



# MAMA SEZ!

Volume 25, Issue 4

December, 2012



## Merry Christmas Everyone!

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

Duntov Recognized	1
'57 Ford Custom	2
'Gov-a-mint Motors!	4
A Car Guys' Night Before Christmas!	5
T 'n T	6
Ford vs 'GMC'	8
<b>REALLY</b> Cool Stuff!	9
Pontiac Parade	11
Events	11
New This Month	12
Classifieds	12

### 2013 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 19th
- ☞ February 16th
- ☞ March 16th
- ☞ **April 27th (4th Sat!)**
- ☞ May 18th
- ☞ June 15th
- ☞ July 20th
- ☞ August 17th
- ☞ September 21st
- ☞ October 19th
- ☞ November 16th
- ☞ December 21st



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

Thanks for yet another good turnout for our annual *Toys for Tots* drive last month. Hopefully, it got delivered without drama. **Thanks, guys!**

This month, **Rich Wilson** pores over the **Revell '57 Ford 300**. **Thanks, Rich!**

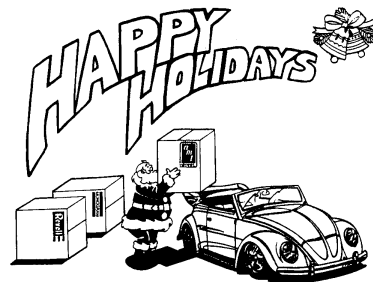
With me back at the meetings, the **Pontiac Parade** has also come

out of hiding. One of these days, Hopefully, before much longer, I'll be able to start displaying some of my builds!

The raffle raised **\$47.00**, while the door kicked in an additional **\$123.00, plus \$5** from a

**decal sale**. Thanks to the raffle donors, whoever you are—in my desire to get organized, I musta disposed of last month's results

prematurely. I swear, that (almost?!) never happens! 🗑



## Duntov Recognized

Zora-Arkus Duntov, the first chief engineer for the Corvette, is among 10 people who will be added to the Bloomington Gold Corvettes USA's Great Hall next summer.

The Great Hall is a form of hall of fame started by Bloomington Gold, an annual Corvette restoration and car show event that rewards cars for being maintained in original or factory-correct condition. The

event is held in late June. The '13 event is scheduled for June 28-30 in Champaign, Ill.

The Great Hall effort was started in '10 and runs through '14. It adds 10 people and 10 Corvettes each year, recognizing key people and vehicles in the car's 60-year history.

Other inductees for '13 include Corvette tuner **Reeves Callaway**, former Chevy general manager **Jim Perkins**, former

General Motors design chief **William Mitchell**, Corvette racer **Dr. Dick Thompson**, Corvette Black Book author **Mike Antonick**, Corvettes at Carlisle co-founder **Chip Miller** and Corvette parts seller and collector **Mike Yager**, owner of Mid America Motorworks. The list of inductees includes two promotion companies, Bloomington Gold and Carlisle Productions, which produces the Corvettes at Carlisle annual show in Pennsylvania.

(Continued on page 7)

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 Sickle, 15905 Ark Court, Bowie, Maryland 20716.

## '57 Ford Custom 2 'n 1

*"Dedicated to a missed friend"*

Well, it's finally here, at least the first version. Though not as popular today, the '57 Ford out-sold, (*admittedly only by a few thousand vehicles*), the '57 Chevy. Personally, I think the Ford is by far the better looking though maybe not in this roof style. Speaking of which; this was the first year for the 'hardtop convertible' that's still copied today by every manufacturer **EXCEPT** Ford—ironic, eh?! This car was available with a 223 cubic inch 6-cylinder, or a 272, 292 or 312 cubic inch V-8. The 272, with 7:1 compression, developed 176 hp at 4400 rpm and 264 lb./ft of torque at 2400 rpm. The 312 was available with a Paxton supercharger. With a curb weight of 3731 pounds, it did 0-60 mph in 15.1 secs. and the ¼ mi. in 20.0 secs.

There are 129 parts in this kit, but the highest part number is 171 which leads me to believe there are 40-some odd parts we haven't seen yet. And it's believed that two more versions are due out later. We saw the test shots at NNL East, so we know the 'F' code (a.k.a. supercharged) engine counts for some of those. The gas tank and spare tire well are separate items from the underside, which reminds me of the '56 Chevy of several years ago that was modified into a Nomad wagon.

**Engine:** The engine represents the top of the line 312 c.i. option. There are a total of 30 parts, though some are alternate parts. The builder has his choice of ei-

ther single four-barrel or dual four-barrel carb setups. The latter is for the drag version and to me, the lack of tuned exhaust headers is very odd. The valley cover has been included for the first time. Both systems have complete fuel lines with filters and pumps. The lower part of the carbs are cast to the intakes but the uppers are a separate pieces and their detail is very minimal. There are "Thunderbird Special" decals for the valve covers that in my opinion really make this engine stand out from other 'Y' blocks. Leaving off these decals would make it the less powerful 272 engine. The transmission seems to be a three-speed with the longest tail shaft ever. The chrome tree includes the Paxton supercharger and bracket, but nothing else for it in the kit.

**Chassis:** It's cast separate from the body underside, which I like a great deal from a painting standpoint. This was the first year for the now legendary Ford 9 inch rear axle. It's used in custom-built hot rods, street rods, muscle cars of all makes and 'stock' racing cars. In this kit, it is an eight-piece affair not counting the driveshaft and there are a pair of extra leaf springs for the drag version as well. The front suspension is all in one piece—only the steering box is separate. The exhaust system is a dual arrangement with the now commonplace metal tubes for the ends. There are separate master



cylinder and wiper motor for the firewall. The inner fenders are part of the floor but separate starter relay and battery mount to them.

**Tires/wheels:** Those on the real car were 83 series, 8" by 14," and the ones in this kit look the part. As usual with Revell (*el cheapo*), there are no sizes or lettering on them. The white walls (*narrow*) are on the decal sheet. I wish Round 2 could show them the better way. The only wheels are open type and have correct dog dish caps that get decals. Also included are a pair of narrow 'no name' slicks and a pair of open wheels (15" for them. They all mount with the 'hateful' rivets.

**Interior:** It builds up platform style on the chassis. Something we don't see often enough is included here. The upholstery patterns (*grey*) are on the decal sheet, which I like, but I would prefer the door releases and window cranks to be separate. I'd recommend cutting the slot between the seat backs of the front seat, just for realism. The firewall doubles as the interior front and the dash gets a trio of pedals to hang from it as well as a decal for the speedometer. Because this is the base line model for 1957, the interior is very plain

(Continued on page 3)



## Custom (contd)

(Continued from page 2)

and it's reflected well in this kit.

**Body:** Revell has gotten the shape dead on right. It compares amazingly close to the AMT Fairlane. The mold line is to the outside of the front fender crease, up the 'A' pillar, back along the roof to the inside from the gutter, down the 'C' pillar and on top of the tailfin; all very minimal and easy to remove. I was curious if the custom parts from the older AMT kit would fit but I don't have any in my parts box. So I did the next best thing and measured both kit bodies with a caliper. I was pleased to find they are very nearly the same. There are two dimensions I found that are different. One was the width of the interior by about .040-.050 inches. While an interior swap would be difficult, anything else should be quite easy; like a roof swap. And I noticed that the trunk of the AMT Fairlane is maybe 1/8" longer than the Revell 300. There's not a great deal of chrome. The bumpers have a mold seam across their ends like the kits of years ago. But the grille is cast open. The door handles, wipers, mirrors, hood ornament, and headlight reflectors are all chromed. Two interesting pieces are the chromed Ford 'crest' that would hide the trunk lid key slot and what appears to be a gate handle that's not shown in the instructions or parts list. The headlights are clear parts while the taillights are clear red plastic.

**Decals:** Besides those already mentioned, there are two pairs of logos for the drag version, both



done in a sort of gold leaf. One says "Flat Out" the other says "Bent Eight." With a little rearranging of letters for the "Bent Eight" version one could spell "gEt Bent" instead. There is an assortment of emblems and lettering for the stock version, and 'tons' gold scripts for the drag version. Oh, and I was wrong—there *IS* 'M &H' lettering for the slicks, but the slicks in no way look the part.

When I first heard of this kit announcement, the first thing that struck me was how much our friend *Harry Charon* would like this kit. I believe he bought a resin conversion of this body style. For

that reason, my plan is to build this kit the way I think he would have wanted to himself. A while back, I bought a Ford straight six, the 'big six,' from Kitchen Table Resins. It's not perfect, it has a couple of mistakes, but it's a good start and can be corrected. It just happens to be the correct vintage for this car and Harry liked to build models of the base versions. I may even try to 'rust' it like he was so good at, but I doubt I will be able to do it as well.

This is a very nice kit; I'd highly recommend it, but remember, the AMT had opening doors and poseable steering.

by: Rich Wilson 🚗



A New 'Tribute' "Grumpy" Jenkins S/S Camaro

## 'Gov-a-mint Motors!'

As expected, Chevy recently took the wraps off of their all-new NASCAR entry for this season, the SS. The simply named car will be the stock car racer of the production car, which will be a rear-wheel drive V-8-powered sedan. The racer will make its formal debut at Daytona Speed Weeks, replacing the Impala. 'GMC' alleges the NASCAR version closely resembles the SS that will be in showrooms for purchase.

Production of the new SS sedan will take place in Australia at 'GMC's' Holden subsidiary. The car is based off of the upcoming VF Commodore, the next-gen Holden rear-wheel drive sedan. Many enthusiasts see the SS as the *spiritual successor to the Pontiac G8*, which was also based on the Commodore. Chevy has yet to release details or photos of the production SS, though they have confirmed it will have a small block V-8. It will mark the first time in 17 years that the bowtie brand has had a rear-wheel drive sedan in the showroom. Expect it to arrive sometime in late '13 as a '14 model.

A former 'GMC' engineer and her husband were convicted earlier this month of industrial espionage, for stealing trade secrets relating to hybrid technology for possible use in China.

Shanshan Du and Yu Qin were found guilty by a federal jury in Detroit after a trial that lasted weeks. The government claimed that Du attempted to get a transfer while employed at 'GMC' to get access to hybrid car technology,

and then copied documents until she accepted a severance offer and left the company in '05.

Prosecutors said 'GMC' trade secrets were found on at least seven computers owned by the couple.

How deep does some people's passion for the Corvette run? Deep enough that *150 of them paid as much as \$995 each, plus travel expenses to Detroit* in early January, to be among the first to see the redesigned '14 Corvette.

Those 150 fans will be in the room, along with hundreds of invited journalists from around the world, on Jan. 13 when Chevy pulls the cover off the new C7 on the eve of the Detroit auto show. They also get a ringside seat on Jan. 14th for the new Vette's press conference on the show floor in Cobo Center.

It's another sign of the intense anticipation for the new Corvette, the seventh full redesign in the car's 60-year history. Enthusiast mags and websites have tracked the car's development for years, publishing spy photos of prototypes, artist renderings and speculation. Chevy has teased the new car in photos and videos at [www.one13thirteen.com](http://www.one13thirteen.com), a reference to the car's reveal date.

Chevy gave the passes to the events to the *National Corvette Museum* in Bowling Green, Ky., which sits across the street from the Corvette assembly plant, to sell as a fundraiser.



When the passes went up for sale on the museum's website, [www.corvettemuseum.org](http://www.corvettemuseum.org), they sold out within *seven minutes*. That's faster than sales for the museum's high-performance driving events, which typically sell out in 10. A waiting list formed, just in case any of the original buyers drop out.

After expenses, the museum will net about \$40,000 from the C7 reveal program. The package includes bus transportation around Detroit, two nights in a luxury hotel and a private dinner with the Corvette program team.

The museum charged \$995 per pass to the reveal. A pass buyer could add a guest for \$205. But the total number of people for the event was limited to 150.

Participants also have to make their own travel arrangements to get to Detroit. Passes were sold to Corvette fans from across the US and Canada.

In light of the demand, the museum asked Chevy for more passes but was turned down due to space limitations. Chevy is keeping the location under wraps to avoid attracting a large crowd. *Sorry, I've got better things to do with \$1,000+ than to go see a new 'plastic' Chevy!* 🚗



# A Car Guys' Night Before Christmas!

Twas the night before Christmas, and in the garage  
There wasn't a Ford, a Chevy, or even a Dodge.  
The presents were all wrapped, and lights were all lit,  
So I thought I'd mess with the GTO a bit.

I popped the release and lifted the hood,  
When a deep voice behind me said, "Looks pretty  
good."

Well, as you can imagine, I turned mighty quick,  
And there, by the workbench, stood good old St. Nick!

We stood there a bit, not sure what to say.  
Then he said, "Don't suppose you'd trade for my  
sleigh?"

I said, "No way, Santa," and started to grin,  
"But if you've got the time, we could go for a spin!"

His round little mouth, all tied up in a bow,  
Turned to a smile, and he said, "Hey, let's go!"  
So as not to disturb all the neighbors retreat,  
We quietly pushed to Goat into the street.

Then, taking our places to drift down the hill,  
I turned the key and let the clutch spill.  
The sound that erupted took him by surprise,  
But he liked it a lot, by the look in his eyes!

With redlines a'cryin,' and headers aglow,  
We headed on out where the hot rodders go.  
And Santa's grin widened, approaching his ears,  
With every shift up, as I went through the gears!

Then he yelled, "Can't recall when I've felt so alive!"  
So, I backed off the gas and said, "You wanna drive?"

Ol' Santa was stunned when I gave him the keys,  
When he walked past the headlights, he shook at the  
knees!

Then the 389 exploded with header sound!  
Santa popped the clutch and the power shook the  
ground!

Power shift into second, again into third!  
I sat there, just watching, at loss for a word.

Then I heard him exclaim as we blasted from sight,  
"Merry Christmas to all, it's been a Hell of a night!"



## This n That

**Italian Aston Martins?!?** The former owner of Italian motorcycle maker **Ducati** has bought a 37.5-percent stake in financially strapped British car maker **Aston Martin**. The move means future Astons could use modern drivelines and electric architectures from Mercedes-Benz's AMG division, insiders with knowledge of the deal suggest. Private equity fund Investindustrial has signed a memorandum of understanding with current Aston owner Investment Dar of Kuwait that will see it pay **\$240 mil** for the ownership stake. In a recent announcement in London, Investindustrial also confirmed plans to invest up to \$800 mil in new product development for Aston Martin over the next five years. Investindustrial beat out a rival bid from **Indian automaker Mahindra and Mahindra**, which was thought to have offered a significantly greater injection of cash. The Italian-based equity fund is thought to have brought a technical collaboration with Mercedes-Benz's AMG to the bargaining table. The deal announcement did not detail a technical tie-up with Mercedes-Benz's performance off-shoot but insiders at AMG have revealed to Autoweek that discussions on a deal to provide engines, gearboxes and electric components to Aston have taken place. Among the components Aston is rumored to be seeking from AMG is a new V12 gas engine to replace the aging Ford-developed unit used in the Vanquish. However, the proposed col-

laboration between AMG and Investindustrial appears to encompass a much wider range of engines, drivelines and electrical architectures...**Saleen's Back?!?** After a tumultuous and sometimes litigious couple of years (*which included Steve Saleen the man suing Saleen the company for calling itself Saleen!*), Saleen the man, the car and the company with the man again in the driver's seat are back, still in Southern CA and still in the bustling Inland Empire burg of Corona to which they all ensconced a few years ago. So what's new? First up is a **Saleen 351 Mustang**, which was recently announced at the LA auto show. While Saleen and various entities—authorized and not—have produced the 302 Mustang for many years, this is the first time in 13 years that a 351 will come out with one of those big SALEEN windshield header stickers on it. The Mustang maker promises **700 hp** from the 351-cubic-inch V8, which sounds entirely doable when it's paired with the Saleen 296 supercharger system. It will also use a Saleen clutch in the Mustang's six-speed manual, a 3.73:1 final drive, Saleen wheels, tires, 15-inch brakes and a Saleen S4 suspension. Look for S351 Mustangs in January. The LA auto show was also the production debut of the **Saleen Camaro**, matching existing Saleen versions of the **Dodge Challenger** and **Ford 302 Mustang**. But that was not all. While the whereabouts of the **S5S supercar** may or may not be at an undisclosed location in an ASC building in Michigan, and while Saleen may or not even own the con-



cept car that wowed the New York auto show nearly five years ago, Steve Saleen says the supercar—with a Saleen badge on it—is still in the works. “We’d still very much like to do it,” he said. The S7, though with a few or more rough edges to it, was pretty exciting to drive around a race track, after all. But wait, there’s more. “We’re working on an **electric car**,” Saleen said in LA, dropping the biggest news bomb of the show. An EV from the most horsepower-hungry name in all of the aftermarket?...**High-Dollar Ferrari (REALLY?!)** The first **Ferrari F12 Berlinetta** in the US was sold at the Formula 1 US Grand Prix in Austin, TX for **\$1.125 mil**. The auction benefited Hurricane Sandy victims. Bidding **STARTED** at **\$315,888** and the price rose quickly with bids coming in from live bidders and by phone. The winner was Larry Roth from Long Island, NY. According to Ferrari, company clients, dealers and friends donated an additional \$345,000. Ferrari will deliver the car in the second

(Continued on page 7)





## T 'n T (contd)

(Continued from page 6)

quarter of '13, along with the rest of pre-ordered U.S.-bound F12s. The F12 is the company's fastest road-going car ever, using a 6.3-liter V12 engine making 731 hp. Power is directed to the rear wheels through a seven-speed dual-clutch transmission...**Battery-powered Fiat in '14?! Fiat** has issued a few teaser photos of the '14 Fiat 500e battery-electric vehicle. Changes include a sleeker all-around look, new wheel choices and a redesigned front. Instead of a body-color-surrounded grille, Fiat goes with an accenting color that stretches



from the bumper to the lower front lip of the car. In the teaser photo this is white, making the change stand out even more. The 500e gets new wheel choices and new character marks behind the doors by the rear tire. A Fiat 500e badge is also added. Inside, we see a push-button transmission for the first time, and what looks to be a pure white color scheme, as opposed to the off-white in our long-term tester—a "500e" logo sits on the dash-board...

### Condolences.

**Major Anthony Nelson**, a.k.a. **Larry Hagman** (also of 'Dallas' fame!) recently

passed away as a result of complications from throat cancer. Known not only as Jeannie's master, Tony also drove a GTO convertible in

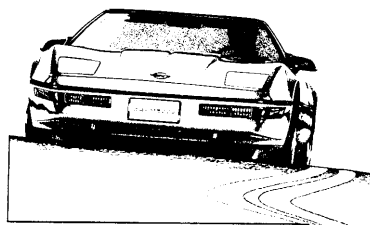
the show. As a matter of fact, Dr. Bellows, the psychiatrist who tried to keep up with Major Nelson's exploits with Jeannie (*played by Barbara Eden*), drove a Bonneville, if I remember correctly. Tony's ashes will reportedly be scattered around the world...**Rik Hoving Famous?! Most of you know club Prez Lyle Willits' friend, Rik Hoving**, as *THE* custom car authority. Well, Lyle relates that he has produced **his first hard cover book**. Don't let the title fool you—it traces some history and photos of several cars. Go to this website and click on the picture of the book to order—[http://www.kustomkarbooks.com/KKB/KKB\\_home.html](http://www.kustomkarbooks.com/KKB/KKB_home.html) (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!) 🍷

## ZAD (contd)

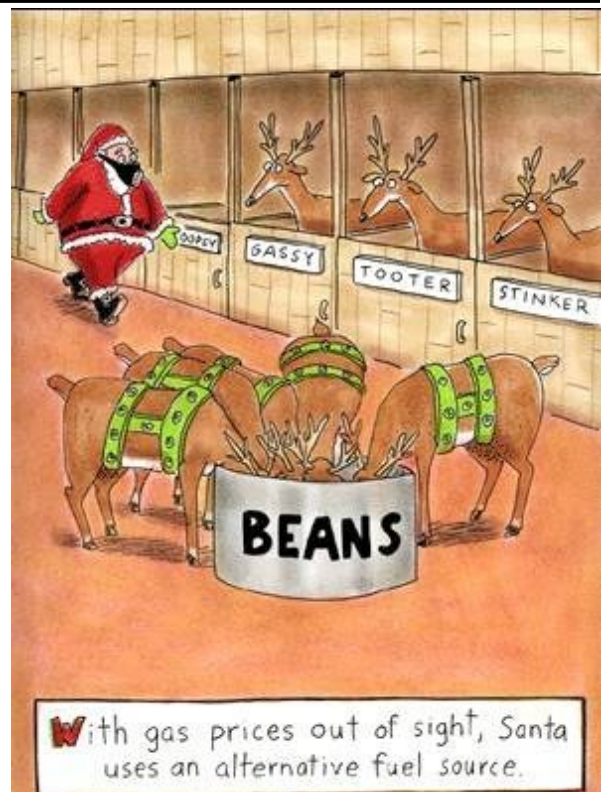
(Continued from page 1)

The cars added to the Great Hall for '13 are:

- ♦ '53 Corvette with serial No. 3. This car is being carried over from the '12 group
- ♦ '57 Fuel Injected Corvette. This car had 1 hp per cubic inch of displacement
- ♦ '61 Gulf Racing Corvette Icon
- ♦ '62 Corvette, the first with the 327-cubic-inch V8
- ♦ '63 Corvette Grand Sport
- ♦ '65 Corvette Big Block
- ♦ '67 Corvette L88 Daytona Racer
- ♦ Corvette Factory Series Racer
- ♦ Callaway Cars
- ♦ '06 Corvette Z06, factory production car with 500+ hp
- ♦ '09 Corvette ZR1, factory production car with 600+ hp



Information on the Bloomington Gold event is available at [www.bloomingtongold.com](http://www.bloomingtongold.com). 🍷



With gas prices out of sight, Santa uses an alternative fuel source.

# Why Ford is More Profitable Than 'GMC'

It has been more than three years since 'GMC' (*a.k.a. General Motors*) emerged from bankruptcy liberated from much of its bloated cost structure. So why is 'GMC' still far less profitable than archrival Ford Motor Co. in the bread-and-butter North American market?

An equity analyst sprang that question on 'GMC's' top brass last week during its third-quarter earnings conference call (*albeit worded a bit more diplomatically*). He got a refreshingly candid answer.

Chuck Stevens, 'GMC's' CFO for North America, laid out a few key reasons why 'GMC's' pretax profit margin of 7.8 percent in North America lagged Ford's 11.9 percent.

"We have a clear understanding of the gap," Stevens says. "We know what we have to do to close it."

Here's how he sizes it up:

## 1. Product cycle

'GMC's' most profitable vehicle lines are also its oldest: full-sized pickups and SUVs that analysts say carry profits of more than \$10,000 per unit. That helps the much-fresher Ford F series garner an average transaction price of as much as \$1,000 more than the Chevy Silverado.

'GMC's' answer: It will go from having "the oldest portfolio in North America to the freshest" over the next two years, Stevens says, with redesigns or freshenings of ve-

hicles that account for about 70 percent of 'GMC's' US volume.

That includes those long-in-the-tooth pickups and SUVs. Stevens expects "at a minimum" to erase that \$1,000 pricing gap when the next-gen pickups are launched, which is expected by the summer.

'GMC' is banking on higher transaction prices and fatter profit margins when the next-gen Chevy Silverado, and other big trucks and SUVs, go into production next year.

## 2. Global platforms

Stevens says Ford is about two years ahead of 'GMC' on its move to global platforms, which cuts engineering and purchasing costs, thus boosting profitability.

'GMC's' answer: By 2018, it expects to get 90 percent of its sales volume globally from vehicles made on about 14 "core" vehicle platforms. That would put 'GMC's' platform structure roughly on par with rivals Ford and Volkswagen Group.

## 3. Fixed costs

'GMC' still hasn't done enough to whack away at its cost structure. 'GMC' CEO Dan Aker-son is accelerating those efforts, though. 'GMC' is consolidating

outside marketing firms and taking information-technology programs in-house to cut costs longer term, for example.

Aker-son labels those more-mundane measures "taking complexity out of the business." It's a chore that is as obviously necessary at 'GMC' as it is daunting.

But the real key to erasing the profit gap with its archrival, 'GMC' execs know, returns to a truism of the auto industry: It's all about the product.

Get the next-gen trucks right, and 'GMC' can sell more of them for higher prices. Ditto for 'GMC's' new Cadillac nameplates, for example, and the redesigned Chevy Impala due out early next year.

"The first and most important" step, Stevens acknowledges, "will be the product launch cadence."

I guess time will tell if these bozos have a handle on **ANYTHING** yet.

(Thanks to [www.autonews.com/article/20121106/BLOG06/121109911/why-ford-is-more-profitable-than-gm?utm\\_source=twitterfeed&utm\\_medium=twitter](http://www.autonews.com/article/20121106/BLOG06/121109911/why-ford-is-more-profitable-than-gm?utm_source=twitterfeed&utm_medium=twitter))

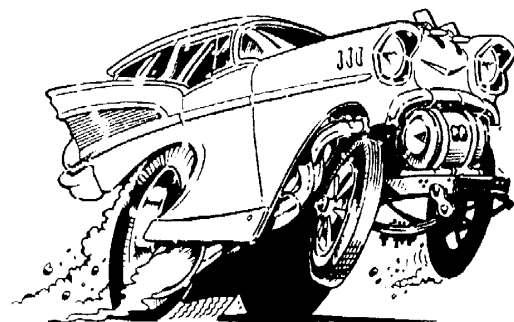
MALLARD FILLMORE / Bruce Tinsley





## REALLY Cool Stuff!

MAMA's Boy Gary Sutherlin recently sent along the following really neat pictures of nifty (*I absolutely shudder in calling them antique!*) gas stations. **Thanks a bunch Gary**, for this short trip back to a simpler time! 🍷





# IPMS Richmond Hosts the 2013 OLD DOMINION OPEN

*More Contest Categories & More Vendors!*

February 23, 2013 8:30am-5:30pm  
in Richmond International Raceway's  
Henrico Hall (same as 2012 location)  
600 E. Laburnum Avenue, Richmond VA 23222



## Scale Model Show & Contest

70+ Contest Categories (15 Generous splits available) & 9 Special Awards.  
Display Only Tables. 150+ Vendor Tables. "Make & Take" for  
Juniors, *Great Big Raffle*, and More!

### General Admission

Adults: \$5, Juniors (age 17 & under): \$2;  
Active Duty Military &  
Scouts in uniform: Free!

### Contest Registration

8:30 to 12 Noon  
Adults: \$12 first three entries & \$1 ea.  
additional, Juniors (age 17 & under): Free!

**Vendor Table Information:** (\$30 1st two tables & \$23 ea. Additional) contact Aaron Winer at:  
(804) 270-7898 & alw727@verizon.net or Bob Walls at (804) 740-3736 &  
robertwalls@comcast.net; **To Sponsor Awards:** (\$25 category awards & \$40 ea. special award)  
contact Chazz Klanian at (804) 794-8020 or csklanian@verizon.net; **Great Big Raffle:** contact  
Mike Lyons at (804) 306-4517 & mlyons@richmondicezone.com

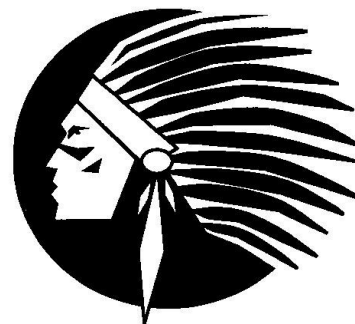
*Updates on [ipmsrichmond.org](http://ipmsrichmond.org)*





- Feb. 25th, 2013—*The IPMS Old Dominion Open* from 8:30 AM to 5:30 PM in *Richmond Int'l Raceway's Heinrich building*, in Richmond, VA (see flyer opposite).

- April 20th, 2013—*27th Annual NNL East* in Wayne, NJ. Theme—*Resin Rules*, with a sub-theme of *Vans*.



## Pontiacs on Parade!

As noted a few months ago, the missing signage has been 'ordered,' and should reappear shortly!

**Rich Wilson:** Even though Rich's 'Ol Goat was 'illegally parked' (not in the clearly marked 'Pontiac Parade' area—Ha! Ha!), I include his *GeeTo Tiger buildup* here.

To this, I added two more diecasts—the *Danbury Mint Montero Red "45th Anniversary" GTO*. Don't ask me—looks like these companies are reachin' for ANY sort of theme to release a new car.

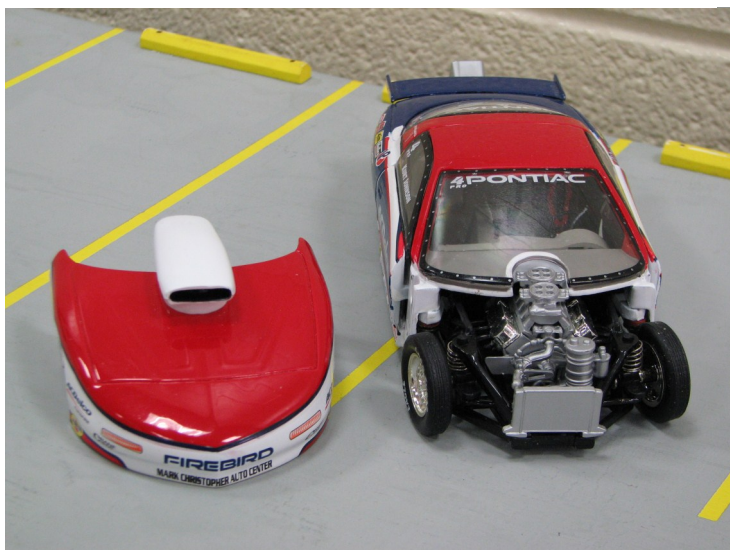
I also displayed *Kurt Johnson's 1995 AC Delco Pro Stock Firebird*.

As I've said continuously—I'll bring the 'Reserved Parking' as long as interested parties trot out their Pontiacs, thereby needing somewhere to park! I am also *VERY* intent on 'ramping up' my own building schedule, no thanks to those of you who have fed my 'Pontiac Fever' since this display has come into existence. So, lemme just say—"Thanks, I needed that!!"

So, c'mon—bring 'em and show 'em!



**'PoP'** (Pontiacs on Parade!) *Sickle signing off for now! And 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:**

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

**MAMA's BoyZ do it in scale!**

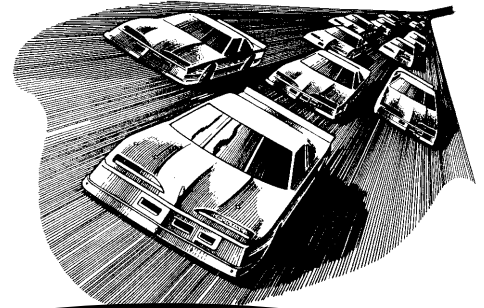
**"New" Stuff this month:**

- Revell '93 Mustang SVT Cobra
- Revell Ferrari 599 GTO
- Revell '64 1/2 Mustang convertible
- Revell BMW Z8
- Kenworth Dump Truck

## 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!*). I also 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 to name a few. Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70 -'81 Firebird Formulas and T/As, '82

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

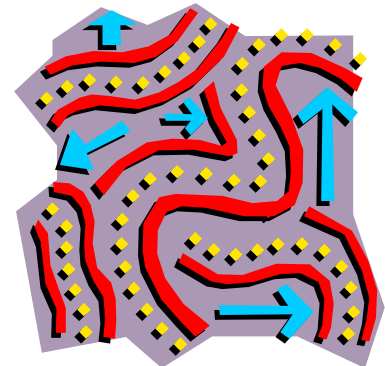


We're on the web!  
<http://www.mamasboyz.org/>

## 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. 🚗

## 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>

**York US30 Muscledar Madness:**

[www.yorkus30.com](http://www.yorkus30.com) 🚗

## Club Contact Info

President: Lyle Willits  
[mamaprez@aol.com](mailto:mamaprez@aol.com)  
Vice President: Tim Powers  
[partsbox@verizon.net](mailto:partsbox@verizon.net)

Treasurer: Matt Guilfoyle  
[blackbuick1941@yahoo.com](mailto:blackbuick1941@yahoo.com)  
Newsletter Editor: Tim Sickie  
[gtoguy@verizon.net](mailto:gtoguy@verizon.net)