

MAMA Sez!

Volume 28, Issue 11

July, 2016



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

Patriotic Pic!	1
Moebius S/S Hemi	2
"Grand Slam!" GP	3
'Gov-a-mint Motors!'	4
T 'n T	6
Talladega Trials	7
Bad VW News	8
Miscellanea	9
Super Showdown!	12
POP (1:1!!)	13
New This Month	14
Classified	14

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. ☎

Car Shows (Summer) Are *HERE!*

Since Nick and I were MIA last month, I have little to no idea what happened at the meeting!

Rich Wilson this month gives us a 'twofer'—he checks out the *Moebius/Model King '65 Plymouth S/S Hemi* and maligned *Polar Lights Talladegas*, and **Ron Roberts** does the *Round 2 'Grand Slam'*

Pontiac. Thanks, guys!!

The Pontiac Parade was 'offsite,' so to speak. For an explanation, go to page 13.

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

The raffle raised **\$58.00**, while the door kicked in **\$54.00**. Looks



like we fell a bit short of the rent!

Thanks to the raffle donors: **Brad, Ed Brown, Steve M. Buter, Matt G, Ron Hamilton, Jim Maness, Howard Weinstein, Lyle Willets, Rich Wilson, Bradley's Car Collectibles and Replicas & Miniatures Co. of MD.** Thanks guys—we 'preciate it! ☺

Baseball, hot dogs, apple pie and...Pontiac!*



I know! I know! It's still 'only' a Chevy ☺!

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

Moebius/Model King Plymouth S/S Hemi

Wow! FINALLY, one of the super stocker kits so many of us have been waiting for—patiently? And I thought it was cool for Model King to choose a team that hasn't gotten very much coverage in past years. Since this is really a modified re-issue of Moebius' Satellite kit, I'll only mention the new parts. There's several smaller details that this kit gets right that I have never noticed. I count 145 parts in total with 44 being chrome. As I mentioned in the Satellite review, the only difference between the hemi and the max wedge engines is their heads and intakes. The 426 hemi was developed in a crash program and built off the max wedge block, they were delivered to the Daytona 500 race that year with only hours to spare. From what I have been able to gather, from the internet, Plymouth didn't make cars with the Hemi until '66.

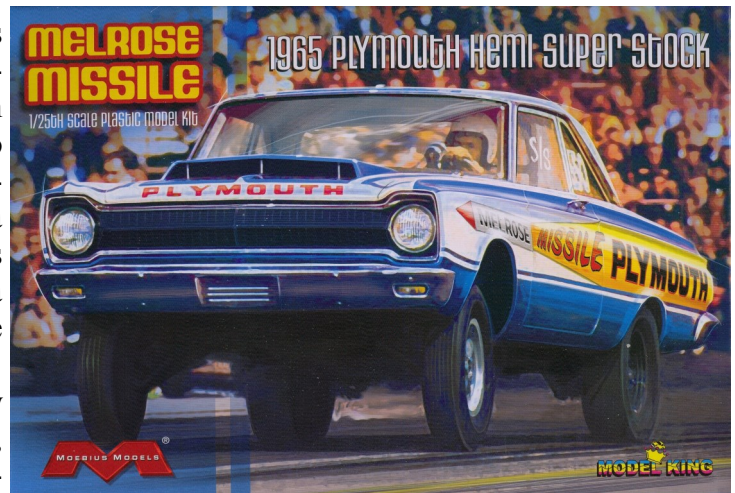
I've noticed recently that another reviewer mentioned something I noticed when building Moebius' '61 Ventura kit. I real-

ize this comes under the heading "real men don't need no stinking instructions," but if a parts' location is unknown to a builder and the instructions don't adequately show same, what is the unfamiliar builder to do? As much as I like the paper quality, I would gladly trade it for better assembly views.

Engine: It's the same block/auto trans as before, but we get the correctly shaped hemi heads with chromed valve covers. We get the cross-ram intake with two Carter carbs (*two pieces each*). The really neat parts are the hemi tuned exhaust headers; the ones I can't remember the name of, but only came in Johan Mopar kits until now and are next to impossible to find today. They are very long and very difficult to cast in resin if you had a set. Moebius

cast them in two pieces each. Among the 25 pieces in this sub-assembly comes the large oval air cleaner (*chromed*) or two velocity stacks. There is a separate oil pan for the auto trans.

Chassis: It's



all the same with the exception of the NHRA required 'stock' single exhaust pipe and muffler.

Tires/wheels: We get two front tires and two drag slicks, but 'no names.' Most of these cars seemed to be raced with American mags on front and steelies on the rear. The kit contains six steelies (*two deep, four shallow*); six mags (*two deep, four shallow*) and four dog dish covers. The combinations seem endless, but 'as delivered' would require two more front tires. They are all well done and you should have one or two sets left over.

Interior: It's the same as before with the exception that the rear seat is gone and replaced with the sheet metal you would expect to see without the seat. There's no roll bar or seat-belts/shoulder harness. I thought these cars were shipped from the factory stripped bare and had A-100 seats, but such is not the case. Good luck finding detail info on the internet as I couldn't. There are two pedals so that agrees with the tranny.

Body/glass: It's the same as

(Continued on page 11)



"Grand Slam!"

The 1965 Pontiac Grand Prix "Grand Slam" (AMT990/12, 1/25 scale customizing kit) is a re-issue originally introduced in 1965 as an AMT annual kit. The kit has been rereleased several times since. Included are 141 parts, which include two clear window glass (1 clear and 1 green), sets. The good people at Round2 have done some work to improve another perennial favorite! Several clear parts have been retooled including the custom headlight covers and bonus water bottle from the original kit's road testing accessories! Two versions will be available: the Original Art Series edition complete with frame-worthy art print and bonus drag slicks and a Retro Deluxe™ issue complete with all the vintage vibe the series has become known for. Add in an expanded decal sheet including the vintage art as well as new designs to complement the 3-in-1 building options and you've got one superior model kit. 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 re-

stored and expanded decal sheet! This gives the builder the ability to build the period perfect stock two customs or drag car circa 1965!

Engines:

One engine is included with two building options. The tri carb'ed stock engine or a custom/drag engine with a GMC blower and twin Weber carburetors with racing headers and exhaust dumps.

Chassis: A true 3 in 1 kit; from the mid 60's. Molded in suspension pieces and two medal axles. The chassis will respond nicely to paint detailing however.

Tires/Wheels: There are a total of **eleven tires** included in this kit. Four Firestone tires with a thin white stripe, four thin white striped no name wide ovals tires, two blue striped Goodyear drag slicks and one vinyl test tire. Three wheel sets are included:

- Stock Pontiac aluminum 8-lug wheels
- Chrome deep slotted Cragar GT wheels
- Corvette aluminum wheels

Interior: Standard 1960's AMT bucket style with separate front seats, steering wheel and dash. There's also a pair of custom bucket seats, custom steering wheel, dash

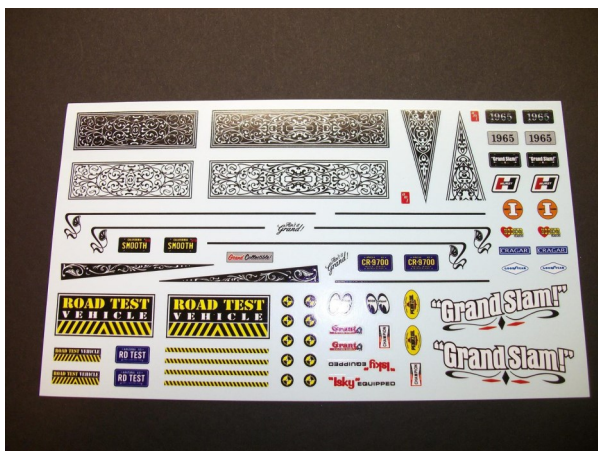


board and custom console with a road test gage panel!

Body: The body and the fit and finish is quite good for a tool of this vintage. Custom builds have two different 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 version of this kit from the past. With retooled custom parts, engines exhausts and drag slicks, this kit once again has all the exciting parts that made it so great all those years ago. 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!

- Scale: 1/25th
- Skill Level 2 (ages 10 and up)
- Glue assembly, paint required
- Many retooled original parts!
- Retooled custom parts and



(Continued on page 10)

'Gov-a-mint Motors!'

An airbag inflator recall from Toyota Motor Engineering & Manufacturing also impacts the **2009-10 Pontiac Vibe**.

Essentially a badge-engineered Toyota Matrix, the Vibe was developed and manufactured by Toyota for 'GMC's' Pontiac brand when the two automakers shared the NUMMI plant in Fremont, California. 'GMC' shut down the brand as part of its '09 bankruptcy, and the NUMMI plant was shuttered in 2010.

The faulty airbag inflators responsible for this recall were supplied by automotive supplier Takata. The defective inflators have been responsible for millions of vehicle recalls around the world.

Affected vehicles are equipped with certain air bag inflators assembled as part of the passenger frontal air bag modules, and used as original equipment or replacement equipment. In the event of a crash and deployment of the front air bags, these inflators may rupture due to propellant degradation occurring after long-term exposure to absolute humidity and temperature cycling.

An inflator rupture may result in metal fragments striking the vehicle occupants resulting in serious injury or death.



1,654,713 vehicles are affected: (*US figure, includes Toyota, Lexus, Scion, and Pontiac*).

'GMC' will contact Pontiac owners while Toyota will notify the Toyota and Lexus owners. Depending on the model, dealers will replace the passenger front air bag inflator or air bag assembly, free of charge. An interim notification to owners will be mailed by late July.

'GMC' is recalling **18,780 2013-16 Chevy Sonics, Sparks and Traxes** over an issue that results in the vehicles being out of compliance with a Federal Motor Vehicle Safety Standard. A similar recall was announced back in May, affecting earlier model years of the three vehicles, all of which share GMC's Gamma 2 platform and are equipped with the optional **Bring Your Own Media (BYOM) MyLink radio**.

The vehicles may fail to provide an audible warning chime when the driver waits 10 minutes or longer to open the door after turning off the ignition and leaving the key in the cylinder. As such, these vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) number 114 "Theft Protection."

Without audible indicators, the driver may leave the key in the ignition, increasing the risk of theft.

'GMC' will notify owners, and dealers will update



the radio software, free of charge. As is SOP (*standard operating procedure, natch!*) with 'GMC,' they have not yet provided a notification schedule.

Customers looking to find out if their vehicle is included in this round of recalls should visit recalls.gm.com.

Chevy, Buick, GMC, and Caddy dealers in the US delivered 240,450 new vehicles in May 2016, an **18 percent decrease** compared to May 2015. Sales of all four brands decreased year-over-year. The General attributes the drop largely to the planned reduction in sales to rental fleets and two fewer selling days in May 2016 compared to May 2015. **Yeah, whatever you say!**

The automaker sold 190,613 vehicles to retail (*or individual*) customers, a decrease of 13.4 percent year-over-year. The drop in retail sales is attributed to two fewer selling days and very tight supplies of new launch products. 'GMC' says that its retail sales were in line with industry performance, based on industry estimates. **Again, keep tellin' yourself that.**

"The demand has been so strong for our new launch prod-

(Continued on page 5)

'Gov't' (cont'd)

(Continued from page 4)

ucts, there's no question we could've sold more, however, production was impacted at Fairfax, Lordstown and Spring Hill by the Japanese earthquakes," said Kurt McNeil, 'GMC' vice president of Sales Operations. "Current dealer inventories for launch products are about half of what we'd like for launch products, but availability is improving, which sets us up well for the second-half of the year."

'GMC' sales overview: Buick sales **decreased 22.12 percent** to 15,625 units, Cadillac sales **decreased 16.03 percent** to 12,099 units, Chevy sales **decreased 18.58 percent** to 169,331 units, and GMC sales **decreased 14.34 percent** to 43,395 units.

This is 'GMC's' way of doing things—leading from the rear.

'GMC' continues to face the fact that its luxury car division is among the **least successful brands in the industry**, particularly because of the mighty effort from the largest vehicle manufacturer in America. (*Johan de Nysschen, who has been CEO of Cadillac for less than two years, may be looking for a new job soon.*)

Ford's Lincoln sales continue to be tiny, but they have posted modest increases so far this year. If Lincoln sales continue higher and Cadillac stumbles, the unthinkable could happen. Lincoln could approach Cadillac in total sales for an entire calendar year.

Cadillac sales collapsed 16% in May to 12,099, an acceleration compared to the first five months'

drop of 12.5% to 58,968. Lincoln's sales rose 6.9% last month to 9,807. For the first five months, sales rose 14.7% to 44,488.

The only Cadillac that sold well last month was the Escalade (SUV), which rose 14.8% to 1,856. After a tremendous marketing program, sales of the brand new CT6 hit 697, up from zero in the same month last year. The next few months will show whether the new flagship makes it. Sales of Cadillac's primary coupes/sedans, the ATS and CTS, skidded. ATS sales declined 30.7% to 1,630. CTS sales fell 39.6% to 1,082.

Lincoln's results show how one vehicle's success can carry an entire brand. Sales of Lincoln's cars and SUVs suffered, with one exception. Sales of the relatively new MKX SUV rose 87.8% to 2,794. This represented 28% of the brand's sales in May.

Cadillac is in trouble. Lincoln is inching forward. Neither is close to catching major foreign rivals BMW, Audi, Mercedes and Lexus. American luxury brands still have a long way to go, no matter how they are performing at the present.

'GMC' and its legal team are working diligently to ensure plaintiffs are unable to proceed in a lawsuit over **vehicles' loss of value**.

According to *Reuters*, plaintiffs argue their 'GMC' vehicles have lost significant value following a slew of recalls not only involving the ignition switch component, but other items, too. The



plaintiffs' lawyer stated the "avalanche of defects" has "harmed GMC's" reputation as a safe and reliable manufacturer (*no joke!*), meaning its customers would not be able to resell their vehicles for as much as when they bought them."

For 'GMC', lawyer Richard Godfrey stated if the plaintiffs are endorsed by the court, it would open a massive liability for any automaker, setting a precedent. Even if the recall is not related to safety, it would put an incredible burden on automakers to be held responsible for depreciation.

"This is not opening the door, it is destroying the door frame," he said.

The plaintiffs' claims are worth **more than \$10 billion**, as the court weighs whether to dismiss the proposed class action lawsuit against 'GMC.' A decision is expected to arrive in a few weeks.

Guess we can safely assume that significant pressure from the White House will be brought to bear to keep **THAT** from happening!

(Thanks to assorted Internet sources) ☺

'GMC' Recall Ticker

of Recalls

127 (!)

of Vehicles Affected

35,555,657

This 'n That

OMG! A newly-minted **McLaren owner** in England became a little over-excited following the delivery of his brand-new supercar. Telegraph reports that the owner of a **McLaren 650S stuffed the coupe into a tree just 10 minutes after the car arrived at his house for the first time.** The neighbors spotted the owner celebrating ownership with a **bottle of champagne right after the car arrived at his doorstep.** Not 10 minutes later, he introduced the front end of his **\$265,000 supercar** to the ever-sturdy trunk of an innocent tree. The collision demolished the front end of the car. While it isn't easy to sympathize with the owner, it is simple to understand how it happened. With a **3.8-liter twin-turbo V-8 engine** sending 641 hp to the rear wheels through a seven-speed dual-clutch gearbox, it scoots to 62 mph in a chest-compressing 3 seconds, and on to a top speed of **207 mph.** These are not performance figures of a forgiving and easy-to-manage car. Essex police are not completely sure of the identity of the driver piloting the car at the time, and are still investigating. **Oopsie... eBay Oddity!** You may, or may not be aware of a long-gone American automotive company by

the name of **Duesenberg.** Duesenberg, or Duesy, was responsible for some of the most iconic automotive designs throughout the roaring 20s, and into the 30s depression era. Why are we talking Duesenberg when the headline clearly reads Cadillac? It's as if the builder of this **'08 Cadillac XLR** was dreaming of some sort of modern interpretation of the Duesenberg when they set out to complete it. Officially titled an **'08 Cadillac XLR Godfather Roadster,** the XLR started life in factory form before being handed over to **Palazzi Motorcars** for an extreme conversion. The seller states 4,000 hours of labor have gone into this vehicle, for better or for worse. The build is supposed to represent a cross between long-gone classic styling, and modern convenience. Inside, the XLR's nav and modern head unit remain. Power still comes from the original **4.6-liter Northstar V8** (there's an engine configuration we haven't heard in a while) and **NOT** an LS, making 320 hp. All original mechanical bits remain, and only 9,465 miles have been put on this odd Caddy. The seller is asking **\$89,000,** clearly to make up for the build cost, since that price approaches territory of an, at the time, **brand new Cadillac XLR-V.** Whatever your opinion, it is interesting to look at (or not?!)...**Mister**



Toad's Wild Ride?! Ray Evernham's passion for cars began with the '58 Chevy Impala from the movie titled **American Graffiti.** The former NASCAR champ crew chief/TV host had been following the car for quite a while now, and has finally acquired it. His next feat is to preserve it with a full resto. It has been on his dream list forever. To now own it and lead the preservation of this piece of American history is truly an honor. "It's like preserving the 'Mona Lisa' "he says. He is teaming with Axalta Coating Systems to restore it. The match-up is quite favorable, as Axalta is a leader in the coating systems industry (read: a paint specialist). With the Cromax and ChromaPremier products, the Impala's white paint and red striping will look as good as new. It will be completely disassembled, with every piece cataloged and then restored, one by one. Every piece of chrome will be straightened and re-chromed, as will the emblems. Nuts and bolts will be re-plated. The interior has been entirely disassembled, cleaned for reinstallation. Everything removed is going back on the car. Even the rear tires are original. It will be unveiled at the

(Continued on page 14)

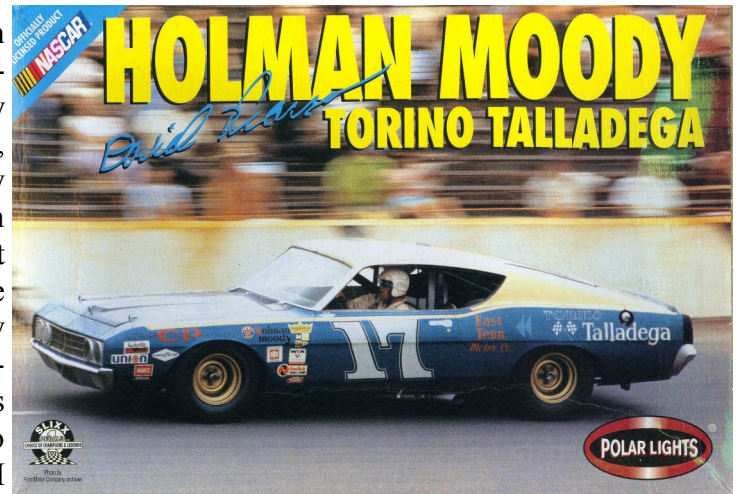
Polar Lights '69 Talladega stock car

Vintage stock car problems?

It's hard to believe that these kits came out **15 YEARS** ago, but that's what the box shows. I've seen only one or two on display tables since. I started building two of these kits recently and I am amazed at the kits' pluses and minuses. I prefer to build assemblies that are all the same color like the chassis/roll cage or the basic engine, then paint them. But using regular tube glue wouldn't hold the parts together. Out of frustration I turned to Tenax 7R glue and had no more problems. Plasti-strut glue didn't work either. That proves the kit is neither polystyrene or ABS plastic. Gee, maybe a note in the instructions would have been appropriate? The next surprise was that there are no engine mounts of any kind at all. There is a transmission mount that is a straight piece around .030 x .080 inches. But it only keeps the tranny out of the dirt; if you know what I mean. The first car I built, using the 427 FE, just rattles around in there only held by the drive shaft. I had to replace it since the kit piece was too short. The kit comes with the rear axle cooler and filter but no pump to get the oil back and forth. I substituted one from a modern stock car kit. I swapped the valve covers of the 2nd cars hemi engine and they make the engine so big that it's a snug fit in the chassis. The shocks are nice and the rears pass through holes in the floor to an accurate crossmember, but the fronts could use more mounting detail. The bar

that goes from the front suspension to the sway bar is included, but not the sway bar itself, from right to left frame rails. The wheels fit very well to their axles but there is no retainer to hold them on. I drilled a .031 inch hole in the axle and inserted a .030 inch plastic rod which I heat swaged after I put the wheel on. The fit is so precise that I have to be careful where I set it for fear it will roll off the table! There is a drive shaft hoop but it is not tall enough to go over the drive shaft.

The radiator hoses don't reach the radiator because there is only half of a radiator; you decide whether it's the front or back half. I had to extend the hoses for the FE engine, but since I doubled up the radiator with an extra from the parts box for the second car that has the 429 hemi, the hoses were just right. The instructions show the oil pan **backwards**; the deep end goes forward. The carb looks more like an elephant series carb which I think weren't allowed in NASCAR back then, but since the air cleaner covers it; WTF. I guess it's no surprise that there is no seat belt/shoulder harness plastic or otherwise. But the lack of a battery is stupid. There is an abundance of oil coolers and no mention of them in the instructions not to mention a few other nameless



parts.

That leaves the body which we all know about since 10 minutes after the kit hit the hobby shelves. What intrigues me is if you pull the nose down the body is right on the mark. But since all the kit bodies are like that it couldn't be a casting or shipping mistake. It has to be in the master that the molds were made off of. Try making a couple of cuts up in the front wheel openings just short of the fender top. Pull the nose down and flow some Tenax in the cuts and hold it for a while. You might have to add reinforcing inside the fender.

I know all this seems to make the kit out to be a pile of crap in a box, but actually if you are aware of its' problems it comes out very nice. For all the problems it has, none are any more than what we tackle in other kits it's just that there are a great deal more of them. The kit reeks of being sent out to the mold maker long before it was ready. I found out recently, from a very reliable source, that most or all of the Polar lights kits

(Continued on page 11)

MORE Bad News

Per Bloomberg News, VW will pay owners of its polluting diesel cars *as much as \$7,000 each* and agree to fund a program to offset air pollution, under a **\$10 BILLION settlement** being negotiated for submission to a federal judge in late June or early July, said people familiar with the talks.

In addition to either fixing or buying back the affected cars, VW will provide *cash payments* worth between **\$1,000** and **\$7,000**, depending on the vehicle's age and other factors, to compensate consumers, the people said. All spoke on the condition they not be identified because US District Judge Charles Breyer, who is supervising the settlement discussions, has imposed a gag order.

The environmental remediation program is a key priority for regulators looking to undo the damage of 482,000 diesel cars that emit as much as 40 times the permitted amounts of smog-forming nitrogen oxides. VW isn't expected to be able to repair all of the cars affected to the satisfaction of the EPA, which may result in buybacks or extra payments to the environmental fund.

VW has admitted that since 2009 it rigged cars to pass US Environmental Protection Agency and California Air Resources Board emission tests. VW, the EPA, CARB and the Justice Department, and attorneys representing affected consumers were scheduled to present a settlement agreement June 28th.

"This settlement will provide substantial benefits to both con-

sumers and the environment—providing car owners and lessees fair value for their vehicles, while also removing environmentally harmful vehicles from the road," Elizabeth Cabraser, lead counsel for the plaintiff's steering committee, said in an e-mail.

The parties reached a tentative agreement in April though discussions on the details are still continuing and may change before being submitted, the people said.

Jeannine Ginivan, a spokeswoman for VW, and Nick Conger, a spokesman for the EPA, declined to comment.

Car owners will be faced with complex calculations to figure out how much cash they might receive from VW, two of the people said, which could irritate them and further sour the carmaker's relationship with its customers.

Owners can opt to have their cars repaired, yet because the EPA and CARB haven't approved VW's proposed fixes, there's no timetable for the repairs nor a guarantee there will ever be an approved fix, one of the people said. Under the agreement, VW will buy back cars at their value before the scandal became public in September.

Regulators are looking at a small but popular diesel-emissions clean-up program as a model for a VW remediation fund, according to the people. The Diesel Emissions Reduction Act grant program is funded by the EPA but partially administered by states with severe diesel pollution. The so-called DERA program funded projects like retrofitting older diesel buses or scrapping and replac-

ing fleets of diesel-powered drayage trucks at ports.

The new fund will have an administrator hired by the Justice Department, one person said. States will be allocated funds, but they'll have to submit projects for approval based on criteria laid out in the court agreement. The fund administrator will audit projects. VW hasn't had any input into details regarding the remediation plan, the person said.

There are plenty of potential takers for clean-diesel grants, said Ezra Finkin, policy director of the Diesel Technology Forum, a trade group based in Frederick, Maryland. In an assessment of the diesel grant program, EPA estimated there were 1.1 million pieces of older diesel equipment in use that could be retrofitted or replaced, Finkin said. That includes on-road and off-road equipment, heavy-duty trucks, locomotives and construction machines.

The cost of the settlement will **exceed \$10 billion**, a person familiar with the matter said. The deal is expected to include penalties for breaking US clean-air laws, money to buy back vehicles, and funds to compensate consumers and to settle class-action claims. The company also faces a Federal Trade Commission action for false advertising.

It's likely that VW won't have a final sign-off on its plan to fix the two-liter cars, the person said. That's making the plan to compensate for environmental damage more important to regulators, since the diesel-powered cars exceeding pollution limits remain on the road.

(Continued on page 9)

Bad (cont'd)

(Continued from page 8)

The amount of money VW will pay into the fund will depend on a technical assessment by the regulators of how much excess smog-forming gases the non-compliant diesel cars emitted going back to 2009. They'll also estimate how much pollution to expect going forward from consumers who don't sell their cars back to VW or don't follow up on the recall repairs.

Lawyers for car owners were due to submit the proposed deal to the San Francisco federal judge overseeing US lawsuits by June 28th. The settlement will include options for car owners to sell their vehicles back to VW or to terminate their leases early.

The case is In Re: VW "Clean Diesel" Marketing, Sales Practices and Products Liability Litigation, MDL 2672, U.S. District Court, Northern District of California (San Francisco).

Suzuki CEO Osamu Suzuki announced that he will be *leaving*

the representative director and chairman (CEO) post amid a growing fuel economy scandal that has rocked the automaker. The board members of the Japanese automaker plan to announce a new CEO during a meeting at the end of the month. Executive vice president Osamu Honda also announced that he would be leaving his post.

Last month, Suzuki became the second major Japanese automaker to admit that it has been using improper fuel economy techniques in certifying its models, dating back to 2010. The automaker tested its models' individual components on an indoor course rather than on its outdoor testing grounds, blaming the windy outdoor location for interfering with instrumentation.

Suzuki published the findings of an internal probe on May 18th, finding that 16 of its models had been certified with this incorrect testing methodology. Even though the internal probe uncovered this fact, the automaker announced



that mileage ratings for the cars would not change since the same results would have been achieved with the correct test.

Nevertheless, results of the probe and subsequent admissions from its top officers spread fear through the Japanese automotive industry, as days prior Nissan announced what was effectively a bailout of Mitsubishi after the latter admitted to using incorrect fuel economy methodology on its Japanese-market models dating back to 1991. Mitsubishi stock took a severe hit, prompting Nissan to invest \$2.2 billion to acquire a 34 percent stake in the automaker.

Suzuki's predicament does not appear as serious—no US-market models were implicated and fuel-economy ratings will not have to be changed—but Japanese authorities are still investigating the matter. Suzuki's offices were raided by police earlier last week in connection with the investigation; the scandal is far from over.

Oh, for the good 'ol days, when **NOBODY** cheated, had massive product recalls, or produced cars that many people simply couldn't afford. 🚗



Slam (cont'd)

(Continued from page 3)

drag slicks

- Pad printed

Blue-striped Goodyear drag slicks

- Expanded decal sheet
- Deluxe vintage decal artwork
- Quality box art print, suitable for framing

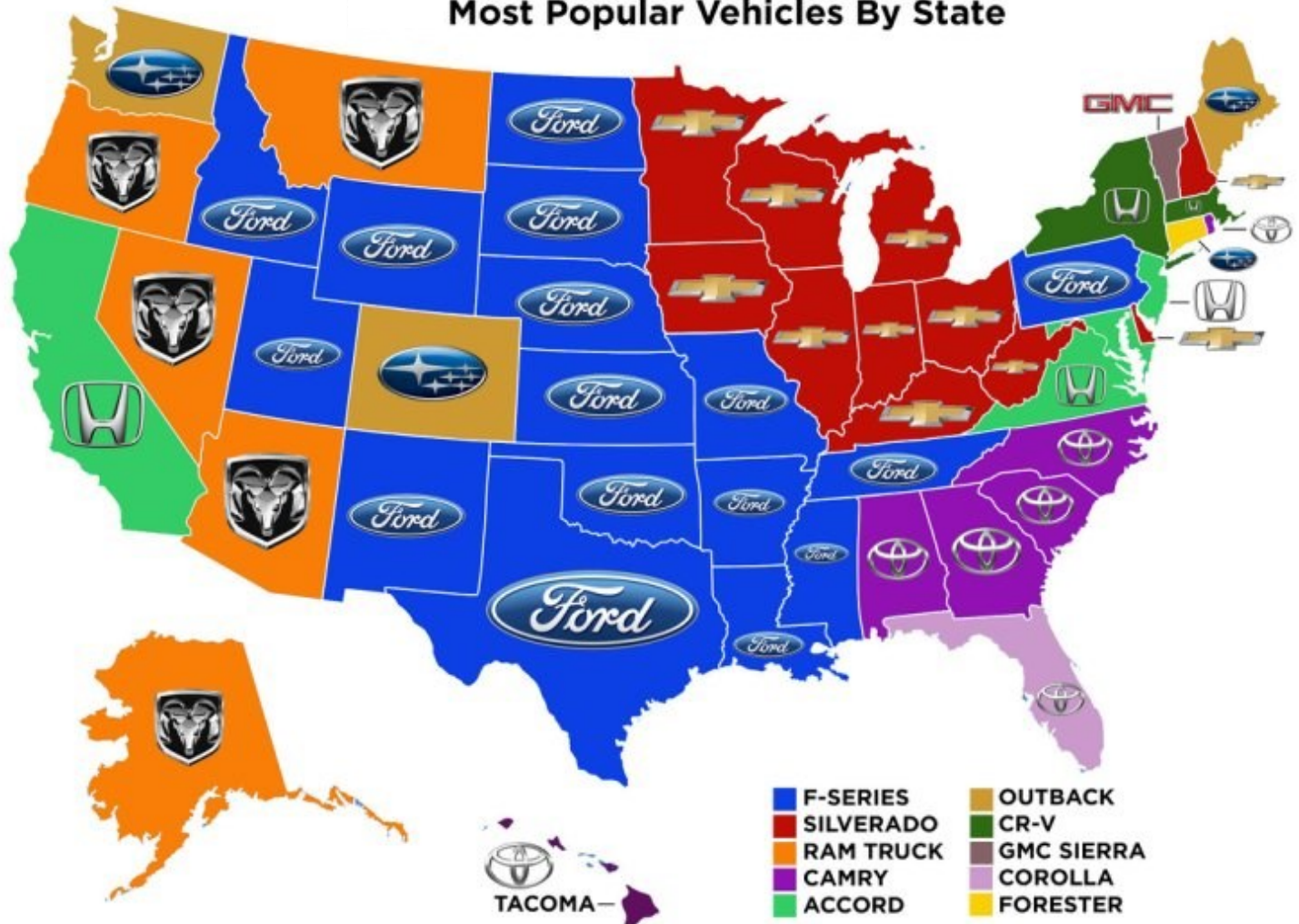
As always, here is the requisite photo link to the build progress and end product that Ron has been so kind to offer—<http://public.fotki.com/Modelpal/ron-roberts-models-/1965-pontiac-grand-/>.

by: Ron 'Box Art' Roberts 🇺🇸



Dan Snyder, owner of the NFL Washington Redskins, has announced the team is dropping the word **'Washington'** from the team name and it will henceforth be known simply as 'The Redskins.' It was reported that polls find the word 'Washington' imparts a *negative image of poor leadership, mismanagement, corruption, lying and cheating, and is not a fitting role model for young fans of football.* I agree!! Thanks to MAMA's Boy Gary Sutherlin! 🇺🇸

Most Popular Vehicles By State



S/S (cont'd)

(Continued from page 2)

the previous kit with the exception of the side glass. Again you'll need detail info to know what body trim to remove, if any. The side glass incorporates the vent windows with the door windows which I was able to confirm from the Internet. There are two slightly different pairs of headlight reflectors, so be careful you get the right ones and the same goes for the taillights as well. And lastly,

there is a pair of hood pins on the tree with the steel wheels and six more on the chrome tree.

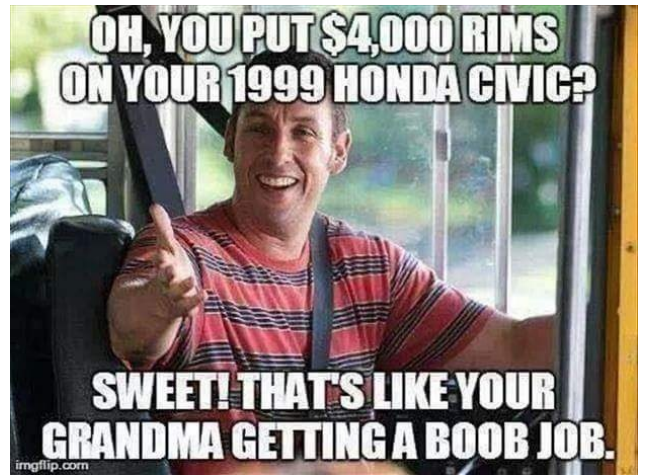
Decals: It includes all you'll need for the Melrose Missile, just paint it white and you're almost done.

From what I did find on the Internet, there are several versions you could build from this kit with some extra effort. Their altered



wheelbase car looked very much the same, and apparently they raced a roofless car as well.

by: Rich Wilson 🍷



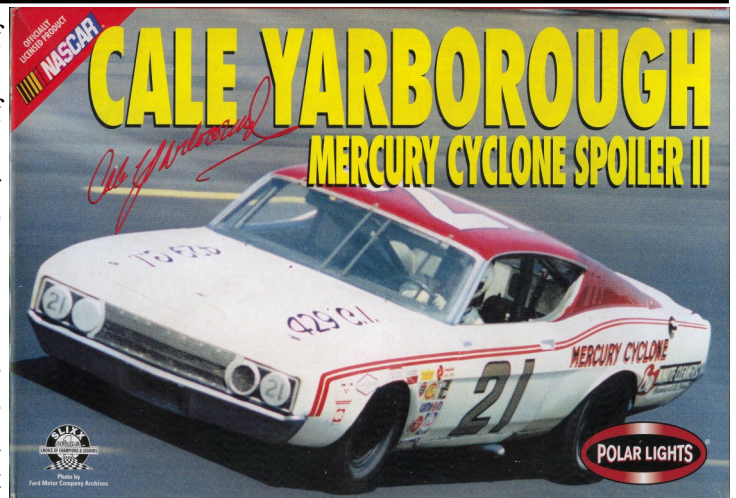
NASCAR (cont'd)

(Continued from page 7)

were mastered by none other than **Art Anderson** *BEFORE* the company was bought by Round 2. The tires and wheels are very nice and accurate for the period. The chassis is dead on accurate to what Holman and Moody were producing in the day. The headers, one pair for either engine, are a little spindly, but they fit and are hardly seen anyway. And the stance of the completed car is right on; no nose in the air. The hood and glass all fit very well. There's room for

gobs of detailing if

you like, and the chassis fits over the AMT '68-9 Fairlane/Torino body like it was made for it. With some effort it builds into a good replica of the cars that blew the doors off the Charger Daytonas. As I always remind people it was **David Pearson** in his number 17 **Holman/Moody Talledega** that



won the NASCAR championship in '69!!

by: Rich Wilson 🍷

Len Feinberg & The Central Pennsylvania Model
Car Club proudly present the ...

SUPER SEPTEMBER SHOWDOWN!

Model Contest & Vendor Show!

*In celebration of the CPMCC's 30th anniversary,
this year's theme is:*

30-something!

Any car, truck or bike from the 30s! ANY style! ANY scale!

September 11th, 2016 / 9AM- 2PM

**Gilbertsville Fire Hall / Route 73 1456 E. Philadelphia Ave.
Gilbertsville, PA 19525**

Admission is *STILL* JUST \$5 and covers your registration!

Please limit your entries to 10 per class per person. A sit-down breakfast is available next door starting at 8AM and there are plenty of eateries nearby!

For vendor info, contact Len at 610-923-7534. For trophy sponsorships & contest information, e-mail centralpmcc@hotmail.com or go to www.cpmcc.org

21 Classes + Best of Show!



Pontiacs on Parade!

Let's try something a bit different this month. Since neither Nick nor myself were able to present the Pontiac Parade last month, we'll do the next best thing—**SHOW** you the reason why. We were 'working' the **Miracle Mile/GTOAA East Coast Regionals**, a large show (approximately 400 cars) in PA. While the show **DID** feature **ALL** makes, we were focused on the Pontiacs, and here are a few of 'em! Go to my Fotki album (<https://public.fotki.com/PMDracer/2016-miracle-mile-/>)

for more, including a **Fiero Mera Ferrari kit car**, a.k.a. a '**Fieri.**'

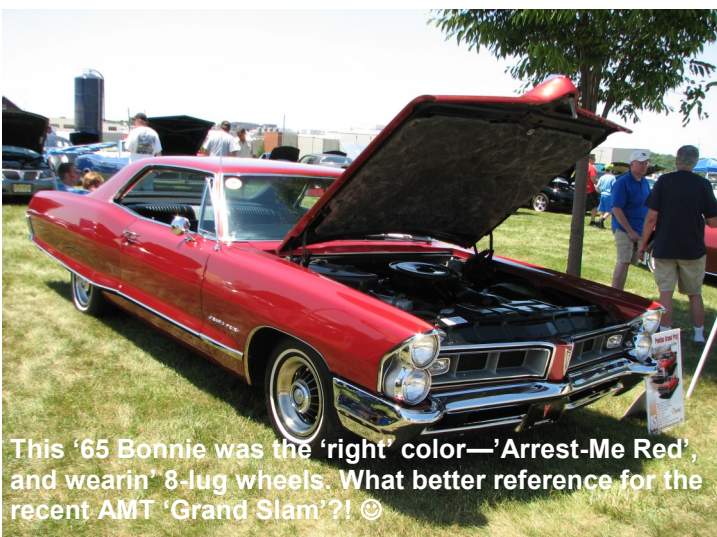
Let me also say that I was blown away by the number of Pontiacs lookin' for a place to park last month—sorry I missed it, and thank you, I 'preciate it!



When was the last time you saw an Overhead cam 6-powered PONTIAC street rod?! ☺



So, c'mon—bring 'em and show 'em! '**PoP**' (Pontiacs on Parade!) **Sickle signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!!** 🍷



This '65 Bonnie was the 'right' color—'Arrest-Me Red', and wearin' 8-lug wheels. What better reference for the recent AMT 'Grand Slam'?! ☺



How about a 1LE Firebird racer? Camaros weren't the only 'hot' ones back in '91 ☺

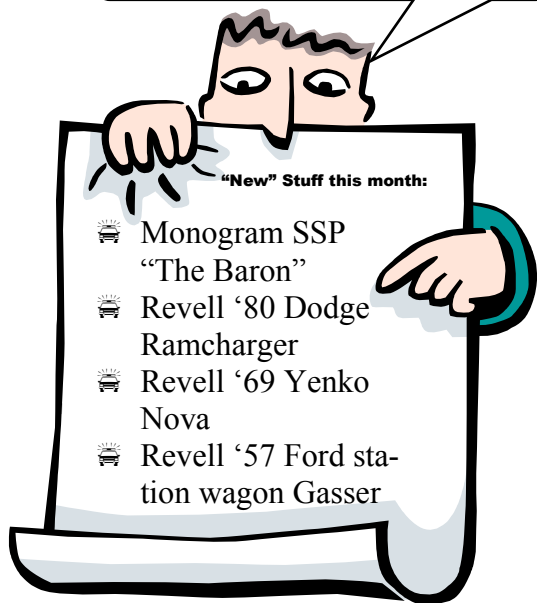


A nice '70 Bonnie convertible 'barge' for the recently issued Round 2 Open Sportster ☺

Chapter Contact:

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

MAMA's BoyZ do it in scale!



Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

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

T 'n T (cont'd)

WANTED: I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*). I also have an extensive collection to trade from. In search of 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand 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 6)

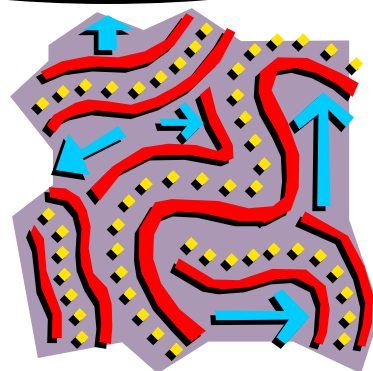
'16 SEMA show in Vegas starting on Nov. 1st, and the resto will be featured in the next season of "AmeriCarna" on Velocity. After that, Evernham plans to take it to a whole range of auto shows across the US of A (*Thanks to autoweek.com, and other Internet sources for this insanity! Ya just can't make 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!*) 🍷

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

Directions

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

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



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

Club Contact Info

President: Marcos Cruz
cruz2123yb@yahoo.com
Vice President: Tim Powers
partsbox@verizon.net

Treasurer: Matt Guilfoyle
blackbuick1941@yahoo.com
Newsletter Editor: Tim Sickie
gtoguy@verizon.net