

MAMA Sez!

Volume 28, Issue 12

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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.** ☞

Hot Fun in the Summer Time!

Last month's meeting was the norm for a Summer meeting—lightly attended. **Heck, Prez Cruz was even MIA!**

This month, **Lyle Willits** and Rich Wilson will go 'head to head' in reviewing the **Revell '30 Model A coupe**. **Thanks, guys!!**

The Pontiac Parade was back with a vengeance, thanks to Ron

Hamilton and Lyle Willits.

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

The raffle raised **\$67.00**, while the door kicked in **\$41.00**. Looks like we fell a bit short of the room rent—need to work on that!

Thanks to the raffle donors: **Brad, Ed Brown, Steve M. Buter, Mike**

Costic, Matt G, Ron Hamilton, Mike Hill, Dave Redzensky, Rex Turner, Lyle Willits, Bradley's Car Collectibles and Replicas & Miniatures Co. of MD. **Thanks guys—we 'preciate it!** ☞



Trivia!

Let's try something a bit different.

How about a little bit of trivia? Let's start off with...wait for it...something in the **PONTIAC** vein (**Ha! Ha!**)—**"Smokey and the Bandit"!!** Check out some of the bullets listed below.

☞ On the DVD documentary, Burt Reynolds says that a senior exec at Pontiac promised him a **free Trans Am** if the movie became a hit. It did and

the '77 T-Top T/A became one of the hottest selling cars of the time. When the movie became a hit, Burt expected the exec to make good on his promise. But no car. After a few months, Burt, finally called Pontiac. As it turned out, the exec that made the promise had retired and the new exec refused to keep the promise that was made, by the previous exec

☞ Three T/As were used. Director Need-

ham claims in the DVD documentary that they could barely run towards the end of the movie

☞ This movie made the T/A a superstar. Sales jumped from 68,745 in 1977 to 93,341 in 1978. And just one year later that number swelled to 117,108

☞ The T/A used for the bridge jump was completely wrecked after the successful jump

☞ According to director Needham in the DVD

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'30 Model A Coupe

Well here's another "it's finally here" or so it seems. (*it seems like a year*) It's only been since mid-April that we saw it introduced at the NNL East. But I clearly remember "somebody" at Revell telling the world that this kit didn't exist. And all the while there were photos on the internet showing people **HOLDING** the body at the time. As much as I like '32 Fords, I've always been a slightly bigger fan of all types of the Model A. Any year from '28 through '31 are very good looking whether stock or modified. And I can't recall seeing one I **DIDN'T** like. In stock form they are so simple mechanically; like the entire fuel system is about 16 inches in length. It had Henry Ford's mechanical simplicity and the styling of his son, Edsel, who has never gotten the full credit he deserves for being such a fantastic stylist. He styled almost all Fords and Mercurys from '28 until his passing in the '40s. I was kind of dismayed when I learned that Revell had made this body in two-pieces. Like man we had that before. I'm still not crazy about it, but at least they parted it along a slot in the body shape. It should only be necessary to flow in some type of glue (*Tenax*) that has capillary action, then press it together and hold for several minutes. There are a total of **151 parts** that can be assembled in at least two different ways. The decal sheet alone expands the possibilities. There are 67 chrome parts on four trees of various sizes and Revell even put a piece of bubble wrap in the bag-

gy that has more than one chrome tree; **THANKS**. A great deal of the parts are carry overs from the roadster kit and that was expected. But there are many new parts here as well. In my kit the '32 grille shell is a short shot, but I'm sure this is 'one in million.' And I have many extras in my parts box if it comes to that. And maybe it could be used on a junk yard dog rat rod. As expected we get the small block Chevy engine that is very well executed, IMHO. But somebody in the art dept. screwed up, I think. The box art shows the two versions buildable with the kit, both have the tri-power intake on their engines and almost like a ghost there is a pic of the blown engine.

Engine: As I just said it's a very nicely done small block Chevy with a turbo 400 transmission and comes with the same chromed/finned oil pan as the roadster. The chromed two-barrel carbs are as nice or better than those we've gotten before and the tiny air cleaners are sprued in such a way as not to spoil their looks. In my opinion the blower case is too squareish on top, but gets two fairly decent looking four-barrel carbs. You will remember the injector scoop that Revell pioneered in the '40 Willys street rod kit a few years ago; well they have included it in this kit as well. The



front cover is chromed and finned and has an alternator bracket built in. The valve covers match the front cover. The blower belt has a provision for driving the alternator. The exhaust headers from the roadster kit have been included, but modified for the small block.

Frame: The same two frames we got in the other kit are included here. Helpful is the inclusion of the appropriate cross-member that is on the tree it goes with. Seemingly odd is that there is only one floor board. I noticed in building the roadster that the floors are interchangeable. The two different exhaust systems carry over in this kit as do the battery and gas tank. All of the front and rear suspensions are carry overs from the other kit and the same is true of the exhaust systems as well. But don't forget that the chassis you use dictates the exhaust system because of the undulations they take. And while the drag link is the same the steering box/column are new. There is no explanation as to why this kit gets two new driveshafts when the previous one only needed one. Be careful of the radiator hoses; there again are four sets

(Continued on page 11)

'30 Model A Coupe

When Revell released it's new '29 Ford Model A Roadster kit, less than a year ago, it was no secret that a modified reissued coupe version would follow. The '30 coupe kit has arrived with so many new parts that it is almost a shame to call it a modified reissue. The only carry-over parts are the frames (2) and the suspension pieces.

Two frames are provided so that a channeled hot rod or a high boy hot rod can be built. For those who somehow missed the roadster issue of the kit, the chassis details can be found in the review and build report in the October, 2015 issue of **MAMA SEZ**.

THE NEW ENGINE: Yes, rodders call the small block Chevy the "belly button" engine, but this 350, with automatic transmission is very well detailed and, frankly, it's been over 20 years since a 1/25th Chevy engine has been included in a street rod kit. The engine is built from (up to) 32 parts, depending on the options. It can be built with the chromed valve covers, valley cover, tri-carb intake, carbs, air cleaners, water pump, oil pan and trans pans **OR** with the four piece 671 GMC blower, two big carbs and scoop with the street blower pulley set up. The assembly is finished with the over-the-frame headers but there's a little quirk here. The drivers side header has a bend in the rear tube, to clear the steering shaft; this makes sense. However, the other header mirrors this bend in the rear tube for no apparent reason.

THE BODY:

Well, it is in three pieces. What? The roof section (*from the beltline, up*) is glued to the lower body section and then there is the optional roof insert. I've found that the upper and lower body pieces fit almost perfectly together, but I would strongly suggest that the builder ignore the instructions and glue the two sections together **BEFORE** any primer or paint. By making the body "whole" one can correct any possible visible seam. The separate roof insert can be omitted, for a current rat rod type of car or thin strips of plastic (not included) can be fashioned as wooden slats. The roof insert can be painted to represent the fabric panel, or it can even be molded in for a modern filled roof street rod. An aftermarket type, custom firewall is provided for either the channeled or high boy cars. A '30 Model A grille shell and a '32 Deuce grille shell, along with corresponding radiators, complete the front end. (*I checked the deuce grille and the Model Car Garage photo etched grille fits perfectly*).

INTERIORS: Bare bone, open "steel framework" side panels, meaning **NO** upholstery, and "aluminum" bomber seats for the channeled version gives the model that rat rod look. The high boy version interior is all tuck & roll side panels and bench seat. A coupe dash and the same two steering wheels from the roadster kit finish the inside.

Final details: Big and little tires carry over from the roadster kit with very nicely detailed tread patterns, but no side wall detail. Steelies with rings and caps or

modern (*normal, sensible sized*) chromed street rod wheels, are the options. White wall water slide decals are provided...good luck with those! Three sets of head lights, tail lights, door handles, etc. are carried over from the previous kit. The decal sheet has some simple flames, simple scallops, WWII bomber and military art, skull & crossed bones, a large V8 graphic, license plates, etc.

Observations: Naturally, there will be resin aftermarket parts in the near future. A manual transmission would be logical behind the blown version of the engine. The tuck & roll interior parts can be used in the channeled version by using the other interior parts as a template for where to cut. Maybe a tuck & roll roof insert would be cool. How about a **STOCK** '30 Model A firewall with the hood hinge indentations? Revell has now provided almost any logical hot rod/street rod engine swap from their various kits...all the different '32 Ford kits engine options, the '50 Olds, the Buick nailhead from the '29 roadster, the Caddy engine from the Merc kits and even the well detailed Ford Y-Block from the '57's.

Once again, because of the two building options, many of the parts are duplicated, such as, exhaust and suspension parts, two firewalls, etc. **READ THE PART NUMBERS CAREFULLY**, and happy table top hot rodding!

by: Lyle Willits 🚗



'Gov-a-mint Motors!'

When 'GMC' underwent its restructuring in 2009, it left its past in "Old GM", or General Motors Corp. With its bailout and bankruptcy, "New GM" was created, or General Motors LLC.

Following the fallout of the ignition switch recall scandal, a US judge ruled New GM was protected by lawsuits against Old GM. Now, that changes.

According to *The Detroit Free Press*, a federal appeals court has overturned the decision, allowing lawsuits against 'GMC' to proceed. This means New GM is responsible for Old GM's actions, specifically, not disclosing the ignition switch fault during its restructuring, and failing to address it altogether.

"Old GM did nothing, even as it knew that the ignition switch defect impacted consumers," the court ruled.

The panel added: "New GM essentially asks that we reward debtors who conceal claims against potential creditors. We decline to do so."

The ruling brings hundreds of lawsuits over the **ignition switch recall** back to life, and also lawsuits regarding **loss of value to vehicles due to the scandal**.

Plaintiffs' lawyers are already celebrating the victory for their clients.

"I was so relieved for my cli-

ents," Texas attorney Robert Hilliard said in an interview. "For years many of the victims of the 'GMC' ignition switch have had their claims languishing in bankruptcy court. These folks will have their day in court."

'GMC' settled with many of those affected by the scandal, forfeiting their right to sue the automaker. 'GMC' awarded nearly \$600 million through a compensation fund, with each victim receiving a minimum of \$1 million.

The automaker stands ready to defend itself, however, stating each victim will still have to prove their case.

"We are reviewing the ruling and its impact," 'GMC' spokesman Jim Cain said in a statement. "Even if some claims are ultimately allowed to proceed, the plaintiffs must still prove their cases."

I must say that I am shocked at this sudden turn of events. Guess Obama and the white house didn't meet with this judge to make him see the 'big picture' (*protecting 'GMC' from lawsuits*)?! **After all, it sure seems to have worked for Loretta Lynch and the Clintons!**

'GMC' may be responsible for actions of "Old GM", following a recent court appeal decision, but it will not be responsible for loss of value in its vehicles.

According to *Reuters*, U.S. District Judge Jesse Furman in Manhattan federal court dismissed plaintiffs' calls to hold 'GMC' responsible for loss of value in



vehicles following the massive recalls surrounding a faulty ignition switch.

Per the report, recognizing the "brand devaluation theory" could lead to automakers being responsible for numerous areas should they be hit with a scandal. Furman called the notion "unprecedented and unsound."

However, Furman did rule plaintiffs may pursue damages involving out-of-pocket expenses involved with the recalls.

'GMC' supported the decision, with spokesman Jim Cain stating, "The court made it clear the plaintiffs overreached in many aspects of their complaint, and the ruling significantly curtails the scope of their potential recovery."

'GMC' is recalling **290,000 2009-10 Chevy Impalas** (the last gen) over an issue with the seat frame that can cause the passenger airbag to malfunction.

The front passenger seat frame may contact and damage the wires

(Continued on page 5)



'Gov't' (cont'd)

(Continued from page 4)

of the passenger presence sensor module.

If the wires are damaged, the passenger presence sensory system may fail to recognize that the passenger seat is occupied, disabling the air bag. Damage may also cause the air bag fuse to short resulting in a loss of all air bags and seat belt pretensions. Both conditions increase the risk of injury during a crash.

'GMC' will notify owners, and dealers will double wrap the wires with anti-abrasion tape and replace damaged wires as necessary, free of charge.

'GMC' is recalling **7,620 Chevies** and **Buicks** over an issue that could result in the vehicle rolling away when the key is removed and the vehicle is not in Park.

The electronic park lock lever may allow the ignition key to be removed without the transmission being in PARK. As such, these vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) number 114, "Theft Protection and Rollaway Prevention."

If the key is removed without the transmission in PARK, it may roll away as occupants are exiting, increasing the risk of injury.

Affected vehicles include **2016-17 Verano** and **2016 Chevy Malibu Limited** (last-gen model).

Additionally, some of the following vehicles may have been serviced with similar defective replacement electronic park lock lever: **2013 Buick Encore**, **2011**

Buick Regal, **2013-14 Buick Verano**, **2011-16 Chevy Cruze**, **2010-13 Chevy Equinox**, **2013-15 Chevy Malibu**, **2011-13 GMC Terrain**.

'GMC' will notify owners, and dealers will inspect and if necessary replace the key cylinder lock housing, free of charge.

'GMC's' Holden subsidiary is recalling an unspecified number (!) of **Malibu sedans** over an issue with the rear seat belts.

The pivot pin inside the twin buckle assembly for the right-hand rear and rear center seatbelts may not have been assembled correctly and may translate sideways.

Should the pivot pin translate sufficiently, the right-hand rear or rear center seatbelt buckles may detach from their anchor plate. This may render the affected seatbelt unable to restrain an occupant, posing an increased risk of injury during a crash event.

Owners should expect a letter from Holden informing them of this recall.

Customers looking to find out if their vehicle is included in this round of recalls (odds are it IS!) should visit recalls.gm.com.

Should you have your heart set on a shiny, new **Chevy SS**, we're not so happy to report that **ZERO** of them will be leaving dealerships for the foreseeable future.

'GMC' has issued a **stop-sale** for the 2016 Chevy SS over the vehicle's seatbelt tensioner. It's unknown at this time if the problem dates back to Holden's initial recall of the VF Commodore over a similar problem. In the 2014 recall, the seatbelt pre-tensioner mechanism could fail in a crash if the pre-tensioner module makes



make contact with the seatbelt buckle assembly under the seat.

Chevy has responded to customers' concerns over taking delivery of an SS, and dealers have been instructed not to let the vehicles leave for their new home.

In an email, Nate Giannettino, assistant manager, Chevy Customer Experience, stated the following:

"While we enjoy any opportunity to help our customers buy our great vehicles, the safety of our customers is our number one priority. Unfortunately, the stop-sale recall on SS models requires the creation of a part which we are estimating will not be available until September. As a result we strictly advise Chevy dealers to hold those vehicles from sale or delivery to customers until the vehicle has been repaired."

Some Chevy dealers have continued to carry out the **20-percent off** fire sale, but by September, those incredible incentives will likely be long gone.

(Thanks to assorted Internet sources) 📺

'GMC' Recall Ticker

of Recalls
129 (!)

of Vehicles Affected
35,853,277

This 'n That

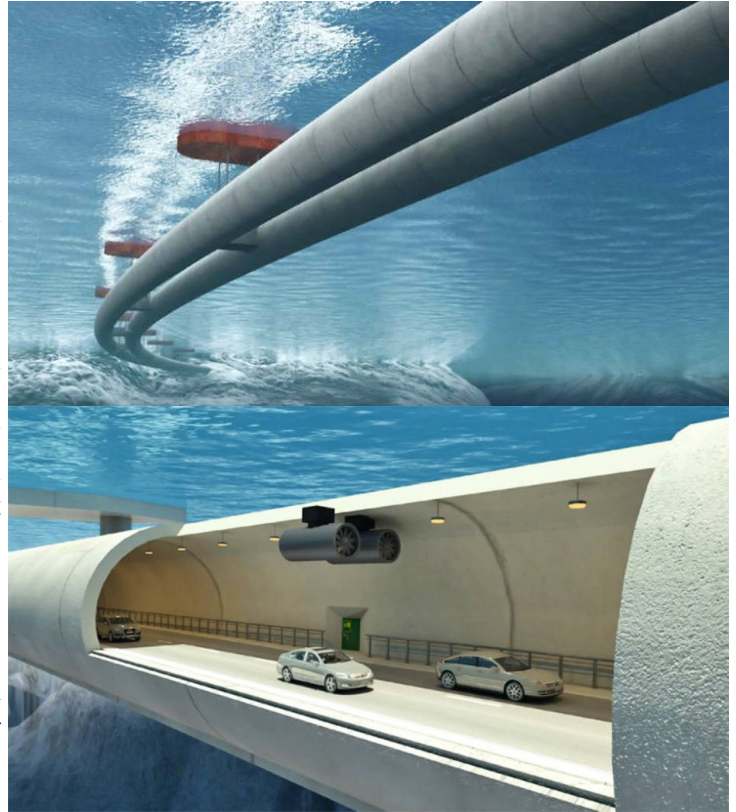
FLOATING Tunnels?! Norway, the Scandinavian country that isn't Finland or Sweden, is considering an unprecedented civil engineering project that will involve floating underwater tunnels, engineering blog Hackaday reports. These types of tunnels, which have never been attempted before on a large scale, are designed to solve a problem that is almost unique to Norway: the depth of the fjords, which can reach almost a mile, makes it impossible to use anything but suspension bridges. But the distances that need to be covered make even suspension bridges impossible. The solution being evaluated by the Norwegian Public Roads Administration, which has set aside \$25 billion for the project, will see the experimental construction of tunnels held up by pontoons. Each such "underwater bridge" will feature two tunnels positioned side by side, one for each direction of traffic. These tunnels will be designed to be suspended under about a hundred feet of water and will be flexible enough to cope with tides and currents. Other than that, they will function as normal tunnels so drivers will not even notice any

difference. The concept sounds straightforward, until one considers that the concept hasn't been tried before. Norwegians have had to make do with ferry service, which is slow and very 19th century. But Norwegians have places to be. The advantages of the proposed design include modular construction off-site and the ability to use the same basic type of tunnel for many different locations. Such a system has been contemplated for a bridge between Chukotka and Alaska, connecting Asia to North America, as any other type of bridge would be too complex to create due to seasonal ice cover. But if any country can pull this off it's definitely Norway, which has extensive ocean megastructure building experience due to its oil and gas projects. If this project succeeds, this type of design could be adapted to link other locations

facing similar obstacles...**Ferrari Lawsuit?!** By the time we hear about the latest limited-production supercar, it is, as often as not, already sold out. A little disappoint-

ing, sure, but what are you going to do? Sue the company? Yes, absolutely, you go right ahead and attempt to sue, at least if you're Florida flea market emperor/noted Ferrari collector/onetime race driver Preston Henn. Over the weekend, a Verified Complaint for Damages filed in the United States District Court, Southern District of Florida, Fort Lauderdale Division, appeared in our inbox. The document is a mini-drama in 20 parts; it outlines Henn's history with the Ferrari brand stretching back to the Luigi Chinetti days and highlights his extensive Ferrari collection—including the **275 GTB/C 6885 Speciale**, which some (including, we'll note, Mr. Henn) speculate may be the most valuable car in the world. It details Henn's desperate attempts to secure a LaFerrari Spider—including a

(Continued on page 7)

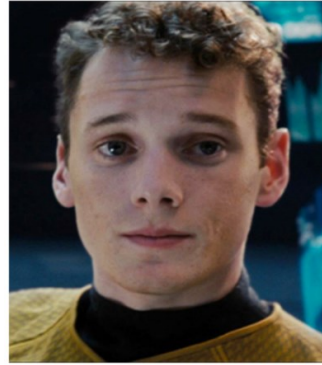


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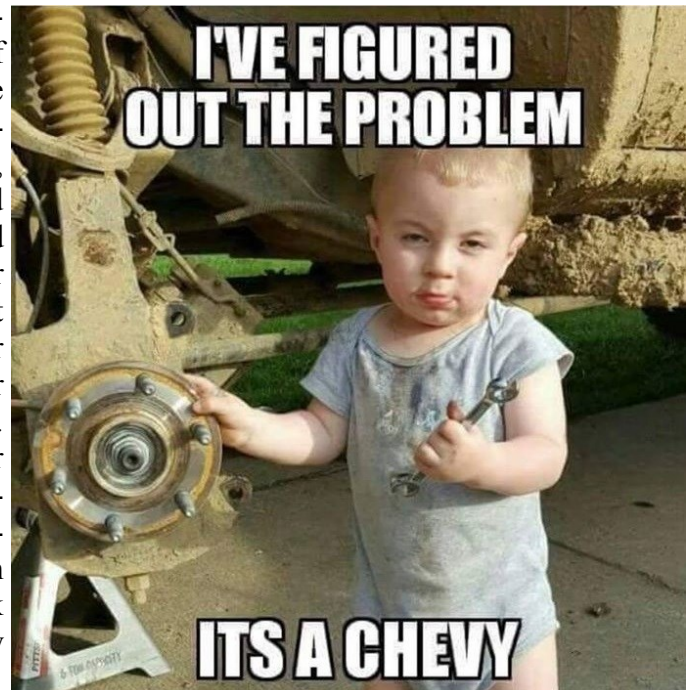
(Continued from page 6)

\$1,000,000 deposit check mailed directly to Sergio Marchionne, an interesting tactic to be sure—and Ferrari's "demeaning" rejection. You might think that being denied the opportunity to park a LaFerrari Spider next to the LaFerrari coupe you already own would be reason enough to take Ferrari to court, but Henn boldly goes a step further: He's hoping to pursue a defamation suit. "The publication of the statement that Preston Henn is not qualified to purchase a LaFerrari Spider is an untrue statement which harms Henn's reputation and holds him up to ridicule, disrespect and disrepute in his profession, trade, occupation, avocation, and among his friends and business and social associates," the document continues. How much Henn is seeking from Ferrari remains unclear; all we know is that it is something "in excess of \$75,000." But can any amount possibly right this wrong? We will note that, however all this shakes out, we wouldn't have known about Henn's failure to obtain a LaFerrari Spider (*for whatever reason*) without the existence of this suit, but now we do—with this in play, he has a sort of Streisand effect-like situation on his hands. Mr. Henn has demanded a trial by jury regardless. Needless to say, we'll be watching this one carefully—we're not sure where, exactly, this suit is going, but punishing an automaker for exercising discretion in selling a highly sought, limited-edition product would be an odd precedent to

set...**Fiat Chrysler Lawsuit!!** In an update to the tragic death of 27 year-old **Star Trek** actor Anton Yelchin after his **2015 Grand Cherokee rolled into him in his driveway** on June 19th, *The Associated Press* reports that his parents are planning to file a **wrongful death lawsuit against Fiat Chrysler**. According to the report, Anton Yelchin's parents are filing a lawsuit against Fiat Chrysler, the automaker that manufactured the Jeep Grand Cherokee that allegedly rolled into and killed the actor. Yelchin's 2015 Jeep Grand Cherokee was issued a recall to update software to prevent the vehicle from rolling while in gear, which is an issue that has been linked to at least 41 other incidents. The issue has been acknowledged by Fiat Chrysler, and the recall notices for the tricky gear selector allegedly went out just days before Yelchin's death. From the earlier description of the recall: On the unusual mushroom-shaped gear shifter, a driver presses and holds a button and pushes the shifter all the way up to set the car in park, after which the shifter centers itself again. But Fiat Chrysler said the Jeep's shifter design didn't provide drivers with sufficient feedback for them to know



what gear their car was in, and so some drivers just left the vehicles in neutral before exiting the car. You can read more about the investigation by authorities and Fiat Chrysler here. Yelchin's parents, Victor and Irinia, have also filed to become administrators over their son's estate, who left behind no will but \$731,000 in home equity and \$641,000 in personal property, according to the report (*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!*) 🍌



VW Settles?!

VW's Dieselgate settlement with American owners of its cheaty diesel cars will cost the company *more than \$15 billion*, or *five billion dollars more than was originally reported*, according to *Bloomberg*. More than \$10 billion of that is slated just to go to VW owners.

The reported settlement also leaves less than \$3 billion in Volkswagen's initial Dieselgate fund for pending legal actions and investigations in the rest of the entire world.

Here are the financial details of how it will work:

Car owners will get a total of \$10.03 billion, which covers both the value of their vehicles *BEFORE* the scandal became public last September and compensation payments of as much as \$10,000 apiece, two people familiar with the negotiations said. Those figures could rise if VW misses certain repair deadlines.

The compensation figure jumped as the parties changed their estimates on what it would take to get some 85 percent of owners to trade in their vehicles under the settlement.

The rest of the settlement includes \$2.7 billion for the Environmental Protection Agency and the California Air Resources Board, and an additional \$2 billion for research into clean-emissions technology, *Bloomberg* reported.

There's a further settlement with individual states as well, possibly to the tune of *ANOTHER* \$400 million. There's also no ex-

act timetable yet for when any of this will come to fruition, or how VW owners will be able to make a claim for their cars.

But this is definitely not the end. There are still multiple lawsuits pending in many different countries, along with pissed off shareholders and regulators. Not to mention any lingering depression in sales that can be attributed to the scandal.

The great state of Maryland is one of the states that has jumped on the "Sue VW" bandwagon. The lawsuit, claiming VW committed a "willful and systematic scheme of cheating" on emissions tests, which sullied the state's air and water and exposed residents to harmful pollutants, per Attorney General Brian Frosh, is seeking a penalty of \$25,000 "for *EACH* day of *EACH* violation of state law." In Maryland alone, that puts VW's liability at billions of dollars in penalties.

VW will gradually step away from diesels as part of its core identity in the US, *Automotive News* reports. VW's US chief Hinrich J. Woebcken, who replaced Michael Horn in March of this year after the latter's sudden departure, indicated that the automaker plans to offer diesel models for 2017 through 2019, at the very least, but that they will not play a major role in how the automaker positions itself in the marketplace. The decision comes in the wake of the diesel scandal that has inflicted damage to the brand over the past 10 months.

"We are not stopping diesel. Wherever diesel makes sense as a package to the car, we'll continue," Woebcken told *Automotive*

News. "But in reality, we have to accept that the high percentage of diesels that we had before will not come back again."

In the wake of the diesel scandal, VW has not applied for EPA certification for its 2.0-liter diesel models for the 2016 model year, effectively making 2015 model year cars the last new diesels sold stateside. Dealers are estimated to have some *12,000 unsold vehicles in their inventories* from the previous model year, all cars that were placed under a stop-sale order last fall.

Until late last year, diesel models accounted for more than 20 percent of VW sales in the US, in addition to representing a large chunk of all diesel car sales in the country. The diesel scandal inflicted a substantial blow to VW sales in the short term, though generous incentives approved shortly after the outbreak of the scandal have kept inventories moving. Regardless, no amount of incentive spending can cover the disappearance of one-fifth of the automaker's offerings.

While Woebcken stated diesels will return for the 2017 through 2019 model years, he did not detail the changes to the fuel consumption and emissions levels that the 2.0-liter models will advertise—the commercial launch of the 2017 TDI models is still a long time away—and EPA window sticker figures are usually finalized and printed just a few weeks prior to the start of sales. Beyond 2019, the US chief offered a careful prognosis for diesel models.

"The regulations from 2019-2020 are going to be so hard that

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VW (cont'd)

(Continued from page 8)

we would have had to find an alternative to a certain extent anyhow,” Woebcken said. “The diesel crisis is forcing us simply to think about this earlier.”

VW has yet to receive approval from the EPA and CARB for repairing new and used diesels, ones that will be part of a recall and ones sitting in dealer lots. The automaker suffered a setback just in the last few days as CARB officials rejected its proposed recall plans for 85,000 Audi, Porsche and VW vehicles equipped with the larger 3.0-liter TDI engine.

German prosecutors from the state of Lower Saxony expanded their investigation into the creation of emissions-cheating software, the daily Handelsblatt reports. Prosecutors searched offices and private homes in late July, with 21 current or former staff members now reported to be under investigation. In the spring, the prosecutor's office had indicated that 17 current or former VW staff members were being investigated, though no arrests have been made.

Throughout 10 months of the diesel crisis, VW executives have insisted that the creation of emissions-cheating software was the work of a small group of engi-

neers.

The probe is a separate one from the “market manipulation” investigation that was launched earlier this summer, with prosecutors having named current VW brand chief Dr. Herbert Diess and former VW CEO Dr. Martin Winterkorn in the latter probe. The “market manipulation” probe seeks to determine whether executives violated shareholder notification rules in not disclosing internal reports of emissions-cheating efforts sooner, leading to a dramatic drop in VW stock in the fall of 2015. The probe into the creation of diesel emission software, on the other hand, is looking into the technical and managerial aspects of the emissions cheating and has not included any high-level executives.

Prosecutors in Lower Saxony have not indicated whether they are getting closer to finding the engineers responsible for the creation of the defeat devices, which were recently alleged in a US lawsuit to have been initially created at Audi in 1999. The task of finding those responsible for the creation of the software has proven difficult, according to sources within VW, de-

spite the efforts of a large team of investigators from the U.S. law firm Jones Day and auditing firm Deloitte, amid a growing concern that the managers and engineers who participated in the scheme may never be identified.

Earlier in the year, the VW Board had withheld the publication of a preliminary internal investigation report due to concerns about the ongoing settlement negotiations with U.S. authorities, with VW indicating that it was too risky to publish. The automaker has still not stated whether it will release the preliminary report, though in the spring VW floated the possibility of doing so after a settlement with U.S. agencies and plaintiffs was reached.

The settlement recently received preliminary approval from the US District Court overseeing the \$15 billion deal, paving the way for the start of buyback and repair efforts this fall.

Anybody wanna buy some VW stock—**CHEAP?!?** 🚗



REALLY?!? 🚗



Trivia (cont'd)

(Continued from page 1)

- documentary, Pontiac gave them three T/As and two Bonnevilles (*Sheriff Justice's patrol car?!)* for the film. Needham says one of the T/As was completely destroyed during the famous bridge jump scene and that with all the damages the Lemans sustained, they eventually had to piece all three bodies together to make one
- ☛ Second highest grossing movie released in '77 next to Star Wars: Episode IV—A New Hope
- ☛ Snowman is driving a '74 Kenworth W900
- ☛ Snowman's hat would lead one to believe that the W900A is Caterpillar powered. However, in most scenes of the movie the truck can be clearly recognized by sound as having a Detroit Diesel. It's been rumored that the trucks in the movie were powered by Cummins, Caterpillar, and Detroit diesels
- ☛ Needham came up with the idea for this film after he learned that transporting Coors beer east of the Mississippi was bootlegging
- ☛ Many of Gleason's lines as Sheriff Justice were improvised
- ☛ Needham asked Jerry Reed to write a theme song for the film. A couple of hours later, Reed presented "East Bound and Down" to Needham. With an acoustic guitar, Reed started to play it and Needham im-

mediately stopped him. Thinking Needham didn't like it, Reed offered to re-write it, to which Needham replied: "If you change one note, I'll kill you!" It went on to become one of Reed's biggest hits

- ☛ Buford T. Justice was the name of a real Florida Highway Patrolman known to Burt Reynolds' father who was once Chief of Police of Jupiter, Florida
- ☛ Gleason reportedly modeled Sheriff Buford T. Justice, after Burts' description of his dad, a Florida police officer and Chief of Police. Among the character traits that came from this was the use of "sumbitch," a colloquial pronunciation of "son of a bitch"
- ☛ Gleason said the cafe scene with himself and Burt was not in the original story, it was Gleason's idea
- ☛ Richard Boone was also considered for the role of Sheriff Buford T. Justice
- ☛ Flash, the basset hound for Snowman's pet, was personally picked by Burt, chiefly because it refused to obey commands
- ☛ Even though the storyline had bandit as a notorious truck driver, Burts' character never sits in the cab of any truck during the 'bet.' He 'drives' up to Snowman's house in the early scenes of the film
- ☛ Needham was better known in the film industry as a stunt man, and had great difficulty in getting any producers interested in this project. Only when his close friend Burt agreed to star in the film did

he manage to gain studio attention

- ☛ When Needham originally wrote the initial screenplay, he hired Jerry Reed to play the Bandit. But when Needham told Burt Reynolds about the film, Reynolds decided he wanted to do it and Reed was re-cast as the Snowman
 - ☛ The nickname Smokey is CB slang for State Patrol troopers because of their hats. Most states outfit them with what are properly called 'campaign hats' with a 'Montana crease.' The hat with that type crease is of late 19th century vintage. It came to be called a 'Smokey the Bear hat' after the US Forest Service began printing posters of their mascot wearing one in 1944
 - ☛ Ronnie Gay, Lamar Jackson and Quinon Sheffield were real Georgia State Troopers at the time of the movie filming
 - ☛ Ronnie Gay, who was a real Georgia Trooper (*the trooper on the back of the tractor trailer*) has a son on the Georgia State Patrol in Valdosta where Sonny Schroyer (*motorcycle trooper*) is from
 - ☛ According to MapQuest, Atlanta to Texarkana is 665.2 miles, with an estimated travel time of 10 hours, 43 minutes. Atlanta to Boston is 1089 miles with an estimated travel time of 17 hours, 31 minutes. If driven the whole way, it would require an average speed of **121 miles an hour** to do it in the **18 hours** mandated by the 'double or nothing' bet
- There's more, but you get the idea! **Sumbitch!!** ☛

"A" (cont'd)

(Continued from page 2)

and they all look the same, only the part numbers distinguish them.

Interior: As before it builds up off the frame assembly, but we get two new sets. One is a rolled and pleated set but is a different pattern and there is a second that has no upholstery at all; for the rat rod look. The dash board is new with six gauges instead of four and, of course, two sets of decals for them. The bench seat is new, rolled and pleated. The really kool parts are the rat rod interior with bomber seats that appear to have some upholstery on them. Also included is a back wall similar to the sides. Swapping this interior into the roadster might take a bit of work because of the body differences. The shifter and pedals are carry overs.

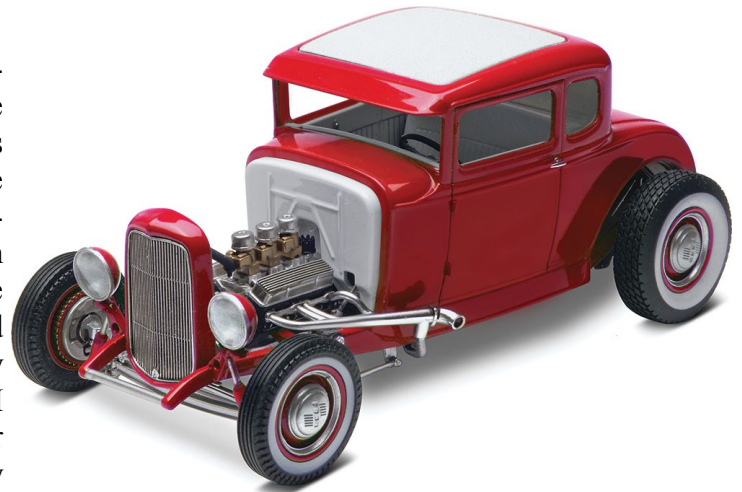
Tires/wheels: The tires are the same as the roadster; surprise, surprise! We get the steelies as before with optional chrome rings and hub caps; plus a set of Hali-brand kidney beans with three-point knock offs. The brake drums are carry overs as expected. The decal sheet has wide whites on it as before, but I ain't even gonna try them. All mount with Revells' steel pins. Personally as much as I like them, I'm having problems keeping them on the models without glue.



Body/glass:

It has been suggested that the separate roof is because of the production problem of the sun visor over the windshield and that's probably right, but I would rather have the body one-piece and a separate visor. But then a chopped roof would be easier to install this way. It looks dead on correct in size and shape. It gets two new and different firewalls necessitated by the slightly different cowl; remember this is a '30 not a '29. If you compare the two you can see how Edsel evolved the cowl shape into what would be the Model B ('32). As you can see in the box art photo, the roof is open, but there is a piece to fill it if you want. I wish there was an alternate piece that had canvas texture. As usual, the glass is safely bagged and crystal clear and installs from the inside along with a chrome surround for the windshield. If you opt for the bench seat, it doesn't install until *after* the body is installed on the frame/floor; lots of luck on that one. The same is true for the two steering wheels that are carry overs from the roadster. They're both very nice and worth parting out for other kits.

The instructions show one pair of rectangular taillights, but the lights in the roadster kit are on the chrome tree; obviously you will



need to touch them up with clear red paint; water based is best. Again the instructions show two choices for the headlights (*with clear prisms lenses*), but clearly there are three choices. And let's not forget (*Revell didn't*) that the Model A radiator and grille changed in 1930 as well. How long will we have to wait (*Norm!*) for an aftermarket chopped roof for this kit.

Decals: I have to say this assortment is much improved (*IMHO*) from the earlier kit. If you can't find some you like, you must be blind except for the wide whites. We get weird faces, skulls, bomber art, tiger teeth for the grille, bombs and grenades to keep score. There are seven rows of screws/rivets five inches long as well as curved sets. Two sets of Army/air force stars. Early type red flames or white scallops and three full pages to show you where to put them.

It's a great kit that I hope Revell keeps on modifying into other versions; maybe a body style we haven't gotten in scale before. I'd like to see them steer it towards an accurate stock version or one with full fenders.

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!

With the exception of what I brought along last month, it seemed that it was a 'big car show' in the Pontiac reserved parking area.

Ron Hamilton: Ron 'doubled down,' so to speak, with this 'dynamic duo' - a '61 convertible, and a '62 hardtop, both of the *Bonneville* persuasion.

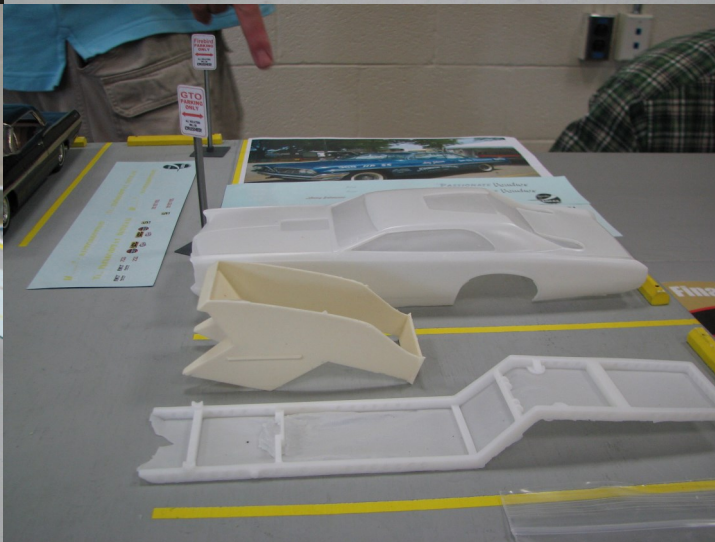
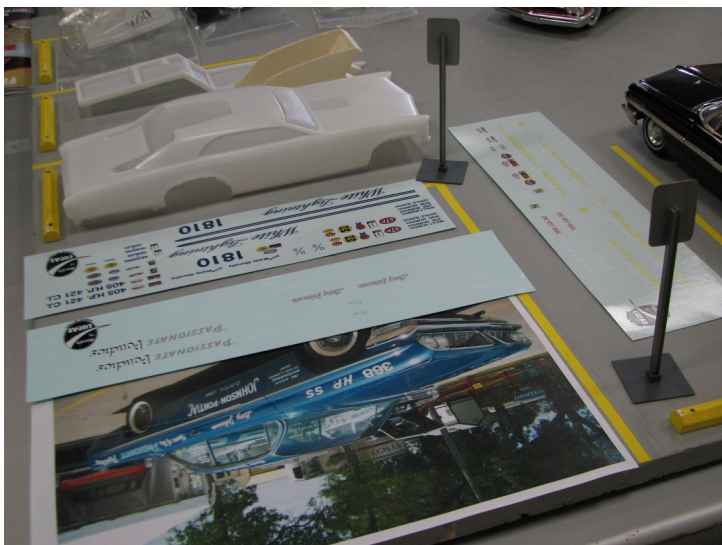
Lyle Willits: Lyle, a street rod-din' kinda guy, who, at first glance, likes Bowties (*but drives an old Dodge*), parked this gorgeous little *custom Cat* in the display.

For my part, I added a *Speed City Resin "Mr. Unswitchable" GTO*, along with a few more bits and pieces that SCR proprietor Scott Kapellusch has in his line.

I was also able not only to remember but to locate a few Pontiac decal sheets from *Decals by Lucas*. I know I ran an 'in-depth' series of articles

on Rick's product, including some decaled model examples, but I wanted to illustrate how they

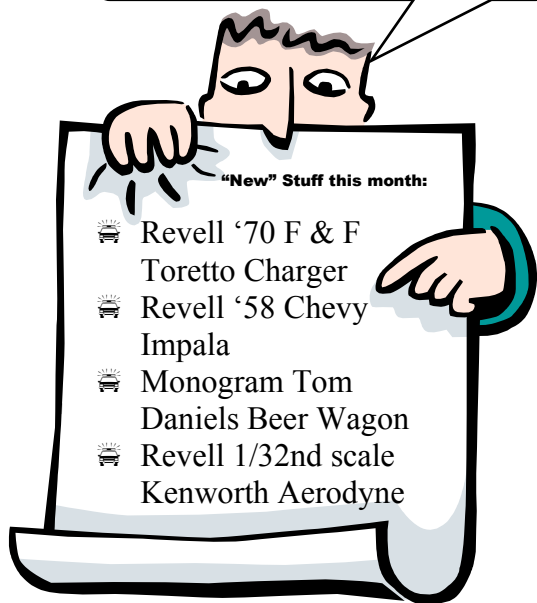
(Continued on page 14)



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MAMA's BoyZ do it in scale!



"New" Stuff this month:

- 🏆 Revell '70 F & F Toretto Charger
- 🏆 Revell '58 Chevy Impala
- 🏆 Monogram Tom Daniels Beer Wagon
- 🏆 Revell 1/32nd scale Kenworth Aerodyne

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 Parade (cont'd)

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

(Continued from page 13)

come out of the envelope.

Beyond that, just showin' my support of **Poncho Perfection**, and editor Don Keefe.

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!!** 🏆

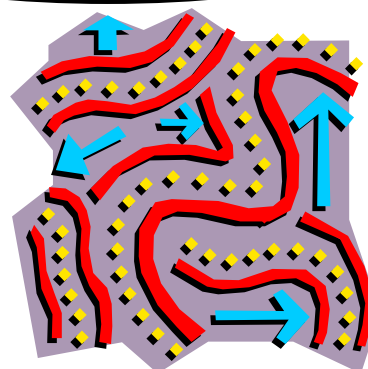


We're on the web!
<http://www.mamasboyz.org/>

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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