

MAMA Sez!

Volume 28, Issue 9

May, 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. ☎

MAMA NNL Is OVER!

Again, another well-attended meeting last month with plenty to look at (*as it should be!*).

Well, the dust has finally settled from **NNL East**. Check inside for a few words and pix on the event.

Time to get busy on **NEXT years' MAMA NNL (2017)** projects!

Rich Wilson this month paws over the

Revell '67 Nickey RS/SS 427 Camaro, while **Ron Roberts** returns to offer his insight on the **Round 2 '71 Thunderbird**. **Thanks, guys!!**

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

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

The raffle raised **\$82.00**, while the door

kicked in **\$49.00**. Thanks, guys!

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

Ford GT Wins!

In its final stateside race before heading to Le Mans, the **Chip Ganassi Racing Ford GT** of Richard Westbrook and Ryan Briscoe capture the car's **maiden victory** in the GT-Le Mans category of the IMSA Weather-Tech Sportscar Championship. The victory came at Mazda Raceway Laguna Seca and it wasn't without some trying conditions. The #67 Ford outlasted a deep GTLM field with an impressive

individual performance in the race's second half.

To get the win, Westbrook took over the #67 from Briscoe with 75 minutes remaining. He managed to stretch a tank of fuel to the end, a monumental feat when most tanks last 65 minutes or so. He inherited the lead late from teammate Joey Hand, who pitted at the same time but was unable to make his fuel last and had to stop for fuel late. The same was also true of Antonio Garcia in

the #3 **Corvette**, who was only 15 seconds behind his former teammate Westbrook in the closing moments, but the Spaniard had to take a splash of fuel with five minutes remaining.

Garcia rejoined to finish in fourth and Hand could only muster sixth behind the #68 Scuderia Corsa Ferrari 488 and the #912 Porsche North America Porsche 911 RSR. The #67 also made the car's best qualifying effort, starting from the front row next to the #68

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'67 Nickey Camaro RS/SS 427

Let's get one thing straight up front; *there is no such thing as an RS/SS!* It can only be one or the other. But this kit could be modified to an RS very easily. It primarily builds into a "Nickey" Camaro; you'll have to imagine the "K" backwards. It should fill an empty slot in our Camaro collection; thank you Revell. This is, of course, a modified kit of the '67 Camaro SS from last year. Quite a few parts have been added and removed.

Engine: Pretty much the same as before with the exception that the stock intake and exhaust manifolds are gone. In their place we get an intake set up for two-four barrel carbs, two carbs, two small air cleaners and a very nice set of two-piece tuned headers.

Chassis: The only changes are that the exhaust system has been modified to connect to the headers and there is a pair of "slapper" traction bars that were popular in those days.

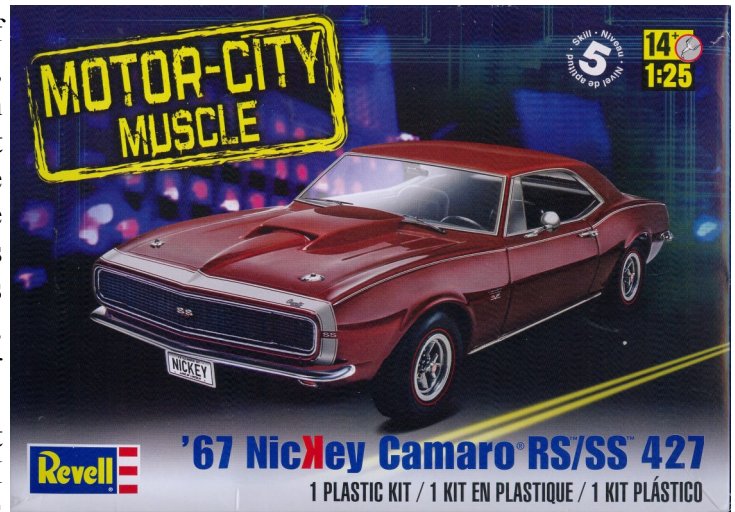
Tires/wheels: The previous wheels are gone replaced by a

very nice set of American mags, one piece with three point knock offs. The tires are the same ones as before and as nice as they are, need a bigger pair for the rear.

Interior: At first glance I thought it was the same as before, but it has been changed to what I believe is the deluxe interior with the seat ribs going from side to side.

Body: We get the hood with the Corvette "stinger" scoop; it does have the hood pins molded to it though. and the very desirable grille with the hide-away headlights. Also included is the trunk lid spoiler.

Decals: A very complete set that has the gauges, scripts, under hood stuff along with "Nickey" decals. There are decals for the centers of the seats if you like.



There are not only the "SS" nose stripes, but pin stripes for the sides and in your choice of black, red, or white. Tags include a pair with Nickey on them and a pair of "run of the mill" tags. There are decals for the wheel centers. If anybody knows a trick to keep them on the wheels let me know. But the ones I thought were kool are the power window switch decals!

Here's another kit you may want multiples of; even if you prefer Fords or Mopars!!

by: Rich Wilson 🍷



Here's a sight for SORE eyes (don't yours HURT?!), spotted at NNL East by ace photog Norman Veber. I understand the owner was just as 'unique'! Thanks! ☺



Upcoming Revell '83 Hurst/Olds. Thanks, Revell! ☺

Round2 1971 T-Bird

The 1972 Ford Thunderbird (AMT920/12, 1/25 scale customizing kit) is a re-issue originally introduced in 1971 as an annual kit also known as the "Bird of Paradise". This release has the box art from the original which came out around 1971. Included are 70 parts, which include one clear and one blue window glass. Round2 has included all the original parts from the first release. Builders will approve of the restored and expanded decal sheet! Round2 also included some new parts for this release. This gives the builder the opportunity to build a stock, or 70's period perfect custom car!

Engine: Ford 429 stock single carburetor and air cleaner are the induction system for the 29 piece engine assembly. The engine builds into a nice representation of Ford's largest production engine of the early 1970's!

Chassis: A true AMT early 70's chassis is included along with the exhaust tubes that connect to the kits custom side exhausts. For my build, I eliminated the custom exhaust pipes and used the provid-

ed pieces as cut out exhausts for weekend street or track drag races! There are separate suspension parts to build a nicely detailed chassis for any version that you choose to build.

Tires/Wheels: Blackwall wide track tires that Round2 has been producing the last several years are included in the kit. Two hollow Goodyear slicks are also included. Two wheel sets include:

- Stock '71 T-bird wheel covers, which respond very nicely to black detailing
- Chrome heavy duty deep dish magnesium wheels

For my build, I chose the stock wheels and tires for the front and Goodyear slicks mounted on the magnesium wheels for the rear. I was lookin' for a drag race down by the disco club! The wheels were stripped of chrome and painted flat aluminum and de-

tailed with a black wash.

Interior: Standard 1970's AMT bucket style with separate front seats with console, and dash board with one steering wheel. Basic interior which responds well to detail painting!

Body: The body and the kit have some minor flash. The tool has withstood the test of time for a kit of this vintage. Fit and finish is quite good and what you would expect to find in a tool this old.

Summary: AMT's 1971 Ford Thunderbird kit is a favorite with this builder because it is simple to assemble. And, I just like Full Size cars of the late 60's and early

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'Gov-a-mint Motors!'

'GMC' announced it is recalling **1.04 MILLION newer pickup trucks** for a seat belt flaw.

The largest US automaker said the recall of the **2014-15 Silverado and Sierra 1500 pickups** is not linked to any crashes or injuries. 'GMC' said the cost of the large recall "is not expected to be significant and is covered within normal and customary warranty reserves."

'GMC' said the recall in the US includes **895,232 vehicles** and a **stop-sale of approximately 3,000** new 2014 and 2015 pickups still on dealer lots.

'GMC' said the recall was prompted by warranty data that showed the flexible steel cable that connects the seat belt to the vehicle can separate over time as a result of the driver repeatedly bending the cable when entering the seat.

Dealers will enlarge the side shield opening, install a bracket on the tensioner, and if necessary, replace the tensioner assembly.

'GMC' is recalling **321 2014-16 Chevy Express and GMC Savana incomplete vehicles** (aka cutaways) with a 159-inch wheel-base for not including a tire pressure monitoring system (TPMS).

The defect vehicles were shipped to final stage manufactur-

ers without a tire pressure monitoring system (TPMS). As such, these vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) number 138, "Tire Pressure Monitoring Systems."

Without a TPMS, the driver would not be alerted if one or more tires became under inflated. Driving with under inflated tires increases the risk of a crash.

'GMC' will notify owners, and dealers will install the hardware and software necessary to equip the vehicles with a TPMS, free of charge. The manufacturer has not yet provided a notification schedule.



The **2015-16 Chevy City Express van** is being recalled due to an issue with the passenger-side airbag sensor, which may incorrectly classify an adult passenger as a child or classify the seat as empty despite it being occupied.

It's worth noting that the recall is part of a larger action initiated by **Nissan** that impacts **3.1 million vehicles**. **Nissan developed and manufactures the City Express for Chevy**, and sells its own variant of the City Express as the Nissan NV200.



The front seat passenger Occupant Classification System (OCS) may incorrectly classify an adult passenger as a child or classify the seat as empty despite it being occupied. As a result, the passenger frontal air bag may be turned off and not deploy in the event of a crash.

If the passenger frontal air bag does not deploy as intended in the event of a crash, the passenger is at an increased risk of injury.

Affected vehicles: Chevy 2015-16 Chevy City Express, Nissan: 2016-17 Maxima, 2013-16 Altima, 2013-16 NV200, 2014-16 NV200 Taxi, 2013-16 Leaf, 2013-16 Sentra, 2013-17 Pathfinder, 2014-17 Rogue, 2015-16 Murano, 2014-16 Q50, 2014-16 Q60, 2013 JX35s.

Number of vehicles affected: **3,177,645 vehicles** (US figure, includes all Nissans and Infinitis).

'GMC' and Nissan will take care of notifying their respective affected customers.

Dealers will reprogram the Air Bag Control Unit (ACU) and OCS Electronic Control Unit (ECU) in Altima, Maxima, Murano, Rogue, and Sentra vehicles, and replace the OCS ECU in Leaf, NV200, NV200 Taxi, Pathfinder, Infiniti

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'Gov't' (cont'd)

(Continued from page 4)

Q50, JX35, and QX60 and Chevy City Express vans, free of charge.

NOW, 'GMC' is recalling vehicles made by **OTHER** companies—**mindboggling!!**

'GMC' is recalling **4,789 2016-17 Silverados, Tahoes, Suburbans, GMC Sierras, Yukons, Yukon XLs, and Escalade ESVs** over an issue with the front upper control arms.

It's worth noting that affected vehicles all share 'GMC's' full-size K2 platform.

The front upper control arms may have inadequate welds near the control arm bushing.

The welds may allow the control arm to separate from the bushing, compromising steering and increasing the risk of a crash.

'GMC' will notify owners, and dealers will replace the left and right front upper control arms and realign the vehicle, free of charge. Parts are not currently available (*surprised?!*).

Owners will be mailed an interim notification in early May 2016 and will be mailed a second notice when remedy parts are available. **Until the repairs have been made, owners are advised not to drive their vehicles.**

Customers looking to find out if their vehicle is included in this (or ANY) of the numerous recalls (!) should visit recalls.gm.com.

If you ever have a listen to what Cadillac President Johan de Nysschen has to say regarding his brand's status in the US, it's pretty positive. Cadillac is making more money than ever on each car sold.

With stricter incentives and less cash on the hood of each Cadillac, it makes for a brighter picture.

However, it's pretty dim when **three Cadillac vehicles** round out **247WallStreet's** list of **"Top Cars Americans Don't Want To Buy."** Here, each of Cadillac's cars (*yes, cars, not crossovers or SUVs*) except the CT6 make up part of the 15 vehicles listed.

The **ELR** places worst, with an average **208.6 days spent on the dealer lot** before finding a home. Cadillac has stated it has no plans to move for a second-gen ELR, so it's not too worrisome.

The **CTS** and **ATS** are represented here, too. The CTS spends an average **141.3 days on the lot**, and the ATS an average **153.3**.

Chevy, Buick, GMC, and Cadillac dealers in the US delivered 259,557 new vehicles in April, 2016, a **3.5 percent decrease** compared to April 2015. Overall sales of all four brands—Chevy, GMC, Buick and Cadillac—decreased year-over-year as a result of significant reduction in sales to daily rental fleets.

Interesting to note that Caddy sales were **down 28.9%**, perhaps proving the prior item about people not wanting Cadillacs.

If you can't wait to get your hands on the **'16 Cadillac CT6**, you are likely too late to get the first one. Barrett-Jackson saw the first production CT6 sold under its gavel last month, with all proceeds going to The **Karmanos Cancer Institute**.

The winning bidder will receive a letter of authenticity stating it is indeed the first production vehicle of its kind.

Well, that was short lived. Following the nuclear deal struck by world powers, Iran had international-economic sanctions lifted, allowing for the import of foreign vehicles into its borders.

Now, Iran has unequivocally said **"no" to Chevy and 'GMC.'** According to **Reuters**, a shipment of **200 Chevies**, worth **\$7 million**, was cancelled as the vehicles were loaded up in South Korea. A source inside the Iranian ministry quoted an unnamed official stating, **"Even the Americans are not interested in buying such cars because of their weight and high fuel consumption. Why should we import the cars from a bankrupt American factory? This is very odd."**

Still, it seems Opels are safe as an import, for whatever reason that may be.

Obviously, there's some spin going on there, but the official was also reportedly busy talking up domestic products over foreign vehicles, denouncing imports. We weren't aware Iran made many cars. The official also criticized young people for purchasing cars, which are seen by some as a luxurious commodity.

Chevy has been removed from the official importation list of Iran, which also includes BMW, Porsche and Hyundai.

It appears as though Chevy's reputation has preceded it, eh?! 🚗

2014 GMC Recall Ticker

of Recalls

126 (!)

of Vehicles Affected

35,536,877

This 'n That

“Rocket on Wheels?!” It seems one driver got carried away with his ***‘16 Camaro SS***, because ***171 mph is pretty damn fast to be moving down a public highway.*** We get speeding, we like the “nine you’re fine, but ten you’re mine” rule, but this is a bit much. ***The Duluth News Tribune*** reported a Minnesota police officer was patrolling Highway 61 when the Camaro literally blew by him, and was clocked at 171 mph. “You get used to seeing people going 65 or 70 and what that looks like. But I’ve never seen anything like this. It’s like a rocket on wheels at that point,” Hermantown Police Department Deputy Chief Shawn Padden said. The officer stated he accelerated up to 135 mph to put the Camaro in his sights. Thankfully, the driver slowed and pulled over as soon as the officer made contact with the vehicle. The 36 year-old driver, who has not been ID’ed, was issued a ***misdemeanor careless driving***, which carries a ***maximum sentence of 90 days in jail, a \$1,000 fine and license revocation.*** ***You’re kiddin’, right?!...Camaro’ed Out Yet?!*** The ***‘17 50th Anniversary Edition Camaro SS*** will pace the 100th

running of the Indy 500 this month. It will be piloted by none other than 50-year team owner ***Roger Penske***. Four special Camaros will be at the race, all wearing a coat of Abalone White exterior paint. Graphics on the doors and Indy 500 logos will separate pace cars from standard examples that will go on sale this summer. The Anniversary Editions will all feature Nightfall Gray metallic paint, specific 20-inch wheels, a unique grille, body-color front splitter, unique black leather and special interior treatments. ***So, once again, it’s the ‘Camaro Show’ at Indy...VeePee Loses a Bet! Joe Biden***, America’s Bitchin’ VeePee, was forced to beg for absolution from the Pope at the Vatican recently after betting on a ***Cadillac CTS-V*** in a drag race against a ***Tesla Model S***. He also lost \$10. Betting is not a sin but tends to be discouraged by religious authorities. Timothy 6:10 warns against a love of money, and Jesus’s run-in with the money-changers suggested a strong aversion. Still, Biden’s bet seems unlikely to generate the same consternation as his support of abortion rights and gay marriage. Cardinal Parolin seemed



unconcerned...***F150 On a Roll.*** While the debate over aluminum and steel will likely continue to rage for years, Ford has begun to notice the pros associated with the material in a number of ways. Even ***‘GMC’*** is on track to use aluminum extensively in its next-gen pickups and SUVs. The thought of aluminum not being able to protect properly in a collision seems to be overblown with the latest findings by the IIHS. The Ford F-150 edged out the Silverado and Sierra for the ***“Top Safety Pick”*** title, and is the ***only pickup truck to earn the honor***, according to Ford Authority. “From the moment our team set out to design and build the new F-150, we knew it had to be best-in-class,” said Ford Chief Technical Officer Raj Nair. “This Insurance Institute for Highway Safety Top Safety Pick is another example of Ford’s commitment to building

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T 'n T (cont'd)

(Continued from page 6)

the toughest, smartest, most capable and safest F-150 ever.” Chevy and GMC will continue to maximize safety, technology and fuel efficiency with its current generation of pickups before a new generation arrives towards the end of the decade. In the meantime, Ford has something going when it comes to safety. While on the subject of F-150s, if **Police duty** works for the Tahoe and Silverado, why not the F-150? Ford’s recent addition of the **Special Service Vehicle package** for the F-150 will make sure that law enforcement has the right truck for the job. Even if that job takes them into the backcountry or onto the job site, apparently. The new heavy-duty pack will feature a high-output alternator for all the extra power needs, a removed center console for the communications equipment that is typically installed in that space, a vinyl rear bench seat and vinyl floors. Ford will offer the Special Service Vehicle (SSV) in SuperCrew and SuperCab configurations in XL trim, with 4x4 and 4x2 drivetrains paired with the 5.0-liter V8 or 3.5-liter EcoBoost engines. “Many

officers need the extra space F-150 SSV offers,” said Ford police marketing manager Stephen Tyler. “They can load the cargo box with equipment and still fit five people inside. Its utility is unmatched.” The SSV pack isn’t quite the final product; all the typical police gear still has to be installed by upfitters per individual departments’ requests. So all the strobe bulbs, light bars, radios, siren, PA system and computers still have to be added before the trucks are ready to roll. And the livery too, unless the aim is for the trucks to stay low-profile. *(They’ll be a lot lower profile than the Explorers with twin searchlights and dog-dish wheel covers that Ford also offers—not everyone expects a pickup to be an unmarked police vehicle).* It’s all this extra gear that makes up a large chunk of the price for a finished law enforcement vehicle—items like a rear divider for suspect transport or a cage for a police dog run well into the thousands. And the labor of installing the electronics and all the other items, like wiring for strobe bulbs hidden in the headlights and taillights, is expensive as well. So even if the bare-bones trucks offered by the manufacturer can be had at a relative bargain from fleet dealers, all the extra

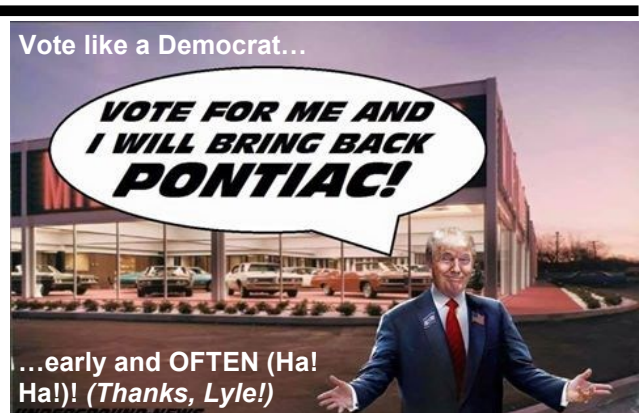
gear can drive up the unit price pretty quickly. As the customers do not need to be a government agency, the SSV pack is available to all fleet buyers. We’ll note that these can be used as city utility or emergency service vehicles, as well...**EPA Backs Down?!** After outcry from the **Specialty Equipment Manufacturers Association**, better known as SEMA, and pressure from Republican lawmakers, the race-banning language will be removed from EPA’s legislation. SEMA President and CEO Chris Kersting released a statement thanking “Congress for pushing EPA to withdraw an ill-conceived proposal,” but he still isn’t completely satisfied. “The racing industry and public need a long-term solution to eliminate any uncertainty regarding how the Clean Air Act is interpreted,” according to Kersting. The long-term solution to which he refers is the **Recognizing the Protection of Motorsports Act of 2016. Government overreach, at it’s finest** *(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!)* 🍌



Vote like a Democrat...

**VOTE FOR ME AND
I WILL BRING BACK
PONTIAC!**

...early and OFTEN (Ha!
Ha!)(Thanks, Lyle!)



NNL East Insanity

C1 Models, an English company, made the trip for the second year in a row. Although dealing in mostly imported kits, transkits, and parts, I spoke with the principals (sorry—their names escape me!), he **DID** have his first American kit—a '76 T/A being built by **The Roadster Shop**. Notice the word **DID**—all **TEN** copies were depleted before MAMA's Boy Dave Toups tipped me to its availability! I **WILL** get one, eventually! Being the owner of not one, but **TWO** real T/As, he and I had a long conversation regarding the allure of the car, in an attempt for him to understand the American car scene a bit more. He admitted to me that he **WILL** be doing more American subjects, and has every intention on trying to continue to attend NNL East when possible.

The gang at **Missing Link** haven't been letting any grass grow. Beyond the **new '61 Catalina sedan** (**TWO** of which mysteriously disappeared the night before the NNL!), Kevin Lutz and Jeff

Ballard had the following new items on display: '11 Chevy (complete kit), '41 Plymouth four-door AND sedan delivery, '50 Olds convertible, '53 Chevy ambulance, '59 Renault Dauphine, '60 Ford Fairlane Mayberry PD, '63 Valiant station wagon, '65 Wildcat, '66 Galaxie convertible, '70 AND '71 Cyclone Spoilers, '70s Holmes wrecker bed, '71 Galaxie, '73 El Camino, '78 Ford LTD (including 3D-printed grille, steering wheel and column!) and a Chevy C3500 pickup.

Model Car Garage proprietor Bob Korunow has been busy of late. He had the following new photoetch sets available: '50 and '72 Olds, '66 Impala SS, '76 Torino (all from Revell), '55 Chrysler, '61 Catalina/Ventura, '65 Satellite/Belvedere, F-100 (all from Moebius), '08 Ford F-350

(Meng), '56 Crown Victoria (AMT), and two generic sets—radiator screen and Brembo caliper details.

The **Moebius Models** display ably manned by Dave Metzner was very popular all day. The current crop of models, joined by the soon-to-be-released '61 Catalina, Joe Weatherly stock car, and **AWB Plymouth** (!) were **VERY** popular!

Over at the **Revell/Monogram Models** display, Ed Sexton had a very nice display of the company's current and near-future offerings. The '57 Ford Gasser station

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NNL (cont'd)

(Continued from page 8)

wagon, C7-R racer, '70 "Fast & Furious" Charger, and '83 Hurst/Olds, '30 Ford Model A coupe and '48 Ford all seemed to play well to the crowds.

Where to start? The 'face' of **Round2 Models**, John Grezcula, had an impressive display of Round2 stuff, both new and reissues. The *Tyrone Malone truck*, *tampo-printed tires*, *decals for same*, the "Blazing Bison" tractor puller, *Prudhomme dragster*, *Trojan Horse* and *Squad Rod reissues*, and, though not to my taste, apparently both '15 AND

'16 Camaro kits, with what appeared to be impressive parts count and detail! Hopefully, they will continue to do some new tools, depending on the reception to these kits.

As icing on the cake so to speak, there was obviously a *model car show* on top of *swap meet* and new stuff being displayed—how cool is that?

For results, check out their website—nnleast.com.

In the end, a good time was had by all. If you've never been,



C1 Models' latest American offering

you don't know what you are missing! You need to put this one on your 'Bucket lists'! *Thanks to the TSSMC for their efforts!* 🏆

1971 (cont'd) Race (cont'd)

(Continued from page 3)

70's! This Retro Deluxe kit has it all! The box art along with the original parts and the expanded wild "Bird of Paradise" decal sheet make this kit worth the price. These decals will either be loved or hated by the builder. To see what side I fall into follow the link to my Fotki site and see what is in the box and the build process. Hats off to Round2, I highly recommend this kit to all old school model car builders who like big land yachts!

As always, here is the requisite photo link to the build progress and end product that Ron has been so kind to offer—<http://public.fotki.com/Modelpal/ron-roberts-models-/1971-thunderbird-amt920/>.

Ron 'Box Art' Roberts 🏆

(Continued from page 1)

Ferrari 488 GTE. The team's second car qualified right behind in third with both cars hanging around the front of the field the entire race.

The race was the final tune-up for the Fords before packing up for France. The full-season FIA WEC entries, which will wear #66 and #67 at Circuit de la Sarthe next month. In the Prototype class, the two Mazdas prototypes started from the

front row, but an engine failure and a spin knocked them out of con-

tention. Michael Shank Racing, who will also race at Le Mans, picked up the overall victory with a relatively easy win over the field's Corvette Daytona Prototypes.

Racing into the future. 🏆



Bad VW News

VW dealerships from the Illinois-based Napleton Automotive Group sued VW recently for damages stemming from the Dieselgate scandal, reports [Automotive News](#). This lawsuit is in defiance of a VW dealer council effort to resolve dealer grievances outside of the courts.

The Napleton Automotive Group has every right to be particularly raw about Dieselgate, given that they acquired an Urbana, IL, VW dealership just *three days* before the EPA first announced VW's emissions issues on Sept. 18th last year.

That timing raised more than a few eyebrows at the Napleton Automotive Group. If the EPA was to the point of making a public announcement, the dealers' attorney Steve Berman explained to [Automotive News](#) that the company had to have known of the scandal's repercussions to VW dealers at the time of Napleton's sale.

Steve Berman, the attorney representing Napleton's stores, called the deal a "sickening display of VW's disregard for its dealer franchisees," saying in a statement that VW "withheld the truth and pushed the sale through, knowing well that Ed Napleton was purchasing a dealership that would almost immediately plummet in value."

The 111-page lawsuit filed by law firm Hagens Berman Sobol Shapiro seeks class-action status and accuses VW of defrauding its own outlets, per [Automotive News](#). Hagens Berman Sobol Shapiro is the same firm repre-

sending thousands of VW owners who have filed suit against the company.

The lawsuit alleges that VW knowingly violated state and federal laws designed to protect dealerships by illegally skirting emissions laws. It also claims that VW engaged in a criminal racketeering enterprise in doing so.

Furthermore, the suit alleges that VW engaged in favoritism in pricing and allocation and illegally funneled business to its captive finance arm, VW Credit.

Meanwhile, dealers remain extremely unhappy with VW's lack of response to the Dieselgate scandal. Continued promises of "we're working on it" don't cut it when dealers have cars they can't sell and a brand with a sharp stigma against it.

Napleton Automotive Group President Ed Napleton said in a statement that this inaction from the company is precisely what led him to file suit. As quoted by [Automotive News](#):

"What is really discouraging and led me to file this lawsuit is that VW has wholly failed to respond to dealer concerns in a substantive manner. It has talked for months about multiple plans, but done nothing and left us dealers in the red, and in limbo."

Meanwhile, representatives from the VW dealer council maintain that this lawsuit does not reflect most of their dealers' desires.

A joint statement released by two council members, Chairman Alan Brown and Dealer Investment Committee head Jason Kuhn, revealed that the council isn't surprised that Napleton would sue, however, they are still

looking for a quicker resolution outside of court. As quoted by [Automotive News](#):

"It is not unexpected that a few outlier dealers would file a lawsuit against VW. Some dealers view litigation as an end-game strategy and nothing more. Filing a lawsuit may provide a headline or two, but it is substantially longer, more contentious and a much more costly path towards a settlement."

Brown and Kuhn are from American VW dealerships as well. Brown is the general manager of Lewisville VW, and Kuhn serves as chairman of the Kuhn Automotive Group. The Dealer Investment Committee which Kuhn serves on was formed specifically for discussions of a settlement with VW.

VW, of course, told [Automotive News](#) that they're reviewing the complaint and still researching a fix for affected cars. How many complaints do they need to review before they release anything on a fix for the cheating diesels?

Corrected to reflect statement by the EPA that VW and regulators must reach a deal, not a formal settlement by the court-ordered date.

EPA Administrator Gina McCarthy indicated recently that VW may not reach a deal with US regulators by the court-ordered April 21 deadline, Reuters reports.

US District Court Judge Charles Breyer in late March gave the California Air Resources Board (CARB), EPA and VW the deadline, following the parties' update to the court on progress in negotiations.

(Continued on page 11)

VW (cont'd)

(Continued from page 10)

Reuters reports the EPA chief expressed uncertainty that the sides could reach a deal by that deadline and declined to speculate whether the regulators could accept a partial fix for a portion of the cars that may be deemed unfixable.

A CARB official indicated earlier that it may not be possible to fully bring a portion of the 600,000 vehicles into compliance, opening up the possibility of a partial fix for some models.

During the March 24th update to the court, Judge Breyer indicated he would consider holding a trial this summer if the sides do not reach a deal by April 21st.

A trial based on the Department of Justice complaint, filed in January of this year, would address not only the recall plans for some 600,000 models sold in the US, but also the monetary fine that VW would face for the violations. The DOJ complaint cited a maximum penalty of approximately **\$46 billion**, though VW is not expected to be ordered to pay a fine of that size. Some analysts view a trial on the issues, in contrast with a court-ratified settlement, as a scenario that would involve a wider buy-back campaign.

We're seeing some real character on display over at VW. The automaker, strapped for cash over the rising logistical and legal costs of the diesel cheating scandal, has decreed that its top managers will **forego their 2015 bonuses entirely**.

Oh wait no, I'm sorry, I mis-

read the story; they agreed to **CUTS of at least 30 percent** to their 2015 bonuses. Here's **Auto-motive News**: VW Group Chairman Hans Dieter Poetsch and other top executives will have their 2015 bonus payments cut "significantly," the automaker said recently.

VW's second-largest shareholder—the German state of Lower Saxony—wants management bonuses to be scrapped altogether while VW's powerful labor leaders have also been pushing for bonuses to be scrapped or lowered as the automaker counts the multi-billion costs of its emissions-rigging scandal.

In a recent statement, VW said the supervisory board and management agree that the company needs to send a signal on top management pay.

Various models are being discussed that would be "appropriate and fair for everyone," the statement said, adding that the move would lead to a "significant reduction of variable pay."

You might be thinking, "Forget cuts, why get a bonus at all when your company is mired in one of the biggest automotive scandals ever and fighting for its very survival?" And the answer is... reasons? I guess?

VW AG and US officials have reached a framework deal under which the automaker would offer to buy back almost 500,000 diesel cars that used sophisticated software to evade US emission rules, two people briefed on the matter said recently.

The German automaker is expected to tell a federal judge in San Francisco that it has agreed to

offer to buy back **up to 500,000 2.0-liter diesel vehicles sold in the US**, the people said.

VW has also agreed to a **compensation fund for owners**, but it is not clear how much owners might receive, a third person briefed on the terms said.

VW may also offer to repair polluting diesel vehicles if US regulators approve the fix as workable at a future date, the sources said.

VW will pay cash compensation to owners who either sell their vehicles back or get them fixed, a source briefed on the matter said. Owners selling back their vehicles will get an additional cash payment on top of receiving the estimated value of the vehicles from before the emissions scandal became public in September 2015.

Apparently the company's diesel cheating started with a system invented all the way back in **1999**. Via **Reuters**:

Engineers at Audi developed software capable of turning off certain engine functions in 1999, but it was never used by the VW luxury division, the newspaper said in an advance release of an article due to be published, which cited industry and company sources.

Six years later, when VW engineers at the firm's Wolfsburg headquarters were unable to bring nitrogen oxide emissions below legal thresholds, they started to install the software developed by Audi, Handelsblatt said.

At least they stayed in-house. It's good to keep costs down.

Will Dieselgate **EVER** end?! Anybody wanna buy a diesel VW—**CHEAP?! ☹**

Model Buffet

This month, I wanted to revisit *Decals by Lucas* (decalsbylucas.com), in order to flesh out more basic info.

Last month's column came together rather abruptly, and was somewhat lacking in basic info. Read on as I try to elaborate.

To start with, in a break from past columns, yours truly actually sat down and called proprietor Rick Lucas, in an attempt to get this info 'straight from the horse's mouth,' so to speak.

Rick's ALPS-printed decals are primarily available in 1/25th scale, but are also available in 1/18th, 1/32nd, 1/43rd, and HO scale as well, an unusual move on his part.

Decal subject matter includes but is not limited to stock cars, drag cars, open wheel racers, light commercial, and generic subjects, such as lace panels. Rick freely admits that he is into Gassers in a **BIG** way right now, as 'Facebookers' will quickly see.

As far as handling and application are concerned, Rick says that the decals are ready for application as is (*no clearcoat required*).

As mentioned in last month's column, Rick has easily over 150

decals which can be seen on Facebook. As a matter of fact, he intimated his website plays second fiddle as compared to Facebook when it comes to decal sales. And, he **DOES** produce sheets **OTHER** than Pontiacs! Word is that, for a fee, Rick will even do custom work! If interested, contact him directly for details.

Prices range from just under \$10.00 to \$15.00. Methods of payment include PayPal and money order. Shipping is on a sliding scale—\$1.50 for one to three decals, \$2.50 for four to six sheets, and \$3.50 for seven or more sheets.



If paying by money order, they should be addressed to **Rick Lucas, 5732 Colleen Avenue, Rockford, IL 61109**. Questions can be e-mailed to Rick at rick-lucas54@yahoo.com.

I did, in fact, receive several examples of his product, and must say that I am impressed with his work. Now, I gotta get busy in rounding up many of the Pontiacs he currently has available!

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 **Frank Luque, Rick** and **Decals by Lucas** for filling this void this month, and thanks again to **Matt** for creating this monster! 🤖





2016 THIRD QUARTER NEW RELEASES

AGES ANS EDADES	12+
SKILL NIVEAU NIVEL	4
HOURS HEURES HORAS	5+

**MOTOR
SPORTS**



85-4304 • Corvette® C7R • 1:25

TRUCKS



85-4372 • '80 Dodge
Ramcharger • 1:24



85-4419 • '58 Chevy®
Impala™ • 1:25



85-0602 • USS Springfield • 1:500



85-2453 • Beer Wagon • 1:24



85-1735 • The Baron • NA



85-5270 • Stuka Dive
Bomber Ju87G-1 • 1:48

AGES ANS EDADES	14+
SKILL NIVEAU NIVEL	5
HOURS HEURES HORAS	7+



85-4319 • Fast & Furious™
'70 Dodge Charger • 1:25

STREETBURNER



85-4423 • '69 Chevy®
Nova™ Yenko™ • 1:25



85-4396 • '57 Ford
Gasser 2'n1 • 1:25

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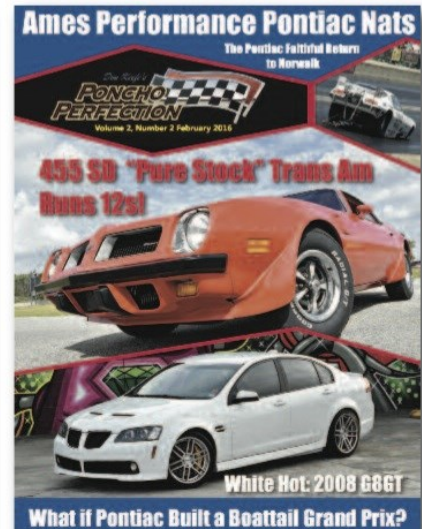
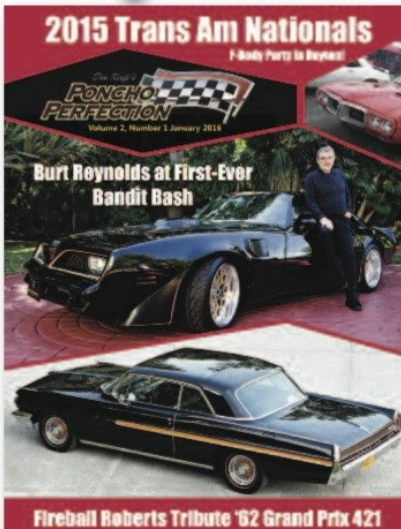
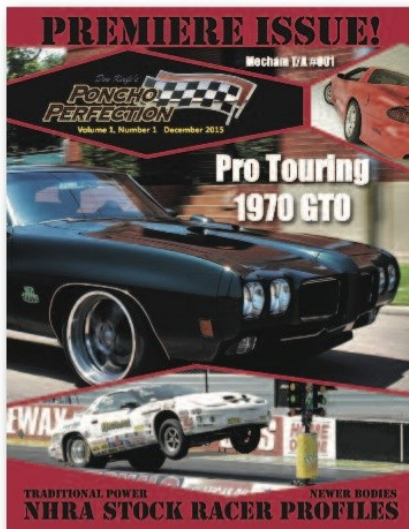


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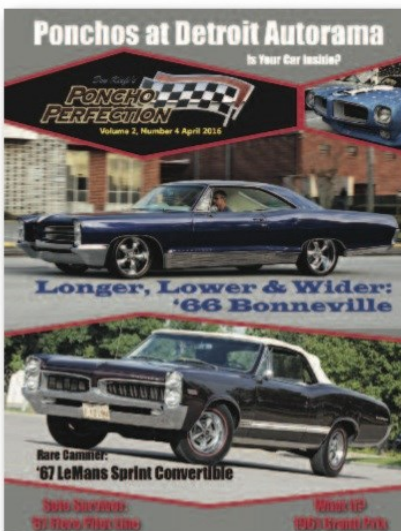
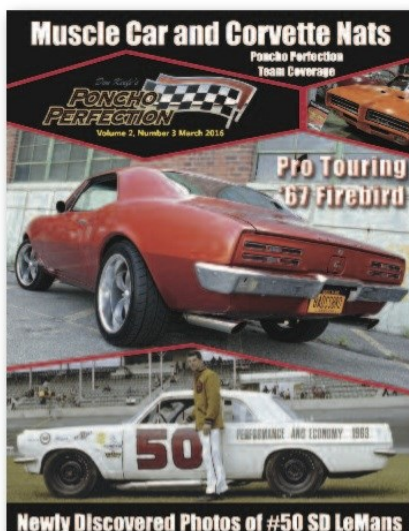
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Pontiacs on Parade!

Looked like *“Big Car month”* over at the Pontiac Parade reserved parking lot!

Darryl Peters: Darryl rolled out a stunning replica of *Arnie Beswick’s “Passionate Poncho” ‘62 Catalina racer.*

Ron Hamilton: Ron displayed a *veeerrry tasty ‘61 Bonneville convertible*, complete with tri-tone interior.

I displayed some of my *NNL East haul*, including but not limited to the *Missing Link ‘61 Catalina sedan*, and *Model Car Garage ‘61 Catalina/Ventura photoetch set.*

As I’ve said all along—I’ll bring the ‘Reserved Parking’ for interested parties and their Pontiacs needing a place to park! Thanks to everyone who has fed my ‘Fever’ since this display has come into existence.

So, c’mon—bring ‘em and show ‘em! **‘PoP’** (Pontiacs on Pa-

rade!) Sickle signing off for now! And don’t forget—MAMA may not need all these Ponchos, but I’m sure diggin’ ‘em!! 🍷



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MAMA's BoyZ do it in scale!



- Revell Custom Chopper Set (1/12th scale)
- Revell German Truck Type 2.5-32 (1/35th scale)
- Revell '69 Yenko Camaro
- Revell VW T1 Samba Bus Lufthansa (1/24th 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

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

Condolences

Judy Schiavone, wife, companion, and best friend of **Ken Hamilton**, succumbed to her fight with pancreatic cancer, which was diagnosed last June.

She faced it with courage, strength and dignity until the very end. The world is a little darker in her absence.

Per her wishes, a private service was held, and her ashes were to be spread over her place in New Jersey.

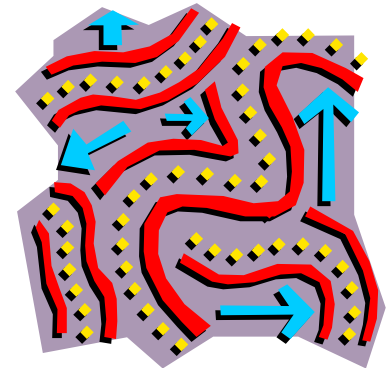
Godspeed Judy, and all our thoughts are with you Ken. 🗣️

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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