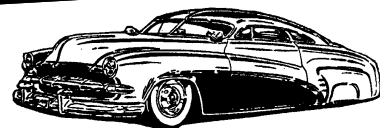


# MAMA Sez!

Volume 28, Issue 8

April, 2016



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

Condolences	1
Lambo Veneno	2
'Dead Man's Curve'	3
'Gov-a-mint Motors!'	4
T 'n T	6
New Stuff!	7
Rockin' Roadsters?!	8
Bad VW News	10
Book Review	12
Porsche News	13
Model Buffet	14
Car Hoarder?!	16
POP	17

## 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.** ☎

## 'Big Go East' Is OVER!!

Again, another well-attended meeting last month leading up to **NNL East**. Didja make it?

We are slowly creepin' up on 'show season', with first, NNL East in April and then our show.

**NEXT years' MAMA NNL are Drag cars with doors, and Cars in Songs! So, git busy now!**  
**Rich Wilson** this

month admits to bein' a 'closet' **Lamborghini freak**, and reviews the **Veneno**. He also analyzed the song '**Dead Man's Curve**.' Thanks, **guys!**

The Pontiac Parade made another good showing!

More 'GMC' and VW news. What're you waitin' for!?

The raffle raised

**\$92.00**, while the door kicked in **\$77.00, plus \$5.00 from decal sales.**

Thanks to the raffle donors: **Brad, Steve M. Buter, Mike Costic, Gary Frazee, Ron Hamilton, Rich Meany, JC Reckner, Robert Voyles, Rich Wilson, Bradley's Car Collectibles and Replिकास & Miniatures Co. of MD.** Thanks guys—we 'preciate it! 🍷

## Condolences

**Eric Bryan White**, age 60, of Lapeer, Michigan, died March 19, 2016.

He was raised in Holt and Bad Axe, MI, graduating from Bad Axe high school in 1973. After high school, he attended Central Michigan University for two years then transferred to Ferris State University to get his Associates Degree in Technical/Mechanical Illustration. Upon graduation from Ferris State in 1977,

he worked as an illustrator in Detroit, MI, for two years before accepting a Tech Illustrator position in St. Paul, MN, where he stayed for 21 years. He started his own business, **White House Graphics** classic car prints and illustrations.

He always had a passion for cars—at a very young age, he could watch cars go by his house and name them—make, model and year. He pursued this passion all his life, owning sever-

al classic musclecars. Though he loved all makes, his true love was **Pontiac**. He was a past President of the **National GTO Association** and instrumental in founding the **Land Of Lakes GTO club** magazine, editing it for several years. He also contributed to **Car Craft, Car & Driver**, and **HOT ROD** magazines, just to name a few. He researched and produced "**The GTO Association of America's Pontiac GTO/GT-37, Illustrated Identification Guide**"

(Continued on page 18)

MAMA Sez is the official monthly publication of the Maryland Automotive Modelers Association. Articles as attributed by author and source, and may be reprinted with proper credit given. Opinions expressed are those of nobody of any importance. Any correspondence or contributions should be sent to: Timothy Sickie, 15905 Ark Court, Bowie, Maryland 20716.

# Fujimi Lamborghini Veneno

I'll admit it; I'm a bit of a Lamborghini nut. I saw this kit on a vendors' table recently at the Richmond IPMS Old Dominion show and instantly had to have it. And for \$35 I thought it was well priced. I had never seen or heard of this car before that moment, but given it's looks, it was obviously a 'Lambo' of some sort even though the box art didn't say so. When I got home I looked it up on the Internet which knew all about it. It turns out it's a special edition of which only **THREE** will ever be built. From what I could unearth, they cost around (*are you sitting down for this?!*) **\$4 million—cough, choke, gag!!** As hilarious as that is, they built **NINE** roadster versions that are selling for **\$4.5 million APIECE**. Needless to say, Justin Bieber got one (*yeah, that makes me want one!*). I believe they were introduced mid-2014, and this kit around mid-2015.

If, like me, you hadn't heard of this kit, that's due in large part because there is no supplier in the USA that imports Fujimi kits. This kit and other Fujimi kits are available over the internet from mostly off-shore sources or Ebay for between \$39 to \$55. I would guess the retail price is in the neighborhood of \$60-\$65. I guess Fujimi kits don't sell too well partly because of their high prices and lack of a reasonably detailed engine (*IMHO*). It's been my experience that they have either a one-piece engine plate or a hundred piece that all but runs, but nothing reasonable with a 15-20

piece parts count. Parts count, for this kit comes to 152, counting the decals. All the parts are beautifully cast and thin including the glass. The taillights need to be painted with clear red of your choice; or so I thought. Apparently, they are supposed to remain clear according to the instructions. Hell, in order to find the taillights I had to find a picture of the rear of a Veneno and compare those to the clear parts. Beware, there is no English translation in the instructions with exception (*thank God*) to the paint guide. The bulk of the parts are black plastic (103), but the body and its' various pieces (18) are done in white. The real cars are painted black, dark red, and silver.

**Engine:** Yeah, it's one piece and you can guess at the detail level. The paint prompts tell you to paint it flat black with red on the shocks (*formula 1-Indy car type*). I'd suggest you find a picture of a more main stream (*is there any such Lambo?*) car and copy it.

**Chassis:** Well there's a little more detail here. You have to remember that all Lambos are all-wheel drive. The suspension in this kit is very generic with lower a-arms cast to the chassis plate and one-piece each upper a-arms for front and rear. The lame ex-

## VENENO



cuse might be “well it doesn't show anyway”, but it does have steerable wheels with a generic tie rod. The brakes, which measure out to 15” and 16,” are very nicely detailed with twin calipers and “Lamborghini” decals for all. The front wheel houses are cast to the interior, but the rears are separate. The up kick of the rear gets several strakes that help hold the car to the road.

**Interior:** The interior continues with the detail with a multi-piece dash and yes there is a decal for the gauges and a detailed center stack. The steering wheel/column is 3-piece with paddle shifters. There is a decal to mark the centered straight ahead position of the wheel. Yeah, like you have \$4 million but can't figure it out yourself! The seats are what I'd call semi-competition type with openings for the seatbelt detail the builder will have to add. They come with separate headrests with decals.

**Body/glass:** The first thing I noticed when I opened the box was the football shaped body. As far as outer skin goes there's not much more than the roof. But

(Continued on page 8)

## Retracing The 'Dead Mans' Curve' Race

Recently at our monthly MA-MA meeting, someone suggested "Cars in Song" as a build category for our '17 show. They suggested the cars from the Jan and Dean song, "*Dead Man's Curve*", that has been my favorite since it was released. It got me to thinking; Is there any reality to the song lyrics? Is there a curve in California that is so named because of its danger? When I got home, I did a Google search under "Sunset and Vine." Stupid me, I figured there could only be one such place or at least the one I wanted was the most well known (*infamous*).

I also downloaded a copy of the lyrics so I'd know the names of the streets they passed as they raced. Were the streets really laid out as in the song, or did Jan make up street names from his imagination? A later search found out that apparently Jan was a border line genius. When my search turned up a map it centered on Sunset and Vine, but nothing seemed right; not that I'd know the difference. But there was a lot of water to the east. I finally realized I was in Miami not Los Angeles! Friggin' stupid Internet. So I further defined my search to California and there it was, Sunset and Vine. Now you need to realize I've never been past San Antonio.

To get my bearings, I followed Vine due north and south for maybe a half dozen blocks. It seemed to end up in what I can only guess are subdivisions. I followed Sunset Blvd east and it seemed to go downtown. But when I looked to the west, there it was "N. La Brea

Ave". A little farther along I found "N. Crescent Heights Blvd" and then "Doheny Rd." I said to myself "*WOW*" they really are there. I looked back at the lyrics and, yes, Jan's street names are in the same order. He co-wrote the song just as he

knew it was from traveling that route many times. **BUT** where was Dead Man's Curve? Quickly I started panning the map towards the west. After many blocks the Blvd turns to the southwesterly direction, but after quite some distance there is a turn to the northwest. It's quite a sharp 90 degree turn; I wondered—could this be "The turn"? I printed out four pages of the whole route to get a better look. The scale was 1 inch equals 1000 feet. So I got out my ruler and measured the various sections. All together it came to an almost unbelievable 4.5 miles. If you go back to the lyrics, Jan turned the short drag race into a long race "all the way to Dead Man's Curve". I looked back at the route as a whole and marveled at how they could go so many blocks (*almost 80*) and traffic lights (*maybe a dozen*) without having to stop, but it was "late one night." Yeah, yeah, I know it's just a song. And it was 43 years ago. It's interesting to note the



various businesses along the route like the "Sunset Strip," though you need to remember that this map is current to today.

Ron Bradley asked me how and where Jan was so badly hurt. I had forgotten since it's been so many years and the '78 movie of Jan and Dean may have used "Hollywood license." So I went to Wikipedia and looked up Jan and Deans biography to get the real information. At this point I wasn't sure if the northwest 90 degree curve I mentioned earlier was in fact Dead Man's Curve. But I scanned through the bio and found a part about this crash. The first sentence mentioned his accident happened on "Whittier Dr. near the curve from his well known song." I quickly grabbed my map and my hair nearly stood up. There it was right on the curve that I guessed was Dead Man's Curve. That confirmed two things at once. The bio went on to mention that Jan had just broken up with his girlfriend of seven years

(Continued on page 9)



## 'Gov-a-mint Motors!'

Let's start out where we left off last month—recalls! 'GMC' is recalling **6,280 2014-16 Chevy Caprice Police Pursuit Vehicles (PPVs)** over an issue that could cause the loss of electric power steering assist.

Corrosion of the electric power steering module and the torque sensor connector may cause a loss of electric power steering assist.

A greater steering effort would be needed to control the vehicle if power steering is lost, increasing the risk of a crash.

'GMC' will notify owners (*police departments, as I don't think the general public is able to buy these vehicles*), and dealers will replace the steering gear assembly, free of charge.

'GMC' is recalling **3,137 2016 Chevy Malibus** over an issue with the front and rear side impact airbags.

Two weld studs that mount the front and rear side impact air bags may fracture and separate from the air bag during deployment. As such, these vehicles fail to comply with the requirements of the Federal Motor Vehicle Safety Standard (FMVSS) No. 214, "Side Impact Protection."

The fractured weld studs may allow the side air bag to move out

of position during deployment, increasing the risk of injury.

'GMC' will notify owners, and dealers will replace the side air bag modules, free of charge. 'GMC' has not yet provided a notification schedule.

Next up, we have a recall in the making. 'GMC' may have cleaned up its act surrounding safety and recalls in the present, and laid strong foundations for the future, but sometimes the past can, and will, creep back. In this case, it involves "Old GM" and a product failure, which could have dire consequences for drivers.

Anonymous tips, and supplemental reading materials, surrounding the seat sensors in the **Pontiac Solstice** and **Saturn Sky**, which were manufactured on the Kappa platform between 2006-10. As the research shows, both the Solstice and Sky were equipped with standard airbag detection system, which are housed in seat sensors in the passenger front seats. Over time, the sensors may bend, crack and ultimately fail, leading to non-deployment of the airbag in the event of a collision.

The system was developed to



suppress the airbag should a child, infant or car seat be sitting in the front passenger seat. If the sensor detects an adult, the airbag will deploy. 'GMC' made the system standard in every vehicle by the '06 model year, beginning with the '06 Cadillac CTS.

Interestingly enough, 'GMC' recalled the '07 model year CTS in '10 for an identical problem with the seat sensors, an **up to \$800 fix** that has led to **reoccurring issues**. The NHTSA and other auto manufactures have also issued recalls for the same technology in the past.

Giving warrant to the concern, data analysis proves the seat sensor does wear out with overall usage and mileage, with 710 complaints logged with NHTSA for the Pontiac Solstice and Saturn Sky combined. Of the 710, 438 were surrounding the airbag sys-

(Continued on page 5)



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

(Continued from page 4)

tem. 'GMC' previously recalled the '07 model year CTS with only 154 complaints over the airbag system.

This info is being presented to inform, and persuade, hopefully providing momentum to ensure loss of life does not occur due to a faulty airbag sensor. The evidence is clear, as it has been documented carefully over 67 pages by Troy Lyman, that 'GMC' holds a responsibility to its customers over this safety issue.

The US government has left headlight regulation mostly untouched for half a century. This means, while Europe experiments and reaps the benefits of matrix LED lighting and so forth, the US is stuck with relatively primitive technology.

The latest headlight study performed by the IIHS found only 1-in-31 new vehicles sold in the US were granted a "good" rating, with the rest spread out between "acceptable," "marginal," and "poor." In particular, **four** 'GMC' vehicles were found on the list.

The **Buick Verano**, **Cadillac ATS**, **Chevy Malibu** and **Malibu Limited** all scored poor ratings in the study, along with the **Hyundai Sonata** and **Kia Optima**, the **Mercedes-Benz C-Class** and **CLA**, the **Nissan Altima** and **VW Passat**.

The worst vehicle on the road regarding visibility may surprise, you though. The **BMW 3 Series** posted the worse performance of them all.

NHTSA agreed the time has come to update regulations to help

create safer visibility standards in US vehicles.

Will we soon be able to experience the grand technology that is matrix LED lighting? Opel has already introduced the system on its affordable Astra K.

So, for once, 'GMC' isn't the worst at something—a step up?!

Chevy announced the first **production '17 Camaro 50th Anniversary edition** will be heading to the **Barrett-Jackson Palm Beach auction** for charity, but it's not going alone. The first **production '17 C7 Corvette Grand Sport** will join it. The brand announced **serial number 001 for both cars** will be auctioned off at B-J—the Vette's proceeds will benefit the **Karmanos Cancer Institute**, in which 'GMC' has a long standing relationship with, while 100-percent of the winning Camaro's bid will directly benefit the United Way of Southeastern Michigan. Last year, the automaker raised \$200,000 for the cancer center by auctioning off the first **'16 Cadillac CT6**. The '17 C7 Grand Sport will be a collector's edition, which warrants the **Watkins Glen Gray Metallic car with Tension Blue hashmarks and Tension Blue interior scheme**. A three-dimensional representation of the original Grand Sport is also embossed in the headrests, gauge cluster and on the instrument panel to signify its build number. *Oh, for God's sake, just tell Rick Hendrick to write a big check, 'K?!*

**UPDATE:** Word reaches me



that the Vette lightened someone's pocketbook to the tune of **\$170,000**. For that money, 'GMC' also included a two-day driving event at Spring Mountain at the Ron Fellows' Performance Driving Academy, **PLUS** a National Corvette Museum delivery for the vehicle, the most prestigious delivery option at the moment. The winning bidder, who was not identified (*apparently, NOT Rick Hendrick!?*), will have the choice of either a coupe or convertible to allow VIN number 001 to come to life. Meanwhile, Chevy is throwing a golden anniversary party for the Camaro nameplate. With the first production Camaro being introduced 50 years ago this year, Chevy revealed the '17 Camaro 50th Anniversary edition last month.

The '17 Camaro 50th Anni-

(Continued on page 9)

### 2014 GMC Recall Ticker

# of Recalls

**123 (!)**

# of Vehicles Affected

**34,491,767**



## This 'n That

**Ebay Insanity.** Movie cars are special vehicles. They capture our hearts (*well, if you happen to be an enthusiast*) and play important parts within a film. Sometimes (*Ed. Note: MOST of the time!*), the vehicle outshines the actors themselves. ***“The League Of Extraordinary Gentlemen”*** is one of those films, which features a six-wheeled convertible large enough to shame any production Caddy from the 60s, a boat on wheels if you will. ***Road & Track*** was privileged enough to spend some time behind the wheel of the yacht that sold in early April on eBay for **\$61,000**. Measuring in at 24-feet long and 102-inches wide, it’s a hassle to get around, but what more of a statement could one make with a vehicle like this? The vehicle is loosely based on **two ‘79 Caddy limos** to give it its dimensions in proper, stretched form. And there’s a 425 cubic-inch V8 to help propel it along. Hopefully the new owner **finds enough garage space** for it, but we’re sure that’s a given with the responsibilities of owning such a vehicle...**Auction Insanity!** The **Hennessey VelociRaptor** used to rescue, er drive past Richard Hammond in the **‘Top Gear’** ad-

venture to the Canadian Rockies is headed to Barrett-Jackson’s Palm Beach auction. Driven by Clarkson, this truck managed deep snow, until aggressive driving led to the front-right tire going flat. Despite being down a tire, he pushed on. For the unaware, Hennessey VelociRaptor pickups start life as pedestrian Ford F-150s before they become 620-plus-hp all-terrain monsters. The Pennzoil-yellow truck hit Barrett-Jackson’s Palm Beach auction, which went off in early April. While something from ‘Top Gear’ normally brings a premium, this truck—despite being thrashed to its limits—could bring even more than expected because all proceeds are going to **Paralyzed Veterans of America... DRIFTING Speeding Ticket?!?** With **Japanese drift champ Masato Kawabata** behind the wheel, a heavily modified **Nissan GT-R** broke the Guinness World Record for the **fastest recorded drift**. The **insane 190-mph, 30-degree drift** took place at the 1.86-mile-long Fujairah International Airport air strip. Nissan stepped outside its normal Nismo tuning for this monstrous supercar and approached aftermarket tuning giant **GReddy**. The Japan-based tuner managed to squeeze **1,380 hp** out of the GT-R and performed extensive drift tests at Japan’s



Fuji Speedway. Despite the rounds of practice, GReddy also prepped the Nissan on-site for three days prior to the record attempt. The record replaces **Jakub Przygoński’s respectable 135.44-mph sideways speed**, set in 2013, and adds to a growing list of drift-



related Nissan records...**“The French MAY Be Coming!”** The French are coming. The French are coming—maybe. With **PSA Peugeot Citroen** now profitable, CEO Carlos Tavares is turning his attention to international growth. The first two markets being considered are North America and Iran, PSA officials told **Automobilwoche**, a sibling publication of **Automotive News**, in March at the Geneva auto show. PSA officials told **Automobilwoche** they will detail their international growth strategy on April 5th. Citroen’s fledgling upscale DS brand could lead the company’s export efforts. The DS brand, launched in ‘10

(Continued on page 7)



## T 'n T (cont'd)

(Continued from page 6)

and sold in China and Europe, is to Citroen what Lexus is to Toyota. It uses many of the same vehicle architectures to underpin premium vehicles. It is a "natural candidate" for PSA in North America, Bonnefont said. Citroen sold its last car in the US in '74, and Peugeot did so in '91. PSA maintained a North American presence for more than two decades after Peugeot halted US sales. During that time, the company's US outpost tracked North American safety and emissions standards and managed relationships with other automakers, said Richard Lucki, who managed

PSA's affairs here until '13 when the company closed its Detroit office and left the US. He said PSA's road back to North America would be complex because the company has neither a manufacturing base nor a dealer network. During the years PSA kept its office in Detroit, it was always with an eye toward returning someday, he said. The DS brand is expected to get six new models by 2020, all engineered for global markets. **Hey, if Fiat can do it, why not Peugeot Citroen?!** (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!) 🍷



**THIS** guy may be on the right track with this van's 'sponsorship' - **TOY** ☺ !



Meanwhile, I have no freakin' clue about **THIS** guy ☺ !

### New Round2 Announcements

#### AMT

- Tyrone Malone Super Boss Drag Truck
- '64 "Lawman" Plymouth Belvedere drag car (*Lindberg tool*)
- '64 Petty Plymouth Belvedere stock car (*Lindberg tool*)
- White Freightliner single cab tractor
- '55 Nomad (*1/16th scale*)
- "Blazing Bison" pulling tractor
- '80 Camaro Z28 Cheverra (*snap*)
- '77 Pacer Wagon
- '61 Impala SS (*Lindberg tool*)
- '57 Corvette convertible w/ diorama (*Cindy Lewis*)

#### MPC

- Thunder Chopper custom cy-

cle (*1/8th scale*)

- '72 Don Prudhomme r/e rail
- Polar Lights
- "Harley Quinn" VW Beetle-DC Comics (*snap*) 🍷

### 3rd Quarter Revell Announcements

#### Revell

- Dave Deal "The Baron"
- Corvette C7.R, 1/25th (*all-new, full-detail glue kit*)
- "Fast & Furious" '70 Dodge Charger, 1/25th (*all-new tool, NOT based on the diecast or '68/'69 tool!*)
- '57 Ford Gasser **STATION WAGON**, Special Edition, 1/25th (*full array of classic Gasser features INCL. a straight front axle!*)
- '58 Impala, California Wheels, 1/25th

- '69 Yenko Nova, 1/25th Monogram
- '79-'80 Dodge Ramcharger, 1/24th
- Tom Daniel Beer Wagon, 1/24th 🍷



**Fictitious**  **Actual ☺!**





## Veneno (cont'd)

(Continued from page 2)

don't let that turn you away. The many other body parts attach in such a way that filling isn't necessary. The doors are separate pieces, but I'm not sure if they are operable or just to be glued in place open or shut. It might be that they don't glue at all so they can be switched. There's an air scoop for the engine much like what we see in endurance racing these days and it extends rearward into a large fin. That fin has wings with endplates off either side. The whole visual effect looks rather like a big ugly sea serpent. The doors have their own pieces of glass, but the windshield is huge. Just to give you an idea how big, I scaled out the primary wiper and it measures out to 48" and the other is 42"! So many cars today have plastic covers that hide the engine, but this car doesn't seem to have that. It does have a large 'X' brace over the engine. The

engine hood looks like a 22nd century set of muscle car sport slats. If you count *ALL* the parts that make up the body there are an almost scary **60 pieces**. Most are intended to keep the car on the road at high speeds (*who knows where*), but there are too many to list. Having built the Aventador, I can say it's not difficult just time consuming and well worth it. The only chrome (*bright*) pieces are the bezels for the head and taillights, and what I would guess is the tail pipes and mirror reflectors.

Okay, I know this is a little off the subject, but if there are the reputed 50,000 plus or minus oriental characters in their written languages, What the bloody Hell do their computer key boards look like??? I just estimated theirs must be on the order of **675 feet long!** Yeah, yeah, I've lost it!! I ask because there is a small specification chart, mostly in Japanese, that seems to list the top speed at **220.6 mph**. At 3196.7 lbs, it does

0-62 mph in 2.8 seconds using 750 horsepower.

**Tires/wheels:** They're 11 and 14 inches (*scaled out*) respectively with a block tread pattern. Almost like cheater slicks. But astoundingly, the kit includes "Pirelli" and "P zero" decals for the narrow sidewalls along with red lines like you see on Formula one cars. The wheels are black seven-spokers that get an odd looking ring attached to them. They attach to the suspension with vinyl inserts as per the usual.

**Decals:** There are no less than 16 red lines that seem to encompass the body, but fear not—there is an entire page that locates them. There are several for the engine and wheel centers. And what I would guess is an optional set of Italian motif stripes for the side of the body. Most of the rest are scripts and things.

If you like these kind of cars, I would recommend this kit, **IF** you can find one.

by: Rich Wilson 🍷

## Rockin' Roadsters?!

I recently saw an ad for a car-themed show called **Rockin' Roadsters** on **Discovery channel**, and thought I'd check in on it.

Apparently, the story line is about a group of builders, led by Jimmy Shine at SoCal Speed Shop, as they build cars for customers—pretty standard stuff so far.

The customer in this case, was none other than **Mr. Billy Gibbons** of **ZZ Top** fame.

He rolled into he shop one day

driving a *soo-weet vintage Caddy*, and took Jimmy looking for his next project.

Billy found an **'84 El Camino** (?!), that he wanted turned into his **"Grocery Getter" (?!)**, complete with cut-down shopping carts in the tonneau-covered pickup bed?!!

Given the name of the show, and the fact that they showcased **numerous '32 Fords** in the opening scenes, referring to them as the quintessential hot rods, I thought the choice of project vehicle was **VERY** strange!

At any rate, Jimmy and crew came through in the end (*of course!*), Billy got his 'Grocery Getter,' and in return, he helped Jimmy fund his own shop with an overly generous check.

If it sounds like your cup of tea, check your local listings. 🍷





## Race (cont'd)

(Continued from page 3)

when his '66 Corvette slammed into the rear of a big truck. His girlfriend named Jill later sang with the Mamas and Papas. Further information mentioned that Dead Man's Curve was just north of the Los Angeles Country Club which is on the map as it said.

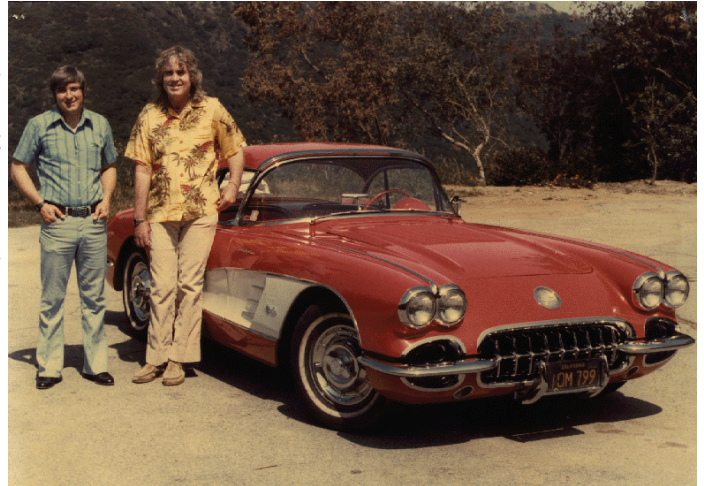
But then I wondered what was "Schwabs" from the line "I flew

past Labrea, Schwab's, and Crescent Heights."

I guessed it wasn't a cross street. So back to Google search I went and it seemed to anticipate me, because there it was before I could type it all in—"Schwab's Pharmacy," 8024 Sunset Blvd. Back

in the day it was a popular hang out for Stars and those that wanted to be. It closed in the '80s and was knocked down to build something new.

After two months in a coma he regained consciousness and was told among other problems, he would never walk again. It took him more than a decade of sheer determination to prove the doctors wrong, but he did walk again although with a limp. And because



his right arm was useless, he learned to write his signature with his left hand. And he learned to sing most of their greatest hits. Jan passed away in march of '04 from a seizure after surviving 39 years. I was lucky enough to see them perform in a small hall in Georgetown in the '80s. If you're as big a fan of Jan and Dean as I am, check out the map on Google Maps.

Rich Wilson 🍷



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

(Continued from page 5)

versary edition has been decked out in *Nightfall Gray Metallic* with splashes of orange throughout the exterior and interior.



Unique 20-inch wheels, satin gray grille inserts and "Fifty" badging identify the outside of the Camaro, while orange, color-contrast stitching and 50th Anniversary treatments on instrument panel, seat-backs, steering wheel and illuminated sill plates bolster the inside

I'd rather drive a 10-year-old Toyota than ANY brand-new vehicle from

'GMC', the 'Recall King'. Oh wait—I do ☺! And it has yet to be recalled. 🚗



**Why GM is Failing**  
IT'S NOT THAT DIFFICULT

## Bad VW News

VW and the Environmental Protection Agency were under a judge's deadline to reach an agreement on how to fix the company's egregious fouling of emissions-regulations for their diesel cars by March 24th. That deadline is now April 21st, after which the issue may have to go to trial.

More than half a year has passed since VW was caught running "defeat devices" in their diesel-powered cars. These essentially tricked regulators and vehicle inspection stations into thinking the cars' emissions level was acceptable tolerances when in fact they weren't. Not by a long shot.

US District Judge Charles Breyer presided over a hearing at which he asserted the solution to the current situation; almost 600,000 VWs on American roads spewing emissions up to 40 times the legal limit, could involve a vehicle buyback plan or a modification to the existing cars that would satisfy regulators in making the cars road-legal. It could also involve some combination of those things.

In the court transcript Breyer seemed confident that an agreement could be reached by April 21st, but threatens a trial if the processes is delayed further.

"If no concrete proposal is made by April 21st, then on that date, the court will set a schedule for determining whether the claims for declaratory, injunctive, and equitable relief can be resolved this summer. In other words, as suggested by plaintiffs, the court would seriously consider

whether to hold a bench trial this summer on such relief so that the polluting cars can be addressed forthwith."

As for whatever negotiations have taken place between the EPA and VW already, public information is scarce. "It is critical to the success of the process that these settlement discussions remain confidential at this point," Breyer said.

A California Air Resources Board official said this week that a complete retrofit for certain diesel VW models may not be possible..

"Our goal has been to fix the vehicles and return them to their certified configuration as expeditiously as possible," said Todd Sax, chief of the CARB enforcement division. "Unfortunately, this may not be possible."

Sax indicated that he does not believe that VW could provide some 82,000 affected cars in California with a technical solution that would allow them to be fully compliant with the state's emissions standards or the onboard diagnostic requirements. This disclosure, which sheds a certain amount of light on the delay in VW's negotiations with US regulators, opens up the possibility of some VWs receiving only a partial fix but remaining road-legal.

"We will have to decide what the best approach is to dealing with these vehicles, and one of the options potentially would be to accept something less than a full fix," Sax added.

In this case, according to Sax, VW will need to mitigate the environmental harm done by vehicles remaining on the roads by

paying a fine, a prospect that appeared unavoidable from the start.

VW is expected to give an update to US District Court Judge Charles Breyer at the end of March on progress, as details emerge pointing to a stall in talks.

The sudden departure of US CEO Michael Horn and a bleak financial picture given by CEO Matthias Mueller reaffirmed fears of significant delays in negotiations with US regulators even as the European recall begins.

VW quietly announced US CEO Michael Horn is leaving the automaker after 25 years at VW Automotive Group and six months into the diesel crisis.

Horn, 54, is departing via a "mutual agreement," with Hinrich J. Woebcken taking over his role on a temporary basis. Woebcken was recently announced head of the North American region, a new position created several months ago above the heads of US, Canadian, and Mexican operations.

Horn has been the US CEO since January of 2014, and survived the initial Dieselgate fallout in part due to vigorous support from the US dealer network.

"I want personally to say 'thank you' to Michael Horn for the great work he has done for the brand and with the dealers in the United States," said Dr. Herbert Diess, CEO of VW brand. "During his time in the US, Michael Horn built up a strong relationship with our national dealer body and showed exemplary leadership during difficult times for the brand."

Horn had remained relatively unscathed and was not the subject

*(Continued on page 11)*

## VW (cont'd)

(Continued from page 10)

of finger-pointing either by German authorities or the EPA.

Horn earlier served as global head of after sales at VW, and, after moving to the States to take up the post of CEO, quickly won the praise of dealers through a number of reforms that altered quotas and other unpopular fixtures of the business.

Horn was noticeably upset by revelations of emissions-cheating software, and remained candid and optimistic about a rebound for the brand. The departing CEO was present at the launch of the '16 VW Passat in Brooklyn, New York, in the days following the announcement of emissions cheating, and faced the task of putting on a brave face and apologizing for the scandal.

"So let's be clear about this: our company was dishonest with the EPA and CARB, and all of you," Horn said during the launch of the Passat. "And in my German words, we have totally screwed up."

News of Horn's departure was met with dismay by the US dealer network association, Automotive News reports.

"The [VW] National Dealer Advisory Council wants to acknowledge Michael for his leadership and strength through the continued mismanagement of the diesel scandal that has plagued our sales and reputation more than any other global market," the VW dealer council said in a statement.

Horn's departure follows a bleak assessment of VW's finan-

cial health and future in the US by VW CEO Matthias Mueller, and the publication of a general timeline of the diesel crisis that pinpointed VW's awareness of diesel emission discrepancies to the spring of '14.

One former VW employee's lawsuit claims that **VW destroyed documents in a three-day purge**, after the EPA alleged the company was cheating on emissions tests, according to the **Courthouse News Service**. The ex-employee alleges VW fired him for refusing to take part in the purge.

Daniel Donovan worked in the VW Group of America's Office of General Counsel as its Electronic Discovery Manager, according to **The Verge**. His lawsuit accuses VW of wrongful discharge and violation of the Michigan Whistleblowers' Protection Act.

On Sept. 18, 2015, the EPA ordered a recall of diesel cars that had been fitted with a workaround that allowed the cars to produce lower emissions during emissions testing. As part of this legal action, the **Associated Press** reports that the Justice Department placed a legal hold on company data pertaining to the case.

Per the **Courthouse News Service**, Donovan's lawsuit alleges VW's information technology department continued deleting data until Sept. 21st—three days **AFTER** they should have halted. Donovan brought up to his supervisor that the IT department was violating the Justice Department's hold order by not preserving backup disks, and refused to take part in the deletions.

Donovan believes that he was fired as a result of his attempt to

prevent VW from destroying evidence related to Dieselgate. The lawsuit, as quoted by the **Courthouse News Service**, alleges that VW believed Donovan was about to report VW's obstruction of justice and spoliation of evidence to federal authorities when he was fired.

According to the **Courthouse News Service**, Donovan had been an employee at VW for seven years.

VW told the **Associated Press** that his claim is without merit, as the company claims he was not let go for anything pertaining to the emissions scandal.

**UPDATE:** A statement as VW gave it to the **AP**:

"The circumstances of Mr. Donovan's departure were unrelated to the diesel emissions issue. We believe his claim of wrongful termination is without merit."

Interestingly, VW doesn't appear to be explicitly denying there **WAS** a document purge in the wake of Dieselgate, but that may be borne out in the trial.

Looks as though VW (*and diesels*) will **NEVER** be the same post-Dieselgate! **ANYBODY** wanna buy a 'certified pre-owned' VW diesel **CHEAP?! 🚗**





## Book Review

*"Pontiac Concepts and Show Cars," by Don Keefe*

I came across this book quite by accident, on a website that I frequent for auto-related content for this scandal sheet. Imagine my surprise—I write for Don for *Poncho Perfection* magazine ([www.poncho perfection.com](http://www.poncho perfection.com)), and was blissfully ignorant of its existence! Needless to say, I ordered mine straightaway, getting one of the first 200 autographed copies.

A noted Pontiac historian, expert and journalist, Don has been writing about cars professionally since 1988, for magazines including but not limited to *HOT ROD*, *High Performance Pontiac*, *Collectible Automobile*, *Hemmings Classic Cars* and *Muscle Machines*, *Pontiac Enthusiast*, and *Smoke Signals* magazines, and the newsletter for the Pontiac Oakland club. Don has also written several books on Pontiacs, including *Grand Prix: Pontiac's Luxury Performance Car* (2007) and *How to Restore Your Pontiac GTO 1964-74*.

Don has always had a soft spot for Pontiac's experimental cars, and he has even done presentations on same at some national events.

Almost 200 pages, including both black and white and color pictures, along with as much text as is currently available on this group of cars, ranging from 1926-2006.

In a conversation with Don after becoming aware of this book, he admits that he likely has enough material to publish *TWO MORE* books on this subject!!

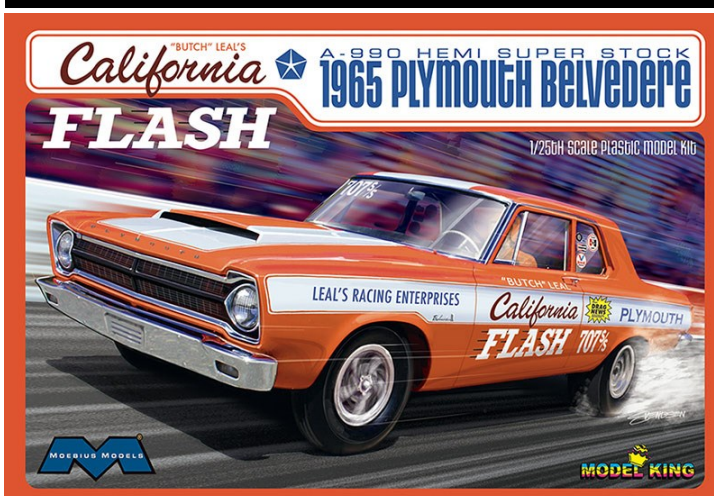
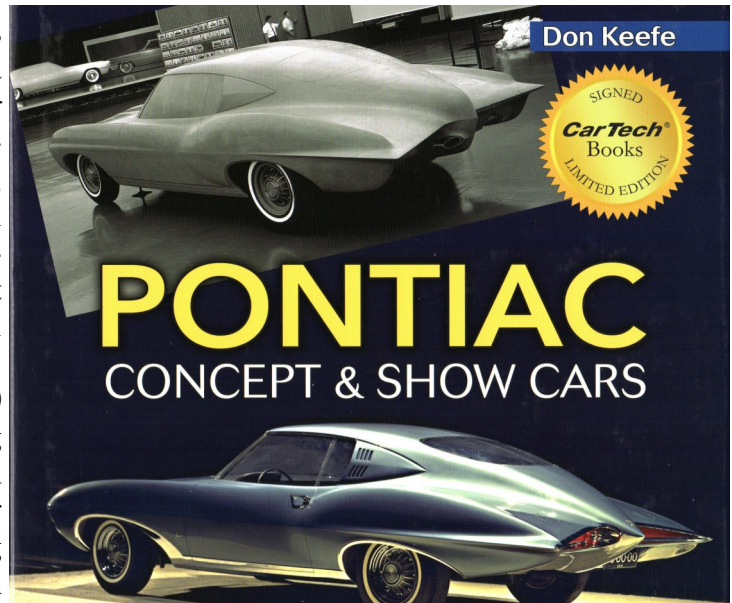
Several well-known cars are conspicuous by their absence—the '88 Banshee, for example. By the way, this is a third-gen design, with the first one being of 1964-66 vintage, and 1973-79 for the second-gen bodystyle.

The neatest part of this for me, is to see some alternate styling

directions taken by the designers that never saw the light of day.

Though not a concept car, Don included the **1963 LeMans** driven by Paul Goldsmith and built by Ray Nichols. It competed in the inaugural Daytona Speedweeks 250 mile Challenge Cup Race, where it positively annihilated the competition enroute to victory. At the finish, it held a two-lap lead (5 miles!) over the second place Corvette driven by A.J. Foyt!

So, if you are a fan of experimental cars, Pontiacs, or both (*like yours truly!*), check this one out—you'll enjoy it. **Thanks, Don!** 🚗



On the way from Moebius! 🚗



# Porsche Prevails in Walker Lawsuit

Porsche prevailed in a suit filed against the automaker by the widow of Roger Rodas, following the 2013 crash that killed Rodas and actor Paul Walker. Kristine Rodas filed a suit in January of this year for negligence and wrongful death, alleging a 'defect and failure of a suspension component in the right rear wheel area.' Rodas and Walker were killed on Nov. 30 when the '05 Porsche Carrera GT driven by Rodas skidded off the road and struck a tree and a lamp post as the two were returning from a charity event in a business park just outside of LA. Weeks after the accident, police determined that unsafe driving, rather than a fault with the car or the road, was the cause of the accident that killed both men, citing a 93-mph speed at the time of the crash. The investigation concluded that both died from the impact almost instantly, before the car caught fire from a ruptured fuel tank moments later. Police used footage from nearby closed-circuit cameras to reconstruct the accident and to determine the car's speed at the time it left the road. US District Court Judge Philip S. Gutierrez granted Porsche a motion for summary judgment on the issue of product liability, for the claims that stemmed from an alleged defect with the car.

Judge Gutierrez also ruled for Porsche on the claim of wrongful death, determining that Rodas' death did not occur as the result of any wrongdoing by the automaker.

In the suit, Kristine Rodas'

attorneys claimed that, in addition to a faulty suspension, the car did not have a racing fuel cell, and did not have a racing cage that would have allowed the occupants to survive a side impact.

In ruling for Porsche, Gutierrez rejected all claims relating to technical defects with the car, determining there was not enough evidence to support the claim the car lacked basic safety features that would have permitted both occupants to survive the crash. Kristine Rodas' suit described the Porsche Carrera GT as "a racing car licensed for use on the road" and claimed that Porsche knew that the model had a history of instability and control issues. The suit also claimed that the car was "traveling at a reasonable speed when it suddenly went out of control."

"Porsche was aware of the dangers of its '05 Porsche Carrera GT," the suit claimed. "The Carrera GT had been involved in multiple crashes in previous years, with several ending in fatalities. Despite this, Porsche never took any actions to increase the safety of its vehicle or to notify owners of its dangers."

Even though Porsche prevailed in this suit, there is yet another suit pending in LA County Superior Court, filed by Walker's father, Paul Walker III, and the actor's daughter, Meadow Walker. This separate suit also alleges negligence and wrongful death

on the part of Porsche due to a lack of safety features. The outcome of the federal suit by Rodas' widow will not have an immediate effect on the state suit filed by the family of the actor against the automaker, in the sense that it does not bar similar claims in state court arising out of the same incident.

After police concluded their investigation in 2014, Porsche issued the following statement regarding the accident:

"We appreciate the meticulous analysis by the Los Angeles County Sheriff's Department and the CHP. It is a sad day for us whenever anyone is injured in one of our cars, and this was a particularly tragic event. At the same time, the results of the investigation show that, according to all the available evidence, this crash was caused by dangerous driving at speeds much too high for the road in question. There is also evidence that this particular vehicle had been altered from its original design state and had not been maintained properly. However, there is no evidence of any mechanical malfunction. We stand by our Carrera GT and by the investigation and conclusions of the responsible authorities."

One trial down, one to go. 🚗

I know, I know...



...it's not a Carrera GT! But it IS a Porsche! 😊



# Model Buffet

This month, let's take a look at an aftermarket decal manufacturer.

I found out about *Decals by Lucas* ([decalsbylucas.com](http://decalsbylucas.com)) while on the *Spotlight Hobbies' message board*. I got into an e-mail chain with another Spotlight poster, Frank Luque, when Frank started posting pix of some of his projects.

Obviously, those projects were *Pontiacs* (*surprised?!),* some of which I have pictured here for their timeliness—they follow upon the release of the *Moebius '61 Ventura*, and precede the upcoming release of the company's *'61 Catalina*, upon which many of these decals are based.

**HOWEVER,** from what I gather from Frank's posts, and brief contact with proprietor Rick Lucas, they ain't the **ONLY** thing he does. As a matter of fact, all told, I understand he has **over 150 decals** in his inventory, including, for example, the **"Red Alert" Chevelle drag car**, if I'm not mistaken.

I don't have a lot of details on shipping and handling, nor have I seen his products first-hand. I will attempt to rectify that oversight as soon as possible. When I do, I'll run a follow-up report!

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 to Rick Lucas for filling this void, and thanks again to **Matt** for creating this monster! 🚗





23rd ANNUAL  
**MID-ATLANTIC NNL**

[www.mamasboyz.org](http://www.mamasboyz.org)

**MAY 14, 2016**

**9 AM - 3 PM**

**ADMISSION: \$10.00**

**UNDER AGE 16, FREE**



**STATION WAGONS**



**FULL SIZE MUSCLE**

**FACTORY STOCK BIG CARS WITH BIG ENGINES**

**COLUMBIAN CENTER**

**VENDORS 335 N. RITCHIE HWY DOOR**  
**SEVERNA PARK, MD. PRIZES**  
**21146**

**VENDOR / SHOW INFO - CONTACT MARCOS CRUZ**

**EMAIL: [cruz2123yb @ yahoo.com](mailto:cruz2123yb@yahoo.com)**

**PHONE: 443-206-8776**



## Car Hoarder's Delight?!

A church in Minnesota has found itself the unlikely proprietor of a collection of **30,000 cars**. Some of them are full-size, some so tiny they could fit on the tip of your finger—or the head of a pin, if only the angels would stop dancing and make room. And they were all amassed by one man.

That man was Dennis Erickson of Lakeville, MN. He was a churchgoer, and served as an usher at Celebration Church—but he was a single child, an orphan, and did not have any children. So when the trained civil engineer passed away recently at the age of 69, he left his assets to his Pentecostal congregation. Much to their surprise, that included what could be counted among the largest collection of toy cars in the world.

All told, Erickson had collected **more than one car for every day of his life**. Not only that, but he had countless brochures—all carefully cataloged—and a few full-size classics as well. There's a

**Ford Model T**, a **'59 Edsel**, and a **'66 Rambler** in the garage. He had a **'77 Bonneville**, too, but that he left to his friend Glenn Lindell, with whom he took a road trip in the Pontiac years ago. From the sale of the toys alone, the church expects to raise thousands, which it plans to use to remodel its youth facilities.

Thanks to **MAMA's Boy Gary Sutherlin** and **GTR Auto Modeler Chuck Hermann** for the scoop. 🚗





# Pontiacs on Parade!

Things were dialed back a tad, but we still had some nice Ponchos on display.

**Joe Bush:** Joe trotted out a *Francisco Red '80 Trans Am promo* for the parking lot.

**Ron Roberts:** Ron brought not one, but *TWO* of his latest in a line of 'box art' projects—both '65 *GTOs*, from what is referred to as the *'Tiger box.'*

To change things up, I added a couple'a diecasts—'Intimidator' IROC Firebirds.

As I've always said—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, so thanks to those of you who have fed my 'Pontiac Fever' since this display has come into existence. Lemme just say—*"Thanks, guys—I needed that!!"*



So, c'mon—bring 'em and show 'em! *'PoP'* (Pontiacs on Parade!) *Sickle signing off now! Don't forget—Pontiac Rules!* 🍷

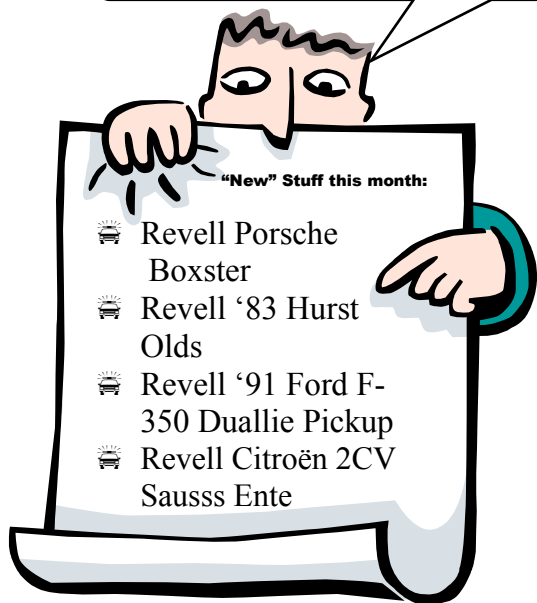




**Chapter Contact:**

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

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



## Websites

**Philly Area Car Modelers:**

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

**Central PA Model Car Club:**

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

**NNL East:**

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

**East Coast Indoor Nationals:**

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

**Maryland Intl Raceway:**

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

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

**Carlisle Events:**

<http://www.carlisleevents.com>

**York US30 Musclicar Madness:**

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

## Classifieds 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](mailto:gtoguy@verizon.net), or see me at a meeting. **Thanks!** 🚗

(Continued from page 1)

**1964-1974, 2004 GTO; 1970½ - 1971 GT-37,"** a compilation of info. In 2010, he joined other automotive history enthusiasts to establish the *Automotive History Preservation Society*, a non-profit group dedicated to preserving the past.

He collected *Hot Wheels*, comic books and anything pertaining to cars. He was a great artist, author and photographer.

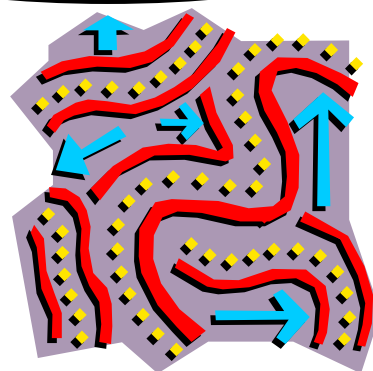
A memorial service was held March 26th. **Godspeed, Eric.** 🚗

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

## Directions

**From the Baltimore Beltway (RT 695):** Take Exit 7, Route 295 (Baltimore-Washington Parkway) south towards Washington approx. 18 miles to Route 193 (Greenbelt Road), and exit. When on the off-ramp, stay to the right and merge right onto Southway (*see below*).

**From the Washington Beltway (RT 495/95):** Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (Greenbelt Road). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (*at the light*) onto Southway (*read on!*)



**Once on Southway:** Go straight to the second (2nd) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 🚗

## Club Contact Info

President: Marcos Cruz  
[cruz2123yb@yahoo.com](mailto:cruz2123yb@yahoo.com)  
Vice President: Tim Powers  
[partsbox@verizon.net](mailto:partsbox@verizon.net)

Treasurer: Matt Guilfoyle  
[blackbuick1941@yahoo.com](mailto:blackbuick1941@yahoo.com)  
Newsletter Editor: Tim Sickie  
[gtoguy@verizon.net](mailto:gtoguy@verizon.net)