

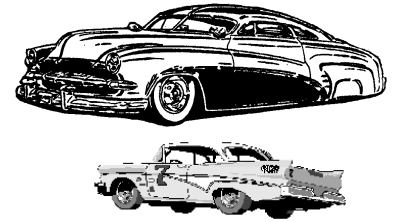


# MAMA Sez!

Volume 30, Issue 6

February, 2018

"Serving Delmarva Car Modelers for over 25 Years"



## Time Ta Go Racin'!

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.** ☎

Kudos to **MAMA member Matt Guilfoyle** for the *ongoing appearance of cookies* to snack on at club meetings.

**MAMA Prez Tim Powers** provides further insight into club members in this month's **Presidential column** with *more survey results*. Read his column carefully, and I look forward to hearing from you ☺!

You **MAY** notice a few small changes this month, hopefully with more to come.

This month, **Rich Wilson** looks at the **Revell '85 Olds 442 FE3-x**. **Thanks, Rich!**

The raffle raised **\$73.00**, while the door kicked in **\$144.00**. Made the rent—**Thanks!**

Thanks also to the raffle donors as shown below: **Brad, Steve M. Buter, Mal Douglas, Matt Guilfoyle, Ron Hamilton, Jim Maness, Rich Meany, JC Reckner, Steve Scott, Rex Turner, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD.** **Thanks guys—we 'preciate it!** 🍷



## Condolences

**MAMA member Howdy Hoffman's father** died in mid-January at the age of 81.

**James H. "Jim" Weir, Jr., 77**, passed away late last month at Carroll Hospital Center.

Jim was born on March 11, 1940 in Baltimore, and was the son of the late James H. Sr. and Beverly (Campbell) Weir. He was the beloved husband of 46 years to Cheryl L. (Fergusson) Weir, whom

he married on August 21, 1971.

Jim was a graduate of Sykesville High School, class of 1958. He spent his working career as an over the road truck driver, and retired from Amtote in 2004. His passion was building car models. Jim became a member of the **Central PA Model Club** where he served as past president for three years.

And, of course, you are all most likely well aware by now that racing great **Dan Gurney** died in mid-January at the age

of 86 of complications from pneumonia.

Born April 13, 1931, in Port Jefferson, Long Island, to John Gurney, a Metropolitan Opera star and his wife Roma Sexton, Gurney was undoubtedly one of America's greatest motorsport talents, known for winning races in F1, Indy car, NASCAR, Can-Am and the Trans-Am series, as well as his founding and ownership of the **All American Racers Team (AAR)** with race cars of his own design.

(Continued on page 7)

MAMA Sez is the official monthly publication of the Maryland Automotive Modelers Association. Articles as attributed by author and source, and may be reprinted with proper credit given. Opinions expressed are those of nobody of any importance. Any correspondence or contributions should be sent to: Timothy Sickle, 15905 Ark Court, Bowie, Maryland 20716.

## The Presidential Brief?

Sometimes the things we do yield unexpected results. One of my Christmas presents was a die cast 1/25 scale 1961 Ford Econoline Van by First Gear. I'm not normally a die cast fan, but this truck looked really good in a catalog. In person it struck me as even nicer. It was so nice, that I decided to display it at our January meeting. I figured that some club members might like to have a look at it.

When I placed it on the table, a handful of guys not only looked at it, they downright perked up. One of them was a real surprise to me. Of the group he was clearly the most energized and animated about the van, and I'd have never guessed that he would even be interested in such a subject. He normally builds racecars: Road racers, Trans Am, SCCA cars, that kind of stuff. And he's really good at it. I never would have guessed he'd like a '61 Econoline that much, but he sure seemed to. Based on his response to the model, I wouldn't be surprised if he ordered one for himself after the meeting.

I consider myself truly fortunate to have helped others become aware of a well made die cast model of a subject that they really liked and truly enjoyed looking at, and that I got to know a fellow MAMA member a little bit better by learning about another interesting facet of his automotive interests.

At the January meeting I continued sharing trends from our club survey. This time I focused on the feedback we received about our newsletter.

Most respondents read our newsletter on the club website. A handful of them said they read the hardcopy that our long-time newsletter editor, Tim Sickie, brings to the meetings. And a few read it in both forms.

It seems that all of Tim's hard work, along with that of his behind-the-scenes proofreader/copy editor, Gary Sutherlin, is well worth while and much appreciated. Nearly everyone characterized the newsletter as "Very" or "Highly" valuable. Other comments included, "excellent," "well-done," and "I enjoy it."

Seventy percent of respondents said they would not change anything about the newsletter or that they had no suggestions for changing it. The suggestions that we did get were good ideas and include:

- ⇒ Include more photos (*of member's models and meeting activities*) and reports of what went on at the meetings to help those who couldn't attend to feel more informed and included
- ⇒ Adding a member profile feature
  - ◆ This is something we did in our early newsletters and it really helped us get to know each other back then. We've grown a lot since those days, so this could be a very helpful addition
    - You can check out those early "MAMA's Boys" profiles in the June 1989 through October 1990 newsletters on our web site
  - ◆ Let Tim and I know
    - If you would like to be featured in a member profile and
    - What information you would want to learn about your fellow MAMA members
- ⇒ A new model industry news feature
  - ◆ Our in-house model vendor, Ron Bradley, has long kept us abreast of the latest news and events in the model industry by sharing information with our editor. We've talked a little about the idea of making his contribution more of an aperiodic by-line article rather than items in the Bits and Pieces section to highlight them and maybe capture some of Ron's personal insights/thoughts beyond the press releases. More to come as we figure things out
- ⇒ Other additions people suggested were:
  - ◆ Even more model-related news and features
  - ◆ Include information about die casts, Hot Wheels, and slot cars



(Continued on page 3)



## Meeting Pix!



(Continued from page 2)

♦ Get **more contributors**. (To wit, see the next two items.)

## Brief (con't'd)

- ♦ More kit/product reviews. Members like what Rich Wilson, Ron Roberts, and Matt Guilfoyle have been doing in this area and want more
  - We'll definitely need **more contributors** to make this happen, so if you've ever wanted to try your hand at writing reviews, here's your chance. Just let Tim Sickles know you want to help out
- ♦ Include How-To articles. What a good idea! How about some of you potential **new contributors** write some?
  - Again, let Tim know you want to help
- ♦ List more upcoming events. We have these pretty well covered on the "Model Shows" page of the web site, so most of us can see them when we read the newsletter on-line
- ♦ Add a President's Message column. Done. You are reading the second edition right now. I might not be able to provide one every month, but I'll try
- ♦ A handful of folks said they would like to see a reduction in the full-size late-model car and Government focused news items in the newsletter. Maybe if we get **more contributors** writing all these new features...

When it comes to adding some of the features identified above Tim cannot do it all by himself. He will need your help. If you like some of these ideas and want to see them come to fruition please reach out to Tim and volunteer to help. Whether it's recording, reporting, writing, photographing, or whatever, you can make a difference. 🚗

## Revell '85 Oldsmobile 442/FE3-x

Oldsmobile has had a history of mid to upper levels of luxury cars with major performance cars on occasion, and I guess this kit reflects the latter. When I first saw this kit I, of course, knew it was a modified re-issue, but I didn't recognize the "FE3-X show car." I first did a Google search to catch up. I was kind of disappointed at how little info is available about it. Maybe it was never a big success. But there are pics and statistics available which I would highly recommend downloading for a more accurate model. It was the "brainchild" of an Oldsmobile engineer named Bill Porterfield and I guess it was never intended as anything more than a show car/test car. Most of the modifications can't (*reasonably*) be shown in 1/25 scale. Apparently three cars were built; all known as FE3-X cars, but Porterfield used different platforms for the other two. The 442 car became known as "Darth Vader 2." Go figure!! The front was covered with clear plastic to help with streamlining and a spoiler, almost a whale tail, was added at the rear. In between, brake cooling ducts, stiffer suspension, and ground effects/rocker panel extensions were added. I am surprised that the only big change that was done to the 307 cubic inch, 200 hp engine was a pair of aluminum heads with swirl ports. This was still in the middle of the "no muscle cars" era. The tires chosen were 245/50 VR-16." Something called anti-reversion

headers were added as well. The seats were replaced with Recaro type C seats. They seem like they would be significant enough to duplicate in scale, but Revell didn't do so. The battery was moved to the trunk, while on the outside, the emblems were made flush and mono-chromatic paint and tinted windows gave it the "Darth Vader" look.

**Engine:** It's the same small block we got in the '83 Olds 442/Hurst kit. It's unchanged including the cast iron exhaust manifolds with a crossover pipe for the single exhaust system. All of that should be changed, but finding tuned headers may be a problem.

**Chassis:** It's the same reasonably detailed chassis as in the '83 442 kit, but if you look closely at the pics, this car is clearly lowered. Given the parts, that could be tricky to duplicate. I have no information on the exhaust system, but I would expect it to be a dual system.

**Tires/wheels:** we get the original tires and wheels, but the red line on the previous kit wheels is not present on these wheels. We do get the aftermarket wheels as in the box art pic. And they mount as before with steel pins. Darth Vader 2 had VR-rated tires that Revell did not include in this kit. If you have the mountains of spare tires like I do, you may have a set from the "clam shell" generation



Corvette kits that would be more suited for this kit, but fitting the wheels in them *may* be a problem.

**Interior:** The interior is unchanged from before except for a second steering wheel that has four spokes. It may or may not be correct for this '85 kit. Porterfield changed the seats to Recaro type C seats. Since that meant nothing to me, I did a Google search and discovered that the type C seat is almost the exact seat we got some years ago in the '68 Road Runner/Super Bee pro street kits. The three-lever trans shifter is still in this kit. There is a gauge decal that goes behind the gauge panel and to the dash. As I have said in the past, seat belts/harnesses would be appropriate.

**Body/glass:** The glass is the same as before and in a separate bag; thank you very much. The body is unchanged, but there are a host of lower body fairings including wheel lip extensions. They shouldn't need any more work than using a liquid glue that has capillary action. But this is where it gets tricky. Revell has included three front ends and of course they look alike until you put them close together. One is from the '83 and not used in this kit, the second is for the '85 442 version and the third is for the FE3-X. And the

(Continued on page 5)



## 442/FE3-x (contd)

(Continued from page 4)

rear bumper has two choices as well; only one is right. The primary reason you can't build the '83 442 from this kit is that the hood is not in the kit. There are two hoods included; one for the FE3-X the other for the '85 442. The detail freaks among us will want to cut out the molded in battery and patch the resulting hole. The internet info I found said that the grille on the FE3-X car was covered with clear plastic for aero effect, but Revell made no allowance for it.

**Decals:** I'm rather impressed in that there are narrow yellow stripes that go the length of the FE3-X that have black on either side. This is a trick that aftermarket decal makers do. Since the car is black anyway, only the yellow will show and it may cover the model builders mistake. Plus the decal is easier to handle since it's wider. Having explained that; all the pics I've seen including the box art don't show the yellow

stripe. There are side stripes for the 442 version as well. Also included are scripts for the FE3-X car as well as the 442, and a pair of tags—"1 V8DER." There are two gauge decals so be sure you use the correct one; like it would be real noticeable if you use the wrong one.

I like this kit; it will be a challenge to fix its shortcomings. And it's there I'm a little confused. Admittedly, if you read what's available, most of Porterfields' changes were internal. But there were several parts that could have easily been added to the kit like the exhaust headers and seats and they would have knocked this kit out of the park.



by: Rich Wilson 🇺🇸

## New Stuff!

**Salvinos JR Models** are proud to announce their **FIRST** limited release—**Buddy Baker's GRAY GHOST** 1980 Daytona winner! During his career, Baker won nineteen races including the '80 Daytona 500, NASCAR's most prestigious race. His victory remains the fastest Daytona 500 ever run, with an average speed of 177.602 mph.

Baker was also the first driver

to exceed the 200 mph mark on March 24, 1970 on a closed course test run. His speed was clocked at 200.447 miles per hour.

This 1/25th scale kit includes 128 injection-molded high quality polystyrene parts and the highest resolution decals ever offered in a model car kit.

Shipping is estimated for March of 2018.



**Salvinos JR Models**

Future model releases coming

soon.

Only \$39.95 plus shipping. 🇺🇸

A pair of **C7 Vettes** became **Barrett-Jackson** darlings at the Scottsdale auction last month. The first production '**19 C7 ZR1** and **Carbon 65 Edition Vettes** both went under the hammer and brought in **over \$2 million** for charity.

The first-production Carbon 65 Edition, produced to mark the car's 65th anniversary, went to John Staluppi, owner of Atlantic Automotive Group, for **\$1.4 million** (Ed. Note: **NOT Rick Hendrick?!).** The special Vette also bears former President George W. Bush's signature. All proceeds will benefit Bush Center's Military Service Initiative, which helps ensure post-9/11 veterans successful transition to civilian life.

The Carbon 65 Edition Vette sports a number of distinct features from any other C7 Vette. It wears a unique Ceramic Matrix Gray paint, and exposed carbon-fiber elements are present, while fender hash stripes and door graphics further signify its status.

The second car, the first-production '**19 C7 ZR1 Vette**, was sold to—you guessed it—**Rick Hendrick** (surprised?!). The final sale price of the car was **\$925,000**, and all proceeds will benefit the Stephen Siller Tunnel to Towers Foundation. They work to support wounded veterans through the Building for America's Bravest program.

Meanwhile, 'GMC' said it will look into the safety of its **panoramic sunroofs** following a report published by **Consumer Reports** last October that detailed how prevalent shattering sunroofs are.

'GMC' is one of many named

in a report that looked at shattering sunroofs across multiple brands. The report shed light on an issue perhaps unfamiliar to most. Research showed **900 incidents** spanning **208 models** and **35 brands**. Most of the incidents have occurred in the last six years.

Although 'GMC's' shatter rate is a fraction of others—**Kia** and **Hyundai** top the list with 119 reported incidents since '95—the automaker was the first to respond to **CR's** report.

"'GMC' has initiated an internal review of our panoramic sunroofs. We expect to have additional information as we go through that process."

The **2004-06 Cadillac SRX** became a target for a NHTSA investigation years ago over its sunroof, but the government agency ultimately closed the investigation with no defect found. 'GMC' said the incidents were "isolated" and included "damage or "spontaneous" shattering. The automaker backed up its track record over sunroof safety and pointed to the '15 Buick Regal and 2014-15 Chevy Cruze (Ed. Note: **They are ONLY 15 years NEWER!**). 'GMC' ordered dealers to replace either model's sunroof if it did not meet a certain thickness specification.'

The driver of a '**15 Buick Lacrosse** was in for an unwelcome

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surprise after flipping on his **heated seat**. Within five minutes of starting the car, owner Wade Kerley noted a burning smell and realized the seat was burning his back.

Kerley exited the car after he reached behind his back and the seat burned his hand. By this time, a **small fire** had broken out. Thankfully, he wasn't seriously injured, but his clothes were singed in the process. The owner beat the fire out and quickly contacted a local dealership and 'GMC.'

According to the report, both turned Kerley away and cited the **warranty's expiration** as their answer.

Following the incident, **The Drive** reached out to 'GMC' for a

(Continued on page 14)

#### GMC Recall Ticker

# of Recalls

**150 (!)**

# of Vehicles Affected

**37,023,171**



# Condolences

(Continued from page 1)

Gurney's racing career, which started with a Triumph TR2 in 1955, spanned 15 years. During that time he became a top road racing star in America as well as one of the most popular F1 drivers of the era. He raced for the most prestigious Grand Prix teams of the time: Ferrari, BRM, Porsche, Brabham and later Eagle bringing a maiden F1 win to Porsche, Brabham (*twice*) and his own marque.

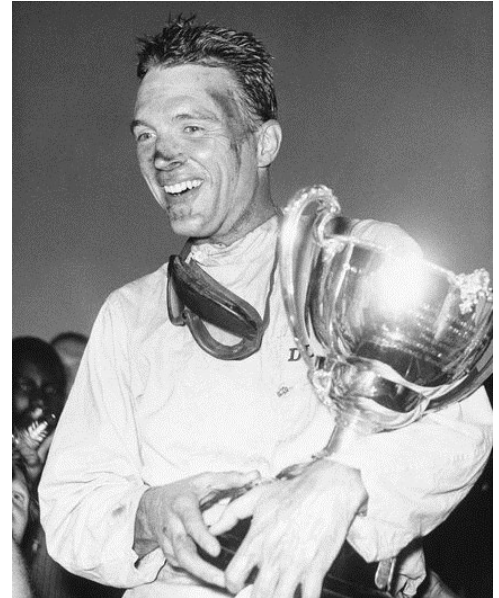
He etched himself a place in racing lore with exciting battles against drivers like Moss, Clark, Surtees, Brabham, Graham and Phil Hill, Stewart and many others on classic European road racing circuits like Nuerburgring, Targa Florio, Monaco and Monza. He drove with equal success in Formula 1 and the Sports Car World championship series overseas and Indianapolis, NASCAR, Can-Am and Trans-Am Series at home in the US. The cars he drove and the races he participated in are astonishing in their variety, more astonishing is the fact that most of the time he pursued these different venues within the same season

which made him a busy international world traveler year after year.

In the 100-year history of Grand Prix racing, he remains the only American to win with a race-car of his own construction in a Formula 1 World championship event. In addition, his All American Racers is the only constructor in the US to have designed and built winning F1, Indianapolis 500 and sports cars—all under the "Eagle" moniker.

Porsche owes its only success as a vehicle manufacturer in the F1 World championship to Gurney, who won the 1962 French Grand Prix in Rouen in an eight-cylinder 804. Just a week later, he led from start to finish to triumph at the Solitude track near Stuttgart; his team-mate Joakim Bonnier took second place to secure a one-two for the air-cooled Type 804 in front of its home crowd.

A true gentleman, he was responsible for the tradition of champagne be-



ing sprayed by winning drivers and was the first driver to introduce the full-face racing helmet to Indy and F1 racing.

***Godspeed gentlemen. You'll all be missed.*** 🇺🇸

<b>ACME Diecast</b>	
<b>ETA January</b>	
A1801811	1965 Shelby GT350 Mel Burns Drag Car - <b>SOLD OUT</b>
A1806001	- #77 Sam Posey Dodge Challenger Trans AM \$139.95
A1806001B	Dodge Challenger Trans Am Street Lime Green <b>SOLD OUT</b>
<b>ETA February</b>	
M1201001	- 1:12 #2 1966 GT40 MKII Amon/McLaren \$599.95
GL-12988	- Exclusive #1 '68 Shelby Trans Am Mustang Titus <b>SOLD OUT</b>
A1805013	- 1932 Ford 3 Window Hammered Steel \$134.95
GL-51149	Exclusive 1:64 Ford 350 Ramp Truck w 69 Mustang Trans Am Parnelli Jones - \$19.95
<b>March</b>	
US006-	ACME Exclusive 2016 Dodge Hellcat B5 Blue \$149.95

## HERE WE GO AGAIN!

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SPECTATOR FEE \$10

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<b>FRIDAY</b> MARCH 23 2PM-9PM	<b>SATURDAY</b> MARCH 24 10AM-9PM	<b>SUNDAY</b> MARCH 25 10AM-5PM
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## This n That

**Raptor JUNIOR?!?** The **Ford Ranger Raptor** just made its official global debut in Thailand. The assertive Raptor grille, the wide fender flares and yes, the six-mode terrain management system that includes the all-important “Baja” setting are all here, but it all comes together in a smaller footprint. What’s not to like? Of course, it’s not just a matter of tacking Raptor parts and appearance bits onto the smaller truck and calling it a day. For one, it’s powered by a 2.0-liter turbodiesel mated to a 10-speed auto; the motor reportedly makes 210 hp. It gets a unique frame designed to accommodate the trucks special suspension—there’s a solid axle with coilovers and a Watt’s link setup in the rear—and built to withstand “high-impact off-road events.” Which is automaker-speak for “sick jumps.” As with the F-150 Raptor, Fox Racing Shox supplies the shock absorbers. There’s a 2.3 mm (about 0.1 inch) steel “bash plate” protecting the underbody. Though it hasn’t offered complete specs, Ford says the Ranger Raptor gets “long-travel suspension,” which is what you’d want in a truck meant for high-speed transit over desert terrain. We’re not yet sure what that translates to in terms of real-world capability. It gets a 32.5 approach angle and 24 degree breakover and departure angles—not exactly competitive with a dedicated crawler like the new Wrangler JL Rubicon, it slightly bests the Colorado ZR2 (30 and 23.5 degrees, respectively). We’ll see how long

it takes to get to the US...**High-horsepower Horsie?! Here’s** something to look forward to—the Mustang Shelby GT500, a car that Ford says will be its most powerful street-legal production vehicle to date. Yep, after taking the wraps off the ‘19 Bullitt and rolling out one of the original cars from the Steve McQueen movie alongside it for good measure, Ford decided to go a step further and tease an even more extreme take on the Mustang. You know, for those of you who thought the **GT350** wasn’t **quite** enough car. This isn’t a total surprise—we’ve suspected the GT500 has been in the works for a while now, but now we know exactly when we’ll see it. It’s reported promise of **700-plus hp** courtesy of its supercharged V8 is enough to handily best the **647 hp** of the **Ford GT** (then again, the last-gen GT500 already did that with 662 hp), and put it within venom-spitting distance of the **Hellcats**—not that horsepower alone is the sole measure of a performance car. But if the GT350 is anything to go by, it’ll go around a track beautifully and sound wonderful doing it. Maybe this is how it’s gonna to be from here on out: For every electric SUV, we get a nutso modern twist on a classic V8 pony car. If this is Ford’s idea of maintaining balance in the universe, we’ll take it...**“Cooking With Danica?!?”** Even though **Danica Patrick** has yet to com-



plete her final lap as a race car driver, her attention is already starting to turn to life after motorsports. To that end, she recently released a health and fitness book, **“Pretty Intense: The 90-Day Mind, Body and Food Plan that will absolutely Change Your Life.”** In a promotional interview with ESPN, the 35-year-old also revealed her intent to someday become a chef with the goal of hosting a TV show. According to ESPN, Patrick seems pretty content with the direction of her professional life moving forward. The cooking show direction makes a lot of sense at face value since her Instagram page is occasionally a how-to cooking guide for parts of the year. Her book also is full of health-conscious recipes, falling in line with her long-established brand away from the track. She announced last month that she would step away from full-time competition with two more races on her schedule—the **‘18 Daytona 500** and the **Indianapolis 500** (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 appreciate it!) 🍷



IPMS Richmond Presents  
**Old Dominion Open**  
Scale Model Show and Contest  
February 24, 2018



*IPMS Richmond*

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**Present...**

# 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](mailto:kortmatr@yahoo.com) or Bob Doebley at [rdoebley@comcast.net](mailto:rdoebley@comcast.net)

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





The Tri-State Scale Model Car Club Presents

32<sup>ND</sup>

NNL  
EAST

*This year's theme:*

*the 59<sup>th</sup> Anniversary of 1959*



- ✓ MODEL CAR SHOW
- ✓ SCALE MARKETPLACE
- ✓ COTTAGE INDUSTRY EXPO

SUBTHEME

*"Salute to Modelhaus"*

APRIL 21, 2018

Wayne, New Jersey USA

# 26th Annual **Mid-Atlantic NNL**

[www.mamasboyz.org](http://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  
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**Colum-  
bian  
Center**



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**Vendor/Show Info—Contact Tim Sickie**

**E-mail: [gtoguy@verizon.net](mailto:gtoguy@verizon.net)**

**Phone: (301) 249-3830**





# Poncho Perfection Parade!



Big cars dominated the Pontiac reserved parking area last month.

A member who shall remain nameless (*Steve Buter?!)* displayed the nice **black '65 GTO convertible**, in a possible attempt to hasten good weather?

My contribution this month came in the form of a pair of '62 Bonneville "rebuildables."

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

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



**Chapter Contact:**

Timothy Sickle  
15905 Ark Court  
Bowie, Maryland 20716  
Phone: 301-249-3830  
Email: [gtoguy@verizon.net](mailto:gtoguy@verizon.net)

**MAMAs BoyZ do it in scale!**

**"New" Stuff this month:**

- Revell '66 Pontiac GTO
- Revell Dave Deal Baja Humbug



(1/25th scale unless noted)

## 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](http://www.eastcoastindoornats.com)

**Maryland Intl Raceway:**

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

**Old Toyland Shows:**

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

**Carlisle Events:**

<http://www.carlisleevents.com>

**York US30 Musclecar Madness:**

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

## Classifieds

**WANTED:** I'm on the hunt for unbuilt/rebuildable Ponchos (GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I have a collection to trade from. Want 1/8th scale Monogram '79 T/A and Red Baron, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (MPC or Hasegawa), '69-'72 Grand Prix, '70-'81 Firebirds, and empty Pontiac kit boxes. Would like to buy or borrow *old model car catalogs*. Contact me at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting. *Thanks!*



## 'GMC' (contd)

(Continued from page 6)

comment on the situation. 'GMC's' Communications Manager for Cybersecurity and Safety, Tom Wilkinson, responded and said the automaker will look into the seat heater fire. At the time of the report, 'GMC' hadn't examined the '15 LaCrosse and did not have any more information.

*Now, that REALLY burns my a\*\* ☺!! 🚗*



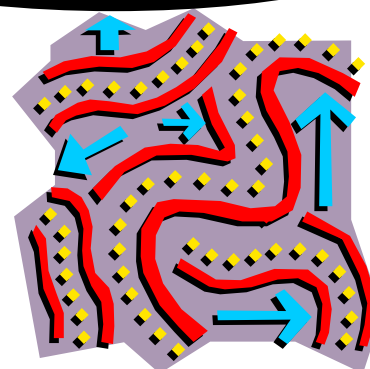
**Were on the web!**

<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. 🚗

## Club Contact Info

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