



MAMA SEZ!

Volume 24, Issue 7

March, 2012



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

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2012 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- ☞ January 21st
- ☞ February 18th
- ☞ March 17th
- ☞ ~~April 23rd~~
- ☞ **May 5th**
- ☞ June 16th
- ☞ July 21st
- ☞ August 18th
- ☞ September 15th
- ☞ October 20th
- ☞ November 17th
- ☞ December 15th



Incliment weather phone number: (301) 474-0646. ☞

'Big Go East' Approaching!

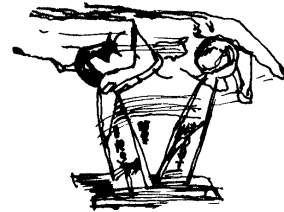
The February meeting saw MAMA members acknowledge *Susanne Bradford's birthday*. *NNL table rental* also came up—as in no more last-minute table rentals, so, book now!

This month, *Rich Wilson* checks out the "Compuware" *C5-R* by Revell. *Thanks, Rich!*

The Pontiac Parade has been kinda languish-

ing lately. C'mon guys, let's start bringin' in those Pontiac projects again!

The raffle raised **\$69.00**, while the door kicked in an additional **\$161.00** (thanks to two large donations!), while sales of *special edition MAMA stickers* donated by *Jeff Young*



netted **\$20.00**—Thanks, guys
Thanks to the raffle donors: *Brad, Ron Bradley,*

Steve M. Buter, Bob Foster, Gary Frazee, Doug (ATM Hobby), Matt Guilfoyle, Steve Scott, and Replicas & Miniatures Co. of MD.



Slixx Closes Shop!!

The following not was recently spied on the Spotlight Hobbies website:

Dear Valued Customers,
We would like take just a brief moment to thank you all for your support over the past 19 years. Many of you have become a big part of our Slixx family. We have come to the hard decision to stop production of Slixx decals. We will be finishing up a few grille

sheets and 1/16th scale drag goodie sheets that are currently in production, but those will be the last Slixx decals produced. We will be selling off our existing inventory until they are gone. Again, thank you so much for the support over the years. We wish you all the best in the future.
Sincerely,
Gene & Becky Sise-more"

So, gang, if you are

interested in **ANY-THING** they have in their lineup, ya better get it while the gettin's good. In an e-mail response from them, Gene told me that sales were brisk, and that *NNL East* may be their last show, depending on available stock on hand. I know I'm sure givin' their website a hard look! ☞



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 Sickie, 15905 Ark Court, Bowie, Maryland 20716.

Corvette C5-R “Compuware” Racer

This kit started out as the #2 “Goodwrench Plus” car in silver and black colors and not much more than a promo. That was *twelve years ago*. A year later, it was updated with an engine and other detail as the #63 “Goodwrench” car. Basically, this is a 97-piece re-issue, only the decals have been changed. Personally, I haven’t kept up with endurance racing, but I think this team Compuware car has been quite successful. But this kit is kind of dated, in that it’s a C5-R and GMs’ Corvette division has been racing C6-Rs’ for several seasons. Having built the #63 ‘Goodwrench’ C5-R a few years ago, I can tell you that the kit assembles easily and very well. The only complaint (*universal*) is that the body, hood and nose are one-piece. I suppose it’s so the body can be lifted off to display *ALL* the detail in it. As far as I know, *Historic Racing Miniatures* (our Harold Bradford!) still offers this conversion (*trans*) kit in resin. It includes a corrected nose and separate hood.

Engine: Although the engine builds up from only 14 pieces, don’t think for a second that it lacks detail. And it’s not a copy from the ‘street’ version. This is pure race engine, but like its street cousin, it is partially covered by huge intake plenums. The tube exhaust headers lack some detail, but once installed what you can see looks very good. Detail painting alone really brings this ‘puppy’ alive. If you spent some time with aftermarket wiring and

hoses, it would really come alive. The heads and oil pan are cast to the block, but don’t let that sway your interest. There are six carbon fiber decals to finish it off, though I found them a little difficult to wrap around the curves, but decal softener really paid off.

Chassis/cockpit: Unlike foreign kits of this type of racer, the chassis rails and belly pan are separate pieces and the rails are really ‘C’ shaped. It builds up with around 40 pieces and again, there are plenty of places to add your own detail, be it paint or aftermarket parts. But don’t think the kit lacks detail; it’s actually just the opposite. All four corners have separate upper and lower A-arms and spring shocks. The differential is unlike the street version in that the transmission is between the engine and differential and connected by, I believe, torque tubes. I counted 10 decals to further detail this assembly.

Body: As I said earlier, it’s one-piece with very faint mold lines, but it has all the panel lines and latches. For an experienced modeler it shouldn’t be overly difficult to separate the hood from the body and nose. There are two corrections needed; the first is the mesh in the center of the nose; it needs to be removed and placed back a little, and the other is the roof needs a NACA scoop cut into



it. The lazy among us can buy Brads’ transkit and as a bonus the louvers in the hood will be cut open as well (*Ed. Note: Bonus!*). There are clear red taillights and the glass (*bagged for safety—thanks*) all fits from the outside. The rear window even has hinges molded to it. One change is the front license plate recess is cut out for driving lights and there is a stone shield to cover it as well. The only remaining pieces are projector beam headlights with clear covers (*they need to be tinted yellow*) and the three-piece wing. Wouldn’t it look like crap on a rice burner?

Tires/wheels: The wheels have been updated to the *correct* ‘OZ’ wheels you see on the box art, and the previous generation wheels are included also. The tires are correct in size, but are way too shiny and the tread (*or lack of it*) needs to be sanded desperately; something I forgot to do on my Goodwrench car. The yellow Goodyear decals for the tires are missing—surprise, surprise! The fronts mount with axles from the outside, while the rears mount to a metal axle that is very hard to notice upon completion.

Decals: Besides those already mentioned, there is a total of 58 to

(Continued on page 8)

Saving Studebaker—in a **GREEN** Way?!?

At half a mile long and *visible from space*, the *Studebaker arboreal sign* outside New Carlisle, Indiana, is certainly the largest artifact of that company's existence, and as such, it's also the one that requires the most upkeep. Yet, surprisingly, the giant landmark has made it through the last 70+ years with a maintenance budget of zero, something its caretakers aim to change.

With the help of a \$2,500 endangered places grant from Indiana Landmarks awarded last month, the St. Joseph County Parks and Recreation Department has taken the first steps toward preserving and maintaining the sign, starting with an assessment of the current health of the trees in it. The red and white pine trees, planted by the Civilian Conservation Corps in 1938 on what was then the Studebaker proving grounds, currently stand about 60 to 70 feet tall, but there's no telling how long they're expected to live, according to Evelyn Kirkwood, director of the parks system.

"These pine trees are not the longest living when planted in our area, and because they were planted so close together, they're

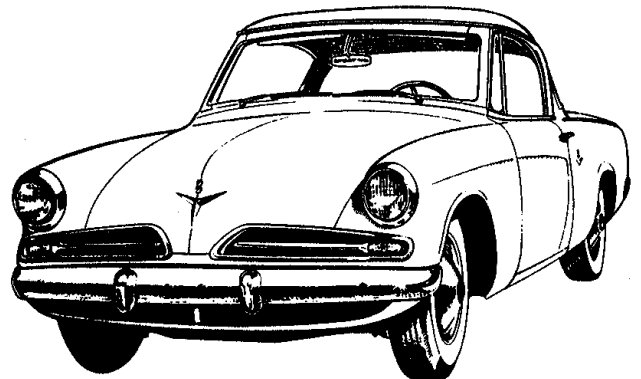
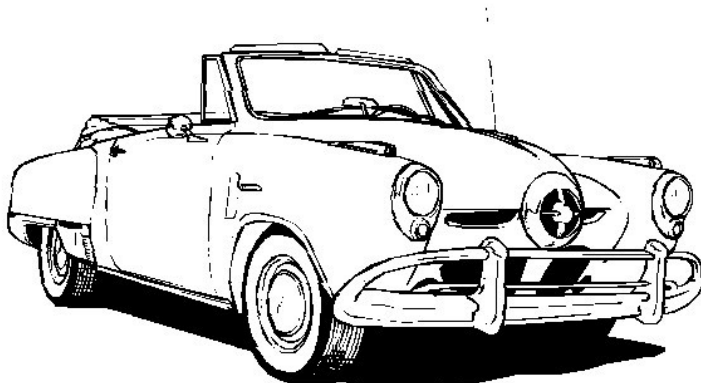


now stressed and don't have the root systems they should," Kirkwood said. "Any time we get a windstorm or a heavy, wet snow, we do get trees toppling, and because they're so close together, we get a domino effect going."

The study, funded in part by the grant, was wrapped up earlier this year, will also recommend management strategies for the trees' health and a long-term plan for replacing and replanting the sign, consisting of about 5,000 trees.

Studebaker was the first

American car company to establish its own proving grounds in 1926, on a plot of land just west of South Bend. When it left the car business in the mid-1960s, it sold the proving grounds to Bendix, which later split off 190 acres of the grounds—including the arboreal sign and former Studebaker clubhouse—and donated that land to the county for use as a park. Bendix has since sold the adjoining proving grounds and three-mile test track to Bosch. Thanks to the Hemmings Blog for this one. 🚗



'Government Motors'

'GMC' and *PSA Peugeot Citroën* announced late last month the creation of a long-term and broad-scale global strategic alliance that will leverage the combined strengths and capabilities of the two companies, contribute to the profitability of both partners and strongly improve their competitiveness in Europe (*Ed. Note: Go ahead and spit now, Matt!*).

The alliance is structured around two main pillars: the **sharing of vehicle platforms, components and modules**; and the creation of a global purchasing joint venture for the sourcing of commodities, components and other goods and services from suppliers with combined annual purchasing volumes of approximately \$125 billion. Each company will continue to market and sell its vehicles independently and on a competitive basis.

Beyond these pillars, the alliance creates a flexible foundation that allows the companies to pursue other areas of cooperation.

In connection with the alliance, *PSA Peugeot Citroën* is expected to raise approximately €1 billion through a capital increase with preferential subscription rights for shareholders of *PSA Peugeot Citroën*, underwritten by a syndicate of banks and including an investment from the Peugeot Family Group, as a sign of its confidence in the success of the alliance. As part of the agreement, which includes no specific provision regarding the governance of *PSA Peugeot Citroën*, 'GMC' plans to acquire a 7 percent equity

stake in *PSA Peugeot Citroën*, making it the second-largest shareholder behind the Peugeot Family Group.

"This partnership brings tremendous opportunity for our two companies," said Dan Akerson, 'GMC' chairman and CEO. "The alliance synergies, in addition to our independent plans, position 'GMC' for long-term sustainable profitability in Europe."

Philippe Varin, chairman of the managing board of *PSA Peugeot Citroën*, declared, "This alliance is a tremendously exciting moment for both groups and this partnership is rich in its development potential. With the strong support of our historical shareholder and the arrival of a new and prestigious shareholder, the whole group is mobilized to reap the full benefit of this agreement."

Under the terms of the agreement, 'GMC' and *PSA Peugeot Citroën* will share selected platforms, modules and components on a worldwide basis in order to achieve cost savings, gain efficiencies, leverage volumes and advanced technologies and reduce emissions. Sharing of platforms not only enables global applications, it also permits both companies to execute Europe-specific programs with scale and in a cost-effective manner.

Initially, 'GMC' and *PSA Peugeot Citroën* intend to focus on small and midsize passenger cars, MPVs and crossovers. The companies will also consider develop-



ing a new common platform for low emission vehicles. The first vehicle on a common platform is expected to launch by 2016.

This alliance enhances but does not replace either company's ongoing independent efforts to return their European operations to sustainable profitability.

The purchasing cooperation defined in the agreement allows the companies to act as one global purchasing organization when it comes to sourcing commodities, components and services from suppliers, taking full advantage of the joint expertise, volume, platforms and standardized parts. Combining 'GMC's' robust global processes and organizational structure with best practices from *PSA Peugeot Citroën* will bring significant value and efficiencies to the purchasing operations at both companies.

Additionally, the alliance is exploring areas for further cooperation, such as integrated logistics and transportation. To this end, 'GMC' intends to establish a strategic, commercial cooperation with Gefco, an integrated logistics services company and subsidiary of *PSA Peugeot Citroën*, whereby Gefco would provide logistics ser-

(Continued on page 5)

'Gov't' (contd)

(Continued from page 4)

vices to 'GMC' in Europe and Russia.

The total synergies expected from the alliance are estimated at approximately \$2 billion US annually within about five years. The synergies will largely coincide with new vehicle programs, with limited benefit expected in the first two years. It is expected the synergies will be shared about evenly between the two.

The alliance will be supervised by a global steering committee that includes an equal number of senior leader representatives from each company.

Its implementation is subject to requisite regulatory approvals in certain jurisdictions as well as notification to the appropriate workers councils

So, I guess in the very near future, you'll be able to buy *Citroen— and Peugeot-badged 'GMC' vehicles*, much like you do *Opels, Daewoos, and Holdens* right now! *Exactly what does 'GMC' make themselves any more?!!*

'GMC' will idle the Detroit-area assembly plant that builds the *Volt* for *more than a month* to

curb rising inventories.

On March 1st, 'GMC' told 1,300 workers at its Detroit-Hamtramck assembly plant in Michigan that it will shut down production for five weeks, starting the week of March 19.

'GMC' plans to resume production on April 23rd, spokesman Chris Lee said.

"We need to maintain the right inventory levels and continue to meet demand," Lee said (*in other words, they ain't sellin'!*).

At the end of February, 'GMC's' Volt inventory stood at 6,300 units, enough to *last 154 days* at current sales rates.

Volt sales rebounded in February to 1,023 units. January's sales of 603 units marked a five-month low following a federal investigation into battery fires in the Volt.

Federal regulators closed the probe in January after determining it was safe.

The plan to suspend Volt output was reported by The Detroit Free Press.

Production of the redesigned Malibu starts at the Detroit-Hamtramck plant later this year, once new engines become available. For now, the Volt and its sister car, the Opel Ampera, are the only vehicles assembled there.

According to GM Inside

News, Chevy apparently has *stopped delivery* of the *Camaro ZL1* because of an *undisclosed issue*. The pony cars sent to dealers and—according to one poster—

delivered to at least one customer are being hauled in for a once-over because of an unspecified possible issue with the potent machines.

According to Monte Doran, communications manager for Corvette and Camaro, "We go through a standard quality assessment with every new vehicle and we found what we thought was a potential concern. Until we've adjusted it, we won't send any cars out to customers."

Doran refused to comment on what said issue might be, nor was he firm on the two- or three-week time frame mentioned in the post on GM Inside News. Essentially, right now, the fix is going to take as long as it takes.

Doran also said he wasn't aware of any cars having been delivered to customers.

The last Dealer Order Submission Process cycle for the ZL1 was supposed to have begun on the first of the month and ended on March 6th. It's now been postponed to a date to be determined. At this point, it looks as if delivery of cars that have already been produced shall be waylaid by the mailed fist of quality control for at least a few weeks longer, and perhaps even longer than that.

Looks like *Pontiac G6s* are *three for three* in *NHRA competition* so far in 2012. *Greg Anderson* beat Jeg Coughlin's Dodge at the Winternationals, while Greg's Summit team mate *Jason Line* beat Greg Anderson himself in Phoenix, and *Mike Edwards* beat Anderson in Gainesville. So far, the *Camaros* are *MIA*—we'll see how *THEY* do when they show up. 🏁



This 'n That

Datsun Makes a Comeback?!

The **Datsun nameplate** may soon be revived by Nissan Motor Co. as a low-cost sub-brand for emerging markets such as Russia and India. The Japanese carmaker plans to relaunch Datsun in 2014 and initially start selling the cars in Russia, India and Indonesia, Japan's Nikkei business daily reported. The vehicles will be priced around \$6,100, it said. Nissan declined to comment on the report. A focus on expanding sales in emerging markets is a key pillar of Nissan's mid-term business plan. It aims to make countries such as India, Brazil, China

and Russia account for 60 percent of its global sales by 2016, from 40 percent in 2007. It also has ambitious goals for expanding market share in emerging markets. Many of the upcoming Datsuns are expected to ride on Nissan's global V-platform for low-cost small cars and source most of their parts locally, the Nikkei said in its report on March 1st. But in Russia, Nissan will use platforms supplied by its local partner AvtoVaz. Nissan targets global volume of 300,000 units a year for Datsun, the Nikkei said. While announcing its mid-year business plan in June 2011, Nissan said that by 2016, it will increase the number of models using its V-platform to three from two now. It also aims to boost global V-platform sales to 1 million units, from 130,000 in 2010. Nissan began

phasing out the Datsun name in the US and Europe in the early 1980s. The move was meant to strengthen Nissan's global corporate image. How'd that work for ya, Nissan?!

...High-Priced

Orphan Olds! A **1912 Olds**—believed to be the **only one of its kind still in existence**—fetched **\$3.3 million** recently, spurring

total sales of \$38.3 million at an auction in Florida. The vintage car, an **Olds Limited five-passenger touring**, is thought to be one

-of-a-kind, as none

of its now century-old contemporaries are known to have survived in that trim. It wears chassis No. 64626 and has won a class award at the **Pebble Beach Concours d'Elegance**. The price sets a record for an Oldsmobile sold at an auction and roughly doubled the original estimates of \$1.4 to \$1.6 mil. Underscoring its rarity, the car has one-off coachwork. The Olds ended up being the show stealer at the sale in Boca Raton, FL., which was run by RM Auctions and Sotheby's. More than the usual stable of vintage cars, the event featured the sell-off of the private collection of Bob and Paul Milhous, and it included a wide array of musical instruments, clocks, firearms and an airplane. Case in point: The second-highest-selling item was a 1903 Ruth Style 38-B fair organ, a massive



instrument that scored \$1.2 million. Next was a **1933 Chrysler Custom Imperial five-passenger phaeton**, which nabbed \$1.2 million, followed by a 46-foot carousel complete with 42 animals, two chariots and a Wurlitzer organ, which drew \$1.2 million. Antique autos, however, made up much of the rest of the list of top sellers, including a **1934 Cadillac Sixteen custom roadster** (\$1.0 million), a **1939 Lagonda V12 Rapide sports roadster** (\$990,000), a **1930 Duesenberg Model J convertible sedan by Murphy** (\$990,000), a **1937 Cadillac Sixteen custom phaeton** (\$962,500) and a **1911 Rolls-Royce Silver Ghost seven-passenger Roi des Belges** (\$836,000)...**Diecast Goat!** For anyone not payin' attention to last month's newsletter and Pontiac Parade at the meeting, there's a new diecast in town! Specifically, a **Starlight Black '68 HO GTO**. It comes courtesy of the gang from **Danbury Mint**. It includes the usual 'standard' features of opening doors, hood, trunk, and steerable wheels. It features a Parchment interior, wood wheel, Rally II rims mounting redline tires, and Pontiac's signature hood tach are also present on this pint-

(Continued on page 7)

T 'n T (contd)

(Continued from page 6)

sized Poncho. Interested? It'll set ya back **\$149** (plus \$9 shipping and service). You can reach 'em at 1-800-822-6133, or online at www.danburymint.com. With only 2,500 available, they're gonna go quick—trust me!... **Lambo SUV?!** A senior source at Lamborghini's parent company Audi in Ingolstadt, Germany, has confirmed reports suggesting that the Italian supercar maker is close to revealing a dramatically styled and luxuriously equipped SUV/crossover concept that previews its long-touted third model. "I can't comment in detail but the speculation in the press is largely correct," an Audi manager revealed when questioned about reports outlining plans by Lamborghini to gauge public response to a successor to the famed LM002 with a new SUV concept. Set to get its first public airing at the Beijing motor show in late April, the new SUV/crossover will extend the current Lamborghini lineup, joining the successor to today's Gallardo and the recently introduced Aventador in what will at least be a three-strong model lineup from Sant'Agata from 2016 onward. Lamborghini has not confirmed the reports. An unprecedented fourth model—a low-slung four-door sedan previewed by the well-received Estoque concept first wheeled out at the 2008 Paris motor show—is also under consideration and, in the words of Autoweek's Ingolstadt sources, "shouldn't be ruled out as a further addition to the lineup should

studies reveal there is a market for such a car." Conceived as an up-market rival for the likes of the Maserati Kubang, the BMW X6 and a similar four-door coupelike off-roader recently confirmed by Mercedes-Benz and likely to be called the MLC, the new Lamborghini SUV was conceived to sell in numbers of less than 1,500 annually, suggesting **its price will be upwards of \$200,000 in North America**. Key markets for the new performance-orientated four-wheel drive are expected to be the US and China. Nothing is official at this early stage, but suggestions are that the 197-inch-long four-seater will go on sale with a detuned version of the Gallardo's 5.2-liter **V10 engine** developing in the region of **580 hp**. Also envisaged is a hybrid version of the big four-wheel drive. It is said to combine the standard V10 with a 107-hp (80-kilowatt) electric motor and a lithium-ion battery pack, providing a system output of somewhere near 660 hp. Rumors suggesting that the successor to the LM002 could also be offered with a specially tuned version of Audi's new twin-turbocharged 4.0-liter V8 and/or a twin-turbocharged 6.0-liter V12 common-rail diesel have been indirectly denied by Lamborghini chairman Stefan Winkelmann, who says Lamborghini will not adopt turbocharged engines of any kind this decade. Known under the internal code name LB736, the new Lambo SUV/crossover is planned to **share its underpinnings with the next-generation Audi Q7**, which is also set to provide the basis for a new **Bentley off-roader**. The so-called MLB

architecture will, in short-wheelbase form, also sit beneath successors to today's **Porsche Cayenne** and **VW Touareg**. Already undergoing intensive development at Audi, the future MLB structure is planned to undergo a dramatic weight-reduction program, with Ingolstadt officials suggesting savings of up to 880 pounds for the Q7 through the use of added aluminum and carbon fiber. The high-tech construction will be picked up by Lamborghini to ensure that its new SUV/crossover comes in at less than 4,400 pounds. As with the current Q7, Cayenne and Touareg, the Lamborghini SUV is expected to be partly produced at the Volkswagen Group's factory in Bratislava, Slovakia, with final assembly taking place at Lamborghini's Sant'Agata plant near Modena, Italy (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!) 🐻



The New Kit You Didn't Even Know You Needed!

Here's a little bit of the old weird for MAMA members, courtesy of **Matt Guilfoyle** (*surprised?!?*).

I'm sure that many of you don't talk about it much, but you were all fans of the 1960's Japanese "action" series, *Ultraman*, weren't you?

You remember him. He wore an odd winged helmet and silver wet suit with a flashing dome light on his chest to indicate his power level. Sort of like those 9 volt battery packs you get with the built in charge indicator strip. He was a super hero that was called up to do battle against the various zipper-backed monsters that had a really big issue with Japan in the 1950's and 60's (*BTW, what DID those poor people ever do to deserve continual attacks by super-sized lizard variants with bad attitudes and even worse flaming breath anyway?*).

Plus, Ultraman drove a *really cool 4 door 1960 Corvair!* Well, apparently the series was so popular that they produced a sequel, "*Ultra Seven*," in the late 1960's. Who knew?! Here's a link to info on Wikipedia: http://en.wikipedia.org/wiki/Ultra_Seven.

Unfortunately, I don't think that anyone ever produced a model kit of that fabulous Corvair sedan, but *Fujimi* is now re-releasing a 1/24th scale kit of the "*TDF PO-I Pointer*" from Ultra Seven. I'd like to describe the "vehicle" in its full glory, but, I don't have the words. A photo



will have to suffice!

I know, don't thank me. It's the model kit you've waited for all of your life and here it is for only \$27.50 US (*approximately plus shipping*) from Hobby Search. Expect a late April release but you may certainly put in your pre-order now (<http://www.1999.co.jp/eng/10009126>).

Thanks Matt (I think?!?)! 🍵

C5-R (contd)

(Continued from page 2)

decorate the body. I'm thinking it might be wise to paint the white stripes whether or not you use the stripe decals. I fear the dark blue paint will 'burn' through the white decals, though I'm not sure of this, but it would be too late if you didn't take this precaution.

I had no idea how old this car was until I did a Google search in an attempt to get some pictures of the real car for reference. My usual Google 'images' turned up virtually nothing besides pix of

die cast offerings. This version raced in '03 and since then its' raced in yellow colors. I would think Revell would have done the more recent version. One possibility for pix is C5registry.com. The only other pix I could find were in the June '01 issue of *Road & Track* and then they are of the earlier #63 & #3 cars. But there are several inside

shots for detailing. I couldn't find anything in any of the '03 R&T.

by: Rich Wilson 🍵



Condolences!

Where were you in the Summer of '66? The Monkees, a carbon copy of the Beatles, were the hottest thing on TV.

Davey Jones and his three Monkee cohorts, Michael Nesmith, Peter Tork and Mickey Dolenz, schlepped their way through a half-hour comedy show once a week cruisin' in good company—the *famous Monkeemobile*, arguably the *REAL* star of the show for any car guy worth his salt.

Sadly, Monkee **Davey Jones** died Feb. 29th of a heart attack near his home in Indiantown, Florida, just months after he, Tork

and Dolenz had completed a tour marking The Monkees' 45th anniversary. He was 66.

Born in Manchester, England, on Dec. 30th, 1945, Jones had been a child star in his native country, appearing on TV and stage.

At 5 feet-3 inches, he was the shortest member of the group—a fact often made light of on the show. But he also was its 'hunk,' mirroring Paul McCartney's role in the Beatles. And as the only Briton of the bunch, he was in some ways the Monkees' direct connection to the Beatlemania still strong in the US when the show made its debut.

Godspeed, Davey. 🚗



Please Note



PLEASE NOTE: Due to scheduling conflicts, there will be **NO April meeting**. Additionally, the **May meeting** will be **rescheduled to May 5th** for final arrangements for out NNL the following weekend. Also remember: **NO** congregating in the halls (*thereby creating a possible fire hazard!*) prior to the meetings
NO admittance to the meeting room until 11 AM (**NO exceptions unless otherwise noted**)
Meetings are scheduled for 11 AM to 2 PM—**NO EXCEPTIONS!**
We **MUST** be out of the room by 2 PM, or we will be charged additional fees. Thanks! 🚗



WTF?!?

Model Buffet

Well gang, it's been a while since we've had a Buffet column. What—**NONE** of you have seen interestin' stuff that you thought others might like to know about?!?

New (at least to Matt G!) in 1/24th scale are these diorama accessories from **Doozy Modelworks** (really!) (<http://doozymodelworks.com/>).

They offer unfinished resin kits like the "Old Gas Pumps" (three different sets that include everything required to build 2 sweet looking pumps), soda vending machines (two different sets), and assorted drum, can and accessory kits (modern American style pay phone, fire hydrants, and figures). The kits are available from **Hobby Search** (<http://www.1999.co.jp/eng/10178310>) and run around \$32 (2,550 Japanese Yen) for the gas pumps and soda machines.

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! ☺





The **Tri-State Scale Model Car Club**

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

Presents:
THE 26th ANNUAL
NNLTM
East

*This Year's
Theme:*

The Show Must Go On

ShowCars



Subtheme:

SHOWROOM STOCK

SATURDAY, APRIL 21st, 2012, 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

MID-ATLANTIC NNL

Presented by: Maryland Automotive Modelers Assoc.

WWW.MAMASBOYZ.ORG

MAY 12, 2012



NEW

LOCATION !!!



COLUMBIAN CENTER

335 N.RITCHIE HWY

SEVERNA PARK, MD. 21146

3 INDY CAR THEMES



FRONT ENGINE REAR ENGINE PACE CARS

9 AM - 3 PM

ADMISSION - \$10.00, UNDER 16, FREE

VENDORS/ DOOR PRIZES/ ON-SITE FOOD

For show or vendor info contact:

LYLE WILLITS, 410-796-2768 or email

MAMAPREZ@AOL.COM

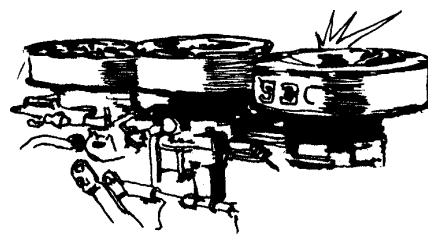


- April 21st—26th Annual **NNL East** in Wayne, NJ. **Theme—The Show Must Go On** (show rods!), with a **sub-theme** of **Showroom Stock**
- May 12th - **Mid-Atlantic NNL**

at the Columbian Center, in Severna Park, MD. **Theme: Indy cars—Front-, Rear-engined, and Pace cars.** Flyer forthcoming.

- July 13th & 14th—**York US30 Reunion and Nostalgia Nationals** at the fairgrounds. This year, they pay tribute to,

of all things, **Pontiac!!** Guess Nick and I better make plans now, eh?! 🍷



Pontiacs on Parade!

It was kinda lonely in the reserved Pontiac parking area last month! I've got a few projects in the works that aren't quite ready for 'prime time,' otherwise, I'd bring 'em and show 'em. What's everybody else's excuse, huh?!

Last month, my poor 'ol Pontiac Parade definitely had some competition, as far as parking space is concerned!

It was abundantly clear that Steve Scott had a lot of 'sweat equity' in his 'new digs'! I believe that it is still a 'work in progress'. Probably the only downside is that it is not as easily transportable as mine, eh, Steve? Nice Job! Guess I better step up my 'game', eh?!

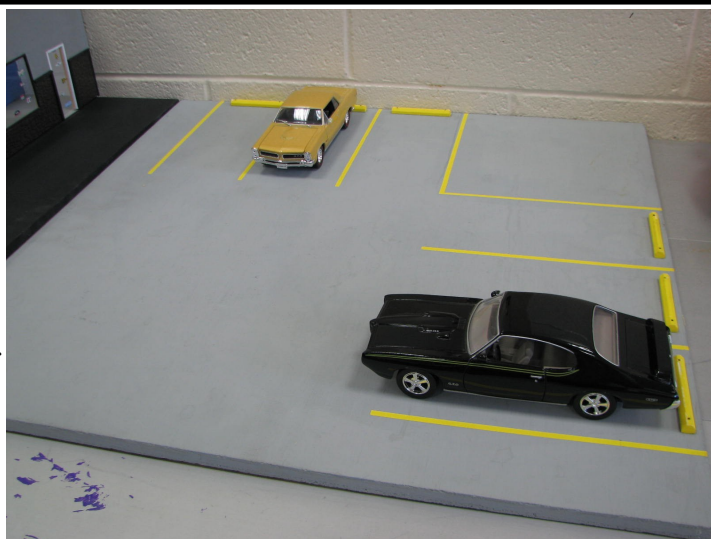
For my display, I trotted out a

few more diecast copies of 'All-Time Great Pontiacs.'

First off, is possibly the most coveted of all GTOs, the '65 **hardtop**, in a shade approaching Pontiac's timeless **Tiger**

Gold. The other offering was a **Starlight Black '69 Judge hardtop**. Sadly, both cars were produced by Chinese companies (what ISN'T nowadays!?!).

'PoP' (Pontiacs on Parade!) Sickie signing off for now! Don't forget—MAMA may not



need all these Ponchos, but I'm sure diggin' 'em!! Gotta get busy!! 🍷



This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ do it in scale!

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Websites

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

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

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

www/eastcoastindoornats.com

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

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

www.oldtoylandshows.com

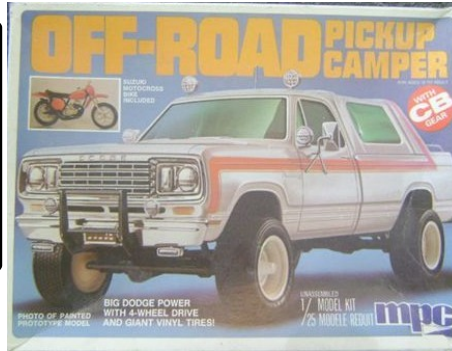
Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclecar Madness:

www.yorkus30.com 

Classifieds



WANTED: I need a favor, guys. I've got a modeling friend in the GTO hobby (*imagine that!*), and he is looking for this kit. Any leads on procuring one would be greatly appreciated! See me at a meeting, or e-mail me at

gtoguy@verizon.net

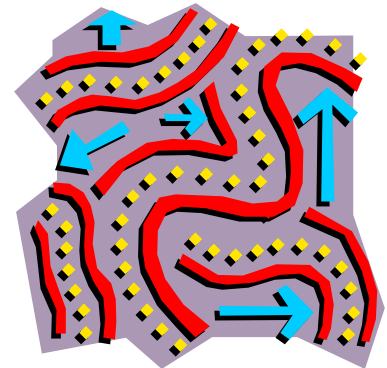
WANTED: I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*), and have an extensive collection to trade from. Want Mickey Thompson Attempt I/Challenger I kits, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prix's, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70 -'81 Firebirds, '82 KITT Firebirds, and empty **Pontiac kit boxes**.


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. 

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