



MAMA Sez!

Volume 30, Issue 7

March, 2018

"Serving Delmarva Car Modelers for over 25 Years"



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

Explosive!	1
Prez Sez	3
Meeting Pix!	3
VeePee Pick	4
"Barn Cars"!	5
Racing Bronco	6
T 'n T	7
"Turd" Facts	7
Govt Motors	8
2018 Events	9-11
Poncho Perfection Parade	13
Classifieds	14

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.** ☎

Show Season is Upon Us!

Kudos to **MAMA member Matt Guilfoyle** for the *ongoing appearance of cookies* at club meetings. Matt also gave us all a basic education on *local 3D printing resources* available. **Thanks, Matt!**

MAMA Prez **Tim Powers** provides further insight into club members in this month's **Presidential column**

with *more survey results!*

I owe all of you a **HUGE apology**. I inadvertently omitted the **Big Sit flyer** last month!

This month, **Rich Wilson** looks at the **Revell Baja Bronco**. **Thanks, Rich!**

The raffle raised **\$96.00**, while the door kicked in **\$134.26, plus \$5.00 in decal sales.**

Made the rent—**Thanks!**

Thanks also to the following raffle donors: **Brad, John Burns, Steve M. Buter, Mike Costic, Matt Guilfoyle, Ron Hamilton, Rich Meany, Rob Rovinski, Steve Scott, Rex Turner, Lyle Willits, Bradley's Car Collectibles, and Repligas & Miniatures Co. of MD.** Thanks guys—we 'preciate it! 🍷

Explosive!

Earlier this month, police responded after a **Chevy HHR exploded** when the driver lit a cigarette immediately after using a body spray, according to **The Baltimore Sun**.

The HHR immediately exploded after the driver apparently used a large amount of the aerosol deodorant and flicked his lighter, even though the air conditioning was running and the front windows were down.

The explosion blew the windows out, pushed the car doors open and caused the roof to expand, a police spokesperson said.

Thankfully, the flames were not sustained and the driver, who apparently worked

for a catering company, was not seriously injured. He was taken to the hospital for potential hearing damage following the explosion.

It's probably best to keep the body spray for at home use, and not mix fire with aerosol sprays. **Ouch!** 😞 🍷



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?

Social ripple effects are amazing phenomena. One seemingly innocuous interaction within a localized community (*such as our club*) can affect situations not directly related to the initial interaction (*like another club*). I've mentioned before about how our conducting a member's survey affected the Liars Club resulting in them conducting their own survey. Now we have caused another ripple in the car modeling world.

As a result of suggestions from our survey, we recently started publishing more photos of models and activities from our meetings on the MAMA web page. This is intended to provide more information about what went on so those members who couldn't be there wouldn't feel left out.

Following the January MAMA meeting, our web page carried a photo of a '61 Corvair 95 pickup resin kit that Matt Guilfoyle had displayed on the side table so the rest of us could see the quality. The kit was made by the Best Model Car Parts (BMCP) company located in California.

In response we received an email from Bill Kener of the Midwest Model Vehicle Association in St. Louis, MO. He explained that he's originally from Delaware and that he checks out our site from time to time to see what our members are building back in the Mid-Atlantic area. He went on to thank us for presenting the information about BMCP. Being unfamiliar with them, he checked out their web site and found that aside from their resin kits and conversions, BMCP offers a vast selection of gauge faces for a large variety of cars (*114 of them at last count*) from the 30s through the 70s at what he termed, "economical prices." Bill said he will be sharing that information with his fellow club members.

Through our emails, Bill and I also got to start getting to know each other a bit. We shared some of our drag racing backgrounds. He was a member of the Delaware Automotive Activities (WAA) club 'way back when they raced the first NHRA approved 1951 Anglia A/Gasser, a 1950 Anglia Prefect B/Gasser, and a 1953 Corvette in E/MP. That Corvette was kind of special, too. It carried serial number 006 and was given to the club by a special benefactor, Mr. William DuPont. Although WAA later sold the car, it is reported to have been restored and currently located somewhere in Pennsylvania.

I also learned that the WAA raced at several mid-Atlantic tracks including: York US30, 75/80 drag strip, Cecil County Drag-O-Way, and in my own backyard at Capitol Raceway in Crofton where I spent many weekends bracket racing a 1976 Camaro.

So, in trying to keep our absentee members better informed, we inadvertently helped at least one other club and got to know a little bit about a former Delawarean drag racer who relocated to the Midwest and the car club he raced in. To borrow a quote from Edgar Bergen's vaudeville-era side-kick, Mortimer Snerd: "who'd a thunk it?"

More trends from our survey—we are in the home stretch! This time the focus is on the website, Facebook page, and our Mid-Atlantic NNL.

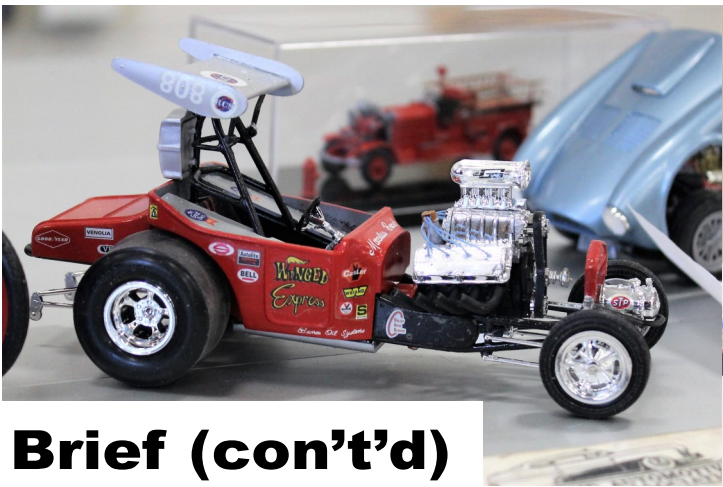
Two-thirds of respondents view our web page at least once a month. The other third checks it out occasionally. While nearly 15% found its value low in comparison to the Facebook page or had no opinion, most found it very valuable for the local club members and in its national/global reach (*just look at what happened with Bill Kener above*).

Suggestions included requests for more photos of models and activities from the most recent meetings. We've already revised the homepage to move in this direction. There were also requests to revive the model



(Continued on page 3)

Meeting Pix!



Brief (con't'd)



and car show schedules. And we've already resurrected them, covering shows in the MD, DC, PA, and VA regions. If you know of any shows in these areas that are not already on the Car Shows or Model Car Shows pages, please use the links at the top of each page to tell us about them so we can add them to the list.

While those who visit the Facebook page find it valuable, less than half of our survey respondents visit it. One was particularly emphatic the he would never visit it. At first blush this low percentage seemed interesting as the site has nearly 3,400 people following it on a regular basis and even more reporting that they "like" it. But this makes sense from a demographic viewpoint. People in their 50's and older tend to dislike the format of social media sites and the way they function. There's a few of us like that in the club. So what this means is that the site gets a lot of attention from modelers who are likely younger and/or more attuned to the communication style of social media.

So the Facebook page is definitely helping us get the word out to lots of folks about our hobby and our club, even if they are physically too far away to be part of our group. And they like what we're doing enough to say that they like us and continually keep coming back to the site by the thousands just to see what we're up to. That's a good thing. Here's some food for thought: Should we start thinking about creating a way for our online friends to officially become MAMA members without having to actually attend a meeting in person? Cyber memberships, Associate memberships? What are your thoughts?

Recommendations we received for the Facebook page include:

- Show more photos of club member's builds
- Make it easier to post photos



(Continued on page 12)



A new thing the club started as a result of **MAMA Prez Tim Powers'** survey is this column. Each month, **VP Dave Touns** will select a model at random, and ask the builder to take the floor and say a few words about it.

Last month's honoree was **Rich Wilson**. Here's what he had to say about Dave's choice of his Shelby Cobra big block prototype.

The Shelby crew must have seen the need to upgrade their small block Cobra. Ford had recently given them an all aluminum 390 FE engine to test. From what I understand, they must have started building this prototype with spare parts from around the shop. At that time all Cobra frames and bodies were made in England. The Shelby crew, headed by Ken Miles, made a crude body approximating their earlier Cobras. I think the tilt front and rear ends were to have quick and easy access to the mechanical parts for quick changes or repairs. I've wanted to build a replica of this car for a long time, but the hardest part to replicate seemed to be the louvers on the front of the car. I was stumped until I happened to be looking for a Camaro hood and found what was a spare Z-28 hood

"VeePee" Pick

that had the exact louvers the Cobra prototype needed. I stopped what I was doing and started to round up spare Cobra parts (*I got a million of 'em hot cha cha*

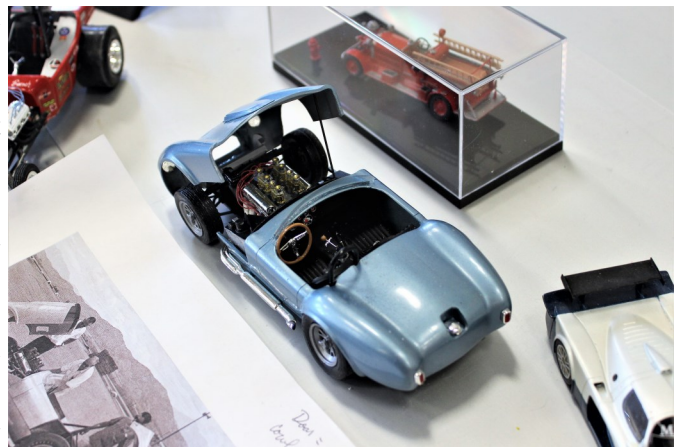
cha!) and pictures.

The model is basically all Monogram parts. I had to reduce the fender flares and remove the side vent and emblems. I glued the hood in place and inserted the louvers, but the bigger problem was duplicating the rear end of the car since the prototype fenders are less bulbous than the later 427 Cobras. It finally dawned on me to remove the rear body work from the roll bar back, cut it from front to rear, remove about .125" then re-assemble everything. I cut the grille opening from the front of a spare AMT body and attached it to the Monogram body. From there it was just fill and sand body work.

The last pain in the rear was creating the new door lines and such. Brad had seen it by then and expressed a desire to make a mold of it for a future kit he wanted to make. I was shocked and flattered to say the least!! I used the 427 chassis which may or may not be right, but it fit. I had

to modify all the suspension to resemble that of the early Cobras; transverse leaf springs. The interior needed a very slight trim to fit the new rear fenders. The wind screen was a bit of a task, but I finally won that battle. I didn't cut the body apart until after Brad was finished with it. During final assembly, the chassis bit me in the rear. It hadn't dawned on me that since I narrowed the rear of the body that the chassis would need the same. Luckily it didn't take anymore than a little trim. But then because of the smaller fenders, the tires I choose wouldn't fit. So I ended up using the tires found in the Cobra kit. The real prototype still exists, but it has been over-restored to resemble the later number 98 Cobras that Ken raced.

If anyone wants to build this car, they can feel free to get a body from Brad and go for it. There are many different versions of it since it probably changed every hour and it did compete in one race where it left the competition behind. An Internet search will get you plenty of detail pics. **Thanks, Dave and Rich.** 🏆



"Barn Cars"!

Gooding and
Co.'s Amelia
Island auction

had several Cobras over the weekend and more than a few Ferraris, but two of the most talked-about cars in the auction were a pair that had been sitting in a South Carolina garage, hidden for decades.

The '67 Cobra (from *Tasca Ford*) and a '66 Ferrari 275 GTB Long Nose Alloy emerged from a garage where they had been together since '91. The rare alloy-bodied, long-nose GTB, chassis 08125, was originally sold new in Milan, but it later made its way to the States. At the time, the owner tried to sell both, asking \$425,000 for the Cobra, but ultimately could



not find a buyer for either and decided to keep both. Both cars were featured earlier this year in an episode of *"The Barn Find Hunter,"* starring Tom Cotter. 🏠



Revell Baja Bronco

By the box art, this would seem to be the version most of us have waited for. From my limited research I've discovered that Ford produced a "Stroppe Baja edition" in '71 and it matches the box art exactly. The new chromed air cleaner, carb and intake are probably incorrect if you are building out of the box. But there just aren't enough parts to do a realistic off-road Baja racer. The new parts are of the correct vintage, but I would think current generation parts would beget more sales, though one can always raid their spare parts box. There are a few new parts in this re-issue, the body being the most significant.

Engine: The only change is the stock air cleaner is removed from the kit and a round chromed aftermarket air cleaner is in its place. I would think a pair of aftermarket valve covers would have been included, and there are only the factory iron exhaust manifolds. There's a new four-barrel intake and a very nice Holley carb for it, though as I said above they probably weren't available from Ford.

Chassis: The chassis is unchanged from before and given the "Stroppe Baja" build, it may very well be correct, but I would like to have seen some beefier springs and shocks for a realistic off road Bronco.

Tires/wheels: The tires are noticeably bigger. In true dimensions they have increased from 28.5" to 31.25" and they have a

more aggressive tread pattern. The wheels are deep dish chromed steelies; very nice but rather plain. The stock steelies are not in this kit version but the lambasted Galaxie derived wheel covers are. If this kit was intended to build up into the "Stroppe Baja" bronco then why doesn't the kit include the cast slot mags the real one came with?

Interior: Like the chassis, the interior is unchanged as well. We get the same four-point roll bar that would be for show only since it doesn't mount to the chassis. I would think this kit would be a good opportunity to include a good roll bar, racing bucket seats and other equipment that a race Bronco would have.

Body/glass: This is where the biggest change is; the body. Revell has modified it with the bigger wheel openings and flares, though they needed to be changed to be correct for the "Stroppe Baja" Bronco. Having already built the previous kit, my biggest gripe was that there is no flange off the lower inside of the hard top to allow the builder to leave it



loose for removal. That can be easily cured by adding evergreen strip. While watching a recent auction, there was a first generation Bronco that had a reportedly rare spare tire option. But as I looked closely at it, it was the same one in these kits, except it was rotated around to the right rear side. A builder would only have to remove the pin for the tire and remount it on the other side.

Given the few changes in this kit, I would have thought it better to make this a 2 in 1 kit by adding extra racing parts to build a true off-road racer.

by: Rich Wilson 🍷



This n That

Buyout Frenzy! Effective immediately, *Moebius Models* has been sold to *Pegasus Hobbies!* No changes are planned, and all future releases will proceed as planned. The sale was reportedly due to health reasons. Thanks to *MAMA's Boy Ron Bradley* for the scoop...**Prices Going Up!** *Rust-Oleum*, owner of numerous lines of paint, has announced, that, as a result of increasing raw materials costs, that there will be a 5.3% price increase on all *Small Project Paints, Primers, High Performance Coatings, Automo-*



tive, Wood Care, Testors brands and industrial products, effective May 1st of this year! Stock up now, before prices go up...(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!) 🚗

1971
FORD
RANGER



1969
FORD PICKUP



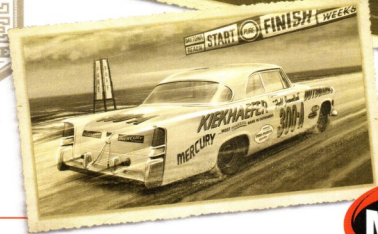
coming soon from moebius models

Ford **PICKUP TRUCKS**

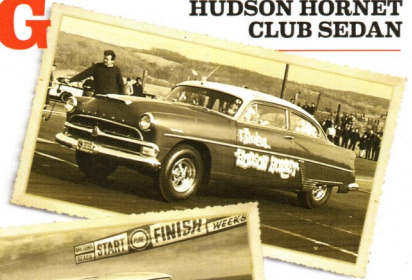
VINTAGE RACING



Tim Flock's
1956
CHRYSLER
300B



1954
HUDSON HORNET
CLUB SEDAN



moebiusmodels.com

Chrysler, Plymouth, Jeep®, Hudson®, HEMI® and related logos, vehicle model names, and trade dress are trademarks of Chrysler Group LLC and are used under license. ©Chrysler Group LLC 2014. Mercury, Comet, Cyclone, and Ranger © 2014 Ford Motor Company. Pontiac, Ventura and Pontiac Catalina © 2014 General Motors. ©2014 Moebius Models. All Rights Reserved.



“Turd” Facts

These facts come from our own *Dave Toups. Thanks!*

Here are some things I've been able to find out about Rich's Cobra:

- It was built in '64 as an attempted response to the Corvette Grand Sport that debuted a year earlier
- This particular Cobra, chassis number CSX2196, was used for experimental engine testing and was fitted with a flip-

front end to increase engine accessibility

- To ready it for competition, it was given a new thin gauge aluminum body and an experimental all-aluminum 390 FE engine in order to save weight
- In race trim, it weighed 1600 lbs, 500 lbs. less than a standard 289
- It was nicknamed “The Turd”. No consensus where the name came from. Some say it was called that by mechanics because of the shape, others say driver Ken Miles gave it the

name because of the high power and poor handling. The “official name was “flip-top”

- It raced once at Nassau Speed Weeks in '64. Ken Miles led early in the first race, but an engine failure ended his run
- Afterwards, CSX2196 was returned to Shelby American where it served as the prototype for the 427 Cobra.
- It still exists in restored form. In 2010 it was auctioned by RM auctions but failed to meet reserve after being bid to \$1,450,000. 🚗

Despite Caddy President Johan de Nysschen's work to streamline the brand's massive dealership network, many dealers moved *fewer than 50 cars* for the *entire year in 2017*.

The Detroit Free Press recently reported that de Nysschen said half of its dealers reported the minimal sales figures. Caddy currently operates 924 dealerships across the US; 463 dealers sold less than 50 cars. The Caddy President has carefully worked to include smaller dealerships in future plans without overwhelming them with the need for more investments.

The first solution was found in Project Pinnacle, with nearly 100 percent of Cadillac dealers enrolled. The dealership overhaul effort included five tiers—the higher the tier, the more potential for greater bonuses and rewards. However, the fifth tier, reserved for the smallest Cadillac showrooms, was eliminated last October.

The tier called for a virtual reality (VR) showroom to replace physical inventory, which would have kept new investments at a minimum for small dealers. However, the same dealers saw it as a way to squeeze them out of the business. Instead, many dealers have opted to place themselves in higher tiers and make the necessary investments to potentially reap larger rewards.

Caddy sales dropped 28.6 percent in the US last December and fell 8 percent year-over-year.

Good news, 'GMC' truck and SUV fans; AGS Automotive Solutions now offers EZ-FIT Brake Line Replacement kits for trucks

and SUVs (*Ford and Dodge were also included, but not highlighted*). 'GMC' applications

covered include the Silverado, Sierra, Yukon, and Escalade.

The kits incorporate AGS's corrosion-proof NiCopp tubing with EZ-Bend technology.

This allows techs to bend lines by hand rather than using specialized tools, reducing labor by up to 65 percent. The kits arrive with all lines required to complete the job – already cut, flared, and ready to flow – and highly rust-resistant black oxide fittings.

Mark Paseka, owner of Mark's Transmission & Auto in Muskegon, Michigan, says that his workers can replace brake lines in 4 hours instead of 8 using AGS Automotive Solutions' EZ-FIT kits, cutting the repair bill to \$500 instead of \$1,200 or \$1,300.

"Take them out of the box, stretch them out and screw them in where need to go," Paseka said. "My customer is happy. I'm happy. My employee is happy. It's just a better way of doing it."

The Z06's overheating woes continue. 'GMC' was recently served a *fourth lawsuit* alleging the car is plagued with cooling system defects, and the automaker was aware of them.

'GMC' previously addressed the matter in '16 and said the '17 Z06 would boast improvements to

GOVERNMENT MOTORS

IN SOVIET AMERIKA, THE CAR DRIVES YOU... BANKRUPT!



AN AMERICAN REVOLUTION™

remedy the situation. Recall, the sports car was unable to complete a lap at the 2015 *Motor Trend "Best Driver's Car,"* and the cooling system was one of many issues that day. At the time, 'GMC' said less than 5 percent of Z06s may exhibit overheating issues.

But, the lawsuit says otherwise. The lawsuit states *over 30,000 cars* exhibit overheating issues, which causes the car to enter a "limp mode" to protect itself from further damage. Most owners complained that the Z06 overheats within 15 minutes of track driving, though some claim the issue has occurred at freeway speeds on public roads. Lawyers argue this puts drivers of the car in an unsafe situation.

(Continued on page 14)

GMC Recall Ticker

of Recalls
150 (!)

of Vehicles Affected
37,023,171

Miscellania!



CAR FOR SALE
 25,000 B.C. ROADSTER...RUST FREE, AIR BLOWS
 COLD, FOOT BRAKES, WELL UNDER TEN MILLION
 MILES. WOOD BODY PANELS
 ORIGINAL SEATS..THIS IS A SOLID CAR!!



THE TERMINATOR



PRE-PRODUCTION SAMPLES - NOT FINAL

HERE WE GO AGAIN!

THE UNITY THUNDER CAR CLUB'S
 9TH ANNUAL
 CLASSIC • CUSTOM • STREET ROD • MUSCLE • BIKES

CAR SHOW

MARCH 23, 24, 25, 2018
 SPECTATOR FEE \$10

SCHEDULE

FRIDAY MARCH 23 2PM-9PM	SATURDAY MARCH 24 10AM-9PM	SUNDAY MARCH 25 10AM-5PM
<p>KIDS FREE UNDER 12</p> <p>To Benefit Our Brave American Vets-Past and Present</p> <p>IMPORTS, TUNERS AND CORVETTES WELCOMED</p> <p>DC NATIONAL GUARD ARMORY 2001 East Capitol St. SE • Washington, DC 20003</p> <p>TICKETS CAN BE PURCHASED AT THE DOOR For more info contact: Mike McKeelvin - 202.327.1881 Stan Peoples - 301.272.0625 Larry Taylor 301.848.9361</p> <p>www.unitythunder.net</p> <p>CUT OFF FOR VEHICLES IS 1988</p> <p>HOTEL INFO HOLIDAY INN EXPRESS & SUITES 9101 BASIL CT LARGO MD 20774 PHONE NUMBER 301-636-6090</p>		

ACME Diecast ETA January

A1801811 1965 Shelby GT350 Mel Burns Drag Car - **SOLD OUT**

A1806001 - #77 Sam Posey Dodge Challenger Trans AM \$139.95

A1806001B Dodge Challenger Trans Am Street Lime Green **SOLD OUT**

ETA February

M1201001 - 1:12 #2 1966 GT40 MKII Amon/McLaren \$599.95

GL-12988 - Exclusive #1 '68 Shelby Trans Am Mustang Titus **SOLD OUT**

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

March

US006- ACME Exclusive 2016 Dodge Hellcat B5 Blue \$149.95

The Tri-State Scale Model Car Club Presents



32ND

NNL EAST

This year's theme:

the 59th 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

May 12, 2018

9 AM—3 PM

Admission \$10.00 (*under age 16, free*)

“Vintage SUVs”



Sub-Theme:

“Six-cylinders”

Straight
OR
Bent!



Door
Prizes

**Columbian Center
335 N. Ritchie Highway
Severna Park, MD 21146
Vendor/Show Info—Contact Tim Sickle
E-mail: gtoguy@verizon.net
Phone: (301) 249-3830**

**Make & Take
(Up to age 12)**

Brief (contd)

(Continued from page 3)

- Reduce the amount of scrolling required to find information

Lyle Willits (*the Facebook page is actually his*) just recently made some configurations changes that address the first two issues by opening up the range of people who can post photos. Keep in mind that this is moderated, so all postings have to be reviewed and approved by Lyle before they can appear on the page.

Two-thirds of the survey respondents attended the 2017 Mid Atlantic NNL. Their favorite as-

ed:

- Some dislike the distance they have to drive to the venue (*although, three times more folks said they like the driving distance*)
- Some feel that not enough club members attend the show or pitch in to help run it
- A few feel we need to increase our advertising/promotion/outreach for the show

That's it for this month. 📅

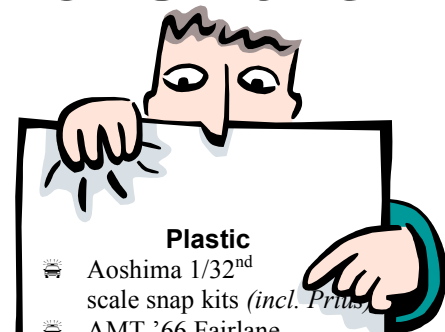


"Always tighten wheel lugs in a cross pattern.."

pects of our show in general are, in order: Models on display, vendors, and interacting with other modelers at the show. On the suggestion/recommendation side of things there were no real trends, but getting more vendors (*in general, and more aftermarket vendors, specifically*) and more/better food services were emerging. The few dislikes people shared includ-



Ron's Rant



Plastic

- 📅 Aoshima 1/32nd scale snap kits (*incl. Pruss*)
- 📅 AMT '66 Fairlane GT/GTA
- 📅 AMT '62 Polyglass Gasser II Catalina
- 📅 Monogram 1/24th '53 Bel Air 3 'n 1
- 📅 Revell Dave Deal Baja Humbug
- 📅 Revell '66 GTO
- 📅 Revell '94 Impala SS

Diecast

- 📅 ACME '17 ZL1 Camaro (*Red, June*)
- 📅 ACME '72 LeMans GTO (*Red/White, June, 400 pieces each*)
- 📅 ACME '70 Trans Am Cuda #42 (*Henri Chemin, June*) (*includes a jump drive full of resto pix!*)
- 📅 ACME '63 #11 John Everly Cobra (*1/12th Sept.*)

(1/25th scale unless noted)

GTOs

OVER 20 IN STOCK • IMMEDIATE DELIVERY!

Choice of:

- 4-Speed
- Automatics
- Air Conditioning

WIDE CHOICE OF COLORS

THE CAR OF THE YEAR

- ✓ All Models In Stock
- ✓ Hardtops
- ✓ Converts
- ✓ Landaus

✓ **NEW 1968 PONTIACS!**

- Bonneville
- Catalina
- Grand Prix
- Tempest
- GTO's
- LeMans
- Firebirds
- Sedan
- Convertible
- Hardtop
- Wagon

LOW DOWN PAYMENT

UP TO

48 MONTH FINANCING

ON APPROVED CREDIT

WILKINS

"By Far — The Valley's Largest Pontiac Dealer"

5848 VAN NUYS BL.
ST 6-2433

OPEN EVES. & SUNDAY

Poncho Perfection Parade!



Big cars dominated the Pontiac reserved parking area last month.

MAMA member Derald Carpenter was my hero last month! He showed up with twelve (*that's right, TWELVE!*) Pontiacs, ranging from '58 to '63, thereby overrunning the reserved parking area!!

Part Two (*after Derald left*) consisted of my contribution—a trio of '80 *Trans Am* promos and my seemingly perennial Fiero GT project.

So, c'mon—bring em and

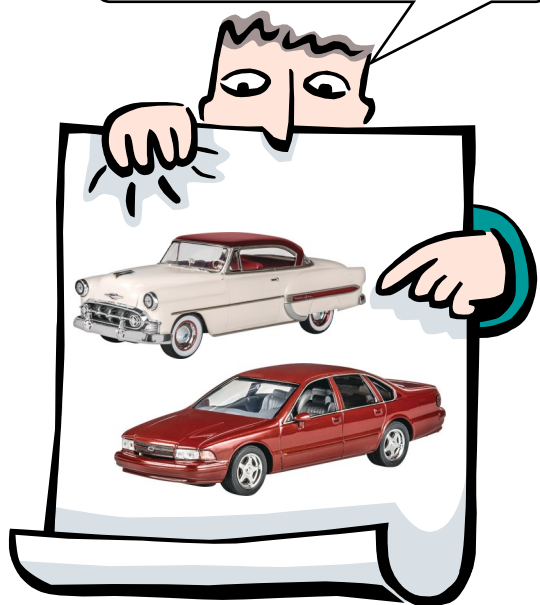
show em! *'PoP'* (*Pontiacs on Parade!*) *Sickle signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!!* 🚗



Chapter Contact:

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

MAMAs 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: 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, or see me at a meeting. *Thanks!*

'GMC' (contd)

(Continued from page 8)

The fourth lawsuit covers owners from Colorado, Connecticut, Georgia, Kansas, Michigan, Missouri, Nevada, Ohio, Pennsylvania, South Carolina, and Texas.

Lawyers will seek reimbursement for owners who have purchased aftermarket parts in an attempt to fix the defects and costs for those who have taken their cars to dealers for what the lawsuit called "futile repairs."

Looks like the lawyers will

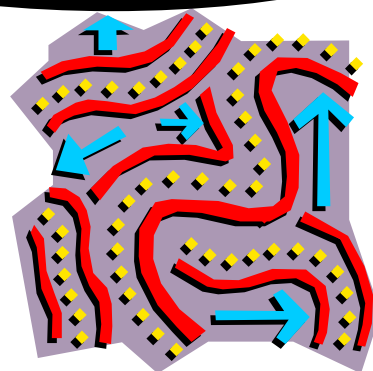
Were on the web!

<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

President: Tim Powers
partsbox@broadstripe.net
Vice President: Dave Toups
davetoups351@gmail.com

Treasurer: Matt Guilfoyle
blackbuick1941@yahoo.com
Newsletter Editor: Tim Sickle
gtoguy@verizon.net