



# MAMA SEZ!

Volume 24, Issue 8

April, 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



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

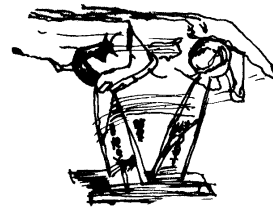
## 'Big Go East' a Memory!

Again, the March meeting's primary focus was to remind members that, due to NNL East, **THERE WILL BE NO APRIL MEETING!!** We also discussed the schedule for **our upcoming meeting on May 5th, immediately prior to our NNL show on the 12th—BE THERE!**

This month, **Rich Wilson** checks out the

**Chrysler 300** by 'Up and Coming' Moe-bius Models. **Thanks, Rich!**

The Pontiac Parade just keeps kinda soldiering along. C'mon guys, let's start bringin' in those Pontiac projects again! I'm doin' my best to get something done! The raffle raised



**\$62.00**, while the door kicked in an additional **\$129.10**.

Thanks, guys! Thanks to the raffle

donors: **Brad, Ron Bradley, Steve M. Buter, Bob Foster, Matt Guilfoyle, Ron Hamilton, Steve Scott, Lyle Willits, and Replicas & Miniatures Co. of MD.** 🎁

## Prius Gouging?!?

A Twitter user discovered something interesting at a Miami Toyota dealer and thankfully shared pictures of an unusual **Prius C Two** window sticker. Remember, the **base Prius C** starts at just **\$18,950**, and upgraded Two trim starts at **\$19,900**. With the options that dealer Al Hendrickson added to the car, it should cost \$20,839, but then someone at the dealer added a **"Market Value Adjustment,"**

which comes in at an astonishing **\$6,995**. Total cost for the 'cheap' Prius here? **\$27,834. COMPLETELY** absurd.

Or is it? Autoblog called the dealer with some questions for the general manager—why so much? Are people still interested at this price? But they were asked to leave a message and have not yet heard back. But think about it. This is one of the most popular high-efficiency

vehicles in the US right now, selling **1,200 units** in the first **THREE DAYS** it was on sale, and Toyota is increasing production to meet demand (*both here and in Japan*).

Autoblog admits that the market values this car, but does it do so enough to tack on an **extra 33 percent?** They doubt it—especially when you can get a regular Prius Liftback or Prius V for around that much—but maybe someone down in Florida thinks so. Either way,

(Continued on page 9)

## Chrysler 300

This new Moebius company has really gotten off to a 'flying start.' This is another much anticipated kit that a few years ago would have been rejected as not having enough interest. Personally, I find this car less than attractive and have very little information about it. There are other years that are quite good looking, but this one looks like a tank to me. To be fair, I did a little web searching and was able to find only one reference to the cars' weight. You know when it's hard to find such information it's usually because it's not very flattering. It would seem to be in the 5000-pound area, but I guess that didn't really hurt the performance too much. I did learn that the '300' designation referred to the 300 horsepower developed by the hemi engine; a first in production history. I wasn't surprised to learn that it was designed by none other than Virgil Exner; I've never liked anything he designed. This was a rather exclusive car, not for everybody, as only 1725 were built and at \$4055.00 base price, that's not hard to understand. Fortunately, the option list is rather short, with the 'not available' list being the more interesting. Air-conditioning, back-up lights and rear view mirrors were not available. And the only colors available were black, red, and white, while the interior was only in natural leather. There is an amazing amount of information (*and pics*) on the internet and I would suggest if you are building this kit its well worth reading. One good

site is [www.chrysler300club.com](http://www.chrysler300club.com).

The kit contains 80 grey parts as well as 29 chrome and 10 clear (2 clear red) parts for a total of 119. Also included is what I believe is a copy of the original sales brochure.

**Engine:** Counting the various hoses there are no less than 30 parts for the engine alone. It's quite an accurate assembly and would be a good example to copy for other models. The valve covers do have the correct 'Chrysler Fire Power' on them. The instructions show the deep end of the oil pan at the front while the photos show it reversed—the photos are correct. Three items that are very

that can't be very efficient, but other manufacturers were just as guilty of this.

**Chassis:** It's very much a ladder type frame, but is cast separately from the underside of the body, which will make painting much easier. The chassis is made up of 23 pieces and while it's very detailed, it's rather plain by today's standards. There's no possible steering here and would take a great deal of effort to accomplish. The dual exhaust system is trimmed off by the characteristic, for the 300, chromed tips that are oval shaped and drilling the tips is not advised here. The provided color photographs are of great



'old school' are the road tube, the combo generator/power steering pump and the trans mounted emergency brake. Unusual in scale is the transmission dip tube, but there is none for the engine. One thing I have never understood is the very restrictive exhaust manifolds with the twin Carter four barrel carbs, a combination

value for both assembly and colorization.

**Interior:** As seems to be the practice these days, the interior builds up off the underside body panel. Considering the 'high end' nature of this car, the interior seems very 'utilitarian' like a Chevy 150 or Ford 300. Again, I'd advise a web search for inte-

(Continued on page 3)



## 300 (contd)

(Continued from page 2)

rior photos to help this assembly. There are decals for the gauges, but paint detailing is what will make this interior 'jump.' The seats seem quite plush, pleated and accurate. As I noted before, the interior was available in one color only, natural leather, an off-white or pale tan shade. It's got hand cranks cast in, but power windows were among the few options. The steering wheel and column seem huge and heavy but that was the nature in the mid-fifties. And bear in mind power steering was an option on this behemoth of a car. I can remember someone telling me that my '66 Mustang needed power steering and it had only a 6 banger in it. Can you imagine that person trying to steer this monster? The transmission selector mounts to the dash, while the turn signal stalk is on the column.

**Tires/wheels:** The kit comes with two sets of wheels, full covers or optional wire wheels. The tires are spectacular with very nice and accurate tread detail, but no lettering. Why can't the tires have the size and type lettering without the brand name on them? The whitewalls seem to be standard equipment. I wouldn't mind having extra sets of these tires.

**Body:** If I remember correctly, Moebius had a problem with the roof shape in pre-production, but that seems to be solved now. The scripts are cast on the body, but there are decal replacements available as well. Considering the era of this car,

there's very little chrome. Exterior mirrors were not available on the 1:1 car—seems odd by today's standards. After the bumpers, head, tail and parking light bezels, and license plates, the only other chrome is an antenna that is quite thin. The radiator and shroud are two-piece as are the horns and power brake booster. And as mentioned before, there are heater hoses.

**Decals:** As I've suggested in the past, the decals are packaged in their own bag. Besides those mentioned, there are various underhood warning labels and license plates. Other than a couple of drawing errors, the instruction sheet on glossy paper is a very nice touch.

This kit is labeled as a skill level three kit but I'm sure someone of less experience could do a very good job building this kit. I can see quite a few customs will be built from this kit; they can only look better than the factory version.

by: Rich Wilson 🏆

## Apr. '12 Sales

- 1 Ford F-Series—47,453
- 2 Toyota Camry—36,820
- 3 Honda Accord—35,385
- 4 **Chevy Silverado**—30,749
- 5 Toyota Prius—25,168
- 6 Toyota Corolla—24,804
- 7 Honda Civic—24,423
- 8 Honda CR-V—23,627
- 9 **Chevy Malibu**—21,906
- 10 Ford Fusion—21,610
- 11 Ram Pickup—21,126
- 12 Hyundai Sonata—20,521
- 13 Ford Focus—19,425
- 14 **Chevy Equinox**—18,282
- 15 **Chevy Cruze**—18,206 \*
- 16 Ford Escape—16,986
- 17 Hyundai Elantra—16,836
- 18 Nissan Altima—16,239
- 19 VW Jetta—15,658
- 20 Toyota RAV4—15,196

Guess the imports are regaining ground (& 'GMC' loses), despite the effects of the Japanese tsunami, eh?

\* For some reason, this number includes the recently departed Cobalt. **Cookin' the books?!** 🏆

# MARSHALL TEAGUE

# 1953 HUDSON HORNET

Thanks, Dave Burket!!



**MODEL KING**

**1/25 SCALE PLASTIC MODEL KIT SKILL LEVEL 3**

## 'Government Motors'

The National Highway Traffic Safety Administration is looking into complaints that '11 *Chevy Cruze sedans* are prone to *engine fires*.

In the complaints, drivers said the fires began while the engine was running.

And, in an apparent fit of jealousy over all this attention, Chrysler's '10 Jeep Wrangler is also being investigated for a similar problem.

Spokesmen for Chrysler and 'GMC' said they were cooperating with the investigations.

Chevy will replace the Impala in NASCAR with a new model that it also will sell to consumers (*doh!*).

'GMC' said the NASCAR Sprint Cup Series race car and the showroom model will closely resemble each other and will debut in '13 as a new nameplate in the Chevy lineup. 'GMC' said it will unveil the cars later this year.

In a statement, 'GMC' said it's taking advantage of new NASCAR rules that allow automakers

to feature more of their brands' identities in their race cars (?!). Ford and Dodge have already unveiled redesigned NASCAR racers for '13 that closely resemble production versions of the Fusion and Charger.

"We are keeping the wraps on the new car for now and will continue to prepare for next season by testing camouflaged vehicles," said Jim Campbell, veepee of performance vehicles and motorsports for Chevy. "We know that Chevy fans are eager to see the new race car and we hope that the prospect of being able to own one just like it (*hardly!*) will make the wait a little more bearable."

One possibility for the new car is a revival of the *Caprice* nameplate. Chevy is using the Caprice name for a rear-drive police car that uses the same rear-drive Australian platform used by the *discontinued Pontiac G8*. That could lead to a civilian version of



the Caprice (*No! Ya think?!).*

Chevy currently races the Impala in NASCAR's Sprint Cup and Nationwide series.

On the street, a redesigned Impala sedan is scheduled to go on sale in early '13 as a '14 model.

The Impala has raced in NASCAR's Sprint Cup series since '07, when it replaced the Monte Carlo, a full-sized coupe. *Sorry, I don't fancy a Caprice race car!*

Looks as though the *G6 Pro Stocks* won't sweep the Pro Stock class this year as their early 3-0 run would indicate. Case in point—at the NHRA race in Las Vegas at the end of March, the *Avengers* of *Vincent Nobile* and *Allen Johnson* took out the Anderson/Line Summit Racing G6 duo. The semis saw, ironically enough, *Erica Enders'* 'antique' *Chevy Cobalt*, and,

ironically, *Greg Stanfield's new Camaro*. Both went down to defeat to the Dodges. Allen Johnson eventually climbed to the top of the heap by beating Nobile. They *HAD* Hemis!! 🇺🇸



That 'funny car' Camaro's rear quarters look more G6 than production Camaro!



## Condolences!

**NHRA Pro Stock icon Bill ‘Grumpy’ Jenkins**, a master of the internal combustion engine and a legend among Chevy faithful, died March 29. He was 81.

Jenkins, voted No. 8 among NHRA drag racing’s greatest racers in a 2001 experts poll, scored just 13 NHRA national event wins but earned his well-deserved spot in drag racing’s top 10 because no other individual has contributed more to the advancement of normally aspirated engines for drag racing competition than the legendary ‘Grump.’

Jenkins always took greater pride in his mechanical achievements than in his driving. Among his innovations are drag racing’s first dry-sump oiling system, the first kickout oil pans and Pro Stock strut-style front suspension, and gas port pistons, slick-shift

manual transmissions, cool cans, and the electric water-pump fan.

Jenkins recorded Pro Stock’s first nine-second run, a 9.98, at the ‘70 Winternationals to defeat the Sox & Martin Barracuda for NHRA’s first national event Pro



Stock title.

Bill Jenkins’ ‘72 Vega revolutionized the Pro Stock class.

More importantly, however, is that club Prez Lyle Willits has been in contact with **‘Little Mikey’ Adams**, who requested a vendor table for our show, and learned that **Mike Adams died 4 YEARS AGO**. Hard to believe, in this day of instant information, that this could slip through the cracks!

You will both be missed. 🚗



## Batmobile Racing?!?

Which Batmobile wins this drag race, ‘66 or ‘89?

If there’s one thing nerds love more than obscure factoids, it’s the thrill of a good argument. MSN has set out to settle one of comic bookdom’s quintessential questions by attempting to discern whether the ‘89 Batmobile is quicker than its ‘66 predecessor. While we’d love nothing better to see the atomic-powered sire do battle with its jet-powered offspring, we’ll just have to make due with a couple of replicas. In this case, the ‘89 gets its power from a carbureted small block Chevy

with an aluminum intake manifold and not much else.

Meanwhile, the ‘66 uses a C4 Corvette for its underpinnings, complete with a fuel-injected small block of its own. The ‘66 boasts an estimated 300-325 horsepower while the ‘89 serves up a more modest 285 ponies. Bets are made, flags are dropped and one vehicle stands above the other. I won’t spoil it for you.



In other words, they’re both poor ‘ol **Chevy-powered wannabes!**

Go to the link and see for yourself (hopefully, it still works!) <http://www.autoblog.com/2012/03/22/which-batmobile-wins-this-drag-race-1966-or-1989/#continued>. 🚗

## This 'n That

**CARS Land Opening!** Pixar's animated movie Cars will come to life on June 15 when Disney's California Adventure opens a real-life version of the Western desert road town of Radiator Springs. The 12-acre attraction will feature everything from Flo's Drive-In and a Cozy Cone to a high-speed "Radiator Springs Racers" ride with six-seat, open-topped race cars fashioned after your favorite Cars characters. The race cars operate on a track similar to the one used for the General Motors proving-ground attraction at Disney's Epcot Center in Florida. There will be other fun things, too. Most innovative might be the Luigi's Flying Tires ride, which features bumper-type cars in the shape of tires you sit in that float over a giant air-hockey field, suspended on a cushion of jet-blasted air. Mater's Junkyard Jamboree will offer low-speed thrills as park guests ride in two- or three-seat trailers towed behind small tractors of the kind tipped over by Mater and McQueen in the original movie. Mater calls out a square-dance routine, and the tractors swing their trailers 'round and 'round in a series of textbook oversteers. Should be fun!...**Ouch!! Mercedes-Benz Classic** recently destroyed an ersatz 300 SL after the body was seized by German customs officials. The case began when a German company built a fiberglass copy of the Gullwing's body. According to a court ruling, the shape remains under copyright protection just as it did upon its

introduction in the 50s. The car's original designers ceded their rights to the design to Mercedes, a fact that was reaffirmed in December '10 when the company won another copyright battle after the accused company withdrew its appeal. ***The copyright even applies if the car—like this one—doesn't have any logos or trademarks of the company from which it was derived.*** Once Mercedes techs separated the offending body from the chassis, they stuck the fiberglass pieces in one of their 30-ton presses and smashed it into small pieces, according to an account from Mercedes. The destruction was made official when Mercedes Classic employees ***signed and stamped the "confirmation of scrappage" document.*** The 300SL is one of the most recognizable cars in world. The coupe was introduced to rave reviews in '54, and voted Sports Car of the Century in '99 by an international panel of judges...***Porsche buys Ferrari?!*** Actually, the Porsche Engineering Group will take over the ***Nardò test track*** in Apulia, Italy, from current owner Prototipo SpA. The property covers almost three square miles of the Italian peninsula and includes a 3.8-mile handling course and a 7.7-mile, high-speed test track (***which can be seen from space!***). It also houses a 4X4 emissions laboratory, a noise track and a



few extra spaces for more tracks if necessary. It has a workshop on the premises for engineering duties. In the past it was rented out to manufacturers, but now it appears that Porsche will use it free of charge. The track currently operates 363 days a year, on three shifts, seven days a week. The Nardò Ring was built and paid for by Fiat in 1975. The high-speed portion has four lanes for traffic. The lowest handles a baseline speed of 62 mph, while vehicles in the top lane can travel at ***149 mph or faster.*** When testing higher speeds, the entire track needs to be rented by a manufacturer. There has only been one fatality in its 37-year history (***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!***) 🍌





## Round 2 Funny Cars!

*Round 2, LLC*, is thrilled to introduce *Legends of the Quarter Mile*, a new line of drag racing memorabilia including 1/25th scale plastic model kits, 1/64th scale slot cars and highly detailed die cast 1/18th scale replica funny cars. Round 2 is going back to the heart of the sport of drag racing with these desirable collectibles.

Legends of the Quarter Mile will honor the funny car racers of the late 1960s through the 1970s, when drag racing was starting to gain real momentum. Fans flocked to the tracks to see the flashy and unpredictable over-the-top racers, with their flip-up bodies on a tube chassis, filled with the growing technology of the era. These cars set the stage for drag racing as we know it today.

Legendary names in drag racing like what they've seen of the new line, and can't wait to get their hands on these new products. "Cars like this are what drag racing stands for," said "Big" Jim Dunn, NHRA Hall of Fame member and former funny car driver. "These are truly legends of the sport, and I'm honored to be a part of this history."

The Legends of the Quarter Mile model kit series will feature 1/25th scale MPC, Polar Lights and AMT kits. Legends model kits will kick off with *Arnie Beswick's 1969 "Super Judge" funny car* in September, followed in October by another famous flopper to be announced soon. These detailed kits are skill level 2 with paint and cement required. This will be the first time in dec-

ades that many of these kits have been reissued!

Auto World is creating 1/64th scale slot cars in the style of the classic drag racers as well. The Legends line of slot cars will feature funny car bodies on Auto World's 4Gear chassis, which has an extended wheelbase and large dragster-inspired wheels and tires. Best of all, two neodymium traction magnets make them the perfect "engines" for these classic funny cars! Also being released is a slot car drag strip track set. It includes the vintage race cars along with 13 feet of track, two variable speed controllers and an LED Christmas tree with in-track sensors and win lights, letting you bring the thrill of drag racing to your own living room!

Auto World is investing in all-new tooling for the Legends die cast line, which will debut with four cars in 2012, and is projecting 6 to 10 cars next year, all as limited editions. The Legends line represents the first time that vintage funny cars have been replicated so authentically in the 1:18 scale.

*Shirley "Cha Cha" Muldowney*, NHRA Hall of Fame member and renowned funny car and top fuel dragster driver, is ex-



cited to be included in the 2013 lineup. "These cars look beautiful. I can't wait to see my old Mustang in this large scale replica." Muldowney, also known as the "First Lady of Drag Racing," is a legend in the sport in her own right, as she was the first woman to receive a license from the NHRA to drive a top fuel dragster.

The 1/18th scale is an ideal size for Auto World to create such a detailed model, with room to include all the features that bring a funny car to life; these die cast cars will have over 100 parts. Features include soft rubber tires, authentic replica plastic funny car bodies styled just like the real thing with historically accurate graphics, detailed wheels, and manufacturer-specific engines that are fully wired and plumbed.

Auto World is excited to be the first to offer such detail in a funny car replica! "Everything about these cars looks fantastic," said Tom Lowe, President of Round 2. "We're the first one to do it in this level of detail. This era of drag racing was the start of all the excitement and noise, and

(Continued on page 9)

## Model Buffet

News from *Hobby Link Japan*: **FG Model** ([www.fgmodel.com](http://www.fgmodel.com)) is offering 1/24th scale wheel sets for the **Tamiya Aston Martin DBS** (wheels only).

Type 1 (FG-0003) or Type 2 (FG-0004) are approximately **\$18.00** each. They also have a set of wheels (1/24th) for the Fujimi Porsche GT3 (FG-0006).

**KA Models** has several 1/24th scale decal sets they call **Caution Data**. These sets are for use in adding that final detail to your models' engine compartment and interior. They run around \$13.00 each.



something from *Profil 24*. The 1/24th scale multi-media kits feature a resin cast body, cast and machined metal and photo-etch along with rubber tires, clear resin, vacu-formed plastic and decals.

There are quite a few more available, but, here's a sampling of some really sweet cars.

First up, a **Jaguar E Type Lightweight Le Mans 1964** car for the lowly sum of approximately **\$166.57**.

Next is a **Maserati 450 S Costin Zagato** for approximately **\$190.00**.

**Alfa Romeo 8C 2900 no 19 Le Mans 1938** for approximately **\$190.00**.

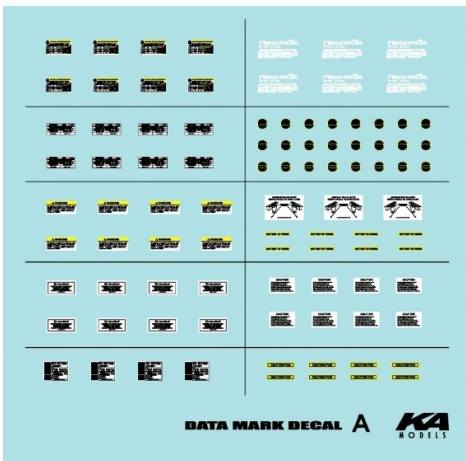
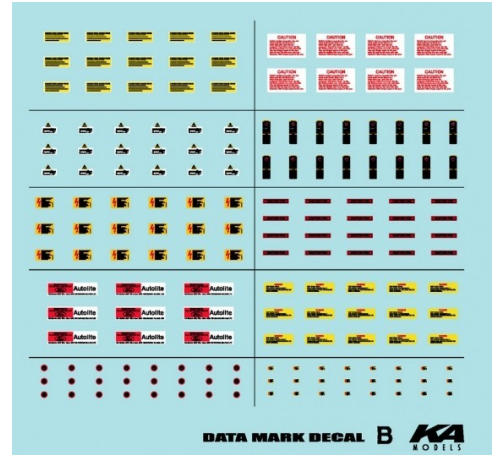
**Bugatti Tank 57 C 1st Le**

**Mans 1939** for approximately **\$190.00**.

**Lotus XI no 55 Le Mans 1955** for approximately **\$172.00**.

And finally, a **CD Peugeot SP 66 Le Mans 1966-1967** for approximately **\$172.00**.

Now, if you just received that mega tax refund, here's what you have to get. It's the **Acu Stion** complete detail set for the **Tamiya 1/12th scale JPS Mk. III Lotus Type 78 1977** (which includes all the different separate sets available for this kit). For only...wait for it...approximately **\$508.00** (!!) you will receive decals and photo-etch. I may have just lost



First up is Decal A on an SLR, with B on a Mazda MX-5.

And, clearly out of my league in oh so many ways, here's a little

the ability to breathe on my own.

How about a pricey 1/24th scale resin conversion set for the **Revell SLS AMG** kit from *Hobby Design Resin Parts*? For approximately **\$200.00** you get a resin body and wheels with photo-etch to create a **Hamann Hawk**. Maybe it's only me, but, I hardly think this is an improvement on an already questionable design.

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

(Continued on page 9)



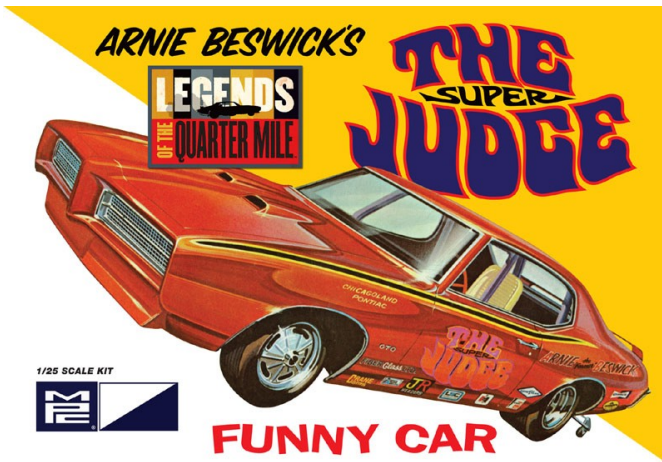
## Funny (contd)

(Continued from page 7)

we're proud to be able to be a part of it in our own way."

Look for these exciting race cars in the third and fourth quarter of 2012!

Let's see what shows up, OK? Guess you guys know I'll be there, right (Ha! Ha!)?! 🏆



## Prius (contd)

(Continued from page 1)

Toyota reps wouldn't comment and you know dealers are independent and don't have to follow MSRP. *Still, \$7,000 extra? C'mon, man!*

Toyota made the following statement: "While Toyota Motor Sales does not advocate mark ups beyond MSRP, dealers are independent business operations, and though we advise against raising prices beyond suggested retail, ultimately the final price is determined in negotiations between a dealer and the customer." 🏆

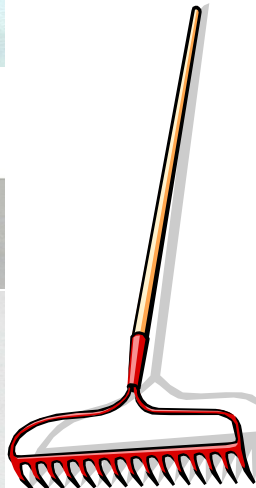
## Buffet (contd)

(Continued from page 8)

something that you might wanna spread the word about, send it to me for inclusion in a future column! 🏆



THE MONKEES



The 'Arter  
Rake (!?)'

## TRIPLE Threat!?



THIS guy's got the best of **THREE worlds** (?) - he's got the 'rat rod,' 'Donk,' and Lamborghini 'scissor door' crazes **ALL** covered!!



# 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**



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- May 12th - **Mid-Atlantic NNL** at the Columbian Center, in Severna Park, MD. **Theme: Indy cars—Front-, Rear-engined, and Pace cars** (See page 10).

- June 22nd to 24th—**The GM Nats** (a.k.a. 'Camaro Nats!') at the fairgrounds, in Carlisle, PA.
- 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!

My comments last month about Steve Scott's diorama bein' a 'work in progress' were right on target! Steve told me that he placed a **BIG** order with **Scale Models by Chris** for more goodies! I'd better get busy!

**Tracy Settles'** creative juices musta been flowin' at some point, because he showcased an interesting '69 GTO project. Tracy's project consists of the AMT/ERTL "Hammer Slammer" GTO funny car body (*which is actually stock*), and a Revell Pro Stock chassis. I **LIKE** where this one's goin'! Keep up the momentum and good work, Tracy!

For my display, I actually managed to round up some plastic

that I had started work on, and forgotten about.

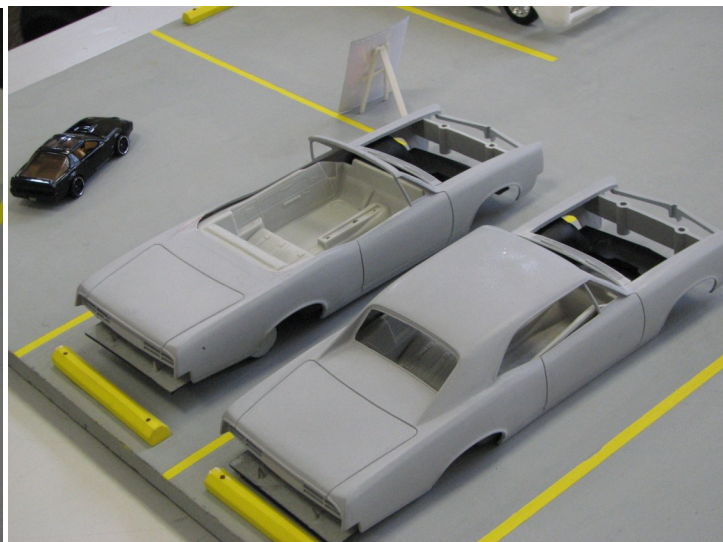
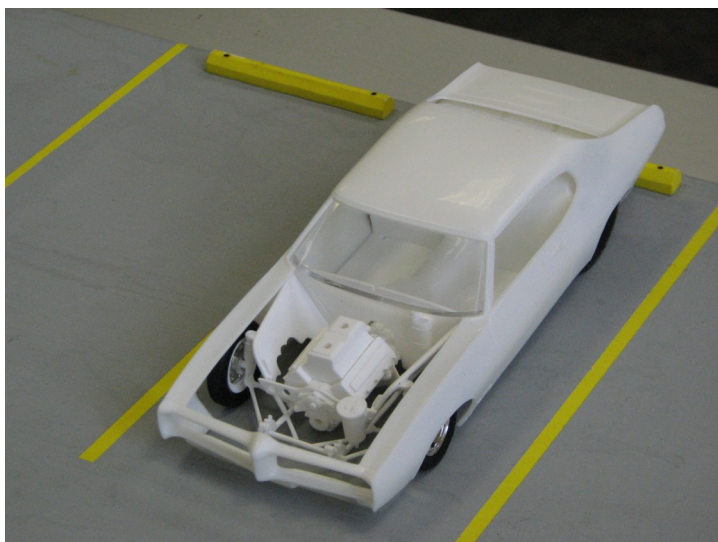
And let's not forget one of the most recognizable Firebirds on TV in the early 80s, the **Knight Rider KITT Firebird Hot Wheels diecast**, displayed by my son, Nick.

In case you couldn't tell, the '67 GTO duo will eventually end up as the xXx hardtop and its' sister car, the 'roofless hardtop' as Thom Sherwood, current owner of the car, refers to it.

**'PoP'** (Pontiacs on Parade!)



**Sickle signing off for now! Don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!! 🏆**



## Business Name

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MAMA's BoyZ Do It In Scale!

### "New" Stuff this month:

- Monogram Bad Medicine
- Monogram '29 Ford Rat Rod 3 'n 1
- Revell '56 Ford F-100 Pickup
- Revell '67 Pro Street Chevelle
- Revell Cadillac Custom Lowrider
- AMT/Round2 '65 Chevelle station wagon
- AMT/Round2 '11 Camaro convertible
- AMT/Round2 '12 Corvette convertible

## Classifieds

**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, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70-'81

Firebirds, '82 KITT Firebirds, 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](mailto:gtoGuy@verizon.net), or see me at a meeting. *Thanks!* 🚗



ANYTHING IS POSSIBLE WITH MOTOR MOUNTS BY



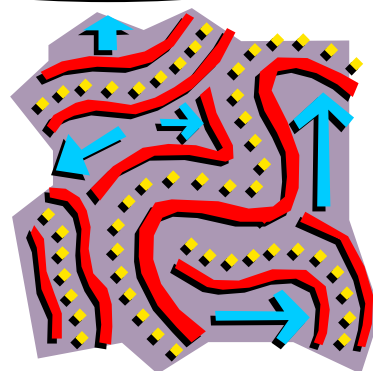
We're on the web!

<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. 🚗

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

**Maryland Intl Raceway:**

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

**Old Toyland Shows:**

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

**Carlisle Events:**

<http://www.carlisleevents.com>

## Club Contact Info

President: Lyle Willits  
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