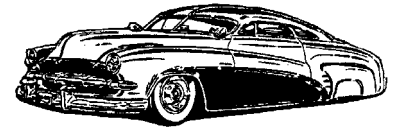




MAMA SEZ!

Volume 23, Issue 6

February, 2011



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

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2011 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 15th
- ☞ February 19th
- ☞ March 19th
- ☞ April 23rd (4th Sat!)
- ☞ May 21st
- ☞ June 18th
- ☞ July 16th
- ☞ August 20th
- ☞ September 17th
- ☞ October 15th
- ☞ November 19th
- ☞ December 17th



Incliment weather phone number: (301) 474-5255. ☎

Time to Go Racin'!

It's finally racin' season again—the *Rolex 24* is history, the *Daytona 500* is tomorrow, and the *NHRA Winternats* are the end of this month (*I think*). Pick your poison!

This month, **Rich Wilson** (*extensively*) checks out the *Revell '59 Ford Skyliner*. **Thanks, Rich!**

We've got plenty in this issue including but

not limited to a new reissue of the *AMT '62 T-Bird*, the *Trumpeter Falcon Sprint*, new *Midget decals*, and *several upcoming show flyers* (*ours included—so, git busy!*).

But the best thing is the upcoming **Pontiac Museum** near *Route 66* (*I am SO there!*).

Even though Pontiac is (*still*) dead, the 'Parade' goes on.

Thanks to everyone who continues to display their pint-sized Pontiac Power.

The raffle raised **\$49.00**, while the door box added **\$70.00**. **Guess we didn't make it!**

Thanks to the raffle donors: **Ron Bradley, Ed Brown, Steve M. Buter, Jerry Frazier, Rich Meany, Nick Sickel, and R & M Co. of MD.** ☎

Pontiac Museum!

Tim and Penny Dye are looking to bring a Pontiac car museum to Pontiac, Illinois.

Some big car enthusiasts are putting plans in place to bring their collection of Pontiac brand car memorabilia, too. With a projected grand opening of late July, Pontiac would be home to the only Pontiac museum in the country. Tim Dye says besides an estimated 10 cars, other things that are part of the

Pontiac family would be featured too.

"Things that are associated with Pontiac include the memorabilia, which a lot of that is like promotional items and so forth like that given away by the dealer. Then there's the decorative items...this covers a huge gamut of things. It's really hard to imagine," Tim Dye said.

Pontiac Mayor Bob Russell says the museum would definitely help the

city's economy and create jobs in different forms. Tim Dye has written in many car publications and has just finished his first book, **"Pontiac Memorabilia Book Extreme Collector I,"** wherein he features over 500 Pontiac-specific items as previously mentioned. A must-read for any Pontiac person.

Thumb through my Fotki album (<http://public.fotki.com/PMDracer/2009-gtoaapoci-covention/>) to get a feel for a small part Tim's collection. ☎

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

The Challenge—'59 Fairlane 500 Skyliner

While helping our resident plastic pusher set-up and vend kits recently, I noticed a large number of people looking at this newly re-released kit. They all asked if this was the one with the multi-piece body. Upon confirmation they would quickly put it back in Rons' display. We sold two of these kits that day and one of them was to me. I built this kit 'waaaay back in the day when it was a new tool. I can remember it was the *second model I ever built*. I also remember it went together fairly well and the roof worked fine, but was a little loose in the hinges. Considering I was eight years old at the time, I think that speaks well of the kit. But having just finished this kit, I wonder how I could have accomplished it at all. It's not an easy kit to assemble. And man, is this car ugly; second only to the Edsel. I thought I would try it again to see if I could do better.

The kit compares very well to modern kits with only a few exceptions. It's over 50 years old and has a platform interior and multi-piece suspensions. I believe this was the year for the introduction of the FE family of engines. While watching Barrett-Jackson auction re-runs lately, a '57 retractable went across the block. It was noted that was never the name given the cars by Ford. They are '*Skyliners*.' The soft tops were '*Sunliners*,' and the coupes were '*Starliners*.'

The *engine assembly* is one of the poorer done pieces in this kit. As I said, it's supposed to be an FE series engine, but the valve covers are the wrong shape and have no flange on them. The deck height is too tall and the heads are crap and cast to the intake to boot. I started by cutting off the water pump/timing cover with a back-saw and notched the lower end of

it about .070" so it would sit lower. I then reduced the height of the block (*deck height*) by the same amount (.070"). I found a pair of decent heads in my parts box along with a low riser intake to go with them. I adjusted the deck height a bit more so these parts would fit correctly, then glued it all together. I also installed a distributor from R&M Co. of MD so I could wire the engine. The correct valve covers are 'round tops' which I was able to make from an old set of custom Ford valve covers, but you could get some from the recent issue of the '60 Starliner. I test fit my engine in the body/chassis assembly, and it looked a thousand percent better. It looks so much better that it gave me new determination to finish the build. You may find it easier to use the whole engine in the new AMT '60 Galaxie Starliner kit of a few years back. If you go that route, use the stock Starliner kit as it has the correct valve covers with the raised 'FORD' lettering and a single four-barrel manifold, but you'll want to cut off that transmission in favor of the automatic in the '59 kit. It's generally correct in shape and makes installation easier. The air cleaner in the Revell kit is correctly shaped, so I used it. The fan belt has the generator cast to it and even has a bracket with it, though you may want to fill the hollow end of the generator. There was a hole in the engine block that I had to fill with .093" rod and bondo that is for the wire

(Continued on page 3)



'59 (contd)

(Continued from page 2)

axle of the front suspension.

I compared the chassis in the '60 Ford kit and it is at least .125" longer and it doesn't have the 'X' frame that the Revell chassis has. It's similar to that of an early Impala. It would be 'way too much trouble to convert the AMT chassis, and the Revell chassis is acceptable. The rear axle is the same as one found in an AMT kit of the early '60s. The leaf springs are cast to it, but I had to go back to the 'parts box' for shocks. The kit driveshaft is a joke—it's a round tube. So, I used a replacement I found in my 'parts box.' The front suspension, on the other hand, needs lots of help. It uses an .062" dia. axle as in the rear, but the only support it has is the engine block. There is nothing else to support the axle, and I didn't like the idea of the 'axle thru the engine' anyway. So I found some front spindles in my parts box and drilled and glued them to the upper and lower A-arms that look reasonably close to correct. I then drilled a hole in the chassis behind the spindle and put a short stubby axle through the spindle and through a home made collar. The stub axle anchors in the hole and the collar is glued to it so it can't come out. There's just enough axle to mount the wheels. I had to create the entire steering system, steering box, tie rod, etc. again from the 'parts box' The tires are not original to the kit, they're much better. Revell has gotten them from a more recent kit, I'm not sure which, but they

are rubber with wide white plastic inserts. The chrome two-piece wheel covers/wheel backs fit these tires perfectly. The decal sheet contains multi-colored decals for the center of the wheel covers.

Amazingly, the *interior floor* is also the topside of the chassis, just like the better kits of today. But I dry fit the seats mostly to check out the look and fit of the two figures when I noticed that there are two large recesses in the floor in front of the front seat that had to be filled. The mufflers are cast to the chassis and Revell supplied nothing to cover the holes. The top of the dash is part of the fender top and cowl, but the lower is separate and has a decal that is very detailed, as in modern kits.

The *interior sides* are very well done and only need painting and detailing before they are glued to the inside of the body. All of the upholstery has enough detail so I could do a tri-tone color scheme. It dawned on me that the steering wheel couldn't be installed until later, so I set it aside to put in at the very end of the build.

The *body* consists of only four pieces to glue together. I've done chop, channel, and section jobs that were harder than this. The front fenders glue together at the side spear from the headlights to the leading edge of the front doors. After that, there is only the tail panel to glue in between the side fenders. It would be very smart to test fit the taillights at this time. I didn't and paid for this later. I only had to fill and sand where the tail panel fit at the tail-light and the body was ready for paint. To double-check the body

shape, I test fit the chassis into the body. The '59 Galaxie was no small car, but next to the '60 it looks smaller; like 1/28th scale maybe, but it's all well proportioned. All the various body panels needed block sanding around their edges to get them flat. The hinges for the roof took a bit of work. The hinges that mount under the package shelf went together fairly well, but care was needed to get all the parts oriented correctly. I test fit them to the chassis to make sure I put it together right then glued the roof to its' hinge assembly, but ran into a big problem. I somehow cut off the alignment pegs that fit between the 'C' pillars and the package shelf. Without them there was no way to know where the roofs' right location was. The roof didn't reach the windshield and the trunk wouldn't close. And then the roof wouldn't drop down into the trunk. I had to separate the roof from the hinge assembly then cut a temporary peg to support the package shelf in the right position and re-glue the roof back onto the hinge. It finally worked right but it's a very close fit going down into the trunk. The hinges for the roof panel over the visors were another story. They self-destructed on the first attempt to use them. I had to remove them so I could drill a .020" hole through them and insert a brass rod and a little relief was needed at the gutters to prevent binding. It still doesn't flip around 180 degrees, but it moves enough to fold into the trunk. There's no way to mount all of this roof assembly to get the alignment right and then

(Continued on page 7)

Model Buffet

Sorry guys—I don't have many details on these decals released for *Revell's new midget racer* other than what's here. So, if you're interested, you'll hafta do a bit of detective work.

They were posted on a message board that I frequent, and thought you might all benefit:

<http://vsrnonline.com/gregsdecalgraphics/GregsRacingGraphics/RevellMidgets/Index.html>.

Edelbrock V-8 Version

- RME-1: #37, P. Jones, White/Medium Blue, 1957, \$4
- RME-2: #2, B. Stroppe, White/Blue, 1957, \$4
- RME-3: #27, V. Edelbrock, White/Red, 1957, \$4

- RME-4: #108, G. Bignotti, White/Maroon, 1947, \$4
- RME-5: 6, W. Faulkner, White/Red, 1957, \$4

Offy Version

- RMO-1: #2, Shorty Templeman, Black/Gold, 1956, \$6
- RMO-2: #20, Johnny Thompson, Maroon/Gold, 1948
- RMO-3: #2, Bill Schindler, Black/White, 1947-48
- RMO-4: 2, Bignotti Colors, Shiner Watkin, White/Black, 1958

Add \$1.00 postage to orders under \$50.00. Over \$50.00, shipping is free. Send postal money order to the name and address at the end of this column.

As usual, a special thanks goes to **Matt Guilfoyle** (!#%&*@) for

creating this monstrous column. If you see something you like, contact the company. If you find something that you might wanna spread the word about, send it to me for inclusion in a future column! 🚗



W. Faulkner,
Bill Stroppe's Ford V-8, 1957



George Bignotti, Ford V-8, 1947



Johnny Thompson NE Champ 1948
Maroon/White

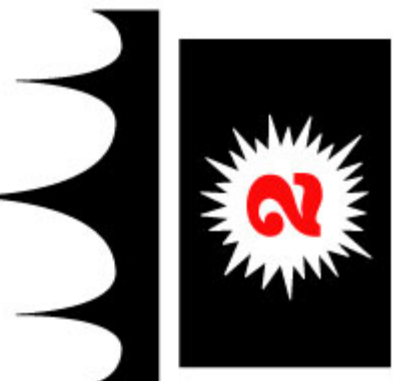


GTO
"THE GREAT ONE"



menu for today:
Meat on the rocks, Fried over easy and Cherry well done

2
2



George Bignotti Colors , Shiner Watkin 1958



Shorty Templeton 1956 National & Midwest Midget Champ



#2, Bill Schlindler, 106 Feature Wins in 1947-1948



Vic Edelbrock V8 - 1957



Bill Stroppe V8 - 1957



37 37

P. Jones, Ford V-8, 1957

Notes:

Mask & paint rear of car, starting at windshield.

Greg's Racing Graphics,
Greg Holland, 109 Bradley
Drive, Olean, NY 14760
VSRN@hotmail.com

New Stuff!

During the '90s 'John Mueller era,' AMT/Ertl created a new, super-detailed '62 Ford T-Bird kit. Parts for a custom version were planned/tooled, but were never released. Now, with AMT in the hands of the Round 2 team, the additional parts have been hunted down! In total '2 in 1' style, the 'Bird is being reissued with **ALL** parts available in one kit! Now you can build it as an authentic replica stock or customize it with

fender skirts, 'sombbrero' custom wheels and super low-profile big 'n little Goodyear tires with pad-printed white-walls! Also included are optional lowered suspension parts and a new four-barrel intake setup (*manifold, carb and chrome air cleaner*)! Irresistible new Retro™ style packaging features beautiful



illustrations. Colorful scallop and pinstripe decals round out this fabulous kit release (*the preceding comes to you courtesy of Jim Casassa, a Hoosier modeler*). 🏆

This n That

New Model magazine! A new model car magazine entitled *Model Car Builder*, is now currently available. It is published by none other than **Roy Sorenson** of '*Plastic Fanatic*' fame! I attempted to e-mail Roy for further details, but the e-mail bounced back. So, for info, go to <http://www.magcloud.com/browse/Issue/119733>, and see for yourself...**New Stuff!** **Tamiya** recently announced several kits. Of interest to Japanese exotic fans would be the **Lexus LFA**. Reissues include but are not limited to: **240ZG Fairlady (1/12th)**, **VW Golf racing**, **Alfa Romeo GTA**, **Renault 5 Turbo Rallye**, **VW Karmann Ghia coupe**, **Fiat Abarth 695**, **Alpine A110**, **Citroen 2CV**, and a **Fiat 500 (the preceding all in 1/24th scale)**. Additionally, for you slot car guys, Tamiya is supposedly releasing three **1/24th scale slot car bodies**—a **Ferrari 330P2**, a **King Cobra**, and a **Lotus 40**. Meanwhile, over on the **Moebius** front, word is that they have announced several new '**Bat Items**' such as the **Tumbler** and **Bat Pod** from the most recent movies, and a kit of **Batman figures (all in 1/25th scale)**—Kewl. Thanks to the **GTR (Grand Touring & Racing)** guys from Illinois...**Lotus Gear?** Lotus will launch its **Lotus Originals** brand of outerwear, knitwear and leather goods this month during London's fashion week. The new line will include cashmere sweaters and hand-stitched leather jackets inspired by '70s driver suits. "We

have developed a collection that is luxurious in a classic, understated way so it is easy to wear every day yet still make you feel part of our very special brand," said Wiebke Bauer, director of licensing and merchandising for Lotus. The line will also include polos and T-shirts with vintage Lotus logos, racing stripes and car silhouettes. Block numbers commemorate the first Lotus that Colin Chapman built in '48, as well as famous Lotus racing victories in the '60s and '70s. The Lotus Originals Web site launched on Jan. 29th at www.lotusoriginals.com. Lotus is planning to open a Lotus Originals store in late '11...**Whatta Figure!** What is the most jaw-dropping figure from the '**12 McLaren MP4-12C**? Is it the **592 hp** coming from just **3.8 liters**? Or the curb weight of **less than 2,900 pounds**? Perhaps it's the **price**. McLaren confirmed its upcoming road-going demon will cost **\$231,400, including \$2,400 in shipping fees**. But what about the **gas-guzzler tax**? A McLaren spokeswoman says avoiding it—despite the herculean horsepower remains a possibility. The car has a one-piece chassis dubbed the 'MonoCell' and will offer 14 interior trims. The most notable color for the outside likely will be a shade of orange that conjures images of McLaren's racing heritage from the '60s and '70s. It goes on sale in late summer...**Jag Headliner**. Jaguar is the featured marque of the '**11 Rolex Monterey Motorsports Reunion**. Jag will take center stage in August as the featured marque at Mazda Raceway Laguna Seca. Jag's long history in competition and design

will be highlighted and include a celebration of the **50th anniversary of the E-type Jag**, the **60th anniversary of Stirling Moss's victory in a Jaguar C-type at Le Mans** and **Phil Hill's XK120's '50 win at the inaugural Pebble Beach Road Races**. This will be the **third time** the company has been featured in Monterey, in addition to '76 and '92...**NASCAR is Forced into THIS Generation!** If it's good enough for F1, it's good enough for NASCAR. Heck, if it's good enough for **every single car sold in the US for the last few decades**, it better be good enough for NASCAR. What's this newfangled technowizardry? **Fuel injection**. For the first time since the series kicked off in '47, the so-called 'stock' cars that travel full-throttle around tracks across America will abandon carbs in favor of an **Engine Control Unit** sourced from **McLaren** and a **computer processor** from **Freescall**. Fuel efficiency ought to go up, as will horsepower. Interestingly, NASCAR competitors like Ford and Toyota are happy about the switch. It is very important that both the cars and technology in NASCAR are more closely related to production cars. The move to FI is another important step in that process. NASCAR expects to have its fuel injection technology all sorted in time for the **season-opening '12 Daytona 500**, the (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!) 🍌

'59 (contd)

(Continued from page 3)

pull it apart for painting. I also reasoned it was a waste of time to foil the trim until the roof was working properly. All of this assembly has to be done with all the parts finish painted so be very careful and take your time.

About this time I noticed a part that mounts to the underside of the chassis just ahead of the rear axle. The instructions call it the gas tank, but I thought, 'no way,' the gas tank is behind the rear axle as always, right? But there's no tank there; so I checked my die cast '57 Fairlane retractable, and it's the same as this kit! Well, I learned something new.

There were 14 colors available for this car, and most are quite attractive. The box art car is done in **Sherwood Green** though Revell got the shade a bit off. Personally, I don't like it, so I looked to autocolorlibrary.com for alternatives. **Geranium** caught my eye immediately; it's a shade of orange. I then did a Google search for '59 Ford Fairlane and found something like 58 pages of pictures of them. I don't remember seeing one that wasn't two-tone with white being the lighter toned color. Two-tones are a pain in the ass to do, but they do look good when done. The interior is three-tone to make it worse—white, orange and black. The decal sheet contains decals to do the matching green interior. After I had the white done on the seats and doors, I started to mask them for the orange. When I was almost done, I realized I had masked it back-

wards! After a few four-letter words I started over, but I can laugh about it now. Yeah, I swear I can. Revell made no allowance for covering the back of the back seat, and it will be seen when the top is being folded, so I had to make a piece to fill it in. Don't forget to paint all of the trunk area for the same reason. The door panels fit to the inside of the body because they have to be in the correct position for the roof to work right. They create a narrow slot for the chassis but it pops in very easily and stays put without glue. And it comes out very easily for the tons of test fittings that are needed. At this point, I was ready to put on the front and rear bumpers. But I hadn't yet installed the radiator, heater, or master cylinder. The radiator is one of the most realistic I've ever seen in scale. The grille had to have chrome removed from the back as well as paint from the leading edges of the fenders to get a good bond. Don't forget to install the hood first—it actually hinges similar to the real one, another first? Revell included clear lenses for the headlights which was unusual for the time, but the taillights are chrome pieces and were a pain in the ass to mount.

Personally, I enjoyed building and painting the figures. It's a challenge not only to make them look realistic but also to paint them period-correct. It took a whole day to completely finish them. It helps to thin your paint a bit; just a drop, to make the paint flow better. And then after it's dry, use a little thinner in your brush on the areas where you used shading to blend it in. They help

bring the car to life. This is when the steering wheel goes in but only after the male figure is installed. You'll never get him under the wheel later, plus you can line up his hand better. The rear seat should be left out 'til now so it can be located more accurately with the closing trunk lid in the top down mode. I found it best to put the roof hinges in next and after the glue was dry glue the roof to the hinges and aligned to the windshield correctly. I let all of this dry overnight before continuing. Though really there wasn't a great deal left. I forgot to mention that Revell included 'Fairlane 500' scripts on the decal sheet and I decided early on to take advantage of them. There was a fair amount of touch up to take care of as well. Also, there was all of the foiling to do. I'm glad I was bright enough to leave it 'til last; it would have only been ruined if I had done it earlier like I usually do.

Considering the age of the kit, it's quite amazing when you think of the competing kits of the day or even today. How can I steer the younger builder away from the kit since I built it myself at around 8-10 yrs old?

by: Rich Wilson 🚗

GOVERNMENT MOTORS

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New Stuff!

The hits just keep comin'!! Here, for your edification and enjoyment, is the upcoming **Trumpeter Falcon Sprint hardtop**. As you can see, the images are courtesy of **Stevens International** and **Spotlight Hobbies**. I don't profess to being a Ford man, as such, I will refrain from commenting positively (or negatively!) on any aspect of this new kit. In this situation, I think it best to reserve judgment until the finished product is available for detailed inspection (a practice NOT followed much lately, where it seems that a kit gets ripped apart online!). Don't expect this one to come cheap, though! 🚗



1964 Ford Falcon Sprint Hardtop, Stock Plus

Length: 180mm Width: 72.4mm Total Plastic Parts: 140+pcs

1964 Ford Falcon Sprint Hardtop, Stock Plus

- HIGHLY DETAILED
- COMPLETE INTERIOR & EXTERIOR
- REALISTIC ENGINE DETAIL
- OPENING HOOD

1964 Ford Falcon Sprint Hardtop, Stock Plus

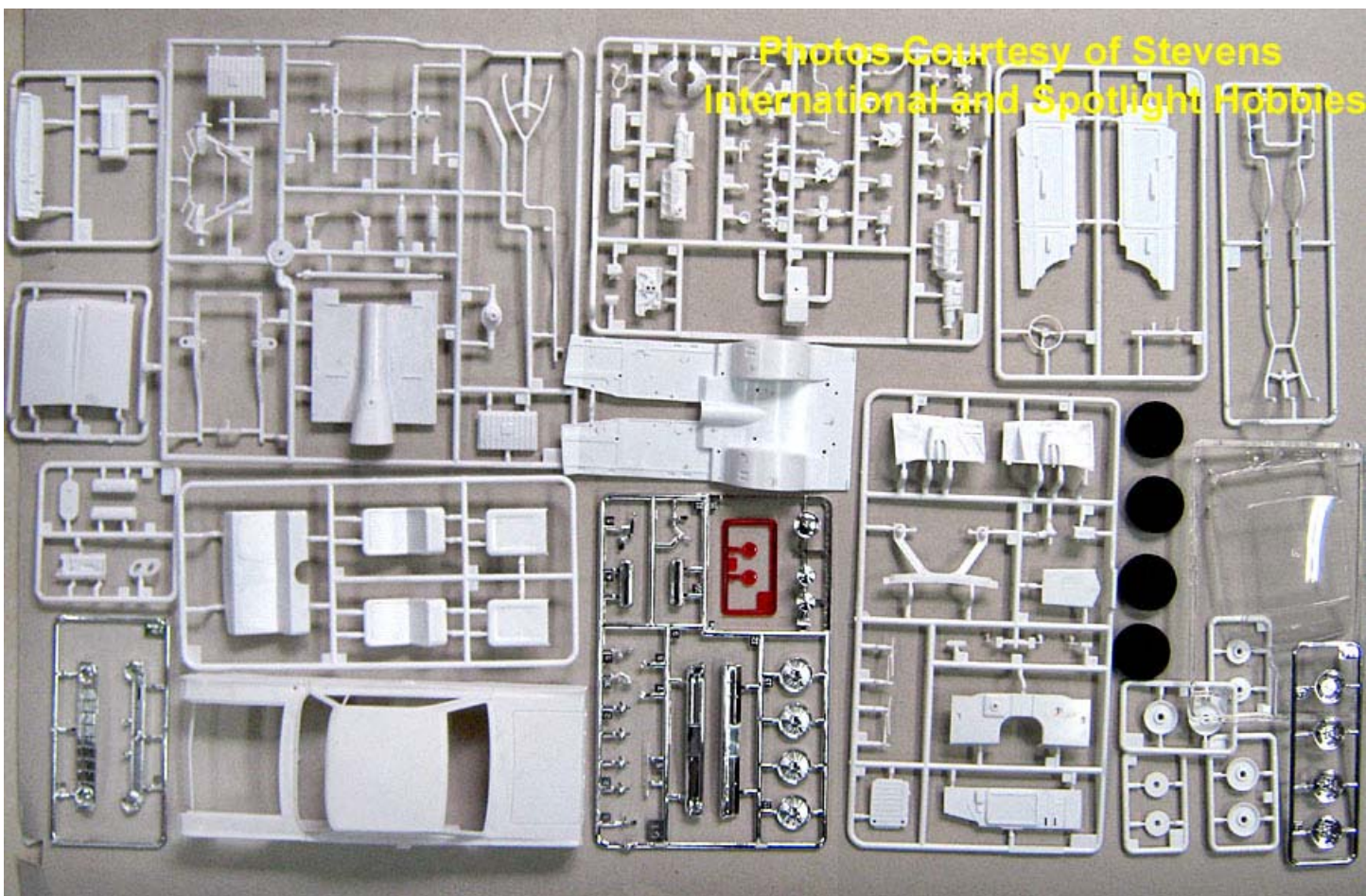
- HIGHLY DETAILED
- COMPLETE INTERIOR & EXTERIOR
- REALISTIC ENGINE DETAIL
- OPENING HOOD

1964 福特“猎鹰”硬顶小汽车 [原装]

1964 Ford Falcon Sprint Hardtop, Stock Plus

The Ford Falcon established itself as the leading seller in the compact car market soon after its 1960 introduction. For the 1964 model year, Ford redesigned the body lines of the Falcon, and added a one-year only Sprint Package, which gave the Falcon a sporty interior, a 250 cubic inch V8 engine, stiffer suspension, and a hooded exhaust. Kit is buildable as a factory stock version, or customize it with the included optional custom engine accessories and wheels.

41x26x5.8cm





THE BIG SIT

FEBRUARY 26, 2011

MAIN LINE HOBBIES

EAST NORRITON, PA.



- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

The Tri-State Scale Model Car Club

Presents:

THE 25th ANNUAL

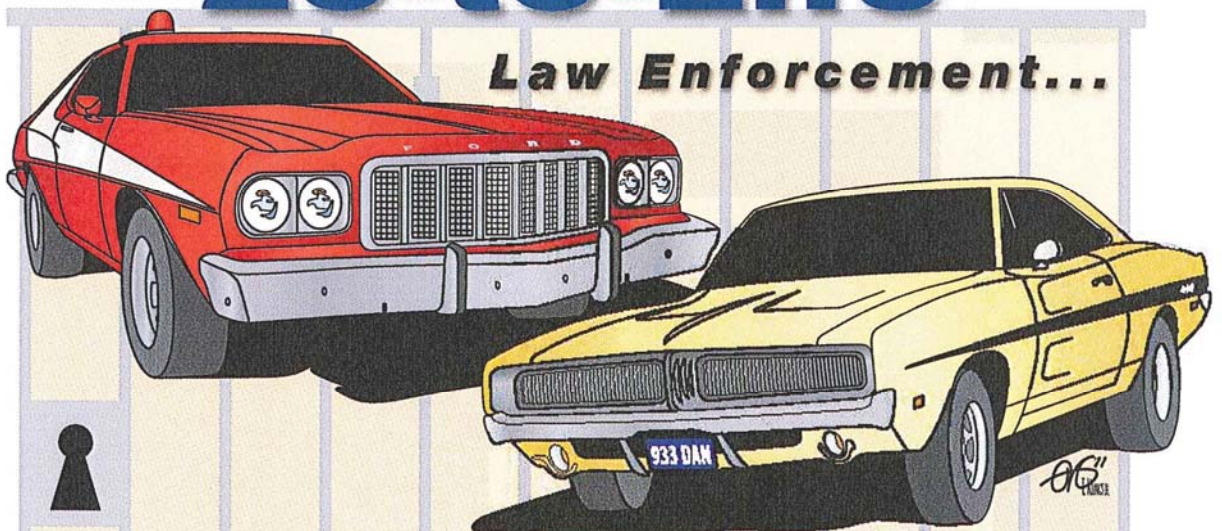
NNLTM

East

*This Year's
Theme:*

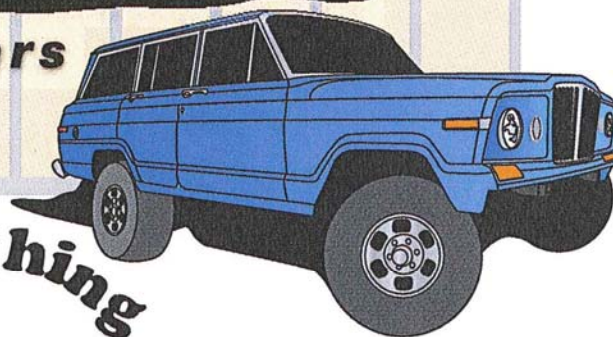
25-to-Life

Law Enforcement...



...and Getaway Cars

Subtheme: *It's a Jeep Thing*



SATURDAY, APRIL 16th, 2011, 9:00am to 4:00pm
WAYNE PAL BUILDING, 1 PAL DRIVE, WAYNE, NJ 07470

For Show Information:

Tom Geiger (732) 687-8171 (7-10pm weekdays)

Write: NNLEast@aol.com

For the latest information, go to: www.nnleast.com

19th ANNUAL
MID-ATLANTIC NNL
INDY RACERS & PACERS

***** **3 CATEGORIES** *****



FRONT ENGINE CARS

REAR ENGINE CARS

PACE CARS

~~~~~  
**SECOND THEME**

**TV & MOVIE CARS**



~~~~~  
MAY 14, 2011

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VENDORS, FOOD, DOOR PRIZES

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email: MAMAPREZ@AOL.COM

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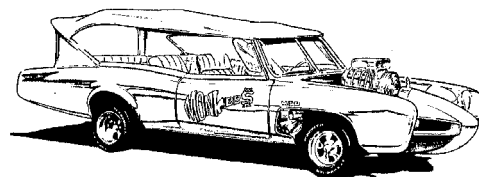
- *Feb. 26th—The Big Sit* at Main Line Hobbies, in East Norriton, PA. Be there or be Square!
- *April 16th—25th Annual NNL East* from 9 a.m. to 4

p.m. at the Wayne PAL bldg.

- *May 14th—19th Annual Mid-Atlantic NNL*, from 9 a.m. to 3 p.m. at the Ruhl Armory, in Towson, MD.

A polite reminder: The '11 *Super September Showdown* theme is, believe it or not, *Movie and TV Cars!!* So, between *NNL East*,

our *show*, and the *Showdown*, you could theoretically build for **THREE** different shows—Kew!! *So, get busy on somethin,' OK?!*



Pontiacs on Parade!

Oddly enough, seems like there's one or two MAMA members at every meeting with Pontiacs not takin' advantage of the reserved parking area. That's what it's there for, guys!

Joe Bush: Joe trotted out two built-ups—a '68 *GTO* and a '71 *GTO*, both hardtops. *I hate you Joe!!*

It's Hell gettin' old. There was *VERY* nice SD Catalina in the display that belonged to either *Marcos Cruz* or *Ron Roberts*, as I know that both modelers recently built one of these excellent kits. Sorry, guys—'fess up!

I displayed two diecast Ponchos—*Bill & Rita Schultz's* '69 *Royal Bobcat Ram Air V GTO*

from Danbury Mint (originally tuned and driven by Milt Schornack), and a *Starlight Black GMP '71 Judge hardtop*.

As I've said all last year—I will continue to bring the reserved parking area as long as interested parties trot out their Pontiacs, thereby needing somewhere to park! So, c'mon—bring 'em and show 'em!

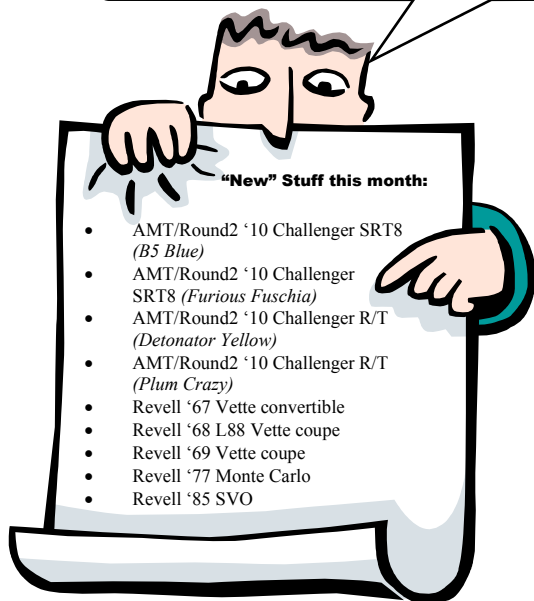
'PoP' (Pontiacs on Parade!)
Sickle signing off for now!
Seeya next month! 🍷



Chapter Contact:

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

MAMA's BoyZ do it in scale!



- AMT/Round2 '10 Challenger SRT8 (B5 Blue)
- AMT/Round2 '10 Challenger SRT8 (Furious Fuschia)
- AMT/Round2 '10 Challenger R/T (Detonator Yellow)
- AMT/Round2 '10 Challenger R/T (Plum Crazy)
- Revell '67 Vette convertible
- Revell '68 L88 Vette coupe
- Revell '69 Vette coupe
- Revell '77 Monte Carlo
- Revell '85 SVO

Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

Old Toyland Shows: <http://www.oldtoylandshows.com/>

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

www.yorkus30.com 🗓

Classifieds

WANTED: I'm always on the lookout to purchase unbuilt and/or 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. Also want Mickey Thompson Attempt I/Challenger I kits, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (snap), Revell Sunbird, '66 Bonneville (MPC or Hasegawa), '69 to '72 Grand Prix, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70-'81 Firebird Formulas and T/As, '82 KITT Fire-

birds, late '80s Chevy C-3500 dually kit (*not promo*), Polar Lights funny cars, and empty **Pontiac kit boxes**. Would also like to buy or borrow **old AMT/MPC/Monogram/Revell model car catalogs**. Contact Tim Sickle at gtoguy@verizon.net, or see me at a meeting. **Thanks!**

Got an ad? E-mail me, and we'll squeeze it in! 📧

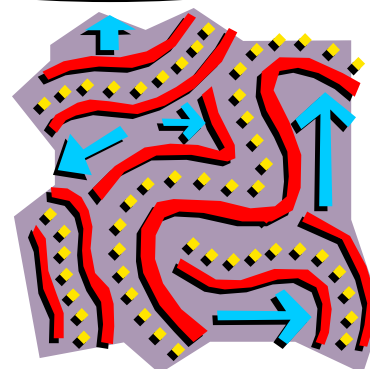


We're on the web!
<http://www.mamasboyz.org/>

Directions

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

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



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

Club Contact Info

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