

# MAMA Sez!

Volume 31, Issue 5

January, 2019

"Serving Delmarva Car Modelers for 30 Years!"



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

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## 2019 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 19th **AND** 26th (!)
- February 16th
- March 16th
- April 20th
- May **NONE** (!)
- June 15th
- July 20th
- August 17th
- September 21st
- October 19th
- November 16th
- December 21st (10 - 3!)

**Inclement weather phone number: (301) 474-0646.** ☎

## New Year, New Projects!

Another great Christmas meeting (*as you should see from the pix inside*). Lotsa good food, friends, and let's not forget the organization by the "**Ladies of MAMA**"! Thanks to everybody for their involvement!

This month, we have dueling reviews. First off is **Rich Wilson**, looking at the long-awaited **Revell '69 Boss 302!** Next up is

**Ron Hamilton**, with a review of **ANOTHER** long-awaited **Revell** kit—the '68 **Chevelle SS396**, compared to the **AMT El Camino! Double Bonus. Thanks!**

The Poncho Perfection parking was filled to overflowing—**thanks, guys!!**

The raffle raised **\$105.00**, while the door kicked in **\$207.00**, mean-

ing we more than made the rent—thanks!

Thanks also to the following raffle donors: **Brad, Deb Brown** (in memory of Mike Brown), **Ed Brown, Steve M. Buter, Tom Faletti, Ron Hamilton, Rich Meany, Chris Whalley, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.** Thanks guys—we 'preciate it! 🍷

## Ram Tough?!

The American full-size pickup segment is brutal. Many enter, but few find victory thanks to four decades of **F-150 dominance**. However, that doesn't mean the Big Three are sleeping at the wheel. Both Ram, and Chevy/GMC debuted all-new pickups for 2019. While all are packed with innovations and new technologies, only one could earn **Motor Trend's** coveted **Truck of the Year Award**. For

'19, that truck is the **Ram**, which beat out the 'GMC' duo for top honors.

That's not to say either of 'GMC's' trucks are worse than the Ram. Many of these awards are subjective, and it's unlikely Ram's new title will sway many pickup buyers as lifelong truck owners are brand loyal.

But there was just something about the Ram that persuaded **Motor Trend** editors that the '19 'GMC' twins didn't have.

Even the standard

suspension won praise.

The Ram also earned praise in other areas. The towing capacity bests Chevy/GMC, Nissan, and Toyota. Only the F-150 beat the Ram—by 450 pounds. They also praised Ram's powertrain options, especially the mild-hybrid one the automaker is calling eTorque. It is standard on the base 3.6-liter V6 engine and available with the top-tier 5.7-liter V8.

However, while the Ram does earn the coveted TOTY award, they did

(Continued on page 12)

## The Presidential Brief?

Happy New Year everybody! Welcome to that annual season where billions of people make unrealistic and unachievable resolutions that they know darned well will be abandoned and forgotten in just a few weeks, if it takes that long. 'Tis the season of gym memberships and diet plans! But car modelers know it's better to skip the gyms and weight watchers and invest our money in something tangible—model car kits!

Pat yourselves on the back! MAMA recently (*very recently*) received the honor of being invited to conduct a model car display in the *Kogod Courtyard* of the *Smithsonian Institution's American Art Museum* in Washington, DC. They invited us to engage and educate museum visitors as part of their *Family Transportation day* event. Only problem is that they didn't contact us early enough.

The event was on January 12th, a week before our *heretofore normally scheduled* January meeting (*more on that in the sidebar*). There was insufficient time to run it by you guys, find out who wanted to participate, get things organized, make plans and commitments, etc. So after a quick check with our leadership team, I let them know that there were too many obstacles, questions, and issues that would have to be addressed in order to pull together such a display in roughly two weeks. I also told them that we would relish being considered for participation in a future Transportation-related event, given sufficient lead time. I think we would

very much enjoy partnering with the museum and engaging the public on the model car hobby. How about you?

The folks at the Smithsonian were very understanding about how the short deadline and other issues/concerns affected MAMA's ability to participate in this event. They also said they shared our interest in the possibility of partnering in a future event. We've already begun a dialog on the questions and concerns to start laying groundwork for what the future might hold.

Please let me know if you'd be interested and willing to participate in an event like this at the Smithsonian in the future. 🚗



## Sidebar

Some of you may have seen the e-mails flying fast and furious as to scheduling conflicts for this meeting. The alternatives from Greenbelt were not acceptable, forcing us, on the surface, to cancel this month's meeting.

Ron "Plastic Pusher" Bradley, nearly inundated with both new and restocked kits, submitted an alternative—opening up his palatial estate (1445 Boulder Lane, Hanover, MD 20176) for a "mini-meeting" of sorts on the 19th, to allow people to pick up not only pick up ordered kits, but also to satiate their plastic "appetites" with impulse purchases.

Undaunted by Greenbelt's inability to accommodate us, club Prez Tim made some contacts in Severna Park for a meeting place. That is how we came to be here today. Thanks, everybody!

When the going gets tough, MAMA's boys get going! 🚗



## “VeePee” Pick

This month’s pick comes from MAMA member *Steve Whiting*.

This awesome drag team project began as most of our projects do—with *Ron Bradley!*

Steve sourced both kits

from Ron as long as two years ago. To these two kits he added a “Jukebox” Ford engine and tube chassis to the Comet, along with mis-



cellaneous parts from the ubiquitous spare parts box.

The Comet wears *Gopher decals* (again, sourced from Ron B!),

over *Wal-Mart Cherry Red* paint.

In a conversation with Steve after his presentation on this dynamic duo, he related to me how overwhelmed he was not only by Dave’s pick, but by all the attention that the race team garnered at the meeting.

*Kudos, Steve!* 🏆

## New Stuff!

Here are pix of the new *Moebius Ford pickup*, box art model with the *utility box*, as built by *Sean Svendsen*. No word on when it will be available to the public. Looks good, eh? 🏆



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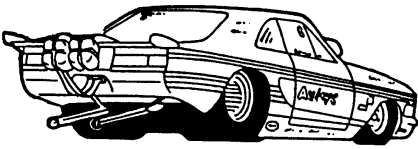
1/25th scale kit includes 125+ injection molded  
high quality polystyrene plastic parts and the  
highest resolution decals available in model kits



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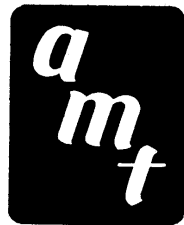


Meeting Pix—People!





## Meeting Pix—Models!





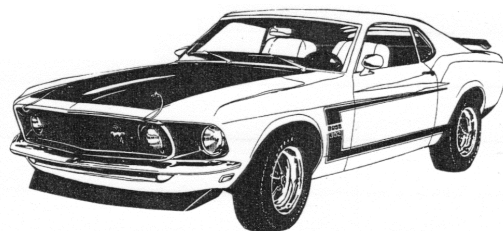
## Revell '69 Boss 302

Well, Revell is *FINALLY* back—the '68 Chevelle is out and looks great. The one big change I noticed immediately, in this Boss 302 kit, was the tires with sidewall detailing. In this kit we get white "Firestone" lettering on them; something I've been bitching about for quite some time. I'm not trying to be picky, but it's on tires that used to be "Goodyear Polyglas GT F-70-15s." There are 109 parts in the kit, but 15 are not used in this version. They are leftover from other versions; this being a modified re-issue. The original kit being the '69 Mustang Super Cobra Jet version. Being a Mustang freak, I made this conversion a few years ago. 33 parts are chrome, 65 are white, and the remaining are clear, clear red or vinyl. The kit still has the drag pack parts included.

**Engine:** It's made up of 22 pieces and is a very good rendition of the Boss 302 which was different from the standard 302.

**Chassis:** It's not an overly detailed assembly, but does have a separate one-piece rear suspension, two-piece exhaust system and rear shock absorbers. As such, it will sit with the correct factory "attitude."

**Interior:** Since this is an older



kit/tool, the interior is of the bucket style, but there is some detail on the door. If the builder can fashion arm rests, it would help a great deal. The pedals are cast in to the floor as is the console.

The seats are two-piece. There are decals for the gauges, clock and optional wood grain for the dash and doors. Previous issues of the kit (*i.e.*, *Shelby versions*), used the roll bar that's included which is incorrect for the Boss. The chassis sheet metal is cast to the underside of the interior.

**Body:** The new grille is interesting in that it is not on the chrome tree as in the past. But the ends have been corrected and the headlight reflectors are removed and are on the chrome tree. But Revell still has not realized that the included angle of the grille is too flat. Despite the shaker hood scoop in the kit, the '69 Boss was not available with it therefore the smooth hood is correct. The fender scoops just behind the doors are filled and correctly so. The spoilers front and rear are optional as were the rear window slats. Please notice the detail picture in the instructions of the rear spoiler; it is correct as shown. The side mirrors have separate chrome reflectors.

**Wheels/Tires:** As I said at the top, they are white lettered Fire-



stone wide ovals. They were the base line performance tire at the time. Many years ago Henry Ford and Harvey Firestone were camping buddies, hence all Fords came with Firestone tires unless otherwise specified. The wheels are Magnum 500s and new to this kit, but were optional on the real Mustang.

**Decals:** It's a small but concise sheet with only those needed for the stock version. Of course, the Boss 302 stripes are there as are scripts and lettering, marker lights, underhood decals and license plates. There is a black decal for the trunk, but none for the hood. Here's a tip; find a kit that this one is modified from ('69 Mach 1, Revell # 7121). The decal sheet in that kit has black dual pin stripes in a lazy "L" shape that will aid in doing the blackout on this kits' hood.

I've been buying the various versions of this kit for years, so I guess that is my recommendation to others.

by: Rich Wilson

# Chevelle Comparo!

Both of these kits are newly tooled, the Revell kit last year, and the AMT kit within the past decade. Neither one is the “annual kit” from 51 years ago. In the case of the AMT '68 SS396 hardtop, the kit was partially updated to a '69 model, and has been in continuous production as a kit since its introduction as a new kit in 1967. A lot of modelers have been clamoring for a kit of a '68 SS396 hardtop for several years. Up until now, we could have been lucky and had access to an annual kit, either from being the original purchaser, or getting a builtup, or a new one on the secondary market for **BIG** money, or what I planned to do—converting a '69 to a '68 via the Modelhaus transkit.

Now we have a newly-tooled '68 SS396 hardtop from Revell, which looks like an excellent kit, reminiscent of the '72 Olds convertible from this manufacturer, in terms of kit engineering. In examining the kit, I couldn't help but to compare it to AMT's '68 El Camino SS. The two kits are similarly executed in terms of engineering, with subtle differences as to how these manufacturers approached various assemblies within each kit.

**Engine:** Both kits have what I interpret as very well done renditions of Chevrolet's 396 cu. in., 350 hp. V8 engine. In Revell's case, a non-air conditioned engine, with power steering and a four-speed transmission. The AMT kit has the same engine rep-

resented, but with air conditioning and a Turbo 400 automatic transmission. Both engines are in the 20-piece range, with Revell's having the water and fuel pumps and coil as separate pieces, while the AMT engine has the A/C system and attendant plumbing, but the coil, water and fuel pumps are molded as part of other assemblies.

**Chassis:** Both kits have very well detailed separate ladder frames, separate front and rear suspension setups and exhaust systems, which are appropriate for the vehicle. Each of the kits have separate floorboards, which is the basis of the interior.

The AMT kit has the front wheelwells molded to the body, while they are molded as part of the floorboard in the Revell kit, making painting and underhood detail easier to facilitate.

**Wheels & Tires:** Both kits have well defined '68 style Chevrolet Rally wheels and tampo-printed redline tires. The Revell kit's rolling stock represent a 14" x 6" wheel, while the AMT's rolling stock represent a 15" x 7" wheel, with white tampo-printed lettering on the reverse side. Both sets offer a set of alternate wheels—Magnum 500s for the Revell SS, the ubiquitous American Torque Thrusts for the AMT.

**Body:** The bodies on both kits represent the actual cars very well. The marker lamps and moldings are very crisp. The Revell kit fea-



tures separate chrome door handles, while both have indents on the doors at the outside rear view mirror location. The glass unit in the AMT kit features flanges and locating holes for more positive mounting, while the Revell glass is commendably thin and mounts in channels inside the body. The bodies on the two kits are very close to each other sizewise, however, the hoods and grilles are **NOT** interchangeable between the two kits, despite being surprisingly close in size.

Unfortunately, the AMT El Camino has the vinyl roof texture, seams and moldings already in place on the body. I find that most builders would rather the kit feature a slick top, where they could decide whether or not to have the vinyl roof. I looked at the Model Car Garage '68 El Camino photo-

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A new ‘GMC’ recall of **12 2019 vehicles—Buick Encore, and Chevy Spark, Traverse, and Trax** models to address an issue that could cause the airbags to fail to deploy in the event of a crash.

The Sensing Diagnostic Module (SDM) on affected vehicles may not have been turned off of the “manufacturing mode,” preventing them from deploying in the event of a crash, thereby increasing the risk of injury.

‘GMC’ will notify owners, and dealers will reprogram the module free of charge.

Owners should await notification from ‘GMC.’ Owners can also contact customer service with questions.

On top of everything, ‘GMC’ is in the crosshairs of the National Highway Traffic Safety Administration. NHTSA has opened an investigation into pickups and SUVs made by the automaker from 2014-16. An estimated **2.7 million ‘GMC’ vehicles could be affected**. They could suffer from faulty brake pumps.

The agency’s investigation includes the **Silverado, Sierra, Suburban, Tahoe, Yukon, and Escalade**. So far, there have been 111 complaints filed, nine crashes and two reported injuries so far related to the pumps.

NHTSA says a brake vacuum pump could deteriorate. This could subsequently cause stopping distances and braking effort to increase, potentially leading to crashes, injuries, and deaths. Right now, the agency is investigating to determine how widespread the problem is. This will help decide if a recall is required. ‘GMC’ is assisting with the investigation

while monitoring complaints and warranty claims, according to a spokesperson.

Without a recall, owners who experience brake problems who take their vehicle to a ‘GMC’ dealership or independent repair shop should keep their receipts. If there is a recall, they could receive reimbursement for the repair.

‘GMC’ is asking a judge to dismiss a class-action lawsuit brought against the company pertaining to **the Side Blind Zone Alert system** on the **2013-18 Chevy Cruze**. The suit was brought by a Michigan couple whose lawyers allege that the positioning of the Side Blind Zone Alert sensors in the rear bumper cover of the car quickly renders them useless during normal operation as they are exposed to frequent rain, snow, and other things that can affect operation. Additionally, the lawsuit claims that the sensor wiring is insufficiently insulated, leading to expensive repairs as the wiring is ruined by the elements.

‘GMC’ ought to have known that the positioning of the sensors and wiring would quickly render the system inoperable during normal use, the lawsuit alleges, as it’s an issue that should have manifested during ‘GMC’s’ road testing before launch. The Hudsons’

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lawyers note that numerous other customers have filed complaints or had their Side Blind Zone Alert systems serviced under warranty.

In trying to get the lawsuit thrown out, ‘GMC’s’ lawyers have fired back with a range of counter-arguments. For instance, while roughly 25 percent of the 1.1 million 2013-18 Cruzes sold were so equipped, the lawsuit mentions just 40 cars that were taken in for servicing of the system during their warranty periods, and the plaintiffs don’t mention any specific facts about the issues experienced or the scope of their servicing.

Forty cars requiring servicing out of some 250k sold with the system hardly suggests that the system is defective, ‘GMC’ says.

Additionally, ‘GMC’s’ law-

(Continued on page 9)

#### GMC Recall Ticker

# of Recalls

**157 (!)**

# of Vehicles Affected

**41,638,977**



## Gov't (cont'd)

(Continued from page 8)

yers argue that while it is alleged that “the problem with the sensors is inherent in the design of the vehicle,” the terms of the automaker’s warranty only cover defects caused by “materials or workmanship.” And nothing in ‘GMC’s’ warranty guarantees against a repaired part or system needing further repairs in the future, nor is such a burden placed upon any manufacturer. “To [impose such a thing] would be tantamount to re-writing the terms of the limited warranty into one of unlimited scope and duration,” ‘GMC’ says.

NHTSA is also investigating whether or not ‘GMC’ needs to recall *Equinox* and *Terrain crossovers* for an issue that was thought to be addressed. Back in 2016, ‘GMC’ recalled **367,808** of them for corroding windshield wiper ball joints. But with NHTSA claiming that it has 249 wiper failure complaints from owners with vehicles that weren’t included in the original recall, the scope of the recall may not have been enough.

The corrosion of the windshield wiper ball joint can cause the linkage to break, leading to inoperative windshield wipers, which can reduce the driver’s visibility, increasing the risk of a

crash. The existing campaign may lead to the recall of all previous-gen Equinox and Terrain crossovers built from 2010-16. Around 268,668 of the 367,808 vehicles affected by the previous recall have been repaired, which is a take rate of 73 percent. The Equinox accounted for 1,648,840 sales between 2009-16 calendar years, according to *GM Authority* sales data. The Terrain accounted for 660,013 sales in the same time period. Should the NHTSA investigation trigger a recall, **over 1.7 million vehicles** could be called in for repairs.

‘GMC’ is cooperating with NHTSA on the safety probe.

A *Cadillac XLR* owner in Cleveland, Ohio, faced death after a **dead battery** left him trapped inside his car for **14 hours**. He wasn’t aware of the emergency exit handle on the floor next to each seat.

*The Detroit Free Press* reported on the incident recently, which has left Peter Pyros shaken. The 75-year-old man entered the car to start it up and enjoy a drive with the top down. But, when he shut the door and hit the push-button start, nothing happened. He then used the key fob to try and start the car but it remained dead. He even tried replacing the key fob battery from spares left in the glove compartment, but he quickly realized he was trapped.

“It was getting really hot and it was difficult to breathe—this was all within a half hour,” he said. “I was trying to find something to get me out of the car. Nothing worked. I started to scream as loud

as I could.” He lives alone and his neighbors were at work when the incident occurred.

The car uses electric door release buttons, which are rendered useless should the battery die. The hardtop roof also requires power to open. The buttons are the same as found in the *C6 Corvette*, which also features mechanical release handles on the floor next to the seat in case of an emergency.

He said he was certain he was going to die in the car. However, around 11:20 PM, his neighbor entered the garage. The neighbor had called Pyros earlier in the day to tell him his garage door was open. When he didn’t return his call and still saw the garage door open, the neighbor came over to investigate and heard Pyros banging and screaming for help.

The fire department responded and jump-started the car to free Pyros since normal equipment didn’t work with the electric door releases.

Now, Pyros has lawyered up and is looking at “all avenues of litigation,” according to the firm representing him.

“Automakers must have recognized that with all-electric features and the power failing, you’re locked inside your car,” said John Meros, a partner at Schulman, Schulman and Meros in Cleveland, Ohio. “Why not put a warning sticker on the visor or dashboard that says if the power fails and in the event of entrapment, there is an escape lever on the floor?”

‘GMC’ has responded to the incident and said any vehicle can

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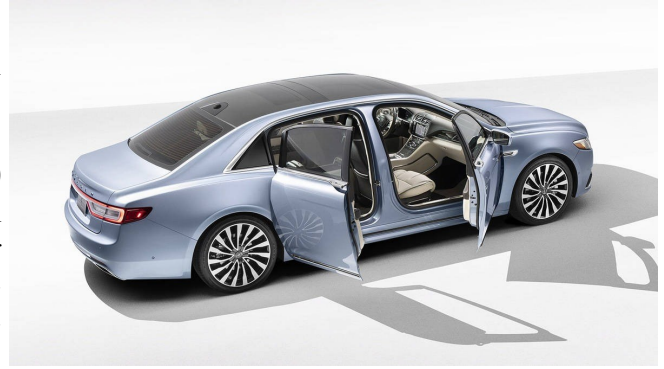


## This n That

### *What's Old is New Again!!*

Months after unveiling a **Continental** with **suicide doors** at a closed-door dealer event, Lincoln has officially taken the wraps off the **80th Anniversary Coach Door Edition**, as it will be called. But instead of going all out and producing **ALL** Continentals this way or offering it as a regular menu option, Lincoln will produce **just 80 examples with this feature**, paying homage to the Lincolns of yesteryear including the Continental of the 60s—the last of the breed to feature doors of this type. “The center-opening doors became synonymous with the Continental, even though they were only featured primarily in the ‘60s,” said Lincoln’s design director. “But they struck such a chord that they’re still remembered fondly today.” Perhaps the biggest surprise of this limited edition model is that it will feature a wheelbase stretched by 6 inches to better accommodate ingress and egress with both doors open. In addition to the 80 cars that Lincoln will produce for the ‘19 model year, it will also make “a limited number of additional Continental Coach Door Edition sedans” for the ‘20 model year, which sounds like the

automaker wants to keep its options open based on demand. However, given the fact that the initial 80 cars will be built in such a small number (*as opposed to becoming a regular option*) and will feature a stretched wheelbase, this means that these cars will essentially be handmade and loaded with all the luxury options that Lincoln offers, including a choice of Black Label interior themes. The rear doors themselves will open a full 90 degrees, making ingress and egress easier to rear seat passengers who will be able to fully turn in the seat to exit, and who will also enjoy a stowable tray table with tablet holders and a wireless charging pad. We can’t help but wonder if the wheelbase stretch is something that should become a regularly available option on this model even apart from the suicide doors. In case you’re wondering if Lincoln has souped up the engine accordingly, the answer is no: The Coach Door Edition will still be powered by a twin-turbo’ed 3.0-liter V6 churning out 400 hp. Which is admittedly plenty. A base price for this limited-edition model has not been firmly announced, but we hear it will start **around \$100,000**. The first examples will be delivered in Summer of ‘19...**Korean Hand Grenades?!** A group of Kia and Hyundai owners have filed a class-action lawsuit against the automakers over an alleged defect that



could, and has, caused **non-collision fires**. Back in October, the Center for Auto Safety demanded a recall of cars using the so-called Theta II engine. The turbo Theta II four-cylinder engine finds a home in the **2011-14 Kia Sorento, Kia Optima, Hyundai Sonata** and **Hyundai Santa Fe**, as well as the **2010-15 Kia Soul**. More than 350 consumer complaints have been filed to the National Highway Traffic Safety Administration as a result of the automakers’ “concealment of the defect,” according to the suit. According to an Automotive News report, NHTSA is probing “the timeliness and scope of the carmakers’ recalls relating to manufacturing errors” in the powerplant. The US Attorney’s Office for the Southern District of New York has opened a criminal investigation into the matter as well. Hyundai and Kia have already recalled about **1.6 million cars** from 2011-2014 related to the problem. According to Automotive News, the lawsuit “argues that a defect restricts oil flow to core engine parts, causing premature wear and failure and eventually resulting in engine seizure and fire.” Hyundai said in a statement: “Over the past three years, we have held numerous meetings with DOT and

(Continued on page 11)





## T 'n T (cont'd)

(Continued from page 10)

NHTSA, and proactively discussed and identified possible safety items for NHTSA's evaluation, including the engine recalls," Hyundai said in the statement. "NHTSA has been fully briefed and kept apprised of these recalls and low rates of associated non-collision fires"...**Hot Camaro!** A 17-year-old boy worried about being **late for curfew** wound up in trouble with the law. Michigan state police busted the kid traveling at **138 mph** in a fifth-gen Camaro. The teen from Grand Blanc, Michigan, was spotted going north in the left lane of I-75 before trying to duck off onto E. Holly Road once troopers spotted him. According to *The Detroit News*, the traffic stop occurred when the unspecified '12 Camaro was clocked at **nearly twice** the **70 mph** speed limit. The teen was spotted passing cars and weaving

in and out of lanes and apparently told officers he was driving in such a manner because he was late for his 9:30 PM curfew and didn't want his parents to get upset with him. In

Michigan, a speeding ticket for 138 mph in a 70 amounts to four points and comes with a fine of at least \$180 at the court's discretion, along with increased insurance rates. Reckless driving also counts as a 93-day misdemeanor and involves fingerprinting, mugshots and posting bond to appear in court. Luckily, the trooper gave the teen a break on the reckless driving charge. Of course, if he was driving a new sixth-gen '19 Camaro, this might not have happened. The car, like other Chevies, is equipped with **Teen Driver Technology** which allows parents



to limit vehicle speed to 85 mph, along with the capability to generate a report which reveals all your young driver's habits behind the wheel. The kid in the Camaro got off lucky in this case, and even more fortunate nobody was hurt, especially when compared to what happened to a 22-year-old driver of a **C7 Corvette** that was clocked going **125 mph** in a **35 mph** zone before wrecking. The driver pleaded guilty to one count of reckless driving causing impairment of bodily function and faced the possibility of five years behind

(Continued on page 14)

## Gov't (cont'd)

(Continued from page 9)

lose electrical power and the automaker always includes a way to manually unlock the doors.

'GMC' didn't make out all too well in the latest **Consumer Reports Reliability Survey**. The non-profit organization ranked 'GMC' brands **towards the bottom of the list**.

The reliability survey comes from owner responses, which CR said it received feedback on more than **500,000 vehicles** in the latest survey. Vehicles spanned the

2000-18 model years and covered 300 models.

The biggest fall from grace was **Buick**. They placed eighth last year but tumbled 11 spots to **19th place**. That's a major fall from 2016 when Buick became the first US auto brand to crack the top three rankings since data collection began in the 1980s.

Owners cited issues with the 2018 Enclave's nine-speed automatic transmission as a real sour point. And it gets worse from there.

Buick was the **best-ranked 'GMC' brand in the latest survey**. **Chevy** placed **23rd**, down from

18th place; **GMC** placed **25th**, up from 26th place; and **Cadillac** held steady in **28th place**. The luxury division was the **second-worst ranked brand**, only behind Volvo.

Domestic brands continue to perform poorly in the survey partially due to adding some untested technologies. As 'GMC' tries to play catch up with new turbocharged engines, transmissions with more gears and other technologies, the likelihood something hasn't been entirely ironed out increases.

You just can't make some of this stuff up. 🚗

## Ram (cont'd) SS (cont'd)

(Continued from page 1)

find demerits. In the bed, there's a lack of tie-downs compared to the 'GMC' trucks. The 'GMC' twins sport 12 standard tie-downs while the Ram only offers four.

**Motor Trend** picked the Ram for reasons, including styling, interior, and powertrain options. Trucks are utility vehicles first and foremost. People use them for a wide range of activities, such as commuter vehicles, towing, hauling, and getting dirty. To **Motor Trend**, the Ram best exemplified those various possibilities.

Better luck next time, 'GMC.'



(Continued from page 7)

etch set, and it looks to me that a lot of it can be adapted to the Revell Chevelle.

**Interior:** The appropriate floor console, seats and side panels are well defined. The Revell kit has a slight edge in terms of detail, in that the instruments are represented by decals. The pedals are mounted to the floorboard, and the steering column mounts to the dashboard. Meanwhile, in the AMT kit, the pedals and the steering wheel mount to the dashboard.

**Decals:** The Revell kit features tri-color Sport striping decals (black, white red), to coordinate with any factory color.

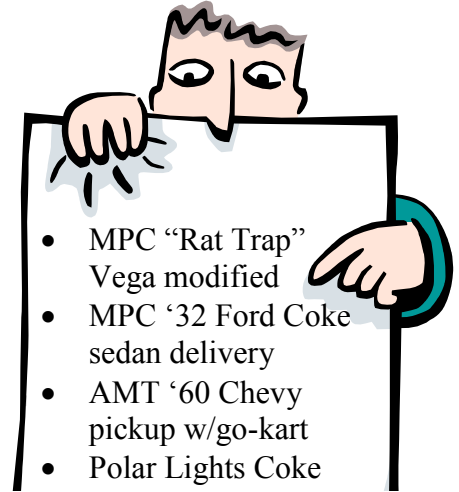
I understand there is a tremendous interest in the Revell Chevelle SS396 kit (Ed. Note: Ron Bradley has already restocked on both this kit and the Boss 302, having sold half a dozen or more CASES of each!). I believe that this kit will be very successful in sales terms, as it is very well done. If you like this car, I recommend this kit for your collection.

P.S. Revell—This tool can be the basis for a multitude of different subjects. Any GM "A" or "A Special" bodied car from its divisions from 1968-72 would also likely be sales hits. A **1968-69 Pontiac GTO kit** (Ed. Note Yeah!) based on this tooling would be quite welcome.

Thank you Revell, and welcome back!

by: Ron Hamilton 🚗

## Ron's Rant



- MPC "Rat Trap" Vega modified
- MPC '32 Ford Coke sedan delivery
- AMT '60 Chevy pickup w/go-kart
- Polar Lights Coke Santa Claus big rig decals
- Revell '68 Chevelle (restock!)
- Revell Boss 302 (restock!)

### Diecast

- M. Schumacher's Belgian GP '91 Jordan (1/8<sup>th</sup>, \$4,495.00, 99 pieces)
- '70 Sam Posey Challenger T/A (1/18<sup>th</sup>, \$139.95, 600 pieces)
- '56 Ford F-100 (1/64<sup>th</sup>, \$7.99)
- '70 Silver/black GTX (1/18<sup>th</sup>, \$179.95, 996 pieces)
- '70 Plum Crazy/black Challenger T/A racer (1/18<sup>th</sup>, \$139.95, 450 pieces)
- '66 Marina Turquoise GTO (ACME, \$129.95, 400 pieces)
- '69 White Boss 302 Pilot car (ACME, 1/18<sup>th</sup>, \$129.95, 600 pieces)





Last month, the reserved parking was **SLAMMED**—thanks, guys, this is how I like it!!

**Ron Hamilton:** Ron's gray '61 *Bonneville convertible* made a return appearance.

**Howdy Hoffman:** Howdy "threatened" to display some Pontiacs, and he made good on that 'promise,' with *two* '63 *Tempests*, both orange—a *convertible*, and *Arnie Beswick's* "*Tameless Tiger*".

**Kevin Kovach:** Remember the '61 *Tempest* he beat me to from Rich Meany? Well, here it is, all cleaned up with "proper" wheels and tires on it!

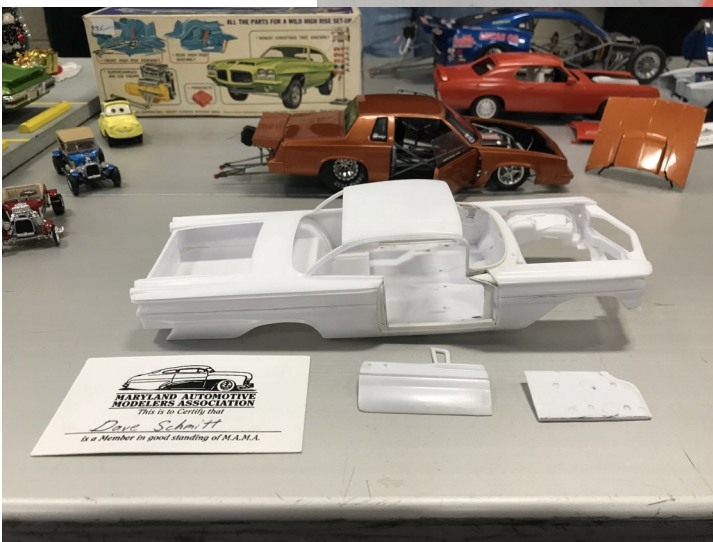
**Dave Schmitt:** Dave returned with his in-progress *Trumpeter* '60 *Bonneville*.

**Chris Whalley:** Chris "parked" the *orange* '72 *GTO* next to Kevin's *Tempest*.

To these I added "color" in the form of the *green* '72 *GTO* and my "*Formla*", joined by the *red* '04 *GTO*. And, let's not forget the "Car guy tree"!



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



**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. 