

MAMA Sez!

Volume 28, Issue 10

June, 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...**NOT!** It was our NNL show—didja make it? Or, **MISS** it?!

A **HUGE** thank you goes out to everyone who supported our annual shindig, whether by unselfishly giving of their time to work, donating raffle items, or entering models—it was appreciated! Look elsewhere for

the results!

Rich Wilson this month gives us his thoughts on the **Revell '83 Hurst Olds**, while **Ron Roberts** returns to offer his insight on the **Round 2 '50 Ford convertible**. **Thanks guys!**

And as a change of pace this month, we have a 'new reviewer' stepping up to entertain youse guys—**Brian**

Schindler, with an incredible (*vintage*) review of the (*in*)famous **'69 Royal Bobcat GTO**, from Danbury Mint. **Thanks, Brian!! Great choice, too!**

The Pontiac Parade is MIA.

The raffle raised... **ZIP**, 'cuz there wasn't one!

Thanks guys—we 'preciate it! 🍷

MAMA NNL!

Our annual shindig at the Columbian Center went off without a hitch. It was positively beautiful weather for a car show—something that's seemingly been in short supply so far this year!

Numbers were down a bit from last year, but the quality was not!

I'd like to take time to thank the many people (*too numerous to mention by name*) who make a show like this possible.

Let's start with the

Columbian Center the trophy spon-

sors (*noted inside*), the modelers who came, bringing models to enter, or money to spend at the swap meet, and finally, to the legions of MAMA's BoyZ who selflessly showed up and staffed the event from start to finish—Thanks a bunch!

Oh, and before I forget, thanks also to Tom Valenta, who likely lost half his body weight due

to elevated temps onstage performing photo duties. We'll try to get that fan for ya next year Tom, if you return!

What follows in this issue is an alphabetical listing of this year's winners by category, with the trophy sponsor gratefully noted in parenthesis.

Winners

Competition: Leonard Harrod, 2010-12 S/G Camaro (*Historic Racing Miniatures*)

(Continued on page 7)



Revell '83 Hurst/Olds

This was the next to the last year for this relationship that started 'way back in 68. While it was not much on power (*in '83*) it still had the great looks that the Oldsmobile division was known for. It was based on the Cutlass Calais body, but was neither that nor a 442. Power came from a 307 cu.in. engine that developed only 180 horsepower and 245 lbs.-ft. of torque. 3,001 of these were built and all were painted black with silver on the lower body. For '84, the paint scheme was reversed. The red stripes remained. The base price for the Hurst/Olds was \$11,000 and rose to \$19,500 fully loaded. The popular item was the Hurst shifter known as the "**Lightning Rod.**" It was really just a slap shifter similar in looks to those used in pro stock racing. It looked more intimidating than it was. With all shifters to the rear you were in 1st gear; slap the right shifter forward and you were in 2nd; with the center shifter slapped forward you were in 3rd. Moving the left shifter forward put you in 4th/overdrive. I did some web searching and was unable to find any information on colors offered by Oldsmobile for these years. Nor was I able to find any info on interior colors, but I did find pics of black, gray and red. The kit comes with 92 parts in total, nine chrome, 62 white, 11 clear and two clear red.

Engine: I hate to say it, but we seem to have taken a small step backwards. It's a 22 piece assembly and fairly well detailed, but the oil pan is cast to the block

halves creating the hated and troublesome seam. The valve covers are cast to the heads as well. Once built it gets painted gloss black anyway so it may not be a very big issue. The belt assembly has the alternator, power steering pump, air conditioning compressor and the 'smog' pump. Other pieces include a two-piece HEI distributor, starter, oil filter, and a two-piece air cleaner; the second part being a large flexible hose that extends to the front of the car. The only transmission available was the THM-200-4R and here it is cast to the block with a separate trans pan. The rather strange part is the crossover pipe for the exhaust system. You have to remember that this was in an era when catalytic converters were just starting to be installed on cars.

Chassis: Lowering the front suspension will be a bit difficult since it's all one-piece including the disc brakes. The rear suspension is better with separate coil springs, shocks and lower trailing arms. The exhaust system is two-piece that splits into dual tail



pipes aft of the converter. While this is accurate you have to wonder why General Motors/Oldsmobile didn't think to make the pipe diameter larger or install two converters; for all the difference it would make to 180 hp.

Tires/wheels: While the tires (*semi-hollow*) have smooth side-walls, they have very nice tread design. The rally wheels (*one piece*) are really "kool." After plating, they have been tampo-printed with red stripes around the rims! They all mount with steel rivets.

Interior: The more you look through the various parts of this

(Continued on page 13)



1950 Ford “Showboat”

The 1950 Ford Conv. “Showboat” (AMT929/12, 1/25 scale customizing kit) is a re-issue originally introduced in 1963. Included are 179 parts, which include one clear window glass set. Round2 backdated the 1950 Ford Convertible Trophy Series kit to the sought after second issue configuration, restoring the optional “gasser” front suspension parts! Add in an expanded decal sheet including the vintage art as well as new designs to complement the 3 ‘n 1 building options and you’ve got one superior shoebox! Reissues in AMT’s 1960s “silent” box art style have been **HOT** and this release will crank it up another notch! I believe old school hot rodders will approve of the restored and expanded decal sheet! This gives the builder the ability to build the period perfect stock custom or drag car circa 1969!

Engines: One engine is included. The stock flathead and lots of flat head hop up parts are here to build a perfect mill for a custom car or an H/Gasser drag machine!

Chassis: A true 3 in 1 kit; stock, street rod/custom or racing options can be built. Round2 has included all the 60’s custom parts.

Tires/Wheels: New tires that

Round2 has been producing the last several years. Four Firestone tires with a thin white stripe on one side and wide white on the other and two pair of M&H drag slicks are included, one set in pad printed vinyl and the other in two piece white plastic. There are two wheel sets included:

- Stock two piece steel wheels with chrome hub caps & rings
- Chrome deep slotted Cragar GT wheels

Interior: Standard 60’s AMT bucket style with separate front seats, steering wheel and dash. There’s also a pair of custom buckets, custom steering wheel and console with a TV screen built in!

Body: The body and the kit have a lot of flash. Allow some time to remove excessive flash from a lot of the white plastic parts. This tool has had **MANY** production runs in its time and the mold could use some clean up. However, after clean up of the excessive flash, the fit and finish is quite good for a tool of this vintage. Included in the kit is a convertible up top, boot cover for the down top and a half “Deville” top for a custom option! Custom builds have two different custom options for the front and rear of the car.

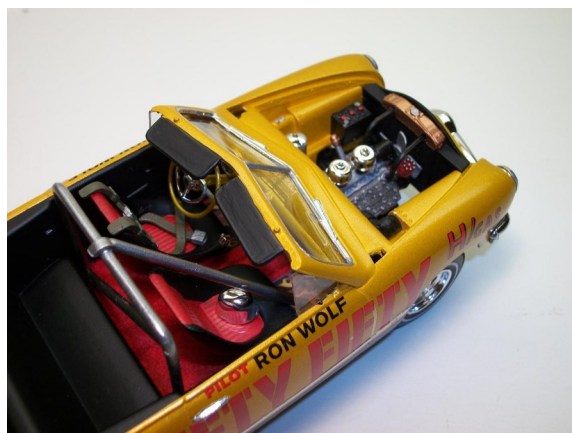
Summary: The Kats at AMT® have provided the builders with, in this writer’s opinion, the best ver-



sion of this kit from the past. With retooled gasser suspension, engine exhausts and drag slicks, this kit once again has all the exciting parts that made it so great all those years ago. It’s got the full Retro Deluxe™ treatment with extras that make it better than the original! The box art, restored original parts and the expanded decal sheet make this kit worth the price. Hats off to Round2, I highly recommend this kit to all old school model car builders!

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-/1950-ford-swifty-fi/>.

by: Ron ‘Box Art’ Roberts 🇺🇸



'Gov-a-mint Motors!'

'GMC's' Holden division, is recalling an unspecified number of **2013 Trax crossovers** over a potential issue that could result in the loss of power steering.

An electrical wiring harness connector may not have been completely secured to the steering column during manufacture.

Certain driving maneuvers may cause the wiring harness connector to disconnect. If this happens, the driver will identify a visible warning on the instrument cluster and the effort required to steer the vehicle may increase, which may potentially cause an accident.

The fix was not disclosed at the time of publication.

'GMC' is recalling **66 2016 Chevy Malibus** over a faulty memory chip in the electronic



brake control module, which could cause braking issues.

The memory chip in the electronic brake control module (EBCM) may fail and cause the loss of electronically controlled brake systems including anti-lock brakes (ABS) and electronic stability control (ESC). As such, these vehicles fail to conform to Federal Motor Vehicle Safety Standard (FMVSS) number 126, "Electronic Stability Control Systems."

If the EBCM fails the primary braking system will still function,

however, the loss of ABS and ESC increase the risk of a crash.

'GMC' will notify owners, and dealers will install a replacement EBCM, free of charge. The recall is expected to begin on June 10, 2016.

As usual, visit re-calls.gm.com to verify that your car is affected.

'GMC' announced a **stop sale** for some **60,000 2016 Acadia, Traverse and Enclave crossovers** due to **due to incorrect EPA labels that overstated fuel economy**, Automotive News reports.

Automotive News reports 'GMC' is preparing to compensate some **170,000 owners who purchased one of these 2016 model year vehicles**.

While 'GMC' is busy updating the MPG figures for the three Lambda based CUVs, Consumer Reports may have found more to the story. 'GMC' will update the fuel economy numbers for the three crossovers, bringing their combined ratings down by 2 MPG for the 2016 model year.

But, the 2015 model year will remain unchanged. For example, a 2016 GMC Acadia now gets 17 MPG combined with AWD, and 18 MPG with FWD. The 2015 model year receives 19 MPG no matter AWD or FWD. A little strange.

A 'GMC' spokesperson responded to the matter stating, "[the company] has checked and found no other models or model years were affected."



A spokesman for 'GMC' told Automotive News that the error was due to an inadvertent "data transmission" and that the company promptly notified the EPA when it discovered the mistake.

The spokesman told Automotive News that 'GMC' had to scramble to get corrected stickers printed and sent overnight to dealers, with correct labels expected to be on the cars by mid-May.

While the reprinted labels will resolve the stop-sale order, there is still the matter of tens of thousands of vehicles that have been sold to customers with incorrect mileage ratings. Through April of this year, 'GMC' has sold 25,575 Acadias, 39,105 Traverses and 17,457 Enclaves; that's 82,137 vehicles.

While 'GMC' plans to send owners the corrected labels, it is unclear whether the company will face government penalties as a result. 'GMC' has not announced any compensation program for owners of over 80,000 vehicles that have been sold with the overstated fuel economy stickers.

We seriously doubt the older iterations of crossovers actually receive better fuel economy, and if the suspicion is correct, 'GMC'

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'Gov't' (cont'd)

(Continued from page 4)

may have a serious problem on its hands.

Hyundai found itself in a similar situation after some models were found to have exaggerated fuel economy claims. The Korean company issued debit cards loaded with the absent fuel savings over their lifespan of owning the vehicle, plus 15 percent.

If 'GMC' finds itself in a similar situation, the overstatement could affect **two million crossovers** over the two generations of Traverse, Enclave, Acadia and Outlook.

Being the land of the lawsuit, a **class action lawsuit** has also already been filed against 'GMC' and the issue as well.

The lawsuit was filed in US District Court for the Eastern District of Michigan, and alleges 'GMC' concealed the actual fuel economy of the crossovers and that customers overpaid for them. Law firm McCuneWright filed the complaint on behalf of Sean Tolmasoff, a Florida resident who purchased a 2016 Traverse in April. Tolmasoff stated he would not have purchased his Traverse, or would have paid significantly less, if he was aware of the true fuel economy ratings.

McCuneWright is the same firm tasked with taking the Hyundai-Kia fuel economy overstatements to court.

'GMC' said most of the debit cards would be worth **\$450 to \$900**. The company said the program would cost 'GMC' around **\$100 million**.

Cadillac has confirmed **production of the plug-in hybrid ELR ended in February of this year**, **Automotive News** reports.

The Chevy Volt-based coupe has been on sale since 2013, but dealers struggled with oversupply for the majority of its entire product cycle, forcing a drastic price cut from the initial sticker price of \$79,995—roughly **DOUBLE** that of the Volt. In recent months, the ELR could be found advertised in the **\$50,000 range**.

Cadillac president Johan de Nysschen indicated earlier in the year that the ELR would not see a second gen, though at the time he did not say production would cease this early.

Cadillac sold **just 2,334 examples in 2014 and 2015 combined**, even while offering manufacturer incentives such as a free charging station alongside individual dealer discounts. For the 2016 model year Cadillac **slashed the price by \$10,000**.

If you've suddenly discovered the ELR is the car for you and the Volt simply **will not do**, don't despair; there are still around 100 unsold examples at Cadillac dealers nationwide. Though given just how fresh all existing ELRs still are, a used one may be a tempting bargain.

Just what will fill the gap in Cadillac's lineup? There won't be a direct replacement, but look for a hybrid version of the CT6 sedan later in the year.

'GMC' will have a babysitter for a third, and final year. **Reuters** reports the company will have a



government watchdog for an additional year, until May of 2017.

National Highway Traffic Safety Association announced it will continue to monitor 'GMC's' safety doings after it delayed the recall of millions of vehicles over a faulty ignition switch.

'GMC' also agreed to monthly meetings with NHTSA, and was fined **\$35 million** over the recall, which resulted in 399 deaths and injuries.

Last year, 'GMC' also agreed to drop criminal charges with the US Department of Justice in a settlement of **\$900 million**.

Per the 2014 agreement with NHTSA, 'GMC' must provide a written list of safety issues under review by the company's investigators. In laymen's terms, things 'GMC' may possibly need to recall.

Thus far, both 'GMC' and the NHTSA have stated the monthly meetings have been positive, and have improved transparency on both sides.

"We have worked hard to build a productive and highly effective working relationship with the agency," 'GMC' spokesman Jim Cain, offered in a statement. **It also saved their collective asses from criminal prosecution!**

(Thanks to assorted Internet sources, as well as to 'GMC' for making quality 'Job One'!) ☺

'GMC' Recall Ticker

of Recalls
127 (!)

of Vehicles Affected
35,536,943

This 'n That

New Stuff! An e-mail from Ron Bradley earlier this month announces more releases from **Round 2** including the following: *The Trojan Horse Mustang f/c, Three Stooges 25T, Pacer custom panel, White Freightliner, '55 Chevy (1/16th scale), Cheverra (Camaro snap kit), "Blazin' Bison" pulling truck, "Law Man" '64 Plymouth S/S (all AMT), "Dodge Fever" A100 Wheelie truck (Lindberg), '79 "Squad Rod" Nova, Datsun monster truck, Mack DM600 (all MPC).* Dates were MIA, but Ron Bradley surmises third and fourth quarters...**Insurance Company Spies?!** **Allstate**, the second largest insurer in the US, has found new ways of monitoring what you do in your car, including everything from the volume of your stereo to the people you ride with. The new patent discovered recently, titled **"Traffic-based Driving Analysis"** according to the **Chicago Tribune**, details all sorts of things Allstate wants to watch you do. The plan is to use monitors and cameras already featured in many vehicles, like those offered on some insurance plans that score the driver and offer reduced rates for safer driving, while also developing new technology and methods. The list of things Allstate wants to check you up on is ridiculously lengthy. It's stuff like *who is riding in your car with you, how many people you are riding with, the ages of people in your car with you, your phone usage while driving, your eating habits while at the wheel, as well as oth-*

er potentially distracting objects like animals, bags, trash, or literally anything and everything they can witness going on in your car. They even consider focusing on *your seating position, where your eyes look, and other bodily signs to help determine whether you may be fatigued, intoxicated, or otherwise unfit to drive.* Other considerations include additional sensors that would *monitor your stereo's volume, your heart-rate, blood pressure, and even a breathalyzer to detect the alcoholic content in the air.* This plan for visually monitoring your driving behaviors isn't the only thing coming from Allstate. **The Tribune's** article goes on to describe the insurance provider is completely open to **selling their policyholder's information.** Allstate's Chief Executive Tom Wilson pointed out Google as their inspiration for the idea, saying: *[Google] seems like it's free, but it's not free...You're giving them your information, and they sell your information.* I think his point is that you pay Allstate to essentially collect information about you, just like you type into Google's search engine, giving them information, which they then turn around and sell to marketers and other firms that would be interested in your data. The **Tribune** discusses the **sale of policyholder information as a viable revenue stream for an insurance industry that has to face a market of safer cars with better features, lower needs for insurance, and ultimately lower income for Allstate.** Allstate is also potentially planning to monitor everything going on around you and your vehicle as



detailed in patents filed earlier this year. They would potentially track the *activity of other drivers on the street as well as traffic patterns, weather conditions, road conditions, pedestrians, and other outside hazards and conditions to driving.* The **Chicago Tribune** reached out to Allstate and got this: Company spokeswoman Laura Strykowski said the "technology would provide drivers with broader information about traffic conditions and external factors that could better equip them to drive safe." The innocent idea behind all of this over-watch is that safer drivers will benefit from awards and compensation on their insurance plans after being compared to other drivers on the road. The pennies you save from Allstate won't matter to them though, because they will be selling everything from what you wear, what your favorite drive-thru joint is, your favorite radio stations, and literally any other information they can get from you to the highest bidder. There has been no public discussion on the possibility of unknowing—and thus non-consenting passengers and pedestrians having their info filed and potentially sold as well. As for drivers, the argument is that you pay for the plan, consenting Allstate to allow someone to pay to know more about you. As of yet there is not a clear timeframe or plan of action for implementing the ideas, cameras,

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T 'n T (cont'd)

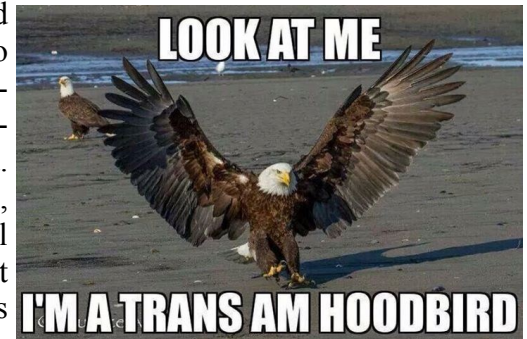
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and sensors. I am positive Allstate is not the only company looking into how they can get more out of their policyholders, so it will be interesting to watch how quickly these new policies take effect. Luckily for those of us who appreciate just driving, a lot of the technology necessary to fulfill what Allstate wants to watch us for isn't available in the current market of cars. But still, the ability to track a lot of what we do on the road is there—and once it starts it won't take long for Allstate and other insurance providers to find new ways of recording your data, working it against you, and turning it into a profit. **You can count on it...Z06 Record Attempt DOA!** Purchasing a new car is an exciting venture, but how exciting is it to purchase a built C6 Corvette Z06? One New Zealand man did just that, except it didn't go quite as planned. *Stuff.NZ* reports Da-

vid Jackson purchased the built C6 Z06 from seller Michal Peter Huriwaka Ball in New Zealand, after the Corvette was brought in ready to break the country's top speed record. It featured a highly built, twin-turbo'ed 7.0-liter LS7 V8. After putting down an \$11,000 deposit, and picking the car up for a total of **\$110,000**, Jackson filled the tank with 98 octane. After driving it for some time, the engine began to misfire and overheated. Spark plugs were changed out, and Jackson continued his journey only to have the Vette eventually die. Mechanics were shocked to see the engine ran some 1,500 miles before **completely dying**. Estimated costs to rebuild the engine range around **\$55,000**. Ball insists Jackson did not understand or know "how to drive" the Corvette, while Jackson states the seller said 98 octane was approved for the build. Thus, he filled it with 98 octane, rather than 110 octane as Ball now states. The claim was sent to the Motor Vehicle Disputes

Tribunal, where the panel dismissed Ball's claims of improper vehicle usage as "nonsense." Jackson was awarded \$100,000 as a refund, still shy \$10,000 of his initial purchase price, but the maximum allotted by the tribunal.

Ball stated he will be appealing the decision at a Manukau District Court hearing in August. 'For now, it seems we will never know if the Z06 would have broken a New Zealand land speed record (*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!*) 🍷



NNL (cont'd)

(Continued from page 1)

Curbside: Andy Behrens, '49 Mercury Coupe (*IPMS Richmond*)

Custom: Rick Martin, '39 Mercury Coupe (*Tri State Model Car Club*)

Replica Stock: Bill Geary, 1967 Mustang GT (*Lyle Willits*)

Street Machine: Terry Adams, '69 Hurst/Olds (*Joe & Kathy Atwell*)

Street Rod: Gary Kulchok, Peterbilt Rat Rod (*CPMCC*)

Truck/Lt. Commercial: Blair Pletcher, '41 Ford Recovery Truck (*Historic Racing Miniatures*)

Tuner: Victor Rodriguez, Toyota 86-12

(*Scaledworld.net*)

Gary Burkey Memorial Award: Lyle Willits, '29 Model A Roadster (*CPMCC*)

People's Choice—Full Size Muscle: Bill Geary, '59 Chevy Impala (*Chris Whalley*)

People's Choice—Station wagons: Nick Sandone, '49 Mercury Woodie wagon (*Bradley's Model Car Collectibles*)

People's Choice—Junior: Mandy Wheeler, '08 Hummer HX Concept (*IPMS Richmond*)

People's Choice—Adult: Gary Kulchok, Peterbilt Rat Rod (*Replicas & Miniatures Co. of MD*)

In closing, congrats to all of this year's winners—all well-deserved awards!

Now, let's get busy on entries for **NEXT** year. The themes chosen by you are **Cars in Song**, and **Drag Cars w/Doors—see you there!** 🍷

'Royal' Pontiac!

When the GTO first appeared as an option package on the 1964 Tempest, it took the American car buying public by storm. Projected sales were 5,000 units even though Pontiac exec's figured that would be 5,000 too many. When the sales figures were in, the GTO sold **6 times** the projected figures (30,000 units).

The GTO option package represented the biggest kick-in-the-pants that the General Motors lackluster division needed. Improving the lackluster performance was a task taken on in the late 50's by Semon "Bunkie" Knudsen (*of Ford's Boss 302 Mustang fame*) and later expounded upon by John Delorean, the GTO created the "Pontiac Excitement" that supercharged the 60's muscle car era and would carry it straight into the 70's.

It also created a canvas for Ace Wilson's boys in the Royal Pontiac dealership located about 3 miles north of Motorcity, USA. However, Royal Pontiac had more than one "Ace" under its roof with Chief Mechanic and drag racer extraordinaire, Milt Schornack. Schornack and his elite team had spent a majority of their time performing the Royal Bobcat treatment to Bonneville's and Catalina's. The "Royal Bobcat" treatments were tuner-like kits that were an over the counter parts package purchased by customers for either do-it-themselves or installation from Schornack and his "crew". The team readily welcomed the addition of the GTO to their unique performance family

and thanks to the lighter weight and more affordable A-body platform of the GTO, the Royal Bobcat treatments saw less and less of the heavier Bonneville's and Catalina's.

Both the GTO and Ace Wilson enjoyed a very prosperous run all the way through the 1960's. By the time the 1969 GTO should have been knee deep into preorders in the fall of 1968, Delorean noted that the pre-sales were coming slower and slower. He turned to Pontiac's advertising and marketing guru, Jim Wangers for ideas and assistance in promoting a newly developed and lesser known Ram Air IV system.

A specific "test" car was ordered and Delorean assigned the car to Wangers as a "press fleet" vehicle. He later delivered it to Schornack's crew at Royal Pontiac to get the "Royal" treatment.

Painted Crystal Turquoise with a black interior, the one of a kind 1969 Royal Bobcat GTO came fully equipped with the new prototype Ram Air IV option package that was set to become available to customers around February of 1969. Wangers idea was to have Schornack tweak the car in time for the onslaught of performance magazines to test it. By the time the articles hit the newsstands, it would be very close



to the production date for the Ram Air IV package.

After Schornack applied the "Royal Treatment" to the car and the body shop applied a very unique paint job, he took it out for testing at the local drag strip where the car pulled low 12's all day. "It had a lot of power to it," said Schornack in an impromptu meeting I had with him in North Carolina in February of 2008. "But there was more in there, I could *feel* it."

One person that would later own the turquoise and white GTO for a short time was Frank Ulrich. According to the current owner, Bill Schultz, "Frankie was a hot-shoe! He was one of the best street racers around and really helped to get the car known. Frankie would take the car racing 4 out of 5 nights a week" turning Delorean's test car into one of the most famous street racing legends in the Detroit area. Police realized that this was one of the cars they needed to catch in order to get a jump on illegal street racing. With its one-of-a-kind blue and white paint job, they figured it would be easi-

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Royal (cont'd)

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ly spotted. But they hadn't figured on his driving prowess in combination with the Goat's performance, especially when it came to avoiding the police.

By late 1968, after seeing the outstanding results of the Ram IV, Delorean authorized work to be done by Pontiac Engineers on a new prototype engine for the GTO utilizing newly designed high compression tunnel-port heads. Known as the **Ram V**, the ports on the heads were nearly big enough to fit a baseball. Pushrods for the valve springs had to be sleeved as they rose straight up through the ports.

Once the Pontiac Engineers smoothed out the basics on the new 400 cubic inch engine, Delorean and Wangers had one delivered to Schornack so he could install in the blue and white test car. Schornack took the car to Florida for testing and blew the engine on its first run. Although the engine sat lifeless in front of him, Schornack was highly impressed with the possibilities that he saw and contacted Wangers to have another Ram V delivered.

Back at Pontiac headquarters, things were changing that would forever change the face of "Pontiac Excitement." Delorean had been reassigned to head the Chevrolet Motor Division with James McDonald replacing Delorean at the helm of Pontiac.

According to historians, "McDonald did not like performance nor did he like racing. He set foot to get rid of the niche

groups in PMD (*Pontiac Motor Division*) that were working on behind-the-scenes projects like the Ram Air V engine." Sadly, the Ram Air V project was abruptly halted.

Ace Wilson saw the handwriting on the wall with McDonald in place. After a successful run of 10+ years with the Royal Bobcat program, Wilson sold the rights to the Royal Bobcat parts as well as the name over to Delorean's brother, George. Schornack and crew went on to develop Royal Automotive, a speed shop playing off the Royal name. The turquoise and white GTO was the last of the Royal Bobcat GTO's produced by Royal Pontiac as a "Press Car".

Bill Schultz currently owns the unique blue and white Royal Bobcat GTO. He purchased the legendary 10-year old racecar in 1980 for \$700. "I bought it as a daily driver and drove it to college and work. At one point, I even had white wall snow tires on it!"

"It wasn't because of the history of the car, I just like 69 GTO's and this was a unique car." There was no question that Schultz knew the history of the car. According to Schultz, anyone with a pulse in the Detroit area knew its history.

Schultz added, "...It wasn't like going to Don Yenko's dealership and having a race car built to your specifications. These (*Royal Bobcat equipped*) GTO's were cars that could be purchased stock but for an extra \$125 or so, have the Royal Bobcat tuner package applied through a factory authorized dealer without voiding the factory warranty. You had a car that you could drive to work on a

daily basis while making legends happen every night!"

Before Shultz purchased the car, it had changed hands a few times. Wangers originally purchased the car as an "Engineering Development Demo" from Pontiac. Shultz continued to stalk the car as it changed hands from one owner to another. At one point he thought he lost track of it but soon caught up to it tucked away albeit dusty and dirty. Nearly 30 years have transpired since purchasing this very unique car and Schultz says that he has no plans of ever selling it despite being offered huge but undisclosed sums of money for it.

Danbury Mint recently announced the release of their version of Bill Schultz's 1969 Royal Bobcat GTO in 1:24th scale. Beautifully done to replicate the glory days of the Ram Air IV version, Danbury's '69 GTO tooling underwent extensive changes to their existing car to replicate it as accurately as possible.

Working off tooling that goes back 11 years, the body is still as crisp and clean as the original. The paint is perfect with the custom white striping falling exactly where it should. Amazing detail is paid to the red pin-striping that while being barely noticeable on Danbury's model, if they had skipped this detail rather than sweating it, would have caused this release to fall on its face.

Royal Bobcat badges grace the flanks on each door and the hood is noted with "RAM AIR IV" on each scoop. In keeping with sweating the details for Schultz's special GTO, the antenna was

(Continued on page 14)

More Bad News

Two questions stood out immediately as VW got torn apart in the Dieselgate scandal: why weren't they under fire in America, and why weren't other carmakers implicated too? A small loophole might be the answer.

German Transport Minister Alexander Dobrindt recently told the press that 'GMC's' European subsidiary *Opel*, in a meeting with regulators, admitted to using a diesel defeat system in at least one car, as *Automotive News Europe* reports.

Opel confirmed during the meeting that the exhaust treatment systems shut down under certain conditions to protect the engine, Dobrindt said.

"Shut-off devices are fundamentally illegal unless it is truly necessary to safeguard the engine," Dobrindt said. "The investigating committee has doubts about whether this practice is completely justified by the protection of the engine."

So VW wasn't the only one cheating. But here's where things are a little different in Europe.

VW got busted in the US for programming their cars to recognize when they were being tested for emissions and then switching to an extra-clean mode of operation. VW used what's being called a "defeat device," and this is specifically illegal under US law.

What's strange is that Europe seems to have the same regulation. This EU directive specifically bans defeat systems. And there's good reason for the EU to have such a provision—European

agencies have found evidence of European carmakers cheating on their emissions tests as far back as 2006. That's **NINE LONG YEARS** before researchers in West Virginia busted VW's American operations.

Last year, *the European Federation for Transport and Environment (T&E)* published this report detailing how *Opel, BMW, Audi, VW, and Mercedes-Benz* put out **FIVE TIMES** the legal limit for NOx in the real world while they all pass the EU's lab tests. Not only have EU regulators known their home carmakers have been cheating with defeat systems for years, they've even been aware of which companies have been doing it and to what degree.

In that report, T&E notes that some of the discrepancy comes down to the tests themselves being easier on engines than real world driving, with low speeds and little acceleration. T&E also pins some blame on carmakers building their cars to naturally work well under this testing regimen. The modern proliferation of downsized turbo engines that save gas at low rpm and guzzle it at high speed is great evidence of what T&E calls "cycle bypassing."

But T&E also points to what they call "cycle beating," and that's what VW got busted for in the US. Cycle beating is when you have a defeat system that recognizes when the car is on a test stand and gets the car to run extraordinarily clean.

So why have companies only gotten nailed for cycle beating in America?

Well, it appears there's a small loophole in Europe's rule against

defeat system, as noted in two recent articles in *Forbes*.

The official EU emissions law, Euro 6 Regulation EC 715/2007, published a year after cycle beating first made news in Europe, is the rule that explicitly prohibits defeat systems, however it also includes this little gem in Article 5:

"The use of defeat devices that reduce the effectiveness of emission control systems shall be prohibited."

"The prohibition shall not apply where [...] the need for the device is justified in terms of protecting the engine against damage or accident and for safe operation of the vehicle."

This loophole, as *Forbes* noted, is what carmakers in Europe have commonly used to get around the defeat system ban. Carmakers can specify certain parameters where they can claim they need to run extra dirty for safety. That's exactly what Opel admitted to last month.

If they weren't before, regulators in Europe are now wise to 'GMC's' trickery. How long until we see America's biggest car company get torn to shreds by the German government, much as Germany's biggest car company was taken down here in America?

Even though the internal investigation into the *Dieselgate crisis* by the US law firm Jones Day is ongoing, VW has cleared members of the Board of Management and of the Supervisory Board from wrongdoing based on a separate legal review—*surprised?! The German law firm Gleiss Lutz conducted a separate*

(Continued on page 11)

Bad (cont'd)

(Continued from page 10)

probe that sought to determine whether there were any breaches of duty on the part of former or current board members.

Again, VW opaquely acknowledged risks to the company that could come from the publication of the preliminary report, and did not offer any additional details from the investigation to back up its conclusion to ratify the board's decisions from 2015.

In clearing the board of 'serious and manifest breaches of duty' in 2015, the company also highlighted its position that this decision does not prevent compensation claims against individual members of the board of management that could come later.

The result, in effect, is that for the purposes of running the company, the board's past decisions are binding on the company, though given the unknown future result of the full investigation by Jones Day, the Board still reserves the right to hold accountable members whose conduct may be determined to constitute a breach of duty to the company.

VW's decision to withhold publication of the preliminary report, which it promised to make public in the weeks following the outbreak of the scandal, was met with dismay from industry observers, who also noted the sensitive timing of this decision that coincided with VW's negotiations with US regulators in late-April.

VW has yet to agree on concrete details of a technical fix for some 482,000 2.0-liter diesels

sold in the US, as well as some 85,000 3.0-liter diesels. The company has reached a deal in principle with US regulators in late April to offer owners the option of selling their cars back to VW or letting VW fix them, though the specifics of the deal have not been made public.

Meanwhile, while the following items are not bad VW news, they **ARE** related—they **ARE CHEATERS!**

Nissan made the decision to invest **\$2.2 billion** in **Mitsubishi Motors**, acquiring a 34 percent stake in the crisis-hit company. The move came just a couple of weeks after **Mitsubishi admitted using incorrect and outdated gas mileage methodology to certify Japanese-market vehicles as far back as 1991**, putting the advertised mileage ratings of nearly all current and recent models in doubt. Cars affected include Mitsubishi's **ek Wagon** and **eK Space kei cars**, which are also sold as the **Nissan Dayz** and **Dayz Roox**. In fact, that's how this "cheat" got found out: Nissan discovered inconsistencies on the cars during their own testing. The worst part was the vast majority of the **600,000-plus vehicles were Nissans**.

This will make Nissan the company's largest shareholder.

Despite the emergency-driven nature of the alliance, Nissan CEO Carlos Ghosn put a positive spin on the landmark deal.

The announcement buoyed Mitsubishi's stock, which took a massive hit following the revelations of mileage-cheating efforts.

Ghosn indicated the alliance will include platform sharing,

manufacturing, technology sharing and common purchasing.

Osamu Masuko, chairman of the board and CEO of Mitsubishi Motors, also played up the positive aspects of the deal, which will be signed and completed in a year.

Despite the bailout, Mitsubishi still faces challenges relating to the mileage-cheating scandal. No export models have been implicated, but the company is certain to face fines in the home market and may have to **recertify its entire lineup of vehicles**.

US-market models are not involved in the scandal, Mitsubishi North America was quick to point out, though the National Highway Traffic Safety Administration requested certain information relating to mileage certification from the company in the days following the outbreak of the scandal.

Suzuki became the **SECOND** Japanese company in a month to admit that it had been using improper fuel economy methodology in certifying its models. The company published results of an internal probe into the accuracy of its vehicles' emissions on May 18th.

The company discovered that an incorrect testing methodology was used for 16 models, though in retesting them it achieved the same result with the correct test.

While the Suzuki probe will not require cars to be relabeled, when it comes to fuel economy ratings, the investigation itself spread fears that a scandal of similar proportions to that involving Mitsubishi was about to unravel.

To quote **Sherriff Buford T. Justice** ("Smokey & the Bandit" co-star), **"What the Hell is the world comin' to?!"** 🍺

Model Buffet

This month, I thought it

might be nice to actually **SHOW** you guys some of **Decals by Lucas'** products, installed on cars built, for the most part, by **Frank Luque**. Enjoy, and remember, Rick has an Internet site (decalsbylucas.com), as well as a Facebook page. If you like what you see, give him a try, and tell him that you read about it here!

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 final void this month, and thanks again to **Matt** for creating this monster! 🚗



H/O (cont'd)

(Continued from page 2)

kit, the more it seems like it's from a previous generation. That's not necessarily a bad thing as in this case. The interior is of the "bucket style" with separate door panels that have very nice detail. The seats are two-piece with little ash trays engraved in their backs. And the dash gauge cluster is a separate piece with decal gauges and a clear glass that gets trapped between it and the dash. The steering column has two stalks for turn signals and I would suppose a tilt column lever. The console is cast in place, but the shifters, on the chrome tree, at first seem out of

place. Seat belts should be added by the builder.

Body/glass: The body is clean and crisp with sharp edges where they should be. The mold lines are in the usual place and all the under hood detail is cast to the inner fenders including the rest of the air conditioning system. The hood has hinges that while they aren't correct like the real ones were, they will slot into the firewall and **work** rather than nothing at all. And in 25th scale, that's all we can ask. The nose is a separate piece with two pieces that go around the corner to finish it off. The rear bumper and two clear red tail-lights complete the rear. The aero mirrors have chrome reflectors and the locating holes are already

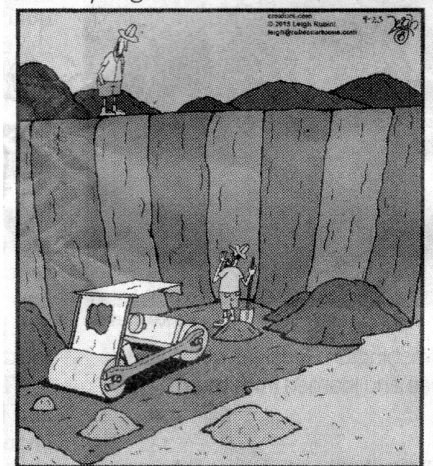
drilled. The wing/spoiler is, needless to say, separate, but the locating holes for it are ready to be drilled through unless the builder doesn't want it. The glass (*front, rear, side opera windows*) are thin, clear and separate. Also on the parts tree are cibie headlights and parking lights.

Decals: Besides the gauge decal already mentioned there is a complete set of red pin stripes for the sides. Revell was thoughtful enough to put black and silver on either side of them to aid in helping them to blend in. Interestingly, there are decals for the front parking lights which are already clear parts. All the side marker lights have decals. There are "Hurst/Olds" decals as well as Oldsmobile scripts, wheel centers, door locks and steering wheel center emblem. But the pair I'm not sure about look like back up lights and reflectors.

I suppose if the builder wanted to build a Cutlass (*non-Hurst*) the biggest challenge would be to remove and fill in the hood bulge. It's really a nice kit and somewhat of a surprise to me.

by: Rich Wilson

RUBES/Leigh Rubin



"I said, 'I'm pretty sure we've hit Bedrock!'"



The 1983 Hurst/Olds features a GM 5.0 liter V-8 engine produced by Oldsmobile Division. This high output engine has been carefully tuned to provide the optimum performance available in conjunction with the vehicle's special transmission and axle ratio. The engine features a low restriction exhaust system, improved cam shaft timing and valve train components, specific calibration in carburetion and ignition timing controlled by the GM computer control command system. A chrome trimmed dual inlet air cleaner assembly is also incorporated to enhance this engine's high rev characteristics.



SPECIAL INSTRUCTIONS FOR OPERATION AND MAINTENANCE OF SUPERLIFT SHOCK ABSORBERS INCLUDED WITH LIMITED SLIP DIFFERENTIAL OPTION:

The superlift air-adjustable shock absorbers let you level the car under various loads. Add air to the rear shock absorbers as needed, through the air valve located behind the fuel filler access door. Maintain a minimum pressure of 70 to 105 kPa (10 to 15 psi) at all times.

After the car is loaded, pressure may be increased until the rear of the car returns to the normal designed riding height, but do not exceed 620 kPa (90 psi).

NOTICE: Do not use superlifts to raise the rear of the car above the normal designed riding height. If superlifts are used in this way for long driving periods, severe damage may result to the superlifts or the car mounting brackets.

CAUTION: To help avoid personal injury due to sway caused by such things as crosswinds, big trucks passing or road roughness, keep superlifts at a minimum pressure of 70 to 105 kPa (10 to 15 psi) when installing, adjusting or towing with a weight-distributing hitch.

1983 Hurst/Olds Specifications:

ENGINE	
Type	V-8, iron block and heads, aluminum intake manifold
Bore x stroke	3.80 x 3.385
Displacement	307 cu. in., 5 liters
Compression ratio	8.0:1
Carburetion	1 x 4 Rochester 4MV Quadrajet
Emission controls	monolytic bed catalytic converter, feedback fuel-air-ratio control, EGR, auxiliary air pump
Valvetrain	pushrods, overhead valves, hydraulic lifters
Power (SAE net)	180 bhp @ 4000 rpm
Torque (SAE net)	245 lbs-ft @ 3200 rpm
Exhaust system	low restriction dual outlet, mufflers
Fuel requirement	Unleaded
DRIVETRAIN	
Transmission	4-spd. automatic THM-200-4R with lockup torque converter, 2400 rpm stall speed
Final drive ratio	3.73:1 (limited slip optional)
Transmission gear ratios	I 2.74 II 1.57 III 1.00 IV .67
WOT upshift	1-2: 5200 rpm, 2-3: 4900 rpm, 3-4: 4400 rpm
SUSPENSION	
Front	independent, unequal length control arms, coil springs, anti-sway bar (1.25 in. diameter)
Rear	rigid axle, 4 trailing links, coil springs, anti-sway bar (.875 in. diameter)
STEERING	
Type	recirculating ball, power assisted
Ratio	12.70:1
Turns lock-to-lock	2.5
BRAKES	
Front	10.5 x 1.0 in. vented disc
Rear	9.5 x 2.0 in. cast iron drums
WHEELS AND TIRES	
Wheel size	7.0 x 15 in. chrome plated, Super Stock
Tire make and size	Goodyear Eagle GT Steel Belted Radial, P215/65R x 15 RWL
DIMENSIONS AND CAPACITIES	
Wheelbase	108.1 in.
Length	200.0 in.
Width	71.6 in.
Curb weight	3535 lbs.
Weight distribution F/R	58%/41%
Fuel tank capacities	18.1 U.S. gallons
CHASSIS/BODY	
Type	full length frame with rubber isolated body
Body material	welded steel stampings
INTERIOR	
Front seats	reclining bucket, cloth or vinyl upholstery
Gauges	.85 mph (140 kph) speedometer, with trip odometer, tachometer, oil pressure, fuel level, water temperature, voltage.

Specifications & Special Instructions

Royal (cont'd)

(Continued from page 9)

moved from the front fender to the rear, chromed rocker panels were removed and the taillights have blacked out trim that nearly make them appear free-floating.

Doors open on dogleg hinges but the door jams were upgraded to include the GM sticker on them. The interior comes in black with bucket seats flanking the center console. One of the changes made was the addition of the Hurst shifter complete with the

lettering down the side. One notable item is the addition of the GTO emblem sitting center stage on the dash. Only the very early '69 Goats had these.

Under the hood sits the 400 cubic inch motor complete with Ram Air IV package. The gasket to the air cleaner sits tight against the hood. The engine is fully wired and plumbed to your hearts content. A few minor changes were made under the hood such as the addition of headers to the engine and the correct gold color of the brake master cylinder. The Ram Air IV engine created an ad-

vertised 370 horsepower which kept it under the guidelines of GM's mandates but real world horsepower said it was a tad under -rated with dyno'd hp running **well in excess of 400**. Underneath, the chassis is well detailed but what will grab you is the large diameter exhaust system to include the correct exhaust tips.

This image is beautifully done by Danbury and pays homage to one of the legendary heroes in Pontiac history.

by: Brian Schindler 🍷

Royal Bio

For many years when I was younger, I was an avid modeler. It didn't matter if it was a car, truck, building or diorama. I was having a ball...at least until I hit adolescence.

Two things interrupted my years of modeling...

- A Driver's license
- Girls

And not necessarily in that order...*depending on the girl!*

Then college came along... then a career, marriage, family and time just simply slipped away. One night my wife was watching QVC and on popped the Diecast Hour. Diecast cars, mostly made by the ERTL Toy Company in 1/18th scale. They were showcasing a 1/18th scale Ford Mustang Boss 429, my dream car as a kid.

I had to have it and ordered it...along with 3 others and before I knew it, I was hooked! In 3 short years I had amassed nearly **800** 1/18th scale diecast cars from

ERTL, GMP, Lane Automotive and many more. In a strange twist, I became friends with Tom and Mark Long. Two brothers that formed their own diecast company, **Peachstate Motor-sports**...a subsidiary of **Georgia Marketing Promotions (GMP)**. Before long, my new hobby took me from the collector side to the manufacturing end of diecast cars.

Somewhere along the way, my tastes turned from 1/18th to 1/24th scale. I sold all of the 1/18th via eBay and then entered another twist of fate in the diecast hobby. I became a writer and reviewer for two publications—**Toy Cars and Models** and **The Car Room** magazines. It was during this time I met and became good friends with many well-known modelers that were deep into the diecast manufacturing world...namely **Roger Harney, George Bojaciuk, Rick Hanmore** and many more. Manufacturers were sending me free samples to review and photograph in my monthly column. It was the final third of the trifecta...first

was the fanatical collector; second manufacturing, third...the media.

Still something was missing... the smell of fresh wet paint, and the satisfaction of building something with your own bare hands. Taking a particular car and building it in scale or a complete redesign into something really cool.

So at the age of 55, I came back to my roots...automotive modeling. I still had many of my tools tucked away but also knew that in order to do it right, I'd need to invest in something more... time to bring my skills up to par and learn new tricks of the trade.

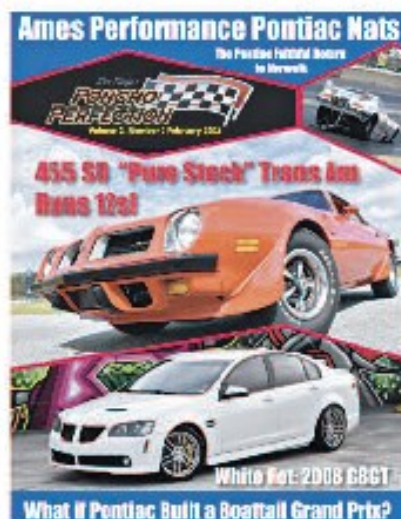
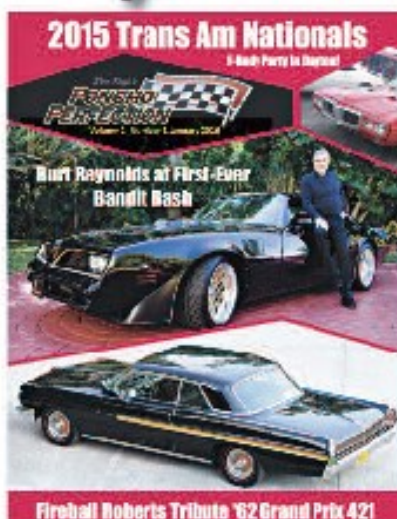
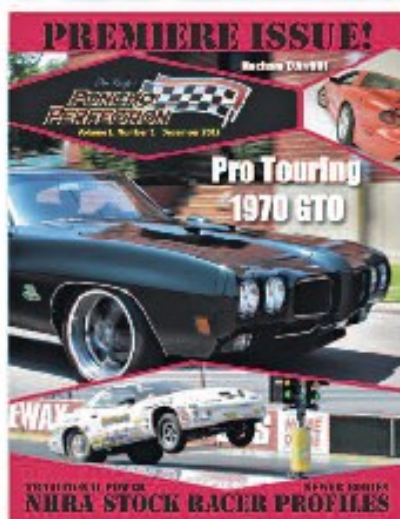
As one that has been on both sides of the fence, I struggle going back to modeling. Mostly with trying to find time to sit for a few hours and concentrate on not getting frustrated and just have fun.

That's when it hit me...why people collected diecast cars and trucks. It wasn't necessarily because it was easier. It was due to a number of things. I ran out of time when life got in the way but

(Continued on page 16)



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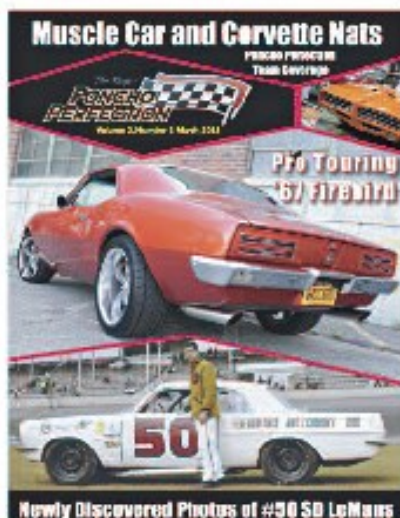


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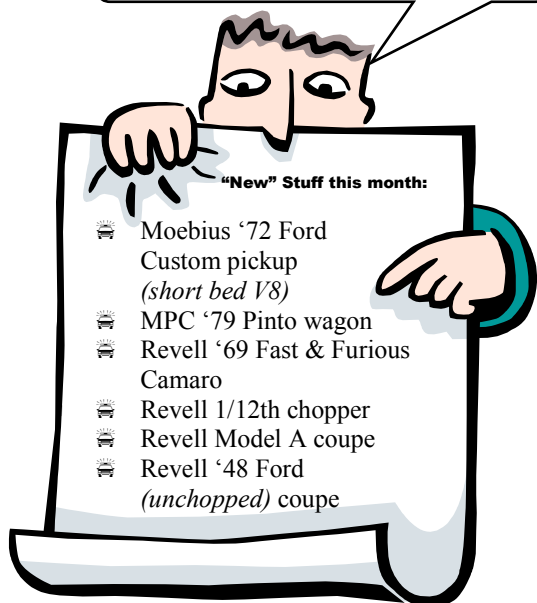


Pontiacs on Parade!

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15905 Ark Court
Bowie, Maryland 20716
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Email: gtoguy@verizon.net

MAMA's BoyZ do it in scale!



Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

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

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

www.yorkus30.com 🍷

Classifieds

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

(Continued from page 14)

for others, they love cars but some lack the talent or confidence to develop building skills, others physically cannot be a modeler maybe because of handicap issues, eyesight and so much more.

So the next time you meet a diecast collector, don't hate, participate. Share what you love about the modeling hobby and let them share what they love about diecast. You might just learn something new.

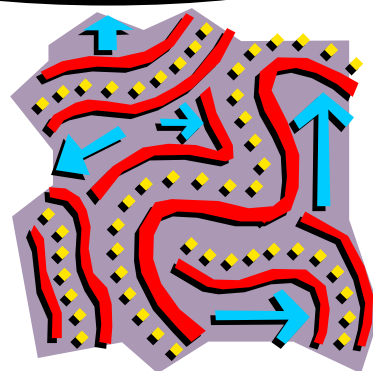
— Brian 🍷

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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