



# MAMA SEZ!

Volume 25, Issue 5

January, 2013



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

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## 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**
- ☞ May 18th
- ☞ June 15th
- ☞ July 20th
- ☞ August 17th
- ☞ September 21st
- ☞ October 19th
- ☞ November 16th
- ☞ December 21st



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

## Happy New Year, Gang!

Thanks to everyone for all the delicious food we pigged out on last month. And special thanks to the “Ladies of MAMA” for all their hard work in the setup and teardown of this feast!

This month, *yours truly* gives us a peek inside the box of the reissued Revell ‘64 *GTO* and Foose ‘68 *Firebird*

(*what’d you expect?!?*).

The Pontiac Parade was present, and even decorated for the season, complete with red and green Ponchos!

The raffle raised **\$59.00**, while the door kicked in an additional **\$166.00**, **plus \$25** from **decal sales**.

Thanks to the raffle donors: **Ron Bradley,**

**Brad, Steve M. Buter, Robert Foster III, Gary Frazee, Matt Guilfoyle, Ron Hamilton, Steve Scott, Rex Turner, Rich Wilson, Lyle Willits, and Replicas and Miniatures Company of Maryland. Tanks again, guys!** ☞



## Chrysler Museum Closed!!

In early December, the **Walter P. Chrysler Museum** announced that it would **close to the public at the end of ‘12**.

Yet for every car nut sad to hear that this collection would soon be less accessible, several more were upset because they didn’t know the museum was there in the first place. Tucked away on a corner of Chrysler’s corporate campus, the museum has existed more or less below the

radar since it opened in Oct., ‘99.

It’s a damn shame that more enthusiasts weren’t able to—or didn’t know to—make a visit. The museum may not have the size or scope of the Henry Ford, but it has always proved to be worth the trek out to Auburn Hills, MI. Its collection, housed in a three-level, 55,000-square-foot facility, contains more than 60 classic and concept vehi-



cles—some of which are displayed on a dramatic multistory pillar in the lobby, all kept in working order.

Of course, one would expect to find Chrysler’s most celebrated vehicles at the museum bearing the name of the auto-

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## Two-Fer #1: Revell '64 GTO (#0890)

This kit is part of Revell's 'Classic Cruiser' series.

As before, it can be built either as a sedan or a hardtop.

It features the well-known Pontiac tri-power 389, backed with a 4-speed. The engine features the longitudinal seam that will require attention. Optional parts include a supercharger topped with twin carburetors. Sadly, no headers—stock manifolds only. However, the headers for the '68 Firebird (*reviewed elsewhere*) would fit the engine. Their fit in the chassis might be another matter.

Speakin' of the chassis, it consists of the frame and floorpan molded as a unit, with separate upper A-arms, and a one piece simplified lower suspension. A driveshaft and exhaust system/rear end are included, along with shocks, springs, and upper control

arms.

No name tires mount custom wheel covers with separate knockoffs. Deep and deeper Centerline-style wheels, along with a larger set of rear tires for the street machiners among you.

The tub-style interior features separate armrests, two-piece (*each*) bucket seats, a dash, steering column and custom wood wheel, a nice 4-speed shifter for the molded-in console, and an inside rear view mirror.

Unlike most newer kits, the windshield wipers are molded to the cowl. They do include a separate outside rear view mirror, chrome inserts for the hood scoops, clear headlight lenses for



the grille, and clear red tail lights.

The glass installs from the inside, and front and rear windows are connected by runners. For sedan builders, Revell also included the quarter window glass.

They even include the exact decals from the last issue of the kit! The other good thing about the kit is that it's still molded in white.

I know this guy's been around seemingly forever, but it's like your favorite easy chair—good to see it back. 🛋️

## Two-Fer #2: Revell '68 Firebird (#4905)

This kit is also a welcome addition back into the Revell lineup, from its original release in 2001 (*I believe*).

The 400 HO/Ram Air mill features the well-known longitudinal seam which will require some attention. As in the GTO, there is an optional supercharger, only this time it's topped off with a scoop, rather than carburetors. Unlike the GTO however, this one includes a nice set of headers.

The chassis features the front and rear subframes molded to it. As in the Goat, upper A-arms and

a simplified lower one-piece suspension are the order of the day. The exhaust system is separate from the differential, and consists of three pieces. Speaking of the differential, it is two pieces (*separate, upper pumpkin*). A custom exhaust consisting of twin dumps is included, along with a pair of 'slapper' traction bars. The driveshaft completes this assem-



bly.

A very nice platform interior with separate side panels is a very good starting point here. Two-piece (*each*) buckets, separate rear seat mount in the 'office.' The clutch and brake pedals are

(Continued on page 3)

## 'Bird (contd)

(Continued from page 2)

molded to the dash, which holds a three-spoke wood steering wheel. A nice touch is the separate console which houses the 4-speed shifter, meaning that, with a bit of work, it could be omitted, leaving the shifter poking up through the console-free floorboard. An inside rear view mirror is present. A two-point rollbar and tach are race options also included.

The taillight cove is a separate piece, filled with clear red lenses. Two hoods are included—the stock twin-scooped 400 hood, complete with Pontiac's signature hood tach, and a non-scooped hood with a hole cut in it for blower clearance. The underhood ram air pan for the stock hood is also present, along with clear

headlight lenses. While this kit does not have separate windshield wipers, it does have a separate chrome outside rear view mirror and door handles.

The sole reason for this kit's existence is the 'Foosse Design' connection. Given that, the Foosse rims appear to be on the order of 20" in diameter (*at least as compared to the Rally II rims from the original issue*). Therein lies the sticking point in this kit—the stock wheels. I have heard of issues relating to mounting them on the car, and their appearance once there. However, since I've not yet built one of these kits, I cannot verify these claims. The box art buildup car does not seem to have the requisite Foosse 'attitude' to match the rolling stock.

Front and rear windows mount from inside the car.

Revell included a very com-

prehensive (*and colorful*) set of decals. Red and white over-the-car stripes, dash gauges, underhood markings, Firebird scripts for the body, wheel center markings, drilled rotor faces, a few sets of license plates (*MI 'TOURING', and PA 'TRACK'*), assorted sponsor decals, and silver rear fender graphics. It should be noted that if utilized, the Pontiac arrowhead marker light must be removed, which is fine, as they give you decals with which to replace them.

The instructions seem to be twice as long as I remember, for the simple reason that they include an expanded paint guide, and a chart that lists **EVERY SINGLE** part in the model! I'm not quite sure what function it serves.

Again, as with the GTO, it's very nice to see this one back again. I hope to pick up a few while they are in the lineup. 🚗

## 'Big Boys' Toys'!!

New Silverado ➡

⬇ New Stingray





## 'Gov-a-mint Motors'

Credibility. It's a precious commodity in the car business, something that's hard fought, easily lost and takes years to rebuild. And 'GMC' is trying to earn back a bit more of its historic standing.

In sort of an early Christmas present to the US government, 'GMC' said it *will buy back 200 million shares of its common stock for \$5.5 billion*, or \$27.50 a share. Moreover, Treasury will completely sell off its stake in 'GMC' in 12 to 15 months, spelling an end to any notion of Government Motors.

From a financial standpoint, this is not a good deal. 'GMC' actually paid more than its own stock was worth the day before the agreement was announced, tacking on a 7.9-percent premium over the closing price from Dec. 18. The stock remains *well below its \$33 price during the 2010 initial public offering*, and it was trading around \$27 a share on Dec. 19.

Regardless, 'GMC' should consider the arrangement a gift, since even with the slight sweetening, *taxpayers will never recover their full investment in the automaker*. The government sank *\$49.5 billion* into 'GMC' to prevent the company from collapse and then rebound from its historic '09 bankruptcy—a monumental event that transformed the industry yet was more traumatic than perhaps anyone could have known at the time.

The scars remain, but a stronger company has supposedly emerged. And the feds have re-

covered \$28.7 billion of their (*our!*) investment, a figure that's actually pretty positive considering just how dire the state of the auto industry was in December '08. The government will still own about *300 million shares of 'GMC' stock*, or about 19 percent after the recent move, though that will be sold off by early '14.

"This announcement is an important step in bringing closure to the rescue, it further removes the perception of government ownership of 'GMC' among customers, and it demonstrates confidence in 'GMC's' progress and our future," Dan Akerson, 'GMC' chairman and chief executive, said in a statement.

And if the government cashed out the rest of its stake at the selling price as of this writing, it would still grab another *\$8.1 billion*, allowing taxpayers to recoup a total of *\$36.8 billion*, leaving *"only" a \$12.7 billion write-off*.

Let's put it in a different perspective. If a presidential candidate had advocated spending about \$13 billion (*or roughly the cost of two of the Navy's future generation of guided-missile destroyers*) to create 20,000 jobs in a rocky economy—they probably would have gotten a lot of votes last fall. Oh wait—that happened, didn't it?!

In a *'Good news, Bad news way*, according to the Reuters news agency, a US bankruptcy judge could soon rule on whether



the '09 government-led restructuring of 'GMC's' improperly favored, and an adverse ruling could cost the automaker *nearly \$1 billion*.

Judge Robert Gerber must decide whether a "lock-up agreement" in the restructuring sent \$367 million to a group of hedge fund noteholders at the expense of other creditors.

A trust representing unsecured creditors has sued to undo the lock-up agreement, arguing that it was a last-minute deal secretly folded into 'GMC's' bankruptcy to ensure the hedge funds' support.

After the automaker, or "Old GM," filed for bankruptcy in '09, its best assets were sold to the new General Motors Co. The remainder of the company was liquidated for the benefit of creditors.

While the hedge funds, which hold notes with about \$1 billion in face value, received the \$367 million under the lock-up agreement, unsecured creditors received just pennies on the dollar. The hedge funds and other investors in the notes also received a claim against "Old GM" for \$2.67 billion.

In its lawsuit, which was filed in US Bankruptcy Court in Manhattan, the creditors' trust alleged that the lock-up agreement was

## 'Gov't (contd)

(Continued from page 4)

unfair to "Old GM" creditors. The trust said the deal took place after the bankruptcy filing and therefore required Gerber's approval, and it called on Gerber to unwind the deal.

Well, on the strength of the preceding page, it's official—'GMC' has been passed again. This time, by *Toyota*, who regained the number one position for the '12 model year. CEO Akerson was *THIS* quoted as saying that he didn't necessarily want to be number one in sales, as much as number one in profitability. Well, that's good, because it's very likely that *VW* could push them back to the number three position *THIS* year!

'GMC' does it *AGAIN*—snatched defeat from the jaws of victory. I'm speaking about the '*13 Chevy Malibu*, a total redesign of the previous car. Motor Trend magazine claims that they regularly praised the last-gen version. But in a six-way test in their December issue, the car finished sixth—*DEAD LAST!*

Apparently, the majority of criticism stems from slicing 4.5" from the wheelbase of the '12 model. This meant their online editor, at 5'-9", had about an inch of clearance for his knees *IF* he sat up like a crash dummy! He notes that the backseat is too small for people with legs!?

The last-gen's 6-cylinder is gone in favor of a 2.5-liter Ecotec 4-cylinder, with reasonable power—197 hp,—that gets thrashy at higher RPMs, and, ap-

parently sounds like a "box of bees" (*quotes*).

According to them, you need a 'lead foot' to get anywhere, which means that, although it has EPA numbers of 22/34 mpg, the absolute best they could manage was a poor 21.3 mpg, worst in the group.

Lousy steering feel, and a soft suspension offers nothing for the 'enthusiastic driver' (*and exactly WHY would an 'enthusiastic driver' be driving THIS car?!).* Oh, by the way—this was an *LTZ model* tested against the Camry XLE, Altima SV, Fusion SE, Accord, and the winner—the Passat SE. Mindboggling, how 'GMC' managed to screw together an all-new car that is this bad, in such a high-volume market segment!

'GMC' has idled the Michigan plant that makes the Chevy Sonic and Buick Verano, one of several factories where shifts have been canceled as the company works to reduce high inventories.

Production was halted at 'GMC's' Lake Orion assembly plant in suburban Detroit to adjust inventory. The plant's roughly 1,800 workers were expected to return Jan. 2, after a scheduled holiday break.

A 'GMC' spokesman said that the company doesn't discuss its production schedules and that 'GMC' will "build to demand."

'GMC' North America President Mark Reuss recently acknowledged that 'GMC' has trimmed production to better align output with demand, though he didn't specify models.

Their US sales had increased last year through November but trail the overall market's 14 percent gain.

'GMC' sales execs said that adjusting production would be their first option to reduce vehicle stockpiles after the company's U.S. inventory hit 788,200 units, or a 106-day supply, the highest level since April '09.

The company also has canceled shifts at its Lordstown, Ohio, plant, where the Chevy Cruze is assembled; and at its Fairfax, Kan., plant, which makes the Malibu and LaCrosse.

'GMC' also has increased incentives this month to help clear dealership lots of excess inventory of the Sonic and Verano—both nameplates launched in 2011.

As of Dec. 1, 'GMC' had an inventory of 25,700 Sonics, a 128-day supply, according to the Automotive News Data Center. Verano stocks stood at 14,900, a 104-day supply.

'GMC' is recalling a group of 2010-12 Chevy Colorado and GMC Canyon trucks because they could be *missing a second hood latch*. If the primary latch is not engaged, the hood could open while driving, increasing the risk of a crash.

Nearly 120,000 pickups are affected. Owners will be notified this month, and instructed to inspect the vehicle for a secondary hood latch. Dealers will replace missing latches free of charge.

Owners can contact Chevy at (800) 630-2438 or GMC at (866) 996-9463. 🚚



## This 'n That

**Fantasy Winners.** *Hagerty* and *Speed TV* will give away a black, one-of-a-kind **2013 Ford Shelby GT500 Mustang HFB Special Edition** with more than 800 hp as

part of the network's coverage of the **Barrett-Jackson Collector Car Event** in Scottsdale, AZ. The fantasy bidding contest begins

on Jan. 17th at 7 p.m. Eastern and closes on Jan. 20th. To enter the Hagerty Fantasy Bid Game and gain eligibility to win the new Mustang, log onto <http://www.speedfantasybid.com/> to create an entry. Contestants can also enter via mobile device by sending an SMS text message to '773333' (*SPEED 3*) with a fantasy bid during applicable bidding times. To place a bid, enter the amount of your bid in dollars without punctuation. The winner is the first eligible entrant whose fantasy bid is the same as—or comes closest to—the final 'gaveled' sales price without going over on any of the selected vehicles. Winners are awarded points to determine each daily prize winner. Having one fantasy bid

in makes you eligible for the Mustang, but there are other prizes to compete for as well. The player who gets the most points over four

days will be win a 60-inch Samsung 3D LED "smart" TV. The runner-up will win a Microsoft Surface 32GB tablet and third place will take home a 160GB PlayStation 3. Four \$500 fuel cards will be given out per day, and an Apple iPad mini will be

awarded to the 28 winners who guessed the car prices. The GT500 is equipped with both performance and visual upgrades. A full

Ford Racing lowering kit is installed, along with hydraulic hood struts and Nitto tires. Full-length stainless-steel headers with high-flow cat cons, a Borla exhaust, high-flow air filter and a modified air intake increase airflow, power and sound. Inside, it will get custom front and rear seats with black suede inserts, black carbon-fiber stripes and blue stitching. A flat-black stripe will adorn the exterior in addition to an RTR license-plate surround, Ice Nine side splitters and a smoked lens kit. Get registered!...**More Blacktop Dodges.** In November, Dodge added the **Avenger**, **Challenger**

and **Charger** vehicles to the list of **Blacktop special editions**. Dodge says they were well received, and the company is adding the **Journey**,

**Durango** and **Grand Caravan** to the list of cars that can get the 'Blacktopped.' The Grand Caravan Blacktop comes equipped

with 17-inch polished aluminum wheels with black accents, grille, headlight bezels and fog lights. Inside, it gets an all-black interior including headliner, door panels and console. Silver stitching accents the door trim, steering wheel and cloth seats. It doesn't only come in black; silver, steel, red and white are also offered. The Grand Caravan Blacktop is based on the SXT trim, which includes the Pentastar V-6, keyless entry, three-zone A/C, heated mirrors and a handful of other standard features. The package adds \$595. The '13 Durango Blacktop is offered on the SXT Rallye and R/T trim of the seven-passenger SUV. Checking the box will get buyers the black crosshair grille and 20-inch wheels for \$295. It can be specified with white, black, gray, silver and red exterior paint. The '13 Durango is offered with a V-6 or a Hemi V-8 with multi-displacement technology. The interior of the Rallye can also be upgraded to the R/T level with suede seat inserts, red accent stitching and a 12-way power driver's seat for \$595. The '13 Journey Blacktop is based on the SXT trim. It offers front- or all-wheel drive, four- or six-cylinder engines and five- or seven-passenger seating. Exterior color choices consist of silver, red, black, white, pearl and gray. The SXT trim includes Chrysler's 8.4-inch touchscreen display and black cloth seats. Leather seats and a heated steering wheel are optional. The Blacktop option adds 19-inch gloss black wheels, grille, headlight bezels, lower front fascia and exterior mirrors.

(Continued on page 7)





## T 'n T (contd)

(Continued from page 6)

The package will add \$995... ***Spare Change Layin' Around?!*** So the \$354,000 Neiman Marcus Edition '13 McLaren 12C Spider is sold out (*within two hours, Neiman Marcus says*), and you weren't quick enough to land one of the 12 available cars. Now what do you do to impress the family gearhead this holiday season? Well, there's usually more than just one outrageous automotive gift offered at Christmastime, and now here's another. For less than half the price of the McLaren, you can get a ***\$140,000 full-size racing car simulator*** that, while not as impressive as a limited-edition McLaren, will probably earn a gushing thank-you note. And you can buy it from the rather plebeian Costco instead of at a retail chain favored by the 1 percent. The unit is a Formula One simulator built around a mock F1 racer. Considering that Formula One is mostly a European sport, despite the race in

Austin, TX., last year, it makes sense that the simulator is available only from the British Web site for Costco. The unit is made by FMCG International, based in Bicester, England, and comes pretty well sorted. Equipped with three 23-inch screens, a 5.1 digital speaker system with a subwoofer and a custom computer with Intel Core i7 processor, the system has all the fixings of a real race car, like AP Racing or Brembo brakes, Pirelli F1 tires and magnesium alloy wheels. Each simulator is made to order, and the color can be customized by the customer, who can also add any desired logos. The company said it created its own software for the system. This F1 simulator uses force feedback through the steering wheel to simulate the load effect while turning, braking and accelerating. There are also settings ranging from rookie to pro to help users to get accustomed to it. Simon Harvey, the chief executive of FMCG, said in a telephone interview that the company had been selling high-end driving



simulators since '86, but that this was the first time it had sold them through Costco. The Costco Web site says FMCG will install the unit in your home; Mr. Harvey said that meant the company would fly in an engineer at extra charge to do the installation in any home, anywhere. He said an installation in New York City would cost \$9,600 to \$13,000. Of course, considering that the unit is the size of a real F1 racer, keep in mind that it's going to take up a lot of space in the family room. F1-loving apartment dwellers might prefer to stick with Codemasters's recent F1 '12 for the more space-efficient Xbox 360 or PlayStation 3. As with many things that cost \$140,000, sales of the Costco unit have been low, Mr. Harvey said, though he added that there had been interest in the simulator in the United States. If the Austin race created new F1 fans in America, more installation engineers might be heading this way. Thanks to MAMA's Boy Howard Weinstein (*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!*) 🍷



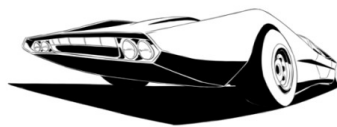
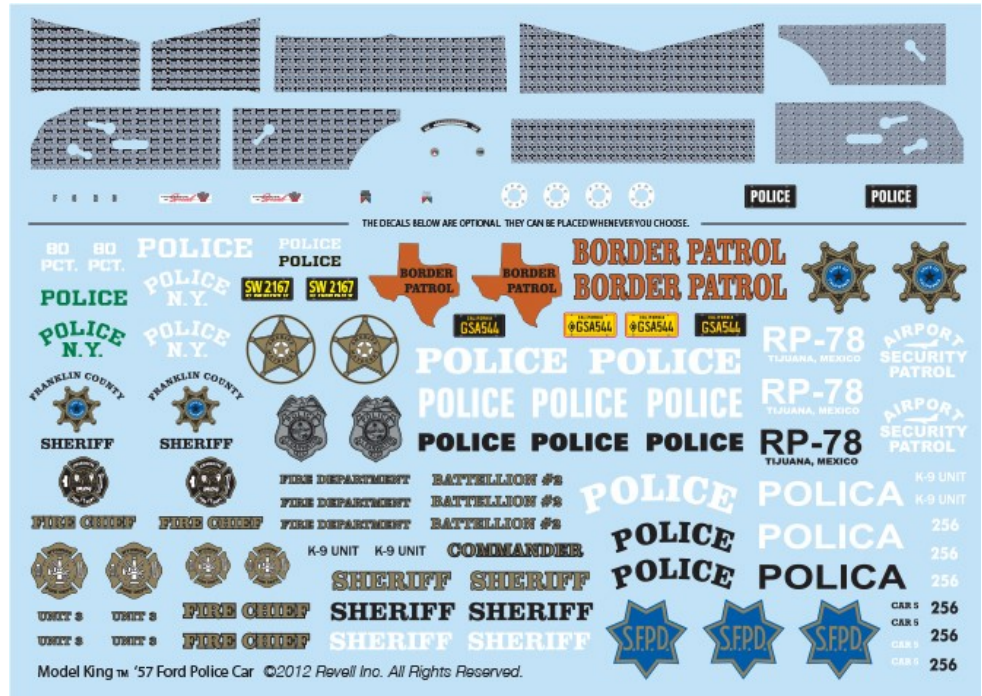
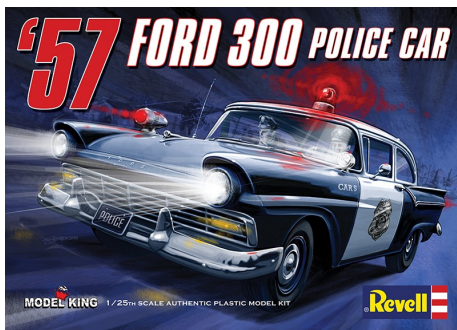
One of many kits comin' out this month!



Musclecar stamps available from the USPS. Cool—a GTO!

## New Stuff!

No sooner than the *Revell '57 Ford* hits the streets, and we've already got a *Model King 'knock-off'* (and a beaut, too!). And check out that *decal sheet*, too (courtesy of the *Spotlight Hobbies board*)! Almost makes me wanna buy another one—Thanks a lot, Dave!! Expected early Spring delivery date. 🚗



## Closed (contd)

(Continued from page 1)

maker's founder. Gleaming examples represent some of the marque's high points: a '28 Chrysler Model 72 Roadster LeMans replica, '41 Chrysler Town & Country barrelback and '55 Chrysler 300 Sport Coupe are proudly displayed.

But there's a lot more to see than New Yorkers and Imperials. Since the museum's goal is to showcase the entire history of the marque, important (*if not quite collectible*) vehicles—from the *K Car* to the '84 *Minivan*—get respectful treatment too.

Chrysler's history of corporate acquisitions means that an '02 Rambler Runabout, '29 Nash 440 sedan and '53 Hudson Hornet and more sit beside the DeSotos, Ply-

mouths and Dodges.

Interactive, refreshingly technical displays fill the gaps between vehicles. Visitors can, for example, discover how the Airflow's suspension and seating setup contributed to a more comfortable ride for passengers, or learn the differences between up-draft and downdraft carburetors in terms a novice could grasp.

Pastor John Fields reported that he's been bringing students to the museum for five years, and is pleased to report that they "love it—especially the teenage boys."

He said would have begun organizing trips to the museum—located just down the road from his school—earlier, if he'd only known about it. That lack of public awareness isn't confined to Fields and his colleagues. 2012 saw only 35,000 visitors.

Lack of attendance may have

spurred the museum's closure, but there are still plenty of enthusiasts eager to see cars in its collection.

Fortunately, these cars won't vanish into private collections, never to be seen in public again. Chrysler will reportedly purchase the Walter P. Chrysler Museum's entire collection, with proceeds benefiting the charitable Chrysler Foundation.

Museum reps couldn't comment on where or when cars would be exhibited, but executive director Doreen Wright notes that "Chrysler has been good about bringing cars to shows and events in the past." Visitors to the '12 *Concours d'Elegance of America* got an up-close look at the *Chrysler Atlantic*, *Chrysler Chronos* and *Dodge Power Wagon* concepts.

For visitor info, visit [wpchryslermuseum.org](http://wpchryslermuseum.org). 🚗







# 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—*The Big Sit* from 10 AM til whenever, at *Main Line Hobbies*, in Plymouth Meeting, PA (see flyer).
- Feb. 25th, 2013—*The Old Dominion Open*, at Richmond

International Raceway's Heinrich Hall (see flyer opposite).

- April 20th—*27th Annual NNL East* in Wayne, NJ. Theme—*Resin Rules*, with a sub-theme of *Vans*. So, let's get busy guys, for the 'Big Go East,' OK?! 🏠



## Pontiacs on Parade!

As you can see, we had a colorful (red and green theme!) display last month at the meeting, eagerly awaiting a visit from the jolly old fat man!

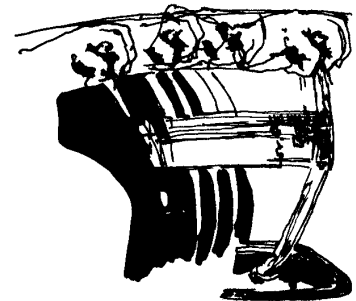
**Kevin Kovach:** Kevin eagerly moved his slick *third-gen Firebird Trans Am slot car rig* into the reserved parking area. Nice job, Kevin!

Sadly, the 'ol memory ain't what it used to be. A MAMA member plopped the *third-gen Summit Pro Stock Firebird* into the display, but the name escapes me! So, whoever you are, get with me and I'll gladly acknowledge

your effort in a later newsletter!

To this, I added two very nice diecasts—the *ACME Pepper Green '70 GTO*, and *Cardinal Red Judge hardtops*.

'PoP' (Pontiacs on Parade!) Sickie signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!! 🏠



Chassis: Bob Bailey  
Paint and Body: Kevin Kovach



This is the newsletter of the  
Maryland Automotive Modelers  
Association

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**MAMA's BoyZ Do It In Scale!**



**"New" Stuff this month:**

- AMT/Round2 'Christine'
- '58 Plymouth
- AMT/Round2 3 Stooges
- '40 Ford sedan delivery
- Revell Chevy SSR
- Monogram Willys street rod
- Revell M/T Challenger I (w/figure)
- Revell Rat Roaster
- Monogram Boot Hill Express
- Monogram Gravedigger (snapfit)

## 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>

## 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 Prixs, 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 Sickie at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting. **Thanks!** 🚗



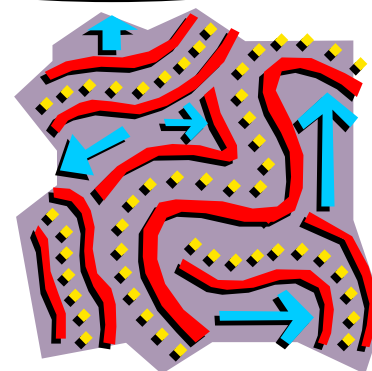
**We're on the web!**

<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 the Route 193 (*Greenbelt Road*) exit. Stay to the right on the off-ramp, 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 go west on Greenbelt road, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (*at the light*) onto Southway (*read on!*)



**Once on Southway:** Go straight to the second (2nd) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 🚗

## Club Contact Info

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