

MAMA Sez!

Volume 29, Issue 5

February, 2016



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

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2016 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 16th
- ☞ February 20th
- ☞ March 19th
- ☞ **April 23rd**
- ☞ May **NONE (!)**
- ☞ June 18th
- ☞ July 16th
- ☞ August 20th
- ☞ September 17th
- ☞ October 15th
- ☞ November 19th
- ☞ December 17th (10 - 3!)

Inclement weather phone

number: (301) 474-0646. ☎

Time To Go Racin'!

We had another great turnout last month of not only people, but tables full of display models! This is the way it should be!

Be thinkin' about themes for **NEXT years' MAMA>NNL (2017)!**

Rich Wilson this month paws over the **Revell '15 Foose Stingray**, while **Ron "Box Art" Roberts** gives you

his insight on the **Round2 '58 Impala**. **Thanks, guys!!**

The Pontiac Parade showed up again in a **BIG** way!

More 'GMC' and VW news, auction insanity news, and new stuff. So, what're you waitin' for?!

The raffle raised **\$91.00**, while the door kicked in **\$82.00, plus**

\$2.00 from tweezer sales. We made the rent—thanks, guys!

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

Condolences

Another drag racing great is no longer with us. This time it is **Pontiac racing legend** and famed header manufacturer **Jess Tyree**. His drag racing story is one that rings familiar to those who love the humble beginnings of the sport. Born in Oklahoma, Tyree's family moved to California when he was a kid and by the time he was old enough to own a car he was out there street racing with the best

of 'em in the area. While today Orange

County has some of the most densely populated and desirable real estate in the world, back then it was wide open and the perfect place for the budding culture of hot rodding to take root and explode into a national craze. One of Tyree's contemporaries and rivals on the streets back then in the later 1940s was a kid named **Mickey Thompson**. Seriously.

Gary Meadors, founder and chairman of

the **Goodguys Rod & Custom Association**, died in late December of natural causes. He was 76.

With his high school sweetheart and wife of 50+ years Marilyn riding shotgun, he founded **Goodguys** in '83 in Northern California then branched out to stage a national series of hot rod and custom car events beginning in '87. What started as a passion-based idea blossomed into one of America's premier automotive event produc-

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'15 Revell Foose Stingray

In the past I have been less than impressed with these 'Foos Design' kits. Chip of course, is extremely talented in that area though not all of his designs have been what I care for. More often than not, he "knocks them out of the park." The previous series of kits were based on full detail kits, but this newest series are based on what I call unassembled promos. Yes, these kits have a little more detail than traditional promos; I've even built a few. When the requested voting started, I didn't pay much attention because I wasn't overly impressed with Chips' designs (*in the kits*) before. And besides, Revell seemed only to add new decals, 'wagon wheels' and 'rubber band' tires. Not my favorites to say the least. I've been waiting for several years for Revell to come out with a full detail kit of the 7th gen Vette, even though I think it's ugly; GMs' fault not Revells'. I know that doesn't make sense, but I've been building/collecting every year of Vette for decades—*why stop for ugly?! It looks like a Toyota in front and a Camaro in back. Vettes used to be on the cutting edge of styling.*

There are to be four kits in this series and I hope they sell well enough. This and a '**14 Challenger**' are out now and I chose the Vette simply because I've given up hope of a full detail kit. The remaining two are a '**56 Ford F100**' to match Chips' personal ride and a '**48 Caddy**', though the latter seems unlikely at this time. All the kits have painted bodies

and windows. As well done as the painting is, the mold seams are still visible, which is a shame. I appreciate the extra time involved in sanding these bodies, but the end product might sell better. In the case of the Vette, I thought the paint was gloss black and white. I was surprised to find it to be gloss black and semi-gloss metallic silver. I plan to sand the mold seams and paint the silver areas white. If you count the decals, there are 57 pieces in the box as it says.

Engine: If you count the upper intake and air cleaner that get installed near the end, there are 11 parts total. The block, bell housing and torque tube are cast together; left and right halves. The oil pan, heads and exhaust manifolds are separate as are the front cover and belt. But there are no valve covers since they would be hidden by the coil pack covers. The upper intake piece incorporates the intake tube, throttle body, and coil pack covers.

Chassis: It's what I would call semi-promo type in that the entire transaxle and rear suspension are cast to it. I can't tell if it's an automatic or manual transmission. The mufflers are cast in, but the rest of the exhaust is separate. The front suspension consists of a grand total of one piece. 1/8" metal axles



finish the suspension and chassis.

Tires/wheels: The wheels measure 22" while the vented brakes are only 13." The whole point of the big diameter wheels is to fit over large brake assemblies which in turn are needed to slow down the heavier than stock wheels. Inertia plays a big role in this as well. As they are, they look puny inside the giant wheels. The *rubber bands*, er, I mean *tires* are big and little with fairly nice tread design. You may think I'm old fashioned about wheel diameter, but a couple of years ago while riding with fellow MAMA member Charlie Magers around the beltway (495), we passed not one but **TWO** cars a mile apart with just such wheels broken off!!

Interior: It's box type with separate door panels and front inner fenders cast to it as are the brake booster and battery. The dash has two pedals hanging from it, making this an automatic tranny. There are no gauge decals or computer screen. The floor has nice carpet detail with no ejector pin marks. The seats are two-piece

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Round2 AMT 1958 Impala

The 1958 Chevy Impala (AMT931/AMT 946, 1/25 scale customizing kits) is a re-issue originally introduced in the mid 1960's. Included are 149 parts, which include one clear window glass set. Round2 has included all the original parts; this is a three in one kit. I believe old school hot rodders will approve of the restored and expanded decal sheet! In a continuing effort to satisfy more consumers, the Kats at AMT are offering yet another kit in two available colors. For hardcore seasoned modelers, the kit is available in white plastic. For young or inexperienced modelers who'd rather not paint the body, a beautiful gold-molded edition with special pearl plastic is also available!

Engines: One engine with two options is included. The stock 8 cylinder 348 cu in Chevrolet "W" head engine and triple carburetors with a Spalding "Flamethrower" ignition and an Offenhauser triple intake manifold are the custom/drag options. This Chevy engine

is one of my favorite AMT hot rod power plants offered from AMT.

Chassis: A very nice detailed chassis can be built from the kit. Separate exhaust and suspension parts are included with three height choices for the front suspension. This kit is among AMT's early well detailed chassis.

Tires/Wheels: Four Firestone tires are included; white wall tires on one side and a thin line gold stripe on the other side. And two Goodyear blue striped slicks are included. There are three wheel sets included:

- Full size stock chrome hub caps
- Chrome custom wheels,
- Stock and deep steel wheels.



Interior: Standard AMT bucket style with separate front seats and dash with opening doors. Two options are included, stock and custom.

Body: The model is molded in white or a very nice pearl metallic gold, your choice. The body and the kit have no flash and the tool is in very good form. Fit and finish is quite good. This kit has opening doors.

Summary: This is the *fifth time* I have built this kit. This

(Continued on page 8)



'Gov-a-mint Motors!'

'GMC' is recalling **2,633 Chevy Traverses, GMC Acadias, and Buick Enclaves** over an issue with the lower seat frame welds on the third row seat frame.

The third row left lower seat frame may have welds that are not in the correct location. If the seat frame is not welded in the correct places, it may not perform as intended, and in the event of a crash, the seat occupant could be at an increased risk of injury.

'GMC' will notify owners, and dealers will inspect the third row left side lower seat frame, replacing it as necessary, free of charge. 'GMC' has not yet provided a notification schedule.

'GMC' is recalling some **'15 Chevy Cruzes** over an issue with the driver-side seat belt assembly.

One of the driver-side seat belt assembly bolts may not be properly tightened. An insufficiently torqued bolt may prevent the seat belt from holding the required load in a crash, increasing the risk of injury.

'GMC' will notify owners, and dealers will inspect and tighten the bolts, free of charge. The manufacturer has not yet provided a notification schedule.

The Chinese are coming.

AGAIN. Following the announcement of the **'16 Buick Envision** heading to the US from China, 'GMC' and **Cadillac** have confirmed the **'16 CT6 PHEV** will also be imported from China.

For the record, the '16 CT6 is already being built in the US. The '16 CT6 PHEV, however, is expected to be a much stronger seller in China than the US. Therefore, the strategical decision to import it was made.

Uwe Ellinghaus, Cadillac CMO, confirmed the news at the '16 North American International Auto Show, according to **Bloomberg**, where he said it would be built only at one factory in China.

Chinese tariffs make importing vehicles into the country extremely expensive, therefore, many automakers have set up shop locally. The news also shows much faith placed in the quality of 'GMC' factories in China with the '16 Envision and '16 CT6 PHEV.

Many owners of 'GMC's' **'15 and '16 full-size SUVs** are not particularly happy with their purchase.

Online forums and the National Highway Traffic Safety Admin-



and **Escalade**, all exhibit the same traits: **unexplainable wind buffeting and vibration**. Many of the complaints allege that these problems also affect the **Silverado** and **Sierra**.

AutoGuide.com was first made aware of the issue when the owner of a '16 Yukon XL Denali alerted someone by e-mail. "I am the new owner of a '16 GMC Yukon XL Denali," he said. "Imagine the sound/feel when a window is cracked riding down the road except occurring when all windows are up and at all speeds above 35mph."

Along with the buffeting, a vibration can be felt inside the cabin. According to many of those affected, it gets worse when the vehicle switches into V4 mode, as these engines are equipped with cylinder deactivation.

And it's not just an annoying sound—the defect seems to be causing some health issues.

"Pressure, sound and sensation at low to mid range speeds. Creating headache, dizziness and strain," reads one complaint on the NHTSA database (**NHTSA ID Number: 10701714**).

More complaints can be found online, including on forums,

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'Gov't' (cont'd)

(Continued from page 4)

though there are some posts from owners who have a 'GMC' SUV and have no buffeting or vibration. *AutoGuide.com's* editors have put plenty of miles in numerous examples of these big 'GMC' trucks, from the Escalade to the Tahoe, and have never experienced anything like what Watkins described.

Still, the overwhelming outcry on the Internet over the problem is too big to ignore.

'GMC' issued a preliminary information bulletin over the issue. **Poorly attached roof sheet metal (!)** is the main issue that 'GMC' looked to fix and instructions for doing so are located in PIT5318B. To perform the fix, technicians have to remove the headliner and inspect the roof bows for proper bonding with the roof sheet metal. If there is an issue, the bonding must be completely redone, which means new panel control vibration material is packed into the roof of all SUVs that have received this fix.

The problem with this PIT, as many customers have learned, is there is **no guarantee it is going to help**. The PIT reads:

In some cases, correcting the roof bows may not eliminate the body pressure booming issue due to the fact that the roof is being excited by some other input(s). These other areas will need to be addressed if the body pressure booming is still present at the completion of this PI.

Those other areas include **tire issues, exhaust back pressure**

valve issue and rear axle issues.

With no clear fix, customer frustration is building, especially since dealer response has varied.

"Vehicle has a vibration when going between 60—70 miles per hour on the highway," reads a NHTSA complaint about a '15 GMC Yukon (NHTSA ID Number: 10787343). "Took vehicle to dealer, they said the issue was caused by recall that 'GMC' was trying to fix. Currently no part is available to fix vehicle. Instructed to keep driving vehicle with the vibration until a part is issued."

This sentiment is echoed around a few forums, where customers have been told that **there is no fix**, or that their vehicle is operating normally.

When customers bring their SUVs to their dealer, the repair process seems to almost always be the same. It starts with **road force balancing**, because **out-of-balance wheels** are the most common cause of vibration at speed. Many dealers have also replaced wheels and tires, but for some customers, new wheels did not help.

New drive shafts, replaced exhaust systems, new shocks and even entire rear axle assemblies have all been put into different SUVs across the US, and still the majority of owners complain that they were of no help.

"Vehicle has a terrible vibration," reads another NHTSA complaint about the '15 GMC Yukon (NHTSA ID Number: 10681579). "Has been to dealer **seven times** for a total of **four weeks**. A



'GMC' engineer has looked at it twice. **They have replaced ring/pinion, driveshaft, axle.** Tried it with **FOUR sets of tires/wheels**. Last idea was to **replace shocks, struts, sway bars** with hand built parts, cut brackets off car and welded new brackets on."

All of this did nothing to help the vibration, according to the customer, who claims that **a 'GMC' engineer told him that the problem is a large one.**

"A larger issue was relayed by engineer to service manager at dealership. Issue is with all '15 Tahoe, Yukon, Escalades. In an effort to prevent rollovers, the frame and body mounts *[are]* too stiff. There are 40 engineers working on *[the]* issues, *[but]* they have no solution across the board. According to *[the]* engineer, **'GMC' is keeping an eye on how many units they have to buy back or trade for.** If the number is low enough, they will not make any changes to design."

In some cases, 'GMC' dealers have approved the use of **Dynamat**, a special sound damping foam, in the roof, which is installed when performing the PIT. "My dealer reattached all roof bows and added Dynamat which fixed it for a few months," wrote one customer in a private Face-

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This 'n That

MORE Auction Insanity! VIN No. 001 of the '17 Acura NSX was purchased at the recent B-J Scottsdale auction by, no surprise—**Rick Hendrick!** He paid **nearly eight times the car's price** for rights to make the first custom order. Rights to the first production NSX—a car that **starts at \$156,000**—cost him **\$1.2 million**, which **broke the record for highest-selling designated VIN No. 0001 in the auction's history.** All of the money spent by the Hendrick Motorsports owner and Hendrick Automotive Group founder will be split between two charities—the **Pediatric Brain Tumor Foundation** and **Camp Southern Ground project.** **FOX Sports** reported that Hendrick added the car to a collection of first-edition vehicles including the '10 Camaro, '11 Camaro convertible, '14 Corvette and '15 Corvette convertible. Interestingly, all of those obviously being Chevies—coincidentally, the manufacturer of his NASCAR Sprint Cup series team—with the Acura being the newest 'off-brand' addition. Customer ordering for the NSX will open on Feb. 25. The full-boat version of the car will go for **\$205,700**, making for nearly **\$50,000** in add ons. **That's one EXPENSIVE Acura (i.e., Honda!)...Back to the Fu-**



ture?! Thanks to the wonderful-but-flawed "Low Volume Motor Vehicle Manufacturers Act" (H.R. 2675), it's now legal for the company that bought all of the old **leftover DeLorean parts** to start putting them together to make **NEW DMC-12s.** And this time it seems like it'll actually happen, starting early next year. We've heard this before, as far back as '08. But it finally seems possible only now, thanks to the new law that allows low-volume manufacturers who make replicas of cars 25 years or older not to be held to the same standards as Toyota, cranking out millions of Corollas. Very exciting news. In the DeLorean's particular case, the definition of them as "replicars" is a bit fuzzy, because the DeLorean Motor Company of Texas bought the leftover inventory of parts from the original DeLorean company back in '97. They say they have enough parts for about 300 cars, which makes one wonder: are these replicas if they're being built with the same parts as the originals? While that's an interesting philosophical question, the real interesting question is what drivetrain is going in these reborn **'time machines'?** It's a safe bet that **NOBODY** is really hoping to get the old 2.8-liter Peugeot-Renault-Volvo V6, with its sad little stable of only 130 horses. While the Texas company has experimented with **electric**

DMC-12 conversions, these new cars are likely to have some large-volume manufacturer's engine in there, to comply with the Clean Air Act provision of the law that makes these cars possible. A not-so-wild guess would see some sort of **GM LS V8 crate motor (surprised?!)** as a likely option, if they can get it to fit back there. Something like **Ford's EcoBoost turbo four** could be interesting too. It's too early to tell. Per James Espey, VP of the company, while 'GMC' is an engine option, they're not the only ones. They're looking at three possible suppliers, two domestic, one foreign. There's a favorite though, and the engine that's the frontrunner is a **normally-aspirated V6 making between 300-400 HP.** This seems to be the **non-American company,** and while the company wouldn't comment, it may well be Japanese (*Toyota?! Just a guess*). The new car will have bigger wheels, brakes and shocks from "a famous German supplier." The new cars are expected to cost around **\$100,000 (!)**, and should have modernized electronics and all the things you really wouldn't expect from an '80s car...**Stamp of Approval!** This year, the **US Postal Service** is adding four new stamps to its Forever stamp collection. Illustrated by Chris Lyons, they were created to show how pickups became popular in the 20th century. The truck revolutionized cargo hauling, military life and more with new technology and features that hadn't really been introduced before. The four models chosen for the collection are: The strong, sturdy, **'38 International Harvest-**

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T 'n T (cont'd)

(Continued from page 6)

er D-2 that had a distinct barrel-shaped grille and its elegant styling mirrored the look of luxury automobiles of the era, the '53 **Chevy**, which featured a large windshield and provided drivers with excellent visibility, a distinctive curvy grille that bulged in the middle, and a six-cylinder, the '48 **Ford F-1** that included features like the roomy "Million Dollar Cab," a sharp horizontal five-bar grille and a six-cylinder, and the '65 **Ford F-100** that had a new grille featuring 18 small rectangular openings. It also featured what Ford dubbed a "Twin-I-Beam" independent front suspension. USPS has not announced an official release date, but did say they will be available for purchase later this year. They will be issued as a first-class mail Forever booklet of 20 stamps. If you love classic pickup trucks, you just might want to check them out...**Funny Car 50th!** In '66, a brand new class emerged in NHRA when hot rodding enthusiasts of the era were trying to squeeze more performance out of their gassers, super stocks and muscle cars. With a larger motor, stretched frame and bigger rear tires, these powerful machines took the drag racing world by storm, except they didn't look like a factory hot rod. In fact,



these cars looked a bit "funny." But drag racing fans were hooked by the appeal of the category that was officially named **funny car**, and today the category remains one of the most popular to have ever powered down a drag strip. During the '16 **NHRA Mello Yello Drag Racing Series** season, NHRA will celebrate **50 years of the Funny Car**. The season-long promotion will feature the fan-favorites, explain the evolution of the category, remember the greatest rivalries and put the spotlight on the legends who drove the cars in some of the most memorable side-by-side races in NHRA history. From the signature long, smoky burnouts to the wild and zany rides that are often the result of a full run in the volatile short wheelbase high-horsepower nitro-fueled monsters, funny car has

firmly established its place in the world of NHRA drag racing. Fans fondly recall some of the greatest funny cars in NHRA history, like the **Chi-Town Hustler**, the **Jungle Jim Chevys**, **Don Schumacher's "Stardust"** **Barracudas**, **John Force's Brute Force "Truckmaster"** **Chevy Vega**, **Ray Beadle's Blue Max Mustangs**,

Roland Leong's legendary "Hawaiian", and **Don Prudhomme's US Army machines**, to name a few. Throughout the season, many nostalgic funny cars will be featured at events and remembered through exhibitions, displays, NHRA-exclusive Cacklefests and special burnout and dry hop performances. Funny car racing legends will participate in autograph sessions at several events. NHRA's social media team will keep fans up to date on all of the happenings and fans can also read about their favorite funny cars from the past on nhra.com and in the pages of **NHRA's National Dragster magazine**. The FOX telecasts also will produce short funny car vignettes and provide interviews with many of the greatest funny car drivers in history. "The funny car class continues to be a flagship for the NHRA and in '16 we are thrilled to be able to celebrate 50 years of cars, stars and amazing performances that have made that category one of the most popular in NHRA history," said Peter Clifford, NHRA president. "This celebration is for the fans, because we know how much they love the unpredictable nature of these finely-tuned 10,000 horsepower machines." The NHRA Mello Yello Drag Racing Series season opens Feb. 11-14 with the **56th annual Circle K NHRA Winternationals** at historic Auto Club Raceway at Pomona (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!) 🍽️



1958 (cont'd)

(Continued from page 3)

time my build was a mild custom. Hats off to Round2, I highly recommend this kit to all model car builders! Check out the link to my photo site for what's in the box, the build process and finished model.

Scale: 1/25th, skill level Glue assembly, paint required. Kit features:

- Molded in white or pearl metallic gold plastic
- Build stock, custom or drag
- Opening doors
- Expanded decal sheet has original graphics and new designs
- Retro Deluxe vintage AMT packing



- Special stock tires with gold pinstripe on one side and wide whitewall on the other

- Bonus mini display box

As always, 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-/1958-impala-amt-931--946/>

by: Ron 'Box Art' Roberts 🚗



Victims were treated for minor injuries at the local hospital emergency room after their Smart car hit a **squirrel** on I-35. Witnesses say the squirrel fled the scene.

Foose (cont'd)

(Continued from page 2)

and seem to be the base model seats and there is no seat/shoulder harness detail at all. The steering wheel/column is two piece with two stalks.

Body/glass: The body is truly all one-piece although there is a pre-painted chin spoiler and mirrors to install. The light covers are one-piece that snap in as does the chromed headlights. We actually get a decent working hinge for the hood. I like the fact that the window edges are pre-painted. I could stand that in all of Revells' kits. The taillights are clear red, but need the vents in the lower ends painted black. The body comes

protected in a five-sided box so be careful removing it as the lower edges of the nose are under additional cardboard.

Decals: It's a small sheet (*waterslide*), but it has all you need to finish the body; such as the pinstriping between the two colors. Besides the "Corvette" lettering and the modern flags there are two tiny stingray emblems. And there is a three-piece stripe that starts on the nose in the shape of a stingray. Personally, I find it too much; the car would look better without it.

It strikes me that these pre-



painted body kits may be the better replacement for the kits molded in colored plastic. The builder that isn't interested in painting gets a better looking model and the rest of us get one that's easier to contend with, paint-wise.

by: Rich Wilson 🚗



Miscellania!

Revell has chosen to partner with Ryan Friedlinghaus of *West Coast Customs*, which started its new season December 6th, to remind auto buffs that all you need to turn out your own one-of-a-kind creation is a Revell kit—and your imagination. Revell's sponsorship will include a diverse mix of placements, on-air mentions and interviews, live events, cooperative social media outreach and more. Leading the relationship, however, is the opening of a fully-branded Revell Store in the retail area of West Coast Customs' Burbank, California headquarters. In addition to retail sales of Revell kits and accessories, the store will display completed models, hold model building events, and serve as a base filming area when Revell is included in "West Coast Customs" episodes.

Key facets of the Revell/West Coast Customs partnership beyond the opening of the Store include:

- Multiple Revell "Make n Takes" at West Coast Customs' Burbank headquarters starting in '16
- Appearances by Revell employees on West Coast Customs to discuss shop or product

As the relationship develops, Revell and Friedlinghaus intend to explore *development of West Coast Customs-specific licensed model kits*. The companies will also cooperate on a range of marketing, advertising and promotional activities. 🚗



Here we have a whole lotta accumulated years of past MAMA Presidents, with left to right Larry Boothe, Lyle Willits, and Norman Veber all together at the recently-held Southern Nationals NNL in Atlanta



Auction Insanity!

Looks like the auction season is in full swing. As I write this, both the Mecum Kissimmee and Barrett-Jackson Scottsdale auctions are both concluded. From the looks of it, it's gonna be a banner year.

I don't have much in the way of B-J results, but what follows are some Mecum Kissimmee 'visual Top 10' stats.



10



9



8



7



6

10: '70 Challenger 440 Six Pack convertible - \$450,000

9: '70 Cuda 440 Six Pack convertible - \$475,000

8: '70 Ford Torino King Cobra - \$525,000

7: '69 Hemi Daytona - \$550,000

6: '69 Hemi Coronet R/T convertible - \$625,000

5: '63 Z06 Big Tank Vette - \$710,000

4: '71 Hemi Cuda - \$950,000

#3: '70 Hemi Challenger convertible - \$1,650,000

2: '71 Hemi Cuda convertible - \$2,300,000

1: '70 Hemi Cuda convertible: \$2,675,000



5



4



3



2



1

For you Chevy guys, here's a cruel twist of fate—a super-nice **1979 Tenth Anniversary Trans Am** (with the Pontiac 400 and a 4-speed) with **ONLY 7.9 MILES on the odo (!)** sold for **\$187,000**, out-selling an **LS6 Chevelle convertible** at '**only**' **\$160,000**—Are you freakin' kiddin' me?!?

As if to highlight this fact, I heard that **Burt Reynolds' Bandit Trans Am** sold at B-J for a whopping **\$550,000 (!!!)**. That's a rich neighborhood for **ANY** late-model (Pontiac or otherwise!!)

HOWEVER, the **REAL** story at Mecum was what didn't sell! On the consignment list was not one but **TWO 1969 Trans Am convertibles**—of which a grand total of **ONLY EIGHT (8)** were produced!

Seven of the eight had blue interiors, while the last one was the only car equipped with a white one. According to the Mecum website, the blue interior convertible bid was ongoing at **\$1.4 MILLION BUCKS**, while the rarer white interior car's bid was ongoing at **\$1.9 MILLION BUCKS!?**

To no one's great surprise, **Rick "More Money Than God" Hendrick** made his presence known **AGAIN** by ponying up the **BIG** bucks for the very first production **Acura NSX supercar**—item in T 'n T! 🏎️

'Gov't' (cont'd)

(Continued from page 5)

book group. "After inspecting the roof it appears mid bows are no longer attached to the roof. When the roof is secured the truck is just plain awesome. When it is not, it booms and buffets."

The Facebook group, created to connect owners struggling with these problems, is full of new-car buying horror stories. *"Today is 34 consecutive days in the shop (5 weeks tomorrow). They have now replaced my rear end and called to tell us there is still a vibration,"* said one owner.

The NHTSA database also shows a host of similar complaints on brand new 'GMC' pickup trucks. "The contact owns a '15 *Silverado* equipped with Good-year Wrangler SRA tires," reads a NHTSA complaint (NHTSA ID Number: 10807437). "While driving between 65-75 mph, the vehi-

cle started to vibrate. The tires were replaced, but the failure recurred. The approximate vehicle and tire failure mileage was 3,400." There are also massive forum threads covering the issue with the pickup trucks.

A '16 Yukon XL Denali had the driveshaft balanced and tires and wheels switched out twice—yet the problems persist, especially the buffeting.

In one case we found, *'GMC' repurchased two SUVs from the same customer after performing the PIT and after multiple other fixes did nothing to help the buffeting.*

'GMC' was contacted to find out what the brand had to say about the problem. "This was an issue that was fixed in production at the end of the '15 model year. In addition, there is a service bulletin for repair for the field," said Michelle Malcho with 'GMC' communication.

An owner of a '16 GMC Yu-

kon that exhibits both vibrations and buffeting, would not agree that the issue was fixed. *AutoGuide* responded to 'GMC', asking what exactly the fix for the SUVs was, but as of publication time, they have had no *answer*.

Out of *four months of ownership*, one owner says that *his Yukon has been in the dealerships for a total of 87 days*, while he has been relegated to rental cars and dealer loaners for that time. Like many other frustrated customers, he just wants what he was promised: a full-size SUV that's both comfortable and reliable.

Now they can't screw together *\$50,000 to \$90,000 trucks and SUVs?! I guess it's just business as usual at 'GMC.'* 🚗

2014 GMC Recall Ticker

of Recalls

116 (!)

of Vehicles Affected

33,720,544

Condo (cont'd)

(Continued from page 1)

tion companies. Today, Goodguys Rod & Custom Association has a worldwide membership of *70,000+ people*, and promotes *21 hot rod and custom car events* that attract millions of visitors each year. The Goodguys Gazette, the official magazine was first published by Meadors in '89.

In '09, the Meadors decelerated a bit from the day to day operation of Goodguys, appointing their youngest son Marc as company president.

He is enshrined in the *Street*

Rod Market Alliance Hall of Fame, Hot Rod Industry Alliance (HRIA) Hall of Fame, and is a recipient of both *STREET RODDER Magazine* and the *HRIA's "Lifetime Achievement" awards*. In '14 he received the *International Show Car Association's "Legends of Hot Rodding" award*.

He is survived by his wife Marilyn, brother Craig, sons Marc and Marty, grandchildren Breann, Grant, Grace, Reece and Rory.

Barney Hall, whose soothing voice delivered stock-car racing broadcasts over radio airwaves for 54 years, died in late January from complications after a recent opera-

tion. He was 83. He was a fixture with *Motor Racing Network (MRN)* since its inception in 1970. His longevity and connection to racing fans with his unique brand of storytelling earned him a place in the *NASCAR Hall of Fame* in 2012, when the shrine created the annual Squier-Hall Award for NASCAR Media Excellence, honoring him alongside legendary TV broadcaster Ken Squier.

His radio career began during his four years of active duty in the US Navy. After his military service, he returned to his hometown of Elkin, North Carolina, as a disc jockey for local station WIFM.

(Continued on page 20)

Bad VW News

The California Air Resources Board has **rejected** VW's proposed technical solution designed to fix emissions-cheating software in 2.0-liter TDI engines, creating a setback for the VW's plans to refit **almost 600,000 cars** in the US.

CARB sent a series of letters to VW announcing its decision, though it did not give technical details about the proposed solution or the specific technical reasons for rejecting it. The news comes after the filing of a suit by the US Department of Justice in federal court alleging violation of the Clean Air Act, as well as comments by DOJ and EPA officials indicating that adequate progress was not being made in rolling out a proposed technical fix.

CARB previously extended the deadline to consider VW's proposed solutions, in light of new information that the automaker was providing the agency, announcing its reply on Jan. 12.

"VW's submissions are incomplete, substantially deficient, and fall far short of meeting the legal requirements to return these vehicles to the claimed certified configuration," the chair of CARB, Mary D. Nichols, wrote to VW execs in a letter published on the agency's website. "CARB received VW's Dec. 15, 2015, letter requesting substantial additional time to submit complete recall plans. However, California recall regulations require expeditious action, and VW's proposed extension is not acceptable."

The agency's published decision, however, applies only to 2.0-

liter engines, not the 3.0-liter V6 diesel engines found in a range of Audis, VWs and Porsches.

"VW made a decision to cheat on emissions tests and then tried to cover it up," said Nichols. "They continued and compounded the lie, and when caught they tried to deny it. The result is thousands of tons of nitrogen oxide that have harmed the health of Californians. They need to make it right. Today's action is a step in the direction of assuring that will happen."

The agency's reply elaborated its decision without specifying what kinds of technical changes the automaker had proposed, though its complete reply to the automaker contained documents which had not been made public on CARB's website. VW CEO Matthias Mueller had stated earlier that a possible technical solution could be new catalytic converters that could be fitted to a portion of the affected vehicles.

"First, VW fails to describe the nonconformities in sufficient detail for CARB to adequately understand them in the context of the recall plans, in order to determine whether the proposed fixes are feasible or would remedy each of the nonconformities," CARB stated in a public letter to VW. "Second, VW fails to specifically describe the fixes in its proposed recall plans in a manner that allows CARB to adequately evaluate whether they could be successful or are even technically feasible. Third, the proposed plans do not sufficiently address impacts on the engine, the vehicle's overall operation, and all related emission control technologies, including the OBD (*On-Board Diagnos-*

tics) system."

The agency's response raised fears that VW will have to buy back all or a portion of the affected vehicles. It was previously reported that VW AG execs were considering the measure for approximately 50,000 of the affected vehicles in the US for which a recall process and hardware update would be more complicated and more expensive than simply buying the cars back from owners.

Mueller will meet with EPA officials and lawmakers in Washington, traveling to the capital after the Detroit auto show. The meeting was scheduled at the automaker's request, and Mueller is expected to discuss proposed technical solutions.

"CARB, in conjunction with EPA as part of their ongoing joint technical discussions with VW, will continue to evaluate VW's proposals and work with VW through the enforcement action process to ensure a legally acceptable and expedited resolution as outlined in executive officer Richard W. Corey's letter of today," the agency stated in a letter to the automaker.

Meanwhile, VW announced in mid-January it is expanding its Goodwill Package program to owners of **3.0-liter TDI Touareg models**, which face a different emissions issue than the 2.0-liter TDI-engined models in the news. The move comes after VW failed to get approval for the technical fix for the smaller engines above and a continuing dispute over the 3.0-liter engines found in Audis, VWs and Porsches.

The automaker will offer own-

(Continued on page 13)

VW (cont'd)

(Continued from page 12)

ers of the diesel Touareg a **\$500 VW Prepaid Visa Loyalty Card**, in addition to a **\$500 dealership card** and **24-hour roadside assistance for three years**.

So far, **260,000 owners** of 2.0-liter diesel cars have taken advantage of the program—slightly more than half of the total number of owners in the US—and that 130,000 have already received their cards.

The issue that the Touareg, a number of Audi models and the Porsche Cayenne diesel face includes a catalyst warmup mode that the EPA has labeled a ‘defeat device.’ VW suggested that this issue can be resolved simply through a software update and that the affected models will not need hardware fixes still forecast for at least a portion of the smaller 2.0-liter TDI models.

VW is keen to point out that by accepting the package, owners do not waive their rights, release or agree to arbitrate their claims against the automaker.

VW may buy back some US diesels if it can’t make them compliant with air quality rules fast enough, a company lawyer says.

The statement, made during a court hearing by Robert Giuffra, a lawyer defending VW against class-action suits by owners of tainted diesel vehicles, was the clearest indication yet that the company, based in Wolfsburg, Germany, may not have the technology to bring emissions for some of the cars into line with regulations without hurting perfor-

mance and fuel economy.

VW officials have indicated the company might buy back some cars in the US. Mr. Giuffra’s comments suggested that option has become more likely.

VW could probably find a solution eventually, Mr. Giuffra said. He added, “The question though is one of timing.”

“And for some of the vehicles it may well be that the timing is too far in the future,” he said, according to a transcript of the hearing. “So we might have to do a buyback or some sort of a solution like that for some subset of the vehicles, but that hasn’t been determined yet.”

VW has not found a way to reduce emissions that satisfies federal and California regulators. In any case, the company would still face legal claims from owners if the cars’ performance suffered and the vehicles lost resale value as a result. It may be simpler just to buy cars back, or offer owners generous trade-ins on new VW vehicles.

“We have no comment other than to say that VW continues to work cooperatively with EPA and CARB to resolve these issues as quickly as possible with approved remedies for the affected vehicles,” the company said.

Audi submitted a technical proposal to CARB on its plan to recall and fix 3.0-liter diesel models. Federal and state regulators gave the automaker a Feb. 2 deadline to address an emissions control issue first identified in early November of last year.

The company still believes that the problem could be solved with just a software update with-

out any effect on performance or emissions, though it didn’t release any technical details of the proposed fix.

“Now the authorities will review the plan and determine whether it meets their requirements,” the company said in a statement. “We hope to receive a decision in the near future.”

The Feb. 2 plan follows CARB’s rejection of VW’s proposed solution for 482,000 models equipped with the 2.0-liter engine, though Audi’s issue is expected to involve a less-complex repair.

And finally, upset that VW deceived them into buying a not-so-clean diesel, VW customers Marcus Moench and Elisabeth Caspari are **driving from Colorado to VW’s headquarters in Virginia to return their Jetta SportWagen TDI and drop off 20,000 petitions**.

When the Dieselgate defeat scandal broke, the road-tripping duo felt cheated. They had purchased a car that didn’t perform as promised and directly opposed their core environmentalist values. The primary feature that had drawn them to the car in the first place was a sham. And **that**, the couple said, was true deception and a “moral outrage.”

They drove to their local VW dealership and asked for a refund. The way they figured: if VW stands by their product, they should replace it. After all, the car shouldn’t be on the road if it doesn’t perform as promised. But the dealership could only offer the two a “goodwill package”: basically **just \$500 and deal on a new car**. They felt insulted.

Not surprising. 🚗

Model Buffet

Still more neat aftermarket stuff from a couple of homegrown resin-casting maniacs—*Replicas and Miniatures Company of Maryland* (Norman Veber), and *Historic Racing Miniatures* (Harold Bradford).

First up is RMC of MD. Again, it appears as though Norman has been burnin' the mid-night oil comin' up with neat aftermarket stuff for his fellow modelers (*Apologies—no pictures available!*).

- **RM-153, \$25.00—'29 Model A Wire Wheels & Tires (1/25th):** Separate hub caps and lug nuts. Wheel—scale 21" dia, tire—scale 30 1/2" dia. Four wheels & tires—36 pieces total (*all resin*)
- **RM-154, \$25.00—'30-'31 Model A Wire Wheels & Tires (1/25th):** Separate hub caps and lug nuts. Wheel—scale 19" dia, tire—scale 28"

dia. Four wheels & tires—36 pieces total (*all resin*)

- **SB-101, \$5.50—Hollywood Flipper hubcap w/ ribs (1/25th) - 13" diameter:** Fits stock wheels in Revell '36, '40 & '48 Fords, and Galaxie '47 Chevy, package of 4 (*pattern by Steve Boutte*)
- **SB-102, \$3.50—'54 Mercury Taillights,** cast in clear red resin, package of 2 (*pattern by Steve Boutte*)
- **Music Recording Console w/ dials & keys (1/25th, 3 pieces), \$6.50:** Fits AMT '59 El Camino & other pickup beds
- **Dragster 'ladder-type' Trac-tion Bars (1/25th), \$4.50:** Also used on Street Rods and



Pro Street cars (*2 pieces*)

Meanwhile, over at the *top secret HRM skunkworks*, Brad hasn't been lettin' any grass grow, either!

He finally has his *Shelby convertible* ready for prime time! It is marketed as a transkit requiring an AMT '67 GT350 donor kit.

The kit retails for **\$95.00**. It might seem kinda pricey, until you take into account the superior craftsmanship and attention to de-

(Continued on page 15)

Buildup proceeding on schedule by MAMA's Boy Gordon Holsinger



Buffet (cont'd)

(Continued from page 14)

tail evident in all HRM kits. That, **PLUS** the impressive parts count, including but not limited to the following pieces: **Body, frame, complete interior** (w/rollbar), **wheels and tires, engine and exhaust system, bumpers, grille, front and rear lenses plus acetate** (windows), **and two sets of wheels—hubcaps** (ALL convertibles were so equipped), and 10-spoke rims (because they look so

good)!

If I recall correctly, you can purchase the HRM kits by credit card from Replicas and Miniatures Company of MD. You can also get them directly from Brad, but that'll have to be done via money order only.

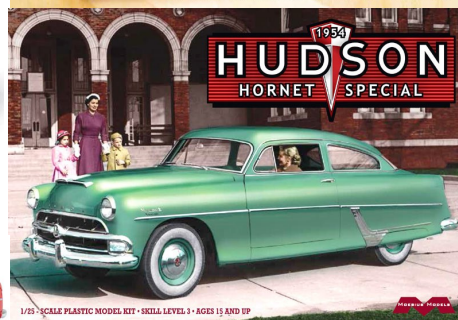
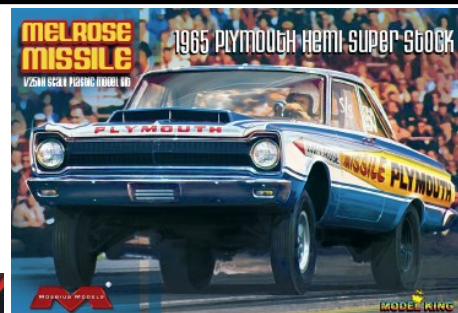
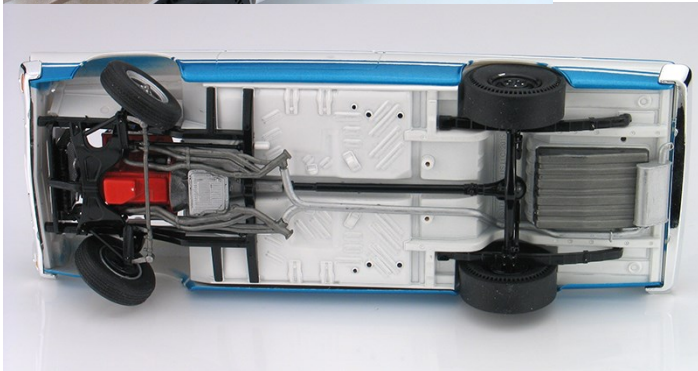
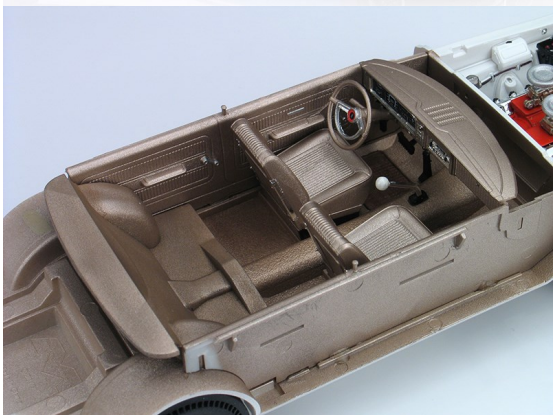
As always, if you hear about something of possible interest to your fellow club members, by all means, send it to my attention for inclusion in a future column. **Thanks Norm, Brad** and again to **Matt** for creating this monster! More next month! 🚗

RUBES/Leigh Rubin



"So how much for it without all the bells and whistles?"

Moebius Mania!





THE BIG SIT

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PLYMOUTH MEETING, PA.
19462**

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Doors open at 8:30 • Registration Closes at 12:30 • Awards Ceremony at 4:30



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Special Drawing: \$5.00 each
Drawing Coordinator:
Mike Lyons / 804.306.4517
mlyons@richmondicezone.com

New Stuff!

Revell 2nd quarter releases—the *NASCAR Chevies* aren't surprising, given the release last month of the *Ford Fusions*. The *Olds H/O* is also not surprising (*newsletter item from a few months ago*). The '48 Ford (?!?)



2016 SECOND QUARTER NEW RELEASES

SnapTite[®] MAX

AGES ÂGES EIDADES	8+
SKILL NIVEAU NIVEL	2
HOURS HEURES HORAS	1



85-1474 • 2016 #88 Dale Earnhardt Jr.[®]
Nationwide Chevy[®] SS[™] • 1:24

NASCAR



85-1475 • 2016 #48 Jimmie Johnson[®]
LOWE's Chevy[®] SS[™] • 1:24

Special Edition

AGES ÂGES EIDADES	12+
SKILL NIVEAU NIVEL	4
HOURS HEURES HORAS	5+



85-4317 • '83 Hurst
Oldsmobile[®] • 1:25

TRUCKS



85-4376 • '91 Ford
F-350 Duallie • 1:24

Special Edition

**FAST²
FURIOUS**



85-4314 • '69 Chevy[®]
Camaro[®] Yenko[™] • 1:25

85-4326 • '30 Ford
Model A Coupe
2'n1 • 1:25



85-7324 • Custom
Chopper Set • 1:12

AGES ÂGES EIDADES	14+
SKILL NIVEAU NIVEL	5
HOURS HEURES HORAS	7+



85-4318 • '48 Ford
Police Coupe 2'n1 • 1:25

**RM
KUSTOM**



Pontiacs on Parade!

The fantastic showing for Christmas seemed to carry over into last month's display. We may not have had **FOURTEEN** Potent Ponchos, but we **DID** manage **SEVEN!**

Don Stone: Don has displayed several examples of his work in the 'Parade.' This month, he added this gorgeous '70 **GTO Super Stocker** kit, which utilized an AMT stock car frame. *Very nice, Don!*

Steven M. Buter: This month, Steve brought out his *full-race* '62 **Catalina** again, added a bit of 'interest' to it with a figure.

Joe Bush: After repeated nagging by yours truly, Joe brought his *Cameo White* '77 **T/A** back for a repeat appearance, along with a '59 **Bonneville 4-door hardtop**. To this he added a '66 **GTO**. *Thanks, Joe!*

To this I added a bit more of my 'Modelhaus tribute.' That is, rebuilders requiring Modelhaus replacement parts. A '64 **Bonneville convertible** joined by a *hardtop variant* are in my

queue.

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!!*

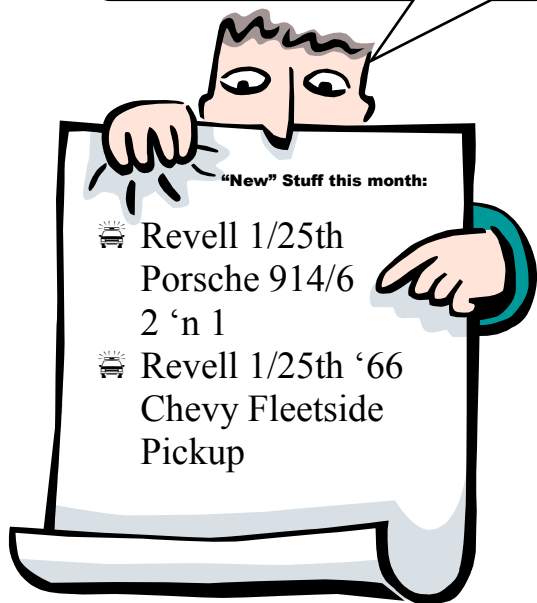
RIP, Jess! 🇺🇸



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Email: gtoguy@verizon.net

MAMA's BoyZ do it in scale!



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 Prixs, 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 11)

He made his final broadcast in July '14 at Daytona International Speedway, calling Aric Almirola's first NASCAR Sprint Cup Series victory in the rain-shortened summer race. He got a standing ovation in the pre-race drivers' and crew chiefs' meeting.

Hall is survived by his companion of 35 years, Karen Carrier, who was by Hall's side as he passed away.

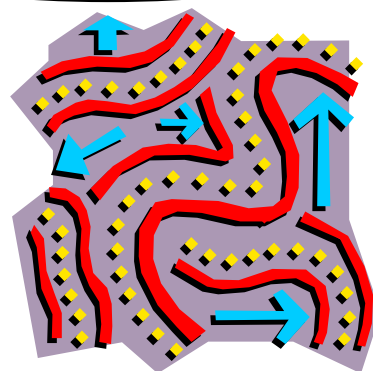
Godspeed, Gents. 🍷

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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