



MAMA SEZ!

Volume 25, Issue 10

June, 2013



Car Show Season's Upon Us!

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

NOTE!

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

This month was, for obvious reasons (*a.k.a. our NNL show!*) again, a very low turnout.

This month, **Rich Wilson** takes a look at the '*La Ferrari*' from—**Ferrari! Thanks, Rich.**

A new occasional feature this month—**Workshop Corner**—focuses on **MAMA's Boy J.C. Reckner**. Lemme know what you think.

The Pontiac Parade soldiers on—thanks for your continued support.

The raffle raised **\$45.00 (!)**, while the door kicked in an additional **\$54.00 (!)**. A bit short of the rent, but not bad considering!

Thanks to the raffle

donors: **Brad, Steve M. Buter, Chris Clark, Bob Foster, Matt Guilfoyle, Ron Hamilton, Howdy Hoffman, Rich Meany, Don Stone, Pro Tech Model Parts, and Replicas and Miniatures Company of Maryland.**

Tanks again, guys! ☞



Testors News

A recent announcement from the Testors Corporation—they have announced that they are transforming their business in order to more effectively address the changing needs of their consumers (*i.e., us!*) and their interests. They've made the decision to **exit the following businesses within the Testor Brand family - Pactra, Floquil, Polyscale, and ColorArtz.**

This will enable

them to return to their foundation of success - providing premium, innovative product that inspires creativity. They will continue to accept orders and ship product for a limited time based on available quantities. Going forward, the following brands will be critical to their success and development - **Testor, Model Master, and Aztek.** These brands will be infused with marketing support, innovation and operational efficiencies. In support of this,

they have announced a consolidation of operations at their Rockford facilities. Over the next several months, they will provide updates critical to order and delivery needs as well as product availability. They assure us there will be no disruption to service during this transition. Their commitment to the Testor brand has never been stronger.

Sounds like either a buyout, or possibly shedding part of the company to enhance their 'bottom line (!?)' ☞

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.

The “Penultimate” supercar-La Ferrari

No, that's not me, that's the actual name of the car. With almost 11 years since the Enzo was introduced, I had wondered if Ferrari would create a successor. The LaFerrari has been hinted at for a few months recently and it is considered “the” next super car never to be equaled. Personally, I find the “La Ferrari” name a little sissy, but it's meant to express its' greatness as in “The Ferrari.”

It uses the same basic 6.3-liter engine as the F12, but makes 60 more horsepower (*800 total*) at **9250 RPM**. It has a 7-speed trans-axle working through a twin disc clutch. It's the first Ferrari, road going that is, to use the HYKERS system developed in Formula One racing. The system adds 163 horsepower to the car and uses a brake-regenerative system to that end. There are batteries under the cockpit to keep that weight low for handling so the seats are fixed and the controls adjust to them.

Somehow, the battery pack weighs only 130 pounds, bringing total weight to less than 3009 lbs, which is less than that of the Enzo! There are two electric motors; one on the front of the engine that powers the electrical systems, while the second helps to move

the car. It holds the record as the fastest car to lap Ferraris' Fiorano test track with times of one minute twenty seconds. Zero to sixty comes in less than 3 seconds, 124 mph in less than 7 seconds, and 217 mph in less than 17 seconds.

The Enzo was never universally accepted as very good-looking; I think this car makes up for that, even though it borrows some of the Enzo's styling. For one, there are the taillights with their cone shape. Borrowed from F1 is a fog light which normally wouldn't seem odd except that this one is on the rear. It's a red LED flashing light that, like the racing version, warns of a car ahead.

Not that long ago, having a carbon fiber tub/chassis was cutting edge; this car has **FOUR** types of the stuff. All of the carbon fiber is laid up and baked in



the same shop and ovens that Ferrari uses for their F1 cars. T800 is a high tensile-strength used in the tub. T100 is an ultra high strength used for the side impact zones. It all goes together to form a car that is 20% lighter and 30% stiffer than the Enzo.

Styling-wise, it reminds me of the custom made one-off Enzo that was modified for a wealthy New York Ferrarista. It is called the P-4-5 after the racing prototypes of the late '60s. Additional facts and figures haven't been released yet. Check out the pictures and judge the styling for yourself. For more info, check out issue #126 (*June '13*) of Forza magazine.

by: Rich
Wilson 🏎️



Workshop Corner

We're gonna try a little something different here. *MAMA's Boy J.C. Reckner* approached me about the idea of showcasing the areas where the builders among us turn out some of those incredible creations that grace our display tables and local model shows.

Well, shortly after broaching the subject with me, he sent along the following text and photos. I'll turn it over to him now.

"As promised attached are photos of my work bench. I converted a closet in our basement where the well and water treatment equipment is installed. I installed fluorescent strip fixtures for lots of light and built the work bench on one end of the room. I then lined the walls with peg board to hang parts and tools for easy access and shelving to hold kits. Of course, the shelves quickly proved inadequate to hold the



constantly growing collection. I have the remainder of my kit collection stashed throughout the house (*Ed. Note: Don't we all?!).* The work space is small but it works for me."

Thanks, J.C.! Okay now, who's next?! Send along a few pictures and some text, and you too, could have your very own feature in MAMA Sez. 🍷

'Gov-a-mint Motors'

Last month, 'GMC' announced it will be sourcing a *small commercial van from Nissan* for the *North American market*. According to the announcement, 'GMC' and Nissan have reached a deal for the Japanese automaker to produce its NV200 commercial van as the *Chevy City Express*.

Through procurement, Chevy will source the vehicle from Nissan and sell it through the dealership networks in the US and Canada.

The small commercial van market is still relatively small in North America. Since the Ford Transit Connect launched several years ago, popularity in the segment has blossomed. It is worth noting that 'GMC' has similar products in European markets.

The '15 Chevy City Express is



expected to launch sometime in the fall of '14. *If ya can't beat 'em, join 'em!*

'GMC' — Recall King?! A potential issue with the lug nuts on 19,871 units of the **'13 Cadillac SRX** in the US and Canada has led to a

recall of the crossover. Those lug nuts that have a Teflon topcoat, identified by their bluish tint, could loosen and cause "creaking, rattling or grinding noises or steering vibrations." In the worst case scenario, a **wheel could fall off**, but there have been no reports

of that happening, nor any reports of accidents or injuries due to the issue.

'GMC' will begin notifying customers with the potentially faulty parts on June 3rd, at which time they can take their vehicles to dealers to have the tires rotated and new nuts installed. Further, 7,397 SRXs exported from North America also face the recall action.

This is the **second recall action** on the SRX over the last few months. In March, Cadillac recalled 27,000 SRX models



over a transmission programming issue. 'GMC' began notifying customers with the potentially faulty parts on June 3rd, at which time they can take their vehicles to dealers to have the tires rotated and new nuts installed (?!).

Guess this gives new urgency to the phrase **"Drive it 'til the wheels fall off!?"**

To no one's great surprise, 'GMC,' by way of their Chevy division, is **'reinventing' the Z/28**. Even though it is 'decontented' and weighs less than the ZL1 (*which stickers for \$56,550?!), it will cost MORE than the ZL1 Camaro—huh?!)*

It'll feature the non-supercharged Z06 LS7 motor (*90 pounds lighter than the supercharged ZL1 motor*), hooked to a Tremec 6060 six-speed manual trans.

The wheel and tire combo 'shrinks' to 19s (*from 20s*), for a savings of 42 pounds, while carbon ceramic brakes save another 28 pounds.

Dropping the A/C saves 20 pounds (*it CAN be left in*). Engineers hoped to leave out the audio system (?!), but keeping the radio and **ONE** door speaker was necessary for mandatory seat belt warn-

(Continued on page 5)

'Gov't (contd)

(Continued from page 4)

ings (a.k.a. *Big Brother!*).

Other 'enhancements' include:

- Thinner rear window
- Smaller battery
- Trunk carpeting, tire-inflator kit, and **MOST** sound insulation is **GONE**
- New foam eliminates the rear seat frame and trunk pass-thru, saving 9 pounds
- Fog lights and HID headlights also fall victim to the 'diet'

Claim is that, eventually, all this 'decontenting' will make this car about 100 pounds lighter than an SS, and 300 pounds lighter than a ZL1.

At an estimated base price of

\$63,000 (!?), that makes the car more expensive than Chevy's 'American icon' the new '**14 Stingray hardtop (\$51,995) AND convertible (\$56,995)!!**

JUST what we need—yet **ANOTHER** Camaro to join all the other **Mustang**, **Charger**, and **Challenger** 'variations' we are currently being barraged with. **No imagination!** Thanks to June issues of **Motor Trend** and **Car & Driver** for the insanity.

I remember when Chevy fought **Pontiac** (remember them?!) and their **2-seater Fiero**—Pontiac finally dubbed it a '**commuter car**' rather than a '**sports car**' (a.k.a. 2-seater) to appease 'GMC' management. And when Pontiac tested an **all-aluminum turbo V6 performance prototype** of the car for possible



release in '86 or '87, Chevy screamed bloody murder to upper 'GMC' management, because **NOTHING** was supposed to outperform Chevy's flagship sports car. **Guess it's OK though, since these are both Chevys, eh?!? It's really a sad state of affairs when the 'bean counters' run a company as opposed to 'car guys' like Bob Lutz. Where is he when you need him NOW?** 🚗

War of Words

Tesla CEO **Elon Musk** took to Twitter recently to respond to Chrysler's barb that Tesla wasn't the first American automaker to repay the US government for aid.

Tesla, which paid off the remaining \$451.8 million on its 2010 Department of Energy loan in mid-May, received \$465 million under the highly politicized Advanced Technology Vehicle Manufacturing loan program.

It is the first company with a loan from that program to repay its debt. Others such as struggling plug-in hybrid maker **Fisker Automotive** and battery company **A123 Systems** also received DOE loans.

In its official announcement, Tesla said it is "the only American

car company to have fully repaid the government."

The pronouncement didn't go over well with Gualberto Ranieri, Chrysler's senior VeePee of corporate communications, who posted a blog later that day entitled, "Not Exactly, Tesla."

"The information is unmistakably incorrect," Ranieri wrote. "It's pretty well-known that almost exactly two years ago—May 24, 2011—Chrysler Group LLC repaid (in full and with interest) US and Canadian government loans more than six years ahead of schedule."

When a Tesla spokeswoman was

asked for the company's response to Chrysler, she said Musk's tweets "speak for themselves."

Musk brought up Chrysler's ties to Italy's Fiat S.p.A. and the **\$1.3 billion taxpayer loss** that the US Treasury says it's unlikely to recover from the old Chrysler, a separate legal entity that went into bankruptcy of 2009.

Boy, taxpayers (you and I!) are **REALLY** getting the short end of things lately, eh?! 🚗



Lyle's place—look for the two-tone green Dodge in front!

This 'n That

Bad News!! Club Prez Lyle Wil-lits and wife Lee were the *victims* of a **house fire** over the Memorial day weekend!! Apparently, a neighbor did some careless grill-ing, and, as a result, **damaged five townhouses in Lyle's neighbor-hood!** Lee and Lyle were comparatively lucky, suffering some water damage, and damage related to fighting the fire adjacent to him (*broken windows, hole in the roof, and maybe some smoke damage*). Lyle estimates between four to eight weeks to get things back to normal. The others are looking at timeframes in **MONTHS**. Thank goodness Lee and Lyle are OK—the house can be re-paired... **'Supercharger Envy?!'** Chrysler Group is developing a **supercharged Hemi**

with power ap-proaching the 640 hp of the SRT Vi-per's V10. The 6.2-liter engine, code-named **Hellcat**, is expected to debut on the next-gen Challenger and perhaps other vehicles, according to sources within Chrysler. The engine's existence was revealed on the Internet site Allpar.com and confirmed by Chrysler insiders. A spokesman for the automaker declined to comment, saying that the company doesn't discuss future products. The high-output engine is set to debut as an option on at least one version of the Chal-lenger, which also will get the company's eight-speed transmis-sion. Chrysler's most recent prod-uct plan indicates that the next-gen Challenger will go into pro-

duction in mid-'14 for the '15 model year. The supercharged en-gine will help the heavier Chal-lenger compete with the high-performance **Mustang Cobra** and **Camaro ZL1**. A Chrysler engineer described the high-hp Hellcat as a "last hurrah" before rising corpo-rate average fuel economy stan-dards begin to limit engine horse-power and displacements for do-mestic automakers. The Hellcat would be built alongside Chry-sler's 5.7-liter and 6.4-liter Hemi V8s. **So, get 'em while they're hot...Hennessey VelociRaptor???** From the folks who brought you the **Venom GT** and countless other cars and trucks capable of putting up ridiculous numbers, **Hennessey Performance** is back with another concoction, the Ve-lociRaptor SUV. Based on the standard **Ford F-150 Raptor**, the



truck is converted to a full-size SUV (*think Ford Excur-sion*) with seating for up to eight peo-ple. Though it's based on the Rap-

tor, don't expect to go extreme off-roading with it, as Hennessey states that this car is intended for on-road use, as well as light to moderate off-roading. Equipped with the same 6.2-liter 411-bhp Ford V8 as seen in the Raptor, buyers can opt for the **VelociRap-tor 600 Supercharged (600-bhp)** package for an additional cost. Other optional goodies include Brembo front-brake upgrades, larger wheels and tires, LED lighting upgrades, security armoring sys-tems and more. Though weight is increased 600 pounds, the Ve-lociRaptor is still expected to lay



down a 0-60-mph time of 7.5 sec-onds. With the supercharger pack-age, it should get to 60 mph in 5.9 seconds. Limited to **30 units a year**, it **starts at \$149,500** and can be ordered directly from Hennes-sey Performance or through certi-fied Hennessey/Ford dealers. For more info and details, visit Hen-nessey Performance's website, www.hennesseyperformance.com ...**One 'Spensive Pony!!** Look out Steve McQueen, Nick Cage's vehicles are set to be the new hot 'thing' in automotive auctions. Well, maybe not, but the **"Eleanor" Mustang** (*"Don't start with me...no, wait, start, start!"*) from **"Gone in 60 Seconds"** sold recently at the Mecum auction in Indy for a **cool mil** (*that's \$1 MIL-LION!*). Only **three** of the movie's **11 Mustangs** were working ver-sions, and two were destroyed during shooting. This one was Randall 'Memphis' Raines' hero car, used for close-ups near the end of the flick. It was built by **Cinema Vehicle Services** out of Hollywood, CA, with help from well-known designer Steve Stan-ford. The builders mocked up the body pieces using clay and wood, and, after that, molds were made that included the PIAA driving lights, fender flares, side skirts and scoops. Eleanor carries a 351 V8 making 400 hp, channeled to the rear wheels through a four-

(Continued on page 7)

T 'n T (contd)

(Continued from page 6)

speed transmission. It has both power steering and power brakes. The nitrous button, unfortunately, is for looks only. The suspension was lowered and coilovers were added, along with Goodyear Eagle F1s on Schmidt 17x8 inch wheels... **Condolences.** Former NASCAR racer **Dick Trickle**, 71, died from a reported **self-inflicted gunshot wound** on Thursday, May 16th, in Boger, NC. The long-time Lincoln County resident was found next to his pick-up truck near a cemetery. Authorities said he called the Lincoln County Communications Center before noon and said, "There will be a dead body [at the location] and it will be [his]." Trickle, from Wisconsin Rapids, WI, was among a handful of successful drivers who left the Midwest in the 80s to head south and try their hand at NASCAR. The late **Alan Kulwicki** was among them, with **Johnny Benson** and **Matt Kenseth**, and more recently **Brad Keselowski**, **Travis Kvapil** and **Paul Menard**. Trickle ran a few one-off Cup races annually throughout the 70s and 80s before going full-time racing with Stavola Brothers Racing in '89. He was **Rookie of the Year** that season based on six top-five finishes and nine top-10 finishes. He ran almost the entire cup series schedule for the next 10 years, stepping down to a limited schedule in '99. He ran a handful of races in '00, '01 and '02 before finally retiring at age 60. In addition to the Stavola brothers, he raced full-time for Junie Donlavey, Cale Yarborough, Rah-



moc Racing, Dean Myers and Mark Smith. His career-best finish was second at Pocono in '90 for Yarborough, and his only pole came with Yarborough at Dover, also in '90. His Cup career stat line: 303 starts, one pole, no wins, 15 top-five finishes and 36 top-10 finishes. He was better in the Nationwide Series, where he won seven poles, two races, with 42 top-10 finishes. **Godspeed, Dick... NASCAR Skid Marks?!?** NASCAR has come a long way from the beer, cigarette, and motor oil advertising. These days, no topic is too adult for consumption by the general public. In 2000, **Via-gra** became Mark Martin's primary sponsor on his Roush Racing Ford. In the last month, Juan Pablo Montoya's machismo didn't seem challenged by the **Depend adult diaper sponsorship** of his EGR Chevy. Now, **Charmin toilet paper** has taken it a step further with a promotion at Charlotte Motor Speedway called "**Stop Skid Marks.**" While the Viagra and Depend ads were either age appropriate or discrete, Charmin plans an in-your-face (!!) campaign that will feature huge billboard banners with artwork consisting of

men's tighty whities with tire skid marks on their backside. One such banner, 30' by 40', faces Highway 29, the main road outside the Speedway. On one hand, you have to think of this a very creative marketing idea. As the Charmin's creative arm told an industry trade paper, "We think about poop and toilet paper all day, every day. And we love it." Marcus Smith, president and chief operating officer and director of NASCAR track owner Speedway Motorports Inc., and GM of SMI-owned Charlotte, is also pretty pleased with the promotion. He said, "I think it really shows the power of great creative thinking. The creativity behind the campaign all the attention has gotten. It's clear that people appreciate good creative fun." They will even be handing out samples of their Ultra Strong product. On the other hand, you gotta wonder what kids, in cars passing the track, will be asking their folks about the sign. "I'd think they would know," Smith, a 39-year old, himself a father of two, added with a big laugh. "We ought to sell T-shirts," he said. While the Charmin deal is only at Charlotte, it kind of fits in with the concept of fans' comfort going back to the day when Marcus Smith's father, Bruton, built the 138,000 seat Texas Motor Speedway. Both tracks are owned by SMI. Bruton bragged it had more toilets than any other NASCAR facility (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!) 🍵

Reel Review

Nick and I recently were compelled to see the latest *'Fast and Furious'* movie (number 6, if I recall correctly—both of us have lost track!), and give it three lug nuts out of five.

It scores highly on *'car content'*—the hardware abounds in the movie. Things are stretched just a bit at points throughout the movie, though. Like the 'street race' where Dom (*Vin Diesel*) goes to see Letty, his girl friend from the first few 'F & F' movies who, at one point in one of the movies (*again, lost track!*), appears to get killed.

At any rate, this 'street race' has an array of exotic cars (*and even more exotic, AND scantily-dressed ladies*) that just seem out of place from earlier movies' street race scenes populated by Civics, RX7s, and the like. Here we're talking about Ferraris, Lamborghinis, and, to add insult to injury, Letty is driving a primed Jensen Interceptor (*Mopar 440*

powered, if memory serves! Hey—whaddaya want from me? I'm a *PONTIAC* guy—Ha!) which sounds *VERY* healthy, I must add.

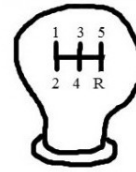
Dom ends up racing her with his *wheelstanding Dodge Daytona*.

We also noticed that, even though they were both automatic-equipped cars, every time there was a cockpit shot, they were matting the gas pedal and shifting—what's up with that?!? Seems to me if you were in an actual street race, the pedal should have been on the floor as early as possible, and stay there throughout any shifting required!

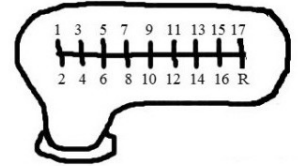
The final scene takes place on an airstrip. For any of you who have seen the trailer, I'm not giving much of anything away. It seemed (*at least to ME*) that this runway *MUSTA* been something like *TEN MILES* long!!

All in all, enough cars, girls, and action to keep most anybody happy for a few hours. And, *THEN* there's *"Fast and Furious SEVEN (?!)"*, further muddying the waters. Hopefully, this will be

Real Life Gear Stick



Fast and Furious Gear Stick



the *FINAL* installment (*although, Nick says that given the 'Teaser' scene at the end of this movie, F & F Six will likely be it for him!*). 🍿

Snake Movie!

"Snake and Mongoose" tells the story of two men who revolutionized entertainment sports marketing on the drag strip in the '60s and '70s. Prudhomme was a seven-time US Nationals champ and four-time World champ, while McEwen only won five races over his 45 year career, but his showmanship made him one of the biggest in the sport.

The SoCal duo competed for years. But it was when they partnered with *Mattel's Hot Wheels* that corporate sponsorship changed forever: It allowed 'Snake' and 'Mongoose' to buy the best parts and stick 'em on the best chassis with the most expensive tires. In today's world, you can't race without loads of corporate bucks. The Snake and Mongoose are to thank for that, for better or worse. It comes out on Sept. 6th. Visit the website, www.snakeandmongoosemovie.com. Oh, and let's not forget the Niki Lauda movie, "Rush" coming on Sept. 20th, either. 🍿

Please Note

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! 🍿

Oopsie!

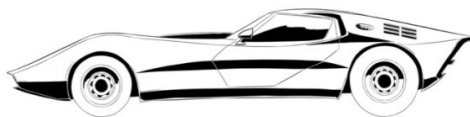
In my haste to put last month's newsletter to bed, I added a bit more age to one of our themes for our '14 show. It is *SUPPOSED* to be *FIFTY* Years of Mustangs, *NOT SIXTY. SORRY!!* 🍿





- July 9th to 13th—**POCI & GTOAA national Co-Vent**, in Dayton, Ohio.
- July 12th & 13th—**York US30 Reunion and Nostalgia Nationals** at the fairgrounds.

This years' featured brand will be **Ford**. There will be a *special display* by the *Fairlane Club of America*. So, mark your calendars now—you **KNOW** how busy you get! 🚗



Pontiacs on Parade!

This month's display was again a nice mix of street-driven 50s and 60s vehicles, with a diecast racer and a racer project for good measure.

Pat Crittenden: Pat's entry was unexpected—he was 'gifted' a **WJ GM Performance Parts '97 Firebird Pro Stock Firebird diecast** which was parked in the reserved parking area.

Ron Hamilton: Ron continues to 'poke the bear' (me!) through the cage bars this month with his **AMT '64 Bonneville convertible**.

SOMEONE (I don't know

who) plunked down a **GORGEOUS Super Gas late-model Grand Prix racer**.

Whoever you are, fess up! I'd like details, please!

To this, I added a few new projects—the **"GeeTo Tiger" 'Recreation'**, and two JoHan pieces—a **'55 Pontiac 2-door** and **'56 4-door**. I also showed a **'68 Bonneville hardtop**, which came from a 'well-known' MAMA member



at our NNL show the week before—thanks, Ron!

'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

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MAMA's BoyZ Do It In Scale!



Round2 '08 Corvette
convertible pace car
Round2 '13 ZL-1
Camaro
Round2 '76 Chevy Blazer
Rescue (snap)
Revell '69 ZL-1 Camaro
Revell Expedition Police SSV
Revell Miami Vice Testarossa

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 and '71 MPC hardtops and convertibles in particular!*), and have an extensive collection to trade from. In search of 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 Trans Ams, and '70 -'81 Firebirds, '82 KITT Firebirds, and empty *Pontiac kit boxes, and instruction sheets.*

Would also like to buy or borrow *old*



AMT/MPC/Monogram/Revell model car catalogs. Also interested in any Pontiac diecast racers. Contact Tim Sickle at gtoguy@verizon.net, or see me at a meeting. *Thanks!* 🙏



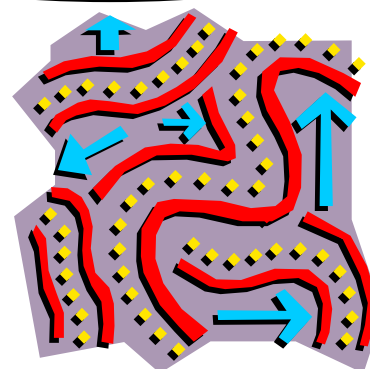
We're on the web!

<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 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. 🙏

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