



MAMA Sez!

Volume 35, Issue 1

September, 2022

"Serving Delmarva Car Modelers for 30+ Years!"



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

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2022 MAMA Schedule

In the near-term, with our Greenbelt location unavailable (alternate locations are being considered, including the Fire museum), interested modelers may "show up" at the Fire museum on the schedule listed below (based on their comfort level), from **10 am to 1 pm**:

- 📅 January 15th
- 📅 February 19th
- 📅 March 19th
- 📅 April 16th
- 📅 May—**No Meeting!**
- 📅 June 18th
- 📅 July 17th
- 📅 August 20th
- 📅 September 17th
- 📅 October 15th
- 📅 November 19th
- 📅 December 17th

Hope to see you there 📅

Happy Anniversary To Us!

Nick and I were MIA, but last months' meeting highlights included new member Ben Dubit (*Kevin Kovach's friend*), and a returning one (*Steve Martin, after 25 years, last seen at Catonsville CC!*). **Thanks, Matt!**

Our Founder, Norman Veber, will be participating in The Maryland Heart Walk and is

soliciting donations. MAMA voted unanimously to provide him with a \$200 donation to start his fundraiser. He will be accepting checks (payable to *The American Heart Association*) at our next meeting if you would like to contribute. Please donate as the American Heart Association's efforts are part of the reason that Norman

and Lyle Willits are still with us.

There was discussion of the possibility of moving the MAMA meetings back to Greenbelt Community Center. Tim P will gather info to be presented at a future meeting.

The raffle raised **\$117.00**, while the door added **\$81.00**, meaning

(Continued on page 14)

FORD'S BUYER'S DIGEST 1959-67: SOMETHING FOR THE KIDS

In this finale of our occasional series revisiting the **Ford Buyer's Digests** of yesteryear, here's a look back at one of my favorite features, "What Makes it Run?" from the 1963 edition. We've explored how Ford targeted information and sales pitches at families eager to take their new cars roaming down America's fresh-built interstate highways in search of exciting vacation road-trip destina-

tions in the 1950s and '60s. They also tried to appeal to the growing market share of women driving and purchasing their own cars for the first time.

But I believe Ford also had an eye on potential future buyers—millions of baby-boomer kids. If you grew up in the '50s and '60s, you may recall that kids not only rooted for their favorite home team and players (*in my case, the*

Yankees and my hero Mickey Mantle), they also divided into rabid "car teams," rooting for whatever brand Dad drove.

Kids swore allegiance to Ford or GM or Chrysler (*I always felt bad for those Rambler kids, since dowdy Ramblers were not considered cool*), and engaged in good-natured teasing of friends, like this classic taunt: "Y'know what

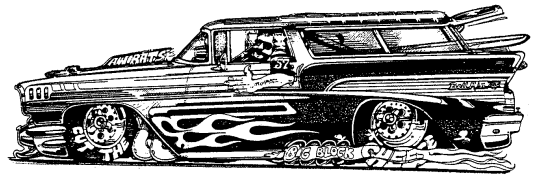
(Continued on page 8)

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MAMA Meeting LOOK



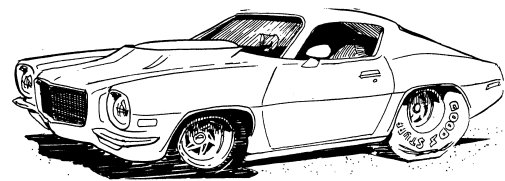
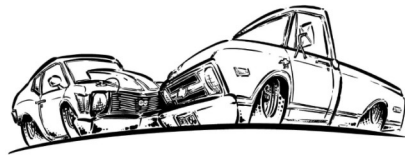
Congrats Ron!



MAMA Meeting



LOOK



VeePee Pick

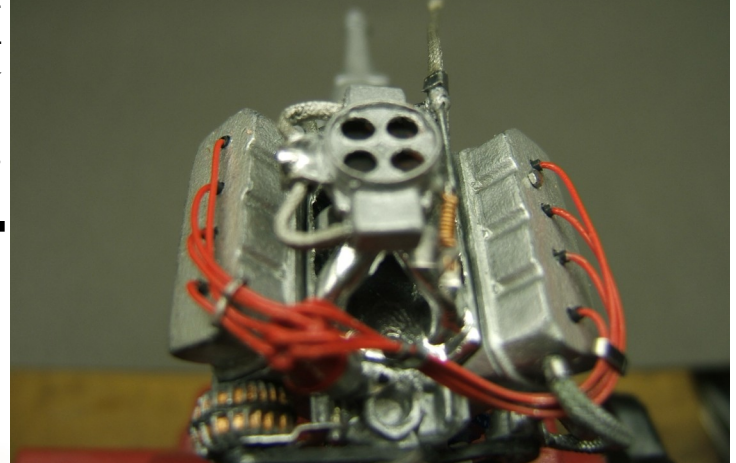
This month, the focus of this column will be “old school” and cruise nights, featuring member Ron Dreschler’s ‘68 Roadrunner. Here is his story.

I can only assume that the AMT Roadrunner was the basis for this build. Ron can take over from here.

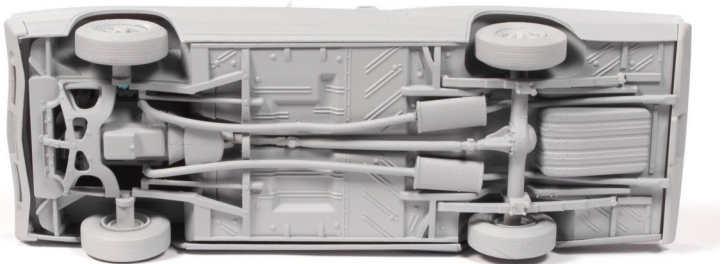
The model was built to represent a 1:1 picture taken at an old Brewster Cruise. The outstanding feature of the car was the engine compartment, and the uniqueness of the parts. The valve covers and intake manifold had to be designed and molded to match the

custom ones on the engine, the carb was another mild custom construction and the extra oil management pump, hoses and lines were mostly non-kit items; the interior is stock. I have yet to find the owner of the ‘68 Road Runner. Still no success on my new picture transfers.

Nice work,
Ron—*Dave* 🚗



Sneek Peek!



Here's a little something that I believe that Round 2 (*a.k.a. AMT*) is hard at work on. If I'm not mistaken, I **THINK** that the hardtop may follow—*Tim* 🚗

‘GMC’ has a lot riding on Cadillac as the brand becomes its poster child for electrification. Cadillac, in turn, has pretty much everything riding on the *Lyriq*, its new *EV crossover*. That’s perhaps why select buyers of the all-new model line have been asked to sign a *non-disclosure agreement* in exchange for a **\$5,500 cash allowance on their lease or purchase**. That’s an unprecedented move but we live in unprecedented times, so this might become more common practice moving forward.

What this means is these new Cadillac Lyriq owners or lessees won’t be able to disclose anything about their experience with the new EV to anyone other than ‘GMC.’ The automaker would also know everything about where these people go and whatever else it’s able to monitor about vehicle usage remotely. Yes, Big Brother is most definitely watching.

According to information dug up by ***Detroit Free Press***, the NDA program was limited to somewhere around 20 Lyriq customers from Detroit, Los Angeles and New York City. A Cadillac spokesman wouldn’t go into detail about the program, but did say those who were handpicked are “early adopters; they’re tech savvy and they want the first and the best.”

Since the Lyriq is using ‘GMC’s’ new Ultium battery propulsion system, the same as what’s used in the GMC Hummer pickup, ‘GMC’ obviously wants to know about any issues as early as possible. Ultium will be used for another 29 new ‘GMC’ EVs within the next few years. And

with Cadillac as the tip of the spear in the march to full electrification by 2030, the automaker has little breathing room for error.

What Cadillac is observing with these drivers is reportedly their usage habits. Anyone who has privacy concerns likely wouldn’t be too keen to sign up for such an agreement, despite accusations tech giants track our movements and habits through smartphones and other devices.

Perhaps that’s why early adopters were targeted since they tend to be so mesmerized with novelty and are more trusting of technology.

Giving these shoppers a \$5,500 cash allowance seems like a token gesture. After all, the Lyriq starts at **\$62,990**. If you want all-wheel drive be prepared to shell out at least **\$64,990**. With few snagging the first wave of vehicles, a number Cadillac isn’t disclosing to the public just yet, it’s hard to imagine anyone is buying a stripped-down, base vehicle. In other words, the concept of helping to shape the future of electrified driving is far more compelling than saving far less than 10% on the purchase of an

GOVERNMENT MOTORS

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



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EV.

That same Cadillac spokesman told ***Detroit Free Press*** everything about its go-to-market strategy could possibly change with what it learns about customer habits from the Cadillac Lyriq NDA. “There’s not a single part of our business that we’re not transforming.” One could call this the Great ‘GMC’ Reset.

The big question is whether or not ‘GMC’s’ bold new strategy of tracking customer usage of its vehicles will be deemed a success, both by ‘GMC’ and competitors. If so, we could see this practice become more common, meaning if you ask your neighbor or friend

(Continued on page 6)

Gov't (cont'd)

(Continued from page 5)

how he likes his new car you won't get any meaningful information in return, if anything at all for fear of a crushing lawsuit.

The Cadillac Lyriq crossover is the marque's very-first all-electric vehicle, hitting the market as the "tip of the spear," so to speak, in terms of Cadillac's burgeoning EV efforts. As such, the Cadillac Lyriq launch is critical for the brand, and in order to ensure it goes as smoothly as possible, Cadillac has created a small-scale Ambassador program, as detailed in a recent statement.

However, the **Detroit Free Press** recently reported that NHTSA expressed concerns over the NDA, as it might dissuade owners from reporting vehicle safety issues with the Department of Transportation. Now, Cadillac has issued a statement that clarifies certain aspects of the offer. According to Cadillac, the Ambassador program is intended to provide "early learnings from the first vehicles sold" to help "elevate the brand experience."

"This includes handling, performance, safety, comfort and any other feedback the Ambassadors wish to share as Cadillac enthusiasts," Cadillac states.

The brand also states that while the agreement includes "provisions designed to protect 'GMC' confidential and proprietary information," it does not prohibit customers from reporting issues to the NHTSA, or any other regulatory body for that matter.

Indeed, the launch of the Lyriq

is shaping up to be a watershed moment for the brand, mating the latest in 'GMC' electric vehicle tech with all the luxury and refinement expected of a modern Cadillac vehicle.

Considering Mexico is a free trade partner with the US and Canada, one would be forgiven for believing that the 'GMC' vehicle lineup there is largely the same as it is up north. That's not the case, however, as the majority of 'GMC' products sold in Mexico are global market nameplates that are ***built in China***.

'GMC' ended production of the Chevy Onix in Mexico earlier this year as it implemented a new manufacturing strategy at the San Luis Potosí plant. It subsequently began importing the hot-selling Onix into Mexico from a plant in China, making it one of several Chevy models that are produced in the Asian country. ***Other Chevy models from China that are now sold in Mexico include the Chevy Tracker, Chevy Groove and Chevy Captiva crossovers, the latter two of which are rebadged Baojun models, along with the Chevy Cavalier and Chevy Sail compacts, Chevy S10 Max pickup and Chevy Tornado utility van.***

These Chevy models make up a large chunk of 'GMC's' sales in Mexico, however US-imported models like the Silverado 1500 and Silverado HD also remain popular. The ***Buick Encore***, a Chinese-built crossover that's also sold in the US and Canada, is sold



in Mexico as well.

By importing vehicles from China, 'GMC' is able to make the most of its Global Emerging Markets platform, a cost-effective, flexible vehicle architecture designed for certain global markets in South America, the Middle East and Asia. Chinese-built 'GMC' vehicles that tap the GEM platform include the ***Chevy Onix, Tracker, Sail and Cavalier***, as well as certain China-only models like the ***Buick Excelle***.

Importing vehicles from China has also allowed 'GMC' to maintain steady production output in Mexico, keeping its dealers well-stocked with new product even amid the chip shortage and other supply chain challenges.

Earlier this month, 'GMC's' SAIC-GM-Wuling (SGMW) joint venture in China announced it had begun production of an ***unnamed Chevy compact codenamed 310C***, which will eventually go on sale in Mexico. This future compact car will be imported into the country from a Wuling plant in Tianjin, China—Assorted sources 🇺🇸

'GMC' Recall Ticker

of Recalls

249 (!)

of Vehicles Affected

55,318,027

C8 Watch

The eighth-gen C8 is unlike any production Corvette to come before it, offering a mid-engine layout and, as is the case for the upcoming C8 E-Ray, an all-wheel drive hybrid powertrain. Now, ***GM Authority*** (*GMA*) has learned from sources familiar with the matter that ‘GMC’ is considering a new ***electric C8 sedan*** to rival the Porsche Taycan and Tesla Model S.

News that ‘GMC’ is thinking about building a new purely electric C8 shouldn’t come as a surprise. Back in April, The General teased the new C8 E-Ray with a brief video showing the hybrid supercar spinning all four across a blanket of snow. That same week, ‘GMC’ President Mark Reuss confirmed that ‘GMC’ would also offer a “fully electric, Ultium-based C8 in the future.”

Indeed, with ‘GMC’ poised the pivot to all-electric power across its new passenger vehicle lineup by 2035, the prospect of an electric Corvette model is, at this point at least, inevitable. Although Reuss declined to provide any specifics in April, ***GMA*** has already examined the various scenarios in which such a model could come to market, with the most likely scenario being an all-new vehicle beyond the current Y2-based C8, thus supporting ‘GMC’s’ head-first dive into the EV segment.

In terms of platform, then, the most obvious candidate is the new ‘GMC’ BEV3 architecture, likely the low-roof variant. Providing the motivation will be the next-

generation of ‘GMC’ Ultium batteries and ‘GMC’ Ultium drive motors, which, as ***GMA*** covered previously, are expected to provide a maximum driving range of 500 to 600 miles.

The new electric C8 will also be relatively large in terms of exterior dimensions, likely around the same size as the Porsche Taycan or Porsche Panamera, a requirement to fit the new, rather sizable batteries. The underpinnings will also share similarities with the upcoming Cadillac EV sedan models.

Further highlights for the new electric sedan will include a variety of different performance levels, as well as extensive weight saving techniques, the latter of which is particularly important for a performance-oriented EV.

Expect the new electric sedan to launch roughly mid-decade.

The 2023 C8 Z06 offers impressive mid-engine performance, with figures and specs that surpass several high-priced sports cars, as ***GMA*** covered previously. However, while the new C8 Z06 offers a ton of speed for a relatively low entry fee, ***GMA*** has learned that ‘GMC’ also expects the new Z06 to tack on a ***substantial gas guz-***



zler tax.

According to ***GMA*** sources, ‘GMC’ expects the 2023 C8 Z06 to include a ***\$2,600 gas guzzler tax***. At the moment, official EPA fuel economy estimates for the new C8 Z06 have yet to be released, but the \$2,600 tax would land the go-faster Vette between 17.5 and 18.5 combined mpg.

Unsurprisingly, the available carbon fiber aero packages up that gas guzzler tax even further. For those who may not be aware, the new C8 Z06 is available with a range of carbon fiber aero upgrades, including a front splitter, front dive planes, and an enormous rear wing, the combination of which produces upwards of 734 pounds of downforce at 186 mph.

While great for cornering speeds and braking, downforce

(Continued on page 12)

FBD (cont'd)

(Continued from page 1)

Ford stands for? Fix Or Repair Daily! Ha-ha-ha-ha!"

I was a Ford kid all the way. Born in 1954, my parents brought me home in the back of their first new car, a plain-Jane '51 Ford two-door sedan (*which actually lasted 100,000 miles*). Other Fords of my childhood included Dad's two-tone-blue 1960 Fairlane 500, a '64 Galaxie 500 four-door sedan, a '68 LTD sedan, and a '71 LTD "pillared hardtop," our first car with a stylish black vinyl roof and air-conditioning.

I've heard that the 1/25th scale promo models we now consider collectible treasures were touted as tools salesmen displayed to show buyers the veritable rainbow of color choices. But I suspect they were also a way to imprint the brand and bond with kids like me who played with those promos at home—why else would many early promos be made as friction-drive toys? And when at age ten or eleven I wrote letters to Henry Ford II requesting promo models and Ford racing photos, Ford PR people always sent me what I asked for. Sounds like smart indoctrination to me. And it worked, too—my first car was a new 1974 Pinto.

Ford's "What Makes it

Run?" feature explained how cars worked in an illustrated kid-friendly way that's both entertaining and educational. Almost 60 years later, it still makes me smile—even if the sum total of my mechanical knowledge never got much past this! I especially like their attempt to explain the

automatic transmission: "*Just too complicated for words. Best to think of it as a box with a little genius engineer inside who shifts gears for you.*"

Feel free to share "What Makes it Run?" with your young kids, nieces, nephews and grand-kids!—Howard Weinstein 🍷

What makes

Got any youngsters
old enough to be driving
you wacky with
car questions?
Here's what to tell 'em
until the
encyclopedia arrives:

1. GAS TANK

Gas alas, goes here.
Cars just won't
budge without it
(Except downhill)

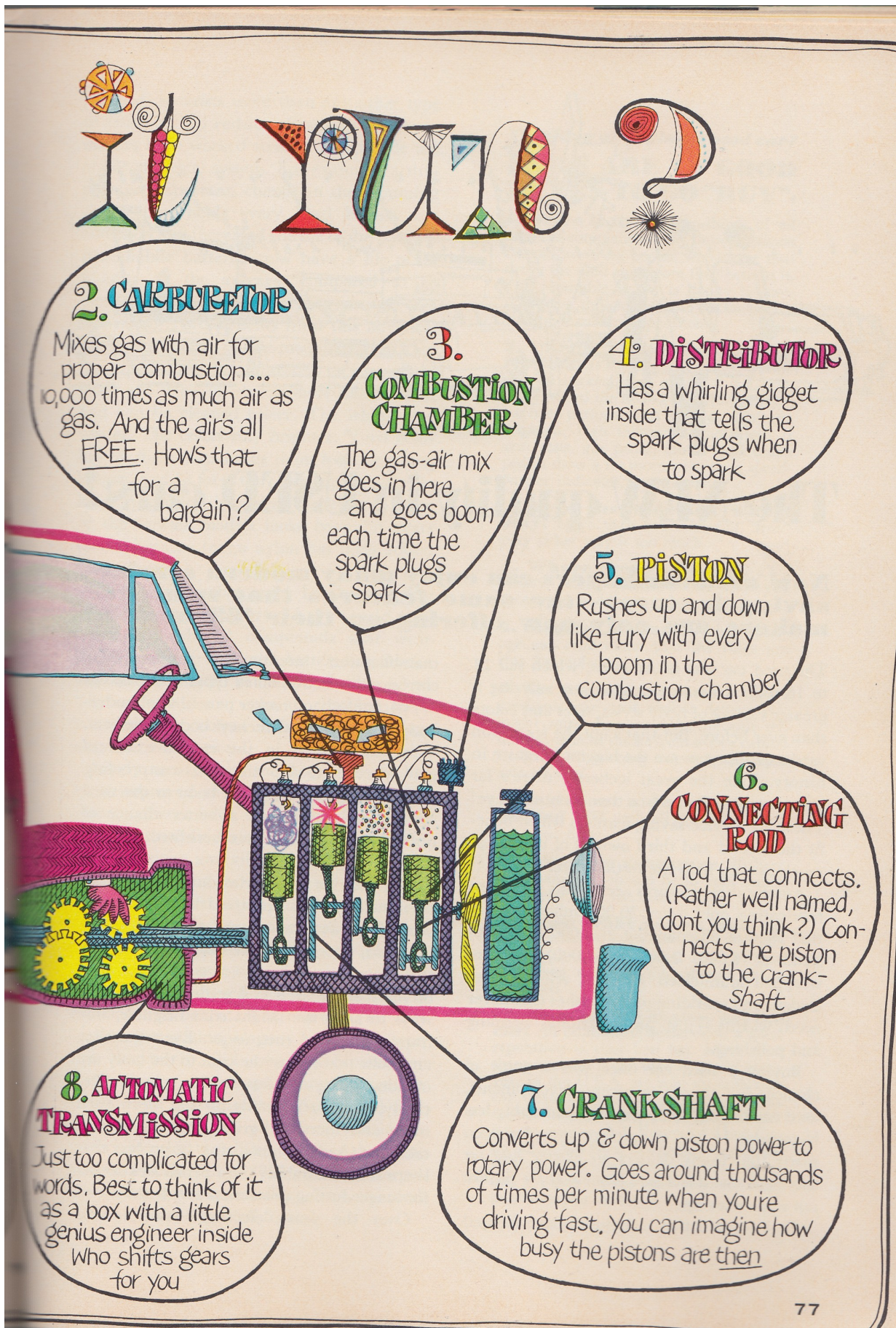
10. WHEELS

They go around
pretending they're
important. And they
are. But they'd be
helpless without
items 1 through 9
(Except downhill)

9. DIFFERENTIAL

Lets the outside rear wheel turn
faster when you go around corners
Sometimes called "Banjo-type," the
box it's in is shaped like a Mandolin!
Figure that out if you can

Dear Reader: We told our writers and artists the sky was the limit for this page. This is what they came up with. Obviously, it's all in fun; but it's all basically correct, too. Of course the actual engineering and building of a car is not a lighthearted matter. Every '63 Ford contains thousands upon thousands of individual parts, each carefully designed and assembled for a specific purpose—to provide the American public with outstanding transportation at the lowest possible cost. THE EDITORS



T ‘n T

Hellcats and Demons To Be Banned! Dodge will *discontinue its gas-powered Challenger and Charger* muscle cars at the end of next year, marking the end of an era for the brand as it starts to transition to electric vehicles. Since being resurrected in the mid- to late 2000s, the Charger and Challenger—names made popular in the 1960s and 1970s—have been stalwarts for Dodge and popular vehicles for a new generation of gearheads. The two-door Challenger particularly struck a cord of nostalgia with buyers thanks to its retro-inspired styling, while the four-door Charger has managed to achieve notable sales milestones despite consumers flocking from sedans to SUVs in recent years. Dodge has also been able to juice profits from them, which have starting prices ranging from the low-\$30,000s to nearly \$90,000 for its infamous Hellcat models that produce more than 700 horsepower. “Dodge, with the Challenger and Charger, they really found a way to really get to that muscle car root. These cars definitely expressed it ... and were able to hold onto that essence,” said Stephanie Brinley, principal analyst at S&P Global. “Having that clear DNA and clear expression of what they’re supposed to be is helping make the transition to electric.” Dodge CEO Tim Kuniskis has alluded to the possibility that the Charger and Challenger names could be used for future electrified vehicles, including a forthcoming electric muscle car in 2024. He’s previously said

he believes electrification—whether hybrid vehicles with less powerful engines or all-electric models—will save what he has called the new “Golden Age of muscle cars.” For several years, Kuniskis has warned that the end was coming for the gas-powered muscle cars due to emissions regulations. Dodge parent company Stellantis, formerly Fiat Chrysler, ranks the worst among major manufacturers for U.S. corporate average fuel economy and carbon emissions. As many brands switched to smaller and more fuel-efficient engines, Dodge rolled out Hellcat models and other high-performance vehicles. Such models helped generate attention for the brand but didn’t help the automaker’s carbon footprint, forcing it to buy carbon credits from automakers such as Tesla. “The days of an iron block supercharged 6.2-liter V-8 are numbered,” Kuniskis previously told CNBC, referring to engines like those in the Hellcat. “But the performance that those vehicles generate is not numbered.” Dodge is launching a litany of special vehicles and products to “celebrate” the end of the cars as they are today. Dodge’s plans include seven special-edition, or “buzz,” models; a commemorative “Last Call” under-hood plaque for all 2023 model-year vehicles; and a new dealer allocation process, among other measures. The new dealer process will see Dodge allocate 2023 Chargers and Challengers to lots all at once, instead of making orders available throughout the



year. Dodge will provide customers a guide to locate specific models at each dealership. Kuniskis said the process is meant to assist customers in getting the specific vehicle they want. “We wanted to make sure we were celebrating these cars properly,” Kuniskis said during a media briefing for an event this week in Pontiac, Michigan. The duo are produced at Stellantis’ Brampton Assembly plant in Ontario, Canada. The company says it has produced more than 3 million Dodges at the plant, including 1.5 million Chargers and more than 726,000 Challengers sold in the US. Stellantis earlier this year announced plans to invest \$2.8 billion in the plant and another Canadian facility, but it has not disclosed what vehicles will be produced at the facilities. “When we shut down Brampton it will be a 20-year run of Dodge muscle cars,” Kuniskis said. “We needed to do this right.” (*Thanks to GM Authority, Autoweek, 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 by sending stuff—I ‘preciate it!*)—Assorted sources 🍌

30th Maryland (Baltimore) SLOT CAR SHOW & SWAP MEET!

ALL SCALES - HO - 1/32 - 1/24
Sunday — OCTOBER 2ND, 2022
10AM — 2PM

Sheraton Baltimore North
TOWSON, MARYLAND
903 Dulaney Valley Road
Towson, Maryland, 21204
(Just off Interstate 695 at Exit 27A)
410-321-7400

NEW LOCATION
(just 10 miles from previous location)

NOTE: Multi-level covered parking lot is immediately adjacent to hotel.
PARKING IS FREE, BUT YOU MUST GET YOUR PARKING TICKET VALIDATED AT HOTEL FRONT DESK BEFORE LEAVING.

General Admission \$5 / person - KIDS UNDER 12 FREE
Tables - \$35 Per Each Table Purchased (6 Foot Tables)
Helpers: Free with 2 or More Tables; \$10/Helper with 1 Table
Dealer Setup: 8am - 10am
Early Floor Rights: \$20/Person 8am - 10am
Special Hotel Room Rates Available For Show

Our OCTOBER 2021 show had:

- 50+ Vendors — 90+ Tables
- Dozens of Great Door Prize Giveaways
- Thousands of Vintage / New Slots & Accessories

DIRECTIONS From:
NORTH OR SOUTH: Take Interstate 95 (North or South) in Maryland to Exit 64 onto Interstate 695 West. Go 7 miles west on I-695 to Exit 27A — MD-146/ South Dulaney Valley Road, Towson. Go ¼ mile west and make left into hotel access road entrance (Southerly Road). Sheraton Hotel will be on your right.
WEST: Take Interstate 70 East in Maryland to Exit 91 for Interstate 695 East (New York/Towson). Go 13 miles east on I-695 to Exit 27A — MD-146/ South Dulaney Valley Road, Towson. Go ¼ mile west and make left into hotel access road entrance (Southerly Road). Sheraton Hotel will be on your right.

Chevy Releases CA-Compliant Horse & Buggy

THE ALL-NEW 2021
HORSE AND BUGGY

1 Horsepower **0-30** whenever the horse dam well feels like it

New CarrotTech Fuel Technology

HEY, BABE, WHY SO GLUM?

CALIFORNIA'S BANNING GAS-POWERED CARS! NO WAY WILL I DRIVE A SISSY ELECTRIC CAR WITH NO STICK SHIFT AND A SILENT MOTOR!

BUT WHAT'S MORE IMPORTANT, SAVING THE PLANET OR DRIVING A CAR THAT MAKES A LOT OF NOISE?

OH... SILLY QUESTION.

VAROOOOOOOM
SQUEEEEEEEEA

T 'n T (cont'd)

(Continued from page 7)

also creates drag, which means lower overall mpg ratings on the road. As such, according to **GM Authority** sources, the 2023 C8 Z06 includes a \$3,000 gas guzzler tax when equipped with either the T0G Carbon Aero package or T0F Carbon Aero package (*T0G and T0F refer to the related package RPO codes*). At \$3,000, they estimate that the 2023 C8 Z06 with the optional aero returns between 16.5 and 17.5 combined mpg.

The T0G Carbon Aero package in visible carbon fiber includes the high-wing, dive planes, and visible carbon ground effects (*CFV*), while the T0F Carbon Aero package in a Carbon Flash-painted finish includes the high-wing, dive planes, and Carbon Flash-painted carbon ground effects. Both packages require the

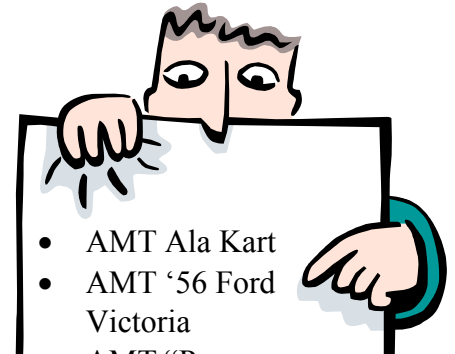
optional carbon ceramic brakes (*RPO code J57*).

Additionally, opting for the Z07 Performance package requires selecting either the Carbon Flash-painted carbon fiber ground effects (*RPO code CFZ*) and Carbon Flash-painted carbon fiber high wing rear spoiler (*RPO code T0F*), or the visible carbon fiber ground effects (*RPO code CFV*) and visible carbon fiber high wing rear spoiler (*RPO code T0G*). With that in mind, the Z07 package also means tacking on the slightly higher \$3,000 gas guzzler tax.

As a reminder, the 2023 C8 Z06 is motivated by the naturally aspirated 5.5L V8 LT6 gas engine, rated at 670 horsepower. Under the skin is the 'GMC' Y2 platform, while production will take place at the 'GMC' Bowling Green plant in Kentucky

Sounds like a buncha gibberish—*Assorted sources* 🍷

Ron's Rant



- AMT Ala Kart
- AMT '56 Ford Victoria
- AMT "Pepper Shaker" '57 Chevy
- AMT '66 SS396 Chevelle
- AMT USPS '77 Pinto
- AMT "Undetaker" dragster
- Atlantis "The Fiend" f/c (1/32nd)
- Atlantis "Rrip Off" f/c (1/32nd)
- Atlantis "Whiplash" f/c (1/32nd)
- Atlantis "Fake Out!" f/c (1/32nd)
- MPC "Streaker Vette" '67 Vette
- MPC LA Dart
- MPC Ramchargers Rail/Transport
- Salvino's JR B Allison '71 Charger 🍷

(24th & 25th, unless noted)

MORE Mecum

Remember the Mecum column last month, and the reference to the asterisk? Here's the deal.

That was a very nice piece of



NCRS-certified machinery that yours truly drove across the block.

My other story relates to a '70 *Hemi Cuda* I drove that sold for \$95,000. After the auction closed on Saturday evening, Nick and I were gassing up down the road,

when I heard a rumble. The Hemi Cuda pulled in for a fill-up!! In talks with the new owner, he informed me that he was **DRIVING** it to its new home in Fallston, MD. I kid you not!!—*Tim* 🍷



This month, the column's will be a very brief glimpse of the **GTOAA East Coast Regionals**—the reason that Nick and I were MIA at last month's meeting.

There was a great assortment in the 150 examples of Pontiac Power in attendance. Anything from late forties examples, all the way up to 2010 Solstice coupes, of which there were several.

There is a small model car

contest that I administer, but I can't seem to grow it as I have at the GTOAA annual convention. Workin' it.

Let's continue bringin' 'em and showin' 'em—virtually! **'PoP' (Pontiacs on Parade!)** **Sickle** signin' off! And don't forget—MAMA may



not need all these Ponchos, but I'm diggin' 'em—thanks!! Here's looking for a good ending for 2022—Tim 🍷



This is the newsletter of the
Maryland Automotive Modelers
Association

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Bowie, Maryland 20716
Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMAs BoyZ do it in scale!

Intro (cont'd)

(Continued from page 1)

we made the rent from the following donors: **Steve M. Buter, Mike Costic, Mal Douglas, Matt Guilfoyle, Dave Matiko, Rich Meany, George Openhym, Lyle Willits, Ron Shirey, and Replicas & Miniatures Co. of MD.** Thanks guys—we 'preciate it.

The final (for now) installment of the Ford Buyer's Digest articles from Howard Weinstein is inside. **Thanks, Howard!**

Party on, guys—Tim 🍷

Websites

Central PA Model Car Club:

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

LIARS Model Car Club:

<https://www.liarsmodelcarbuilders.com/>

Philly Area Car Modelers:

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

NNL East:

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

Carlisle Events:

<https://www.carlisleevents.com>

East Coast Indoor Nationals:

<https://motoramaproductions.com/east-coast-indoor-nats>

Online Event Calendar:

www.NortheastWheelsEvents.com

Club Contact Info

If you would like to attend the monthly "Get-together," here is the necessary info:

The Maryland Fire Museum is located off York Road (1301) at the Beltway I-695, Exit 26B, in Lutherville, 410-321-7500. Go north on York Road and make the first right to go behind the Heaver Plaza Office Building. Free parking is available, and it is handicap accessible. No RSVP is required.

FYI—current Maryland COVID-19 guidelines will be respected and enforced.

Come join the fun! 🍷



Classifieds

FOR SALE: Thinning my collection, **NOT** quitting. I will entertain reasonable offers. Contact me for a list at karrazy@yahoo.com (Frank Knapik) 🍷



Were on the web!

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

Directions

From the
Baltimore
Beltway
(R T
695):
Take
Exit
7 ,

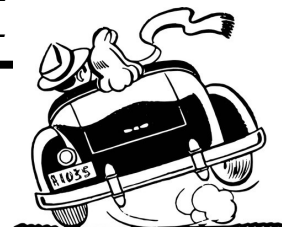
Route
2 9 5

(Baltimore-
Washington
Parkway) south to-
wards Washington approx. 18 South-
way (see be-



miles to
Route
1 9 3

(Greenbelt
Road), and
exit. When on
the off-ramp,
stay to the right
and merge right onto



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