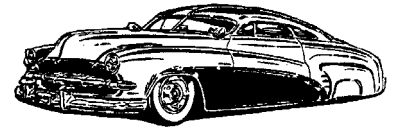




MAMA SEZ!

Volume 23, Issue 7

March, 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



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

NNL East's a'Comin'!!

I just want to thank everyone involved for a **successful auction for MAMA member Ray Wickline**. We were able to stroke a check to his widow Lois for a nice chunk of change. If you're curious, ask Matt for the amount. Yours truly is even considering a **build-up of the AMT '57 Chevy cleverly disguised in the Pontiac**

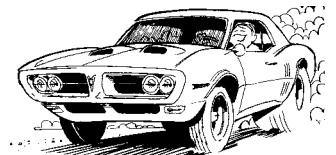
Catalina box that I ended up with. Guess somebody knew that's about the only way I'd buy a Chevy (Ha! Ha!)

Things worked out this month. We had no reviews, but **MAMA's Boy Ron Hamilton** thoughtfully provided us with a **Pace car listing—Thanks, Ron!**

Along with this list, we've got plenty more,

including some **test shots of upcoming Revell goodies** from **Gerry Paquette**. **Thanks, Gerry!**

A Raffle was not held due to the aforementioned auction. Never fear—it should return this month! 🎰



Listen Up!!

Our club's **'Plastic Pusher,' Ron Bradley** has requested that I publish his schedule for the near future. In this way, you can plan your purchases and know when and where you can pick 'em up, especially if they are new ones.

He will **NOT** be at the following meetings: **March, May, June, July, and August**.

The remainder of his show schedule is as follows:

- April 30th: Northern VA IPMS, Fairfax HS
- May 14th: Mid Atlantic NNL, Towson, MD
- May 20-22: Super Chevy Show, VA Motorsports Park, Dinwiddie, VA
- Jun 4-6: National Muscle Car Assoc Race, Budds Creek, MD
- Jun 25-26: Mopars @ the Grove, Maple Grove Raceway, PA (Tentative)
- Jul 8-9: York US 30 Nostalgia Show,

York Fairgrounds, PA

• Jul 15-17: Super Chevy Show, Maple Grove Raceway, PA
If any hot kits show up during those months, he will do his best to get 'em to **Rich Wilson** to bring to the club meetings in an attempt to help out with our **'plastic addictions.'** **Thanks a bunch, Ron.** 🎰



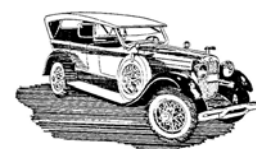
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Pacers & Racers, Part 1

With our NNL show fast approaching, with such a historic theme (*100 years of Indianapolis pacers and racers!*), hopefully,

this is part one of a little 'cheat sheet' by way of *MAMA's Boy Ron Hamilton*. **Tanks, Ron!** This will hopefully spur something in youse guys to build something for our show, whether it be a pace car, or a race car. There's even a *couple'a Ponchos* in there (*amongst all those Chebbies, especially for the last ten years or so!*) if I wanted to take a crack at it. Also, is it just me, or is anyone else tired of seein' the *new Camaro* as pace car? They even seem to have *run out of any imagination whatsoever with this years' '11 SS convertible*, resurrecting the '69 Orange and White scheme!! Hopefully, we'll look at racers next month—**Thanks, Ron!!** 🏁

Year, Make, Model	Plastic, Resin, Diecast	Decals
1911 Stoddard Dayton	None	None
1912 Stutz	None	None
1913 Stoddard Dayton	None	None
1914 Stoddard Dayton	None	None
1915 Packard	None	None
1916 Premier	None	None
1919 Packard	None	None
1920 Marmon 6 Model 34	None	None
1921 H. C. S. 6	None	None
1922 National Sextet	None	None
1923 Duesenberg	None	None
1924 Cole V-8	None	None
1925 Rickenbacker 8	None	None
1926 Chrysler Imperial	None	None
1927 La Salle	None	None
1928 Marmon 8 Model 78	None	None
1929 Studebaker President	None	None
1930 Cord L-29	None	None
1931 Cadillac	JoHan (P)	Fred Cady/200
1932 Lincoln	MPC *	None
1933 Chrysler Imperial	MPC *	Fred Cady/201
1934 La Salle	None	None
1935 Ford V-8	None	None
1936 Packard 120	None	None
1937 La Salle	None	None
1938 Hudson 112	None	None
1939 Buick Roadmaster	None	None
1940 Studebaker Champion	None	None
1941 Chrysler Newport	None	None
1946 Lincoln Continental	Lindberg (P)	Fred Cady/202
1947 Nash Ambassador	None	None
1948 Chevrolet Stylemaster 6	Galaxie (P), R&R (R)	None
1949 Oldsmobile 88	R&R (R), ERTL (D)	Fred Cady/203
1950 Mercury	MPC (P)	Fred Cady/204
1951 Chrysler New Yorker	None	Fred Cady/205
1952 Studebaker Commander	R&R (R)	Fred Cady/206



* Pace car kit

Year, Make, Model**Plastic, Resin, Diecast****Decals***(Continued from page 2)*

1953 Ford Customline
 1954 Dodge Coronet
 1955 Chevrolet Bel Air
 1956 Desoto Fireflite
 1957 Mercury Montclair
 1958 Pontiac Bonneville
 1959 Buick Electra 225
 1960 Oldsmobile 98
 1961 Ford Thunderbird
 1962 Studebaker Lark
 1963 Chrysler 300
 1964 Ford Mustang
 1965 Plymouth Sport Fury
 1966 Mercury Cyclone GT
 1967 Chevrolet Camaro SS
 1968 Ford Torino GT
 1969 Chevrolet Camaro SS
 1970 Oldsmobile 442
 1971 Dodge Challenger
 1972 Oldsmobile Hurts/Olds
 1973 Cadillac Eldorado
 1974 Oldsmobile Hurst/Olds
 1975 Buick Century
 1976 Buick Century
 1977 Oldsmobile Delta 88
 1978 Chevrolet Corvette
 1979 Ford Mustang GT
 1980 Pontiac Firebird Trans Am
 1981 Buick Regal
 1982 Chevrolet Camaro Z28
 1983 Buick Riviera
 1984 Pontiac Fiero
 1985 Oldsmobile Calais
 1986 Chevrolet Corvette
 1987 Chrysler LeBaron
 1988 Oldsmobile Cutlass Supreme
 1989 Pontiac Trans Am GTA
 1990 Chevrolet Beretta
 1991 Dodge Viper
 1991 Dodge Stealth
 1992 Cadillac Allante'
 1993 Chevrolet Camaro Z28
 1994 Ford Mustang Cobra
 1995 Chevrolet Corvette
 1996 Dodge Viper

Lindberg (P) *
 R&R (R)
 Monogram (P) *
 JoHan (P), Modelhaus (R)
 Modelhaus
 AMT (P), R&R, Modelhaus (R)
 AMT (P), R&R, Modelhaus (R)
 JoHan (P), R&R, Modelhaus (R)
 AMT (P)
 JoHan (P)
 JoHan (P), R&R (R)
 AMT (P), Monogram (P) *
 JoHan (P), R&R (R)
 AMT (P), R&R, Reliable Resin (R)
 AMT (P) *
 AMT (P), Modelhaus (R) *
 MPC (P), Revell (P) *
 Modelhaus (R)
 MPC (P), Time Machine (R)
 Revell (P), Modelhaus (R)
 JoHan (P), R&R (R)
 JoHan (P)
 None
 None
 None
 Revell, Monogram, MPC (P) *
 MPC, Monogram (P) *
 MPC, Monogram (P) *
 Monogram (P)
 MPC, Monogram (P) *
 None
 MPC, Monogram (P)
 None
 MPC, Monogram (P) *
 None
 None
 MPC, Monogram (P) *
 MPC (P), All American (R)
 MPC, Monogram (P)
 MPC (P) *
 None
 Monogram (P) *
 Monogram (P) *
 Monogram (P) *
 AMT (P)

Fred Cady/207
 Fred Cady/208
 Fred Cady/209
 Fred Cady/210
 Fred Cady/211
 Fred Cady/212
 Fred Cady/213
 Fred Cady/214
 Fred Cady/215
 Fred Cady/216
 Fred Cady/217
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 Fred Cady/219
 Fred Cady/220
 Fred Cady/221, Keith Marks
 Fred Cady/222, Keith Marks
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 Fred Cady/230
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 Fred Cady/233
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 Fred Cady/237
 None
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 None
 None
 None

*(Continued on page 9)*

'New' US Carmakers?!!

Tired of *negative publicity* stemming from the *defunct Daewoo Group*, 'GMC' has decided to **drop the Daewoo name** from its South Korean unit, a remnant of the ill-fated Daewoo Motor conglomerate it took over in '02.

'GMC' has decided to brand all new and upgraded models with the Chevy badge, discarding the 'GM Daewoo' brand on vehicles made by GM Daewoo Auto & Technology. The strategy is expected to enhance its presence in Asia's fourth-biggest economy and boost domestic sales.

Those who remember the boom years of Daewoo Group in the 90s may be saddened by the decision, but car buyers in their 20s and 30s who own or plan to buy a GM Daewoo car often pay to change the nameplate to Chevy from GM Daewoo. In South Korea, **GM Daewoo** cars have been **less preferred** than models from its bigger rivals such as **Hyundai Motor Co.** and **Kia Motors Corp.**, which together controlled 78.4% of the domestic automobile market as of Dec. 31st.

"We believe new models carrying the Chevy badge will make a strong appeal to such young customers, in particular," company spokeswoman Lim Young-mi said. GM Daewoo will complete the name change by the end of March.

All of its eight models to be launched this year will carry the Chevy brand badge except for three cars—the Alpheon upper-midsize size sedan and the Labo and Damas mini cars—which

'GMC' will keep as 'independent' brands.

GM Daewoo's domestic sales fell to an 'unacceptable' level in '09 following the economic downturn that began in late '08. Competition became tougher when the country's dominant car maker, Hyundai Motor Group, came up with a series of competitive new models. Analysts say import brands are set to place more new models with lower price tags to woo South Koreans.

In the midst of 'GMC's' massive restructuring process **one lone subsidiary remains operating at a loss**. That subsidiary is **Adam Opel**, 'GMC's' European arm. After much drama between Adam Opel and the German government on potential aid deals, 'GMC' has been left to fix Opel without further government assistance. Word is that 'GMC' management wants Opel to shape up soon.

Sources familiar with the situation have said that 'GMC' management and the board of directors have set a goal for Opel to be profitable by the third quarter of this year. As an example of the urgency 'GMC' management has set for Opel profitability, 'GMC' has hired outside consulting firm Alix Partners to assist in the restructuring of Adam Opel.

Alix Partners has been assisting 'GMC' throughout the bankruptcy process and is involved in the winding down of Motors Liq-



uidation, the remaining estate of 'old GM.'

Sources also state that 'GMC' will look at another Opel plant closing if profitability cannot be met by the new timeframe. It is also expected that management changes would take place at Opel in the event the subsidiary fails to become profitable.

'GMC' will pay bonuses of **at least \$4,000** each to its factory workers—by far the largest bonuses the automaker has ever paid its blue-collar employees.

Before this, the biggest bonus 'GMC' ever paid union employees was **\$1,775** in '99. Exact details of the bonus amounts will be revealed after 'GMC' outlines its annual profit later this month.

'GMC' is also paying bonuses to its non-union white collar employees. Those bonuses could be as much as 50% of a worker's salary in some cases. For the vast majority of those workers, bonuses will be between 4% and 16% of the employee's base pay.

Ford Motor Co. is expected to pay its factory workers bonuses of about **\$5,000 each**.

'GMC' received a bailout of \$50 billion by the US government, starting in early '09, a plan that

(Continued on page 5)

New (contd)

(Continued from page 4)

included giving the government a 61% stake in the company.

The government recouped much of this money when it sold 'GMC' shares during the auto-maker's IPO in November. But about **\$27 billion in bailout funds remain unpaid**. Much of that will be repaid as the government sells more of its shares.

The bailout and restructuring relieved 'GMC' of the bulk of its debt, helping the automaker to become profitable.

'GMC' is reportedly looking to **re-hire none other than Bob Lutz** as a consultant to vehicle development. Lutz, 79, left 'GMC' in May of '10 after leading the company's product development efforts for many years.

The push to rehire him reportedly comes from 'GMC' CEO Dan Akerson's initiative to rush development and reduce cost of its new crop of vehicles. The US government, which currently owns one-third of 'GMC', has apparently opposed his re-appointment, with The Daily Beast saying that the US Treasury is reluctant to re-hire him on the grounds that paying him so close to his retirement could look like a 'sweetheart payout.'

'GMC' recently promoted Mary Barra to senior veepee in charge of global product development, even though she has very little experience in the field. By bringing Lutz back, 'GMC' hopes to regain an intelligent eye into strategies for quick product development, marketing and design.

'GMC' is **recalling** more than **50,000 Cadillac CTS** worldwide to fix a loose joint that could cause a rear wheel to become unstable, making it hard for drivers to steer.

'GMC' says the recall affects 44,000+ '09 and '10 CTSs in the US. The remaining vehicles were sold in China and elsewhere around the globe.

'GMC' says there have been no injuries or fatalities related to the recall.

The company says nuts in the rear suspension can become loose, causing a sudden change in the vehicle's handling or making the driver lose control.

The **Honda Civic GX** has been named the **greenest vehicle of '11** and the **Bugatti Veyron** has been named the **'meanest'**—or least green—by the American Council for an Energy-Efficient Economy in its annual list of environmentally friendly vehicles.

In a surprising twist, the **Chevy Volt**, which was named the '11 North American Car of the Year in January, **did not even crack the top 10 greenest cars on the list**. It came in at **number 12** among the greenest vehicles of '11. Other vehicles that beat it include the **Nissan Leaf, Smart Fortwo, Toyota Prius, Honda Civic Hybrid, Honda Insight, Ford Fiesta SFE, Chevy Cruze Eco, Hyundai Elantra, Mini Cooper** and **Toyota Yaris**.

The nonprofit group noted in a statement that the "strong showing

of conventional vehicles in the top 12 is a testament to how serious manufacturers have gotten about recasting these vehicles as fuel-sippers with transmission refinements, weight savings, and sophisticated internal combustion engines."

It noted that "once again diesels fall just short of the greenest list."

In addition to the Veyron, the worst vehicles included the **Chevy Suburban/GMC Yukon XL** and the **Dodge Ram 2500 Mega Cab**. "The meanest list this year is populated largely by heavy trucks and SUVs, a marked change from the numerous European sports cars that dominated last year's list," the group said.

The ratings—which are seen as controversial in some quarters—are based on a complicated formula that includes fuel-economy ratings, curb weight, emissions and other considerations. Although the American Council for an Energy-Efficient Economy did not spell out the precise reasons why the Volt fell short, it is believed that the car's 3,781-pound curb weight was a factor.

Inside Line says: The Honda

Civic GX, which uses compressed natural gas, beats the Volt in a new green poll.

Pontiac (*remember them?*) has continued their winning ways, despite 'GMC's' short-sighted decision to can the division. An **all-G6 GXP final** at the **season open-**

(Continued on page 10)



This n That

Knock-Down, Drag Out Ferrari vs. Ford?! Ford has dropped its lawsuit against Ferrari over the use of the F150 name. The race car will now be called the **Ferrari 150° Italia**. The symbol “°” substitutes for “th” in Italian, and the name commemorates the **150th anniversary of Italy**. Ford has used the name for decades on its top-selling pickup, but Ferrari announced plans this year to name its latest F1 racer the F150.

Ferrari then said the name was shorthand for F150th Italia after Ford filed a lawsuit in Detroit. Ford argued that Ferrari was infringing on its naming rights, while Ferrari claimed there was no confusion between a pickup and race car (*Ed. note: REALLY?!...*)

MORE Knock-Down, Drag Out Fighting! Honda is being sued by another of Japan's biggest exports. No, not Toyota or Nissan.

Wouldja believe **Godzilla?!** Toho Co., the Japanese film studio best known for producing dozens of Godzilla movies over the past six decades, is out to stomp what it says is Honda's unauthorized use of Godzilla's likeness in a commercial for the Odyssey minivan earlier this year. The TV spot, set to the whining strains of heavy metal music and pyrotechnic explosions, aims to convince young males that minivans are not only convenient but downright cool. A head shot of the fire-breathing reptile appears opposite an image of the rock band Judas Priest to show off the vehicle's split screen onboard video entertainment system.

Don't blink or you'll miss it. Toho filed suit Feb. 2nd in LA federal court seeking an injunction against Honda's use of

Godzilla, said Junichi Tamaki, a Toho spokesman in Tokyo. This isn't the first time Godzilla's guardians have gone to court. His legal team has wiped out countless would-be co-opters, including fast-food chains, toymakers, publishers, wineries or rock bands, like so many cardboard Japanese cities. A Honda spokesman said he couldn't comment on pending litigation. But he added that Honda has not suspended the commercial. Sounds like somebody wants to get paid... **Belly-Up Brits?** UK carmaker **Bristol Cars** was recently placed into administration, the British equivalent of bankruptcy. Officials now running the company said several people were laid off but that it was keeping the sales and service operations open. Bristol sold its hand-built cars directly to the public, without a dealer network. It maintained one showroom in London, and it rarely released production totals. Its current lineup includes the flagship **Fighter T**, which is powered by a **twin-turbo Chrysler V10** that was claimed to crank out **1,012 hp**. The company was founded in '45 as an outgrowth of the Bristol Aeroplane Co. Early cars were based on pre-World War II BMW designs, which company officials brought back from Munich just after the war. The company had a series of owners. The last, Toby Silverton,



bought the company in '01... **Fast on ICE?!?** So why wouldn't you do this? Take a **six-figure British luxury**

car and a four-time WRC, then race the car on ice to a top speed of **205.48 mph**. That's a world record. On ice. It's February. The winter doldrums were clearly taking hold across much of the globe, but this feat was impressive nonetheless. Ace rally driver Juha Kankkunen hit the top speed in an E85-powered, 6.0-liter, 12-cylinder **Bentley Continental Supersports convertible** on the frozen Baltic Sea, bettering his own '07 record of 199.83 mph. Temps fell to 22 degrees below zero Fahrenheit, and his record run was certified by Finnish police. Bentley says the new record was calculated on an average of two runs—in opposite directions—and ratified by Guinness World Records officials. Adding to the intrigue, blizzards were thought to roll in at any point, and the runs were conducted amid imposing crosswinds, the company says. The car had Pirelli winter tires and a roll cage, among other enhancements. The top was left up to accommodate the roll cage and the frigid conditions. The test car will be homologated in a **limited run of 100** and will be shown in Geneva. Now, here's where it gets interesting. In an apparent display of 'Oneupmanship,' a company called Nokian Tyres **BROKE** this record of speed on ice when an **Audi RS6** ran to **206.05 mph** on

(Continued on page 7)

'59 (contd)

(Continued from page 6)

March 6th in Finland. That betters the Bentley's record just set in February! Nokian says its record was set in freezing conditions on an 8.7-mile track with the Audi wearing the company's tires. The company says it's an ice expert of sorts and maintains a testing facility 186 miles north of the Arctic Circle. It developed its first winter tire for subzero conditions in '34...

Kudos! MAMA's Boy Rex

Turner had a small feature appear in *The Washington Times Auto Weekend section* recently. Vern Parker's "Out of the Past" series highlighted **Rex's '72 Cherry Blossom Special Mustang convertible**. Kudos, Rex...
New Racing Aston. Aston Martin has unveiled its all-new '11 24 Hours of Le Mans LMP1 prototype racer. The new roadster, christened **AMR-One**, is a clean-sheet design built in-house by the **Prodrive-run Aston Martin Racing organization** and powered by a custom turbocharged gas engine. The car and the powerplant are the result of an intense design-and-build period that began in earnest in September, when the Le Mans organizer guaranteed AMR parity between gas- and diesel-powered prototypes. He explained that AMR opted for a 2.0-liter straight-six turbo engine because it offers "the best potential within the petrol regulations." A total of six AMR-One chassis will be built over the next two years. Five have been sold to collectors and



customer teams, one of the ways AMR financed the project. The new car, which replaces the Lola-based LMP1 coupe that raced at Le Mans in '09-'10, is scheduled to race for the first time in the opening round of the Le Mans Series at Circuit Paul Ricard in France on April 3rd. AMR abandoned plans to take it to the American Le Mans Series' 12 Hours of Sebring later this month for what Howard-Chappell had described as "a test race." AMR has a mixed program for the remainder of the year. It will field two cars at Le Mans in June, at least one car in all other Intercontinental Le Mans Cup events with the exception of Sebring, and is expected on the grid for a short program of ALMS races in the second half of the year. The driver lineup is largely unchanged from last season. Plans to run the car for the first time were delayed when AMR decided against taking the car out. It is now scheduled for a shakedown in the very near future, according to an Aston Martin spokesman...
What's Old is New Again.

Chrysler reached all the way back to the 50s for the code name of its next Hemi-powered Ram, the **'Adventurer.'** In fact, it wasn't even a Chrysler—it was a top-of-the-line **DeSoto**. The new truck will be a Ram 1500-based offering and come with a 390-hp Hemi V8 for a base price of \$23,830 when it arrives in the Spring. The project was recently announced in the wake of the Tradesman truck, another entry-level Ram, which debuted at the Chicago auto show. The Adventurer can be ordered through dealers, even though the name hasn't been finalized. It gets a body-colored grille and fascia, fog lamps and 20-inch aluminum wheels. There's a buncha options, including chrome, a spray-in-bedliner and a Class IV trailer hitch. It also comes in short- and regular-bed models and rear- or four-wheel drive (*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!*) 🍷

Test Shots!

Upcoming Revell test shots from Lake Michigan club modeler and

Spotlight Hobbies message board regular **Gerry Paquette**.

Expect the **'48 Ford Custom Coupe** in July or August.

The **new Mustang convertible** has an opening hood.

Although a snap kit, it would seem that reasonably experienced modelers could kitbash an engine and chassis for it.

Revell USA piggybacked on the RoG license for the **458 Italia**. Not so for M-B. Separate licensing for North America is needed. The hassle and costs for that license means the RoG version of the SLS is the way to go. 🚗



Condolences

George Anthony Toteff Jr. died Tuesday, Feb. 1, 2011, in his home near Johannesburg. While in the company of his four children, he peacefully fell asleep as his family surrounded his bed and said the rosary, something that their father did daily.

George was born Nov. 14th, 1925, in Duquesne, Pa., son of the late George A Toteff Sr. and Mary Toteff. His father came from Bulgaria and was the owner of a ticket for the Titanic...a voyage he fortunately missed.

Who was George, you ask? During his full lifetime, George felt very blessed and enjoyed much success. It began when, as a young man struggling with a new company, he made a pilgrimage to St. Anne's in Canada and received a vision in a dream. The Trinity and three roses inspired him to

create the **3 in 1 model car kit** that propelled his company to great success.

A champion of manufacturing, he was a member of the **Hobby Manufacturers Hall of Fame**. His tireless efforts and strong faith allowed him to lead several companies to prosperity, including **AMT, MPC, Lionel Trains, Craft House Casuals** and **Craft House Corporation**. He located his manufacturing plant in Kalkaska and created over 200 jobs, took the company public, and became part of the **RPM, Inc.**, family of companies.

A funeral mass was held Feb. 5th.

The model-building hobby has lost another of its forefathers.

Robert Reder, co-creator of Monogram Models, has died. He was 93.

Starting in '35, Reder was a designer and draftsman at **Comet Model Airplane & Supply Co.** in

Chicago. During World War II, he worked with the Navy to develop a national program for building identification models, used for training by pilots and anti-aircraft gun crews. By '45, he and pal Jack Besser pooled their **life savings (\$5,000)**, and started Monogram Models in, appropriately, his mom's basement. Monogram started with balsa-wood ships and airplanes, but soon switched to injection-molded plastic and added automotive subjects. Making those car kits in slightly larger 1/24th scale, rather than the AMT/MPC/Revell industry-standard 1/25th scale, has caused mild controversy within the hobby for years.

Thanks very much for your hard work, gentlemen—I think it's safe to say that both of you AND your hard work (*and companies!*) be remembered for quite some time to come for your accomplishments! 🚗

Year, Make, Model

Plastic, Resin, Diecast

Decals

(Continued from page 3)

1997 Oldsmobile Aurora	Brookfield (P)	None
1998 Chevrolet Corvette	Revell (P) *	None
1999 Chevrolet Monte Carlo	None	None
2000 Oldsmobile Aurora	None	None
2001 Oldsmobile Bravada	AMT (P) (modify Blazer)	None
2002 Chevrolet Corvette	AMT, Revell (P)	None
2003 Chevrolet SSR	Revell (P)	None
2004 Chevrolet Corvette	Revell (P)	None
2005 Chevrolet Corvette	Revell (P)	None
2006 Chevrolet Corvette Z06	Revell (P)	None
2007 Chevrolet Corvette	Revell (P)	None
2008 Chevrolet Corvette Z06	Revell (P)	None
2008 Chevrolet Corvette	Revell (P)	None
2009 Chevrolet Camaro SS	AMT, Revell, (P), Jada (D)	None
2010 Chevrolet Camaro SS	AMT, Revell (P), Jada (D)	None
2011 Chevrolet Camaro SS	AMT, Revell (P), Jada (D)	None

* Pace car kit

HURST/OLDS



New (contd)

(Continued from page 5)

ing **NHRA Winternationals** had **Jason Line** in the **Summit Racing Equipment G6** besting fellow G6'er **Greg Stanfield** in the **Safety Sentry Inc. Nitrofish** car, with a 6.529 at 211.89 to a losing 6.595 at 210.70.

Meanwhile, at the **Tire Kingdom NHRA Gatornationals** in



mid-March, both ends of the Pro Stock national record fell during a record-shattering opening day at Gainesville Raceway.

Rodger Brogdon earned the provisional No. 1 with a 6.495-second pass at 213.47 mph in his **Attitude Apparel Pontiac G6 GXP**. This would be the first No. 1 of his career of 62 races.

Mike Edwards (213.47) and **Greg Anderson** (212.86) also ran **6.495s**, but theirs were

slightly slower and therefore behind Brogdon in the lineup. Also, **Erica Enders** recorded the fastest-ever Pro Stock run with a speed of **213.57** in her **ZaZa Energy** car.

Overall, Pro Stock drivers recorded the **seven quickest elapsed times in class history** and **nine of the top 10**, as well as resetting the 10 fastest speeds in history.

Thanks to **Pontiac** and nhra.com.

And finally (*fitting!*), I heard an ad recently asking for your Chevy story for the '**100 years of Chevy**' *celebration* website (<http://chevy100.autonews.com/>). *Celebration?!* They should simply be thankful they're still around, thanks to 'Uncle Sam Obama' and the American taxpayers (who had no say in the matter)!! 🇺🇸



MORE Test Shots!





- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

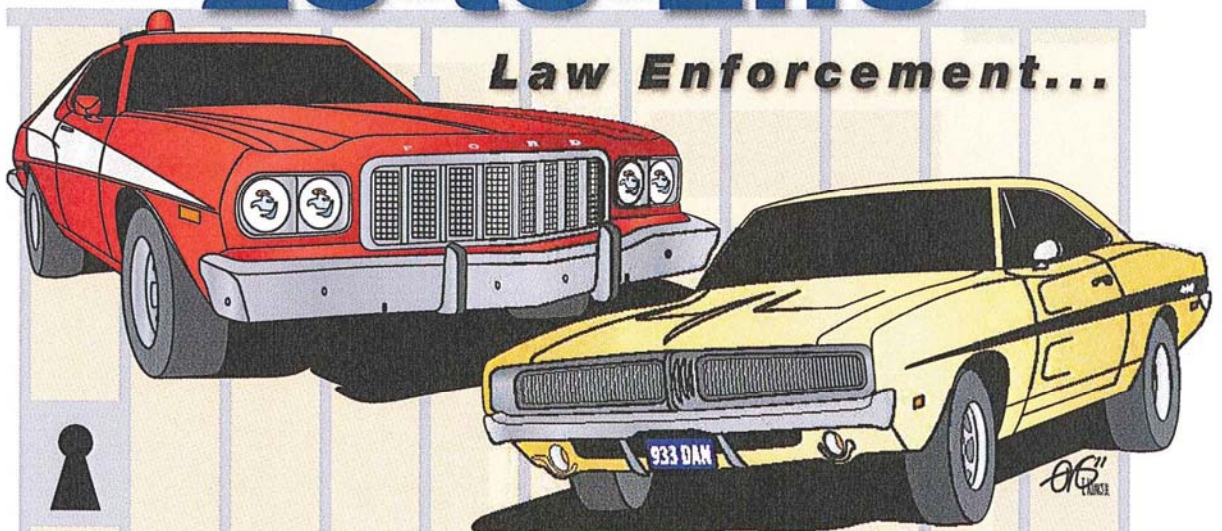
The Tri-State Scale Model Car Club

Presents:
THE 25th ANNUAL
NNLTM
East

*This Year's
Theme:*

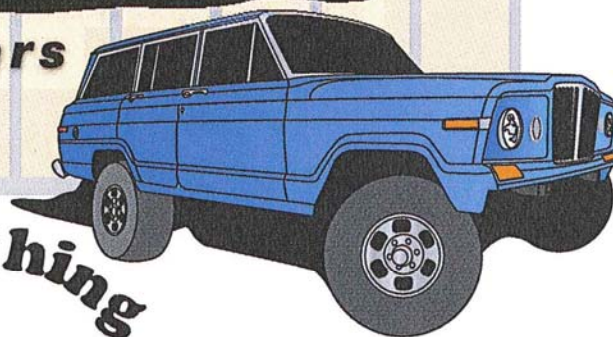
25-to-Life

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

RUHL ARMORY
1035 YORK RD.
TOWSON, MARYLAND

9AM - 3 PM
\$10 ADMISSION
VENDORS, FOOD, DOOR PRIZES

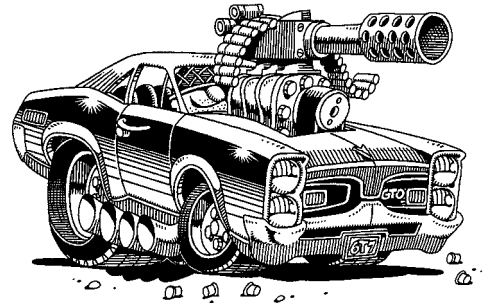
CONTACT LYLE WILLITS FOR SHOW & VENDOR INFO
email: MAMAPREZ@AOL.COM
410-796-2768



- 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—Kewl! So, get busy on somethin,' OK?!**



Pontiacs on Parade!

As you can see by the included photos, there seems to be no shortage of Pontiac muscle showin' up at our monthly get-togethers, lookin' for a place to park!

Joe Bush: Joe trotted *two GTO hardtop promos*—a *Burgundy '69*, and *Gold '70*, a *White Grand Prix promo*, and a *Cardinal Red '70 Judge hardtop build-up*. *I STILL hate you Joe (jus' kiddin', 'ol buddy)!!*

Dave Zinn: Dave displayed *two Pro Stock-style 'Birds*—one a *gold third-gen*, and the other a *deep red fourth-gen* car.

I displayed two diecast Pontchos—a *Starlight Black '70 GTO convertible*, and, coincidentally

enough, a *Cardinal Red '70 Judge hardtop*, both from GMP.

As I've said all last year—I will continue to bring 'Reserved Parking' 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!) Sickie signing off for now! Seeya next month! And don't forget—MAMA (and I!) needs Pontiacs (Ha! Ha!). 🚗



This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ do it in scale!



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 Prixs, 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! 🗓

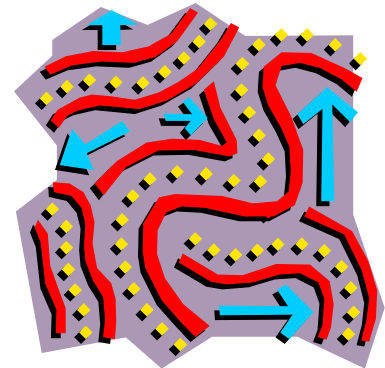


We're on the web!
<http://www.mamasboyz.org/>

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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mamaprez@aol.com
Vice President: Tim Powers
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Newsletter Editor: Tim Sickle
gtoguy@verizon.net