upgrade. Oh, and at some point during the weekend, while driving it, the temp got a bit higher than they would have liked (*200 degrees*). Things like these are obviously not evident to TV viewers and phone bidders. Ironically, the stock, restored **Starlight Black '67 GTO** I also drove commanded almost **TWICE** the money as this one—**\$68,000** vs. **\$36,000!**

A funny story related to this car—when it was my turn to cross the stage (*the car was pushed to this point, but would be started and driven onto the stage*), the Mecum employee asked me if it was loud (!). **HELLO?!** Look at it—a nearly 500 cubic inch super-charged V8 pushing 800 horsepower through a 3" exhaust—



yeah, it might be a **WEE** bit loud! When fired up outside, it was absolutely mobbed with people with iPads and cell phones for pictures and videos!

The absolutely amazing thing to me was the amount of people in the building around the cars as they moved to and across the auction stage. The best analogy I can give you is for you to imagine going to your favorite, crowded mall on a Friday or Saturday night, and then **DRIVING** in it!! All you can see are people on both sides of the car until you get near the middle of the stage in front of the bidders and TV cameras! This four-day event (*Sunday was a motorcycle auction*) set an inaugural record of **\$21.1+ million dollars in sales**, and an auction sell through rate of 70 per-cent.

Here are the top automotive sellers:

1. 1970 Dodge Hemi Coronet R/T - \$305,000
2. 2012 Cadillac CTS-VR Hennessey - \$165,000
3. 1968 Shelby GT350 Convertible - \$145,000
4. 2006 Ferrari F430 Spider - \$130,000
5. 1967 Chevrolet Corvette Coupe - \$125,000
6. 1941 Ford Convertible Restomod - \$125,000
7. 1963 Chevrolet Corvette Restomod - \$120,000
8. 1964 Chevrolet Corvette Restomod - \$105,000



9. 1959 Mercedes-Benz 190SL Roadster - \$105,000
10. 1993 Ferrari Testarossa 512 TR - \$102,000

And, here are the top motorcycle sellers:

1. 1920 Harley-Davidson J-L20 T - \$58,000
2. 1911 Harley-Davidson 7-A Single Cylinder - \$45,000
3. 1947 Harley-Davidson FL with Sidecar - \$43,000
4. 1956 Harley-Davidson FLH - \$41,000
5. 1957 Harley-Davidson FLH - \$33,000

Best thing is that this is rumored to be a **three-year deal**, so, while they didn't have next years' dates available, it's a safe bet that my son **'Enzo'** (*a new nickname he received for obvious reasons!*) and I **WILL** be back! 'Specially with the compliments on the fantastic job we got from the Mecum gang!

Check out the limited amount of photos at the link (*apologies in advance for the quality of a few of them!*)—<http://public.fotki.com/PMDracer/2014-mecum-harrisbu/>.

In the final analysis, this was an absolute blast—something that should be experienced by every car guy on the planet at least once (*if possible!*) before you die! 🍷

'Gov't (contd)

(Continued from page 5)

At first, 'GMC' tried to address the issue with a 'service campaign,' where it sent letters to owners telling them that water can find its way into the switches, causing rust that can result in short circuits, overheating and possibly fires. The campaign, which wasn't a recall, extended the warranty and offered service only to vehicles that exhibited the problems. It was limited to 20 states and Washington, DC, where salt is used to clear roads in the winter.

But in August of 2012, under government pressure, 'GMC' recalled 278,000 SUVs in the cold-weather states and offered extended warranties to the rest of the country. NHTSA kept investigating, and 10 months later, 'GMC' expanded the recall nationwide.

By then, NHTSA and 'GMC' had received 242 complaints, including 28 about fires. There were no injuries.

In one complaint filed with NHTSA from October of '08, a woman reported that the alarm sounded while her '06 TrailBlazer was parked in her driveway. When she looked outside, it was in flames. Firefighters put out the blaze and told her it started in the driver's door.

"The fire burned the entire driver's side of the vehicle, a portion of the front passenger seat and the roof," she wrote. People filing complaints are not identified by the agency.

The fix used by 'GMC' last year was to put a protective coat-

ing around the window switch circuit boards, which is less costly than replacing the switches. But starting this April, 'GMC' received complaints that the switches malfunctioned in SUVs that had been repaired. So in June, it decided to do the **THIRD** recall and replace all of the switches.

"We are recalling them because the fix that we put in did not work," spokesman Alan Adler said. "We're taking care of it. We're doing the right thing."

Initially 'GMC' tried the service campaign because number of incidents was low, he said. It was limited to the cold-weather states because salty water made the switches corrode quickly and incidents were few in warmer states, Adler said.

Letters notifying owners about the SUV recall should be mailed soon. Owners will get a second letter sometime from October to December telling them when parts are available to fix the vehicles.

In a bit of a surprise, in the breakdown of Japanese car sales for the first six months of 2014 of the top 50 (or so) cars, **Pontiac outsold Buick!?!** Pontiac comes in at number 51 with eight cars sold, while Buick brings up the rear at number 53, selling 'only' five cars. Pretty bad, eh, considering Pontiac's been 'dead' about **FIVE YEARS?!**

And, finally, from bang-shift.com, "**The Angriest Man On The Internet Hates C7 Corvettes More Than You Hate Anything And Has Been Ranting For Two Years About It!**"

He goes by PeterMJ and he **HATES C7 Corvettes**. We don't mean in the joking, funny, "I'm a

car guy breaking someone's chops," kind of way. We mean in the aggressive, profane, insulting, and personally demeaning way that warring peoples hate each other. We mean in the so over the top, we'd had to check if this was for real kind of way and trust us, it is very much for real. PeterMJ has a blog and he has posted on that blog dutifully for the last two years on an almost daily basis about how the C7 Corvette is quite possibly the worst thing to happen to modern civilization since cloning, nuclear war, contagious disease, and economic disaster...combined.

From the tires, to the seats, to the employees at 'GMC' that designed it, to the people that write about it (*we're thinking that there may be a love letter waiting for us after this*) he calls 'em names, mocks their every decision, and given the opportunity, he would probably whizz in their shoes before they had the chance to put 'em on in the morning.

Don't believe us? Here's a smattering of blog post titles over the last two years:

"Another reason why not to drive a Corvette C7 Stingray in winter and another design flaw"

"Orange peel on Corvette C7 Stingray makes Florida growers proud!!!"

"Effects of engine replacements on resale value of Corvette C7 Stingray"

"Is Tadge Juechter too stupid to come up with a Corvette C7 Stingray designed for a drag strip?"

The last headline opens the door to the fact that PeterMJ has a

(Continued on page 13)

'Gov't (contd)

(Continued from page 12)

LOT of personal animosity towards **Tadge Jeuchter**, the **Chief Engineer and Vehicle Line Director** for the Corvette program. PeterMJ refers to Tadge as the "self proclaimed" chief engineer but his title at 'GMC' is as listed above, so unless he proclaimed that to HR and they signed off, he seems to be the legitimate chief engineer on the program. It is pretty wild how purely angry he is at Jeuchter with lots of his blog posts either taking swipes at the guy or completely focused on attacking him. The craziest thing in all of this?

PeterMJ drives a C6 Corvette (*or he at least intimated as such on his blog and in the forum section he set up to support it*) and Tadge Jeuchter was a huge part of the team that designed that car, which he purports to be better in every single respect to the C7. We mean **EVERY** respect.

From the tire selection to the quality of the paint, to the fit and finish of the car's construction, to the pricing, weight distribution, media coverage, options, roof fitment, how people are actually modifying their own cars, aerodynamics, transmission, and whatever else you can think of, spending five minutes on the blog would lead you to believe that a C7 Corvette is just slightly inferior to an

arthritic mule in terms of transportation options. We went all the way back to the very beginning of the blog, to ground zero to try and determine what, if anything caused this to start. There had to be some reason, some singular event to trigger this much anger in a person over a car that they do not own but we came up one reason short. The blog just hits the ground running and there's no backstory or reason as to why PeterMJ would prefer to see every C7 Corvette parked next to the Titanic. As mentioned above, we're pretty sure he does own a C6, though.

We're all about automotive passion here and PeterMJ certainly has it in spades, it is just being directed in a strange way. The one thing that's most surprising to us is the fact that there's **THIS** many things to hate about a C7 Corvette. Multiple posts every day for years?! That's epic.

Sensing an apparent

groundswell of support on his views of both the C7 Corvette and (*plot twist*) the Dodge Viper, of which we believe he is also an owner, PeterMJ started a forum section and this may surprise you but it is dominated by posts crafted by PeterMJ. There is one lone response from someone who is not PeterMJ, but you get where we are going here.

We're not sure you want to wade into these waters but it is interesting to see one guy's take on all things C7, especially when everything he sees is some sort of catastrophic failure involving the car. Hit the link below if you want to see this blog—pretty sure you've never seen anything like it in the automotive realm. Hell, you may have never seen this in **ANY** sort of realm!

If you wanna check it out, go here: <http://corvettec7fiasco.blogspot.com>.

That's it for this month's episode of "**As 'GMC' Turns**"! 🍷

Condolences (contd)

(Continued from page 3)

wild Vic Hickey-built Olds 442 4x4 in the NORRA Baja 1000 in '69. That car was aptly dubbed "The Grabber." Garner's co-driver in that epic was Scooter Patrick.

Tom Creeger, a well-known member of the **COMA (Chesapeake & Ohio Modeling Alliance) gang**, passed away unexpectedly in late June at his home in Dayton, Ohio.

Finally, **Todd Konscol** of the **Tri-State Scale Model Car Club (TSSMCC)** passed away unexpectedly. If you have an NNL East T-

shirt or postcard, you have been touched

by Todd's art.

Gents, you will be missed. 🍷

Oopsie!

It should be noted here that last month's "**True Lawyer Story**" came from the **Spotlight Hobbies message board**, and, as such, is most likely untrue, despite the title. I actually had a small paragraph attributing the article to the Spotlight board, but it somehow got missed in the final edit. **My apologies!** 🍷

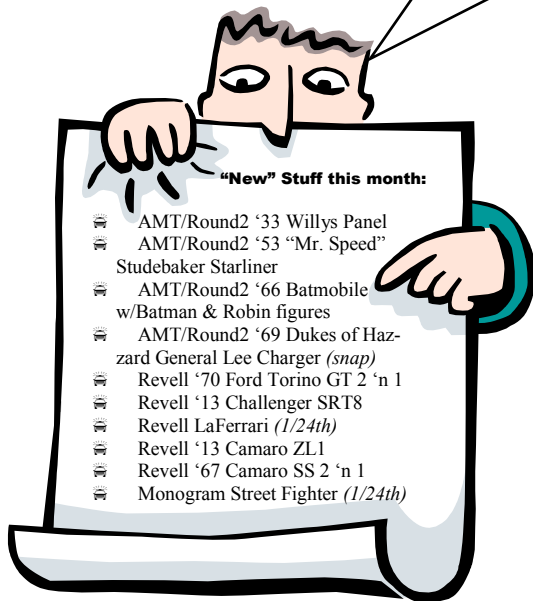
2014 GMC Recall Ticker
of Recalls
45
of Vehicles Affected
39,000,000

This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

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Bowie, Maryland 20716
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Email: gtoguy@verizon.net

MAMA's BoyZ do it in scale!



"New" Stuff this month:

- AMT/Round2 '33 Willys Panel
- AMT/Round2 '53 "Mr. Speed"
- Studebaker Starliner
- AMT/Round2 '66 Batmobile w/Batman & Robin figures
- AMT/Round2 '69 Dukes of Hazard General Lee Charger (snap)
- Revell '70 Ford Torino GT 2 'n 1
- Revell '13 Challenger SRT8
- Revell LaFerrari (1/24th)
- Revell '13 Camaro ZL1
- Revell '67 Camaro SS 2 'n 1
- Monogram Street Fighter (1/24th)

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>

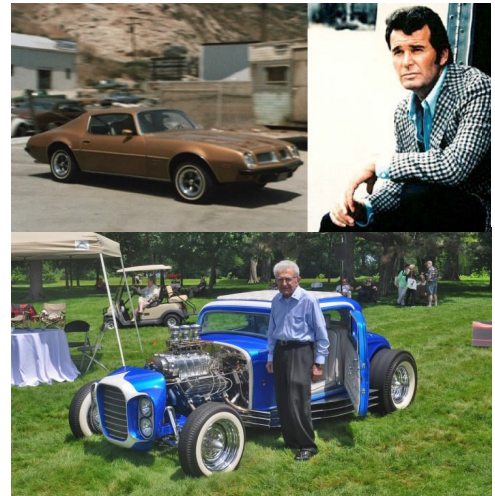
York US30 Musclicar Madness:

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 Prix, 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!* 📧

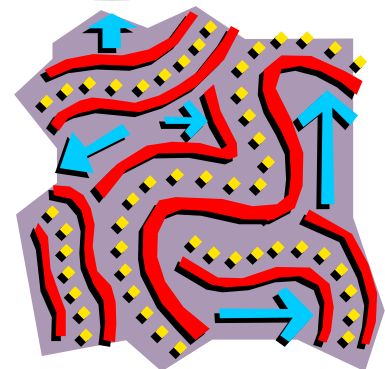


We're on the web!
<http://www.mamasboyz.org/>

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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