



MAMA Sez!

Volume 28, Issue 3

November, 2015



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

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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. ☞

Turkey Day's Almost Here!

Last month's meeting was well attended. We discussed the annual *Toys for Tots drive*, and *inclement weather policy*. Specifically, if PG county has a snow emergency in effect, there will be **NO** meeting!

We also discussed fellow modeler "NY John" Agugliaro's unexpected passing.

Thanks to MAMA's

Boy Matt G for his *Alclad demo display*. Remember, if there's something you wanna see, *say something!*

Rich Wilson this month takes a peek at the *Revell Starsky & Hutch Torino*, while *Ron Roberts* builds the *Round2 1972 Chevy Blazer 'Crew Chief'*—thanks, guys!

The Pontiac Parade

was present.

The raffle raised **\$65.00**, while the door kicked in additional **\$82.00**—a bit shy ☹ !

Thanks to the raffle donors: *Brad, Ed Brown, Steve M. Buter, Mike Costic, Matt Guilfoyle, Ron Hamilton, Rich Meany, Bradley's Car Collectibles and Replicas & Miniatures Co. of MD.* We 'preciate it! ☞

Condolences

George Barris, the original *King of the Kustomizers*, the man whose drive and vision nurtured and promoted the art of the custom car and whose shop built some of the most iconic TV and movie cars ever made, passed away in early November of a brain tumor. He was 89.

He is best known for the *Batmobile*, the *Munster Koach* and the iconic *Raiders Coach*, while Barris Customs cranked

out famous film and TV cars for decades.

It all started with the customs, though.

While there may have eventually been custom cars without Barris, they probably wouldn't have been as cool and they certainly wouldn't have been as widely known as they became. Barris' shop in Lynwood was the epicenter of the car culture in California, attracting talented artists, promising protégés and numerous hangers on for

years. Those who came through, worked at or just knew and partied at Barris Customs included everyone from Ed "Big Daddy" Roth to Von Dutch.

Fred Thompson, a former US senator from Tennessee, GOP presidential candidate, Watergate attorney and actor who starred on the TV drama "Law and Order," died in early November after a recurrence of lymphoma in Nashville. He was 73.

Mr. Thompson, who

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Revell S&H Torino

The first thing you notice is that there is no year designation on the box, but I believe it's supposed to be a '75 since that's the year the show started. I had to do a little research since I didn't watch the show at the time. I discovered that the prime reason this Torino was chosen was simply because the studio had a contract with a company that supplied Ford products to them. The wheels, tires, white stripe and air shocks were added.

I was unable to find out what engine was in the S & H cars. It seems there were several cars that had various purposes. But the show and the car were so popular that Ford built 1001 look-a-likes. I've always wondered why there seems to be so many of these cars floating around. Those cars were painted white then masked off and the factory (*bright red*) red was added. Any available engine could be ordered for the car. I had hoped this kit would rival Revell's '70 Torino, as I'm a Torino fan. But with a parts count at only 88 there isn't much chance. I'm guessing it's aimed more towards the younger builder than us older types. Nineteen of the parts are cast in red plastic (*body and interior*) while twenty-eight are in black plastic (*chassis and engine*).

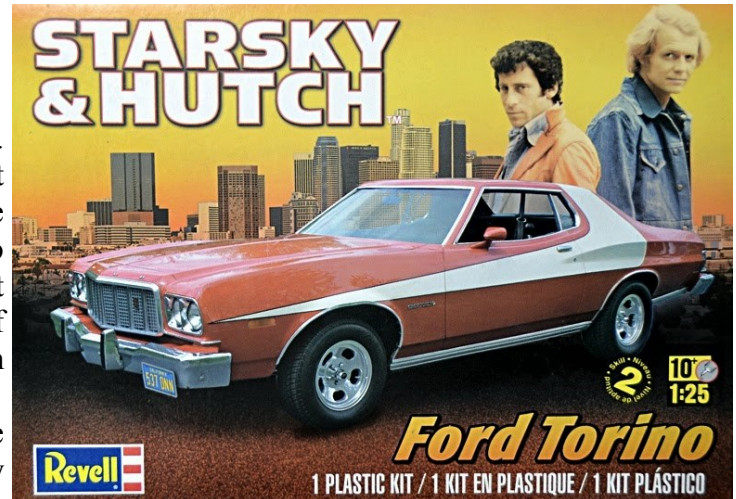
Don't get me wrong, what's here is mostly well done, but it only builds as the Starsky & Hutch car. It seems that '73 was the last year for bucket seats in Torinos. After that buyers of Torino Gran Sports had to settle for a seat that had a bench bottom and

bucket backs. And the "sport roof" was gone as well. It's no wonder that sales fell off with production ending after '79.

The engine in this kit may be correct for this S & H car, but it looks to me to be a combination of Windsor heads and valve covers on a Cleveland block. I would suspect it really had an unmodified small block either 302 ci or 351ci. Either could be had, 1:1, but only with two-barrel carbs. There was a Cleveland four-barrel and a 460 ci four-barrel also. The 400ci two-barrel isn't worth mentioning.

Engine: As I said it's a custom engine basically with two four barrel carbs and finned air cleaner and valve covers. It consists of 21 pieces altogether with a distributor molded to the two-carb intake. Likewise the alternator is cast to the fan belt, but the power steering pump is separate. The oil pan is a separate piece with the starter molded to it. Oh let's not forget the separate oil filter. The C-6 automatic transmission gets a separate pan as well. Replacing the "Windsor" parts shouldn't be too big of a problem for those with spare parts. There is a decal for the oil filter.

Chassis: Compared to what we've gotten in the past, like the '70 Torino GT/Cobra, this one is quite simplified. The front suspension is one-piece while the rear is



two-piece, also with shocks. The exhaust system is one piece and a separate drive shaft goes between it. 1972 was the first year that the Fairlane/Torino model got a full perimeter chassis and the one in this kit is fairly well represented with the floor cast to it. But there is none of the detail like emergency brake cables or brake lines. For those that like to do their own detailing that may be a good thing. Since the rear axle assembly changed to coil springs in '72 there are no leaf springs and as a matter of fact the coil springs are represented with round tubes; the front is done the same way. There is a nice two-piece radiator and upper hose. The wheels attach with the now standard for Revell rivets. There are two decals for the radiator shroud.

Tires/wheels: For those of us that have been building for a long time, you will remember the "Goodyear Blue Streak Sports Car Special" tires that Revell put in a great deal of racing or sports car kits. Well those are what is included in this kit, but without the lettering of course. It gives a "big-little" tire set up, but they look

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Round2 Chevy Blazer

The 1972 Chevy Blazer 'Crew Chief' (AMT897/12, 1/25 scale customizing kit) is a re-issue of the 1972 Chevy Blazer 'Crew Chief' molded in white and released as part of Round2's 2015 releases. Included are 156 parts, which include one window glass set. Round2 recreated the construction site box art for this kit. Ten tires are included in the kit, five stock and five off road snow/mud tires. I believe builders will approve of the early 70's expanded decal sheet which includes feather panel graphics from the "Boondocker" issue. This gives the builder the ability to build a period perfect early 70's construction Engineer's wagon, off road weekend custom, or a 'what-if' four wheel drag truck! You will have to locate some wide drag slicks from your parts box if you want to build a drag truck as I did.

Engines: A well detailed 350 cubic inch Chevy which can be built stock or fuel injected with tall chrome stacks for custom/racing.

Chassis: The chassis is a 70's state of the art off road four wheel drive chassis with a set of skid plates and two chrome auxiliary

fuel tanks. The chassis builds easily, but be sure to test fit the engine and transfer box to the chassis before the glue dries. This will ensure that the drivetrain lines up.

Tires/

Wheels: Five Firestone snow/mud tires and five Firestone stock tires. In addition, there are four deep set chrome wheels and four stock chrome hub caps. A spare steel wheel and mounting bracket is also included.

Interior: Standard 70's AMT bucket style with separate bucket seats, center console, dash and steering wheel.

Body: The body and the kit have minimal flash and the tool has stood the test of time for a kit of this vintage. Fit and finish is quite good with the exception of the Blazer's top. The top in my kit was slightly warped and I used running warm water to move it back in

shape for a good fit to the body.

Summary:

Back by popular demand! It's the feature-packed 1972 Chevy® 'Crew Chief' Blazer™! The Kats at AMT® have taken the best aspects of past issues of the kit and have combined them



to make this sought after model the best it can be. It features the rare early 70s 'construction site' packaging combined with all the optional parts and 'Feather' panel graphics. Hats off to Round2, I highly recommend this kit to all model car builders!

Kit features: 1) Optional stock or off road wheels & tires; 2) Custom injected engine option; 3) Colorful 70's 'Feather' panel graphics and construction company decals; 4) Construction helmets and tool box accessories; 5) Vintage 'Crew Chief' packaging from the rare 'Construction Site' series.

Here is the requisite photo link to the build progress and end product that Ron has been so kind as to offer—<http://public.fotki.com/Modelpal/ron-roberts-models-/1971-chevy-blazer-amt897/>

by: Ron 'Box Art' Roberts 🎨



'Gov-a-mint Motors!'

'GMC' is recalling **70,200** Chevy Aveos in Russia over potential steering problems in extremely cold temperatures. The Aveo is sold as the Chevy Sonic in North America.

According to Russian federal regulatory agency Rosstandart, tests have shown the cars' hydraulic assisted steering system could develop cracks in temperatures below -40 Fahrenheit.

If cracks develop in the steering system, vehicles could become unmanageable, resulting in a crash.

'GMC' has yet to provide a solution to the recall – surprised?! However, it would seem that the fix will involve dealers replacing components of the steering system free of charge to the customer.

Last spring, 'GMC' announced that it would pull its Chevy and Opel brands out of Russia, idling its factory in Saint Petersburg, thereby leaving Cadillac as the only 'GMC' brand in the country. However, the move could be a temporary measure by 'GMC' to safeguard against the collapse of the local auto market associated with the plunging value of the ruble and economy. The negative economic conditions in the country are the result of sanctions imposed by the west on Russia over the Ukraine conflict.

'GMC' is recalling **31,685** full-size SUVs because the front windshield wiper motor may overheat and catch fire.

'GMC' told the National Highway Traffic Safety Administration it will recall **29,295** '16

Traverse, Enclave and Acadia SUVs in the US because the windshield wiper motor may overheat when in use because of a manufacturing defect.

About 6,400 vehicles are in customer hands. 'GMC' sent those owners recall notices by overnight letter and urged them not to use the windshield wipers until they have been repaired.

'GMC' said if owners can't get to a dealership for the fix because of rainy weather, the automakers will arrange to pick up the vehicle for servicing.

"If repair parts are unavailable, 'GMC' will provide a rental car at no cost until parts become available," 'GMC' said in a statement.

'GMC' is recalling **9,932 2006 -07 Rainiers, Trailblazers, Envoys, and 2006 Trailblazer EXTs and Envoy XLs** over a potential issue with the driver's door master power window switch module that could result in a fire.

Fluid may enter into the master power window switch module on the driver's door, causing corrosion. This could result in a short in the circuit board, causing window switches to become inoperative.

Vehicles may have had their master power window switch module treated with a protective coating, instead of having it replaced. The protective coating may not eliminate the risk that the circuit board could short and re-



sult in a fire, even while the vehicle is unattended.

'GMC' will notify owners, and dealers will install a new driver's door switch module, free of charge. The manufacturer has not yet provided a notification schedule.

'GMC's' Holden division is recalling its '14 model year VF Commodore Sedan, Ute and Wagon as well as the '14 model year Caprice over a potential issue with the seat position sensor that could diminish the function of the front airbag.

If the driver's seat base has been replaced for any reason, the seat position sensor may be inoperative. If the vehicle has an inoperative seat position sensor, has the driver's seat adjusted to a forward position and is involved in an accident that requires deployment of the frontal airbags, the airbag will deploy with marginally more force than intended.

In the case of a crash that requires deployment of the frontal airbags, there is the potential for increased occupant injury.

The fix was not specified at time of recall release.

The Holden Commodore VF is sold as the Chevy SS sedan in

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'Gov't' (cont'd)

(Continued from page 4)

the US. As a result, 'GMC' is also recalling **23** '14 Caprices and SS sedans in the US over this issue.

'GMC' is recalling **414** '15 LaCrosse, XTSs, Camaros, Equinoxes, Malibus, and Terrains over a potential issue with the **airbag that may rupture upon deployment**. The defective airbags are supplied by **Takata**, and the rupture was discovered by Takata.

The vehicles have front seat-mounted side impact air bags whose inflator may rupture upon deployment, resulting in the airbag not inflating properly.

The rupture could cause metal fragments to strike the vehicle occupants, potentially resulting in serious injury or death. Additionally, if the air bag does not properly inflate, the driver or passenger is at an increased risk of injury.

'GMC' has begun notifying affected owners via overnight mail. Dealers will replace the side airbag modules on all of the affected vehicles with new components outside of the batch affected by the recall.

'GMC' is recalling **3,073** '14 and '15 model year Silverados and Sierras as well as certain '15 model year Tahoes and Suburbans over an **ignition switch issue** that could cause the airbags not to deploy in the event of an accident. **REALLY?! ANOTHER** ignition switch issue?!?

The ignition lock actuator may bind, making turning the key difficult or causing the ignition to get stuck in the 'Start' position.

If the key stuck in the 'Start'

position, the ignition may suddenly snap back into the 'Accessory' position, causing a loss of engine, steering, and braking power, increasing the risk of a crash. If the vehicle is in a crash, the air bags may not deploy, increasing the risk of injury.

No accidents or injuries have been reported as a result of the defect associated with this recall.

'GMC' will notify owners, and dealers will replace the ignition lock housing, free of charge. Obviously, 'GMC' hasn't yet provided a notification schedule.

Previously, it was reported the Caddy XTS wouldn't see a second gen after it lives out its current product lifestyle, according to a report from **GM Inside News**. Now, it's widely speculated they will not offer any vehicle suitable for coach builders.

The XTS was a lukewarm stop-gap to ensure Cadillac had some sort of large sedan to round out its portfolio. It was quite clear this car shared its bones with its Buick and Chevy cousins, but the car appealed to Cadillac's long standing customer base.

This will leave the livery market high and dry for an offering from 'GMC,' where the XTS currently includes a stretch limo and hearse option.

Currently, the only other major player in the livery market is Lincoln, which offers the MKT in a limo and "MKT Town Car" format, but even that vehicle has been slow to adapt to.

Who knows, maybe it's not so outlandish to think the POTUS will one day ride in a Buick limo. One thing is certain, though. Cadillac is keen on reinterpreting its

brand image, and a livery vehicle doesn't sound like it's part of that plan.

Owners can also visit the **'Recall King's'** (GMC!) recall website - recalls.gm.com.

It hasn't been much of a secret the LT4 6.2-liter supercharged V8 in the **C7 Z06** has had a few hiccups along the way, but the problem some owners are experiencing with the **LS7 7.0-liter V8** in select C6 Vettes may be lesser known.

A group of 19 owners, combining C6 Z06 **AND** C7 drivers, have officially filed a proposed class-action lawsuit against 'GMC', according to **The Truth About Cars**. C6 Vette owners claim the LS7 V8 has issues with **excessive valve guide wear**, leading to **engine failure**. C7 Z06 owners continue to experience engine failure with some LT4 V8s dying with **as little as 1,000 miles on the odometer**.

The filing mentions 'GMC' has been aware of the valve guide wear problem, and has continually failed to address it. In total, the 19 owners have filed **70 claims**.

According to owners, 'GMC' originally tested Vettes with the "wobble method," but when it found the cars to have out of spec valve guides, the automaker dropped the test altogether because it "would lead to more repair and investigations than it wished to perform."

Not terribly surprising, given that it's 'GMC.' 🙄

2014 GMC Recall Ticker

of Recalls

111 (!)

of Vehicles Affected

33,595,952

STILL Cheatin'!! *quired the movie rights to a book proposal by New York Times journalist*

Big Recall In the *Home Country*. Well, starting next year, anyway. *Reuters* reports VW has been ordered by the German government *to recall 2.4 million cars and refit them so they're emissions-compliant*. VW's exact plan to fix them still hasn't been announced, but it's fairly certain that it will involve software and hardware updates depending on model.

There's also this—Italian finance police raided *VW's Lamborghini division HQ* recently, an investigative source said, as part of a criminal inquiry into alleged commercial fraud by the parent company.

Was Lamborghini cheating on their diesels too? (*yeah, that was a joke.*)

In the US, VW seems to be under fire from every regulatory group possible, from the EPA to various law enforcement agencies and even state governments. Now the Federal Trade Commission is looking into them. Why? False advertising.

Senator Bill Nelson, a Democrat from Florida, wrote to Commission Chairwoman Edith Ramirez in September, calling for a probe and asking the FTC to force VW to run a marketing campaign to inform consumers about the deception.

The FTC has authority to investigate unfair and deceptive practices by companies against consumers and generally seeks refunds on their behalf.

Leonardo DiCaprio's production company, Appian Way, along with Paramount Pictures have *ac-*

quired the movie rights to a book proposal by New York Times journalist Jack Ewing on the VW diesel crisis. REALLY?!

The uncompleted book is said to focus on the corporate culture at VW which has led to the creation of emissions-cheating software to meet US environmental regs.

It's too early to tell whether DiCaprio himself, with or without his now-trademark beard, will play any parts in the upcoming film, though given the range of characters he has portrayed, there are any number of former or current VW execs that he could plausibly play if he chooses to master a German accent.

No timeline has been given for a film adaptation of the yet-unnamed book, which is of course still being written.

Even though the scandal has not yet led to the announcement of a specific fix, it has dealt a tremendous blow to VW AG and several other European automakers who market diesels, not only in terms of stock value but in reputation and brand image.

A widening internal investigation is focusing not only on who was responsible for installing illegal software designed to fool emissions testers, but also on which managers may have learned of the deception and failed to take action, a person briefed on the inquiry said.

The failure of people inside VW to sound warnings about illegal engine software has emerged as a crucial element of the scandal, in which 11 million cars were programmed to produce far fewer

emissions during lab testing than they did under normal driving conditions.

The number of VW execs or engineers suspended in connection with the emissions cheating has continued to grow and could soon reach about 10. Some of the employees were directly involved in programming cars to cheat on emissions tests, but others may share blame because they found out about it and did not pass the info up the chain of command.

Shareholder advocates and former employees have criticized what they said was a culture inside VW that centralized decision making at company headquarters in Wolfsburg, Germany, and discouraged open discussion of problems, creating a climate in which people may have been fearful of speaking up (*kinda like 'GMC'?!!*)

VW managers admitted to US government and California regulators that diesels were programmed to evade emissions tests.

Yet at least three members of VW's supervisory board, which oversees the chief exec, have said they learned of the illegal software from media reports on Sept. 18, more than two weeks later. Shareholder representatives have criticized what they say was failure by Martin Winterkorn, then the chief executive, to keep them informed.

Authorities in the US have not said which VW officials made the Sept. 3 confession, and it was not clear when Mr. Winterkorn first learned of the illegal software. Mr. Winterkorn said when he resigned on Sept. 23 that he had been "shocked" to learn of the deception and had committed no wrong-

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Cheat (cont'd)!

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doing.

A remarkable period of growth ended at VW recently when the carmaker reported its **first quarterly loss in at least 15 years** and began the costly process of absorbing the expense of fixing millions of cheatin' diesels.

The day also was the end of a defining era of VW ambition. Matthias Müller, the new chief exec, signaled the company would **no longer be focused on becoming the world's largest carmaker.**

He said that sales would not cease to be an overriding measure of success. In another shift, he also said that top execs at company headquarters in Wolfsburg, who had been criticized for micromanaging, would no longer get involved in details of product design.

Mr. Müller's statement represents a clear break from his predecessor, Martin Winterkorn, who resigned in late September after the EPA in the US disclosed that VW diesels were equipped with emissions-cheating software.

After he became chief exec in '07, Mr. Winterkorn declared his determination to make VW the world's largest carmaker, overtaking Toyota. He was known for his intense attention to the technical fine points of the vehicles the company produced.

His management style, coupled with a relentless drive for growth, is cited by some critics of the company as a contributing factor to the scandal by impeding open communication and perhaps

causing subordinates to cheat rather than admit failure.

The recent earnings report provided a first taste of the financial cost to VW of its past behavior. The company said it had a **net loss of \$1.84 billion** in the third quarter as it set aside a huge sum to help cover expected damage from the emissions-cheating scandal.

It was the first quarterly loss in as long as anyone can remember. A spokesman said that internal records went back only to '01. Previously, VW did not report quarterly earnings. The loss, totaling \$1.8 billion dollars, was in contrast to a profit of \$3.3 billion dollars in the third quarter of '14.

VW subtracted \$7.3 billion dollars from profit to cover the expense of recalling and repairing about nine million cars in Europe and the US equipped with the illegal software.

That sum does **NOT** cover the cost of fines VW is likely to have to pay the EPA and to other authorities around the world. VW also faces hundreds of lawsuits from customers who say the company sold cars based on a false promise.

The company said it expected profit for full-year '15 "to be down significantly" from '14. VW shares rose recently, but the stock is down more than 20 percent since the emissions cheating became known.

During tests, the VW diesels with illegal software make full use of pollution controls and can pass emissions. But during regular operation, the engines emit many times the allowed amount of nitrogen oxide.

Because the deception became known less than two weeks before the end of the most recent reporting period, the third-quarter results provide only a glimpse of the fallout. VW execs said recently that they had not seen any signs that the damage to the company's reputation from the scandal had kept buyers away from showrooms. But they added they are closely watching for possible negative effects in the months to come.

Sales in the quarter rose 5.3 percent, largely because of gains by Audi, Bentley and Porsche divisions and favorable currency movements. However, the number of vehicles sold slipped to 2.35 million from 2.44 million a year ago.

The recent sales data showed that VW was vulnerable even before the scandal. Sales have been slumping in China, the company's largest market, and other important markets like Brazil, which is in a severe recession.

VW this year briefly surpassed Toyota in the number of cars produced, but has since slipped back to No. 2.

Mr. Müller said that VW was conducting its own investigation of how the emissions cheating occurred, but provided no new details on the progress of the inquiry. "We need to find out the truth and learn from it," he said.

Mr. Müller has raised the possibility of job cuts because of the cost of the scandal and has said VW will cut spending on new projects. The company employs 614,000 people worldwide.

Number One—be careful what you ask for! ☹

This 'n That

Doh!! Everything from exotic super cars, to blue collar pickup trucks, to even the Goodyear blimp has gotten the *Hot Wheels treatment*. And now, after over a quarter century on TV, so has the nondescript pink sedan that the *Simpson family* drives all over Springfield. It's not the first vehicle connected to *The Simpsons* that Hot Wheels has immortalized, though. Last year the \$82,000 monstrosity known simply as *'The Homer'* became a must-have for Hot Wheels collectors and Simpsons fans alike. It's hard to say if this pink

four-door will have the same appeal, but at just a buck you know you'd have a hard time passing it up if you found one hanging near the checkout...

Pumped up Hellcat?! The horsepower output offered by the Hellcat siblings is enough for most people, but *Hennessey Performance* is not most people. The ridiculously dynamic duo already pumps out 707 hp courtesy of their 6.2-liter supercharged V8 engines, but in the performance tuning world there is still room for improvement, never mind the fact that there aren't many places to exercise all those horses. Enter the *HPE800*. This car dials up the horsepower rating to 805. They accomplished this via the addition of an upgraded lower pulley that bumps boost by 1-2 psi, a high-flow air filter, a port-matched



throttle body and an ECU tweak. In other words, not a lot of hardware, which suggests that SRT engineers were being a little conservative in the interest of tire, engine and life preservation. If 805 hp is still a bit mild for you, there is the option of the *HPE850*, which has been tuned to produce **852 hp**. This upgrade package builds on the HPE800 but adds a ported supercharger housing. All versions of the Hennessey Hellcat

will receive the company's badging to let stock Hellcats know they shouldn't bother them, headrests with embroidered HP logos and

plaques on the engine and dash... **Chromed Corvette Creamed!** A chrome-wrapped Stingray has

been badly damaged after it crashed in Marina Del Ray, California. Though the car is likely totaled, the incident could've been a whole lot worse—its impact was "cushioned" by a Shell gas station. And by the pictures provided, it appears to have just missed clipping the pump. Yikes. Apparently the young driver (*age not specified*) hit a number of vehicles before coming to rest its shiny body on one of the small, protective posts that shield each

bump. Unfortunately for the driver, the damage can't be fixed with an application of some Meguiar's wax. Despite first lessening its rate of speed on the sides of other cars, the Corvette sustained serious damage to the front-end, windshield, exterior mirrors, A-pillars, and numerous body panels. Judging by the pictures, the engine also looks like it's in need of some serious work. The driver, meanwhile, is reportedly okay. The same can't be said for the car... **One Bad Pony!** The **'15 Roush Stage 3 Mustang** is Ford fanboys' answer to their Mopar buddies with Hellcats in their garages. Sure, the raw horsepower in the Hellcat is a bit more substantial, but when talk turns to power-to-weight ratios, not to mention road course racing, the advantage goes to the Ford team. The basics: The company will turn any stock Mustang into a Roush with one of four packages. The **RS** is the most basic, adding a handful of body pieces to the V6 model. **Stage 1** adds a Roush exhaust system

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T 'n T (cont'd)



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(prepped for Active Exhaust), body parts and a few interior bits to the EcoBoost Mustang. **Stage 2** adds 20-inch wheels to the Stage 1 upgrades. Roush **Stage 3** injects steroids into the 5.0 Coyote with a 2.3-liter TVS supercharger. That bumps output from 435 hp to 670 hp. The Roush exhaust, prepped for Active, is included, along with a one-way coilover suspension system with adjustable height. Stage 3 also gets extreme-duty halfshafts to handle all the extra power. Like the rest, the Stage 3 gets a dozen or so upgraded body pieces. All of its parts play well with Ford's because the two companies are "partners in performance." Roush considers itself a steward to the Ford name. The company isn't owned by the Blue Oval, but it does get access to the new Mustangs as soon as possible. This allows Roush to have its own cars ready to go as the stock 'Stangs hit the dealership. These complete cars, as well as parts, can be purchased from any Roush certified dealer. The '15 Roush Stage 3 Mustangs are currently for sale in non-CARB states; CARB certification is coming soon, Roush says...**Christmas Shop-**

ping! The unintentionally hilarious *Neiman Marcus Christmas book* came out the other day and amid clothes and other "fantasy gifts" sits a special-edition '15 Mustang convertible. That's right—you can buy a special-edition Mustang out of a catalog...page 42 to be exact. This limited-

edition Mustang is quite the performer, with a supercharged 5.0-liter V8 pumping out more than 700 hp, though it comes exclusively with a stick. N-M says that it'll do 0-60 in 3.5 seconds, and the numbers seem to back that up. Power not enough? Well, this fantasy gift packs more goodies than Santa can fit into a stocking: Brembo brakes, custom paint, custom wheels, a special carbon-fiber tonneau cover and a sport-tuned suspension are some of the pieces of this special-edition 'Stang. N-M commissioned the car to have a wide body kit, and apparently to also have Lexan side windows and windshield, implying that this pony has more than just street duty in its blood. The price? A **cool \$95,000** could get you behind the wheel, but act fast: these are limited to **only 100 units**. The price does include a couple days at the **Ford Racing School** to make sure you can actually use it. If a hot-rodded Mustang isn't your thing, well N-M has other fantasy gifts that you might be into—a trip to the edge of space is **only \$90,000**, or a dream trip to India will set you back **\$400,000...Lego Ecto-**

1A! "Ghostbusters" is simply timeless. It was released in '84. It doesn't seem that old. But the Big 3-0 is as good an excuse as any to celebrate the film. And what better way to commemorate the occasion than with an official Lego version of the *Ectomobile*? The official model will be based on the Brent Waller's rendition of the '59 Cadillac Miller-Meteor Ambulance-based paranormal-response vehicle. Though Waller included the Ghostbusters' firehouse headquarters in his proposal, it doesn't look like that part of the model made the cut. Given the cost of Lego bricks, we're sure our wallets will be pleased with the omission. Fingers crossed that the **Peter Venkman, Ray Stantz, Egon Spengler and Winston Zeddemore minifigures** will make the cut—it would just be a weird old ambulance without those guys—but we could take or leave the mini-Slimer. Pricing for the Lego Ectomobile hasn't been announced, and we're not entirely sure what the official kit will look like—though Lego says it'll be 'largely based on [Waller's] original car design' as shown (*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!*) 🍪



10/21/2015 – Back to the Future Anniversary Day!

October 21st is the inevitable “*Back to the Future Day*,” which is a real holiday much like Boss’s Day is a real holiday, in that it isn’t. But while you’re still going to be bombarded with crap about it ad nauseum to the point where you want to stab yourself in the eye with the pointy end of a flux capacitor, *Back to the Future Day* is vastly better than Boss’s Day, as we all genuinely love BTTF.

Great Scott! Seven ‘*Back to the Future*’ gadgets that exist in 2015!

It’s finally 2015, the year when *Back to the Future II* promised everything would be cooler.

The first *Back to the Future* movie hit theaters *30 years ago* on this date. In the sequel, released in ‘89, director Robert Zemeckis imagined a futuristic world where people would have *hoverboards*, *food hydrators* and *automatic dog walkers*. Oh, and for some reason, fax machines would still be cool.

Okay, so many predictions in the film were hilariously off the mark. But there *are* some gadgets the film predicted correctly. Here are a just a few tech tools from the *BTTF* universe that have actually come to life.

(For what it's worth: Lexus has actually created a real hoverboard—but it basically only works on specially made streets combined with magnets. Plus, the company isn't even making the boards for mass consumption. Excuse us while we cry.)

1. Phone glasses: In *BTTF II*, everyone wore multi-purpose

smart glasses to watch TV or answer calls. Today, we have things like *Google Glass* and the *Oculus Rift* for similar-ish tasks, though neither are super mainstream yet.

Besides, wearing Google Glass today still makes you look like a total glasshole.

2. Doors with fingerprint recognition *(and biometrics in general)*. Aside from phones with touch ID, people today can totally buy door locks that operate with fingerprint recognition.

For an even more futuristic twist, there’s a hotel in Barcelona that has a fingerprint recognition system on its doors, as well as a Singaporean hotel in the works that will have fingerprint recognition technology. *(on top of that, it will also largely be run by robots)*. The future is now, kids.

3. Marty McFly’s self-lacing Nikes: In the sequel, McFly slips on a pair of *self-lacing white Nikes*, inspiring a chorus of ooh-ing and aah-ing sneakerheads. In ‘11, Nike actually released 1500 pairs of *limited edition Nike Air Mags*, replicas of the ‘80s high-tops. However, they were only sold through an eBay auction, with benefits going toward the Michael J. Fox foundation for Parkinson’s Research.

If you’re still sad you couldn’t cop a pair, you can now snag a slipper version of the shoes.



4. TV video calls: Video chatting straight from your TV seemed like a futuristic impossibility in ‘89. Today, we have the power of video calling in our pockets. There are also numerous ways to video chat on a TV in today’s world, from using a smart TV with Skype to using a BluRay player or an Xbox One.

5. Tablets: Characters casually wield tablets in the film and—surprise, surprise—we’re obsessed with the things now. Sure, we all made our jokes when the iPad was initially released, but tablets have since become the perfect in-between for people too lazy to carry laptops and too tired to stare at small phone screens.

6. 3-D movie obsessions *(and never-ending sequels)*: In one scene, McFly walks by a movie theater called a Holomax playing *Jaws 19*—and a hologram of a shark leaps out at him. Sure, we don’t have hologram theaters, but *3-D movies* have become de rigeur *(experiencing a particular boom after the release of Avatar in ‘09)* and are only becoming more impressive.

Sequels and remakes in gen-

(Continued on page 11)

BTTF (cont'd)

(Continued from page 10)

eral are also getting fairly more aggressive in Hollywood. (*looking at you, Fast and Furious 7 and Spider-Man*).

7. Hands-free gaming: Playing video games with your hands is basically like playing “a baby's toy,” according to a kid in the film (*played by a pint-sized Elijah Wood*). Today, we have the Xbox Kinect, which can operate via gestures and spoken commands.

Unfortunately, the Kinect is kind of a flop, so there's still no baby toy stigma around traditional gaming.

BONUS: A Miami baseball team: The film was wrong (*very, very wrong*) about predicting the *Chicago Cubs* winning a *World Series*—they haven't done that since 1908. However, it **DID** correctly predict a Miami baseball team springing to life: The Miami Marlins made their debut in 1993.

“Hey, check out that four-by-four! (*Get it? Get it??? That's the line Marty McFly, the star of the Back to the Future, those movies about the car, says when he sees a Toyota truck that's just staggeringly beautiful, in the movie.*) Anyway, it was such a great truck that *Toyota* decided to make another one, this time based on a '16 *Tacoma*.

Nick really liked that Toyota from the movie. It was understated yet still wild, strong and menacing. It's the quintessential pickup for drag racing Flea of the Red Hot Chili Peppers.

Which is why it's so nice to see that Toyota's done another

one themselves, even if only a few copies.

The new version comes with the same black paint from '85 as the original, as well as lifted suspension, custom bumpers and tubular roll bars, new wheels, tires, the same mud flaps (!!!) as on the original, fat KC HiLites lights to see everything, and even new custom vintage headlights and taillight designs.

If I'm being completely honest, I'd still rather have the original. But this comes damn close, and is probably the way all of these trucks should come straight from the factory.

Stanford University has been a pioneer of autonomous vehicle research, with their autonomous VW Touareg named Stanley being the first self-driving vehicle to win the DARPA Grand Challenge back in 2005. Since then, a lot of progress has been made, to the point where Stanford can now take an '81 *DeLorean* and make it into a *self-driving, automatic tire-smoking machine*.

They're calling the *DeLorean MARTY* (*Multiple Actuator Research Test bed for Yaw control*), just to maximize all the BTTF references, and the point of the car is to develop autonomous vehicles that can work even when shit gets real.

They also have a nice video that shows the removal of the DeLorean's original Peugeot-Renault -Volvo V6 boat anchor and re-



placing it with an electric motor, and then lots of nice DeLorean-bot drifting footage:

They're not fooling anyone with all that safer-autonomous cars crap. We know this is all about building an army of robot drift cars to take over the world with tire smoke and...some other parts of some plan. Still, their justifications do sound good:

“In our work developing autonomous driving algorithms, we've found that sometimes you need to sacrifice stability to turn sharply and avoid accidents,” Gerdes said. “The very best rally car drivers do this all this time, sacrificing stability so they can use all of the car's capabilities to avoid obstacles and negotiate tight turns at speed. Their confidence in their ability to control the car opens up new possibilities for the car's motion. Current control systems designed to assist a human driver, however, don't allow this sort of maneuvering. We think that it is important to open up this design space to develop fully automated cars that are as safe as possible.”

So, autonomous cars are going to learn to drive like rally drivers? Maybe the future will be more fun than first thought.

Gotta go—it's BTTF Time! 🍷

S & H (cont'd)

(Continued from page 2)

very plain; they need lettering bad. To me they look a little small. I used to own a Torino Ranchero and I remember it came with 'G-70-14' tires. The wheels are the Ansen Sprint slot mags that the S & H car used and have decals as such (*I have a very powerful magnifying glass to prove it*) and they mount with wheel backs and rivets.

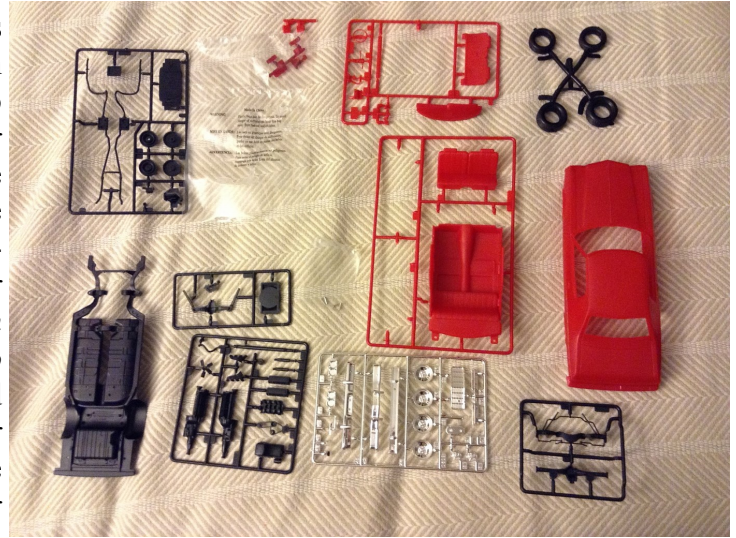
Interior: It is of the platform type and seems a little barren of detail. As I mentioned above bucket seats were no longer available so a bench is what we get, but why couldn't it be the split bench seat? It may be possible to cut and rebuild this seat that way. After-market seatbelts would be a good upgrade. The seat does get a back panel with an ashtray molded in. The steering column has both levers and separate steering wheel and a separate pair of pedals goes beneath the dash. The dash is very accurate; it's a perfect copy of the one in my car. The instrument panel, steering wheel and glove box door all get wood grain decals. And let's not forget the gauge decals also. The interior sides are very crisp in detail and correct.

Body/glass: When I first held the body in my hands I thought it was too wide. So I measured it and found it measured 78.6 inches (*scale inches*). I then checked on the internet and found it was really 79 inches which is fantastically close. I'm not sure if the side windows are short in height and lacking a real car to measure, I'll have

to except it as correct. I'm curious as to why the heater box is a separate piece but the battery is molded to the inner fenders (*which are molded to the body*). And in a similar manner, the master cylinder is a separate

piece, but the power booster is cast to the firewall; kind of. The hood is a flat type hood which was the only type available after '72. I've noticed that owners of real cars have retro-fitted '72 hoods into their '74 or later cars. But the hinges cast to the hood are ridiculous. They're half an inch from the corner and stick down $\frac{3}{4}$ of an inch. They *MAY* work but I just don't know. I've asked for some type of hood hinge in the past and I wouldn't expect anything like the double pivot real ones; even 'dog leg' hinges would seem better. Color keyed side mirrors are included with separate chromed reflectors and there is a separate body color piece that goes in the taillight panel. The chromed grille has the correct "V"

shape to it and there are separate chromed headlight bezels for the clear lenses. For those who wish to paint this body a different color than red, try gray primer (*two coats*) followed by flat white (*two coats*) then whatever color you choose.



DON'T use any lacquer based paint on colored plastic at all; it will "burn" through and bring out the red plastic color. The glass is thin and very clear and I appreciate the inclusion of the side quarter windows. The taillights are clear red plastic and the police emergency light is included as well, but has no base at all. Decals include all the scripts for front, side and rear as well as the correct blue plate tags of the S & H car.

Decals: The only one left that I haven't mentioned is the big white stripe which is three pieces. All in all it's a decent kit, but I will have to build it factory stock, though I'm not sure what color I'll choose.

by: Rich Wilson 🍷



Yikes—it's comin'!!

New Stuff!

Toledo Announcements! For those of us unable to get away for the annual pilgrimage to Toledo, there was some interestin' goings-on out there.

Moebius had some samples on display (see *pix*). The next kit coming is the **'61 Pontiac Ventura hardtop**, which should be here possibly the first week of December. Close behind it should be the **'54 Hudson Special (fastback)**, **'65 Plymouth Belvedere 2 door sedan**, Dave's **'70 Ford shortbed pickup** and **"Melrose Missile" '65 Plymouth Satellite Super Stock**.

The **'65 Comet** has been pushed back a bit, so it'll likely be

early next year now. Also coming early next year will be the **'61 Catalina 2 door hardtop**. As we've seen, variations and versions of all the new kits will be coming next year and beyond, too. Lots to look forward to.

Round2 has done some new tooling on the **Lindberg '64 Plymouth**, and will be coming out with an **Al Eckstrand "Lawman" '64 Plymouth hardtop Super Stocker**.

Also coming from **Round2** in the first quarter of '16 are the following: **George Barris Surf Woody (white and colored)**,



Round2 Goodies!

American LaFrance Aero Chief, **Cindy Lewis Car Culture '57 Bel Air w/diorama and photo book (white and colored)**, **'61 Ranchero (January)**, **'67 Impala SS (stock, February)**, **'29 Model A Roadster (OAS) Mod Rod**, and a **'75 Vette convertible (March)**.

Guess that oughta get '15 ended and '16 started with a bang, eh?! 🍷



Pontiac Returns!

In *print*, that is! **Poncho Perfection** (kinda appropriate, eh?) (<http://ponchoperfection.com>) should be live as you read this.

Founding **Editor-in-Chief Don Keefe** has been a hardcore Pontiac guy since age **FOUR** (*I thought I had it bad—Ha! Ha!*). With a B.A. in Communications/Journalism in hand, he began working for CSK Publishing, producer of **High Performance Pontiac** (HPP), eventually becoming Senior Editor. In '91, he began freelancing before joining up with former HPP editor R. George Ellis who founded **GTO Enthusiast Magazine**, which became **Pontiac Enthusiast**. He stayed there from 1994-2000, when he rejoined HPP as a freelancer, also contributing to other magazines.

He became Editor-in-Chief of **Smoke Signals**, the Pontiac Oakland Club International publication in '06, and stayed there until this past October, when **Poncho**

Perfection became a reality.

His byline and photography have likely been seen by many of you in titles like **HOT ROD**, **Collectible Automobile**, **Car Culture Deluxe**, **Hemmings Classic Cars** and **Muscle Machines**, **Rodder's Digest**, along with several Pontiac books including but not limited to **Grand Prix: Pontiac's Luxury Performance Car** (2007), **How to Restore Your GTO 1964-74**, and his next book, **Department X**, due out in '16, on Pontiac's experimental vehicles (*of which he is a wellspring of info, and a huge fan to boot!*).

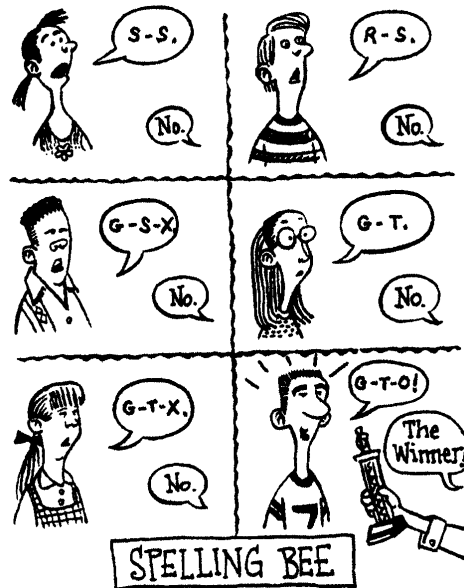
Don will have what is very likely the '**cream of the crop**' of '**Pontiacers**' on staff. They include but are not limited to: **R. George Ellis** (contributing photo-



manager, and former HPP Editor), **Rocky Rotella** (contributing photojournalist, and writer of approximately 200 articles for HPP, HOT ROD, Car Craft, Hemmings Motor News and Muscle Machines, and Smoke Signals, as well as two books on Pontiac V8s, and finishing a third on 1967-81 Firebirds), **Eric White** (contributing photojournalist, artist, and proprietor of Whitehouse Graphics), **Diego Rosenberg** (contributing photojournalist, and contributor to HPP, Musclecars, Musclemar Review, Mopar Muscle, Pontiac Enthusiast, and Smoke Signals), **Stan Rarden** (columnist, and former Editor-in-Chief of Pontiac Enthusiast and past President of GTOAA), **Jeff Denison** (contributing photojournalist and artist, and a General Motors designer), **Mike Carmichael** (columnist), **Jim Black** and **Dave Bonaskiewich** (contributing photojournalists), **Justin LeClair** (contributing photographer), **Andrew Nussbaum** (contributing photojournalist and artist), **Scott A. Scheel** (contributing photojournalist, and a contributor to HPP since '11 and Smoke Signals since '13), and, finally, none other than **yours truly**, covering the world of **Scale Pontiac power!**

Don will produce electronic content (available by subscription), as well as printed magazines for sale. Don and I have been in touch sharing ideas and topics. We are **ALL** excited at the prospect of 'resurrecting' the brand!

Check it out, and thanks, Don!! 🏁



journalist and artist), **Ann Haines** (managing editor, and Don's fiancée), **Ted Alexander** (contributing artist), **David Butler** (contributing tech editor, from Butler Performance, one of if not **THE** preeminent Pontiac performance engine builders), **Christopher R. Phillip** (digital content

**Pontiac
PARKING
ONLY**



**ALL VIOLATORS
WILL BE
CRUSHED!**

Pontiacs on Parade!

It was great to be back after a three-month absence due to other obligations! Been so long, I forgot to bring the **'No Parking' signs!**

Dave Schmitt: Dave plunked down this jewel of a '66 GTO in the reserved parking area last month. Great job, Dave!

To this I added what I'll refer to as my **'Modelhaus tribute.'** That is, rebuilders that may require Modelhaus replacement parts. Sharp-eyed readers will take note of '64 and '67 Bonneville's, surrounding a '65 Grand Prix.

With Modelhaus' retirement in 2017, we all don't have much time. So, if you need parts as I do, ya better get yer orders in **NOW!!**

Remember my friend Deetl's ongoing **JoHan '55 Pontiac**

'upgrade' project? By now, it has been returned to a grateful friend in much different shape than when I picked it up. He is ecstatic to have it back in its 'enhanced' form!

As I've said continuously—I'll bring the 'Reserved Parking' as long as interested parties trot out their Pontiacs, thereby needing somewhere to park! I am also **VERY** intent on 'ramping up' my own building schedule, no thanks to those of you who have fed my 'Pontiac Fever'

since this display has come into existence. So, lemme just say—**"Thanks, I needed that!!"**

So, c'mon—bring 'em and show 'em! **'PoP' (Pontiacs on Parade!)** **Sickle signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!!** 🍷



This is how I got the car...



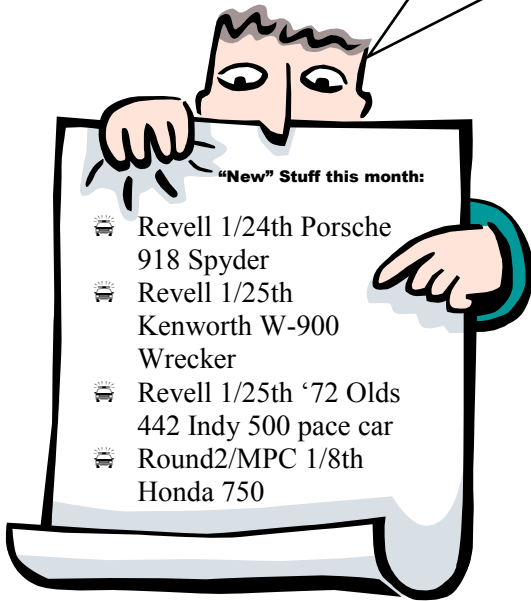
...and **THIS** is how I returned it. Whaddaya think?!



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Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMA's BoyZ do it in scale!



"New" Stuff this month:

- Revell 1/24th Porsche 918 Spyder
- Revell 1/25th Kenworth W-900 Wrecker
- Revell 1/25th '72 Olds 442 Indy 500 pace car
- Round2/MPC 1/8th Honda 750

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 Condo (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 Sickie at gtoguy@verizon.net, or see me at a meeting. **Thanks!** 🚗

(Continued from page 1)

had recently purchased a house in Nashville to return to Tennessee, was first diagnosed with cancer in 2004.

He had roles in three of the biggest films of 1990: "*Days of Thunder*," "*The Hunt for Red October*" and "*Die Hard 2*." He also enjoyed a five-year run on NBC's "*Law and Order*" as DA Arthur Branch from 2002-07.

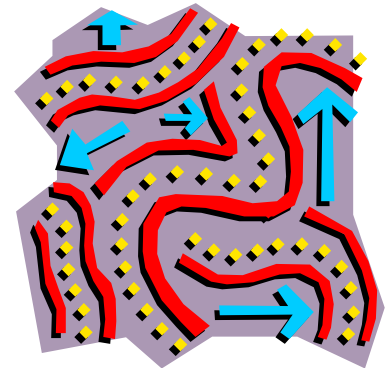
Godspeed, to all of you. 🚗

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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