



# MAMA Sez!

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

Condolences	1
Moebius '65 Satellite	2
Round2 '66 Galaxie	3
'Gov-a-mint Motors!'	4
T 'n T	6
Round2 '79 T/A	8
New Stuff!	9
Auction Hijinks!	10
"Buyer Beware!"	11
xXx Returns!	11
(Re)Birth Announcement!	13
New This Month	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.** ☎

## Happy Anniversary To Us!

I'm told the August meeting had better attendance. Nick and I were **STILL** obviously MIA.

I understand that **Bare Metal Foil production** may be hampered by **damage to the machine that produces it—Oh no!** Let's hope it is first off, repairable, and second, quickly repaired!

**Rich Wilson** this

month takes a peek at the **Moebius '65 Satellite**, while **Ron Roberts** looks at the **Round2 '66 Galaxie—thanks, guys!**

To this I add the **Round2 '79 T/A**.

The Pontiac Parade was again MIA.

The raffle raised **\$78.00**, while the door kicked in an additional **\$89.00 (!)—rent paid!**



Thanks to the raffle donors: **Ed Brown, Steve M. Buter, Mike Costic, Chuck Glass, Matt Guilfoyle, Ron Hamilton, Jim Maness, Rich Meany, Dave Murphy, Bradley's Car Collectibles, Historic Racing Miniatures and Replicas & Miniatures Co. of MD.** We 'preciate it! Turn the page! 🍷

## Condolences

**Batman has died!?! That is to say, Lenny B. Robinson, a.k.a. the "Lamborghini Batman"** who dressed as the Dark Knight and visited children in hospitals with his **black Gallardo**, was killed in a car crash along I-70 in Maryland the middle of last month, according to news reports. He was 51.

He died coming back from a car show in West Virginia, the **Washington Post** reported. His Bat-

mobile broke down, and when he got out to in-

spect it, it was struck by a Toyota Camry, and then his own car hit him, the newspaper reported.

Three years ago he became a viral sensation after getting pulled over by Maryland police in the Lamborghini (try here for the video:



[https://www.youtube.com/watch?feature=player\\_embedded&v=VI0i2pXrcX8](https://www.youtube.com/watch?feature=player_embedded&v=VI0i2pXrcX8)). It quickly came out that he was a wealthy local who enjoyed dressing as Batman, visiting kids with

(Continued on page 14)

## Moebius '65 Satellite

Moebius continues to bring us model subjects that other companies seem to ignore or forget about. And they're getting into an era I prefer. Apparently '65 was the year that Plymouth decided to use the Belvedere name on more upscale cars and introduced the Satellite name. It was available with all the Chrysler engines from the indestructible slant six to the 'new' hemi. In this kit we get the **426 Commando wedge head engine** and while we've gotten this engine in the distant past it's nice to have one that is much more detailed. I'm not complaining, but I'd like to see them do the "polyspheric" engine. It was still available in '65 and has never been done in scale. It was developed to replace the early hemi because the hemi was so expensive to produce. In the first few years it was offered, it was available with two four barrel carbs. There's obviously other versions of this kit coming later as evidenced by the empty spaces on several trees. The box claims "over 100 pieces", but I counted 117 with 30 of them chromed, but no clear red pieces.

**Engine:** It's a twenty-five piece assembly of the "Commando" engine, but with a "727" automatic transmission (*Torqueflite*) that has a separate tranny pan; very accurately detailed. The engineer that designed that transmission later left Chrysler corp. and subsequently designed the GM Turbo hydro and the Ford C-6 trannies. It comes with correct cast iron exhaust manifolds that sweep up and back

then down. And they have sand cast detailing on them. It comes with a single four-barrel manifold and very nice two-piece Carter carb, but interestingly there is a second carb. (*finger on cheek*) Whatever do they have in mind? The oil pan, front cover, starter, and oil filter are separate pieces. The only chromed pieces are the air cleaner and the valve covers and both are correctly so for this engine. The only decals for the engine are the two for the air cleaner. I thought it rather funny that, and I'm guessing here, Moebius has the same typing program problems we do. There is a color picture of the completed engine in the instructions that label the tranny as a "torquefilter" auto tranny!

**Chassis:** It seems odd that a car of this size is of the "unit body" type, but it is, and Moebius has done it well with the front sub-frame separate. The "K" member is two pieces with the torque bars and engine mounts on one piece and the lower suspension arms and tie rod on the other. The upper arms are cast to the sub-frame. Shocks and spindles complete the front end. The rear suspension is pretty much one piece in that the leaf springs, axle, and drive shaft are one piece, but don't suffer for lack of detail. There are separate shocks included. The brake backing plates are a bit unusual in that



they actually have correct detailing on them. The exhaust system is three-piece with ribbing detail on the mufflers. Larry will be pleased to see the tailpipes are drilled out. A steering box with shaft finishes up this assembly.

**Interior:** It builds up off the chassis pan with separate, detailed, side walls and rear seat. The front seats are two-piece bucket seats and both have very accurate detailing. As a side note, I've always said they are called *bucket* seats because they are as comfortable as buckets! It features the optional console with chrome shifter plate and what I believe is a rear speaker. But wow man we actually get an automatic shifter with an automatic transmission. I make fun of that, but I don't think Moebius has ever made that mistake. And the separate pedals carry on the consistency as well. The dash has very nice detail like on the glove box door, but no attempt was made for numbers in the gauges since there is a decal for them. The separate steering wheel mounts to the column that has a turn signal stalk. There is a note to make us aware that the front seats

(Continued on page 12)



## Round2 '66 Galaxie

The *1966 Ford Galaxie 500* (AMT904/12, 1/25 scale customizing kit) is a re-issue originally introduced in 1966 as an annual kit. This release has the box art from the original release which was released in about 1966. Included are 139 parts, which include one clear window glass. Round2 has restored all the original chrome parts and the stock car roll cage. Builders will approve of the restored and expanded decal sheet! Round2 also restored some of the original parts from the first release. This gives the builder the opportunity to build the period perfect stock, custom, stock car or drag racer circa 1966.

**Engine:** Ford 427 with stock single carb and air cleaner or a double carb'ed high rise manifold overhead cam for the drag racing version. Parts are included to build a period 427 stock car racing engine.

**Chassis:** A true AMT mid 60's chassis is included along with the large exhaust tubes that have always been in this kit. There are separate suspension parts to build

a nicely detailed chassis for any version that you choose to build.

**Tires/Wheels:** New tires that Round2 has been producing the last several years are included in the kit.

Four Goodyear wide stock car tires, four thin white wall tires and two drag slicks. Three wheel sets are included:

- Stock '66 Galaxie wheel covers, which respond very nicely to black detailing
- Chrome deep dish Cragar wheels
- Wide rim steel stock car racing wheels

**Interior:** Standard 1960's AMT bucket style with separate front and rear seats with console, and dashboard with two steering wheels. Complete stock car racing cage is included.

**Body:** The body and the kit have some flash. On my kit, the rear wheelwells needed quite a bit of cleaning up. 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 in a tool this old.



**Summary:** AMT's 1966 Galaxie kit is a favorite with modelers as it can be built in stock, custom and racing formats. Often built as a vintage stock car racer, the kit includes many period parts to create a super detailed and authentic replica. With many chrome parts, a full color decal sheet with vintage artwork and a bonus mini box, this Retro Deluxe kit has it all! 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-/1966-ford-galaxie-5/>.

by: Ron 'Box Art' Roberts

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



## 'Gov-a-mint Motors!'

'GMC' is recalling *ALL* of its **2013-16 Cadillac ATS sedans** (82,620) over an issue with the power sunroof controls. The automaker has already recalled the vehicles in February of 2015 for the same issue. This new recall supersedes the earlier recall.

The controls for the power sunroof are not fully recessed, meaning the sunroofs can be closed with less force than required to comply with applicable federal standards.

The recall for the same issue earlier this year was due to the power-operated roof panel systems on the cars being capable of auto-closing when the non-recessed portion of the "Slide" or "Tilt" switches were pressed and the roof panel was open.

'GMC' has temporarily halted sales of newly-produced units of the ATS pending a fix. The stop-sale for unsold models should be lifted as soon as a service bulletin is sent to dealers.

Dealers will replace the roof console accessory switch trim plate. Vehicles that were serviced as part of the previous recall will require re-inspection and repair, and about 70 percent of them will need to come back to dealers to replace the roof console accessory switch trim plate.

'GMC' knows of no confirmed crashes or injuries.

'GMC' is recalling **73,000 2010 Cobalts** to fix an issue that could prevent an airbag from deploying in a crash.

Vehicles were built with improperly routed side impact wiring

in the driver's door. When improperly routed, the window regulator could contact the harness when the window is fully lowered and over time chafe the harness insulation, possibly leading to a short circuit. The vehicles will display a warning light that the air bag was malfunctioning before a crash.

The short circuit could prevent the driver side roof rail air bag from deploying. 'GMC' said that it has a report of one injury and crash related to the issue.

Dealers will inspect all suspect vehicles and any found with the condition will be repaired.

This new recall is not related to 'GMC's' '14 recall of 2.6 million vehicles, including the 2005-10 Cobalt, for defective ignition switches, linked to nearly 400 injuries and deaths. Faulty switches could be accidentally moved to the off or accessory modes, resulting in the air bags failing to deploy.

'GMC' is expanding its headlight recall to **180,504 '05 LaCrosse**s and **'07 Grand Prix**s. In November '14, 'GMC' recalled 316,000 vehicles, including the following: **2006-09 LaCrosse**, **2006-07 Trailblazer**, **2006 Trailblazer EXT**, **2006-07 Envoy**, **2006 Envoy XL**, **2006-07 Rainier**, **2006 '08 9-7X** and **2006-08 Ascender**.

Vehicles could intermittently or permanently lose low-beam headlights, significantly reducing driver visibility, increasing risk of an accident especially during



times of low visibility such as night, rain, or fog.

'GMC' knows of no confirmed crashes or injuries.

'GMC' has yet to announce a permanent repair. Until a permanent solution is available, dealers will replace the headlamp module with a new part.

Roughly two months after the November '14 announcement of the original recall, 'GMC' told owners that it would have to replace the faulty headlamp module with a revised one at a future date.

'GMC' is recalling **5,493 Impalas** over an issue with the airbag sensor in the front passenger seat.

The Automatic Occupant Sensing (AOS) system may fail to suppress the front passenger air bag if a child seat is in the front passenger seat. These vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 208, "Occupant Crash Protection."

If the front passenger air bag deploys with a child seat in it, it increases the risk of injury to the child.

'GMC' will notify owners, and dealers will correct the calibration-learning error by preconditioning the empty seat, and also

(Continued on page 5)

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

(Continued from page 4)

resetting the ECU to a seat zero-value, free of charge. Not surprisingly, 'GMC' has not yet provided a notification schedule.

The '15 **Z06** is a tire shredding, exotic-slaying monster on the track and the street, but it's had its issues out of the gate. Some owners have reported *serious engine issues* and *one journalist experienced complete engine failure during a test*.

This time, the failure took place on a track at the hands of a **Fox News reporter**. According to the review, the car "unceremoniously called it quits" after a few laps. As with every other engine failure so far, the root cause remains unknown.

"There was oil, some bits and pieces, unpleasant noises. It was not pretty." That's the most detail about the failure itself from the review, and he also points out that the failure of this particular engine may simply be the result of abuse from fellow journalists who undoubtedly gave the Corvette some "quality testing". He also raises the point that "sports cars break, and it ain't cheap to fix them when they do." While this is true, we also have no doubt that the brilliant minds at 'GMC' are certainly capable of building a vehicle that is both powerful and reliable (!), and that the particular Z06 in question is covered under 'GMC's' 5-year/100,000-mile powertrain warranty, and 3-year/36,000-mile bumper-to-bumper warranty.

Even so, these failures should-

n't be happening in the first place—at least not to this magnitude—as they are major contributors to customer dissatisfaction.

So, **FINALLY**, in order to prevent damage, Chevy is telling owners to *change their oil after only 500 miles*.

A statement from 'GMC' said that contaminants in the oil can cycle through the engine during break-in. Less than one percent of the 9,000 Z06s on the road have experienced engine problems. However, Chevy is recommending that all owners change their oil as soon as the vehicle reaches the 500 mile mark.

Chevy is also upgrading manufacturing processes to reduce the risk of contaminants in oil for cars just leaving the factory.

In the meantime, if you own a brand new Z06, go easy on the burnouts 'til you get some fresh oil in the engine.

Despite strong sales since its launch last year, the Colorado is **STILL** being outsold by its main rival—the Tacoma.

And it's not that the Tacoma is selling a few more a month than the Colorado. Instead, for every Colorado sold in July, **2.4 Tacomas** were sold (*Ed. Note: I'd hate to own that .4 Tacoma – Ha! Ha!*).

The Colorado was responsible for 7,209 deliveries in July, while the Tacoma had 17,033 sales.

Even if you include the **2,654** July sales of the **Canyon**, 'GMC's' sales in the midsize pickup truck race improves, but not much. The Colorado/Canyon sold 9,863 units in July to the Tacoma's formidable 17,033 units.

Bear in mind the Tacoma was an **OLD** model, with a new truck

launching shortly. So, in essence, 'GMC' couldn't outsell an **OLD Tacoma** with a **NEW Colorado/Canyon!**

Most automotive accessories look stupid and cheap when you put 'em on. Eyelashes for headlights? Don't know about you, but I get a little uncomfortable when I spot a sexualized Kia Forte. **NOW** someone wants to turn 'Stingrays' into 'Sharks'?! Talk about **TACKY!!**

This isn't just a glue and slap job—these teeth are laser cut and made from durable 304 stainless steel, hand finished by 'skilled craftsmen.' Manufacturer **American Car Craft** also guarantees they will not rust or tarnish over time. So all that Porsche blood should wash right off.

I say throw a set on your new Z06, and be the laughing stock of your neighborhood!

After an earlier report stated a rekindled Isuzu/Chevy joint-venture would yield a 'GMC' return to the medium-duty market in the US, Chevy elaborates.

They announced six models for the medium-duty truck market—3500, 3500 HD, 4500, 4500

(Continued on page 13)



### 2014 GMC Recall Ticker

# of Recalls

**104 (!)**

# of Vehicles Affected

**33,204,648**



## This n That

**Happy Birthday, Bronco!** On Aug. 11, '65, Ford launched the '66 *Bronco*. It wasn't the first consumer-oriented 4X4, but it's parked right up there in the company of early off-roading greats: Along with the likes of the *Jeep Wagoneer*, *International Harvester Scout* and *Toyota FJ40*, it is a bona fide founding member of the class of vehicles that would come to be known as SUVs. Before gussied-up minivans laden with luxury accouterments hijacked the term, the Bronco and its compatriots offered good, honest, body-on-frame fun. Early Ford commercials and promo copy proclaimed the Bronco "a rough, tough, go anywhere, climb anything sports car!"—a truck that "is equally at home on a rugged mountain grade or on a run to the shopping center." Which is more proof that 4X4/SUV/crossover marketing never really changes. The Bronco nameplate survived until '96, racking up some notable passengers along the way, and it was last seen slapped on a dead-end concept back in '04. We'll keep hoping for a reborn Bronco down the road, but it's the early Broncos that'll be remembered. Their simplicity makes them a blank slate for all your off-roading fantasies, but they're perfectly charming when stock...**Turbo**



**Record!** We believe we've just seen an auction price record set for a *stock Porsche 930 Turbo Carrera* that'll hold for a *loooong* time, though it shouldn't have been a surprise to anyone. The car was owned by **Steve McQueen**, and the car that belonged to the King of Cool recently brought **\$1.95 million** at the recent Mecum Monterey auction. The Porsche would later come into the possession of **Dean Paul Martin, Dean Martin's son**. Part of the proceeds from the sale will go to **Boys Republic**, McQueen's alma mater from his days as a troubled youth. "He always made sure he took care of this place," said Chad about Boys Republic. "It was a big part of his life, and he told me one day, he said, 'Son, this is the one place that turned my life around.'"**...Ranger Redo?!** Ford is in discussions with the UAW about bringing *the Ranger pickup back to the US*, said a person with knowledge of the talks. The company is considering a plan to build it at a plant near Detroit after production of the Focus and C-Max ends in '18. The proposal, which would need approval by Ford's board of directors, as well as the union, would give Ford a smaller and less expensive complement to the F-series that it has lacked since discontinuing the US Ranger in '11. Ford still sells the Ranger in nearly 200 markets overseas. As transaction prices for the F-150

have risen, so has the opportunity for a midsize pickup to fit below the F-150 without detracting from it. Ford and Fiat Chrysler's Ram brand have abandoned the midsize pickup market in recent years, leaving it largely to the Toyota Tacoma and the recently reintroduced 'GMC' Colorado/Canyon duo. "We will move production of the next-gen Ford Focus and C-MAX, which currently are built at Michigan assembly plant, beginning in '18," Ford said in an emailed statement. "We actively are pursuing future vehicle alternatives to produce at Michigan and will discuss this issue with UAW leadership as part of the upcoming negotiations." The Ranger likely would not be enough by itself to keep the plant running, meaning other vehicles would need to be assigned to it as well. In order to sell the Ranger in the US, Ford would need to build it domestically to avoid the **25 percent tariff on imported trucks** known as the *chicken tax*. Automakers have sold 211,797 midsize pickups this year through July, compared to 1.2 million full-size trucks. The Tacoma accounts for about half of all midsize pickup sales in the US this year. Ford sold nearly 350,000 Rangers to US buyers in '99, its peak year. But volume dropped to 70,832 in '11, when the plant that built it in St. Paul, MN, closed. Ford's truck

(Continued on page 7)



## T 'n T (cont'd)

(Continued from page 6)

group marketing manager told USA Today last year that Ford was considering bringing a smaller pickup back to the US but that its price and size would need to be different enough from the F-150 to make it worthwhile... **EXTREME "Cowboy Cadillac?!"** Sure, pickup trucks are getting more expensive these days, but this one is on a whole new level. Sixty-thousand and change? 70? 80? Nope, nope, and nope. Try **\$6 MILLION**. That's how much money it took Dunkel Industries to create the **Ford F-750 World Cruiser**. It's literally a house on wheels and it's powered by a Cummins diesel with 1,200 pound-feet of torque. That engine moves a **full kitchen**, a **bathroom**, a **dining area**, a **living room**, and **beds for six people**. It also allows this monster to haul **four tons of cargo**... **New Fiats Coming?!** Fiat Chrysler dealers meeting in Las Vegas in late August were wowed by a parade of new products coming to their dealerships, including a **Dodge Barracuda (?) convertible** and a swoopy next-gen **Dodge Charger** said to resemble a popular '99 concept designed by Tom Gale. Also in the mix, the next-gen Jeep Wrangler that, according to one dealer, "stays pretty true to

its current form," as well as a Jeep Grand Wagoneer luxury SUV with seating for eight. The long-rumored Jeep Grand Cherokee SRT Track Hawk—which is to be powered by the 6.2-liter Hellcat engine—also was shown. Dealers were told that the all-wheel-drive Track Hawk would have a 0-to-60 mph time of 3.5 seconds. Not shown was a Jeep Wrangler-based pickup. The dealer meeting, which was closed to the media, took place on the Las Vegas strip... **Hot Ferrari!** A millionaire's son landed himself in court after **torching his Ferrari so he could get the latest model as a replacement**. The 20-year-old paid three men to destroy his **Ferrari 458** so the insurance would help cover the cost of a new one. The man appeared at a court in Augsburg, Germany, where a judge heard he gets a **\$10,000-a-month allowance** from his dad and **owns 14 other cars**. According to local media reports, the Swiss businessman's son—who has not been named—parked the car outside a massage parlor and went in for an 'alibi.' His three accomplices then torched it where it was parked. Witnesses said they had seen men tampering with it and a police investigation was launched. Security cameras captured the incident and police eventually arrested the three men and the young owner. The wealthy owner posted bail to free himself from custody and has now received



a **22-month probation**, and a **\$24,000 fine**. His three accomplices were given probation of 14 and 16 months each. **Somebody needs a good ass-kicking...Not Surprising.** The family of **Kevin Ward, Jr.** has filed a **wrongful death lawsuit** against **NASCAR's Tony Stewart**, alleging his actions during a '14 sprint car race at Canandaigua Motorsports Park. Per the lawsuit, the family believes that during a yellow-flagged lap that saw Ward exit his vehicle and head toward the cars, presumably to have a few choice words with Stewart, that Stewart purposely blipped the throttle and hit Ward when his sprint car slid sideways, knocking him 25 feet away. He died of injuries consistent with massive blunt force trauma forty-five minutes later. Bad news for the Ward family is the fact that he left the safety of his car and stormed onto the race-track, caution or not, and that his toxicology report **showed marijuana in his system at time of death** (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!) 🍷





## Round2 '79 T/A

(Round 2, #MPC820/12, 100+ pieces, white, chrome, clear, clear red, vinyl tires, decals, metal axles)

By 1979, sales of the Trans Am had peaked at 117,109 cars, out of a total of 211,454 Firebirds produced (*a bit more than half!*). Counted in this total were normal T/As, SEs (*a.k.a. 'Bandit'*) cars, and last but certainly not least, 10<sup>th</sup> Anniversary cars.

This kit is a reissue of the 10th Anniversary Trans Am, and is listed as a 3 in 1, containing stock, street machine and race options.

**Engine:** The basic engine is an 18-piece subassembly (*split longitudinally, as was common practice*), with the shaker hood scoop upping that by three pieces. You'll want to dechrome the chrome valve covers, as by now, they had gone very low key in the underhood area.

**Chassis:** Simplified lower A-arms, with the wheels held in place with plastic pins. A two-piece fan shroud/header panel holding the battery, rounds out the engine compartment. The exhaust and rear end are a single piece, highlighted by separate chrome splitters. A small crossmember and driveshaft complete this sub-assembly. That is, unless you build the 'Street Machine' version—two variations of sidepipes are included, that, if utilized, would obviously necessitate removal of the stock, molded-on system.

**Interior:** Tub style interior, with two one-piece bucket seats, dashboard, steering wheel, and

chrome automatic shifter. Also included is an optional CB radio. Herein lies one of the foibles of this kit—note that this car is equipped with an automatic transmission,

according to the console, which would have meant that it would have been equipped with the **403 Olds motor**. The Pontiac V8 would've had a 4-speed to back it up, as Pontiac stockpiled about 10,000 of the 400 Pontiac engines. This was back in the day when GM resorted to their engine lineup being referred to as 'corporate motors' after being sued by numerous customers for selling vehicles with 'mismatched' engines (*Chevy/Olds in a Pontiac, for example*).

The 'race' interior includes a five-piece roll cage, front floorboard and rear seat filler panels, 4-speed shifter (*thank you!*) and gauge panel for the dash. Ironically, the stock seats are also 'race' seats.

**Wheels/Tires:** The cast aluminum wheels used on this car are incorrect in this application. They were new for '79, manufactured for Pontiac by the Appliance wheel company, in 15" x 8" configuration, to be used in conjunction with Pontiac's WS6 suspension package on the top of the line Tenth Anniversary Trans Am (*or, TATA for short*). These wheels were optionally available on all



Formulas and T/As with the WS6 handling package for 1980 and 1981. Beyond that, the snowflake (7" and 8") and Rally II (7") wheels were also available.

The tires, to blunt, are horrendous! They are the old, square-shouldered Goodyear racing tires, rather than the modern radials (*size 225-70R/15*) that came as factory equipment. Round2 has some very nice tampon-printed lettered tires, as well as redlines, but nothing appropriate for this application.

**Body/Glass:** The body is unique in that it is a solid roof car with the T-top option molded in. So, building a rarer solid roof car would mean simply sanding the roof to remove the molded in T-top details. Separate hood, wheel spats, front and rear bumpers, grilles, tail light and spoiler are included, along with, of all things...outside rear view mirrors! When was the last time you saw these in a kit of this vintage?!

**Decals:** The decals are, in a word—incredible!! They are likely the highlight of the kit. Three different color schemes are included—red, blue, and gold. The best part though is that the decals

(Continued on page 9)



## T/A (cont'd)

(Continued from page 8)

actually spell out 'Trans Am,' unlike the TATA version of this car, which included enough separate letters to allow the builder to piece together the Trans Am fender markings. I don't know about you, but I'm gonna pick up several of these before they get pulled from shelves. You see, on the surface, it doesn't appear as though Round2 is paying the SCCA for the right to use the Trans Am name, since the box refers to the car as a "**Firebird™ T/A**". It appears that 'GMC' is getting paid, though. And then to find such a complete, comprehensive decal sheet upon opening the box is a real treat!

Beyond the markings, there are numerous license plates with Firebirds of varying color schemes.

**Box Art:** Very nicely done rendering (*as opposed to a picture of the built-up kit*), of a blue car.

There were only two shades of blue for 1979—Nocturne (*dark*) and Atlantis (*medium*). This one appears to be the latter.

Here's an anecdote from a diehard Chevy 'car guy' friend of mine from years ago, that you might find amusing (*unless, of course, you're a Chevy guy!*): He and a friend were out drinking and talking cars, and a disagreement came up. To resolve it, they traded vehicles—a big block '67 Corvette, and a '79 Trans Am (*equipped with the 400 4-speed, and WS6 suspension*). No big surprise, that the Vette would walk the T/A in a straight line. The big surprise came when the road got twisty—the situation was re-



versed, with the T/A leaving the Vette in the dust, despite being the underdog by a bit more than 200 hp (435 vs. 220—*by the way—did I mention it was a tri-power Vette?!!*)! After that night, my friend had a new appreciation for Pontiacs!

So, in the end, a "good news/bad news" situation, but definitely workable, with the only real issue being a set of 1/25<sup>th</sup> scale WS6 (8" wide) snowflake rims. But I'm workin' on it!

by: Tim "Ponchoguy" Sickle 🍷

## New Stuff!!

The following list of new (*a.k.a. reissues it seems, for the most part*) kits was recently posted on the **Spotlight Hobbies website**, and runs to the end of '15.

### September

- Joker monster truck (*1/32 scale*)
- '71 Thunderbird
- The General Locomotive
- VW Scirocco
- '89 Batmobile
- '23 Ford Model T Delivery, "Nestles" livery
- Fruehauf Tanker Trailer

### October

- Honda Trail 70 mini bike
- Honda 750 Four motorcycle
- '67 Charger "Great Street Machines"
- '50 Ford convertible
- 1970 Dodge Challenger R/T "Vanishing Point"
- '70 Chevy Monte Carlo

### November

- '60 Corvette
- Soapy Sales Dodge Challenger funny car
- '58 Chevy Impala
- '12 Z06 Corvette Speedkit Friction (*1/20 scale*)
- '09 Ford Mustang GT Speed-

kit friction (*1/20 scale*)

### December

- Dodge Deora
- Flameout show rod
- '12 Camaro Speedkit friction (*1/20 scale*)
- '76 Cushman Duster
- '71 Dodge Charger R/T "Dirty Donny"
- '10 Ford GT Speedkit friction (*1/20th scale*)
- '69 Plymouth Barracuda

Also rumored to be returning are the "**USA-1 Pro Stock Vega** (MPC), **Flying Wedge r/e dragster** (AMT), and **Flameout show rod** (no release dates).

Thanks, Round2! 🍷

## Dream Job *AGAIN!*

Well guys, in a repeat of last year, Nick and I were again present and 'working' (*I use that term loosely!!*) the **Mecum Harrisburg classic car auction** in late July and early August. And, again, as in the past, we both worked on Friday and Saturday, the last two days of the three-day event.

Not to sound like a broken record, but we were again treated to the chance to drive some musclecars and exotics that you just don't see every day.

In an attempt to 'fine tune' things, it was a bit more difficult to simply 'babysit' a particular car that you just had to drive. The SVGTO club had members rotating the job of assigning cars to ensure a smooth, uninterrupted flow to the stage. The Mecum folks were so impressed with our work last year, that they actually delegated the responsibility to our group of 'staging' the cars in line to cross the auction block, something they **RARELY** do, for obvi-

ous reasons.

As if to underscore our involvement, the local Corvette club and a new-for-this-year Nova club were actually arguing over their respective duties.

I can't speak for Nick, but all told, I think I drove almost two and a half dozen cars, ranging from a low-mileage '91 V6 automatic Firebird, to an '06 Lamborghini Gallardo Spyder. Oh, an there was also a Ram Air IV '69 GTO thrown in there for good measure, too! The cars ran the financial gambit—the Firebird sold for **\$9,000**, while the Gallardo was a no sale at **\$127,500**, while the RA IV Goat sold for **\$50,000** (*I firmly believe the seller was expecting more!*).

Meanwhile, Nick got to shoe a '70 Trans Am, a '73 Pro Touring



Yer fearless editor in...Gasp! A CHEVY (LOL)!! Thanks to Rich Wilson fer rattin' me out (LOL)!!

**Trans Am**, and a **Lamborghini Diablo**, among others.

There was obviously also TV coverage of the festivities, by NBCSN. While we have yet to fully view all of the taped coverage, it appears as though Nick and I made appearances in at least four cars each during the coverage.

Overall, the number of cars consigned was up over last year, but their sell-through remained the same, meaning that **SOME** people musta had inflated opinions of what their stuff was worth!

(Continued on page 11)





## "Top Ten!"

(Continued from page 10)

Again, an absolute blast! Nick and I were dragging after the 12-hour days, but we 'walked it off'!

Pix at the link:  
<https://public.fotki.com/PMDracer/2015-mecum-harrisbu/>

Mark your calendars for next years' event—July 21-24, 2016!  
*We know where we'll be!!* 🏠

3: '67 Corvette coupe - \$138,000



7: '41 Packard station (woodie)



4: '57 Vette convertible - \$132,000



8: '64 Vette convertible - \$115,000



1: '68 Shelby GT500KR convertible - \$190,000



5: '57 T-Bird - \$127,500



9: '15 Roush Stage 2 - \$102,500



2: '31 Bugatti Royale Replica - \$147,500



6: '68 GT500KR fastback - \$120,000



10: '70 Shelby GT500 fastback - \$94,000



## "Buyer Beware!"

Here's an unfortunate set of circumstances for one auction buyer.

According to a report published by *Jalopnik*, done by a lawyer of 23 years, Isaac Pardoe bid, and won, a very rare 1967 C2 Corvette back in 2011. The significance of the car wasn't detailed, but his final selling price reached \$68,500. That's not chump change in the slightest. Almost immediately after the bid, a fellow attendee notified the man his "1967" Corvette was really a 1964 Corvette with modifications to

appear as a 1967 model. According to the article, there are two ways to approach this information. The first being Mecum (*the auctioneer*) is at fault for allowing this kind of vehicle to pass an inspection and be sold with faulty information. The second being the buyer should have done some basic research to see if the VIN matched on the vehicle.

We see both sides but, regardless, the way Mecum has handled the situation has been a tad disconcerting. According to the story, Mecum wanted nothing to do with his Corvette problems, and demanded payment for the car.

Payment was received and, five months later, the car and the title was delivered. Except, the title didn't come from Mecum or the previous owner.

Apparently, the title was shuffled around to keep Mecum's name far and clear of the car, coming from "Billy Bob's Fast Expensive Cars."

Now, Pardoe has tried to sue Mecum, but legalities have nearly thrown his lawsuit out. As a bidder, documents were signed agreeing to purchase a vehicle "as-is," with another statement saying he was to not "rely" on anything the auctioneer said.

Be careful out there, guys! 🏠



## Satellite (cont'd)

(Continued from page 2)

are left and right specific.

**Tires/wheels:** This is one of very few kits that include the correct generation tires for the car in the kit; thank you very much. I wouldn't mind having several more sets of them. They have beautiful pad printed correct sized narrow whitewalls and nice tread pattern. The wheels are the new type one piece made for hollow tires and have separate three-point knock offs.

**Body/glass:** All the nay sayers should be delighted to see the body is so glossy that they will need sunglasses. The shame is it will need to be roughed up *if* they plan to paint it. But be careful **NOT** to clip out the plastic across the front fenders; it's the upper part of the radiator support. The mold lines are quite difficult to find; I'm not sure if that's good or bad! Moebius includes their very nice opened hood hinges.

I saw an auto show recently where the hood was off a car and the hinges were in the down (*closed*) position. The star of the show leaned over the car just as the hinge popped up and **ALMOST** took out his eye.

I came up with a have your cake and eat it idea for these hinges. Cut a piece of .020" brass rod to fit from hinge to hinge while they are in position, but not glued to the hood. Then cut two more pieces and bend them in a "J" shape and glue them to the top of the hinges.

All that will hold the hinges in the fenders and the "J" hooks will hold the hood open.

Simply remove the hinges and the hood can be fitted in the closed position.

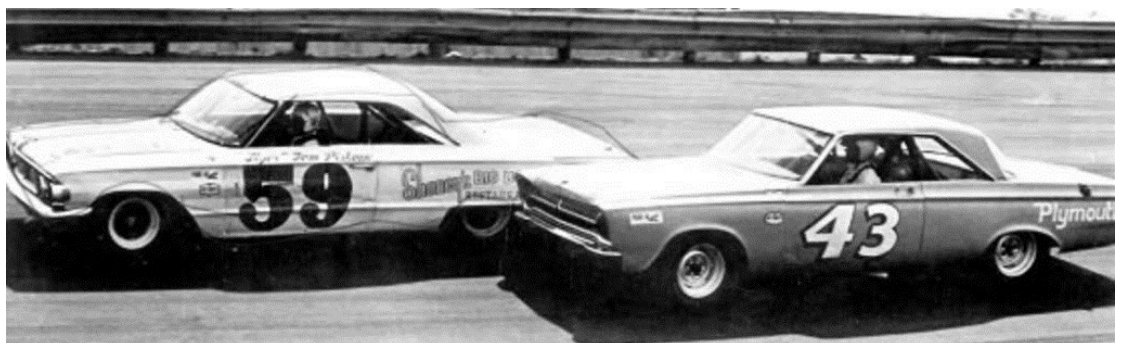
When did you see a model that included the sheet metal piece that is behind the grille; it's in this kit. And the headlight reflectors are separate from the grille as well. The taillight panel, inner front fenders, firewall, and radiator support are all separate pieces. The taillights are chromed pieces and will need clear red paint to make them look real. The tail panel has the chrome trim that's separate along with back up lights. There are chromed wipers, door handles, radio antenna, hood emblem, and side mirror. The glass is thin and very clear because of the special baggy it's in. I just wish they would remember to include the rear side glass. The back-up and parking lights are clear pieces as well. Separate battery, washer bottle, wiper motor, dual horns, and master cylinder without a booster are included, but no under hood decals. All of the body scripts are cast to the body and are on the



decals as well.

The instruction sheet has its usual list of available body colors as well as interior colors. I just wish they could print color chips to go with them, but they wouldn't print out right anyway. It's a very nice kit that fills a hole in our Mo-par collection. It only builds up stock not that it's a bad thing. There are many variations that can be done from this. I bet you can't buy just one of these. For instance, I discovered that Petty engineering built a race car of this car for a year he didn't race in NASCAR.

by: Rich Wilson 🇺🇸





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

(Continued from page 5)

HD, 5500 and 5500 HD.

If they look familiar, that's because Chevy will procure *Isuzu N-series trucks* from them, and sell them through their dealer network. The 'GMC'-Isuzu partnership will bring the first Chevy medium-duty offering in years.

But, it won't merely be a rebadged Isuzu. Chevy will offer the only medium-duty truck in the US with a gas engine: a 'GMC' **6.0-liter V8 engine**, though, customers may also choose from a 3.0-liter and 5.2-liter turbo-diesel. Each engine will be paired to a six-speed automatic. The gas-powered one will be assembled in the US in Charlotte, Michigan.

Following news of 'GMC'

toying with the idea to import the **'16 Buick Envision crossover** from China to the US, *Reuters* has stepped in with details on Buick's future assembly plans, which they got from suppliers.

Per to the report, **most Buicks sold in the US will be built in China or Europe**, and imported into the domestic market. The next-gen LaCrosse and Enclave are still expected to be built in the US, however.

Buick is eying a move of the Verano from Michigan to China in late '16, followed by the Regal, which may go to either Europe or follow the Verano to China in '17. The Encore, currently built in South Korea, is also expected to move to China.

The '16 Cascada convertible is already built in Europe, and will be imported to the US.



The VP of the UAW 'GMC' department, voiced concern once again with this latest news saying 'GMC' would be "tone deaf" to import vehicles from China and other markets "after sacrifices by US taxpayers," along with union concessions and a government funded bailout to create a new, profitable automaker.

So, now we have **rebadged Opels being built in China**, and **imported to the US**. How long before we get *Caddys* with **"Made in China" stickers** on their chassis?! **You're welcome, 'GMC'!**



## xXx Returns!!

Before *Fast and Furious* turned into one of the biggest franchises in the world, people thought of *Vin Diesel* of a man of three franchises. *Fast and Furious*, of course, *Pitch Black* and *xXx*. Even though Diesel only showed up in the first *xXx* film, he long said he'd return to the spy-fi series. Now he will.

Diesel posted the below image on his Instagram saying that "While I was filming *xXx*, guys on set called me Air Diesel... The time to return has come. Filming starts December in the Philippines."

Who will direct, write or what the film will be about, is unknown. But it's definitely amusing

to make the announcement during the second weekend *Straight Outta Compton*, produced by and based on the life of *xXx 2* star *Ice Cube*, is dominating the box office. It would be excellent to combine the two stars into a mega sequel, but that's pure fan fiction at this point. In fact, a once rumored title of *xXx 3* was **"The Return of Xander Cage"** so expect Vin to run the show.

Xander Cage is the name of Vin's character in the '02 hit, which was directed by Rob Cohen. Cage is a former extreme sports athlete recruited by the government to go undercover and use those skills to fight bad guys. The movie was a gadget-filled, hyper-stylized action movie kind of in the mold of the current *Fast and Furious* movies. It was a big hit

and was followed in '05 by a Diesel-less, Ice Cube sequel, *xXx: State of the Union* (Ed. Note: a movie not worth the film it was printed on!!). That film was a financial and critical disappointment. Hence the 10 year layoff.

Diesel is so popular these days, and fans are so hungry for big action films, you have to think *xXx 3* will cause some excitement, even if many people don't remember the first film. I remember the film and am not particularly excited about it. But the same was probably said after Diesel came back to the *Fast and Furious* franchise after missing two movies and we all know how that turned out.

Bring it on, Xander! Better **feature a GTO** as in the first two parts, too! 🚗

## Condolences (cont'd)

(Continued from page 1)

his car and handing out toys and memorabilia. Sometimes his son would join him dressed as Robin.

In July of '12, Robinson got a **REAL** Batmobile instead of the Lambo, a replica of the George Barris car from the 60s TV show. He used it to visit children across the country.

Robinson's new Batmobile had been on special order from BC firm **Unique Movie Cars and Props**, which built it to 60s bat-spec. The original, based on the '59 Lincoln Futura concept, was a George Barris-designed custom created for the ABC TV show. It was first dubbed "Futura Show Car" before being rechristened for the show's title character when **Batman** debuted on January 12, 1966.

Robinson's new Batreplica—a.k.a. "Anti Crime Roadster," in copyright-free parlance—was built from the ground up, with no donor car. It has a urethane bodyshell, worked Ford V8 and C6 transmission. It's also got period-correct onboard props like a **Bat-radar scope, bat-wing steering wheel** and lots of other such paraphernalia, just like the origi-

nal. Pro-touring hardware wizards Craig and Art Morrison created the chassis.

Unique Movie Cars and Props appears to have the replica Batmobile market sewn up—they build the cars primarily on early-70s Continental, GM station wagon or Chrysler chassis. this car, he says, was fabb'ed from the ground up, with a tubular steel frame, polished control arms, Aldan adjustable coilovers and urethane-bushed mounts, and sculpted shock towers.

From the *Post*: *On one visit to Children's National Medical Center in Washington, he reflected on the health of his own three children. "We're lucky," he said.*

*At Children's, there were kids with tubes in their noses, with IVs in their arms. He handed out gifts: Batman books, rubber Batman symbol bracelets and other toys.*

*Batman made those kids smile. They all thought he was Batman, a hero.*

*"I'm just doing it for the kids," he said.*

Meanwhile, **Yvonne Craig**, the actress who played the role of the high-kicking crime fighter **Batgirl** on the iconic 60s ABC series **Batman**, died in mid-August. She was 78.

A former ballerina, she



died at her home in Pacific Palisades, her nephew announced. The cause was breast cancer that had metastasized to her liver, he said.

She joined **Batman** for its third and final season (1967-68) as



Batgirl/librarian Barbara Gordon, the daughter of Gotham City police commissioner Gordon.

**Batman** producer William Dozier called and asked her if she would come for an interview, she once re-

called.

"When I got there, he said, 'We're thinking of adding a new character to the **Batman** series—**Batgirl**. Would you be interested in doing it?' I said, 'Very!'"

She said they put her character on the show "because they needed someone who could encourage an over-40 male audience and a pre-pubescent female audience. That's the real reason they hired me!"

She did all her own stunts and motorcycle riding on the show. Her leatherette-clad character accessed her sleek Batcycle from an old, unused elevator hidden behind a revolving wall in her apartment that led to the street below.

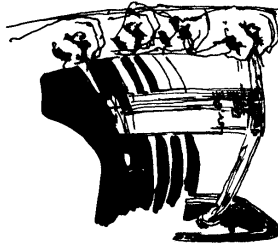
(Continued on page 16)





## SeaVegas AUTO SHOW

- Oct. 10th—*NNL #36* in Sylvania, OH. *Theme—Demo Derby.*
- Nov. 14th—*Southern Nats NNL*, in Smyrna, GA. *Theme—Vans & wagons.* 🚐



Looks like he missed—oops!!

## (Re)Birth Announcement



# Hello

*'Billie' (think  
Goat!)*

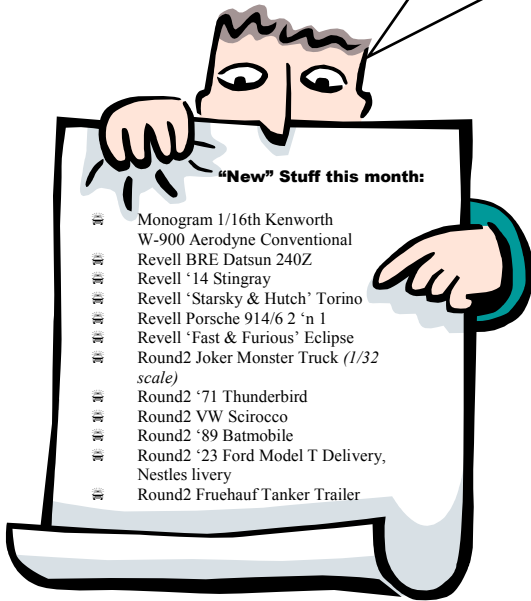
Arrived on July 12,th, 2015  
1:00 in the afternoon  
3,506 pounds  
200.7" long (*big girl!*)



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**MAMA's BoyZ do it in scale!**



**"New" Stuff this month:**

- Monogram 1/16th Kenworth  
W-900 Aerodyne Conventional
- Revell BRE Datsun 240Z
- Revell '14 Stingray
- Revell 'Starsky & Hutch' Torino
- Revell Porsche 914/6 2 'n 1
- Revell 'Fast & Furious' Eclipse
- Round2 Joker Monster Truck (1/32  
scale)
- Round2 '71 Thunderbird
- Round2 VW Scirocco
- Round2 '89 Batmobile
- Round2 '23 Ford Model T Delivery,  
Nestles livery
- Round2 Fruehauf Tanker Trailer

## Websites

**Philly Area Car Modelers:**

<http://www.pacms.org/>

**Central PA Model Car Club:**

<http://www.freewebs.com/cpmcc/>

**NNL East:**

<http://www.nnleast.com/>

**East Coast Indoor Nationals:**

[www.eastcoastindoornats.com](http://www.eastcoastindoornats.com)

**Maryland Intl Raceway:**

<http://www.mirdrag.com/>

**Old Toyland Shows:** <http://www.oldtoylandshows.com/>

**Carlisle Events:**

<http://www.carlisleevents.com>

**York US30 Musclicar Madness:**

[www.yorkus30.com](http://www.yorkus30.com) 🍷

## Classifieds 'Bats' (cont'd)

**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 Sickle at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting. **Thanks!** 🍷

(Continued from page 14)

On the series, only Alfred the butler knew her secret identity—not even Batman or Robin!

**Batman** was an immediate sensation when it debuted in January '66 but had run out of steam by the time she joined the series for its final 26 episodes.

In 2000, she wrote a memoir, *From Ballet to the Batcave and Beyond*.

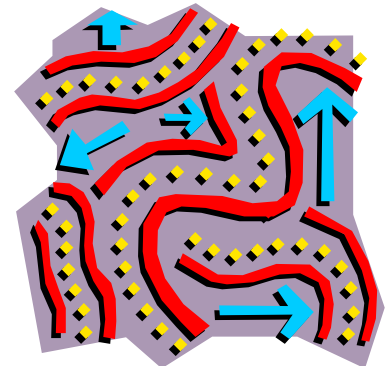
*Godspeed, 'Batman' and Bat-girl!* 🍷

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. 🍷

## Club Contact Info

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