



MAMA Sez!

Volume 32, Issue 2

October, 2019

"Serving Delmarva Car Modelers for 31 Years!"



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

Cali Strikes—AGAIN!	1
Presidential Brief?	2
Auction	3
1970 Trans Am	4
T 'n T	6
The Next "BIG" Thing?!	7
Gov't Motors	8
Late-Breaking!	10
Ron's Rant	10
Poncho Perfection	11
Classifieds	12



2019 Meeting Schedule

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

- ☞ January 19th
- ☞ February 16th
- ☞ March 16th
- ☞ April 20th
- ☞ May **NONE (!)**
- ☞ June 15th
- ☞ July 20th
- ☞ August 17th
- ☞ September 21st
- ☞ October 19th
- ☞ November 16th
- ☞ December 21st (10 - 3!)

Inclement weather phone

number: (301) 474-0646. ☎

Fall Build Season's Here!

During last month's foreshortened meeting, MAMA NNL locations were briefly discussed, and voted on. The winning venue was the **Level Volunteer Fire Department**, 3633 Level Village Road, Havre de Grace, MD. So, be there on May 9th, 2020! Thanks again to all who contributed!

Afterwards, "auctioneers" Tim Powers, Lyle Willits and Rex

Turner jumped feet-first into the task at hand—wading into the auction "booty", to facilitate its change of ownership over an exchange of cash. If you were unable to make it, refer to pix on page 3. Suffice it to say that the club is now financially very healthy.

This month, yours truly provides a peek at...**gasp!** A **Pontiac**, in

the guise of the **Revell '70 "Firebird"**.

The raffle raised nada, as the club auction took center stage, meaning that a list of raffle donors is useless as mammary glands on a male bovine.

There was also no VeePee Pick, so this page is where you will see auction highlights. Thanks everybody—we 'preciate it! 🍷

Cali Strikes—AGAIN!

Whenever anything happens to a celebrity, whether it's good, bad, major, or mundane, news circulates as fast as a dry Christmas tree going up in flames after being doused in gasoline. That's what happened with one of the biggest names in Hollywood recently, **Kevin Hart**, when his **insanely modified 1970 Plymouth Barracuda** (appropriately?!) dubbed Menace was involved in a major accident on Labor Day weekend which left the classic

in a pile of twisted metal.

Now that actor/comedian Kevin Hart has been released from the hospital after sustaining three fractures to his spine that required back surgery, it is said that he is now in the process of preparing a **lawsuit** against **Speedkore**, the company who built his beastly 720-horsepower Plymouth Barracuda that was powered by a modern 6.4L Hemi and topped with a Whipple supercharger. In addition, the driver, Jared S.

Black, and the backseat passenger who sustained minor injuries, have also hired lawyers due to the lack of safety equipment in the car which is said to have a roll cage, airbags, and five-point harnesses. They believe the addition of these safety features would have prevented their injuries.

According to TMZ, the big issue is that Speedkore should have refused the job to Hart even if he wanted the custom car to come without safety equipment. TMZ contacted 10 different custom car compa-

(Continued on page 5)

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

The Presidential Brief?

Three key events occurred at our last meeting: We celebrated our 31st Anniversary as a club, voted to hold our next Mid-Atlantic NNL at the Level Volunteer Fire Department Hall in Havre De Grace, MD, and held our auction.

Happy Anniversary!

As to our 31st Anniversary, thank you one and all for making this milestone happen. Most of us joined MAMA as model car builders just to hang out with, learn from, and maybe even teach a little bit to other car modelers. What so many of us wound up with are friends. Some enriched our lives, some made it more interesting. Others helped us learn about dealing with different people and adapting to each other as we all sought to get along. Sadly, over the years, some of our friends moved too far away to continue attending meetings, and some have passed away, but they each made a lasting impression on us and we will remember them and miss them. As we progress through our 31st year together, I hope that each and every one of you realizes that you are an essential part of this club. You are MAMA's history, you make MAMA the club that it is today, and you will shape MAMA's future.

Level Fire Hall

By the time you read this, the contract should be signed with the Level Volunteer Fire Department for both their main rental hall and a smaller side room where we can conduct activities like shooting photos, the Make-and-Take, and the free parts swap (*take parts and/or give parts*). The Level Ladies Auxiliary is already on tap to run the kitchen and make sure that

breakfast and lunch are both available for us hungry modelers.

Anytime a model car show moves to a new venue, there are side effects. Aside from the obvious things like the fact that we have to design and implement a whole new floor plan and then see if it works, there are less obvious but very important things like the fact that the show will be closer for some folks and farther away for others. This will undoubtedly change the dynamics of the show's attendance.

The Level hall is roughly 1 hour north of our previous location. That sparks the hope that some of our old friends whom we haven't seen since our days at the Armory in Timonium might be able to start attending again. On the flip side, some of our friends from the DC and Virginia area might feel that the extra drive time is too much and stop attending. I like to think that our show has enough charm to overcome anyone's drive-time concerns and I'm hopeful that everyone can find a way to make it work for them.

The Auction

Last month's auction was a huge success by any measure. It was a success due to a lot of people, so some recognition is in order. First and foremost, I want to thank **Lyle Willits** for suggesting that we hold a club fund-raiser. Did you realize it had been 12 years or more since the last time we did that? I hadn't.

Next, I want to thank **Larry Booth, Bob Dudek, Dave Fuller,**



Larry Atkinson, "Uncle Bobby" Bob Doebley, Tommy Kortman, and the **Philly Boys** for their very generous financial support. I also want to extend a special thanks to **Jim Sisk** of **Competition Minis** in Towson for his generous donations. He read about our auction on the club Facebook page and reached out to help.

I also want to send a very special thank you to **Gerald Neilsen** who personally donated more than 125 items to our auction and for our monthly raffle table, **Ron Roberts** who donated 40 built models, and **Dirk Johnson**, who couldn't be with us that day, for his donations. I especially want to thank folks like **Gary Sutherlin, Mike Costic, Steve Buter, Dave Touns, Ron Bradley, Cruz, Lyle Willits, Rex Turner, and Matt Guifoyle** for their behind-the-scenes efforts in picking up and transporting a lot of the donated items from others who could not attend the event. I also want to recognize the efforts of those who helped run the auction: **Matt Guifoyle, Dave Touns, Lyle Willits, Rex Turner, Kevin Kovach,**

(Continued on page 12)

Auction



With everything going on last month, there was no VeePee Pick—we decided to let Dave Toups off the hook! Instead, check out some of the “action” in the enclosed pix.

Congrats to the club on this

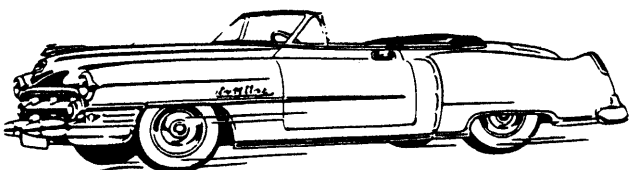
milestone, and thanks to everyone for their donations, help and cash infusion—the treasury is much healthier now. VeePee Pick will return! 🚗



Club Prez Tim Powers hard at work



Thanks to our Ace photog this month—Gary Sutherlin!



I managed to snap this pic before a bunch of hungry modelers devoured Tim Powers' latest masterpiece. Thanks again, Tim!



Whatta boatload of stuff that we waded through!



Builtup models were also part of the fanfare, as well as parts bags



1970 Revell Firebird

[Kit no. 85-4489, 1/24th scale, white, chrome, clear, clear red, tampo-printed vinyl tires, decals]

The early tag line for the new Firebird lineup was ***"This is the beginning of tomorrow."*** Gone was the square-shouldered look of the second-gen Firebird, to a much smoother, sleeker bodystyle. As a matter of fact, a follow-on ad touted ***"Gauges that gauge, spoilers that spoil, and scoops that scoop."*** Pontiac was much more attuned to aerodynamics with this new breed of 'Bird. Harking back to the release of the 1967 "Magnificent Five" Firebird "flock," there were now four distinct models in the new lineup: Base Firebird, the luxurious Esprit, the Formula 400, and the "Top Dog" Trans Am. In other words, something for everyone.

This kit is a reissue, having been originally released in 1991, and again in 2006. So, it's been a while since it has seen the light of day. Revell decided to reissue it, which is a good news/bad news situation. Read on to see why.

Engine: The basic engine and correct automatic transmission consists of 15 pieces, and is split longitudinally down the center (*it matches the interior transmission shifter*). It has a two-piece carburetor (*strange looking Quadrajet*) and chrome valve covers.

Chassis: A simplified (*one-piece*) front suspension mounts up front, while a four piece unit brings up the rear (*pun intended*) – exhaust and differential/springs are molded as one piece, with the driveshaft and upper pumpkin, shocks and chrome tailpipes com-

pleting it.

Wheels/

Tires: There are two choices for rims – the ubiquitous Rally II, and a five-spoke design in the Pro Touring vein (*a.k.a. larger diameter*). Two sets of tires are also included, an obvious result of the larger-than-stock optional rims. The tires for the stock rims are worthy of more attention, though. Despite the fact that they appear to be based on the company's old Goodyear GT Radial tool, they appear to be tampo-printed Firestone Wide Oval tires, and very nicely done at that! Being an older tool, no brake detail is evident, a definite issue for the optional, open, spoked rims. If this is your choice, the aftermarket will come to the rescue with nice caliper/rotor sets. The center of the Rally II wheels is included on the decal sheet.

Interior: Tub-style, meaning limited detail on the interior sides. The low-back front buckets are two pieces each, while the console and rear seat are molded in. There is a separate chrome automatic shifter for the console. Meanwhile, the dashboard mounts a Formula steering wheel. There are decals for the gauges, shifter, seat belts and steering wheel hub.

Body: Crisply molded, in one main piece, with separate front and rear ends, rear spoiler, sport mirrors (*with separate chrome faces*), hood and the signature separate rear-facing hood scoop. Chrome front grille sur-



round, rear bumper and tail lights are added to finish it off.

Glass: Simple—separate front and rear glass, with sunvisors molded to the windshield. An inside rear view mirror is also included.

Decals: In a word—incredible!! They not only include stripe packages to build the car in either color combo, but so much more! Things like gauges, engine-turned dash, door handles, window cranks, seat belts, Formula wheel center, shifter button and shift quadrant. And that's just for the interior! Rally wheel center caps, side marker lights, "1970 TA" IL, a vintage MI plate, and a Firebird logo plate. Engine markings on the sheet include "Ram Air", "Ram Air IV," and "455 HO." Oh, and there are even a few underhood and air cleaner markings present!

Sadly, there is trouble in Paradise. It may be that Revell has focused our attention on other areas, while scrimping on the most important one – "Trans Am"! Unlike some recent AMT kits where the box advertised "Firebird" or "T/A" while the decals inside included "Trans Am" markings, Revell was at least consistent. There is no mention of "Trans Am" on the

(Continued on page 5)

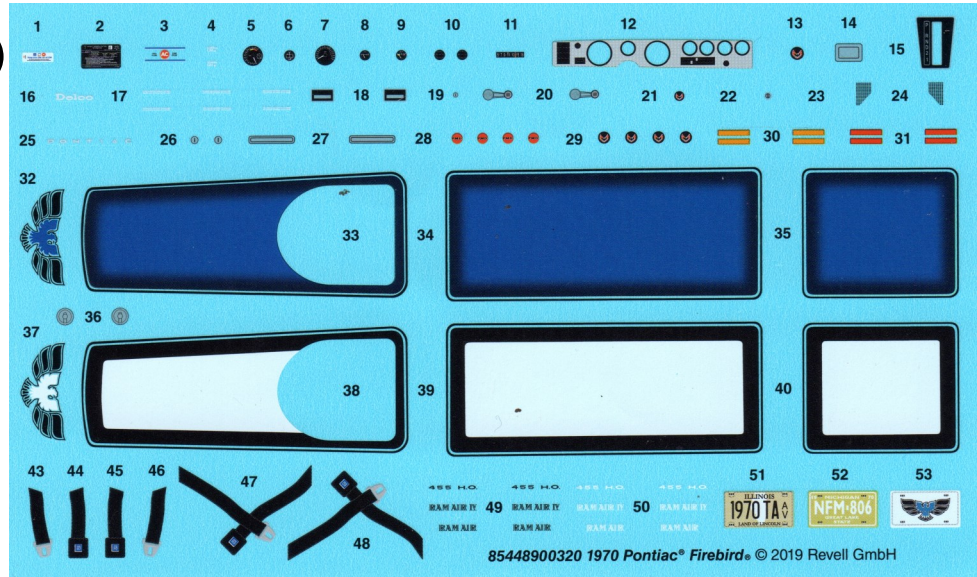
Firebird (cont'd)

(Continued from page 4)

box **OR** on the decal sheet inside the box! Only three more decals – two small ones for the front fenders, and one larger one for the center of the rear spoiler, was all that was needed. Looks like I'll be scrambling to the first issue of this kit (*where they were included*) for the necessary decals to build it properly. The really sad thing is that they show the trademark registrations for "Pontiac" and "Firebird," they apparently could not be bothered with "Trans Am."

Instructions: Simple, easy to follow step-by-step, with parts identified by number and name, with painting suggestions. There are two illustrations for decal placement, one stock, and the other modified.

That's about it for this month, but I'm quite sure that if it isn't Revell with a few Pontiacs up their sleeves, then it will be AMT/



MPC, Moebius, aftermarket resin companies, or build-up features of acquaintance's Ponchos. Thanks to the good folks at Revell for bringing this one back. If any of you run across a new scale Pontiac, or info on a new release, hit me up via e-mail, and we'll see what we can do. Oh, and thanks in advance! 🚗

by: Tim Sickie 🚗



Cali (cont'd)

(Continued from page 1)

nies to see if they would still offer cars without safety equipment considering the Hart crash, and 8 out of 10 said that they still would.

The California Highway Patrol is still investigating the crash but talks of **changing the laws revolving around classic cars are already in the works**. If this legislation is approved, that means that all cars, no matter how old, must have seatbelts or harnesses installed to be legal and road worthy. While safety is no doubt a

priority, these classics have been around for decades without any of these features. Also, this means drilling holes into million-dollar Concours cars just to add tacky

seatbelts that will hardly ever be used. Plus, it is not unheard of for

these laws to trickle over to other states.

All because a group of idiots neglected their safety and chose not to wear seatbelts. Sad. 🚗



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

T 'n T

Counterfeit Italians! In late Summer, police in Brazil busted a counterfeit supercar ring that was building “*Fauxrraris*” and “*Scamborghinis*” and selling them at cut-rate prices. The father and son accused of running the illicit operation were arrested, and eight cars in various states of assembly were seized from their garage after the automakers filed complaints with local authorities. Among the vehicles discovered were replicas of the **Lamborghini Gallardo** and **Huracan**, and a **Ferrari 430** lookalike. The tooling and materials used to build them were confiscated in the raid, along with phony brand badges and seats embroidered with the companies’ logos. According to O Globo, the copycat cars were being marketed on social media and built to order for **around \$50,000 each**, which is a tenth of what the real models sell for new in the country. Investigators are trying to determine how many other cars had already been delivered and will be calling on additional workers who were involved to testify. The crackdown occurred just a few weeks after Ferrari won a court case against an Italian company that was offering replicas of the 60s-era 250 GTO, authentic examples of which are worth tens of millions of dollars...**What a record!** In early September, on a test track in Germany, a near production prototype derivative of the hyper sports car **Bugatti Chiron** achieved the unbelievable speed of **304.773 mph**. A new world record. “What a record! We’re overjoyed to be the first manufacturer ever to have achieved a speed of more than 300 miles per hour. It’s a milestone for eternity. I would

like to thank the whole team and driver Andy Wallace for this outstanding performance,” says Stephan Winkelmann, President of Bugatti. Rumor has it that Bugatti is now out of the business of setting records. They will now be content to leave that to someone else...**Posthumous Recognition?! Jessi Combs** died as a result of a crash attempting to set a new speed record at the Alvord Desert in Oregon in late August, but she may be eligible to posthumously hold the title of **World’s Fastest Woman**. At the opening of the Petersen Automotive Museum exhibition honoring her, it was announced that her times would be submitted for a Guinness World Record. The current record is held by **Kitty O’Neil**, who averaged a speed of 512.7 mph in a three-wheeled rocket-powered vehicle called **The SMI Motivator**. She set her record in the Alvord Desert in December of 1976. Prior to that, the record for the world’s fastest woman was barely 200 mph. That record has stood ever since. No one has been able to even come close. But if the Combs submission is verified and accepted, Jessi would posthumously take the honor. Combs completed two runs at Alvord, the first of which hit **515.346 mph** while the second was **548.432 mph**. That means her average speed was **531.889 mph**—just under 20 mph faster than O’Neil’s time.



There’s a lot of red tape to be cleared, though. Combs must have made two full runs prior to her crash for the times to count—which she is said to have done, according to the video shared by Autoblog. It would be great to see her take the official title of World’s Fastest Woman as a way to honor her legacy and further cement her place amongst the list of great, badass women in motorsports...**Camera Mirrors?! The National Highway Traffic Safety Administration** says it will start trials of **side view cameras** that replace traditional side view mirrors, examining how they may operate in real-world driving scenarios. The government safety agency recently sent a notice out advising the public that it planned to test the mirrorless, camera-based system and study “driving behavior and lane change maneuver execution” with the technology. As Reuters notes, this move comes long after the **Alliance of Automobile Manufacturers**, a

(Continued on page 7)



T 'n T (cont'd)

(Continued from page 6)

group that lobbies in the US on behalf of major automakers, sent a petition to NHTSA in 2014 to allow them to use such systems on their vehicles. **Daimler** filed a similar, solo petition in 2015 as well, though NHTSA has not yet responded to either of them. Side view cameras are already approved for use in Europe and Japan. Last year, **Lexus** became the first automaker to use them on a production vehicle, including them as optional equipment on the new Lexus ES mid-size luxury sedan. The **Audi E-Tron electric SUV** went on sale in Europe in December of last year with optional digital side view cameras, as well. When Lexus debuted its

mirrorless system for the ES, it said the slim dimensions of the camera stalks reduce the blind spot created by traditional mirrors. They also improve fuel economy thanks to the smaller aerodynamic profile and reduce wind noise. Lexus' digital mirrors also identify vehicles that are approaching and alert the driver when they are in their blind spot or alongside. Honda's system works in a similar fashion, using a camera mounted on the side of the vehicle to give drivers a view of their blindspot on the digital display inside the car. The Honda system also switches on automatically, only giving the driver the side view when a car is approach-



ing in its blind spot. Furthermore, the Honda e-electric hatchback will launch in Europe with digital side view cameras in place of mirrors next year. NHTSA said its study will initially focus on smaller passenger cars with side view cameras before turning its attention to larger vehicles at a later date (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 entertain y'all by sending stuff—I appreciate it!) 🍌

The Next “Big” Thing?!!

Thanks to **club Prez Tim Powers** for this “news item” (?!). Oh, and let's not forget the “**Carolina Squat.**” I'm sorry, but they lost me when the whole **Donk “Box and Bubble”** craze began. And it has gotten a whole lot worse from there! 🍌



ATTENTION!



'GMC' has issued a major recall affecting **3.46 MILLION** pickup trucks and SUVs in the US.

The models include the **2014-2018 Cadillac Escalade, Chevy Silverado, Tahoe, Suburban, GMC Sierra and Yukon.**

According to 'GMC', the engine-driven vacuum pump in affected vehicles may lose power over time, resulting in reduced vacuum pressure and thus reduced braking performance. This problem was actually first brought to the public's attention by Transport Canada, which issued a recall for about **300,000 affected vehicles** in **Canada** earlier this year over the faulty pumps.

'GMC' says the braking performance in the vehicles may be reduced, but only in "rare circumstances." If braking performance is reduced, the vehicle may require "increased brake pedal effort, leading to a hard brake pedal feel, and potentially increased stopping distance." 'GMC' says it has linked 113 crashes and 13 injuries to the problem.

'GMC' dealers will reprogram the electronic brake control module, which will improve how the system utilizes the brake boost assist when the vacuum pump assist is depleted.

Owners affected by this recall should wait for 'GMC' to contact them, at which point they will be

instructed to make an appointment with their dealer's service center.

16,766

Chevy Low Cab Forward trucks are being recalled over an issue that could cause the vehicles to stall. The recall is being conducted by Isuzu, which manufactures the vehicles for Chevy.

The power supply bolt in the relay box may not have been properly tightened during harness production at the supplier. This may lead to melting of the power wire and/or a loss of electrical power to the vehicle, which can lead to a stall.

A stall can increase the risk of a crash.

Isuzu will notify owners, and dealers will inspect the relay box power supply bolt, tightening it as necessary. If the harness or relay box is found to be damaged, it will be replaced or repaired, free of charge. The recall is expected to begin October 25th, 2019.

Owners should await notification from Isuzu and/or Chevy. Owners can also contact customer service with questions.

'GMC' is recalling **10,700 2010-15 Camaros** for faulty "flip-key ignition transmitter assemblies" (*key fobs!*) that deal-

GOVERNMENT MOTORS

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ers may have accidentally sold as replacement keys following an **earlier recall!?** The keys were previously recalled as original equipment for the 2010-15 Camaro, but keys of the same design were possibly resold following the original recall.

The design can lead to the driver accidentally bumping the key with their knee while driving, and accidentally turning the engine off.

With the engine off, the vehi-

(Continued on page 9)



GMC Recall Ticker

of Recalls

164 (!)

of Vehicles Affected

45,286,271

Gov't (cont'd)

(Continued from page 8)

cle will lose power braking and steering, which can increase the risk of a crash. What's more, the airbags may not deploy in a collision, thus increasing risk of injury.

Dealers will inspect the key, and if necessary, replace it with a new key with a flat-blade design free of charge.

Shades of the **Shelby GT350-H!** The Hertz rental car company is teaming up with **Hendrick Motorsports** to offer customers high-performance '20 Camaro ZL1 and SS models as rental vehicles.

Making their presence known thanks to Hertz yellow graphics against black body panels, the models offer a litany of upgrades, such as custom wheels and new badging in the cabin, not to mention "full performance upgrades" as fitted by Hendrick Motorsports.

Both models also get Hertz wheels, lighted door sills (?!), embroidered headrests, fender badges, and a custom plaque, while the SS gets a new Hendrick Motorsports strut tower bar as well.

To promote the release of the new rentable muscle machines, customers are offered a chance to participate in **The Hertz Ultimate Ride Sweepstakes**, which includes a chance to win one of the Hertz-Hendrick Motorsports SS models. Other prizes include a shot at a driving experience at Charlotte Motor Speedway with William Byron, a tour of the Hendrick Motorsports facilities, NASCAR Hall of Fame passes, and lunch with the #24 Hendrick Motorsports team. Details are available at [Hertz.com/CamaroSweepstakes](https://www.hertz.com/CamaroSweepstakes).

Hertz has traditionally offered iterations of the Ford Mustang

when it comes to its rentable high-performance muscle cars, but considering the rental company launched a partnership with GM-centric

Hendrick Motorsports back in '18, the about-face isn't surprising.

Just 224 of these Camaros will be available, with deliveries set to start this month at the following Hertz airport locations: **Atlanta, Charlotte, Dallas, Ft. Lauderdale, Ft. Meyers, Miami, Orlando, Tampa, Houston, Las Vegas, Los Angeles, Nashville, Phoenix, San Diego** and **San Francisco**.

Sports cars are meant to be driven and enjoyed. However, everyone has a different idea of how to drive and enjoy their cars. Some people hit up the local Cars & Coffee, while others blast up a winding road or hurtle down a race track. Enter Sascha, a Denver, CO local that also goes by his Instagram personality as dropout_c7. As his name implies, Sascha drives a **C7 Stingray**...and, man, does he seem to enjoy it.

This enjoyment tends to manifest itself in various driving antics, much of which involve smashing watermelons, whether it's drifting around and, subsequently, into them, or even using a watermelon as a shift knob while doing high-speed freeway pulls.

Another common antic of dropout_c7, whose C7 features a Lightning McQueen theme inspired by the film *Cars*, is **hauling abnormally large objects around on it**. The most famous of these is a **couch that was**



strapped to the roof. More accurately, the couch is perched atop the car, seemingly stuck between the windshield frame and rear hatch, with the removable roof panel removed.

Lest you think this is a joke, the aforementioned Instagram account features multiple shots and video clips of him driving around at speed with the couch load.

Some Vette fans are bound to be upset by this seeming disregard for the well-being of his Chevy, while others might consider it as a very freeing thing to see. In fact, one could make the argument that too many people are far too precious about their cars, and fail to really enjoy them as much as they could. And while we don't encourage anyone to prop heavy furniture on top of a Vette, this liberal attitude about enjoying the car, even at the potential expense of some scratches and scrapes is definitely a departure from the norm.

This month's installment of all the 'GMC' news—you just can't make some of this stuff up! 🚗



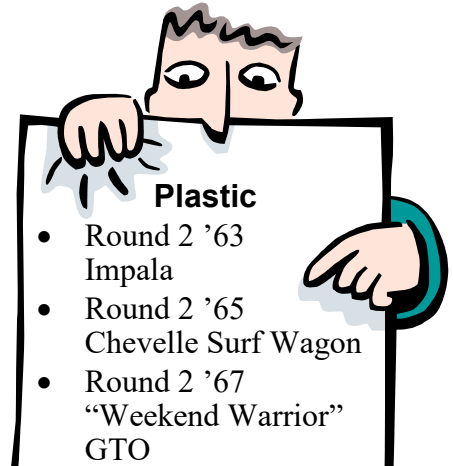
Late-Breaking!



Revell recently announced the return of the '66 *Impala*, and '87 *Buick GN*, while *AMT* announced the '65 *Chevelle Modified Stocker*. No release dates. Thanks to the club's "*Plastic Pusher*" Ron. *Thanks!* Meanwhile, these are also enroute. 🚚



Ron's Rant



Plastic

- Round 2 '63 Impala
- Round 2 '65 Chevelle Surf Wagon
- Round 2 '67 "Weekend Warrior" GTO
- Round 2 "Coke" '69 Charger (*snap*)
- Round 2 '69 Valiant Scamp Kit car
- Round 2 '69 Yenko Camaro
- Moebius '66 Ford styleside pickup
- Moebius '66 Ford Custom cab styleside pickup

Diecast

- '33 "Dirty Thirty" Willys Gasser (*ACME*, 500 pcs)
- C7 Vette (*GT Spirit*)
- '70 Sublime Green AAR 'Cuda (*ACME*, 750 pcs)
- '63 Comp. Cobra #11 Bahamas Speed Week (*ACME* 1/12th)
- '67 Chevy C-30 "Sunoco Racing" ramp truck (*ACME*)
- '67 black Coronet R/T (*ACME*, 750 pcs)
- 1993 Black/Red/Teal Mustang Cobras (*ACME*, 750 pcs)

(Continued on page 12)

(1/18th, unless noted)





Last month, things were much more low-key here, what with all of the club focus on the Anniversary celebration and club auction. It was my impression that some Pontiacs were coming, but they failed to materialize. Good thing I brought along a few backups.

First and foremost, Nick and I were actually in attendance, after having missed the July and August meetings.

I brought along a few examples of Pontiac's racing heritage, one vintage, the other more recent. The "Old School" piece was *Milt Schornack's "ROYAL" '66 GTO*, with the "New Age" piece being the *MAD magazine "Spy vs. Spy" Firebird funny car*.

I want to thank our own *Lyle Willits* for his help in preparing the feature on his "*Tangerine Dream*" '62 Catalina for *Poncho Perfection*.

Lastly, I wanted to point out the neat stickers in last month's display from my new Facebook Pontiac friends from "Down Under" (New Zealand!) way—thanks, Shane Edmond!

Now that Nick and I are back, y'all can now bring back all those neat Poncho builds that I heard



so much about! I hope that you'll all continue to bring 'em and show 'em! *'PoP' (Pontiacs on Parade!) Sick-le signin' off! And don't forget—MAMA may not need all these Ponchos, but I'm diggin' 'em!!* 🍷

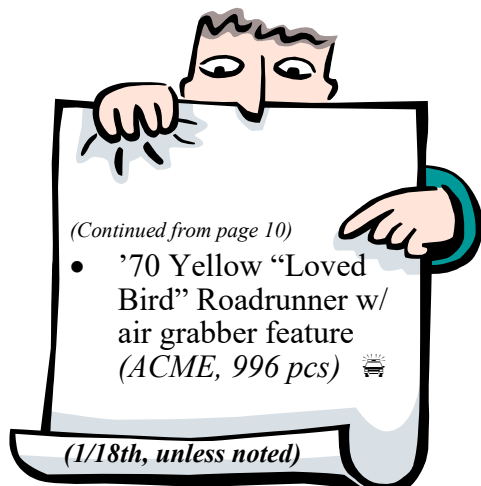


Chapter Contact:

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

MAMAs BoyZ do it in scale!

Rant (cont'd)



Websites

Central PA Model Car Club:

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

LIARS Model Car Club:

<http://www.liarsmodelcarbuilders.com/#>

Philly Area Car Modelers:

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

NNL East:

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

Carlisle Events:

<http://www.carlisleevents.com>

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

York US30 Musclecar Madness:

www.yorkus30.com

Online Event Calendar:

www.NortheastWheelsEvents.com

Brief (cont'd)

(Continued from page 2)

Nick and Tim Sickie—we wouldn't have gotten through it all without your efforts. Finally, a huge **THANK YOU!!!** to everyone who donated auction items—folks like **Kevin Kovach, Charlie Magers, Harold Bradford, Norman Veber,** and **Jim Derreth** to name a few.

For anyone else who contributed in any way to our auction but whose name doesn't appear, please be assured that you are not being slighted. Your contributions and efforts are every bit as important and deeply appreciated. It's just that my awareness and recollection are both limited. **Thank you all.** 🚗

Classifieds

WANTED: 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 Prixs, '70-'81 Firebirds, and empty **Pontiac kit boxes**. Would like to buy/borrow **old model car catalogs**. Contact me at gloguy@verizon.net, or see me at a meeting. **Thanks!** 🚗

Were on the web!

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

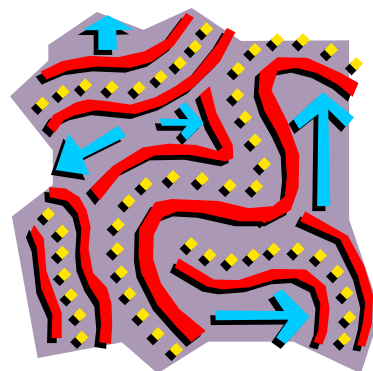
Directions

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. 🚗

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