



MAMA Sez!

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December, 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. ☎

Christmas is Almost Here!

We had a great turnout last month, and a display table almost overflowing with good stuff!

Thanks to all those who donated to our Toys for Tots drive, and for Lyle Willits for delivering same—we 'preciate it, Lyle!

The correct inclement weather hotline info is in the lower left corner of the page. Remember, if

Prince George's county has a snow emergency in effect, there will **NOT** be a meeting!

Rich Wilson this month takes a peek at something a bit different—check it out! **Thanks, Rich!**

The Pontiac Parade has returned.

The raffle raised **\$76.00**, while the door kicked in an additional

\$91.00 (!), plus \$25.00 from decal sales.

Thanks to the raffle donors: **Brad, Ed Brown, Steve M. Buter, Mike Costic, Matt Guilfoyle, Ron Hamilton, Rich Meany, Rob Rovinski, Steve Scott, Rex Turner, Bradley's Car Collectibles and Replicas & Miniatures Co. of MD.** Thanks guys—we 'preciate it! 🍷

Condolences

Art Fitzpatrick, one half of the team that created some of the most eye-catching ad artwork for General Motors from 1959-71, passed away in mid-November in Carlsbad, Calif., at age 96.

More recently, Fitzpatrick drew two series of commemorative stamps for the US Postal Service titled "**America on the Move**," released in 2005 and 2008. The first series celebrated **50s sporty cars**, such as the

Corvette, Thunderbird and Kaiser

Darrin. The second set, "**tailfins and chrome**," featured such cars as the '59 Eldorado, 300C and Lincoln Premiere.

Working with his partner, Van Kaufman, Fitzpatrick drew pictures of **Pontiac's "wide track" performance cars** that came to define the brand. During the run of "**Fitz and Van**," as they came to be known, Pontiac ranked third in the industry in sales most years. Kaufman died in

1995.

It went like this: 'Fitz' drew the cars, often making them seem wider and a bit lower than they already were, while 'Van' drew the scenery and people. Musclecars, such as the GTO, were placed in exotic locales, giving them an upscale image. The work was so impressive that Pontiac's general manager at the time, **John DeLorean**, banned the use of pictures and decreed that only **Fitz and Van drawings could be used**

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Masterbox LTD Pinup Series

Every November, the *Central Pennsylvania modelers club* has a club auction to raise funds for club activities. When Ron (*the Plastic Pusher*) and I looked over the donations recently. On five tables, the one item that caught our eyes was this kit (*and two others*) that we had never seen before. **Go figure!** (*pun?!*) There were three different kits, *Marylin*, *Betty* and *Alice*. By now you've seen the box art pics. Marylin, in the red two-piece outfit, seems to be the most popular. Is it because of her **red outfit**? Betty is the patriotic one, and Alice is the one we'd gladly follow into combat! There are six in all, but only the three mentioned are available at present. Coming later are *Suzie*, *Patty*, and *Samantha*. In order they are *Navy*, *Air Force*, and *Army*, sitting on a jeep.

We all get tired of building those ultra-detailed models from time to time and opt for an easy

build to recupe. With only 11-15 pieces, more or less, these can easily fill the bill. And I'm hoping no one will need instructions for part placement! Samantha is the really odd one with separate boobs! But painting and detailing may be another thing. If you know someone that is into portrait art, they can be a big help. Skin coloring is the biggest challenge. Don't give it one coat of flat flesh and leave it at that. Look at yours or other peoples' skin; notice the light or dark tone, freckles, or blemishes. Notice the red tone of the blood under the skin, or maybe a suntan. When painting the clothes remember they aren't flat or straight. Here is the perfect model for your unsteady hand. And don't forget sunlight or shading in relation to the display you plan for her. You'll need mostly flat colors. Keep a small bottle of clean thinner nearby. Dip (*slightly*) your clean_brush in it and touch it on a spot where your paint maybe thick or **UNnatural** looking. It will help blend your paint around. Don't be discouraged, it may take a few tries, but that will help_enhance the look anyway.

The **'body work'** can be the most fun!! Use a glue that has capillary action (*like Tenax*); it will melt the parts together needing only sanding to smooth it out. Adding putty will fill in the small nicks and you could enhance her figure. **YEAH!!** Using an X-acto knife sideways can change or remove clothing. A triangular file in the right place could really add



interest!!

Betty, the first one I got, comes in eleven pieces with separate arms, legs, two-piece chest, head, hair and hat. She comes with a flag staff with an Eagle at the top. The flag is a self-stick decal (*sticker*), but it is absolutely straight and square; it needs to be waving in the breeze or something. It's libel to be a real problem to wrap around the pole perfectly, but when you do maybe wrapping it around a pencil creating waves, will make it look more realistic. I thought the really funny part was the bald head. The hair is in two separate pieces. Marilyn and Samantha offer the best shape for sitting or leaning on a vehicle, but you can always cut the others apart to shape them in different positions. It's really no different than re-shaping a car body, ya know.

They are a bit pricey com-

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Toyota Trounces the Competition!

A twenty-six-race schedule is a grind for any race team, but when a team hits their stride going into the playoffs, often it'll end up in a shootout with another team. This season, **Del Worsham** fulfilled his dream to win an NHRA funny car championship.

Worsham and his Kalitta Motorsports team flew under the radar posting three runner-up finishes in the regular season, but when the playoff Countdown began it was game-on.

With three victories in the first four races of the Countdown, winning at Charlotte, St. Louis and Dallas, the team was poised. Then Worsham clinched the first funny car championship for Kalitta Motorsports at the World Finals, when he outran DSR's Jack Beckman in the semis at Pomona Raceway. Ultimately, Worsham won the Auto Club World Finals running a 3.908 elapsed time to defeat Tommy Johnson Jr.'s 4.023 ET in the final round, earning his fourth event win on the season.

This championship makes Worsham the third driver to win a championship in both Top Fuel (2011) and now in funny car, while delivering Kalitta Motorsports their first title since the late Scott Kalitta won in back-to-back years in 1994 and 1995 in the Top Fuel class.

This was Toyota's first funny car championship since 2008 and only second overall; and with family and friends around, the championship win became very special for Worsham.

Meanwhile, Kyle Busch won

the Ford EcoBoost 400 at Homestead-Miami Speedway and earned his *first Sprint Cup* by beating his three championship rivals. Defending champ **Kevin Harvick** finished second, four-time champ **Jeff Gordon** was sixth and **Martin Truex Jr.** finished 12th. Under NASCAR's 16-driver, four-round elimination playoffs, the series champ is the driver who beats the other three title contenders in the season finale.

Leader Brad Keselowski and a fast-closing Kyle Larson seemed poised for an epic battle for the victory until a late caution bunched the field. That spoiled the Keselowski-Larson run and let Harvick close on Busch to finally make the humdrum race suspenseful. The frontrunners all pitted for gas and tires, and restarted Keselowski, Busch, Larson, Harvick, Denny Hamlin, Joey Logano, Kurt Busch, Carl Edwards, Matt Kenseth and Jeff Gordon.

Busch quickly took the lead on the restart, with Harvick wrestling second from Keselowski before they'd run a lap. But any chance of a Busch-Harvick battle for the race victory and the Cup faded as Busch simply drove away en route to a 1.553-second victory. Busch won ahead of Harvick, with former champion Keselowski, Logano, Larson,



Gordon, former champions Matt Kenseth and Kurt Busch, six-time champ Jimmie Johnson and Hamlin rounding out the top 10.

The victory was Busch's fifth this year in just 25 races, the 34th of his career and his first in 11 starts at HMS. His other victories this year were at Sonoma, Kentucky, Loudon and Indy, all in a five-weekend stretch in mid-summer. He missed the year's first 11 races after suffering serious leg and foot injuries in the season-opening Xfinity Series race at Daytona International Speedway.

The top 10 in final Sprint Cup points were **Busch, Harvick, Gordon, Truex, Edwards, Logano, Keselowski, Kurt Busch, Hamlin and Johnson**.

Two wins in two major series for Toyota—looks like they did their homework. 🏆



'Gov-a-mint Motors!'

Like most of you, I'm not sure Christmas is still a holiday that even gets celebrated in America! I tend to get most of my info from disposable coffee cups, and those seem to suggest an outright hostility to the holiday, what with all their color and all. And now I find that 'GMC' has no plans for a *Baby Jesus Christmas Edition Silverado* (BJC) this year. What is happening?



I mean, it's pretty clear what's happening—'GMC,' just like Starbucks, has declared war on Christmas, and I'm not sure poor, sweet, innocent Christmas can defend itself from an enemy of 'GMC's' magnitude.

Here's 'GMC's' cruel and brutal Christmas-attack plan: they have every capability of building a run of special-edition BJC Silverados, and they are *deliberately* choosing not to. They're making a conscious decision not to build a single one, because they know how much that will hurt the tiny, barely-acknowledged holiday of Christmas.

This BJC '16 Silverado could easily have a full 3D nativity scene installed on the hood; it could have full Santa Claus graphics applied to the side and doors, and the tailgate could have a large baby Jesus right on it.

It could say *MERRY CHRISTMAS* at the top of the windshield in huge letters, and it could have an entertainment system pre-loaded (*permanently*) with 256 hours of Christmas songs. They could have installed special Christmas-scented filters in the HVAC system (*baking cookies, fir trees, reindeer scat*), they could have decked the interior with boughs of holly—there's so much they could have done.

But they deliberately chose not to. In the same way Starbucks chose not to place any overt Christmas-themed imagery on their coffee cups, 'GMC' has kowtowed to PC culture and denied America their BJC Silverado. And with that denial, they've effectively banned Christmas—already so marginalized and barely in the public awareness as it is!

Why does 'GMC' hate Christmas so much? There's really no way to know, exactly. Perhaps 'GMC' was denied a coveted styling buck one year, or maybe a new engine block-casting plant. We may never know. But, it's clear that they do, and with their non-production of the BJC Silverado, they will not rest until they see the very life fade from Christmas' eyes as it writhes and struggles under their cruel, unfeeling tire.

We have to do something. We need to organize, to demand that 'GMC' build the BJC Silverado we *deserve* or we will never buy another Silverado again. Also,



maybe we'll vandalize the crap out of Chevy dealerships with red and green ribbons.

Thanks a lot, 'GMC.' You killed Christmas (*tongue-in-cheek!*).

'GMC' is recalling **1,808 2013 -14 Silverado HDs, Sierra HDs, Expresses, and 2013 Savana compressed natural gas (CNG) vehicles** because the vehicles' **CNG fuel-only label is smaller than the required size.**

In affected vehicles, the text of the CNG fuel-only label is smaller than required, and as a result, may be less noticeable.

The text that does not conform to the required labeling size, could inhibit fuel tank inspection practices and safe refueling, increasing the risk of a fire.

'GMC' will notify owners and send a replacement label free of charge. They have not yet provided a notification schedule.

'GMC's' Holden division is recalling certain **2014-16 Captiva SUVs** over a jack label that does not comply with mandatory standards. To note, the jack itself is not defective but the label on it *IS*.

The label on the jack supplied with the vehicle identifies a 'safe working load', which is not per-

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'Gov't' (cont'd)

(Continued from page 4)

mitted by the mandatory standard for jacks if the jack is intended for use with a specific vehicle. The mandatory standard does not permit the identification of a safe working load on jacks supplied for use with a specific vehicle, as the jack may be used on a vehicle for which it was not intended and cause a hazard.

Are you freakin' kidding me? Now 'GMC' can't even print a simple label that complies with government standards?!

'GMC' (GM) has not been doing well in India. The third-largest carmaker in the world has been having trouble selling vehicles in the country, resulting in many dealers surrendering their dealerships.

A few months ago, 'GMC' had **more than 280 dealerships** in India. This number has come **down to 223**. In the period April-September 2015, a total of 19,299 'GMC' cars were sold. This number is about **33% less** than the number of cars sold in the same period in 2014. This also means, that each outlet has sold approximately 87 cars in the six months. With each dealership selling just 15 cars per month on average, dealers are considering it unviable to continue.

While some have decided to cut ties with the American auto maker completely, others are reducing the number of outlets.

Remember the *Chevy Aveo*? Well, it has been Mexico's best-selling car for quite a while, and it was recently named the **country's**

most dangerous vehicle by a Latin American auto safety group. The title comes as a result of the vehicle scoring **ZERO STARS** out of a possible five in recent crash safety tests conducted in Mexico.

But given that the Aveo starts at **\$8,000 USD**, the results shouldn't be too surprising. After all, it doesn't even have **airbags** in the Mexican market, and the vehicle on which it is based (*or shall we say, the vehicle that the Aveo is a rebadge of*)—the **Daewoo Kalos T200**—was released in **2002**. After **14 YEARS** on the market, the equivalent of centuries in the rapidly-changing automotive landscape, it has received a few changes and enhancements here and there, but nothing that would drastically change or improve its performance in safety tests or real-world accidents.

The tests were conducted by the **Latin New Car Assessment Program (NCAP)**. The organization operates throughout Latin America with the objective of im-



proving occupant protection and car safety.

It should be noted that 'GMC' had **FINALLY** replaced it with an

all-new model in 2013. Sold as the **Sonic** in North America, it is substantially more modern and safer than the first-gen car that continues to sell in Mexico, alongside the Daewoo-based Aveo with a starting price of \$9,900 US.

This month, in the **"WTF department,"** Chevy previews a new accessory for the '16 Camaro. Say hello to the **"Glow-Tie."**

CamaroNews reports Scott Settlemyre, known as the "FbodFather", held his official retirement party and Chief Camaro Engineer, Al Oppenheiser, and posse decided to show up in a handful of '16 Camaro samplings.

He happened to be sporting the newly named glow-tie emblem, which he tweeted about days earlier. The classic bowtie is illuminated with lighting to make the car's presence known even after the sun goes down.

A full frontal view may be the best way to see it, but there are more than a few who feel it may be too gimmicky (*yeah, like EVERYBODY?!).* **Are you freakin' kidding me?!?**

The '16 C7 Z06 didn't have the best showing at **Motor Trend's annual Best Driver's Car competition**. Big things were expected at Laguna Seca but, by days' end, **MT** had no choice but to mark a **DNF** for the car.

Initially, the Corvette team blamed the bogged down power

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2014 GMC Recall Ticker

of Recalls

112 (!)

of Vehicles Affected

33,597,760

STILL Cheatin'!!

Prices for used VW diesels have accelerated their decline as the emissions scandal entered its second month. Moreover, the actual volume of used VW diesels sold at auction has plummeted, making it tough for analysts to get a clear sense of just how severely the scandal will hit the value of affected cars.

Analysts say the value of used VW diesels will continue to be volatile until it's known how VW will fix the cars and what the effects of those fixes will be on fuel economy and vehicle performance. Time is of the essence, they say, because the scandal is also beginning to have spillover effects on used prices of VW's gas models.

Average auction price declines widened from down 13 percent two weeks after the scandal broke to down nearly 16 percent through Oct. 16. Average auction prices for gasoline-powered VW models declined by 2.9 percent in the same period.

Fleming said auction volume of affected VW diesels declined about 25 percent in the last month. Auction houses are holding many used VW diesels controlled by VW Credit in storage, he said. Used diesels that are being offered for sale are coming from independent owners, he said, and those units are seeing little or no bidding activity.

The National Automobile Dealers Association, in its October report on the used-car market, said that auction volumes of diesel-powered Jetta, Golf and Beetle

models were **down 28 percent**, while Passat diesel sales were **down 33 percent** in the two-week period ending Oct. 3, compared with the four-week average prior to the EPA's announcement.

Matthew Welch, general manager of Auburn VW near Seattle, says he's able to absorb lower values for now since used-vehicle values always fluctuate week to week.

Unlike some dealers, he is accepting trade-ins of diesel VWs affected by the scandal. He says he has used some of the discretionary funds provided this month by VW of America to pad trade-in allowances on the TDIs.

Do you really think Dieselgate only involved the VW Group's four-cylinder engine lineup? **Hah!** The EPA and California Air Resources Board announced that VW's **3.0-liter diesel V6**, found in **Porsche, Audi and VW models**, also had an emissions cheating system.

The agencies reported violations have been found on the engines of the **'14 VW Touareg**, the **'15 Porsche Cayenne**, and the **'16 Audi A6 Quattro, A7 Quattro, A8, A8L, and Q5**. Those vehicles had "emissions of nitrogen oxide (NOx) up to nine times EPA's standard."

This violation covers about 10,000 cars in the US alone.

As before, the EPA said there exists "software in the electronic control module of these vehicles that senses when the vehicle is being tested for compliance with EPA emissions standards," and in that mode the NOx emissions are low enough to meet legal limits.

In normal driving, the engines are not in compliance.

VW has responded to these allegations, somewhat surprisingly, with a denial. Here's the statement the automaker sent to *Automotive News*:

"VW AG wishes to emphasize that no software has been installed in the 3-liter V6 diesel power units to alter emissions characteristics in a forbidden manner," the company said in a statement. "VW will cooperate fully with the EPA to clarify this matter in its entirety."

While VW may be denying the EPA's latest allegation that 3.0-liter diesel V6 engines were also cheating on emissions, both Porsche and now Audi—which also use those motors in various models—have **ordered dealers to stop selling cars that have them**.

Audi's stop-sale order covers 2013-15 Q7s with the 3.0-liter diesel V6 TDI engine. It also includes various 2014-16 A6s, A7s, A8s, A8Ls, and Q5s with those engines.

No recall is planned, Audi said in an advisory recently sent to US dealerships.

That's a lot of cars. By far Audi is the brand hit hardest by this latest headache from the ongoing diesel crisis.

Despite VW's denial that its 3.0-liter diesel V6 engine features an EPA regulations-cheating defeat device, Porsche has now officially ordered a **stop sale** on its Cayenne SUV featuring the engine in question.

In the press release, Porsche follows parent-company VW Group in saying the EPA's recent

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3C (cont'd)!

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discovery of excessive NOx emissions on the V6 TDI engine was “unexpected,” but reminded drivers that they can continue operating their vehicles normally.

According to an article from *USA Today* back in 2013, the Cayenne was Porsche’s best selling vehicle, making up a reported **44 percent** of sales.

The V6 TDI is also used in thousands of Audis and VWs, with no word on any action being taken by the other brands just yet.

VW has so far denied the new accusations, and has requested more information be provided by the EPA as it continues its internal investigation of the Dieselgate scandal that saw CEO Martin Winterkorn resign and a complete reshuffling of VW Group’s brand structure.

In an apparent move to be more like former giant ‘GMC,’ VW will be recalling **92,000 cars** not for emissions-related cheating, but for **failing camshaft lobes** which can wreak havoc on braking performance.

VW is recalling 91,867 cars including the **2015-16 Jetta, the 2015-16 Beetle, 2015-16 Golf SportWagen, 2015-16 VW Passat and 2015-16 Golf and Golf GTI**. It’s all over troubles with the new EA888 engine.

As it turns out, **the engine’s exhaust camshaft lobes have a tendency to shear off**. The exhaust camshaft drives the fuel pump and brake vacuum pump, so once that camshaft is toast, there go your power brakes. And with-

out power brakes, that corner up ahead is gonna get really hairy.

Normally cams are machined from bar stock or cast from molten iron, but VW opted for modular sintered cams, whose lobes are pressed on. The friction from interference fit between the lobe’s and the shaft causes the lobe to “become one” with the shaft.

NHTSA says the cams are shearing due to “high load” on the cam. Whether that’s the only cause is not yet clear. I’d guess that the failures have something to do with the assembly process and too high of an interference between the shaft and lobe. This could impart high radial stresses on the lobe and weaken it.

VW, will your woes ever end?

VW of America will offer \$500 to owners of 2.0-liter diesel vehicles with illegal emissions test-rigging software, part of a “goodwill” package aimed at calming customers affected by the company’s deception.

The \$500 will come on a prepaid Visa card and can be used wherever Visa is accepted, VW said in a statement. As part of the package, affected owners will also receive a second prepaid card worth \$500 that can be redeemed at VW dealerships, and three years of 24-hour roadside assistance.

While VW continues to work on fixes for its noncompliant diesels, and has offered financial support and enhanced sales incentives to dealers encumbered by unsalable inventory, the goodwill package announced is VW’s first major step to mollify owners affected by the emissions scandal.

The program extends only to

owners of 2.0-liter diesels. The EPA said that some Audis, Porsches and VWs with 3.0-liter diesel V-6s also contained emissions “defeat device” software.

The EPA said Sept. 18 that roughly **482,000 2.0-liter diesel VWs and Audis** contained illegal software designed to mask smog-forming nitrogen oxide emissions that were up to 40 times permissible levels.

The program covers only 2009-15 VWs that contain the software. Audi is working on a similar program to launch on Nov. 13, VW’s statement said.

Germany will retest all current VW Group models sold in the country to gauge their actual emissions levels after VW’s revelation that some 800,000 gas and diesel cars may exceed advertised levels of CO2, Reuters reports.

The move by the Transport Ministry comes on the heels of a disclosure by the automaker that several 1.4-liter and 1.6-liter diesel engines, in addition to at least one gasoline engine in Audi, VW, Skoda and SEAT cars could be producing higher levels of CO2 than stated. The disclosure came after VW itself instituted a program of retesting cars for emissions, a move taken as part of an internal investigation by the company following the revelations of emissions-cheating software in 2.0-liter diesel engines in late September of this year.

VW pointed out that the CO2 issue is not a mechanical fault with the cars themselves, but rather an ‘inconsistency’ that is believed to be the result of inaccurate emissions testing. As such, a

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This n That

Oopsie! There does seem to be a fairly notable discrepancy between the actual knowledge car salesmen have and the knowledge that most shoppers ***ASSUME*** they have. Take, for instance, this salesman who ***mistook the clutch pedal for the brake pedal*** on a ***C7 Z06***, resulting in some damage. Really, the damage isn't major, but it's rather ironic that someone whose job is selling cars makes an elementary error behind the wheel of a ***\$95,380 Corvette***. Then again, maybe we're being too hard on the poor guy—it could've been an honest mistake and he depressed the clutch thinking he depressed the brake pedal...who knows? Plus, the Corvette is one of only a handful of vehicles offered by Chevy with a stick...so maybe the poor lad doesn't get to drive too many of them. Whatever the case may be, the buyer who ***special-ordered*** this Z06 ain't gonna to be a happy camper, as he/she likely has been waiting quite a while for the car to be built, and likely isn't willing to accept a damaged vehicle, even if it is repaired. And that's not to mention the dealership's owner, who now appears to have a broken wall and windows...***Camaro-killing MINIVAN?! While much of the commotion was centered around The Big Three at the '15 SEMA Show in Vegas, nearly every automaker was represented in some fashion, or displaying the latest concept engineers dreamt up. That includes Toyota, which brought the '16 Sienna R-Tuned to its display. Toyota partnered***



with DG-Spec to create the Sienna R-Tuned. It features upgraded brakes, tires, suspension and a limited-slip diff. What's interesting is Toyota claims the 3.5-liter V6, cranking out a mere 266 hp, is bone stock. Yet, the "swagger wagon" has managed to ***outdo a '15 Camaro SS*** at The Streets of Willow Springs. Toyota says the concept lapped the track in 1 minute 27 seconds—a full second faster than the 426 ponies found in the 2015 Camaro. As many like to say, sometimes it's not all about going in a straight line...***Union Labor***. Ford, like 'GMC,' and Fiat-Chrysler, are in final contract negotiations with the UAW. Some things coming out of this agreement is the ***return of the (midsize) Ranger*** to the US, along with a ***new Ford Bronco (hey, Toups!)***. That's the ***GOOD*** news. Bad news coming from the same agreement could mean the end to ***MOST*** of Ford's car production in America by the end of the decade (***not including the Mustang and Continental!***)?! Production of four US-built cars—the C-Max, Focus, Fusion and Taurus, would last only through current product lifecycles. Ford also builds the Fusion at a plant in Mexico, and production



of the Focus and C-Max is expected to go to Mexico. The Taurus could be discontinued or built only in a low-cost country such as China...***HUGE Chrome Bill!*** Antti Rahko just needed something to keep him occupied in his retirement years. While most recent Floridian transplants take up golf or maybe golf with the occasional afternoon of golf, the Finnish transplant decided instead to build one of the ***world's most well-known art cars***, the ***Finnjet***, which he's now put up for sale. Not like he had that goal in mind right away. Rather, following his retirement in '84, he began amassing chrome pieces and other shiny bits—mirrors, lights, bumpers, more lights, more mirrors—from trips to junkyards. Not until 2000 or so did he actually build a rig on

which to install all those parts and pieces: a combination of two Eighties Mercedes-Benz W123 station wagons and a '62

Imperial front end placed atop a tri-axle chassis with a dually axle in the center of the car and a Chevrolet truck front axle mounted at the rear, steering opposite the front wheels. A Mercedes-Benz turbodiesel engine powers the 29-foot laden limousine. Inside, Rahko fitted the Finnjet—which he named after a famous ***Finnish turbine-powered ferry***—with a microwave, freezer, television, two air-conditioning units and a functional sauna, all fed by

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T 'n T (cont'd)



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three batteries and three alternators. But it's the exterior of the Finnjet that attracts the most attention, with parts from an estimated **40 different cars, 36 mirrors, 86 lamps, various turbine housings, wings, chrome bumpers, strakes, hubcaps, a space shuttle and a continental kit** for good measure. For his efforts, Rahko has won first place in the **Houston Art Car Parade**—perhaps the world's largest art car event—three times, but he built it to drive rather than show, and he's reported mileage in the mid-20s thanks to the turo-diesel. He's also been invited to show it overseas at the Essen Motor Show a couple years back. While he did list the Finnjet for sale about five years ago for **\$950,000**; he has since lowered the asking price to **\$100,000** in an ad for the car that appeared in a Summer 2015 issue of **Hemmings Motor News**...WTF?! No, we're not sure why someone would spend what had to have been years of their lives welding, bending, and manipulating seemingly miles of steel tubing like this but we're damned glad that they did. This monster is sitting outside of the

main hall at the 2015 SEMA show and there are really no words to describe it and there's really nothing else to compare it to, that we've ever seen anyway. The best we can do is mention that it is kind of like an Ariel Atom running head on into Mad Max and emerging as this. Powered by a **302 cu in**

Ford Coyote DOHC V8 engine (I'm **FLABBERGASTED** that it **AIN'T** an **LS V8!!**) and capable of seating five people, it is sculpture as much as it is function. We're sure that it runs, drives, and steers as there is evidence of all that stuff happening when you look at it. What's really funny about it is that when you look at it from afar you appreciate the odd shape and weird lines, and you know that it's something that doesn't really jibe with anything that you have seen before but when you see it up close, when you take the time to look at it, that's when your mind really blows up. The amount of welding, the amount of art being exhibited, and the amount of time spent to create it all boggles the mind. Not terribly surprising that it was spotted at the **annual SEMA show in Vegas**, along with the **multi-engine Econoline** (Yikes!). The engine just don't grab ya like in the 'old school'

days! (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!)



Model Buffet

Thought I'd try to keep this monster of a column created by MAMA's Boy Matt Guilfoyle going, giving you the straight scoop on new stuff from a well-known resin caster.

Replicas and Miniatures Company of MD has been burnin' the midnight oil **BIG** time—take a gander at the following new items!

☛ **Chopped '41 Ford coupe (B-41, \$25.00, 1/25th)**: 8 pieces to be used with the Revell '48 Ford coupe as a donor. Mastered by Lyle Willits.

☛ **Mini Countryman (B-42, \$55.00, 1/24th scale)**: This conversion uses any of the Tamiya Minis as a donor. Includes 32 pieces molded in white, yellow, clear red and clear orange.

☛ **Minilite wheels (RM-152, \$8.50, 1/24th)**, for the Tamiya Lotus Super 7, includes five wheels and (20!?) separate lug nuts.

☛ **Buick Nailhead finned valve covers (P-54, \$4.95, 1/25th)**: four pieces, including spark

plug covers, to fit the new Revell '29 Model A Roadster.

☛ **Stock Buick valve covers (P-106, \$3.75, 1/25th)**: four pieces, including small breathers, to fit the new Revell '29 Model A Roadster.

☛ **Custom headlight bracket (P-150, \$5.95, 1/25th)**: five pieces, including separate buckets and clear lenses, for use on '32 Model A frames.

☛ **Vintage headlights (P-151, \$6.95, 1/25th)**: five pieces, with parking lights on top of buckets, suitable for fendered '32s and other rods.

☛ **Corvette rally wheels (P-152, \$5.50, 1/25th)**: four pieces, no hubcap, exposed lug nuts.

☛ **Teardrop Hi-rise hood (P-153, \$6.95, 1/25th)**: Fits AMT & MPC '66 Mustang.

☛ **'59 Caddy taillights (P-154, \$4.95, 1/25th)**: four pieces.

☛ **Hilborn 150 fuel pump (P-155, \$4.50, 1/25th)**: Two pieces, for use on Monogram's Slingster. Mastered by Darryl Peters.

☛ **'62 T-Bird tonneau cover (P-156, \$5.95, 1/25th)**: Two pieces, for use on new AMT tool.

☛ **Custom air scoop (P-157, \$3.50, 1/25th)**: Two pieces, for two-carb intake on Flatheads.



☛ **Kid's sled (P-158, \$4.50, 1/25th)**: Three pieces, for use in that snow scene, or simply garage clutter!

☛ **Custom hub caps (P-159, \$4.50, 1/25th)**: Four pieces, 8/ bar w/bullet center from the original AMT '34 Ford pickup kit.

☛ **Jack tool & pouch (P-160, \$3.50, 1/25th)**: Two pieces, for use on Porsche 356 and 914.

☛ **40s Chevy taillights (P-161, \$4.95, 1/25th)**: Four pieces, separate bezels and red lenses, for the new Revell '29 Model A Roadster.

☛ **Buick Nailhead manual trans (P-162, \$4.50, 1/25th)**: Three pieces, including separate Ansen shifter/linkage and clutch/gas/brake pedals, for use on the new Revell '29 Model A Roadster.

☛ **'39 Ford teardrop taillights (P-163, \$7.95, 1/25th)**: Separate bezels and clear red lenses.

☛ **'56 T-Bird valve covers (P-164, \$2.95, 1/25th)**: Two pieces, for use on 50s Y-block V8s.



(Continued on page 11)

Buffet (cont'd)

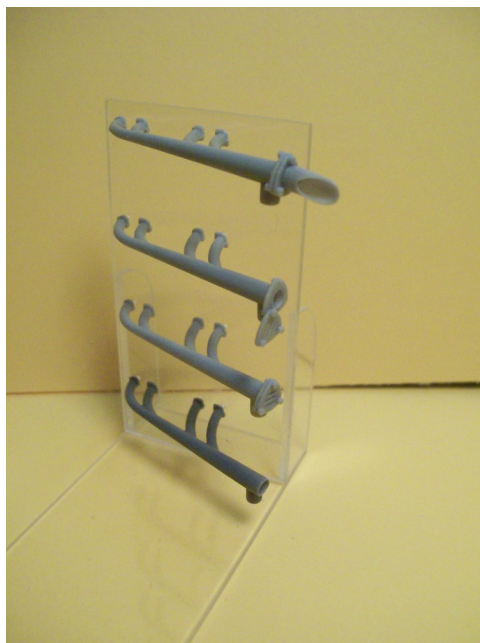
(Continued from page 10)

- 🚗 **Buick Nailhead headers** (P-165, \$7.50, 1/25th): One set of headers, buildable four ways.
- 🚗 **Small valve cover breathers** (P-166, \$5.50, 1/25th): Eight pieces.
- 🚗 **M + H Cheater slicks** (T-56, \$5.50, 1/25th): Two pieces, with two small grooves at the tire's edge, for Junior Stockers.

As always, if you hear about something of possible interest to your fellow club members, by all means, send it to my attention for

inclusion in a future column. *Thanks Norm* and again to *Matt*

for creating this monster! More next month! 🚗



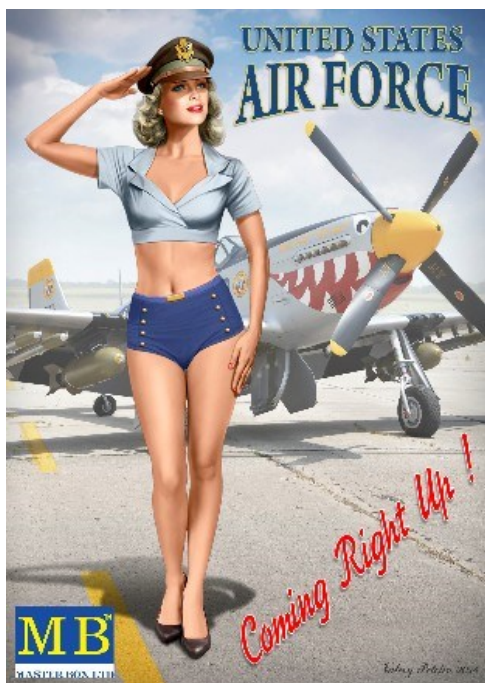
Pinup (cont'd)

(Continued from page 2)

pared to other figures, but try one you just might like it.

by: Rich Wilson

(Ed. Note: Glad you got this one 'figured' out Rich—Ha! Ha!) 🚗



This kit includes parts for the assembly of one figure. Attention! This set requires both glue and paint in order to be completed. Not included. This kit is not completed by the model of the motorcycle or of any other vehicle.

Illustration
V. Petelin
Sculptor
A. Gagarin



Thanks, Tim (LOL!)



This kit includes parts for the assembly of one figure. Attention! This set requires both glue and paint in order to be completed. Not included. This kit is not completed by the model of the motorcycle or of any other vehicle.

Illustration
V. Petelin
Sculptor
A. Gagarin

'Gov't' (cont'd)

(Continued from page 5)

on a mix of 91 octane in California, but there was no getting around the fact the car arrived with worn brake pads. During the most recent Ask Tadge thread on [CorvetteForum](#), Chief Engineer Tadge Juechter himself offered up the 'real explanation.'

Foremost, the car delivered to *MT* went off track during *Car and Driver's Lightning Lap competition*. The Vette team worked diligently to get it track ready, polished and fixed in time for its next quest.

Unfortunately, in the process, the team overlooked the brake pads, and Juechter assured fans the inspection process has already been revamped so something like that never happens again.

"In the few days we had to prep the car for *Motor Trend*, we did a tremendous amount of work to make sure the car was safe, capable and pretty. In our haste, two things were missed. We always replace brake pads before delivering a car, but this was missed. I can't remember this ever happening before, but it did. We have since changed our pre-test check procedure so this can never happen again."

As to why the car was *down on power and behaved like a lazy dog on track*, Juechter and the team identified a bad electrical connection on the intercooler pump for the supercharger. Basically, the supercharger was working intermittently the entire time.

Juechter explained it further stating, "One of our pre-loan

checks is to bleed the intercooler circuit to make sure there is no air in it. Some *customer complaints about overheating Z06s* have been traced to improperly bled intercoolers. The technician doing the work plugged in the electrical connector for the intercooler pump and it seemed to seat and 'click' into position, but the secondary latching mechanism did not fully lock into position leading to intermittent operation."

He also revealed *MT* will feature the car in another comparison for a chance to redeem itself.

So, it was 'pretty,' but didn't run worth a shit!!

'GMC' is performing a bit of sleight of hand—they are launching a 'new' car in Russia. Well, not *ACTUALLY* new—it's simply a *rebadged Chevy Aveo*.

Former Uz-Daewoo producer will be renamed to *Ravon*—a brand that was officially launched on October 8th this year.

Uz-Daewoo was a joint venture between UzAvtosanoat and Daewoo, which started back in '92 with production actually kicking off in mid-1996. Now the company is receiving a new name—the Ravon, with the first model being called the Nexia.

Ravon released just one image of the car but it's enough to see it's actually a rebadged last-gen Chevy Aveo sedan. More details are expected at the brand's launch with several new models planned.

'GMC' Mexico reported 20,094 vehicle sales for the month of August 2015, *down 14.4 percent* from the 23,474 sold units reported in August 2014.

'GMC' Mexico reports sales



nearly two months after the end of the month in question.

'GMC' has consistently been a topic of US politics since the automaker was bailed out and proceeded to file for bankruptcy. As much as 'GMC' CEO, Mary Barra is ready to move forward, politics have a tricky way of bringing things back to the limelight.

Republican presidential candidate, Chris Christie, commented during the recent *CNBC* debate that he would have prosecuted executives at 'GMC,' as told by *The Detroit News*. Christie is a former US attorney.

"This Justice Department under this president has been a political Justice Department," Christie said. "They like 'GMC,' so they give them a pass. They don't like someone else like (*retired gen.*) David Petraeus. They prosecute them and sent a decorated general to disgrace," he commented during the debate.

'GMC' was charged by Manhattan US Attorney Preet Bharara with two felonies, but a deferred prosecution agreement has the US dropping them and the criminal investigation. 'GMC' paid \$900 million and will be subject to three years of federal oversight.

Bharara has gone on record to state it was simply too difficult to charge individuals in the ignition-switch recall scandal, blaming federal law gaps.

Nothing surprises me anymore with 'GMC.' 🚗

3C (cont'd)!

(Continued from page 7)

recall for the 800,000 cars is not currently planned. The majority of the affected vehicles were sold in Europe, and no recalls in the US are expected.

To use the funds, customers will have to jump through a few hoops. A VIN must be used at a VW website, www.vwdieselinfo.com, to see whether a car and owner is eligible under the offer. If a customer's vehicle is covered, the owner must enter contact info and the current odometer mileage. Customers will then receive prepaid cards in the mail within four weeks, VW said.

To activate them, customers must bring them into a dealership, along with the eligible vehicle, a driver's license and proof of ownership.

A VW spokeswoman said the goodwill program does not include a waiver of legal claims stemming from the company's emissions violations. The program's terms and conditions include a trial by jury waiver, but that waiver only extends to claims related to the compensation program and does not affect a customer's right to sue VW for claims related to its 2.0-liter diesel emissions violations.

VW continues to work on repair plans with the EPA and California's Air Resources Board to bring the affected diesels into compliance with clean-air laws.

VW has said that each of the three generations of 2.0-liter diesel engines containing the illegal software will require different re-

pairs. About 325,000 of the vehicles using the first-gen VW 2.0-liter diesel will require software and hardware changes. Those changes could be extensive.

About 67,000 newer vehicles with the third-gen diesel meet emissions standards and can be made compliant with a software update alone, Horn told lawmakers.

The roughly 90,000 2012-14 Passats using the second-gen 2.0-liter diesel will need a software update, but it's unclear if they will need hardware changes also.

Audi of America is following its parent company's lead and is offering a 'goodwill package' to owners of the Audi A3 equipped with the 2.0-liter TDI engine.

The A3 2.0 TDI from the 2009-15 model years is the sole Audi model with the emissions-cheating software that was installed in a number of diesel VW and Audi models sold in Europe and in the states. That A3 uses the EA 189 engine, shared with approximately 482,000 US VWs.

Audi is extending the goodwill program announced by VW days ago to owners of this model; they will receive a \$500 prepaid Visa Loyalty Card as well as a \$500 Audi dealership card that can be used for products and services at all Audi dealers in the country, in addition to 24-hour roadside assistance for three years. This offer is identical to that extended to owners of affected VW models, some 120,000 of whom have already contacted VW to take advantage of the program.

"We are cooperating with authorities to investigate the issues affecting these TDI models. In the meantime, we issued a voluntary stop sale on 2013-16 model year new and Certified pre-owned vehicles with the Gen II 3.0L TDI engine," Audi states on its diesel information website.

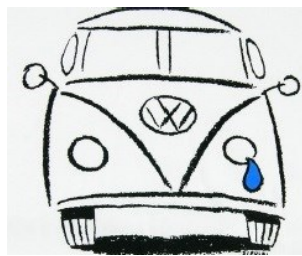
However, Audi is not extending this program to owners of models equipped with the 3.0-liter V6 TDI engine, which includes the A6 Quattro, A7 Quattro, A8 and A8L sedans, as well as the Q5 crossover; that engine's compliance is a point of contention with the EPA at the moment.

Immediately following the EPA's notice on Nov. 2 Audi stated that it did not believe that the named models had emissions compliance issues, but nevertheless issued a **stop-sale order** for the models named above, stretching from the 2013 model year through the 2016 model years. A single Porsche model, the Cayenne diesel, was also implicated by the EPA, and Porsche has also issued a **stop-sale order** for the SUV without admitting any emission discrepancies.

"The Goodwill Package announced on November 13, 2015 was only for 2.0L TDI vehicles," the automaker stated on its diesel information website.

"Audi is currently investigating allegations regarding 3.0L V6 engines set forth by the EPA and the California Air Resources Board on November 2 and is cooperating fully."

And, like 'GMC,' the 'Beat (down)' goes on! 🚗



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Condolences (cont'd) picture of a car

(Continued from page 1)
in *Pontiac ads.*

Fitzpatrick, who stayed active in retirement, spent most of his life working in the auto industry. He enrolled at the Detroit Society of Arts and Crafts—today's College for Creative Studies—in 1936 at just 18 years old. Then, according to a biography on his website, he took a job as a designer at Briggs Body Co., where he worked on various projects for Chrysler and the Lincoln Zephyr. He also is credited with designing the 1940 Packard 180 sedan.

After WW II, Mercury signed Fitzpatrick to create images for its advertising. About that time, he began working with Kaufman, a former Disney animator whose specialty was drawing people and places.

The pair cranked out ad images for **14 automakers** during their run, creating some of the most iconic ads of the era. But it was the **Pontiac ads—285 in all—for which they are best remembered.**

"I've always maintained that a

moving doesn't mean a thing," Fitzpatrick told Motor Trend Editor Arthur St. Antoine in an '07 interview. "They all move. You have to convey something about the car psychologically. It's all about image. That's the reason people buy cars."

Fitzpatrick's car-themed stamps are some of the most successful special-edition stamps ever issued by the USPS. Both series won awards and are among the top-selling commemorative stamps.

The work of Fitz and Van was so influential that designers took notice. Retired Ford designer Dick Nesbitt collected the ads.

"When I was attending Art Center College of Design in '68, I contacted an account manager at the Los Angeles McManus, John and Adams advertising office about getting more AF VK ads for reference as an automotive design major," Nesbitt recalled.

"He was very helpful and said



he would gather as many ad proofs as he could and send them to me. In '71, when I was a designer with Ford in Dearborn, I called the McManus, John and Adams Detroit office for more samples, and they very generously responded. I didn't know then '71 would be the last year for AF VK with Pontiac, but they did beautiful ads for Opel in Germany from '72."

Earlier this year, the Gilmore Car Museum near Kalamazoo, Mich., opened a gallery with more than 70 original drawings Fitzpatrick donated. In June, he opened the gallery and gave a presentation. It was one of his last public appearances.

Godspeed, 'Fitz.' 🕯️



Pontiacs on Parade!

Read on for the two firsts that happened last month!

Ron Roberts: Ron surprised me in the Reserved Parking area with his really cool **'67 GTO hardtop**. The surprise was not that it was so well done, but that it *wasn't* a **'box art' model** (Ha! Ha!)!

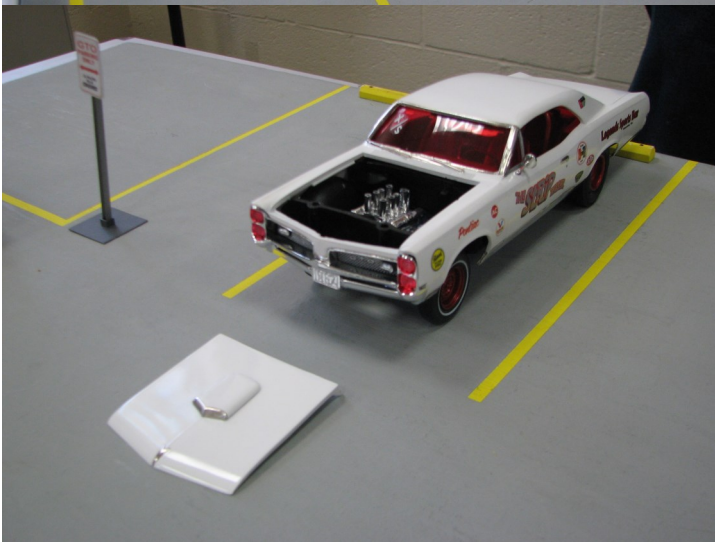
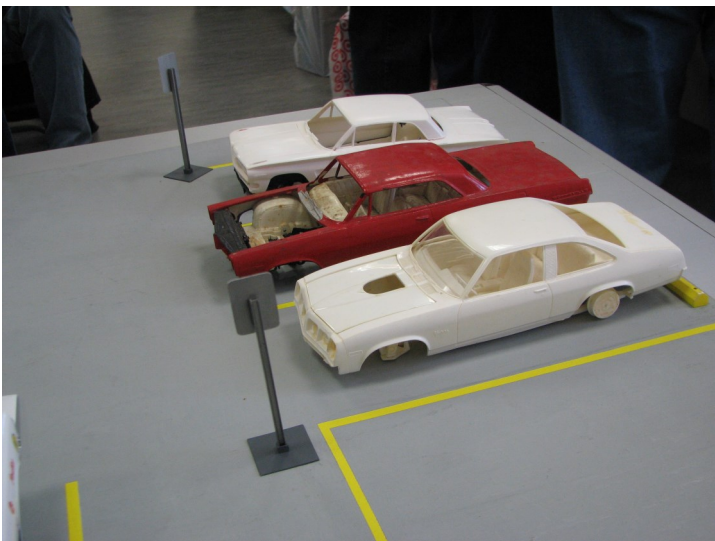
Ron was also responsible for the **'70 Ford cop car** that stopped by to 'check it out.' Ron says this one was built 'as it should be'—with a hot-rodded 429!

To this I added what I'll refer to as more of my **'Modelhaus tribute.'** That is, rebuilders requiring Modelhaus replacement parts. Sharp-eyed

readers will note a **'62 Tempest sedan**, **'64 Bonneville hardtop**, and a **'75 Ventura (GTO)**.

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, 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 the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

Timothy Sickie
15905 Ark Court
Bowie, Maryland 20716
Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMA's BoyZ do it in scale!

"New" Stuff this month:

- Revell 1/24th #22 Shell Pennzoil Fusion
- Revell 1/24th #2 Blue Deuce Fusion
- Round2 '58 Impala (gold & white)
- Round2 '67 Charger Street Machine
- Round2 '71 Charger

Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

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

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

www.yorkus30.com

Classifieds

WANTED: I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*). I also have an extensive collection to trade from. In search of 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prix, and '70-'81 Formulas and T/As, and empty **Pontiac kit boxes**. Would also like to buy or borrow **old AMT/ MPC/ Monogram/ Revell model car catalogs**. Contact Tim Sickie at gtoguy@verizon.net, or see me at a meeting. **Thanks!**

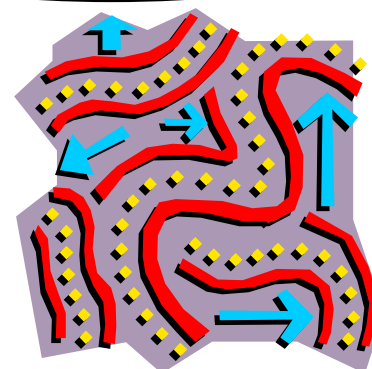


We're on the web!
<http://www.mamasboyz.org/>

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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