



# MAMA Sez!

Volume 29, Issue 10

June, 2017

“Serving Delmarva Car Modelers for over 25 Years”



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

By The Numbers	1
Diesel Blowback	3
‘Gov-a-mint Motors!’	4
T ‘n T	6
Eye Opener!	9
“Serious Shit!”	9
New This Month	10
Classifieds	10

## Mid-Atlantic NNL Is OVER!

Who among you missed last month’s meeting—*ANYONE*?!

That’s because there *WASN’T ONE* (Ha! Ha!)/!

That’s because a MAMA’S Boy figgered out long ago that *MOST* MAMA’S BoyZ can’t get out of the house more than once a month. That being the case, we simply substituted our Mid-

Atlantic NNL for the monthly meeting.

For a wrap up of our show, see the small article below.

The *Pontiac Parade* is (*obviously*) MIA.

The raffle raised *did-dly*, while the door kicked in *squat* (*as there was no raffle!*).

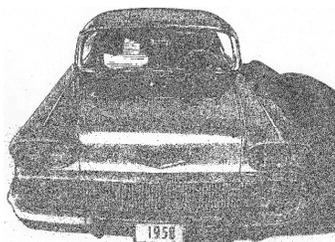
At this point, I’d like to extend MAMA’s thanks to all those that

contributed their time and effort in support of this show.

Thanks also to all of the entrants, especially considering the distances some of them travelled to attend!

Thanks again to the crew at the Columbian Center for their help and hospitality, too!

*What’re you waitin’ for—dig in!!* 🍴



### 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!

- ☞ January 21st
- ☞ February 18th
- ☞ March 18th
- ☞ April 15th
- ☞ May **NONE (!)**
- ☞ June 17th
- ☞ July 15th
- ☞ August 19th
- ☞ September 16th

## By The Numbers

Per our *club ‘Numerologist’ Matt Guilfoyle*, after the dust from our “*really big shoe*” settled last month, here is what we found:

**226 people** attended, which was up by over a third from last year.

This group of attendees displayed a total of **335 models**, a number that would seem to be down about 10% from last year’s event.

In looking around the room, it definitely ap-

peared to be a beehive of activity, with plenty of people around the display tables, putting models on the tables for all to enjoy. The overcast weather likely played a role.

An unconfirmed observation—it felt as though better than 50% of those attending did **NOT** bring a model to display. This is a number that we will definitely need to work on!

Word from vendors at the show was posi-



tive—they all seemed to have been happy at the sell rate at the show.

The lucky award recipients that follows inside details the award, winner, and sponsor of that award (*in that or-*

*(Continued on page 2)*





## MORE Diesel Blowback!

A federal judge in Michigan overseeing the plea agreement negotiations between the US Department of Justice and **VW USA** sentenced the automaker to a **\$2.8 BILLION criminal fine and three years of probation** for its diesel emissions-cheating efforts. The automaker announced earlier this year that it had agreed to plead guilty to three criminal charges arising out of the 10-year conspiracy to bypass US emissions regulations.

In March, VW pleaded guilty to obstruction of justice, conspiracy to commit fraud and entry of goods by means of false statements as a part of its plea agreement with the US. A total of seven individuals have been indicted as part of the government's case, though only one is in custody and awaiting trial.

The \$2.8 billion criminal fine represents a portion of the total \$4.3 billion fine that VW agreed to as a part of the plea agreement, with the remaining \$1.5 billion set aside for civil penalties.

As part of the agreement, the federal court also appointed former Deputy Attorney General Larry Thompson to serve as a federal compliance monitor. He served as deputy attorney general from 2001-03 and oversaw a part of the government's proceedings against Enron executives.

"VW deeply regrets the behavior that gave rise to the diesel crisis," VW said in a statement in March in announcing its decision to enter into the plea agreement. "The agreements that we have

reached with the US government reflect our determination to address misconduct that went against all of the values VW holds so dear."

The court approval of the plea deal comes amid some progress in Germany's own investigation into the diesel crisis, which saw Audi offices raided by prosecutors and police investigators last month. German investigators also searched the offices of the US law firm Jones Day in Germany, a heavy-handed move that prompted a public rebuke from VW and once again cast suspicions over the role of VW's own counsel in the matter.

The approval of the plea deal also comes on the heels of VW's settlement of **10 individual US state lawsuits** against the automaker, following a rush of legal filings against the company seeking hundreds of millions of dollars. Earlier in April, the automaker reached a **\$157.45 million agreement with Vermont, Connecticut, Maine, Delaware, New York, Massachusetts, Pennsylvania, Oregon, Rhode Island and Washington**, settling a wide range of environmental and consumer protection claims. The settlement represents a fraction of what VW could have faced in litigation that would have likely dragged on for years.

And, just to show that I don't simply have my panties in a bunch with 'GMC' AND VW, here's more diesel hijinks.

In an investigation into potentially fraudulent emissions data,

the **BBC** reports that more than 250 members of German law enforcement searched **11 Daimler offices**. If authorities find evidence, Daimler, the parent company of **Mercedes-Benz**, will be the latest to join VW in carrying out emissions scandals.

In response to the potential emissions cheating at Daimler, the **BBC** reports that 23 prosecutors and 230 police officers searched company offices across the German states of Baden-Wuerttemberg, Berlin, Lower Saxony and Saxony.

Daimler told the **BBC** it was cooperating with authorities.

The investigation is around suspicion of fraud and misleading advertising, the **BBC** reports, and Daimler said "known and unknown employees" were being sought in the investigation—whatever that means.

Should employees be found guilty of fraudulent emissions data, Daimler will join an ever-growing list of automakers cheating the emissions systems that help tone down vehicle pollution. Across the ocean, **Fiat Chrysler Automobiles** is in a fight with US regulators over **104,000 cheating vehicles**. The suspicion in the industry has long been that VW wasn't the only company to cheat—just the ones who were probably most brazen, and the ones who got caught first.

The US Department of Justice filed a lawsuit against **Jeep** and **Ram** parent company **Fiat Chrysler Automobiles** recently, alleging that the automaker used undisclosed software that constitutes "defeat devices" in its US models

(Continued on page 8)

The ‘politicization’ of this, a model car club newsletter, has recently been brought to my attention. Lord knows, I was never happy with our last president’s accomplishments, least of which included the bailing out of ‘GMC,’ costing the taxpayers approximately **11 BILLION dollars**. In the past, I have mentioned in print that he ‘owned’ this decision. That will **NEVER** change.

That being said, knowing that there may be club members out there who can’t stand even the **SIGHT** of him, I have decided to (at least temporarily) banish him. In all honesty, that was something that didn’t change from month to month, so it failed to register with me until brought to my attention.

There may be members in the club who do not bother themselves with this column, thinking it’s merely sour grapes on my part, for the death of Pontiac at the hands of this individual. It simply boggles my mind that ever since the bailout, ‘GMC’ can’t seem to screw together a car without a recall to make it safe and/or legal. Truth be told, I am glad Pontiac didn’t survive to see how far the mighty (‘GMC’) has fallen. That being said, let’s move on to this month’s insanity.

These days, almost every Chevy ad you see starts with a screen that says “**Real people. Not actors.**” and continues with a cringe-worthy dumbing down of the human race that makes you question everything. And in case you didn’t dislike those ads enough already, Chevy sez they’re here to stay.

If you’ve somehow been fortunate enough to miss out on

them, the dumbing down of our population consists of people—not actors!—stumbling over their words when reciting names of awards Chevy has gotten, being totally wowed at different arrangements of Chevy vehicles in a showroom (*sometimes they’re behind doors. sometimes on big, hanging platforms*), and being told to describe things with emojis. The real people then decide they want to buy a real Chevy, like, now. For real.

But Chevy’s marketing team either hasn’t consulted a real human about the commercials, or seen any of the **50,000 results** when *searching “Chevy commercial parody” on YouTube*.

Paul Edwards, US Chevy marketing veepee, told *Automotive News* that two years into the program, it’s valuable because “people are familiar with the tenets of the campaign.” He didn’t really elaborate on that familiarity.

What he did tell *Automotive News* was that it is here to stay:

From where I sit two years in, there’s no sign that it’s losing steam. In fact, every month, like I said, it continues to pick up in terms of our ability to break through and drive opinion.

For the foreseeable future, we don’t have a change in mind.

*Automotive News* also reported that Nielsen ratings said the commercials “resonated with consumers in memorability, branding and likability,” which, um...sure. Regardless, Chevy’s keeping these ads around indefinitely.

Hopefully, this link works—

## GOVERNMENT MOTORS

IN SOVIET AMERIKA, THE CAR DRIVES YOU... BANKRUPT!



© DESPARR.COM

### AN AMERIKAN REVOLUTION™

here’s a Laugh out loud funny parody of these commercials: <http://jalopnik.com/those-awful-real-people-chevy-ads-aren-t-going-away-a-1794983597>.

One of the “real people” has actually spoken about the experience, and it’s just as cringe-worthy and hilarious as you’d imagine.

We’ve taken issue with these ads time and time again, but if you’ve so far been spared the misery of seeing people mistake a Malibu for a BMW or Audi, or gasp at how many meaningless awards Chevy flaunts for, like, first-90-days new car quality, then go ahead and check it out! If you’ve ever wondered if the people fawning over doors opening to reveal a Cruze are actually real people, the **A.V. Club** claims to have snagged an interview with one.

Due to the non-disclosure agreement Chevy forced the interviewee to sign, they spoke to the **A.V. Club** on a condition of anonymity. The overall message is that these “Real People” ads are just two hours of **crushing awkwardness** and **tricky mind games**,

(Continued on page 5)

## 'Gov't' (cont'd)

(Continued from page 4)

where Chevy's production crew recruits people off of the street for "market research". From the interview:

**Q: "How did you end up in a Chevy commercial?"**

**A: Anonymous:** "Well, I was walking down the street, and these two girls approached me. One of them had an iPad and said, "*Hi, would you like to participate in paid market research?*" That's something that sounds kind of sketchy, but I've done a lot of market research, so I've actually experienced this before."

The person was offered \$200 and told to come to the LA Convention Center, and that the "market research" would take about two hours. There was no indication this would be to film a Chevy ad, or that it had anything to do with the automaker at all.

Upon arrival, that's when something began to feel off. The convention center was empty except for two people sitting at a table in the middle of a huge room. After signing in, Anonymous sat and waited with other recruits, where they realized that everyone in the group was seemingly just another normal person.

Eventually they were ushered into another room, where it finally became apparent that this was one of Chevy's stunt ads.

**Anonymous:** "Yeah, the walls open and stuff. But it was weird because, once we got in there, he didn't tell us where to stand or anything. He didn't point at anything. We just magically got in

that line of four people horizontally right in front of him. It was like they had this weird power."

"When I was talking to people in the lobby, no one seemed that enthusiastic about anything. The second we got inside, it was like magically everyone was the world's biggest Chevy fan. I can't stress enough that I'm a real person and not an actor. None of these people were actors, because I asked them what they all did for a living. They suddenly became perfect spokespeople when this guy started asking questions, like, "*What's the first word that comes to your mind when you think about Chevy?*" Literally, the guy next to me was like, "*Freedom.*" He was suddenly so patriotic. He was like, "*American-made cars. Quality.*" All of these people were spewing these buzzwords."

"The group was then asked questions like do they own a Chevy (*none of them did*) and do they know what a *J.D. Power award* is (*which none of them really knew*). Then the walls began moving, revealing more cars as seen in the ads."

"Then the best part happened, which is that the spokesman went, "*What if I told you last year we won more awards than any other car brands?*" When that wall opened, it was the loudest, most awkward and slow-moving thing I've ever experienced in my life. It just sounded like loud mechanical noise. You could hear the camera panning slowly in front of us or behind us and this guy just stood there through the awkward silence and smiled at us, completely unfazed."

And then Anonymous gets to the reason why these "real people" act so dang weird in these ads.

"There are parody videos that have been getting popular making fun of these people who are supposedly real people, but I also feel like everyone was...not bending to [Chevy's] will because they didn't really influence us to say anything. We never retook a take, but you felt really bad about saying something negative about Chevy because there were 50 cameras on you, and it was just this one guy. He did this magic trick of making it seem like you were hurting his feelings if you said anything bad about Chevy. You didn't want to see this guy stop smiling. It was really bizarre."

I guess it all makes sense now. The *A.V. Club* interviewee was convinced that none of the people seemed like actors or Chevy sleeper cells, just normal people under *pressure to earn their 200 bucks* and being watched by a crew of 50 people with cameras.

Sure, it's crushingly awkward and slightly misleading as an ad campaign but, at the end of two hours of not doing much, you get to walk away with a couple Benjamins and a *NDA that could seemingly make you disappear for speaking out*.

Check out the full interview over on the *A.V. Club*, as every single detail is absolutely hilarious and worth knowing. Maybe I won't hate seeing these ads so much anymore knowing the personal torment each individual on screen is silently suffering.

**Real News. From Real People**  
(Ha! Ha!)! 🍷

## This 'n That

**Pay To Play!** Get your pocket-books ready: Dodge announced pricing on the '18 *Challenger SRT Demon*. After lots of speculation, it will start at **\$86,090** with the *destination* and *gas guzzler tax*. That's not bad for a nearly purpose-built drag racer that you can drive away from a Dodge dealer. Of course, when you drive away in your stone stock Demon, you'll have **'only' 808 hp** feeding the Nitto drag radials. Getting the extra ponies involves **checking the box for the Demon Crate**, which comes with all the parts and pieces to turn this into a sub-10-second missile. The crate, which contains *tools, tires, extra interior pieces and an extra ECU*, will set you back a **measly dollar**. That's right—the crate is a **\$1 option**. The rear and passenger seats are also a **\$1 option**. Dodge says you can get a **sunroof** too, but it'll set you back **\$4,995** and add more weight. Other options like *leather seats* and a **Harmon Kardon audio system** are available; they might be a good idea if you plan on mothballing one of these and waiting for **Barrett-Jackson 2105**, but they probably aren't ideal if you plan on racing. **Only 3,000** Demons are slated for the **US**, and **300** are going to **Canada**. With so few hitting the street, it's unlikely you'll lose yours in a grocery store parking lot or that you'll end up against one at your local strip...**Oh, No!!** Rumored for weeks, the bad news about the **Skip Barber Racing School** is true: The company filed for **Chapter 11 bankruptcy** in late May in

the New York Southern Bankruptcy Court. The debtor is listed as Skip Barber Racing School LLC, of Amenia, New York. Assets are from \$1 million to \$10 million, and liabilities are between \$10 and \$50 million. In a conversation with Autoweek, Skip Barber CEO Michael Culver stressed the importance of the school's decision to file Chapter 11 bankruptcy, which allows for business operations to continue during the proceedings, rather than go the Chapter 7 route and liquidate its assets. He sees the bankruptcy process as "an opportunity for us to clean up the balance sheets," citing the school's substantial debt load, combined with high fixed costs—especially the high cost of track rentals—as factors hindering its ability to achieve consistent profitability. "We're selling every seat we have—problem is, we don't have enough seats," he says. According to [TheDrive.com](http://TheDrive.com), Lime Rock Park in Connecticut, which was the school's home track until it moved to Road Atlanta, is the largest creditor, claiming a **debt of \$1.225 million in back rent**. Several other tracks are creditors, including Road Atlanta, claiming a debt of nearly **\$240,000**. [TheDrive.com](http://TheDrive.com) reports that among the school's assets are \$1,489,500 worth of cars and \$1.6 million in auto parts. It also claims the Skip Barber Racing School's name and training methods are worth \$2 million. Barber's cars are mostly



Formula Skip Barber open-wheel racers, which may wear a Mazda sticker but are powered by Dodge Neon engines, and Mazda MX-5 Miatas. Barber has long been associated with Mazda, but that formal relationship ended two years ago. The school's website—which doesn't mention the bankruptcy and is still advertising future dates for its traveling instruction—claims that it has "150 race cars, 60 street cars, 30 transport and support vehicles." The school, which recently celebrated its 40th anniversary, was founded by Skip Barber, now 80. He was an accomplished racer who won several SCCA Runoff titles and competed in Formula 1 for two years. Barber bought Lime Rock Park with five partners in 1983 and now owns the track outright. He sold Skip Barber Racing School to a group of investors in 1999. Culver, a former sports-car racer and investment banker, is the CEO and chairman of the board of the Skip Barber Racing School. Barber, like all racing schools, was hit hard in the recession of 2008 and beyond—when you are looking to make cuts in your budget, it may be hard to justify spending \$3,995, which is what Barber's standard three-day racing school costs.

(Continued on page 7)

## T 'n T (cont'd)

Since then, Barber has struggled to make a comeback, cutting staff as part of the 2011 move of its headquarters from Lime Rock to Road Atlanta. Barber's school and its own multiple racing series have launched the careers of dozens of now-notables. The school uses a quote from actor Patrick Dempsey on its website: "Then a gift from my wife and family greatly changed the direction to the next chapter of my life: a three-day course at the Skip Barber Racing School." Another testimonial came from Mario Andretti: "When it was time for my kids to go to racing school, we did a lot of research. I believe that they got the most out of the Skip Barber Racing School because the training quality and equipment used is superior and very consistent." Graduates range from *NASCAR champ and Hall of Famer Bill Elliott* to *former racer and current team owner Chip Ganassi* to *three-time Indianapolis 500 winner Helio Castroneves* to *IndyCar, NASCAR and F1 winner Juan Pablo Montoya*. And to the thousands of graduates, veteran Barber instructors like Terry Earwood and Bruce MacInnes honed the school's curriculum to perfection, managing to teach and entertain at once. For many of those graduates, attending the Skip Barber Racing School was a genuinely memorable experience. What will come after the bankruptcy process? Ideally, a quick sale and the continuation of performance driving classes. "I think we'll have a huge amount of inter-

est" once the school's books are cleared of debt, he says, adding that potential buyers have already expressed interest. Post-Chapter 11, "the management will be more focused on running the business rather than fighting fires" caused by the company's tenuous financial situation, Culver says. "A stronger, much better-capitalized business" should emerge from the ordeal—one, Culver hopes, that will be better able to do justice to the Skip Barber name and brand. Meanwhile, school operations continue; at least two of its currently scheduled programs, one at Carolina Motorsports Park, the other at Palm Beach International Raceway, will get underway later this week. Can the Skip Barber Racing School come out of bankruptcy? Plenty of people in the motorsports industry that the school touched are hoping for a comeback. We might not have to wait long to find out: Culver says the school is aiming for a sale and/or change of control "within 60 days"...**"Chevy (a.k.a. Indy?!) 500"**. To no one's great surprise, Chevy has again led the field to the green flag (*for the 14th time in the history of the 500*). The Corvette paced the event again. This time, a **'17 C7 Grand Sport** was selected. The first Vette pace car was a '78, but Chevy has been pacing the event since '48. Chevy has a history with the Speedway, too. The brand was founded the same year of the inaugural 500-



mile race. Co-founder Louis Chevrolet, along with brothers Arthur and Gaston, competed in early Indy 500s and Gaston took home the win in 1920. **HOWEVER**, a *Honda* finished **first this year...Little E Retires?!?** Yup, Junior is retiring from NASCAR at the end of the season but he's not disappearing from the public spotlight. That was the message recently at the Hendrick Motorsports complex in Concord, NC when the 42-year-old explained his decision to walk away from full-time competition at the end of the '17 season. The 14-time most popular driver missed the final 18 races of the '16 season due to a concussion. He also missed two races in '12 due to two concussions in a six-week stretch. The veteran wanted the chance to address his fans and the media while the decision was still fresh. Here's the main reasons he cited: He wanted to honor his contract, which had one season remaining; His most recent injury gave him time to reflect on what matters; He believes he's competitive enough to give this a solid effort (*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!*) 🍷

## Diesel (cont'd)

(Continued from page 3)

that enables them to emit lower amounts of pollutants during emissions tests than in real-world driving.

The DOJ filing follows a January '17 issuance of a Notice of Violation by the EPA against the automaker that cited the **2014-16 Jeep Grand Cherokee and Ram 1500 models** as possessing undisclosed auxiliary emissions control devices that permit these vehicles to emit higher-than-certified nitrogen oxide (*NOx*) levels. The EPA had indicated earlier that FCA faced potential fines amounting to **\$4.6 BILLION** for all **104,000** Jeep and Ram models alleged to possess these devices.

"FCA US is currently reviewing the complaint, but is disappointed that the DOJ-ENRD has chosen to file this lawsuit," the automaker said in a statement. "The Company intends to defend itself vigorously, particularly against any claims that the Company engaged in any deliberate scheme to install defeat devices to cheat US emissions tests."

FCA and the Department of Justice, as well as the EPA, had been in discussions since the start of the year as the automaker readied a software patch for the 104,000 vehicles, in addition to '17 model year diesels. The automaker indicated late last week that it had applied for certification for '17 models that will have included updated emissions control software.

"As FCA US recently announced, it has developed updated

emissions software calibrations that it believes address the concerns of EPA and CARB, and has now formally filed for diesel vehicle emissions certification with the regulators for its 2017 model year (MY) Jeep Grand Cherokee and Ram 1500 diesel vehicles," the company said in a statement. "Subject to the permission of EPA and CARB, FCA US intends to install the same modified emissions software in 2014-16 Jeep Grand Cherokee and Ram 1500 diesels. FCA US believes this will address the agencies' concerns regarding the emissions software calibrations in those vehicles."

FCA also indicated that it intends to continue cooperating with the EPA and the California Air Resources Board to obtain approval.

It is unclear at this point if the suit against FCA is intended to motivate the automaker in ongoing negotiations over the diesel issue or whether the DOJ intends to seek substantial monetary penalties against the company as in the case of VW. FCA boss Sergio Marchionne had earlier denied that Jeep and Ram models contained software that could detect when they were being tested for emissions or that FCA had sought to circumvent emissions regulations in the US.

The DOJ filing follows increased scrutiny of emissions software and hardware in diesel vehicles in the US, which has recently forced Mercedes-Benz to back out of plans to offer diesels in the US for the 2017 model year, citing unpredictable EPA classification of diesel emissions control sys-

tems. Mercedes-Benz parent company Daimler was itself the subject of a wide police search the same day as part of German authorities' own diesel investigation. The DOJ filing also follows European Commission action against the government of Italy over the issue of diesel emissions data in Italian-market FCA models.

***Who's gonna be next to get caught trying to "Game the system"?! Here's your answer!***

Looks like it's 'GMC's' time to shine (?!). 'GMC' has been accused of installing defeat devices in its trucks' diesels in an attempt to beat emissions tests. People who own or lease **Duramax diesel-powered Silverados and Sierras** filed a lawsuit claiming the company installed multiple such devices in two heavy-duty truck models from **2011-16**. The complaint mentions **VW 83 times**, according to **Automotive News**. **705,000+** pickups could be impacted by the suit.

The filing asserts that the environmental damage each truck caused could surpass that of the VWs. **Automotive News** reports that the complaint, filed in US District Court in Detroit, says 'GMC's' cheating allowed its trucks to pass US inspections, even while spewing emissions two to five times the legal limit under regular driving conditions.

In a statement, 'GMC' said the claims are baseless, that its Duramax diesels comply with all US EPA and CARB emissions regulations and that it will vigorously defend itself.

The lawsuit seeks class-action status. 'GMC' is the sixth carmak-

(Continued on page 10)

## Eye Opener!

What we have here is anecdotal data that *Pontiac is alive and well*, and *STILL* selling in Japan (*actually OUTselling, at least as of March, 2017!*). Read on and weep ☺!!

### Best Selling Brands in Japan

- 1 Toyota 199,959
- 2 Honda 92,776
- 3 Nissan 91,541
- 4 Suzuki 84,765
- 5 Daihatsu 72,676
- 6 Mazda 33,795
- 7 Subaru 23,273
- 8 Mitsubishi 15,184
- 9 Isuzu 13,160
- 10 Hino 11,443
- 11 Mercedes 8,579
- 12 Volkswagen 6,775
- 13 BMW 6,699
- 14 Mitsubishi Fuso 5,878
- 15 Lexus 5,626
- 16 Mini 3,278
- 17 Audi 3,262
- 18 Volvo 1,900
- 19 UD Trucks 1,366
- 20 Renault 1,333
- 21 Jeep 1,289
- 22 Peugeot 1,223

- 23 Fiat 889
- 24 Porsche 879
- 25 Jaguar 611
- 26 Smart 527
- 27 Land Rover 473
- 28 Abarth 401
- 29 Citroen 367
- 30 Maserati 194
- 31 Alfa Romeo 165
- 32 DS 139
- 33 Lamborghini 83
- 34 Cadillac 79**
- 35 Ferrari 71
- 36 Ford 63
- 37 Chevrolet 62**
- 38 Aston Martin 48
- 39 Bentley 43
- 40 Chrysler 36
- 41 Dodge 36
- 42 Scania 24
- 43 Rolls-Royce 22
- 44 Alpina 19
- 45 Lotus 19
- 46 Hyundai 12
- 47 McLaren 11
- 48 GMC 7**
- 49 Rover 6
- 50 Lancia 3
- 51 Morgan 3
- 52 MG 2
- 53 Pontiac 2**
- 54 Buick 1**

### 55 Opel 0 Top 20 Selling Foreign Models

- 1 VW Golf 6,406
- 2 MINI 6,379
- 3 Mercedes C-Class 4,742
- 4 VW Polo 3,590
- 5 Mercedes E-Class 3,330
- 6 BMW 3 Series 2,843
- 7 Audi A3 2,430
- 8 BMW 1 Series 2,200
- 9 Mercedes CLA-Class 2,183
- 10 BMW 2 Series 2,026
- 11 Volvo V40 1,984
- 12 BMW X1 1,873
- 13 Audi A4 1,573
- 14 BMW 5 Series 1,508
- 15 Mercedes A-Class 1,504
- 16 Volvo S/V60 1,383
- 17 Mercedes GLC-Class 1,288
- 18 VW Passat 1,254
- 19 VW Beetle 1,138
- 20 Fiat 500 1,119

Figures sourced from JADA, JMVA & JAIA.

Those unsold Pontiacs keep on selling like a long lost Japanese soldier on an out-island who kept on fighting after World War Two had ended. And it's on the Internet, so it *MUST* be true, right?! 🍷

## “Serious Shit!” mph.

Eighty-eight miles per hour. That's how fast *Doc Brown's DeLorean* had to go to “*see some serious shit.*” And that shit, at least in this reality, seems to be a *speeding ticket*.

Back to the Future fan Spencer White decided to take his mom for a ride in his new DeLorean recently, according to *The Santa Clarita Valley Signal*. After merging onto Highway 14, the speedo read 85

White said, “I thought, let's take it up to 88 mph. I only got three more miles to go.”

Recall the DeLorean had an anemic V6 and that it was slow even in its day, so this is an impressive goal, even if it is illegal.

He admitted hitting 88 mph for a couple of seconds before a Highway Patrolman pulled him over and asked how fast he thought he was going. Apparently, with a smile, the officer told him that he was clocked at 88 mph.

“All of us started busting up laughing,” said White. But he *DID* get a ticket, even after the laughs. This is something I would regard as a trophy.

The *Signal* also reported that upon leaving, the cop asked him if he had a *flux capacitor* in his car, which he, unfortunately, did not.

He's also not the first to be ticketed doin' 88 mph in a DeLorean. Another man who was pulled over in September swore to cops that he wasn't trying to time travel. *A likely story.* 🍷

**Chapter Contact:**

Timothy Sickle  
15905 Ark Court  
Bowie, Maryland 20716  
Phone: 301-249-3830  
Email: [gtoguy@verizon.net](mailto:gtoguy@verizon.net)

**MAMA's BoyZ do it in scale!**



## Classifieds Diesel (cont'd)

**WANTED:** I'm on the hunt for unbuilt/rebuildable Ponchos (GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I have a collection to trade from. Want 1/8th scale Monogram '79 T/A and Red Baron, 1/25th scale '81 Firebird (snap), '66 Bonneville (MPC or Hasegawa), '69-'72 Grand Prix, '70-'81 Firebirds, and empty Pontiac kit boxes. Would like to buy or borrow *old model car catalogs*. Contact me at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting. *Thanks!* 🗨



(Continued from page 8)

er linked to cheating diesel software since '15, when VW admitted to installing software to bypass pollution rules.

The suit against 'GMC' names supplier **Robert Bosch**, also caught up in the VW and Daimler situations.

French carmakers **Renault SA** and **PSA Group** are both being investigated.

*Wow. Looks like EVERYBODY'S crooked! And it seems to be changin' DAILY!!* 🗨

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.nnleat.com/>

**East Coast Indoor Nationals:**

[www.eastcoastindoornats.com](http://www.eastcoastindoornats.com)

**Maryland Intl Raceway:**

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

**Old Toyland Shows:**

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

**Carlisle Events:**

<http://www.carlisleevents.com>

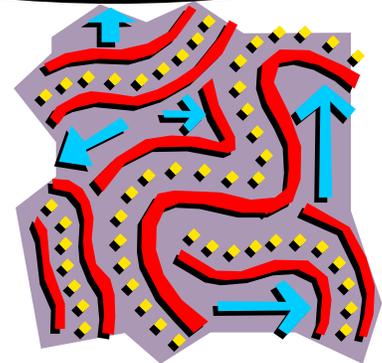
**York US30 Musclecar Madness:**

[www.yorkus30.com](http://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. 🗨

## Club Contact Info

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