

Volume 29, Issue 3

November, 2016

"Serving Delmarva Car Modelers for over 25 Years"

Jolly 'Ol Saint Nick's Enroute!

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

Second Chance!	1
Revell Bronco	2
Moebius '72 F100	3
'Gov-a-mint Motors!'	4
Model Buffet	5
T 'n T	6
Book Review	8
VW News!	9
POP	11
New This Month	12

Beep-Beep!



2017 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- ☞ January 21st
- ☞ February 18th
- ☞ March 18th
- ☞ April 15th
- ☞ May **NONE (!)**
- ☞ June 17th
- ☞ July 15th
- ☞ August 19th
- ☞ September 16th
- ☞ October 21st
- ☞ November 18th
- ☞ December 16th (10 - 3!)

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

Last month's meeting was **VERY** well attended, a likely result of the dearth of car shows to attend (*Ha! Ha!*).

The **Toys for Tots 'haul'** was again very well done—kudos to everyone for such a turnout.

This month, **Rich Wilson** takes a peek at the **Revell Ford Bronco**, as well as the Moebius **'72 F100**. Thanks, **Rich**.

The **Pontiac Parade** was back with some fresh entrants, and some 'old standbys.'

The raffle raised **\$103.00 (!)**, while the door kicked in **\$101.00 (!!)** Thanks, guys!

Thanks to the raffle



donors:

Brad, Ed Brown, Steve M. Buter, Dan Chicorelli, Mike Costic, Ron Hamilton, Steve Stone,

Lyle Willits, Bradley's Car Collectibles, Replicas & Miniatures Co. of MD. Thanks guys—we **'preciate it!** 🍷

Second Chance!

Just in case you missed your chance to donate a toy in **MAMA's annual Toys for Tots collection**, you have been

granted a second chance!

The **Greenbelt Lions Club** and **Greenbelt Community Center** (www.greenbeltmd.gov/)



communitycenter) are teaming up again to collect new, unwrapped toys to distribute to local families during the holidays.

Donations accepted November 28th thru December 20th—the donation box is in the Main Lobby of the Community Center.

It is important to note that Note- the toys collected stay local!

Thanks to MAMA's boy **Matt Guilfoyle** for passing on this valuable info, and I hope you all have a **Merry Christmas!** 🍷

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 Sickie, 15905 Ark Court, Bowie, Maryland 20716.

Revell Ford Bronco

Revell seems to have gotten on the Bronco “bandwagon” right on time. I’ve noticed in the past year or so more and more Broncos of all descriptions coming across the auction block. From what I was able to find out, this kit builds into a 1973-’77 Bronco. The first year of production was ‘66 and side marker lights weren’t required until the ‘68 model year (*see box art*). Broncos were available from the start with the small straight 6 of 170ci/82hp or the V-8 of 289ci/200hp. Later, in ‘69, it was updated with the 302ci/205hp V-8 and by ‘73 the 6 cyl was increased to 200ci/84hp. If you want to back date it you’ll need to check your info for the details like removing the side marker lights. Most of the decals would not apply earlier than ‘73. Some sources claim it was an SUV, but that really isn’t true. It was intended as a part time off-road vehicle and was built to compete with the Jeep CJ and the International Harvester Scout. A few years later Chevy brought out the Blazer to compete with it, but it was, of course based on the C/K 10 trucks. I haven’t really followed Broncos over the years, so I was kind of surprised to learn it was offered in 4-wheel drive only. I was also surprised to learn that this generation of Broncos had axles and brakes from the F-100 4wd trucks. I did my usual Google image search and can report that there are plenty of pictures to choose from for your build without copying someone

else’s. I counted 133 parts total with 97 white plastic and 22 chrome.

Engine: It is made up of 22 parts including the upper and lower radiator hoses and air cleaner. It’s supposed to be the 302 ci engine, but it wouldn’t take very much to back date it to a 289. either way, it’s the best small block Ford we’ve ever gotten in 1/25th scale. It has a nice FoMo-Co 2-barrel carb and an equally nice alternator with two brackets. Other remaining parts include iron exhaust manifolds, coil, oil filter, belt and fan. There are decals for the air cleaner, which goes on in the final assembly, and oil filter.

Chassis: It’s a ladder type with only the front coil pockets and gas tanks cast in place. It comes with a dual exhaust system with glass pack type mufflers, both I believe are wrong for factory stock builders. But it should be fairly easy to change. It struck me, finally, that the advantage of the metal axle pins for the wheel mounting is that it requires the front and rear axle assemblies to be cast as one piece. The rear suspension is made up of seven pieces while the front is 15 pieces. Some of that is the dual shocks at all four corners. A class 3-4 trailer hitch is included as well as a steering box and shaft.



Tires/wheels: Yeah, here’s my usual gripe about the lack of lettering or side wall detail, but they are new tires with a very accurate tread and they are very aggressive looking. Who cares if they aren’t what was available from the factory—at least without an upgrade. The wheels (*steelies*) fit into the hollow tires and are very accurate down to having front spindles on two and not on the other two. The one thing I **DO** remember from years ago is that the wheel covers are from the Galaxie XL parts bin. They are intended to fit on the steelies, but you could easily substitute others.

Interior: As we prefer, it builds up off of the floor. There is a marginally comfortable multi-piece rear bench seat and arm rests. There is a four-point roll bar to take the place of the rear seat. The front bucket seats are two-piece and if they look familiar that’s because they were “lifted” by Ford from the ‘65-’66 Mustang. I had a ‘66 Mustang and can verify that they are called

(Continued on page 10)

Moebius '72 Ford F-100 "Sport Custom"

This being the fourth Moebius release of its' series of F-100 trucks, I thought it could use a catch up review; especially since it has several new parts/assemblies. I'm only going to cover the new and swapped stuff (*did I hear a sigh of relief?!).* When I was told this version had a V-8 instead of the big six, I thought it would be the 360/390 we got in the long bed kits. To my surprise, it's the 302 "Windsor" engine and with 24 pieces, it's very nicely done. It certainly is as accurate or better than others we have gotten in recent years. There are 129 parts in this kit with 90 gray and 26 chrome. I was surprised to learn, with some difficulty, that the 300 cu. in. big six was not available in the F-100, but the 360 and the 390 were. This 302 developed 154 hp with a 2-barrel carb.

Engine: As I just said, this small block is very well done with the minor exception of the exhaust manifolds. The air cleaner, intake, heads, and oil pan are dead nuts correct in size and shape. I'm impressed that Moebius included the heat riser pipe for the cold idle system. The only other small issue

I see is a four-barrel carb which seems not to have been available from the factory in '72. Also included are a four-bladed fan, two-piece front cover, two radiator hoses, starter, alternator belt, and an UN-chromed alternator. The valve covers are the correct shape, but the chroming would not be right for a factory stock build. Not a big deal; it strips off easily enough and it'll help if you are building a modified truck. Also remember that though smog pumps were required for cars since the late '60s, they weren't required on trucks yet.

Chassis: It's all the same except that this version has dual exhaust. I'm not sure if they were available from the factory. The radiator from the long bed kit is included instead of the smaller one.

Tires/wheels: For the most part, the optional mag type wheel covers and custom mags from the long bed kit have been



swapped into this kit.

Interior: The door panels and bench seat are new as would be expected for the '72 truck.

Body/glass: The only change here is actually a swap of the grille and the smaller mirrors from the '71 Ranger kit.

Decals: They consist of those needed for the stock pick up in either light or dark colors. Also six pairs of tags, Ford ovals, scripts, air cleaner decal and narrow whitewalls.

I had been considering "V-8ing" the earlier short bed truck, but this is a better option since I won't have to part out the long

(Continued on page 10)



'Gov-a-mint Motors!'

Owners of several midsize models now have an extended warranty on their electric power steering. In T.S.B. 10183A issued on May 23, 'GMC' said some vehicles could intermittently lose power steering assist, causing a chime to sound and a "power steering" message to be displayed on the dash; steering would also become difficult at low speeds.

The power steering motor is now covered for 10 years or 150,000 miles in **2005-06 Chevy Malibu** and **Malibu Maxx** and **Pontiac G6 models**; and 2008 **Chevy Malibu** and **Malibu Maxx**, **Pontiac G6** and **Saturn Aura models**. The motor will be replaced if the condition shows up.

Also, **2004-07 Saturn Ions** have been given an extension of the warranty on their electric power steering, noted in T.S.B. 10187A issued on May 23. In these vehicles, the warning message displayed is "PWR STR."

'GMC' began delivering Chevy-branded low cab forward medium duty trucks in September in the US—representing a milestone for 'GMC' and Chevy, which have been notoriously absent from the medium duty space

for years.

Things, however, become somewhat peculiar when attempting to determine how many deliveries of the medium duty low cab forward (LCF) truck were made last month. That's because rather than reporting deliveries of the **Isuzu-built truck** individually, 'GMC' instead shoe-horned LCF sales with those of the **Nissan-built City Express van** onto a single line entitled **Commercial Truck**. *Interesting, right?*

In all, a total of 296 'commercial trucks,' made up of the City Express and the Low Cab Forward, were delivered during the month.

With City Express sales dropping rather quickly this year, we guesstimate that the compact van accounted for roughly 260-280 deliveries in September, which would leave roughly 16-36 units out of the combined 296 deliveries for the LCF truck.

Buying a new car is (normally) one of the worst investments to be made. As soon as the front wheels exit the dealership lot, depreciation rears its ugly



face. According to the latest research from **iSeeCars**, both sedans have a **rapid depreciation factor**, much higher than the average 21.2 percent figure.

The Buick Regal depreciates **31.2 percent** after the first year. Attaching the figure to a monetary value, that's **\$10,117**. The Cadillac CTS is worse, depreciating at **31.8 percent** after one year of ownership. Again, putting that in dollars and cents, it equals **\$13,351**.

Cadillac specifically has been working to reduce the depreciation factor associated with its cars by limiting fleet sales and retargeting its price strategy. In the meantime, though, there's no fighting the market's depreciation factor on either of these sedans.

Guess they need to work harder, 'specially if they want to become the **'Standard of the World'**?! From where I sit, they have a long way to go! **'Specially given their pricing!'** 🚗



face. However, not all cars depreciate as quickly. Some depreciate at lightning fast speeds, though.

If you own a **Buick Regal** or **Cadillac CTS**, you may want to

'GMC' Recall Ticker

of Recalls

135 (!)

of Vehicles Affected

35,934,495

Model Buffet

A bit late (my fault, but better late than never!), this month we have some new items from **Replicas & Miniatures Company of MD.**

For your entertainment, feast your eyes on the following:

- **P-168, \$5.50:** 1/25th Manual trans for small block Chevy w/separate bell housing, Ansen posi-shift shifter/linkage w/clutch, brake & gas pedals
- **P-169, \$4.95:** 1/25th Model A coupe stock firewall w/welting
- **P-170, \$6.95:** 1/25th Filled Model A coupe roof
- **P-171, \$4.50:** 1/25th Tuck 'n Roll roof insert

RMCM of MD P-169, P-170 and P-171 part numbers were mastered by...wait for it...**Lyle Willits.** Lemme show you my surprised face (Ha! Ha! Ha!) **Very nice work, Lyle!**

It is great to see so many cool resin bits and pieces being released from RMCM of MD in order to allow us 'mad modelers' to customize the Model A in so many different ways. Thanks, to both Norm and Lyle!

Well guys, sorry to say that the multi-part column which appeared in our newsletter on **Decals by Lucas** didn't help. Word reaches me on Facebook that due to a lack of decal orders, that Rick is reportedly shutting it all down. Word is that he will likely continue to make decals for himself, but not for the general public. It is truly unfortunate when we lose **ANY** aftermarket company, **WHATEVER** the reason!



As always, if you hear about something of possible interest to your fellow club members, by all means, send it to my attention for inclusion in a future column. Or, better yet, write something and send it to me! Thanks to **Matt** for creating this monster! 🚗

It should be noted here that with ongoing constraints on my time due to work and personal issues, I am unable to devote sufficient time as in the past to fine tune our monthly newsletters. Consequently, whatever appears herein is fully provided by the noted reviewer without undue attention from the editor (beyond simple formatting). This is, as I have said **MANY** times **YOUR** newsletter—I am simply the messenger. We all do what we are able to do in support of it. Thank you for your submission!

This 'n That

Earnhardt Jr. Busted for Speeding! NASCAR driver Dale Earnhardt Jr. may have taken the rest of 2016 off to recover from concussion symptoms, but he can still drive fast—a bit too fast for the local police around Texas Motor Speedway. his fiancée Amy Reiman took a snapshot of Junior pulled over for speeding. He lucked out and received a verbal warning when the cop's ticket machine was broken. When asked how fast he was going on Twitter, his response was "Not fast enough." Earnhardt may be taking a break from driving, but he's been coming to nearly every race weekend lately, spending a lot of time in the No. 88 car's pit box occasionally even helping out in the commentary booth. He expects to be back for next year's Daytona 500...**Hellions in Hellcats?!** A group of teenagers apparently drove **over 200 miles** to St. Peters, Missouri, MO, from Kansas City to steal **Charger** and **Challenger Hellcats**. While the teens did successfully steal the cars, and drive them away, they didn't apparently have enough skills to avoid **immediately crashing the 707-hp muscle cars**. According to a statement by police, they **didn't even get a mile from the dealership before totaling two of the high-performance Mopars and damaging another**. The local news story about the theft erroneously refers to the stolen cars as Challenger SRT Hellcats, where it appears two of the three crashed cars are actually Chargers. The teens were apparently spotted by a

Napleton's Mid Rivers Dodge dealership employee who saw headlights on the lot at 1:30 am. The employee then called the police. Three of the four teens

were arrested—one of whom is only 16 years old and will be tried as a juvenile. The others, 17 and 19, will be tried as adults and are facing stiff charges like burglary. Apparently, the thieves' lack of driving experience helped in the pursuit. It'll be a few months before the dealer will have the stolen and totaled Hellcats returned to its inventory because of the limited Hellcat allocations. However, the dealership does still have one Hellcat left, which wasn't tampered with during the heist. It just goes to show that if you're going to steal high-performance cars, you might want to know how to actually drive them. That or you could just not steal cars...**New Presidential 'Hot Wheels'!** More than two years have passed since the US Secret Service posted bid requirements for a **new presidential limo**, aka **The Beast**, and the **Cadillac** is just about ready to make its first public appearance. The '17 version will replace a fleet of approximately a dozen nearly identical vehicles that have served the 44th chief executive since '09, and prototypes of the new limo have been spotted undergoing road trials. So what can President-Elect Trump look forward to in the new limo? When it comes to the exterior design and



interior layout, the '17 version may actually change the least compared to its predecessors. During the last 50 years, each generation of limos was significant; each new version featured dramatically different styling (*or a different marque altogether*), while interior layouts were reworked from generation to generation. The change-over from President Bill Clinton's sedan-based Fleetwood limo to President George W. Bush's GMT800-based limo was pretty significant, and the debut of the Kodiak-platform '09 limo for President Barack Obama's inauguration represented another major step in terms of engineering and exterior appearance. But for '17, the design and engineering of the presidential limo appears to have reached a plateau of sorts; the limo cannot get any bigger, and when it comes to the interior layout the new version will largely be a repeat of the 2009 limo. It is expected to maintain the looks of a 'Cadillac Escalade sedan' with a seven-seat, 2+3+2 layout meant to carry the chief exec and just a couple of aides on most journeys. The passenger compartment will still offer conference-style seating for five, and the rear passenger doors will still be positioned to the

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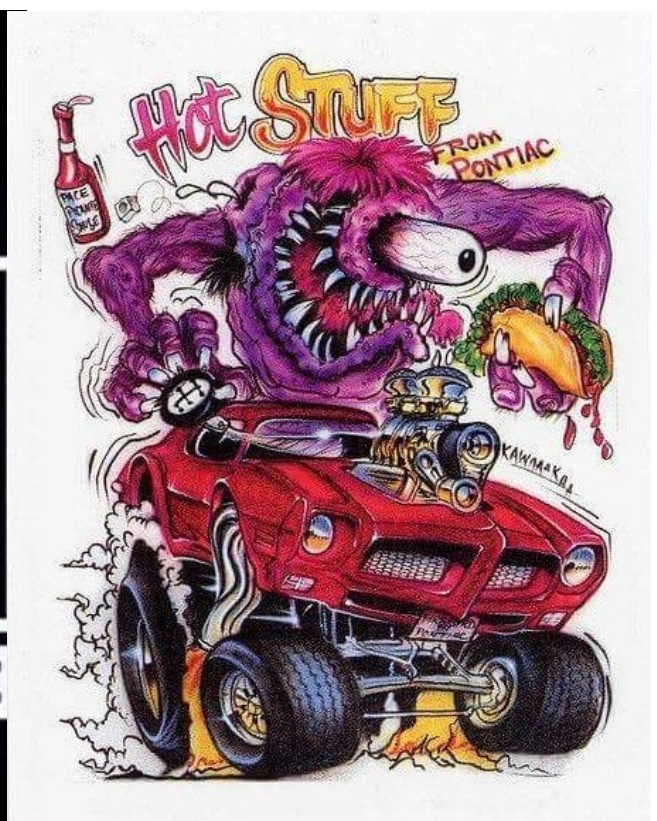
'T 'n T (cont'd)

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front of the rear quarter windows that will partially obscure the two rear seats. When it comes to design the speculative rendering included shows what it may look like, once again dipping into the Escalade parts bin for the grille, headlights and some smaller items. The taillights are also likely to be borrowed from a current Cadillac model and incorporated into the resculpted rear fascia. And when it comes to the exterior, that's pretty much the extent of existing parts that the new limo will use; all body panels will be completely custom-fabbed. The dash and switchgear are likely to be a mix of Kodiak and Cadillac parts where feasible. The big changes will be updated communications equipment and perhaps a

power-adjustable suspension that will be able to raise the ride height by a few inches when needed. The likely addition of an adjustable suspension may appear in response to an embarrassing incident in which the '09 limo high-centered while departing the US embassy in Dublin in '11. The steep grade of the sidewalk, combined with the sheer length of the limo, conspired to trap the multi-ton tank. Still, the new limo is unlikely to be transformed into a mobile office in a way that specially converted Mercedes-Benz vans have been, with multiple tables, screens and office equipment, including printers and multiple video-conferencing points. One of the reasons for this (*aside from weight and size—the presidential limo is not that big inside*) is that the chief exec does not spend much time in it. US presi-

dents have often taken Marine One to Andrews Air Force Base, and road trips inside the US to which the limos are flown to rarely last more than 30 minutes, transporting the president from Air Force One to some venue. During those times, the president is often engaged in conversation with a state's governor or aides inside the limousine, so there is rarely time to read, write or communicate via secure video. The role of the presidential limo, first and foremost, has been that of an armored transport between planes, helicopters and buildings, and is very likely to remain such (*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!*) 🍷



ATS (*Auto Trends in Scale*) 2016 Vol. 1

(A Book Review by Norm Veber)

This is the latest modeling book from **Bill Coulter**. He has been writing about model cars for many years, both in the model car magazines and in modeling books. This tome is in a slightly different format. This soft cover, 69 page, almost all color book has eight chapters originally intended for one of the model car mags, but wound up together in this book.

To get this one going, Bill enlisted the help of **Harry Pristovnik**. Bill is credited as the “Builder–Photographer–Writer”, while Harry is credited with “Editor–Graphic Designer–Layout–Production.”

All eight chapters, and the “Introduction” are very interesting, with two chapters about Bill’s favorite subject, Chryslers. The intro is a bit of personal information about Bill; how he got into the hobby, developed his modeling skills, and ultimately wound up in model journalism. Must be nice to be able to make a living doing something you are passionate about!

Chapter One deals with models that were “Never in Styrene”, specifically a **Danbury Mint ‘50 Ford Crestliner** and a **Franklin Mint ‘49 Buick Roadmaster convertible**. It’s OK to have die-cast models when that car has not been done by one of the model companies. Or even if it has!

The second chapter talks about models that have been done of the cars that raced in the **1950-54 La Carrera Panamericana**, aka, the

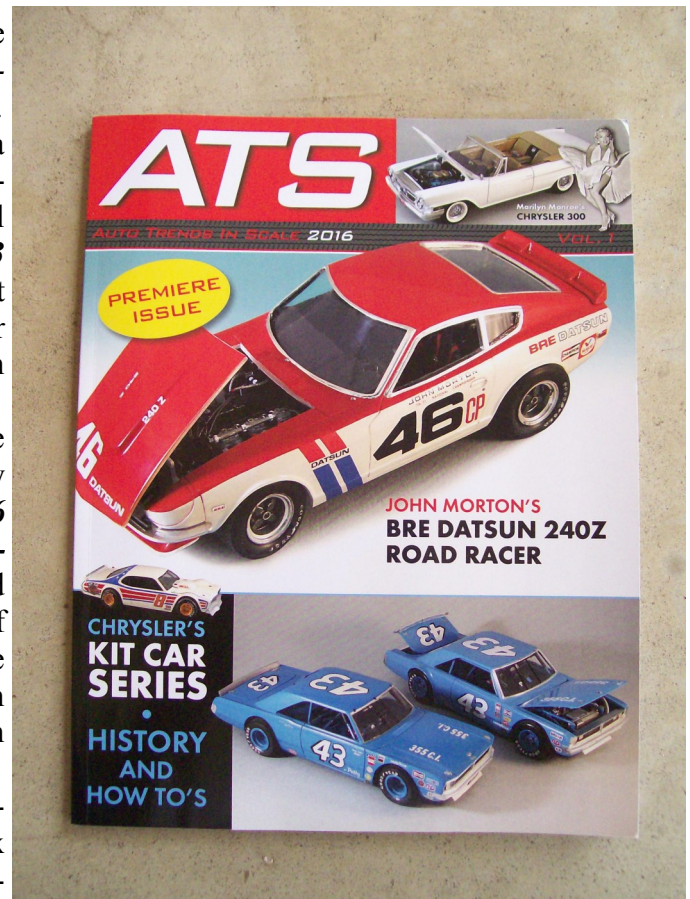
Mexican Road Race (Not many in 1/24-/25, by the way.). The article has a good build up how-to using the Revell (ex-Monogram) **’53 Corvette**, turning it into the von Esser Vette that raced in 1953.

Chapter Three covers some history of **Tiny Lund’s ‘56 Pontiac 860 NAS-CAR race car**, and building a model of that car. There are many good tips on building a resin model car kit here.

The fourth chapter has some sex appeal, mainly involving **Marilyn Monroe’s ‘62 Chrysler 300H Convertible**. Who knew Marilyn was a Chrysler fan! This article shows how to repair an old annual convertible with a broken windshield frame, using a resin replacement W/S frame.

Chapters Five and Six are about the **AMT 1970 Motor City Stocker Series of kits** and building the ’70 Ford Torino Cobra from that series, respectively. Bill sheds some light on what became of these kits and shows how to make some improvements to a really basic kit.

In the seventh chapter, Bill delves into building an original kit of the **Revell John Morton/BRE Datsun 240Z**. Shown is one of his



references, the cover of the November 1970 **Road & Track** magazine, which shows a very nice picture of the Datsun straight six engine with 3 Weber carbs. To digress a second, I have a Tamiya 1/12 Fairlady Datsun 240 kit that I want to add Webers to. This picture is a wealth of information toward achieving that. You just never know where you will find information or reference for a model project! This chapter has more modeling tips, this time on how to correct an ‘A’ pillar that is a bit too wide.

The last chapter is about building and detailing the **AMT CKC (Chrysler Kit Car) series** of kits.

This was something that the

(Continued on page 9)

ATS (cont'd)

(Continued from page 8)

real Chrysler Corp got involved

in, and AMT did several kits based on this company race car. Bill gives us some history of the series, real and in 1/25 scale.

Although I have numbered the chapters, this is not actually the case. Each "chapter" is a stand alone article that might have appeared in a model car magazine. Together, they make up an interesting collection of model building tips, model kit history and real car history. Bill's knowledge of cars and models is extensive. He has been writing about both since the early 1970s.

I got my copy of *ATS - Auto Trends in Scale 2016* through *Amazon*. With shipping, it was \$26.50. You can also order this book directly from Bill. His email address is complex55@sbcglobal.net. Check it



out. I thoroughly enjoyed reading it, from cover to cover. That means it is "highly recommended". 🚗

VW At It AGAIN?!!

The implications for US market vehicles are uncertain,

The California Air Resources Board has discovered **another undisclosed defeat device** in Audis including the A6, A8 and Q5, the German weekly Welt am Sonntag reports. The agency reportedly discovered software in diesel-**AND** gas-engined vehicles that monitors the position of the steering wheel to help determine whether the vehicle is undergoing emissions testing; if the steering wheel is not turned, it activates a gear-shifting program that produces less carbon dioxide than in regular driving. However, if the software determined the front wheels are being steered it switches off the program.

Welt am Sonntag has not published a definitive list of Audi models and specific model years in which the software has reportedly been found, and neither CARB nor Audi have commented on the allegations.

though the reported find of such software in gas-engined Audis represents a new turn of events; only diesel-engined ones from VW, Porsche and Audi have been named by the EPA and CARB as having software prohibited by US legislation, if not EU legislation.

The alleged software may represent an entirely different type of device than previously disclosed by VW following the November 2015 Notice of Violation issued by the EPA. The agency alleges 3.0-liter TDI V6-engined models from VW, Audi and Porsche brands use a software program that can deactivate emissions equipment when engine temps require such a function to protect the engine. This type of software has been explicitly permitted by EU regulations and used in a variety of vehicles. If confirmed, the software reportedly recently found by CARB this summer may more



closely mirror the operation of 2.0-liter TDI engine defeat devices, which were also programmed to detect when vehicles were undergoing testing and could adjust emissions equipment accordingly.

The report comes at a difficult time for Audi and parent VW; the company has just started buying back 400,000+ 2.0-liter TDI models and seeks to quickly achieve a settlement with US agencies over the fate of some 85,000 3.0-liter TDI vehicles. VW is also currently negotiating with the **Canadian government over a settlement and compensation program** similar to that of the US; Canada has approximately 100,000 affected VW diesels.

(Continued on page 12)

Bronco (cont'd)

(Continued from page 2)

"bucket" seats because they feel like water buckets when sitting on them. A three cluster pedal assembly glues to the back of the dash which in turn glues to the separate side panels. There are multiple decals for the dash, doors and seats; black dot patterns. The transmission shifter is on the steering column which means it's a three-speed transmission and that the floor shifter is for the transfer case. Seat belts need to be added by the builder for accuracy and off-road safety.

Body/glass: The windshield frame (*white plastic*) is a separate piece as is the roof, which will make off road/race versions easier. There are separate windshield wipers, but remind me of yester-

year. They mount at the top of the windshield frame which means they must be vacuum operated. The body has the extra gas cap for the optional gas tank. The grille and bumpers are chromed, but can easily be stripped for white or body color pieces which would be factory correct. The grille lenses are clear, but the taillights are chromed and will need clear red paint. One neat feature is the spare tire carrier that swings out even though the tailgate doesn't open. I was surprised to learn that the engine hood was tapered towards the grille; I thought it was rectangular. All the glass—even those for the doors—is very thin and clear. And speaking of yesteryear, I was surprised to find the battery, washer fluid tank, starter solenoid, and jack cast to the inner fenders. It would have been nice if Revell had in-

cluded a power brake booster. It sits at an odd angle, but shouldn't be hard to replicate.

Decals: There are white stripes for the hood and lower sides which weren't available until '73 and the Colorado tags are dated "73." For further proof that this is not a first year Bronco, there is a "302" decal for the air cleaner. The rest are scripts and lettering for any color you choose to paint.

This should be a very popular kit; I suggest you get one before they run out of supply. And what other versions does Revell have in mind for the future? What resin caster is going to step up and be the first to offer the fiberglass step through that replaced the door for off road use, hmmm?

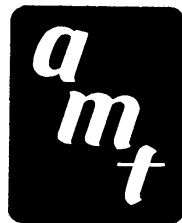
by: Rich Wilson 🍷

F100 (cont'd)

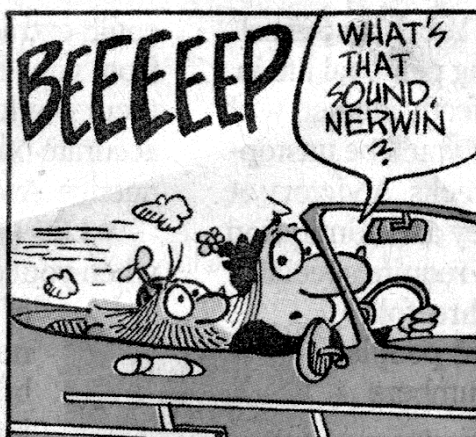
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bed kit to do it. I've heard rumors of different bed options. It makes me wonder what version we'll see next.

by: Rich Wilson 🍷



BROOM-HILDA/Russell Myers



Pontiacs on Parade!

Last month, there was a nice level of diversity in the reserved parking area.

Rich Wilson: Rich actually asked permission to 'park' his *white* (or, *Cameo Ivory*, in *Pontiac-speak*) '65 *Bonneville* in the display. C'mon Rich—it *IS* a *Pontiac* (Ha! Ha!)/

Unknown Modeler: I am a bit preoccupied lately with my upcoming surgery, so the owner of the *Tiger Gold* '65 *GTO* escapes me at the moment. If you would please 'fess up, I'll be credit you in a future newsletter—'K?!

I brought several Pontiac builtups, including *Tempests of '62 AND '63* vintage, a '64 *Grand Prix*, and a '76 *Firebird Formula*. The idea was for a 'photo op' for a possible column on "REbuilding Excitement" for *Poncho Perfection* magazine.

So, c'mon—bring 'em and show 'em! **'PoP'** (*Pontiacs on Pa-*

rade!) *Sickle signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!!* 🍷



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Bowie, Maryland 20716
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Email: gtoguy@verizon.net

MAMA's BoyZ do it in scale!



WANTED: I'm 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. In search of 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69-'72 Grand Prix, '70-'81 Formulas and T/As, and Monogram Red Baron. How about empty *Pontiac kit boxes*? Would also like to buy or borrow *old AMT/MPC/Monogram/Revell model car catalogs*. Contact Tim Sickle at gtoguy@verizon.net, or see me at a meeting.

(Continued from page 9)

The report also comes amid a gradual understanding that some older 3.0-liter TDI models—VW Touareg and Audi Q7—may have to be bought back as they may not be brought into compliance in an economically feasible manner. It is believed that at least 21,000 vehicles equipped with 3.0-liter TDI engines sold in the US may be headed toward a buyback.

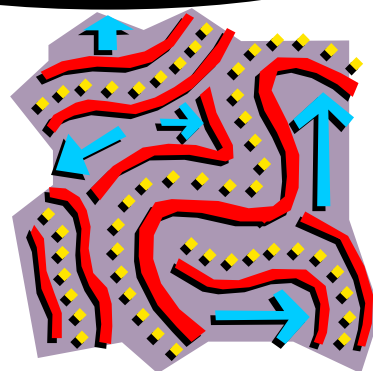
Be careful what you ask for (#1 in world car sales)! 🚗

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

Maryland Intl Raceway:

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

Old Toyland Shows: <http://www.oldtoylandshows.com/>

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

www.yorkus30.com 🚗

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