



MAMA Sez!

Volume 29, Issue 5 January, 2017
"Serving Delmarva Car Modelers for over 25 Years"



This is the newsletter
of the Maryland
Automotive Modelers
Association

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2017 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!

- 1 January 21st
- 1 February 18th
- 1 March 18th
- 1 April 15th
- 1 May **NONE (!)**
- 1 June 17th
- 1 July 15th
- 1 August 19th
- 1 September 16th
- 1 October 21st
- 1 November 18th
- 1 December 16th (10 - 3!)
Inclement weather phone number: (301) 474-0646.

Happy New Year!

Last month's meeting was **NOT** well attended, due to the simple fact that it was summarily **cancelled** due to a weather event! **Would anyone admit to showing up?!**

With multi-car accidents all around the region, and at least one death when a tanker truck crashed near Baltimore on I-95, this was a very good decision!

As a result of this cancellation, our annual Christmas feast **SHOULD** take place at the January meeting.

Sadly, this meant no additional support for the **Toys for Tots program** sponsored by the **Lions club** and **Community Center**.

This month, **Rich Wilson** takes a peek at the **Revell '16 Stingray**,

as well as the **Round2 Pinto Pony Express**. **Thanks, Rich.**

The **Pontiac Parade** was also obviously MIA.

Strangely enough, VW's troubles continue anew!

The raffle raised exactly **\$0.00 (!)**, while the door kicked in the same!

Since there was no raffle, no need to thank any donors!

Obituaries

Just in case you were unaware, in a shocking, unexpected turn of events, hot rodder and industry icon **Pete Chayouriis**, co-founder of **Pete & Jake's Hot Rod Parts** and most recently President of **So-Cal Speed Shop**, passed away on January 6th, due to complications from a stroke. He died peacefully in the hospital surrounded by his wife Carol, daughter Nicole and son Pete IV. He was 76.

His talent, passion, vision and good-natured smile made him one of the most popular figures in our scene. It's hard to come to grips with the fact that one of hot rodding's most influential figures is gone seemingly overnight.

A native of El Monte, CA, He cruised the streets of LA as far back as '55 in his first car—a Model A coupe channeled over Deuce rails. Though quite active and popular in So-Cal hot rod circles in the '60s, he

caught lightning in a bottle when his freshly flamed black '34 Ford coupe joined friend Jim Jacobs' yellow '34 Ford coupe on the cover of the November '73 issue of **Rod & Custom** magazine. Many remember it as the "Chicken Coupe" cover. The image and preceding build articles were courtesy of the late **Gray Baskerville**, who introduced Pete and Jake during their simultaneous chopped coupe builds. After the Chicken Coupe issue hit shelves, the

(Continued on page 6)

Revell '16 Stingray

I've been waiting since '14 for a nicely detailed kit of the C7 Vette to be offered, and I guess my wait continues. I've been building Vettes since '63 and now have 64 built and 26 waiting. Since Zora Arkus-Duntov retired/passed on, in my opinion, the Vette styling has gone downhill. This generation looks like a Japanese car from the front and a Camaro from the rear. It has no styling of its own. The Chevrolet division has apparently given up on hide away headlights, since they couldn't make them work reliably. Something the aftermarket solved some years ago. Additionally, what's odd to me is; Why didn't Revell make this kit a '17 Vette instead of last years?

At 57 parts total, detail has taken a back seat. Revell has always done very nice kits of Vettes in the past, so I don't understand this half-hearted effort. Truth is this kit is a re-issue of the "Foose Design" Vette of just a few months ago. Revell has swapped out the Foose wheels and tires for factory correct pieces. And the body isn't pre-painted this time which may be a plus if you didn't like the previous black and silver paint job. My plan is to modify the areas that I don't like to see if it improves the looks.

Engine: It consists of 11 parts with the torque tube cast with the two-part block. There are the heads, front cover, belt, and exhaust manifolds, all nicely done, that complete this assembly until

later. The upper and lower intake parts, two in all, install in the fourth step.

Chassis:

Construction starts with the one-piece exhaust system and one-piece front suspension. Then the engine is installed and this assembly is done.

Interior: It's the "old bucket" style with separate well shaped door cards and two-piece seats. The dash has a separate steering column with levers and a separate wheel. There are decals for the dash and seats; both nice touches. There is no sight of shoulder harnesses or seatbelts; adding aftermarket pieces really makes the interior stand out.

Tires/Wheels: The rubber band tires have nice tread detail, but no sidewall for lettering. I guess Revell lucked out this time. The wheels are chromed and probably need to be toned down a bit to look correct, but they have decals for the centers and one-piece brakes. The brakes provide a boss for the metal axles.

Body/glass: The body is spot on correct in shape with slight mold lines at the fender tops. The hood has a separate piece for its' hinge and I can say it works very well. The hoods air intake is a separate piece to make painting easier. The grille, mirrors, rear



spoiler and clear red taillights are pretty much all that remains. The only chrome are the headlights and exhaust tips. Don't panic if you don't see the clear headlight covers as they are in a different bag from the windows. I really appreciate the black on the windows being done by Revell.

Decals: It's a small sheet, but seems to contain all the scripts and such you'll need.

Having built the Foose version recently, I can report that it goes together very well with no struggles or arguments. It's good and solid like those we used to fasten together with four screws. I just wish they had given us more detail in the suspension. I think it would have sold more kits.

Update: It just struck me that if, like me, you're a diehard Corvette fan that you might be able to use the chassis, running gear and suspension from the Revell C6 ZR1 kit. It's the one with the red box art. I briefly checked the chassis and they are almost identical.

by: Rich Wilson 

Round2/MPC Pinto Pony Express

The box gives no year for this car, but a bit (*a great deal actually*) of online investigation found it to be a '79 or '80; the last years of production. I thought it was strange that for 1980, the V-6 engine was no longer available; only the German built 2.3 liter (88hp) OHC engine. Though the box art shows it as the panel version, the panels are actually add-ons to the station wagon. For some odd reason, I was hoping it was the version with the fake wood sides. If you mentally remove the black horse artwork from the box art model, it shows as a stock factory car. The base model tires available on Pintos these years was the A-78-13 tire which I think works out to 6.35 inches. The kit comes with F-60-15s.

Engine: The 16 piece four-cylinder is very well done and deserves to be used rather than small block V-8. The V-8 seems to be a 302, though they call it a 351, but it is poorly done and should be replaced if a V-8 is what you have in mind for this car. The cam cover on the four is chromed and finned as is the timing chain cover, carb, heat shield, oil pan and two blade fan. The valve covers, oil pan, carb, and oil filter of the 302 are as well.

Chassis: For its' era, it's more detailed than most kits with its' three-piece front and three-piece rear suspensions. Because of the two engine options, there are two different exhaust systems. The transmission support, drive shaft

and infamous gas tank are all separate.

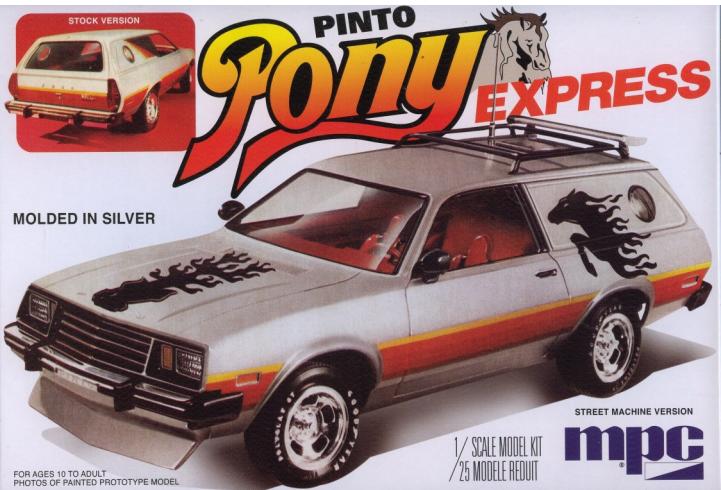
Tires/

wheels: The one set of wheels that are included (*five-hole slotted mags*) were available as an option in bare aluminum or painted white, **BUT** only in 13

inch. The equally popular wheel was the four-spoke Motor Wheel. The available tires in '79 were all 13 inch; A78, BR78 and BR70. The tires in the kit are the very nice hollow F60-15 tires.

Interior: It builds up off of the chassis with sides that go from the radiator support to the tail gate. The front bucket seats are two-piece as is the rear seat. Also included are a pair of fiberglass seats with upholstery that to me is more suited for a race car or hot rod. For shifters, we get the stock unit and a Hurst with lockout lever. Other pieces are a storage box for under the dash and the hand-brake lever. The instructions show a correct steering wheel, but it is not in the kit. What we get is a more sporty type wheel; maybe it was an upgrade option.

Body/glass: Recently somebody was asking me about this kit and was confused by the box art in that he thought it built as the panel car only. Such is not the case; it's the station wagon and has optional



panels to make the panel car version. It's molded in silver plastic and is quite faithful in shape to the real thing with the usual mold lines but no excessive flash. Almost odd for Round2 is that there is no colored glass option, but the clear is packed separately, scratch free, and very clear. The bumpers are, of course, chrome, but what threw me was the grille isn't on the chrome tree. I thought it was missing for a while 'til I found it on a regular tree; it is supposed to be painted flat black. There are several custom parts like spoilers and air dams. The sport slats for the rear window are factory correct.

Decals: As strange as it might sound, they are mostly for the stock version. Only the black horses and a few sponsor decals are included.

by: Rich Wilson



'Gov-a-mint Motors!'

'GMC' is recalling 1,844 **2017 GMC Acadias** and **Cadillac XT5s** over an issue with the front brakes.

The front brake calipers may have a torn or misaligned caliper piston seal which may allow brake fluid to leak.

If there is a brake fluid leak, braking performance may be reduced, increasing the risk of a crash.

'GMC' will notify owners, and dealers will inspect the front brake calipers, replacing the brake caliper assemblies, as necessary, free of charge.

'GMC' is recalling 327 **'16 Buick Envisions** over an issue with the vehicle's braking system. The master cylinder brake lines may crack and leak brake fluid.

If there is a loss of brake fluid, braking performance may be reduced or lost, increasing the risk of a crash.

'GMC' will notify owners, and dealers will replace the master cylinder brake lines, free of charge.

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

'GMC,' by way of their Chevy division, recently dashed hopes by officially confirming the **SS sedan** will **end production** by the end of '17.

Alan Batey, 'GMC' North America President, confirmed the news as Australian production of the Holden VF Commodore also comes to a close at the same time.

"Using the old adage, 'win on

Sunday, sell on Monday,' we decided that in small numbers we'd introduce it in the US because we could, frankly, at a pretty low cost," Batey told reporters after introducing the new Chevy Traverse. "I would say the vehicle has been really well-received. It's small volumes, but it's been really well-received."

Chevy currently uses it as its NASCAR stock car, but the brand has not commented on what will replace it for the racing series. Over three years, total production of the SS performance sedan will likely come in just under 10,000 units built and sold.

Soon to be ***ex-VeePee Joe Biden*** paid a visit to the '17 North American International Auto Show recently, and he was all about the Corvettes.

Road & Track reports through his visit to different brand's displays, Biden consistently came back to the lineup of C7 Corvettes sitting at the Chevy display. And it seems he has enlisted some pretty good company to help him choose his next ride: ***Corvette chief engineer Tadge Juechter***.

"I have his card now," Juechter told *R&T* immediately after Biden finished his tour of the show. "He's trying to figure out what to buy when he's out of office. He was gonna get a Stingray."

It's apparently a toss-up between the Z06 and the Grand



Sport.

Per the US Secret Service, the ***VeePee is forbidden to drive during his time in office***. That includes Biden's current C2 Corvette, which he has only driven **THREE TIMES** in the ***past eight years***.

As stated, VeePee Biden handed Juechter his card and enlisted his expertise.

I guess he'll be trading in his mint condition ***Turbo Trans Am*** (*Ha! Ha!*)!



"Once he gets out and he's allowed to drive on his own, he's psyched to get a new one," the Corvette boss said. ☺

'GMC' Recall Ticker

of Recalls
137 (!)

of Vehicles Affected
35,936,666

Model NEWS

This column came to me by way of *MAMA's Boy Matt Guiffoyle*, originally intended as a Model Buffet piece. After going through it, it is less in the vein of aftermarket, and more in the vein of new manufacturers items.

Revell of Germany 2017 announcements

- 1/32nd scale VW Buggy #07682 (*March*)



- 1/24th scale Porsche 934 "Jagermeister" #07031 (*April*)



- 1/24th scale Porsche 934 "Vaillant" #07032 (*April*)
- 1/24th scale VW Samba T1 "Flower Power" #07050 (*September*)



- 1/24th scale Porsche Panamera 2 #07034 (*October*)



- 1/24th Porsche Junior #07820 (*October*)



ICM 2017 announcements

- 1/24th scale Ford Team: 1913 Ford Model T Roadster with three figures

MODEL KIT N°24007

Ford Team



The set includes Model T 1913 Roadster car kit, and also - 3 figures: Henry Ford, engineer and worker

SCALE
1:24

It should be noted here that with ongoing constraints on my time due to work and personal issues, I am unable to devote sufficient time as in the past to fine tune our monthly newsletters. Consequently, whatever appears herein is fully provided by the noted reviewer without undue attention from the editor (*beyond simple formatting*). This is, as I have said *MANY* times *YOUR* newsletter—I am simply the messenger. We all do what we are able to do in support of it. Thank you for your submission!

(*Henry Ford, engineer & worker*) #24007
(*December 2016*)

Also, these are coming, no photos yet:

- 1/24th scale American Firemen (*2 figures - 1910's*) #24005 (*2nd Quarter*)
- 1/24th scale American Mechanics (*2 figures - 1910's*) #24009 (*3rd Quarter*)
- 1/24th scale Ford Model T Light Delivery Car #24008 (*4th Quarter*)

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. Or, better yet, write something and send it to me! Thanks to *Matt* for creating yet *ANOTHER* monster! 🚗

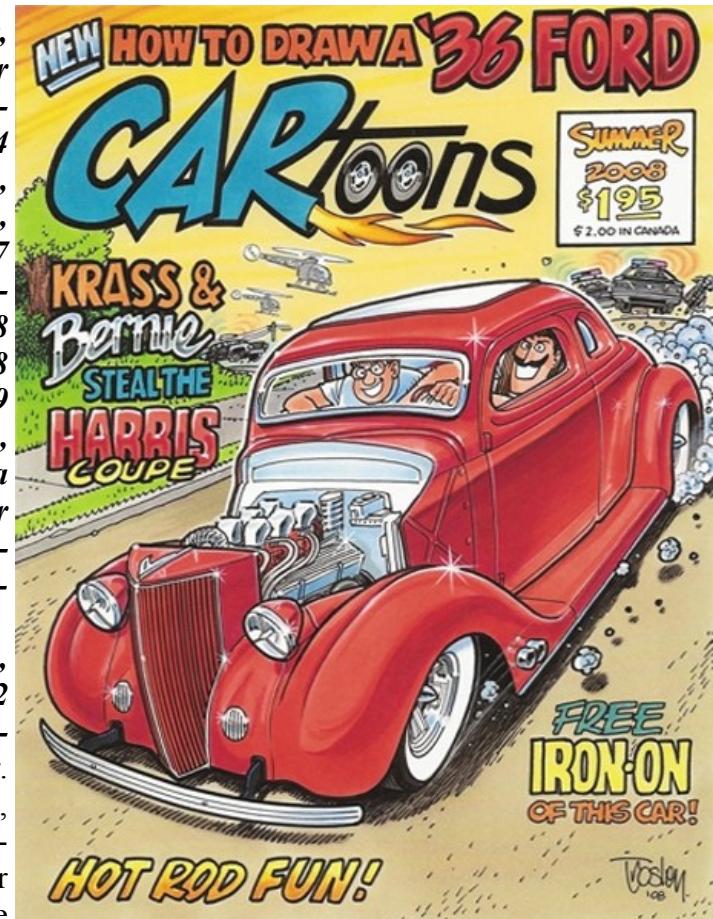
This 'n That

CarToons Magazine Returns!!

Yup, that great automotive comic resource that many of us remember from our younger days! It appears to have happened very recently, with what appears to be about half a dozen or so issues released to this point. That said, it is not only available on the newsstand, but also by subscription—both by mail and electronically. Their website (<https://www.cartoonsmag.com>) includes a small history section, as well as a store, where they sell back issues (both current AND classic!), as well as iron-ons and stickers! You can check 'em out on Facebook, too...**Diecast Shakeup**. For those of you who collect diecast, I am sure you have heard of **Green Light**. Well, the company recently acquired **Highway 61 Collectibles**. For those of you unaware to their offerings, they had a very nicely done altered wheelbase '**66 GTO** driven by **Arnie Beswick**' that resides in my collection, along with some nice **Super Duty '63 Tempests**, and even a **326-powered convertible version**. In all, Green Light acquired **52 assorted models**, including but not limited to a '**52 Hornet converti-**

ble, '57 Bel Air, '57 Olds Super 88, '59 Nash Metropolitan, '64 Dodge 330 sedan, '65 Dodge A990, '66 Olds 442, '67 Satellite, '67 Coronet R/T, '68 Dodge Dart, '68 Barracuda, '69 RS/SS Camaro, '70 Hemi Cuda and Challenger T/A, '70 Mustang, '71 Barracuda, '72 Chevy pickup, '02 Hummer H2 and an '06 Challenger concept. Per Fred Ertl III, product line announcements for the relaunch are expected in time for the 2017 Toy Fair in Nürnberg, Germany, and the 2017 New York both next month. Keep an eye on GreenLight Collectibles' social media outlets such as Facebook, Twitter and Instagram to see more updates on this topic and many more; as well as via the GreenLight website—<http://greenlighttoys.com>

(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!) ☺



Obit (cont'd)

(Continued from page 1)

fame was a catalyst for the launch of **Pete & Jakes Hot Rod Repair**, which opened in Temple City, CA, in 1974.

Hot rod historian Steve Coonan, publisher of **The Rodder's Journal** recalled, "In the early-'70s guys started doing wazoo, super trick for-the-time IFS, and jag rear ends, and the like. But Chapolis and Jacobs had a back-to-basics approach for reliable, safe and traditional early Ford suspensions. Their goal wasn't to win trophies but drive long distances in comfort. They were also renowned for refining four bar suspensions in hot rods."

Godspeed, Pete. ☺

Moral: Don't take your wiener out if it's too cold! ☺



VW News

Apparently, the newest thing with irate VW owners is to ***strip their cars down to the bare minimum*** prior to selling them back, posting parts on eBay

US District Court Judge Charles Breyer warned owners against such an act.

After a complaint from a VW attorney about owners removing parts, Breyer—who is overseeing both 2.0- and 3.0-liter diesel settlements—said a “word of caution is appropriate at this time.”

“Clearly the purpose of the agreement was to accept the cars in the condition they were in before being driven on the road,” he wrote, “and not to strip them.”

Judge Breyer issued the statement after a report that an Ohio owner stripped down his car before bringing it in to a dealership.

Joe Mayer—a Cincinnati car salesman—removed the doors, rear hatch, airbags, and body panels from his ‘10 Golf TDI.

He claimed the car still ran, and had an appointment with a dealership regarding a buyback.

But after a story ran showing the car in stripped-down form, a VW rep called and said his appointment was postponed.

The rep did not offer a time for a new appointment, and gave him the phone number of an attorney he was instructed to direct further questions to.

He maintained stripping the car did not breach terms of the buyback agreement, citing an FTC Consent Order specifying only that cars be “operable.”

The Order defines operable as

a car that can be “driven under its own 2.0-liter TDI engine power.”

A VW statement did not directly address stripping, saying only the settlement is governed by “specific eligibility guidelines and other conditions.”

It noted the “great majority” of affected owners “take very good care of their cars and are returning them for buyback intact.”

The FBI recently arrested Oliver Schmidt, a former emissions compliance exec for VW at Miami International Airport in Florida. This is a major setback for VW, which has been able to shelter execs from prosecution by the US.

In an appearance in US District Court in Miami, a DOJ lawyer said an attorney for Schmidt “had alerted government lawyers that he would be in Florida on vacation,” according to the *Wall Street Journal*.

He was charged with defrauding the US, wire fraud, and violating the Clean Air Act. He allegedly played a role in hiding the fact that 500,000 2.0L diesel VWs and Audis sold in the US were equipped with illegal software designed to help pass emissions tests in a lab and to kill the emissions control system on the cars when they were driving on the road under “real world” conditions.

He allegedly knew of this software since VW began using it in Audis in ‘09, but charges the US government lodged against him have focused on his involvement between April ‘14 and September ‘15. As an emissions compliance exec, he was based in Detroit and alerted when the International Council for Clean Transportation (ICCT) and West Virginia University produced a report finding that many VW diesels showed an alarming divergence from their reported emissions levels when tested in real world driving.

According to the complaint, he allegedly wrote to other VW managers, “It should first be decided whether we are honest. If we are not honest, everything stays as it is.” For a year, VW avoided questions about the study, claiming the issue could be solved through a minor, voluntary recall.

Later in the year, he wrote an e-mail to the then-CEO of VW analyzing “Possible Consequences/Risks” of fallout from the study. He added mods to the software in Gen 1 and Gen 2 engines “can achieve reductions of NOx emissions under Real Driving Emissions, but not compliance with the limits.” Even to this day, VW has only been able to certify a fix for Gen 3 cars—all ‘15 models—that will bring cars into compliance with federal standards.

According to the complaint, in August ‘15, Schmidt traveled to Michigan to meet with a member of the California Air Resources Board (CARB), which had been aggressively investigating VW’s emissions discrepancies. “He offered technical reasons and excuses for the discrepancy without revealing the reason for the higher measurements on the road: software intentionally installed in VWs so the vehicles could detect and evade emissions testing.”

The accusations are bolstered by claims from two unnamed witnesses and James Liang, an engineer who pleaded guilty to working on the conspiracy. He has

(Continued on page 12)

Trivia!

I don't know how the "*Smokey & the Bandit*" trivia column came out a few months ago, so let's try it again, this time with "*Cannonball Run*." And, you guys will either give me a thumbs up or down.

- The movie was based on a series of real races started by **Brock Yates** of "*Car & Driver*" magazine. The fifth and final one was in '79. Yates and Needham actually entered the ambulance seen in the film. They had a doctor on board and Yates' wife Pamela as a patient. It blew its transmission in Palm Springs, California, and arrived in Long Beach on the back of a flatbed truck. A lot of the other vehicles were actual entries in that race
- The movie was originally planned as an action film starring **Steve McQueen**. After his death, the lead went to **Burt Reynolds** and the film became a comedy
- To get material for this movie, Yates ran the final Cannonball in '78. That cost him his editorial position at Car and Driver magazine which has since been reinstated
- It was filmed in just 36 days
- The bulk of the stars in this film only worked for two or three days
- **Burt Reynolds** received a then-record \$5 million salary for his work on the film, which took three weeks
- The ambulance used is the actual ambulance that Needham and Brock Yates souped up

and raced in the real Cannonball. It had been modified with a **HEMI** that made it go up to 145 mph and had four gas fillers so the required 90 gallons could be pumped quickly. Needham and Yates didn't actually win the race (*the transmission blew in Palm Springs*) so Needham kept it in storage for several years until the time came to make this film. After the movie, he gave it to a church charity which raised money auctioning it off

- **Jackie Chan** makes one of his first US film appearances. Inspired by Needham's notion of including bloopers during the closing credits, Chan begins a tradition of doing the same in most of his movies
- Stuntwoman Heidi Von Beltz was crippled in a stunt when the stunt car she was riding in (*doubling an Aston-Martin driven by Roger Moore in the race*) lost control and crashed on the second take of the stunt. The driver and another stunt person in the car received minor injuries, but Heidi was left a paraplegic
- **Roger Moore** has a different girlfriend every time we see him and they are all voiced by June Foray (*uncredited*)
- Jackie Chan, who played a small role in this movie, was very upset when he learned his character was Japanese since he himself is Chinese
- **Victor (Dom DeLuise)** tells **J.J. (Burt Reynolds)** that it is a good thing they have a doctor on board in case someone gets "swamp fever." This is a reference to *Smokey and the Bandit II*

dit II where Dom played a doctor Burt picks up. He was treating a patient for swamp fever

- The producers asked the governor of Georgia if the crew could shut down the center of a small town so that a plane could land in the middle of it. The police blocked off the section that the plane was to land in and a barrier can be seen in the background
- The first highway patrolman that pulls over Adrienne Barbeau and Tara Buckman was **Burt Reynolds' stand-in**
- At the end of the movie, during the big race to the finish, a **black Trans Am** appears. The driver of the car is seen in the foot race scene and Captain Chaos's dressing down scene. The driver is wearing the Bandit's jacket worn by Burt Reynolds in *Smokey and the Bandit II*
- There are numerous James Bond references throughout the film, resulting in a rumor that Albert R. Broccoli had Roger Moore sign a contract which forbid him to spoof or make references to the James Bond character in any other non-Bond film. However, in September '14 during an audience Q&A (*as part of his book tour*), Moore stated there was no such contract but that he had promised Broccoli that he would never do anything that would hurt the character
- Bert Convy's final feature film
- The short sequence in the beginning of the film which involves two animated cars

(Continued on page 9)

Trivia! (cont'd)

(Continued from page 8)

- wrecking the 20th Century Fox logo was created by Hal Needham, who did a similar one for another studio when releasing *Smokey and the Bandit*. At first, Fox didn't appreciate the notion of wrecking their logo, but soon found it would be appealing to audiences if it were left in
- In one of the earlier scenes in the movie, Burt Reynolds's character says "*Could get a black Trans Am,*" and then answers himself, "*Nah, that's been done.*" This is a reference to *Smokey and the Bandit*, which starred Reynolds, and was directed by Needham, who directed this film. DeLuise co-starred with Reynolds in the '80 sequel, *Smokey and the Bandit II*
- The Ferrari 308 used in the movie belonged to Needham
- The license plate of the '64 Aston Martin DB5 driven by Roger Moore in the film was 6633PP. The car was made famous by the *Sean Connery James Bond movies Goldfinger* ('64) and then *Thunderball* ('65) with later models appearing in subsequent Bond pictures. However, Roger Moore who played James Bond seven times never drove an Aston Martin in a Bond film and this is his only on-screen appearance with the most famous of all James Bond cars
- Don Rickles** was originally cast as Fenderbaum before the

- part went to **Sammy Davis Jr**
- Ron Rice, owner of Hawaiian Tropic, loaned his black Lamborghini to his buddies Reynolds and Needham. The same Lamborghini can be briefly seen in the background at the party of Big and Little Enos Burdette near the end of *Smokey and the Bandit Part 3*
- Director Needham shows up in the film four times. First as the EMT in the back of the ambulance, then as the voice of the cop in the speed trap ("Remember when we used to chase speeders"), then as the truck driver who calls Roger Moore on the CB and finally at the very end of the bloopers
- Legendary odds-maker **Jimmy the Greek** had a cameo where he did a scene with Dean Martin and Sammy Davis Jr. Jimmy and Dean both grew up in Steubenville, Ohio and were friends since childhood
- The actual correct full name of the real race was the *Cannonball Baker Sea-To-Shining-Sea Memorial Trophy Dash*. Besides The Cannonball Run, it was also known as the Cannonball Baker
- Dom DeLuise's character, **Victor Prinzi**, is named after Vic Prinzi, a friend and former college football teammate of Reynolds at Florida State University. Reynolds played half-back at FSU before an injury forced him out of football, and Prinzi was the quarterback
- George Furth's character (*Arthur J. Foyt*) was named as a tribute to IndyCar and NASCAR legend **A.J. Foyt**
- When Mr. Foyt shows up at the hotel, he's driving a '72 **Volvo 142**
- Marcie (*Adrienne Barbeau*) and Jill (*Tara Buckman*) are driving a '80 **Lamborghini Countach LP 400S**
- The Sheik (*Jamie Farr*) is driving a '76 **Rolls-Royce Shadow 1**
- Mad Dog (*Rick Avilas—theatrical film debut*) and Batman (*Alfie Wise*) are driving a '80 **GMC C-3500 Pickup**
- Brad (*Bert Convey*) and Shakey (*Warren Berlinger*) are driving a **Harley Davidson Sportster**
- At the opening, (*Dom Deluise*) is driving a '73 **Honda Civic**
- During the first appearance of Captain Chaos, he and J.J. are driving a '69 **Porsche 911**
- J.J. (*Burt Reynolds*) and Victor (*Dom Deluise*) are driving a '78 **Dodge Sportsman**
- Seymour (*Roger Moore*) is driving a '64 **Aston Martin DB5**
- Blake and Fenderbaum are driving a '77 **Ferrari 308 GTS**
- Terry (*Terry Bradshaw*) and Mel (*Mel Tillis*) are driving a '76 **Laguna**
- The Japanese team is driving a '80 **Subaru DL**
- The ejector seat of the DB5 driven by Roger Moore is activated by pressing the cigarette lighter. But in the actual James Bond DB5, it is activated by a red button hidden in the gear lever
- Brock Yates, the film's writer, appears as the race organizer So, lemme know what you guys think, because I may be able to scare up a bit more, if you enjoyed it.



Surprised?!

German cars are amongst the *least reliable*, and *Japanese* amongst the most dependable, according to an industry survey.

German cars took *four* of the *bottom six places* in a reliability table based on the experiences of 50,000 UK car owners.

By contrast, Japanese cars took *four* of the *top six places*.

The findings fly in the face of Germany's traditional reputation for engineering excellence.

That reputation was used by Audi in its ad catch-line "Vorsprung durch Technik"—or "progress by technology".

Bentley, owned by *VW*, was judged the *least reliable* of 37

brands, in the research by What Car? and Warranty Direct.

Mercedes, *Audi* and *Porsche* were also in the bottom six.

Top of the heap was *Honda*, with Japanese manufacturers *Suzuki*, *Toyota* and *Mazda* in the top six.

The reliability index is calculated according to how often a car needs to be repaired, and how expensive those repairs are.

Luxury cars may therefore fare worse in the table, as spare parts can be more expensive.

Bentley said that the survey was unfair, because it covered less than 4% of Bentleys on the road, and did not include comparable luxury brands like *Rolls Royce*, owned by *BMW*.

Those responsible for the sur-

vey said there were too few Rolls Royces on the road to provide statistically reliable data.

"The cost of owning and maintaining a Bentley is never going to be directly comparable with the other cars in this survey," said a spokesperson.

Most reliable

1. Honda
2. Suzuki
3. Toyota
4. Chevy
4. Mazda
6. Ford

Least reliable

32. Mercedes Benz
33. Chrysler
34. Audi
35. Jeep
36. Porsche
37. Bentley 

24th Annual ***Mid-Atlantic NNL***

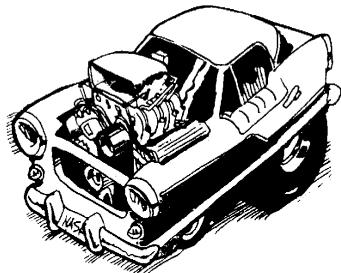
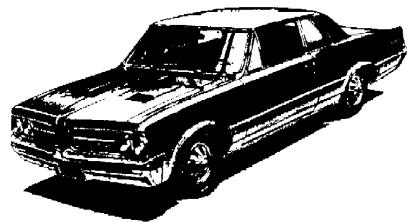
www.mamasboyz.org

May 13, 2017

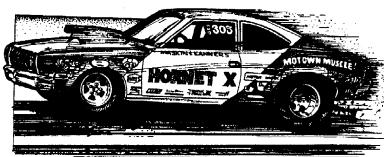
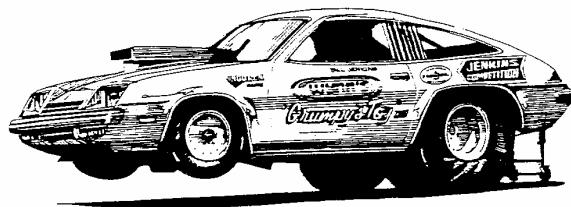
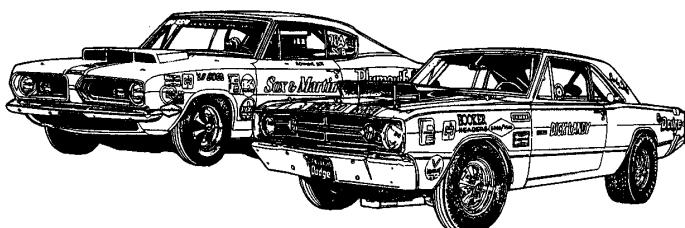
9 AM—3 PM

Admission \$10.00 (*under age 16, free*)

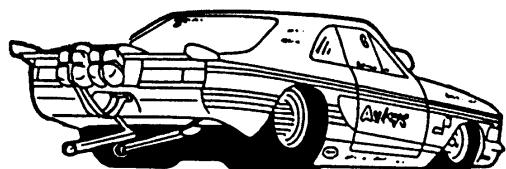
“Cars in Song”



“Drag Cars with Doors”



Columbian Center
335 N. Ritchie Highway
Severna Park, MD 21146
Vendor>Show Info—Contact Tim Sickle
E-mail: gtoguy@verizon.net



This is the newsletter of the
Maryland Automotive Modelers
Association

Classifieds

VW (cont'd)

(Continued from page 7)

agreed to testify to avoid prosecution.

VW already settled two complaints over its illegal software in diesel VWs/Audis/Porsches. The largest, concerning the 2.0L diesels, will cost **\$15 billion**. The **WSJ** reported that VW and DOJ were considering another billion-dollar settlement based on a criminal investigation of the company. Charges in that case have not yet been filed. ☺

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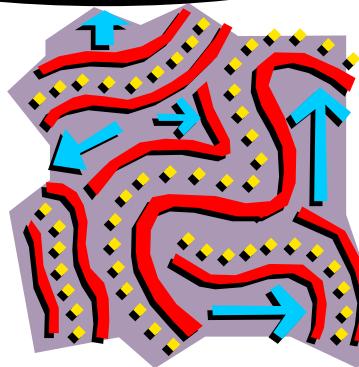
MAMA's BoyZ do it in scale!

"New" Stuff this month:

- Revell VW Police Beetle
- Revell '57 Black Widow Chevy
- Revell '51 Anglia Drag coupe

WANTED: I'm 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-'72 Grand Prixs, '70-'81 Formulas and T/As, and Monogram Red Baron. How about empty *Pontiac kit boxes*? Would also like to buy or borrow *old AMT/MPC/Monogram/Revell model car catalogs*. Contact Tim Sickle at g toguy@verizon.net, or see me at a meeting.

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



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.carlisleepvents.com>

York US30 Musclecar Madness:

www.yorkus30.com ☺

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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