



MAMA Sez!

Volume 27, Issue 12

August, 2015



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

Condolences	1
Revell Del Rio	2
Round2 '64 Impala	3
'Gov-a-mint Motors!'	4
T 'n T	6
One HOT Canyon!	8
FCA Recalls?!	11
Mazda Kudos!	12
Events	13
'Snake Lovers!'	13
Oopsie!	13
New Stuff!	14

2015 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 17th
- ☞ February 21st
- ☞ March 21st
- ☞ **April 11th**
- ☞ May **NONE (!)**
- ☞ June 20th
- ☞ July 18th
- ☞ August 15th
- ☞ September 19th
- ☞ October 17th
- ☞ November 21st
- ☞ December 19th

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

Hot Fun in the Summertime!

I'm told the July meeting was lightly attended (*likely a combination of car shows and good weather?*) ☺. Nick and I were obviously MIA. Bonnie and Kyle thanked the club profusely for their support in the auction of some of Pat's kits. *You're welcome, Bonnie!*

Rich Wilson this month takes a peek at the

neat **Revell '57 Ford Del Rio**, while **Ron Roberts** looks at the **Round2 '64 Impala**—thanks, guys!

Thanks to **Matt Guilfoyle** for the **Model Buffet** column **AND** the piece on **the Tamiya Mercedes 300SL**.

The Pontiac Parade was back.

The raffle raised **\$61.00**, while the door kicked in an additional

\$110.00 (!). We made the rent!

Thanks to the raffle donors: **Ed Brown, Steve M. Buter, Mike Costic, Matt Guilfoyle, Ron Hamilton, Rich Meany, JC Reckner, Dave Redzensky, Steve Scott, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.** We *'preciate it!* Turn the page! 🍷

Condolences

Buddy Baker, one of NASCAR's all-time great super speedway racers, died of **lung cancer** on August 10th, shortly after stepping down from his SiriusXM NASCAR radio show in early July.

"For those who feel sorry, hey I'm 74 years old, have great friends, had a career," he said. "The toughest part for me is not being able to talk to some of our regulars that are almost like

family."

He won 19 races in what's now the Sprint Cup series. That victory total includes one Daytona 500 win (1980), the 1970 Southern 500 and three Coca-Cola 600 triumphs—three of NASCAR's signature events. When he won the Daytona 500, his average speed was 177.602 mph—a record that still stands.

Standing 6'-6", the genial and good-natured Baker was nicknamed the "Gentle Giant" during a career that began in '59

and concluded in '92. He is the son of NASCAR Hall of Famer Buck Baker.

He didn't go into details about his diagnosis, only saying doctors discovered a "huge" cancerous tumor and the prognosis was not good.

"There comes a time when you talk to the doctor and say what are my chances and there's dead silence," Baker said. "I went, 'How long?' 'Well, we don't own the hotel, we don't know when we check out. It's something

(Continued on page 14)

Revell '57 Del Rio

Well here's another kit that's **FINALLY** here. It's another one I got wind of right after the custom 300 was out. For those not up on Fords, the Ranch wagon was always the base model wagon available as a two door or four door. The Country Squire was the up-scale version with the wood grain also 2 door and 4 door. The Del Rio was Fords answer to Chevys' Nomad, but only as a two door. Surprisingly, all of the engines Ford had available were available in this model with the possible exception of the Paxton super-charged engine. I remember my parents bought a used '58 Ranch wagon although it could have been a Del Rio. I clearly remember the valve covers had the "Thunderbird" decals on them. I can remember my dad getting frustrated with a slow poke on the highway one day in heavy traffic. He tromped on the gas and that wagon did the old "shit n git". Wagons have become somewhat popular in the past few years with customs like the one **Troy Trepanier** ("Rad Rods by Troy") built called the "**Intruder**".

The Custom 300 kit only came with half of the blower; the complete unit being in the NASCAR version. Revell has seen fit to include the whole blower assembly in this kit; Thanks. But assembly is not shown in the instructions; how good is your memory and/or your mechanical ability (*Hell, we don't need no stinking instructions!*)? I understand Revell went to the trouble to remove the bumper over-riders from the rear

bumper, but the brochures I've seen show them on the wagon, although they are reduced in size or flipped over. No big deal, since it gives us one smooth bumper for the kustom most of us intend to build. Gee, where could we ever find a big six banger to swap into this kit? And don't forget Ken Kitchen, **Kitchen Table Resins**, does one also though it may need some extra work. Counting everything in the box I count 150 parts, 30 of which are chrome, but that includes the "300" gas tank. This kit, "out the box", builds stock only with the minor exception of the police car parts. If you watch old TV shows like "Perry Mason" you may notice that the police did use cars like this.

Engine: A whopping 29 pieces make up the engine and that's not counting the eight that make up the blower. Be extremely careful when you cut off the fuel lines as it is so thin it will break. Individual parts include starter relay, water pump, upper and lower hoses, starter, canister oil filter, coil, timing cover, valley cover, heads and valve covers. I would think a car this big would need power steering, but none is included. The exhaust manifolds will need to be filled on the back because of casting needs a large slot will show when completed. But because of the up-swept nature of them, the



slot will show. There is a two-piece fuel system for this engine. The 3-speed manual transmission is integral with the block. And I almost forgot the two-piece air cleaner which is very accurately shaped and detailed and, of course, the separate oil pan which has a small piece cast to it that I can't identify. There are two pairs of decals for the valve covers depending on what engine version you build.

Besides the blower fuel line, there are the blower belt, three-piece air cleaner, two-piece pressure pot, and a non-descript carb though (*the one for the standard engine is the same way*). The only chromed parts are the blower and its' bracket.

Chassis: I prefer it when the chassis is separate from the floor as in this kit; it makes painting so much easier. And the bumper brackets are separate items as well. The front suspension is only three parts, but a slight lowering is possible if you drill a new axle hole higher. The rear suspension is made up of eight pieces including nicely detailed shocks and since the springs are separate,

(Continued on page 10)

Round2 '64 Impala

The *1964 Impala "Super Shaker"* (AMT917/12, 1/25 scale customizing kit) is a re-issue originally introduced in 1964 as an annual kit. This release has the box art from the "Street Rod" series which was released in about 1973. Included are **186 parts**, which include one clear window glass. Round2 has restored all the original chrome parts. A roll cage and a convertible down top cover are also included in this wonderful kit. Old school AMT builders will approve of the restored and expanded decal sheet! Round2 also restored some of the original parts from the first release. Examples are: the roll cage, fuel injector manifold, tow brackets for a tow bar, headlight covers, custom lake pipes and a custom steering wheel. This gives the builder the ability to build the period perfect street rod or custom car circa 1964!

Engine: Chevy 409 with stock single carb and air cleaner or a GMC blower for the Supper Shaker Street Rod version. The bonus

fuel injector can also be used but you will have to find your own injector tubes from your parts box.

Chassis: A true AMT early 60's chassis is included along with the long exhaust tubes that have always been in this kit. Therefore you will need to detail paint the chassis to add some lift to your build.

Tires/Wheels: New tires that Round2 has been producing the last several years. Four Goodyear Polyglas GT tires with pad painted lettering on one side and four thin white wall tires. There are no slicks in this issue. Two wheel sets included:

- Stock 64 Impala wheel covers, which respond very nicely to black detailing
- Chrome deep set Cragar wheels—I stripped and painted mine

Interior: Standard 60's AMT bucket style with separate front seats (stock & custom) and dash. Roll cage has not been in the '64 Impala since 1973.

Body: The body and the kit have some flash and the tool has stood the test of



time for a kit of this vintage. Fit and finish is quite good and what you would expect to find a tool this old.

Summary: AMT's '64 Impala SS is a perennial favorite kit amongst modelers with its popularity in the 1:1 world. This Retro-Deluxe™ kit includes parts for stock and beautiful custom versions. Combine parts to create a muscular street fighter! A dynamic decal sheet sweetens the deal! It's got the full Retro Deluxe™ treatment with extras that make it better than the original Street Rod release. The box art along with some restored original parts and the expanded decal sheet make this kit worth the price. Hats off to Round2, I highly recommend this kit to all old school model car builders!

Here is a photo link to the build progress and end product—<http://public.fotki.com/Modelpal/ron-roberts-models-/1964-chevy-street-s/>

by: Ron 'Box Art' Roberts

(Ed. Note: "Mr. Box Art" strikes again! Thanks, Ron!) 🍷



'Gov-a-mint Motors!'

'GMC' recalled nearly **200,000 Hummer H3s** in July over fears that they might catch fire. But it turns out that 'GMC' **KNEW** that flaming Hummers were a problem for several years prior. And what's worse, NHTSA exclusively told **Jalopnik** that 'GMC' did not act until the feds threatened to launch a formal investigation.

H3 owners had been complaining to NHTSA for years, pleading for some sort of recourse after a problem was noted with the blower motor in the heating and air conditioning system. The connector and the resistor could short out, quickly causing a fire.

The first reported Hummer H3 caught fire in August of '08, and its owner notified NHTSA just a month later. In total, there were 73 incidents involving the HVAC blower motor, including reports of burned or melted components, smoke, and fire itself up to and including total loss of the vehicle.

One person's car was completely immolated, preventing them from opening the doors of the burned-out hulk.

It's known by now that despite all of these complaints NHTSA generally ignores them, so it's up to 'GMC' to notify the regulators

if it thinks there's a safety issue. In fact, as part of a 'GMC' settlement with the government, the company is required to meet with NHTSA every single month to notify the Feds if they think there's a potential safety issue.

But despite the first fire occurring at the latest in '08, 'GMC' still waited until January of this year to notify NHTSA.

And when the automaker did, it tried to downplay it (*In response to our inquiries over the matter, a 'GMC' spokesperson told us that " 'GMC' routinely has discussions on open investigations with NHTSA, and we do not characterize the nature of those discussions."*)

'GMC' listed the H3 resistor failures on an accounting of safety concerns presented to NHTSA in January of this year, NHTSA said, but the 'GMC' count of complaints and fires was revealed to be lower than that compiled by NHTSA after the agency reviewed all of its own data **Surprised?!**

Clearly, there was some sort of discrepancy, though it's still not quite clear whether it was by miscounting or because 'GMC' was simply unaware of the complaints.

NHTSA went back to 'GMC' in June, specifically noting that there was a problem with 'GMC's' numbers. Since 'GMC' had a **history of trying to downplay potentially life-**



threatening safety issues, NHTSA says they gave them a choice: Issue a recall or face formal investigation.

'GMC' quickly capitulated, and on July 9th, issued the first recall notice.

This is all too familiar territory for 'GMC' customers, as it's a company with a checkered history of dealing with recalls.

Starting over a decade ago, it put faulty ignition switches into its cars, which the company knew about and ignored, until it became a catastrophic problem. Eventually, those faulty switches resulted in the deaths of 100+ people and 'GMC' **FINALLY** issued a recall.

This angered many, including NHTSA, which is responsible for keeping us safe on the roads. At the time of the government's eventual settlement with 'GMC,' US Transportation Secretary Anthony Foxx had harsh words for the company, saying that "what we cannot tolerate, what we will not tolerate, is a person or company who knows danger exists and says nothing."

It turns out, once again, 'GMC' could have, or should have known, there was a danger lurking in its cars, and let out

(Continued on page 5)



'Gov't' (contd)



(Continued from page 4)

barely a whimper.

'GMC' is recalling **50,731** Chevy Sparks and Sonics over an issue that causes the vehicles' radios to lock up.

In vehicles equipped with the base radio and OnStar, the radio software may cause the radio to lock up in the OnStar Turn-by-Turn Directions mode.

If the radio locks up, the display will go blank and all audio functions will cease, including vehicle chimes related to warnings for a key left in ignition and driver seat belt not in use. In addition to the vehicle chime malfunction, the radio may not turn off. This could drain the battery and possibly prevent the vehicle from starting.

'GMC' is unaware of any crashes, injuries or fatalities. They will notify owners, and dealers will reflash the radio software.

'GMC' plans to recall **779,023** crossover vehicles worldwide after discovering a defect with a power lift-gate that caused at least 56 injuries.

The automaker said the recall affects 686,287 vehicles in the US that had the power lift-gate option installed: the **2007-10 Outlook**, **2007-12 Acadia**, **2009-12 Traverse** and **2008-12 Enclave**.

'GMC' spokesman Alan Adler said in an email that the lift-gate 'may prematurely wear,' causing

it to fall too quickly. The company identified a software error as the source of the issue.

Though the defect has not caused any crashes or deaths, 'GMC' said at least 56 injuries can be blamed on the issue.

'GMC' is recalling **47,024 Camaro** and **G8 sedans** over a potential issue with the vehicles' seat belt cables.

The flexible steel cables that connect the seat belts to the vehicle at the outside of the driver seat and the front passenger seat may be bent from being sat on while entering the vehicle. This repeated bending may result in the cable breaking.

If the cable breaks, the seat occupant may not be properly restrained in the event of a crash, increasing their risk of injury.

'GMC' will notify owners, and dealers will replace the seat belt tensioner assembly which includes the steel cable, free of charge. These replacement parts reposition the tensioner cable out of the path of entry into the vehicle and uses a more flexible cable, set at a more upright angle. 'GMC' has not yet provided a notification schedule.

'GMC' India has announced that it is voluntarily recalling **155,000** Sparks, Beat (*new Spark*), and Enjoy MPVs to address a potential issue with the "remote keyless entry accessory".

'GMC' hasn't provided specific details about the issue, but did



say affected vehicles were manufactured between 2007 and 2014.

'GMC' will notify customers individually about the recall and also, how and when to bring in their vehicles for inspection and correction of the issue. The affected vehicles will be repaired free of charge at the automaker's 257 service centers across India.

'GMC' is recalling **10** Cruzes and Volts over a potential issue that could result in the loss of steering.

In the affected vehicles, the inner tie rod may not be tightened to spec, allowing the tie rod to separate from the steering gear.

Separation of the tie rod from the steering gear could result in the loss of steering (*Ya think?!?*), increasing the risk of a crash.

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

'GMC's' Holden subsidiary, is recalling **2012-16 Colorado pickups** over a potential issue with the rear seatbelts.

A bolt that is one of two fasteners securing the anchor bracket

(Continued on page 9)

2014 GMC Recall Ticker

of Recalls

100 (!)

of Vehicles Affected

32,863,031

This n That

Miami Vice! Crockett and Tubbs' Ferrari Testarossa is finally done with police duty or whatever it was they were doing, and it's headed to Mecum's Monterey sale on Aug. 15th. That's ***Detective*** Sonny Crockett and ***Detective*** Ricardo Tubbs of the Miami-Dade PD, a very permissive law-enforcement agency that believes in looking good while catching bad guys, and that you have to be seen to get noticed. The Testarossa in question is an '86 model that was supplied for the show by Ferrari (*music by Jan Hammer*). It is said that Ferrari originally gave two black Testarossas to the show, but that director Michael Mann had the car repainted for better visibility in night scenes. It is also rumored that the Testarossa was Enzo's own idea for the show, to replace the 365 GTS/4 Spyder that the dynamic duo used during the first two seasons and two episodes of the third season of the show. Regardless of how it joined the show, it ***WAS*** the real thing, as opposed to the ***'80 C3 Corvette chassis*** wearing a repro shell of a Daytona. This Testarossa is an early example, which means it features a sole high-mounted side-view mirror on the driver's side. The car that made side strikes the design element of the decade is of course powered by a 4.9-liter flat-12 producing 390 hp. The seller claims that the 16,124 miles the car now shows are genuine, as is the so-'80s-it-hurts car phone in the cabin. This example of course features power seats, cruise control, air conditioning, power locks



and a beige leather interior. What it does ***not*** feature are Ray-Bans or a stereo cassette with Phil Collins' "In the Air Tonight," but that can be easily rectified. Mecum Auctions indicates that this car recently received a ***scheduled engine-out service to the tune of \$8,000***, which is a good consolation—and par for the course, explaining why Testarossa values have stayed in the \$60,000 range for a while. This particular one made some waves a few months ago when it was listed on ***eBay*** with a ***\$1.75 mil asking price***. As you've guessed by now, it didn't sell for a variety of reasons, despite being the Testarossa with the single coolest backstory one could ask for...***Revell/Foose Winners?*** With 10,000+ votes cast in a survey to determine which of seven ***Chip Foose custom car designs*** will be brought to market as ***all-new Revell scale models***, the winners are ***Foose's iconic '56 Ford F100 Pickup & '48 "Eldorod" Cadillac***. Both will be released by Revell as all new model kits in late '16, providing the market's first authentic scale replicas of the two winners. The F100 Pickup—a

Foose family heirloom that was completely rebuilt and restyled in '05 as part of Foose's ***"Overhaulin"*** TV show—took top honors with 33% of the vote. The Cadillac—a blockbuster hit at the '12 SEMA show for its custom deep blue paint job, chrome details and hot-rod attitude—captured second place with 19% of the vote. The other candidates were ***Foose's '34 Ford Mercury-inspired "Stallion," '35 "Grand Master" Chevy Master Sedan, '36 "Impression" Ford based roadster, '65 "Impostor" Impala***, and his legendary ***Hemisfear custom coupe***. All seven are considered masterpieces and most have won major industry awards, including prestigious ***Detroit Auto-rama Ridler*** and ***America's Most Beautiful Roadster*** (AMBR) honors. The two winning vehicles will be released under an exclusive three-year licensing agreement that will also include four reissues of earlier Revell models incorporating Foose's personal design mods. The series—beginning release in Q4 '15—will include full glue and paint model kits as well as Revell's first Foose pre-decorated model glue kits, complete with Foose-created paint

(Continued on page 7)



T 'n T (contd)

(Continued from page 6)

schemes, wheel designs and special Foote renderings used only on the Revell box art...*Where Does It End?!* Meet the '16 F-150 **Limited** with more chrome, museum-quality wood panels, a whole Brookstone catalog of tech, and an MSRP **ABOVE** the **\$60,000 Platinum!**? Speculation is that the Limited might **top \$70,000**, but there's been no official MSRP posted yet. It will basically feature every F-150 option as standard equipment, plus unique chrome on the grille and tailgate, special gauge faces, 22" rims, genuine fiddleback eucalyptus (*fancy trees*) material for the wood trim and seats made out of what Ford's calling "Mojave leather." More specifically, the '16 F-150 Limited is getting: blind spot warnings and cross-traffic alert system, Panoramic roof, Power dropping side-steps, LED headlights, Lanekeeping, 360° cameras, Trailer-hitch assist, 10-way adjustable massaging seats, SYNC 3 infotainment rig, Crankin' Sony stereo, "Ice blue" accent lighting, and standard 3.5 EcoBoost engine. Basically the Limited boils down to a **"check all options" option**, plus some really nice trim pieces. It's easy for Ford to execute and it's gonna sell like crazy, everybody wins! Limited will be rated to tow 10,100 pounds with optional packages and probably 2WD, so I'd say **yes** because that is a crapload of weight. Other than that, the same electronic 4WD system you can get on every other F-150 will be on there, and that 360° camera

system is actually pretty helpful off-road. As long as you don't tear off the front air splitter. If the F-150 Platinum was a direct competitor for **Chevy's High Country**, **GMC's Denali** and **Ram's Laramie**, this new Limited would be a cut above that on the fancy-pants scale. Of course you'll remember the Ram Laramie Limited came out at the beginning of the year to take Chrysler's luxury-truck game to the next level...so I guess those two would be direct rivals at this point. Seems like some kind of ultra GMC Sierra Denali is almost inevitable. OK, so we basically have the return of the **Lincoln Mark LT truck**, then?!...**"Who Ya Gonna Call?!"** The most pressing question for the new **all-female "Ghostbusters" reboot**—**"What will they drive?"**—has finally been answered. In the first two installments, the ghost-busting main characters drove around in a **'59 Caddy Miller-Meteor ambulance wagon**, the Ecto-1, which quickly became a famous movie car and one of the franchise's most recognizable characters. How do you update such an iconic car from an iconic movie in a reboot 32 years later? To start, you apparently stick with the time-tested Caddy professional car formula. But instead of an old ambulance, it's an '80s hearse this time around, complete with a landau top and hearse doilies. Paul Fieg, direc-



tor of the new "Ghostbusters" movie (*due out July '16*), recently tweeted a picture of the new Ecto-1. The Caddy hearse is in complete Ghostbusting drag with a red and white paint job, equipment rack on the roof and the signature "No Ghost" symbols on the door. Also, Slimer makes a cameo on the new Ecto—he's the hood ornament. Look for it to be driving around the streets of New York next summer when the new "Ghostbusters" premieres (*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!*) 🍷



One HOT Canyon!!

Greg is the proud (!) owner of a '15 GMC Canyon that recently went *completely up in flames*, and ever since he's been trying to get in touch with 'GMC' over the incident. For what it's worth, *we* reached out to 'GMC' on Greg's behalf and got this response:

"Safety is a priority for GMC, and we take all feedback seriously. We have not yet looked at the vehicle so we have no way to comment on what caused the fire."

Disappointing, I know, but that's how it is for now. In the meantime, read Greg's story.

"So here I am, recent college grad, was lucky enough to get a good job in the field I had been working so hard to get into right after college. I saved up some money so I could use it to purchase something that I always wanted and what I thought was the best truck on the market: A '15 GMC Canyon. I sold my *NB Miata*, the most enjoyable car I ever owned, and traded in my *Mazda 3* that got me through college. It was bittersweet getting rid of those cars, cars that never let me down.

I felt safe, or so I thought in this brand new truck. So much technology for a geek like myself. I thought to myself, hey, 'GMC' really built a winner here. I got complements on it just about every day, it was odd being stopped in the parking lot being asked questions about. I even talked a friend into buying a '15 *Colorado*. I felt proud to own it.

I took it on vacation, visit family, and just drove around with

pride. In the 3 months I owned it, I racked up about 9500 miles. One day, about a week ago on my day off, I decide to go look at a house. First a truck, now a house? My life is pretty good, or so I thought. I noticed smoke coming from under the hood. Oh no, my brand new truck...So I immediately pull over and turn it off. As I open the hood, I am greeted with smoke and flames. The smell. I will never be able to not think of this moment if I smell it again. The smell of overheating electronics, with an added smell of burning plastic will forever make me gag. I immediately shut the hood and run towards the tree line.

As I am calling 911, the fire gets stronger and stronger. What if I had kids in the car? What if I decided to bring my dog? As the fire grows I feel even more helpless. First it was the battery exploding, then the tires, it was all so loud. I just filled it up yesterday, what if it gets to the gas tank? Oh s**t. About 20 to 30 minutes later, the fire department arrives (*seriously, I have a new respect for firefighters now*) and puts out the flames. As I walk to the truck, I notice these streams of aluminum coming from what's left of the hood. Damn, that was an intense fire. The firemen get to inspecting the truck and notice that the alternator bracket looks like the T-1000 Terminator after they



throw him into the molten metal at the end of Terminator 2. What's left of the alternator looks like a steampunk birds nest. The firemen seem to think this is where the fire started. I guess I will take their word for it, they have seen more than I have.

My iPad, prescription sunglasses (*I'm photosensitive, so they were really needed*) and briefcase are all for the most part ash. At least I'm alive. Fill out the paperwork for insurance, get into a rental car the same day (*thanks GEICO and Enterprise!*) even though it was a *Chevy Malibu*. I reach out to 'GMC' about the issue. No response. My friends had a brilliant idea: resort to social media. I posted a picture and a short description of what happened on their Facebook page. Within an hour a rep got a hold of me and she said she would have someone call me. I get a call from this rep later in the day that said "Well since you turned it into insurance, we cannot help you." Uh, what else was I supposed to do? Then I got to thinking about it and asked if they would at least help to cover my down payment and/or deductible? "No". Okay...

For a company that brags about how good they are to their

(Continued on page 9)

HOT (contd)

(Continued from page 8)

customers (*at least on their commercials*) I was not seeing it. If the vehicle was a few years old and this happened, yeah I'd be pissed but I wouldn't seek compensation from 'GMC.' A truck that is 3 months old with less than 10k miles? If I ran 'GMC,' I'd make sure my customer was back on the road within a week. A few thousand dollars for a multi-billion dollar company should be nothing to satisfy and keep a potential lifelong customer.

What if the problem was fixable? If the truck survived and was fixed under the bumper to bumper warranty? I wouldn't have to pay a dime. It burns itself down? Pay your own \$500 deductible and we will not help you get back on the road—"too bad for you." How is that right?

So as of now that's that. My friends and myself are outraged at how I've been treated. Hell, A **drunk driver hits a new Miata and Mazda, not having to, decides to give**

them a brand new one. My truck burns to the ground and I get a **"Not our problem" from 'GMC.'** I'm **out almost \$5000**, and I'm going to have to find a replacement vehicle, pay my \$500 deductible for a manufacturer defect, and replace my \$600-\$700 prescription sunglasses that help me see the road in the mornings and afternoons. Also my iPad, but luckily I have a recovery of that.

So the ball is in your court 'GMC.'

Update: I talked to the manager of the place I bought the truck from, he spoke to his district



rep and so on, and the dealership is all for helping me. They told me to call the 'GMC' rep back. To add, this is the same rep mentioned above and the same one that called me this morning stating "have your lawyer call me." So he says that my case is being escalated (*to what level, I do not know*) and a field engineer will inspect the truck. I guess at the very least we will get an idea of what started the fire.

Like I been saying—"GMC" is clueless! For a related story, see page 12! 🚗

'Gov't' (contd)

(Continued from page 5)

for the rear seatbelt buckles may not have been fitted during vehicle production.

The absence of the seat belt anchor bracket bolt may result in reduced performance of the rear seatbelts in the event of a collision, presenting an increased injury risk to rear seat occupants.

'GMC' Holden will write to all affected customers to notify them of required action. The specific repair procedure has not been disclosed at this time.

No idea of how many are af-

fected—all of 'em?!

Who's building these cars—robots? **Or monkeys?!** And where do the recalls end?!

Last year it was reported that **Manchester United players** weren't interested in driving the **free vehicles** provided by **sponsor Chevy**. Many players drive high-end luxury and sports cars, so it's easy to see why they weren't interested, but now the Chevy has instructed them to drive the cars every now and then.

The team's players weren't just ignoring the cars because they don't like them. The problem is both the Camaro and Corvette are only available in left-hand drive,

making them more difficult to handle in right-hand drive Britain.

Among the cars Chevy sent over was a right-hand drive Captiva SUV. It's a far cry from the six-figure Range Rovers most of the players prefer, but they obliged Chevy and been driving the car to and from the training grounds.

Kinda embarrassing when the sponsor has to **ASK** you to use their product! 🚗



Del Rio (cont'd)

(Continued from page 2)

lowering it shouldn't be a problem. Dual exhaust are included as well as a steering box though I always seem to have a problem getting it to fit because of space problems. Strangely, the kit has two chrome exhaust tips that are drilled out (*ala Larry Greenberg*) but they are not the metal tips as in other kits.

Tires/wheels: The tires are the same black wall with no branding we got in the Custom 300 version and they look very close to the 83 spec. tires you would expect on a car of this type and vintage. The wheels are steel with the correct centers for the front and rear. Chrome plated "dog dish" hub caps that have decals are all that are in the kit. They all mount with the metal rivets that we've come to know so well. I've come to like them since they make it so easy to swap wheels from kit to kit.

Interior: As I hinted previously, the bottom of the body is the interior floor as well. The sides have very nice detail both of the

cranks and levers, but also of the upholstery patterns. It will be interesting to see how well the included decals will show the carved in patterns on application. Decal softener may be needed. Scale Motorsport may still carry upholstery pattern decals that may be an alternative or supplement to those in the kit. There are two bench seats to sit on and the cargo section has nice ribbed detail all around. The dash has the usual detail minus the "numbers" which are on the included decal. The rest of the dash is devoid of anything which may please those intending to build a stripped down version, there is a radio face decal available to the rest of us. It comes with the era typical spindly steering column with twin levers and plain steering wheel that gets one of two decals available for its' hub. And don't let me forget the triple pedals that mount under the dash. The police version gets a huge two-way radio

and microphone. The firewall glues to this assembly as does the wagon specific gas tank. It's amazing how much of a difference small details can make. Like a separate fender mounted starter relay. The bat-



tery is long and narrow like you'd expect. And there are separate windshield wiper motor and master cylinder with no booster.

Body/glass: It's difficult to find the mold line, but it's there. It's strange to think that years ago we wouldn't be so interested in a station wagon kit. I really like vehicles with reverse hinged hoods; it seems a simple matter to make working hinges like these, but it's a shame we can't figure out a simple way for other hoods. I appreciate the headlight bezels cast separate since it allows a chrome reflector to be used. The separate grille, bumper, and splash pan add to the realism as do the clear turn signals. The taillights are done in a similar fashion and I recommend a little piece of chrome foil behind the clear red lens. Often it's the small things that set off a model, in this case it's the separate tailgate crank that's found on the chrome tree. There are the other details we have come to expect like windshield wipers, door handles, hood ornament, and mirror. Other police car details include an old fashioned siren, "bubble gum" flasher, and spot light. The flasher even gets a badge decal. It's kind of a shame there aren't other de-



(Continued on page 11)

Del Rio (cont'd)

(Continued from page 10)

tails like rifles, clip boards, and riot batons, but they are available in the aftermarket if you know where to look. I won't mention that all these police parts are lifted from Dave Burket's kit of much earlier. The side trim has a decal that is supposed to be gold, but came out more orange than anything else. Gold foil or paint might be better.

Decals: I've mentioned quite a few already, but in addition there is F-O-R-D lettering for the nose

and a Ford crest for the tailgate

crank as well as "Ranch Wagon" script for the sides. Personally, I don't trust whitewall decals to lay down very well. Perhaps somebody out there knows a secret to it. Half the sheet is police car decals, enough for maybe five different models!

As modelers we are never satisfied with what we've got. I'm curious what other versions are in



the "pipeline" for this kit. And if I could shout loud enough here, I would say **RANCHERO** please. This is a very great kit with "tons" of possibilities; **Thanks Revell!**

by: Rich Wilson 🍷

FCA—'GMC' 'Wannabe'?!

After the disastrous handling of the 'GMC' ignition switch recall, National Highway Traffic Safety Administration (NHTSA) is attempting to repair their tarnished image, on the back of Fiat-Chrysler Cars, a.k.a. FCA.

I can only surmise that FCA was a bit 'envious' of all the press that 'GMC' has been getting lately with their multitude of recalls, so they decided to do something about it?! Hey FCA—not all press is **GOOD** press!

Fiat Chrysler has recently drawn the ire of the NHTSA over "a litany of failures" with millions of vehicle recalls, including older Jeeps linked to fatal fires. According to a **Wall Street Journal** report, we now know Fiat Chrysler will face penalties from the feds to the tune of **\$105 mil.** In addition to the fine, a record penalty from NHTSA, FCA will also take on an independent monitor to review

their recall processes and **buy back some recalled vehicles from customers.** FCA will also reportedly offer cash to owners of 1993 to 2007 Jeep Grand Cherokee and Liberty SUVs to bring them in for repairs.

It didn't take long for FCA to take action on the Jeep Cherokee hacking incident. The company initiated a voluntary safety recall to update 1.4 million vehicles equipped with the 8.4-inch Uconnect touchscreen.

A report was recently released by two computer experts who succeeded in remotely hacking and taking control of a Cherokee from miles away using the Web-connected infotainment system. They were able to control the Jeep's dash functions, steering, brakes and transmission from a laptop.

Affected vehicles include:



- 2013-'15 Viper
- 2013-'15 Ram 1500, 2500 and 3500 pickup trucks
- 2013-'15 Ram 3500, 4500 and 5500 chassis cab trucks
- 2014-'15 Cherokee and Grand Cherokee
- 2014-'15 Durango
- 2015 Chrysler 200, 300, Charger and Challenger

They've got a loooong way to go to catch the **'Recall King'** ('GMC', natch!) in this race. Then again, it is a bit unfair, because 'GMC' has had a head start of **YEARS** to get where they are! At least there are no deaths in the FCA recalls! 🍷

Waytogo!

If you want to know how ‘GMC’ **SHOULD** have handled the customer whose brand-new *Canyon ‘spontaneously combusted’* (see page 8), read on!

In late July, the very first, brand-new 2016 Mazda Miata met its end, by being rear-ended by an F-150 less than a mile from the dealer. Gutting, right? Well, incredibly, Mazda is going to make things right.

Things started on Monday, when the Miata’s buyer (who goes by SCSM on the MX-5 Miata Forum) and his wife went to pick up their new, unashamedly red (*Soul Red*, according to Mazda) Launch Edition Miata, which is one of a series of only 1000. Barely a mile or so away from the dealership, a Ford F-150, slammed into the rear of the Miata without even taking the courtesy to brake.

The force of the impact shoved the Miata into the car in front of it, bashing in both ends and seemingly bending the unibody itself—which means the damage is likely much worse than it looks. Happily, neither the owner nor his wife were seriously injured. They weren’t entirely uninjured, as there was bruising and other sorts of injuries you’d expect from having an F-150 slam into your ass.

Everything seemed to be sliding into that grim miasma of insurance negotiations and all that other associated misery that comes after a car wreck, but this poor guy didn’t even get to enjoy the car beforehand. Well, it seemed that way until the owner

posted this on the forum:

“What a whirlwind these last 3 days have been for my wife and me! Our new LE was finally here and ready for pick up on Saturday, the 18th! Was trying to beat Mark out west and the time zones were working our favor, but I believe he got his a bit earlier. But we were right up there as one of the early owners in starting our new adventure with the ND.

Then, at around 4:00 PM or so, BAM. BAM, and our beautiful new LE was no more. We were shaken, Joanne took a ride with the EMT’s to the hospital and I was left dazed, amazed, stressed, and what ever emotion one could experience. I also quickly realized that we were both still alive and functioning, thank you up there!!!

Sunday was depressing indeed, I went to the Care Spot facility to be checked out, and we were preparing for the worst of a long, contentious battle to get things right again, and minimize any additional hassles. Glad Sunday was over....

On Monday I spoke with my dealer, Tom Bush Mazda, and they were hopeful that things could be made right if a few things came together. By late yesterday, they had!!!

Then, yesterday afternoon, I received 2 calls from MNAO informing me that my name was on a replacement LE 6MT that is in transit and will dock in Jacksonville around August 15. on to Tom



Bush soon after that.”

Yep, Mazda is stepping up and sending them a replacement, brand-new Miata. ***It’s worth noting that Mazda was really in no way obligated to do this***—the whole mess was clearly the owner’s and insurance companies’ problem at this point—but ***that they did it anyway speaks volumes, and I suspect the good PR they get will easily be worth the value of the car. Are you listening, ‘GMC’?!?***

It looks like they’re also taking the wrecked Miata back, as well—I wonder if there’s value to be had by inspecting the car, as it’s likely the first real-world example of crash damage to a production MX-5, and there’s likely something interesting to be learned there.

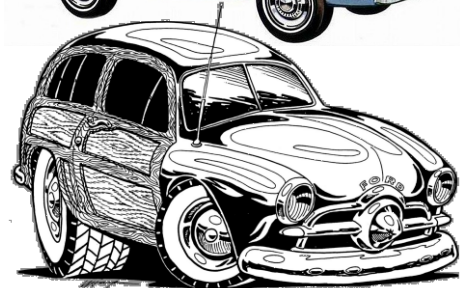
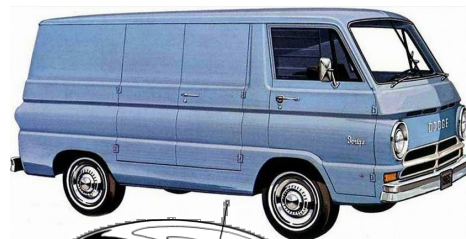
Either that or it’ll show up on CarMax or Craigslist in a couple weeks.

We love to point out when car makers do terrible things, so I suppose it’s only fair to make a big deal out of it when they do something good as well. ***So, great job, Mazda!*** Thanks for doing the decent and kind thing when you didn’t have to. That’s important, and people will remember.

Just like they’ll remember what ‘GMC’ ***DIDN’T DO.*** 🙄



- Sept. 13th—**Super September Showdown** in Gilbertsville, PA. Theme—**“European Invasion.”** Stay tuned!
- Oct. 10th—**NNL #36** in Sylvania, OH. Theme—**Demo Derby.**
- Nov. 14th—**Southern Nats NNL**, in Smyrna, GA. Theme—**Vans & wagons.** 🚐



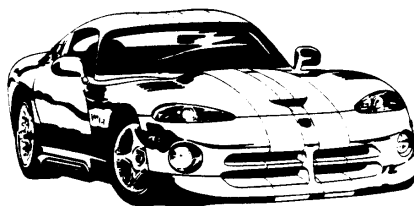
Snake Lovers!

Wayne and D’Ann Rauh just collected two customized Dodge Viper GTCs from the Conner Avenue Assembly Plant, bringing their total collection to a **whopping 79 Vipers**. Only in Texas.

Since Dodge will make you a Viper however the hell you want it, the retired oil transporters took advantage of the 1 of 1 program to

end up with a brown Viper GTC with a black stripe and a purple Viper TA 2.0 with silver stripes.

Their collection, nicknamed **“Viper’s Nest”** includes 79 V10s now. How many Vipers do you have? 🚐



Oopsie!

An update from Ron **“Plastic Pusher”** Bradley on last month's column by Matt Guilfoyle on Model news.

Ron sez the US list on the **Tamiya Toyota AA** is actually **\$53.00**, not the \$25.00 quoted. Sorry! Ron adds that he has them for **\$43.00** his price.

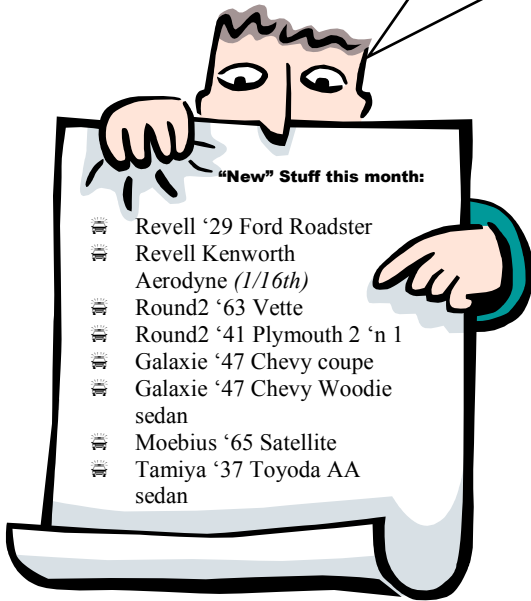
Thanks for the update, Ron. 🚐



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MAMA's BoyZ do it in scale!



"New" Stuff this month:

- Revell '29 Ford Roadster
- Revell Kenworth
- Aerodyne (1/16th)
- Round2 '63 Vette
- Round2 '41 Plymouth 2 'n 1
- Galaxie '47 Chevy coupe
- Galaxie '47 Chevy Woodie sedan
- Moebius '65 Satellite
- Tamiya '37 Toyoda AA sedan

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, and '70-'81 Formulas and T/As, and empty **Pontiac kit boxes**. Would also like to buy or borrow **old AMT/ MPC/ Monogram/ Revell model car catalogs**. Contact Tim Sickie at gtoguy@verizon.net, or see me at a meeting. **Thanks!** 🍷

Giant (contd)

(Continued from page 1)
we can't fix."

"Everything has a start and an end and mine has been overwhelming."

After retirement he enjoyed a career as a popular NASCAR TV analyst for CBS and TNN. He began hosting a SiriusXM show in '07.

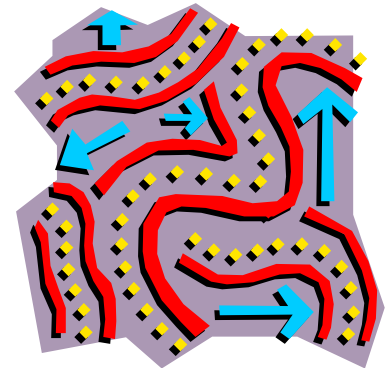
"Don't shed a tear," he signed off. "Smile when you say my name. I'm not saying goodbye. Just talk to you later." 🍷

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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