



MAMA Sez

Volume 30, Issue 4

December, 2017

"Serving Delmarva Car Modelers for over 25 Years"



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

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2018 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 20th
- ☞ February 17th
- ☞ March 17th
- ☞ April 28th
- ☞ May **NONE (!)**
- ☞ June 16th
- ☞ July 21st
- ☞ August 18th
- ☞ September 15th
- ☞ October 20th
- ☞ November 17th
- ☞ December 15th (10 - 3!)

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

Time to Hit the Workshops!

Elections were held last month. **Tim Powers** takes over as **President**, with **Dave Touns** to ably assist as **VeePee**. **Matt Guilfoyle** and *yours truly* will soldier on as **Treasurer** and **Editor**, respectively. Thanks to all who took part in the Democratic process!

This month, **Rich Wilson** looks at the

Moebius '61 Catalina, while yours truly checks out the **Round 2 1/16th scale '79 Trans Am**. **Thanks, Rich!**

The raffle raised **\$76.00**, while the door kicked in **\$147.41**. Made the rent—**Thanks!**

A wide variety of Pontiacs were present in the Poncho Perfection Parade this month.

Thanks also to the raffle donors as shown below: **Brad, Ed Brown, Matt Guilfoyle, Rich Meany, Mark Parkhurst, JC Reckner, Steve Scott, Rex Turner, Lyle Willets, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.** **Thanks guys—we 'preciate it!**

Hopefully, Santa is good to all of you! 🎅

Condolences

Mel Touns, 78, of Hampstead, father of **Dave Touns**, passed away suddenly on November 10th. Born June 30, 1939 in Nunez, LA, he was the son of the late Nelson and Josephine Touns. He was the beloved husband of Dorothy Ruth Touns, his wife of 55 years. He proudly served in the US Air Force, and was a member of St. Mark's Evangelical Lutheran Church, Hampstead Lions Club, West-

minster Elks Lodge #2277, and the Hampstead American Legion Post 200. He loved watching basketball, Ravens football, camping and gardening. Surviving in addition to his wife is son, David P. Touns; daughter, Sharon L. McClernan and husband Brian; sisters, Helen Bourque and husband John, Betty Butts; brother, Leo "Jay" Touns and wife Iris of Southaven, MS. Also survived by grandchildren (6), greatgrandchildren (5) and many nieces

and nephews. He was predeceased by brothers Harry J., Pervis and Halphen (*Toby*). The family received friends at Eline Funeral Home in Hampstead, MD, with funeral services held at the funeral home, and interment in Mt. Zion United Methodist Cemetery. Contributions may be made in his name to the Carroll Hospital Center, 200 Memorial Ave, Westminster, MD 21157. Online condolences may be made at www.elinefh.com.

Godspeed, Mel. 🙏

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.

Moebius '61 Catalina

In the '50s and '60s, Pontiac model names were bandied back and forth so much that you need to specify the year to correctly describe its place in the lineup. Personally, I think '61 was one of the best years as far as body style. And remember this was during the time of "design by committee." Like a dummy, when I saw this kit I thought it was a re-issue of the original. It was later pointed out to me that this is the stock version of the Joe Weatherly NASCAR stocker. **DOH!** I've been waiting for this kit since the Ventura kit came out. Luckily, there were still some left. I've harped on this in the past and I will again. In this era Pontiac made a huge advertising campaign around its "W-I-D-E T-R-A-C-K" Pontiac cars. Well, in fact, in 1960 the track was 64" and in '61 it was reduced to 62.5," and it stayed at that dimension for at least a decade. In '61 the Catalina was intended to compete with the basic models of the other competing manufacturers. In its basic level, it only had rubber floor mats, but you could get carpeting from the option list. In fact, there seems to have been enough options available to make a Catalina equal (*almost*) to the Bonneville. But strangely, the 421 Super Duty engine was only available over the parts counter (*as I understand it*). When you lay out all the parts in this kit, it's clear that this kit builds up to a Super Duty not a standard Catalina, which is a good thing. But the builder who wants a

car as they came off the production line will need to swap parts from his spares box. There are 137 parts in this kit with 39 of them chrome.

Engine:

Still the same 26 piece engine I remember from the Ventura kit. It's intended to build up as the two four barrel carb engine (*the Super Duty*), but we're supposed to use the tri-power air cleaner for it. And it still has three holes in it. But we get three small air cleaners, but no two barrel carbs or intake. The tuned cast iron exhaust headers would indicate the higher performance engine, but from what I've read Pontiac didn't offer the 2-4 set up other than across the parts counter. It seems to me that the builder will need to either replace the air cleaner with one for the two-carb setup or find a single carb manifold, air cleaner and exhaust manifolds or find the missing parts for the tri-power set up. It would seem the easiest fix would be to use two of the tri-power air cleaners. Even still this is probably the best Pontiac engine we've ever gotten in scale. The inexperienced builder could use more detailed pictures in the instructions.

Chassis: It's the same chassis separate from the floor boards with coil springs all around and



upper and lower A-arms. There are two pairs of spindles, one for a lowered look. The four-piece exhaust system with cut outs is still included. The rear axle is three pieces with four upper and lower trailing arms as well. A drive shaft completes the reasonably detailed chassis.

Tires/wheels: The eight lug wheel assemblies are still in the kit and still need to be modified to look right. If you Google pics on the internet, you can find close-up pics to assist you. A set of steelies is included with dogdish caps. And there is a set that MAMA's Boy Ron Hamilton would call no-name Cragar mags. Tires are nice and hollow with wide whitewalls on one side, though they may be a touch too wide (*the tires*) for the era.

Interior: It's the one sub-assembly that has the most changes due to the obvious fact that this is the Catalina instead of the Ventura. It builds up off the floor, as is the norm for new kits, with new interior sides and new upholstery. The upholstery pattern has

(Continued on page 6)

Round 2 '79 Firebird

The ads for the 1979 Trans Am touted “A New Breed of Wow” to highlight the redesigned model. It was a multi-page foldout that spotlighted a Platinum Formula and what appears to be a Nocturne Blue Trans Am, sporting a contrasting Camel Tan interior, WS6 suspension and the W72 option (*ironically, almost exactly the way this kit can be built!*).

For those who wanted the most bang for their buck, the **ONLY** way to go was the W72 Pontiac 400, which was actually a hold-over from the '78 production run. The exact number of engines that found their way into the '79 models varies, but somewhere just north of 8,000 were reportedly bolted into Trans Ams (*some Formula Firebirds also received the hot dog 400*). And of course, most of you are aware that a bit more than 1,800 **Tenth Anniversary Trans Ams** (or, *TATA for short!*) got the “good stuff” too. Rest assured that Round 2 made significantly more copies of this kit equipped with this V-8 backed by the 4-speed!

Also new for '79, the Trans Am's “screaming chicken” hood decal got new ‘plumage,’ a fact also highlighted on the aforementioned ad.

The slightly modified reissue nomenclature refers to its original release brand new in 1980, molded in silver, in the aforementioned TATA livery. And, yup, I still have it. As a matter of fact, I believe I have **TWO** of ‘em! When new, the

thinking was to mold them in color to negate the need for painting. Thankfully, at some point, the move to molding their kits in plain white to facilitate painting caught on, thereby giving modelers more color choices. This eliminated any chance of the colored plastic bleeding through the painted body. The snowflake rims and decals are “icing on the cake.”

Engine: A proper Pontiac 400 cubic inch V-8, coupled to the correct 4-speed! It does include a set of headers, which would be routed through a set of sidepipes (*hey—we ARE talkin’ an 80’s release here!*). Both upper and lower radiator hoses are present.

Chassis: A multi-piece front suspension will yield posable steering. Metal springs are included, but shocks seem to be MIA. They are present at the rear, with a two-piece third-member assembly. The exhaust system is eight pieces in all, with separate, chrome tail-pipe splitters. The gas tank is also a separate item. A set of optional mini ladder traction bars is included in order to control the gobs of torque that are a Pontiac trademark.

A two-piece radiator and shroud will carry the engine coolant by way of upper and lower



radiator hoses. The separate firewall mounts a two-piece master cylinder and booster. A battery and washer bottle add the final details to the underhood area.

Wheels/Tires: The interesting part of this kit is the wheels. To the best of my recollection, this large scale Trans Am kit was only produced as the TATA car. An e-mail exchange with **John Greczula, Round 2's Director of Model Kit Development**, confirmed my suspicions. Due to the modular design of the molds, Round 2 was able to simply replace the TATA car's spun aluminum wheels with the 8" snowflake rims from the 1980 S/E Trans Am (*ANOTHER kit on my shelf!*). Due to the somewhat limited nature of 1/16th scale kits (*size and price issues*), this move allowed the company to produce a variation without any new tooling. All they had to do was create new box art, a minor modification to the instructions, and print the new decals.

The snowflakes mount onto a set of raised outline Goodyear GT

(Continued on page 7)

'GMC' is recalling about **49,000 2011-2015 Silverado/Sierra heavy duty 3500 series pickups** to fix a fuel tank issue that can increase the fire risk.

According to documents released by the US government, the low fuel level sensor for the front tank may stick, causing the rear tank to overfill the front tank. Overfilling a fuel tank can result in a fire.

'GMC' said it has not received any reports of fires or injuries arising from the problem.

'GMC' will notify owners, and dealers will replace the rear tank fuel pump or update the fuel-level sensor software. They will also inspect the front tank and replace it if necessary, free of charge. 'GMC' will also send interim notices of the recall to vehicle owners starting December 18th. The owners will receive a second notice in February 2018 when repair parts are expected to be available at dealers.

Customers looking to find out if their vehicle is included in these recalls should visit recalls.gm.com.

PSA Groupe and 'GMC' closed the sale of Opel, Vauxhall

and the American automaker's facilities earlier this year, but the French automaker has come back to the table, and not for good reasons. **Reuters** reported in late November that the automaker seeks about **half of the sales price back** after it discovered the state of Opel's CO2 emission challenges.

Specifically, PSA believes it was misled on the brand's emission strategy, which puts Opel at a serious disadvantage in the very near future. The French automaker will have to move models onto its own platforms and plant its own powertrains and emission technology in the cars quicker than once imagined to meet looming EU emission limits planned for 2020.

According to sources close to PSA, the automaker said **'GMC' misrepresented Opel's CO2 trajectory during sale negotiations**.

Opel was nowhere near on target to meet emission standards in the EU under 'GMC' leadership and the US automaker's plan relied heavily on Ampera-e sales. The problem is the Ampera-e loses about \$12,000 per car sold. A

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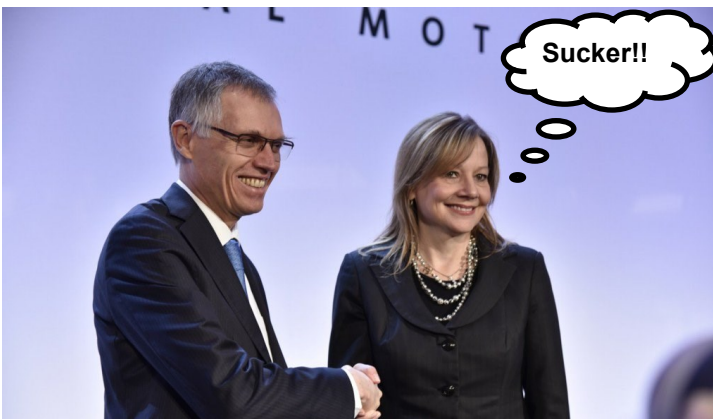
source said the plan was not economically viable.

"Their technical solution was economically unviable and would have led to enormous losses," said one source. "So the first thing you do is drop that (*product*) line, but then the fleet emissions explode."

According to the most recent study published last year, Opel was on track to miss its emission targets by 3.7 grams with the Ampera-e. Without it, the figure shot up to 6 grams. But, PSA quickly discovered the figure is actually around 10 grams and the plan relied on unrealistic amounts of diesel-vehicle sales. With the large emission gap, PSA would be responsible for fines **over \$1 billion**.

A source added, "People who had worked on the closing real-

(Continued on page 5)



Why is 'GMC' CEO Mary Barra smiling?!

'GMC' Recall Ticker

of Recalls

150 (!)

of Vehicles Affected

37,023,171

'Gov't' (cont'd)

(Continued from page 4)

ized quite quickly that there were these big discrepancies. They had been swept under the rug.” ‘GMC’ CEO Mary Barra noted the market’s difficulties before the deal officially closed and said “increasing regulatory and compliance costs” was a major reason to sell off both Opel and Vauxhall. The report noted Opel’s powertrain lineup is about five to seven **YEARS** behind where it should be to meet emission targets.

PSA hasn’t filed a formal legal claim, though both companies have reportedly spoken about the grievances surrounding the deal. The French automaker may seek up to \$951 million. PSA paid roughly \$2.6 billion to close the entire sale. Meanwhile, **‘GMC’ ’s bill to exit Europe could grow past the \$5.5 billion mark.**

Caveat Emptor, eh?!?

Chevy announced that the first production **‘19 C7 ZR1 will be auctioned for charity at Barrett-Jackson’s** Scottsdale event on January 20, 2018. And **Rick Hendrick** is already making space for it in his garage (Ed. Note: Just write a **BIG** check Rick!!).

The first production car will benefit the **Stephen Siller Tunnel to Towers Foundation**, which helps wounded vets through the Building for America’s Bravest program. The program is named after an NYC firefighter and first responder who died during the attacks of September 11, 2001.

Chevy didn’t mention how the first production car would be equipped, but we imagine it will

show up with the ZTK performance pack, which adds the massive rear wing to provide an estimated 1,000 pounds of downforce.

Chevy’s new star Corvette has a price tag. When the **‘19 C7 ZR1** goes on sale next spring, it will set buyers back **\$119,995** for a **base ZR1 coupe** and **\$123,995** for a **base convertible**. Both prices include destination (*thankfully!*).

For **\$119,995**, buyers will get the most powerful Corvette ever to come from the factory with a **6.2-liter supercharged LT5 V8 engine** good for **755 hp**. Base ZR1s also get a low-wing spoiler and revised front bumper to channel large amounts of air for cooling, a front underwing, a special carbon-fiber “halo” hood.

Now that we have a price, we have an official price hierarchy of C7 Vettes as well, pending any price increases for the 2019 model year cars. The base C7 Stingray costs **\$56,590**; the Grand Sport commands **\$66,590**; and the Z06 now looks like a bargain at **\$80,590**.

We’ll have to wait to see how much various options will affect the C7 ZR1’s final price tag, however.

Many buyers will likely be interested in the new ZTK performance pack, which adds the mas-

sive rear wing. ‘Til then, start saving.

Finally, money can buy a lot of things, and even though taste and style are completely subjective, we’re really not digging this creation.

Photos of this fifth-gen **Camaro dually** were published to **Reddit** last month and commenters had a field day. Sporting six wheels, tribal graphics and an outrageous rear end, it’s not the prettiest Camaro we’ve ever seen. That’s for sure.

We only wish we knew more about the mods. Does the dually setup come from a ‘GMC’ vehicle? How was it accomplished? What’s it like to drive? So many questions. So many.

Commenters threw around descriptions such as “Kim Kardashian trunk” and “tribal bro tat” on the side of the car to help paint a picture of this “interesting” creation.

Another month of ‘GMC’ insanity! 🙄



Cat (cont'd)

(Continued from page 2)

changed direction and there is a bench seat for the front. The steering column has the turn signal lever, but the steering wheel is on the clear tree and gets a chrome horn ring. I prefer the pedals cast and hanging from the dash as in this kit. The floor has a specific spot for the included floor shifter. The firewall is part of this assembly and gets a master cylinder, steering box and battery. Although it would have been an option, I think a power brake booster would be appropriate as well as a power steering pump on the engine.

Body/glass: The only two changes I find between this body

and the Ventura are the hardest to find or see. In fact I had to get my large magnifying glass out to verify them. The first is the “Ventura” lettering on the rear that now has “Pontiac” and the “Ventura” name on the door now has “Catalina.” That and the side trim is smaller and not as long. I remember the windshield is a bit of a tight fit, so be prepared. The rear window is not near as hard to fit. Both are well protected in a plastic bag as is now the norm for most manufacturers. I vaguely remember a bit of a stink with the Ventura kit involving the lack of the “Pontiac” script in the grille;



that has been corrected. The rest of the trim is the same as the Ventura kit.

Decals: It's a rather small sheet, but it has upholstery decals, eight in all, that would be impossible to replicate by hand. The rest are for the dash, under the hood or the body scripts.

Personally, I think the kit is a home run and Pontiac fans will want several.

by: Rich Wilson 🍷

Diesel Deals?!

Hey friend, I know your style. You absolutely **MUST** buy a luxury SUV and you want a diesel with all the torque to pull your car. Well, I've got good news. Now that there is an approved fix for some Audi/VW 3.0-liter TDI models, you can score one up to 30 percent off.

CarsDirect.com just got word that VW and Audi will begin selling “new” TDI SUVs that have been sitting in limbo for awhile. Both brands are hot to move this old inventory off the lot. VW is offering a tiered discount program depending on the model year for the Touareg TDI, while Audi will offer a straight up 20 percent off the MSRP (*before the destination fee is applied*).

Through January 2nd, VW is

offering an unusual discount on 3-liter diesels depending on model year—25% off MSRP on 2014s, 20% off MSRP on 2015s, and 15% off MSRP on 2016s.

To calculate the discount, VW is using the original MSRP with optional equipment but excluding destination charge.

Back in 2014, the Touareg TDI Sport was priced from \$51,610 and came with a 240 hp engine with an EPA rating of 29 mpg highway.

With a 25% discount, that's \$12,902 in savings.

Alex notes there aren't many 2014-15 Touaregs left on lots, so most folks would be cashing in on the 15% off the 2016 models. According to

Autotrader.com, there are currently 13 2014-15 Touaregs listed while there are over 200 new 2016 TDI SUVs for sale.

The situation looks better for the Audi Q7 TDI, as Autotrader.com is currently listing over 200 2014-15 models for sale. Which means you can score almost \$15,000 off the sticker price of a well equipped TDI.

Even though VWs and Audis will be getting some great discounts, there is no word yet as to how Porsche will handle the market for diesel Cayennes. A previous report indicated those cars may be sold as CPO models with a “significant discount.”

Also up in the air are the 3.0-liter TDI Audi sedans like

(Continued on page 12)



T/A (cont'd)

(Continued from page 3)

radials. Kudos to Round 2 for thoughtfully bagging them, reducing the risk of damaging and/or marking other plastic pieces.

Body: It features an opening hood and doors. Driver's and passenger side outside rear view mirrors and chrome faces are provided, usually somewhat of a rarity in scale. In order to minimize warpage, there is what I would refer to as a "mini-door" in the openings which will be removed when assembly is imminent.

The wheelwell flares and rear decklid spoiler are separate pieces. The front bumper mounts separate grilles, chrome headlight bezels and clear lenses. The taillight is attached to the rear bumper. I think it will take a bit of work, as it does not appear correct to my eye. The shaker hood scoop consists of two pieces, not including the air cleaner it is perched on.

Interior: Platform-style, in order to more easily accommodate the opening doors. The inner door panels feature the hinge and are mounted to the exterior door skins. These are then trapped in place on the inner fenders. The console is molded to the floorpan, with a proper chrome shifter sprouting from it. The Formula steering wheel is mounted to a two-piece steering column. The engine-turned applique is a separate piece, with gauge faces molded in. It would have been a nice touch to have decal gauge faces, something that has been done before in other kits. The builder has the option of either stock buckets

(*four-pieces each*) or Recaro seats (*three pieces each*). A set of sunvisors and inside rear view mirror finish this subassembly off.

Glass: Separate front and rear windows, T-tops, and headlight lenses. A clear red taillight will be inserted behind a "grill" on the rear bumper. Mildly disappointing, that the T-tops are not molded as even mildly tinted, but totally clear.

Decals: The decals mimic Round 2's 1/25th scale '79 Trans Am—three totally different colors—red, blue, and gold. Again, as in the smaller kit (*and even the large-scale '82 T/A*), the decal sheet identifies itself as an official GM licensed product. So, despite the fact that the box refers to it as a "Firebird," the decals include proper "Trans Am" graphics, as needed. It just makes for a better result.

Also included is an underhood emissions decal, a battery decal, Firebird steering wheel hub and 4-speed shift quadrant for the shifter! They have also developed quite the sense of humor with their personalized license plates—California "79 ROKR", Michigan "MTR CTY" and Florida "FLAME ON."

Instructions: Quizzically, they were reprinted almost entirely unchanged from the TATA version. The cover page still includes a line art drawing of the TATA car, only the title was changed—from "10th Anniversary Firebird" to "1979 Pontiac Firebird." Step by step, and easy to follow. The majority of parts are not identified by name, only number.

Finally, the instructions include basic assembly tips, a mild-

ly edited decal placement guide, and a guide with painting hints and suggestions (*the lack of both would likely not a big deal for most of us Pontiac guys, right?!).*

Packaging: Round 2 has not only given us a very colorful box to represent this kit, but also managed to ensure that everything is individually bagged in order to protect it from damage, and, as such, they deserve major kudos for their efforts.

In the case of the smaller, 1/25th scale kit, I popped for three of 'em, to be able to do one in each set of markings. In the case of this large-scale kit, I'll likely choose **ONE** color choice and go with that. My research indicates availability of the following exterior colors: **Cameo White, Platinum, Starlight Black, Atlantis Blue, Nocturne Blue, Solar Gold, Sundance Yellow, Sierra Copper, Heritage Brown, Mayan Red and Carmine.** Contrasting interior colors include the following: **Black, Camel Tan, Carmine, Oyster, Gray, Blue and Silver.** Even though I've owned **THREE** red cars, right now, I'm leaning towards a Nocturne Blue car with the Camel Tan interior and gold markings.

Minor niggles aside, that's about it for this month, but I know for a fact that Round 2 has **SOMETHING** coming in the Pontiac realm in the near future. Thanks to John Greczula at Round 2 for not only setting the record straight on this kit, but also for getting it reissued in this modified format to give us another shot at it in a different guise.

by: Tim Sickle 🍷

2018 Events! LOOK

**Merry Christmas
from Revell !**



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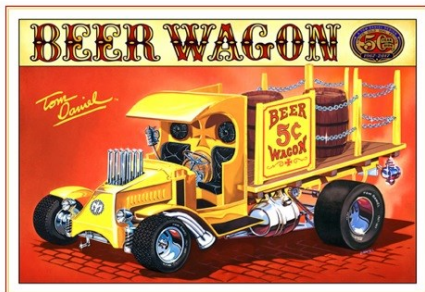
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Merry Christmas!

Dashing through the snow
in my rusty Chevrolet
Down the road I go
Sliding all the way
I need new piston rings
And some new snow tires
My car is held together
By a piece of chicken wire



Oh, rust and smoke, the
heater's broke
The door just blew away
I light a match to see the
dash
And then I start to pray

Frame is bent, muffler went
The radio, it's okay
Oh what fun it is to drive
This rusty Chevrolet

I went to IGA
To get some Christmas
cheer
I passed up my left front tire
And it's getting hard to steer

Speeding down the highway
Right past a county cop
I have to drag my swampers
Just to get the car to stop

Bouncing through the snow-
drifts
In a big blue cloud of smoke
People laugh as I drive by
And I wonder what's the
joke

Got to get to Wal-Mart
To pick up the lay-away
'Cause Santa Claus is
comin' soon in his big old
rusty sleigh! 🐗



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The Inaugural Philly NNL

MODEL CAR SHOW

At The Simeone Foundation Automotive Museum

★ **THEME "The Golden Age of Sports Car Racing: 1950-1970"**

DUNLOP
March 10, 2018

★ **Philly NNL is sponsored by PACM to benefit the Simeone Foundation Automotive Museum. All proceeds benefit the Museum.**

★ **SUBTHEME "Land of the Rising Sun" (Japanese Automobiles)**

★ **VENDORS**

★ **RAFFLE**

★ **Date:** MARCH 10, 2018 ★ **Time:** 9:00 AM - 2:00 PM

★ **Location:** The Simeone Foundation Automotive Museum
6825-31 Norwitch Dr., Philadelphia, PA 19153

★ **Entry Fee:** \$12 includes Museum admission plus unlimited model entries

★ **Vendors:** Please email Tommy Kortman at kortmatr@yahoo.com or Bob Doebley at rdoebley@comcast.net

★ **Info:** Visit simeonemuseum.org, email kortmatr@yahoo.com, or on facebook at [facebook.com/PACMSimeone/](https://www.facebook.com/PACMSimeone/)

26th Annual **Mid-Atlantic NNL**

www.mamasboyz.org

May 12, 2018

9 AM—3 PM

Admission \$10.00 (under age 16, free)

“Vintage SUVs”



Sub-Theme:

“Six-cylinders”

Straight
OR
Bent!



**Colum-
bian
Center**

**335 N. Ritchie Highway
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Vendor/Show Info—Contact Tim Sickie

E-mail: gtoguy@verizon.net

Phone: (301) 249-3830



Poncho Perfection Parade!



This month, the Poncho Perfection Parade parking area seemed to have a Firebird theme.

Steve Buter: The tasty *metallic green '62 Bonneville convertible* belonged to Steve.

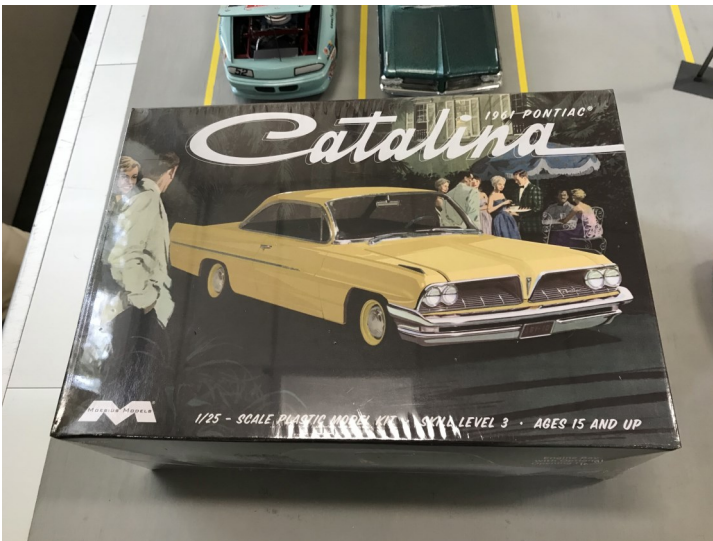
Gary Sutherlin: Gary showed up with a NASCAR Grand Prix. Specifically, *Jimmy Means' "Alka Seltzer" Pontiac*. Nicely done too, Gary!

For my part, I added a *Mono-gram '85 Fiero GT project* I am intent on ramping up, along with a '62 "scale barn find" *Tempest*. The Fiero is in response to an

online Facebook Build Off that I had been approached about moderating.

So, c'mon—bring 'em and show 'em! *'PoP' (Pontiacs on Parade!) Sickie signing off for now! And don't forget—MAMA*

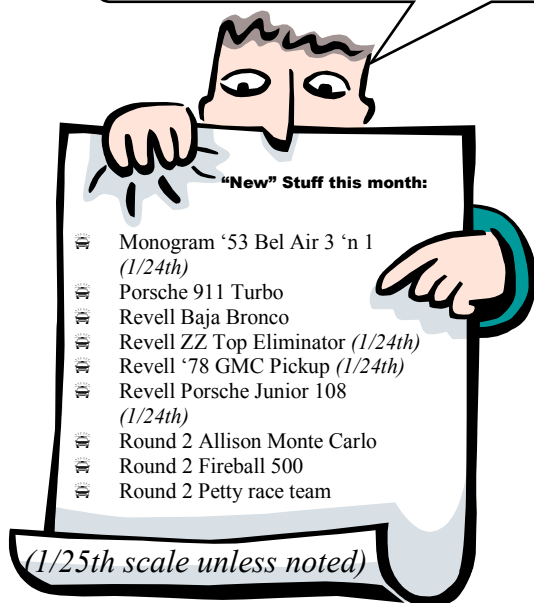
may not need all these Ponchos, but I'm sure diggin' 'em!! 🍷



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MAMA's BoyZ do it in scale!



Websites

Philly Area Car Modelers:

<http://www.pacms.org/>

Central PA Model Car Club:

<http://www.freewebs.com/cpmcc/>

NNL East:

<http://www.nnleat.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 Musclecar Madness:

www.yorkus30.com 🗓

Classifieds

WANTED: '57 Mercury Colony Park station wagon, and/or '67 Cadillac deVille (convertible). Kits preferred or restorable builtups. Contact Rich Wilson at wilsonc-braguy@verizon.net, or (410) 674-5750. 🗓

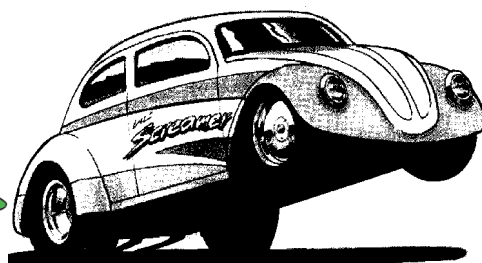


VW (cont'd)

(Continued from page 6)

the A6, A7, and A8. According to **GreenCarReports**, these cars use an older version of the 3.0-liter TDI motor and a fix has not yet been approved.

Whatta deal—go for it! 🗓



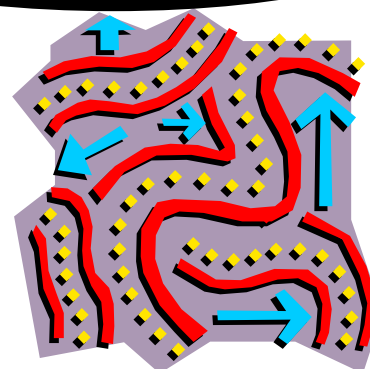
We're on the web!

<http://www.mamasboyz.org/>

Directions

From the Baltimore Beltway (RT 695): Take Exit 7, Route 295 (Baltimore-Washington Parkway) south towards Washington approx. 18 miles to Route 193 (Greenbelt Road), and exit. When on the off-ramp, stay to the right and merge right onto Southway (see below).

From the Washington Beltway (RT 495/95): Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (Greenbelt Road). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (at the light) onto Southway (read on!)



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

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