



MAMA SEZ!

Volume 24, Issue 9

May, 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



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

Mid Atlantic NNL in the Books!

Well, the May meeting came off reasonably well, as a final tune-up to our NNL on the 12th. *Didja miss it?!* An informal 'post-show' meeting yielded the observations on page 8.

I wanted to take a minute here to bring a significant event to the club's attention. Over the years, many of us have developed friendships as

a result of our shared common interest. Well, *club Prez Lyle Willits' wife, Lee*, recently suffered a *silent heart attack*. She has been in and out of the hospital dealing with issues associated with it. Please keep them in your prayers.

This month, *Rich Wilson* checks out the

'off-scale' 'MUTT' (M151A2, to be exact!) from Academy. *Thanks, Rich!*

The Pontiac Parade just keeps soldiering along. C'mon guys, let's start bringin' in those projects in again! I'm doin' my best to get something done, and I'm close—**REALLY!** ☞



Cannonball Run?!

New Jersey's attorney general has *suspended two state troopers without pay*, one of them a 25-year veteran, following reports they served as *escorts* last month for a *group of high-performance luxury cars on a 100-mph trip down the Garden State Parkway*, alarming other motorists.

Suspended were Sgt. First Class Nadir Nassry and Trooper Joseph Ventrella. Nassry has been

with the state police for 25 years and Ventrella for six years.

"We will not tolerate any conduct by a member of the State Police that puts the public in jeopardy, as this unauthorized caravan had the potential to do," Attorney General Jeffrey S. Chiesa said. "We are thoroughly investigating this incident, and those responsible will face serious discipline."

An attorney for one of the troopers, however,

called the suspension of his client a public relations move made in the heat of a media spotlight.

The alleged incident occurred March 30. Witnesses who emailed the state Turnpike Authority to report the incident said they saw two state police cruisers escorting the speeding cars, one in front and one in back.

According to Turnpike Authority spokesman Tom Feeney, one witness said he saw flashing lights in his rear-view mirror and had to

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M151A2 Mutt

Right away this Academy kit has two strikes against it with a great deal of you—scale and subject—but it **IS** a vehicle, and a 4-wheel drive one at that; never mind the subject or scale (*1/35th*). I know there are several MAMA members out there that collect and build subjects other than muscle cars and such. Your names are safe with me for a price. We're always looking to build cars we've owned in our youth and while I didn't own this vehicle, I did drive one every month as a member of the Maryland National Guard. I've been thinking of buying/building one of these vehicles for quite some time but never found a kit that I liked until recently at the IPMS show at Richmond Raceway. And since the only other review subjects are either a '70s something van or a '65 Chevelle station wagon, I thought this might be better.

Don't let the box art picture fool you; this **IS** one of the strongest most reliable vehicles I've ever driven. In six years I never saw or heard of one breaking down and only saw two inexorably stuck. The first was at Camp A.P. Hill in Virginia when one of our troops drove down an embankment of a field covered in weeds higher than the bumper. It turned out to be a muddy bog and the Mutt ended up floating in it with its wheels hanging loose at the lower end of the suspension travel. The other time I was backing across a similar field that was level, but I didn't know there were stumps hidden in the weeds. A stump ended up in



the center of the left rear a-arm.

I couldn't move an inch in either direction. Yes, it was embarrassing, but in my defense there was no damage. I called for assistance on the radio (*2-way*) from nearby buddies. Several of them lifted the rear of the mutt off the ground while I used the front driving axle to pull forward. These vehicles have no frame of any type, just a sheet metal tub. On another occasion, on a late Friday night after it had rained all day, I was driving off-road in mud too deep to walk in. I had it in 4-wheel drive; it was going sideways but it was still moving. These mutts were a blast to drive, on or off road.

They had an overhead valve 4-cylinder engine with a 4-speed manual transmission. **Mutt** is an acronym for **military utility tactical truck**. Believe it or not, it has independent a-arm suspension like high-end sports cars. On another occasion on a Friday afternoon just before we were to be released from duty for the weekend, our

officers had ordered our tank crews to put our M-48A1 Patton tanks on a tank range in preparation for an exercise Monday morning. Sunday afternoon when we returned we were ordered to go out to the range and move the tanks to a different range. Can you believe it, our officers screwed up? It was an overcast day and was threatening rain and lightning. Now, you may wonder what bearing the weather has on this, but remember these tanks are 52 tons of armored steel; fantastic lightning rods and tank crews have standing safety orders to get out and away from their tanks if lightning threatens. One of the tank drivers in civilian life worked on a tunnel-boring machine digging the Washington DC subway. We all thought he was a little crazy. He asked to drive my mutt back to the barracks and I said sure. He was driving at about 60mph on a gravel road when we hit a low spot in the road. The mutt went airborne at least three

(Continued on page 3)

Mutt (contd)

(Continued from page 2)

feet off the ground. I can still remember our heads pulling the canvas top tight on the up stroke. Then we hit the ground with a tremendous bang. That mutt didn't miss a stroke; it just kept on hauling ass. Some of the guys had figured out if their vehicle was broken down, that they wouldn't have to participate in training. So they would try to make their vehicle breakdown. Hard to believe isn't it?! They had discovered that by turning off the battery switch at speed then turning it back on after several seconds, that the engine would backfire with a loud bang. These mutts took severe abuse and **NEVER** quit working; period.

Engine: One of the reasons I choose this kit was because of its' complete engine and opening hood. It's a 14-piece affair with incredible detail like a generator. Most of these military kits lack detail and are more like promo models, but this kit is different in that it has detail like we expect in our 1/25th kits. What appears to be the distributor may be a magnet. All US military vehicles are required to operate regardless of circumstances and on any combustible fluid. I don't see a starter or oil filter but they may be there and just unrecognizable. There is a separate valve cover and combo intake/exhaust manifold.

Chassis: As I said before, there is only a stout reinforced tub that the detailed suspension mounts to. There are the separate drive axles with their half-shafts and drive shafts that tie into the

transfer case portion of the transmission. Also included are coil springs and A-arms. There is a separate beautifully done radiator with shroud. I don't see radiator hoses but they shouldn't be hard to fabricate. I am impressed with the vinyl tires and separate wheels compared with the usual plastic combo pieces of other kits.

Interior: As such, it's just the other side of the tub and extremely spartan at that. The multi-piece seats are accurate and he who rides shotgun has the gas tank (*10 gallon, I believe*), just inches below his butt and the twin batteries below that; 24 volt system. For 1/35th scale the detail is amazing; for instance the pedals are cast into the floor but the parking brake lever, the stick shift, and the 4-wheel lever are separate items as are the rear view mirror, grab handle and wiper motor. There is a multi-gauge dash and thankfully a decal to detail the gauges. This kit was engineered to build up in the many versions that were available. There are two different types of whip antenna bases and their mounts and brackets. I remember these mutts had a rope with a clip that held the antenna bent down because of its' extreme length. Then, they

learned it would poke peoples eye out, so a tear drop shaped bulb was fitted on. There are the expected gas can and spare tire that is vinyl like the others. At this point in the build, you need to choose the options you want to use. The kit includes the metal hardtop, but as far as I remember they were only for the military police versions. Options include the military radio and power supply, machine gun mount with an M60 machine gun. The gun has separate bi-pod legs and ammo box. You get the you build it soft-top frame and the rear seat. Lastly, there are the ax and shovel. I remember they were rare as hens' teeth and twice as valuable. The kit includes a trailer with a hard top and a choice of fender styles. The decal sheet has the expected military jargon. The instructions show two different camouflage patterns, but they didn't show up until around 1976-77.

While this particular kit seems not to be currently available, Academy does have a version of it seemingly without the hardtop. Oh, I forgot to mention—for you 'GMC' and Chrysler fans—these vehicles were built by Ford!

by: Rich Wilson 


Please Note

Due to scheduling conflicts, there will be **NO April meeting**. Additionally, the **May meeting** will be **re-scheduled to May 5th** for final arrangements for our 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! 

'Government Motors'

According to a Detroit news report, there was an explosion at the 'GMC' Tech Center in Warren, Mich., in early April.

Deputy Fire Chief Gary Wilkinson said the explosion most likely was related to a lithium battery.

It was reported that a responder notified the HAZMAT team via radio that the explosion involved lithium batteries in the research facility's Alternative Energy Center.

The explosion occurred during 'extreme testing' on a prototype battery and is unrelated to the Chevy Volt or any other production vehicle according to 'GMC.' The fire was extinguished and portions of the facility were evacuated, but responders were still on the scene.

Two people were injured during the explosion. One was treated at the scene and the other was taken to an area hospital. A statement issued by 'GMC' said five additional workers were being evaluated by medical personnel. All injuries appeared to be non-life threatening.

Is **Buick's Riviera** poised for a **comeback**?! Perhaps, and 'GMC' ain't shutting the door completely.

'GMC' moved to trademark the 'Riviera' name on May 3rd, according to the US Patent and Trademark Office.

Why do this? "There are a number of reasons why companies file for patents or trademarks on names, ranging from potential future use to protecting rights [of] an existing historical name," ac-

cording to a spokesman.

The Riviera name is one of the most famous in Buick's history, debuting in '63 with Ferrari-inspired design cues. The cars remained large and luxurious in the ensuing decades, ending life in '99 as a premium coupe.

The name also was used as a trim level in the '40s and '50s on some Buicks.

It's long been a part of 'GMC' lore that the Riviera styling was intended for Cadillac, and in '08, Autoweek named the 1963 model the seventh most significant car in 'GMC's' history.

'GMC' also showed a Riviera concept at the '07 Shanghai motor show. Guess all those well-heeled Chinese buyers want this 'status symbol.'

Speakin' of Buick, I can't speak for all of you, but at least Debbie and I got a bit of our tax dollars back which were used to bail out 'GMC.' Debbie recently got a mailing wherein in exchange for a Verano test drive (*the Buick 'badge-engineered' version of the Chevy Cruze*), she would receive a **\$50 gift card**. Sadly, I don't think many people are taking test drives. Why? Because when we walked into the showroom, the salesman approached us, and we explained the reason for our visit. He looked at us and asked if we were **REALLY** interested in a test drive. Debbie said, "No," at which point, he gave us a code required to redeem the card online, and, after a brief look at it



and the LaCrosse, we left for dinner. Oh, we told the salesman that the card would most likely be used to fill Debbie's nine-year-old Highlander. Don't think he liked that too much.

It was probably long overdue—a **first place award** for a **Chevy product** against a class competitor. I'm talking about Motor Trend's March issue wherein they tested the **'12 ZL1** against the **'12 Boss 302 Laguna Seca**. 'Course, the Mustang was **ONLY 136 hp. down** to the Chevy (580 to 444). A more likely and even fight for the Chevy would have been against the **Shelby GT500**, the Mustang's 'Top Gun,' which is rated at **650 hp**. One can only hope that there will be a rematch in the near future!

Then, there's the April issue of the same publication that pitted the **Corvette Gran Sport Coupe** against the **911 Carrera S**. No real surprise here—the Porsche pounded the Vette into submission. What **WAS** surprising was the criticisms of the Vette. It started out when they hit damp weather which almost literally made the Vette **undriveable**.

More unkind words for the **cheap interior**, and **terrible seats**.

(Continued on page 5)

Gov't (contd)

(Continued from page 4)

And, apparently, Corvette is the **ONLY** car in the world to use *fake carbon fiber* on top of *fake leather*?!

The only positives came in describing the powerful engine. Even then, they ragged on the *jerky transmission, rough ride, and light steering*.

Oh, and let's not forget *performance*: Even though the Vette makes *more horsepower* (436) vs. the *Porsche* (400), and has a better power to weight ratio than the German, the Porsche *not only beat the Vette to 60* (3.7 to 4.1), but *spanked it in the quarter as well, 12 flat at 117 vs. 12.5 at 115!* They went on to state that tho the Porsche cost twice as

much, it was **TEN TIMES** the car!

The article ended with the writers saying how much work is needed on the *upcoming C7 Vette*, and that hopefully, 'GMC' was up to the task.

In the same April issue, a *seven-way subcompact car test* found the brand new *Chevy Sonic* finishing in the top half of the order (*a feat in and of itself!*), but coming in second-best to the *Hyundai Accent*. If I'm not mistaken, the Sonic is from Daewoo, Chevy's Korean 'cousin.' It is interesting to note that it was the *most expensive car* in the test, which included the *Hyundai Accent, Honda Fit, Mazda 2, Kia Rio, Toyota Yaris, and Suzuki SX4*.

Even though the Sonic had

more torque and tied for second in horsepower, it was *third-slowest* in acceleration, and *fifth in fuel economy*. It missed being the *heaviest car* by only four pounds to the Suzuki, the *most expensive* by **\$1,400**. Looks like they missed the boat—*again*.

And, finally, public officials and civic groups in La Chaux-de-Fonds, Switzerland are working with Chevy officials to build a *monument* to *Louis-Joseph Chevrolet*, the founder of the division, which marked its' centennial on Nov. 3rd, 2011. Problem is, the project was **NOT** started by the local Swiss leaders. It was begun *at the request of Chevy*, who also provided *at least partial funding* for the memorial. Kinda self-serving on Chevy's part, don't you think?! 🚗

Run (contd)

(Continued from page 1)

speed up to get over to the right and out of the way. Once there, he said, the cars 'raced by' at speeds upward of 100 mph. Their license plates allegedly were taped over.

Another witness said he saw the cars weaving in and out of traffic at high speed.

When asked about the incident at an unrelated news conference, Gov. Chris Christie, at one time the state's top federal prosecutor, called it 'a dumb thing to do' and said he was confident leaving the investigation in the hands of Chies and Police Superintendent Col. Rick Fuentes.

"I hated it when politicians behind podiums would lecture law enforcement people about what to

do in law enforcement," Christie said. "So far be it from me to be a hypocrite on this one. I trust the attorney general, he's a smart guy, and I trust Superintendent Fuentes." Yeah, they **MAY** actu-

ally do something about it, even if only because it became public (*and went viral!*).

You **MAY** be able to Google the video—give it a try. Ya gotta love those guys from *New Joisey!!* 🚗

SHENEMAN THE STAR-LEDGER



This 'n That

Spyder Found! Gallardo Spyder, that is! Specifically, celebrity chef **Guy Fieri's** stolen Lamborghini! In May '11, someone broke into the British Motor Car Distributors dealership in San Francisco and drove off with a yellow **'08 Lamborghini Gallardo Spyder**. The car was seemingly lost forever. To cope with the loss, Fieri replaced it with the **first '11 yellow Camaro convertible** off the line (Ed. Note: I wouldn't call that a **REPLACEMENT**—more like settling for something **SIGNIFICANTLY** less!). A year passed without word, until police working a separate case recently searched a secure storage unit rented by a 17-year-old. Sitting in the unit was the yellow Lambo, still in good shape. The car, which is being held as evidence, could be turned over to Fieri...**Chinese Ferrari?!** The first factory car from Maranello to hit Chinese shores was a '92 Ferrari 348 TS. Twenty years later, Ferrari is celebrating its anniversary by producing **20 special-edition copies of the 458 Italia** inspired by the market. In addition to the car, Ferrari will open its first permanent brand exhibition outside Maranello at the **Italian Center of Shanghai's**

World Expo Park—covering about 10,000 sq. ft., it will stay for three years. It'll be divided into five sections: Ferrari in China, Green Technology, Product, Design and Racing, with one of the special-editions on display. They're finished in a new color called **Marco Polo Red**, which is a bit darker than Maranello's standard hue. The inspiration, Ferrari says, comes from the country's longma theme that means "the vigor and spirit of the legendary dragon horse." The dragon is a symbol of Chinese culture, standing for courage, passion and success. A golden dragon is painted on the hood, with offsetting black and gold stripes that symbolize a racetrack. Ferrari says the dragon and the prancing horse complement each other, though the prancing horse's background is still canary yellow. The design is completed with gold-finished rims and aero-elastic winglets. The interior gets gold headrest embroidery, an engine-start button inscribed with the simplified Chinese characters for 'start' and an anniversary dash plaque. Pricing hasn't been announced, but you can bet it will be more than the car's **\$225,000 base price!**...**'13 Roush Terror. Roush Performance** is synonymous with high-perf Mustangs, and for '13, he

will offer three levels of enhancement. **Stage One** consists of an aerobody package, which includes a remodeled front end, a hood scoop, rocker panels, three-piece rear decklid spoiler, race-inspired (not



CFD tested) diffusers and new chrome exhaust tips. **Stage Two** is a step up for performance-minded fans, adding upgraded suspension components, beefed-up stabilizer bars, twin-tube shocks, improved bushings and rear control arms to help eliminate wheel hop during 'generous' throttle applications, and 18-inch aluminum wheels with high-performance summer tires. For those willing to put their money where their mouths are, **Stage Three** is available with a **supercharged 5.0-liter Coyote engine** that churns out **565 hp**. It's the **most powerful street-legal Roush Mustang ever**. Options continue to the interior, with a custom gauge cluster, special floor mats and a few other goodies. Prices range from **\$4,500** for Stage One to **\$16,500** for Stage Three, plus any additional accessories or add-ons ordered. Of course, these prices are in addition to the cost of a '13 Mustang. Roush opened ordering to Ford dealers in March, and **200+ orders** have been placed. Check with your local Ford dealer for info; cars should be on the lots as you read this (*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!*) 🍵



Hot Rod Volvo?!

Some **2,100 horsepower**. A shade less than **5,000 foot-pounds of torque**. Clearly, the Swedes are not about half measures. They're also, of course, an environmentally sensitive lot, which is why 10 percent of the Mean Green Volvo semi-tractor's pony-count and nearly 17 percent of its twist is generated via an electric motor.

Boije Overbrink has been knocking down records and pulling off displays of speed in the truck across the pond, but this year, the Swedish truck maker—only its former car division is owned by the Chinese—brought the frighteningly fast behemoth stateside. After an appearance at the Mid-America Truck Show, Volvo is planning to send Mean Green out to Wendover, Utah.

Depending on one's area of interest, Wendover generally means one of two things: Either you're a World War II aviation



buff seeking the home of Col. Paul Tibbets's 509th Composite Bomb Group—the men who dropped the atomic bombs on Japan—or you're a land-speed junkie making a pilgrimage to the mecca of flat-out velocity, the neighboring Bonneville Salt Flats.

Volvo, however, is planning to set a record of more than 165 mph in Mean Green at the airfield itself. The truck holds records in the standing 500 meter, the standing

kilometer and the flying kilometer. But given that diesel-electric projectile uses a North American-spec VN cab as a starting point, isn't it about time the hybrid machine set some records using non-Canadian units of measure?

With any luck, this will have happened on or around April 27th. In the meantime, why not perform a Google search for the above video of Overbrink racing a Ferrari 360 Spider for results! 🚗

Aquatic Lexus?!

The Diaz family recently awoke to find a Lexus at the bottom of their swimming pool.

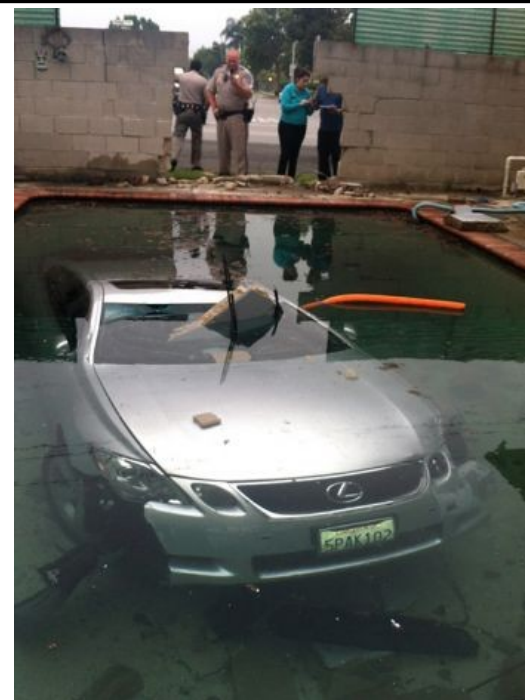
The southern Cal family tells the San Gabriel Valley Tribune that drivers navigating the tricky intersection next to their house in La Puente have hit their cinder-block wall before, but recently, one of them smashed right through it in his silver sedan, then sank into the pool. A crane later 'hooked' the '06 Lexus.

California Highway Patrol officer Steve Licon says the

driver—40-year-old Modesto Cabral—was able to escape from the car through the passenger side window and had minor injuries.

Jail records show he was booked on suspicion of drunken driving and was being held on \$10,000 bail. It is not clear whether he's hired an attorney.

Oopsie! 🚗



Mid Atlantic NNL

Well gang, another NNL event is in the books. And, from the looks of it, it went off very well.

It's interesting to note that even after a years' layoff, that we **STILL** managed to pull over 400 models out onto the display tables—on par with previous years.

The new facility in Glen Burnie had food on the premises (*both breakfast AND lunch*), making it easier for hungry modelers to 'feed the need.'

The hall setup with the models centered in the room, ringed by vendors, also seemed to work well. If I heard any complaints at all, it was that we could have used more vendors. Those in attendance seemed to have no complaints about the crowds and the 'paying customers.'

Now, for a big part of the show—the award winners:

Competition: Del Paone, '69 GTO

Curbside: Bill Stillwagon, '40 Ford sedan delivery

Custom: Bill Stillwagon, '59 Buick

Replica Stock: Marcos Cruz, '66 Impala

Street Machine: Nick Sandone, '65 Falcon

Street Rod: John Dell'Osa, '32 Ford 5-window coupe

Truck/Lt. Commercial: Bill Garner, Recovery truck w/wrecked Ford pickup

Gary Burkey award: Rick Martin, '32 Ford 3-window coupe

People's Choice Awards

Front-Engined racer: Gary Sutherlin, Watson Indy roadster

Rear-engined racer:

Darryl Peters, '88 Mario Andretti Lola

Pace car: Vince Lobosco, '53 Ford Victoria

Junior: Lewis Hicks, '76 Pacer

Adult: Ken Hamilton, 'Playland Arcade' diorama

And let's not forget the MAMA trophy sponsors:

Class award sponsors

Competition (Joel Cheverly Memorial)—Historic Racing Miniatures

Curbside—Tri-State Scale Model Car Club

Street Rod (John Kester Memorial)—Terry Adams

Truck/Light Commercial (Arthur Henriques Memorial)—IPMS

Richmond Chapter

Custom—Delaware valley Scale Modelers / PACM

Replica Stock (Harry Charon Memorial)—Lyle Willits

Street Machine—Tri-State Scale Model Car Club

'Best of...' award sponsors

Indy Car, Front Engine—Historic Racing Miniatures

Indy Car, Rear Engine—Replicas & Miniatures Co. of Maryland

Indy Pace

Cars—

Bradley's Model Car Collectibles

People's

Choice, JUNIOR—Hobby

Works

People's

Choice, ADULT—

CPMCC

Gary Burkey

Memorial—

CPMCC

It is interesting to note that I believe that our show was the first to award Best of Show to a diorama, which, ironically, we don't even have a class for!! **Kudos, Ken on an excellent job!**

In closing, thanks not only to everyone who helped out at the show in one form or another (*you know who you are!*), but also for the modelers who showed up—we 'preciate your support! Watch out for next year's theme and show announcements! 🍷



Philly Boy Tommy Kortman's NNL East-winning Boot Hill Express show rod—Kudos, Tommy!!

Condolences!

Carroll Shelby's shadow stretched out Texas tall across nearly the whole of the world's automotive landscape. A natural as a race driver, he won three US sports-car championships in Ferraris and Maseratis, and for Aston Martin he won the '59 24 Hours of Le Mans with British co-driver Roy Salvadori.

Turning automaker in the 60s, he fathered the Cobra, an Anglo-American hot rod of crude conception but stunning effectiveness that swept the tracks of North America and wrested a world manufacturer's title from Ferrari. Additional success came with his makeovers of the Ford Mustang, which resulted in Trans Am racing titles and the ferocious Shelby GT350 street car. As a team owner, he presided over Ford's epic '66 and '67 Le Mans victories.



Shelby is believed to be the only person to win Le Mans as a driver (*with Aston Martin*), a manufacturer (*class victory with the Cobra Daytona coupe*) and team owner (*Ford's GTs*).

Donations to the Carroll Shelby Foundation are encouraged in lieu of flowers. Information about the foundation can be found on the Internet at www.carrollshelbyfoundation.com. And, in keeping in the Ford 'blue' vein, Harold 'Red' Poling, the CEO who helped revive Ford after steering the automaker through the recession of the early 1990s, died on May 12th in Pacific Grove, CA. He was 86.

"Red Poling was an extraordi-



nary leader who had a profound impact on Ford and everyone who worked with him," Executive Chairman Bill Ford said in a statement.

"With a list of accomplishments that span 43 years, including leading the company through a remarkable turnaround during the 1980s and 1990s, Red was respected by all for his leadership, his passion for being the low-cost producer and his genuine affinity for people."

Poling took over as CEO from Don Petersen in 1990 and was succeeded by Alex Trotman in 1993. Trotman died in 2005.

I'm quite sure both gents will be missed, especially 'ol Shel'. 🍷

Model Buffet

Slixx has decided to remain in business! **Woo Hoo!** Witness the following note from their website:

"Thanks to you...we are keeping Slixx going! The response and support we have received from our customers has been amazing and enabled us to reconsider our decision."

"After careful thought and consideration we have decided to re-align our business. We have met with attorneys and business consultants and have found that our licensing would not be transferable, so as an effort to keep the

Slixx brand alive we will continue producing decals at limited quantities. We have so many great contracts in place. Now thanks to your support, we will be able to release more of these great subjects in the same high quality you have become accustomed to.

"We are having to make changes to the business in order to keep producing our high quality decals. We will be streamlining the orders to our website and mail order, selling off existing inventory of kits, paints, Detail Master, books, and Flashpoint Resins. We will be maintaining our strong relationship with Competition Resins and continue supplying their

great line of resin bodies and parts."

"We greatly appreciate your understanding in the changes that need to be made to allow us to carry on. Again, thank you for your support and encouragement."

- Gene & Becky

Great news, wouldn't you say?! 🍷



What's Old is New Again?!

BMW's Isetta was arguably the first microcar for the masses.

Production began in '55 (*four years before the Mini*), with the unconventional two-seat runabout measuring just 2.3 meters long.

Its quirkiest feature was a front-hinged door, which pivoted open to the side, taking the steering wheel with it.

It's still one of the most popular and sought-after heritage BMWs in the world. But Austrian car designer Tony Weichselbraun wants to remake it for the 21st century.

His design, the **BMW eSetta concept**, has been developed with car-sharing in mind. The purely electric runabout can be charged via induction at 'sharing hubs,' which Weichselbraun claims will eliminate the 'unfounded fear of limited range.'

The eSetta is a modern take on the iconic Isetta, with a front door that slides and rotates, allowing the car's occupants to get in and out closer to the footpath rather than opening their door into the line of traffic.

Weichselbraun says he designed the cutesy eSetta to have a highly recognizable and friendly appearance because he 'intended to reinforce the positive aspects of car sharing.'

The car features wide-set headlights and a prominent BMW badge mounted in the middle of the door.

Unlike the original bubble car, however, the eSetta's rear wheels sit much wider, with the broad-shoulder micro ma-

chine adopting a more menacing stance as a result.

The concept also features the increasingly popular two-tone paint treatment, with a different color adorning the roof.

The sloping roof pillars push downwards at the rear of the car, giving it an appearance similar to the Fiat 500 courtesy of its rounded rear bumper and low-set tail-lights.

Thanks goes to **Matt Guilfoyle** (!#%&*@), our resident Isetta nut. 🚗



Kudos!

High five to the 2012 People's Choice Award winner, **Dave Roehrl**! Dave will be rewarded with a \$250 HobbyTown USA gift card for the fine craftsmanship on his **Davetown Salvage** model. *Wayto go, Dave!* 🚗





- 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 Na-**

tionals 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!

Turned out to be a decent display last month, despite the circumstances surrounding the meeting (i.e., *rescheduled date, and no May meeting*).

Ron Hamilton is an absolute madman, as far as gettin' stuff built (or even worked on, for that matter!). That's his pair of **Grand Prix**s, a '71 and a '72. The '72 is supposed to end up as a limited edition Hurst SSJ. Ron was also on a Corvair binge in the 'other' display area (*Non-Pontiac*).

For my display, I showcased a load of Pontiac racing decals I managed to snag at>NNL East. I also displayed a Revell Trans Am Tirebird, which should more correctly be referred to as a Formula,

because it featured the twin-scooped hood, instead of the shaker hood scoop. That's a great way to keep from payin' licensing fees for use of the Trans Am name to the SCCA, though!

The Pro Stock Grand Am driven by George Marnell was a diecast acquisition from Bob Foster, and will be enshrined in the **PEM** (Pontiac Excitement Museum, natch!). **Thanks, Bob!**

'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!! 🏆

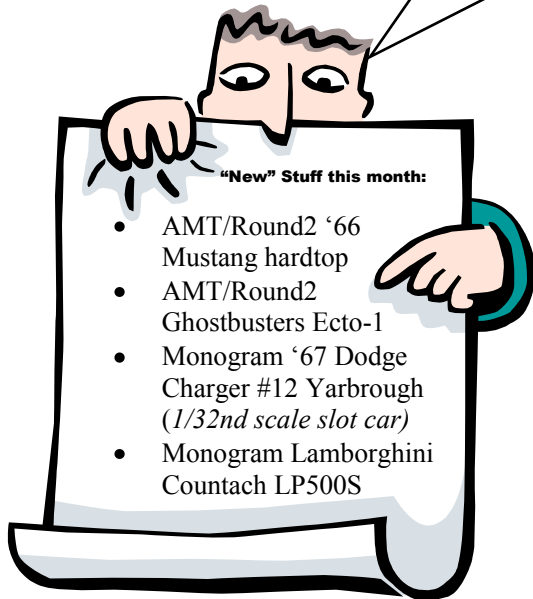


This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

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MAMA's BoyZ Do It In Scale!



"New" Stuff this month:

- AMT/Round2 '66 Mustang hardtop
- AMT/Round2 Ghostbusters Ecto-1
- Monogram '67 Dodge Charger #12 Yarbrough (1/32nd scale slot car)
- Monogram Lamborghini Countach LP500S

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:

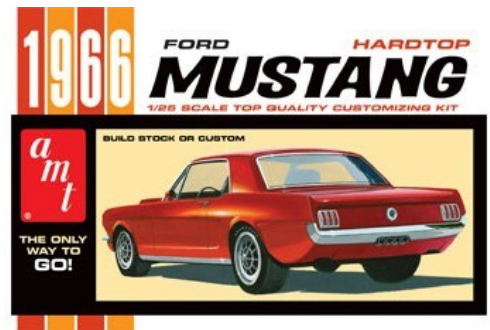
<http://www.oldtoylandshows.com/>

Carlisle Events:

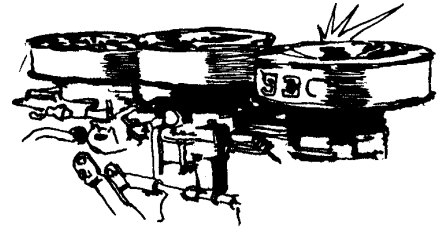
<http://www.carlisleevents.com>

Classifieds

WANTED: I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 to '71 MPC hardtops and convertibles!*), and have an extensive collection to trade from. Want Mickey Thompson Attempt 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, '70-'81 Firebirds, '82 KITT Firebirds, and empty **Pontiac kit boxes**. Would also like to buy or borrow **old model car catalogs**. Contact Tim



Sickle at gtoGuy@verizon.net, or see me at a meeting. **Thanks!** 🍷



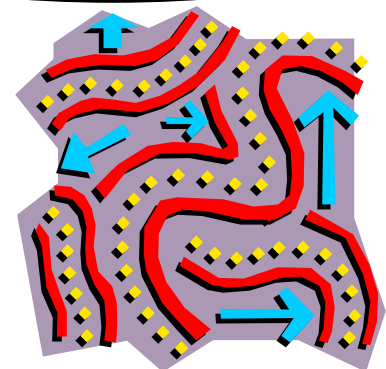
We're on the web!

<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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