

# MAMA Sez!

Volume 36, Issue 4

December, 2023

"Serving Delmarva Car Modelers for 35 Years!"



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

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## Merry Christmas!



The November meeting was, first and foremost, a tasty affair. There were donut holes, cupcakes, and pretzels for your dining pleasure! Thanks to all the donors!

We discussed the successful Paxcon event in southern MD, the December MAMA meeting "extravaganza," but most importantly, the huge

Toys For Tots turnout by club members! Thanks to one and all for your generosity!

New kit news from the manufacturers was up next, from **Ron Shirey**. Thanks for the scoop.

The "Pontiac Garage" was in attendance.

The raffle raised **\$98.00**, while the door added **\$165.00**. *Addition-*

*ally, the club received \$250.00 from the sale of 949 Hot Wheels cars, and \$140.00 from Matt Guilfoyle, for the purchase of a number of small-scale kits all donated by Mark Parkhurst.*

Thanks to the following donors: **Mike Costic, Cruz, Matt Guilfoyle,**

*(Continued on page 12)*



### 2024 MAMA Schedule

We meet in our new location, the **Salaried Employees Association (SEA) Union Hall**, 1300 Hanover Road, Hanover, MD 21076, on the schedule listed below, from **10 am to 2 pm**:

- 🔊 January 20th
- 🔊 February 17th
- 🔊 March 16th
- 🔊 April 20th
- 🔊 May—**No Meeting!**
- 🔊 June 15th
- 🔊 July 20th
- 🔊 August 17th
- 🔊 September 21st
- 🔊 October 19th
- 🔊 November 16th
- 🔊 December 21st

**Hope to see you there** 🚗

## Put a Pinto under your tree.

## Yule love it!

Pinto is Ford's new little carefree car. Pinto's built for quality—with lots of room inside, a quiet ride, and a wide stance for solid stability.

Pinto's built for economy—priced with the imports, easy to service, and delivers over 25 mpg in simulated city/suburban driving.

THIS CHRISTMAS, PUT A LITTLE KICK IN YOUR LIFE.

*Pinto*

QUALITY BUILT. IMPORT PRICED.

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.



# MAMA Meeting LOOK





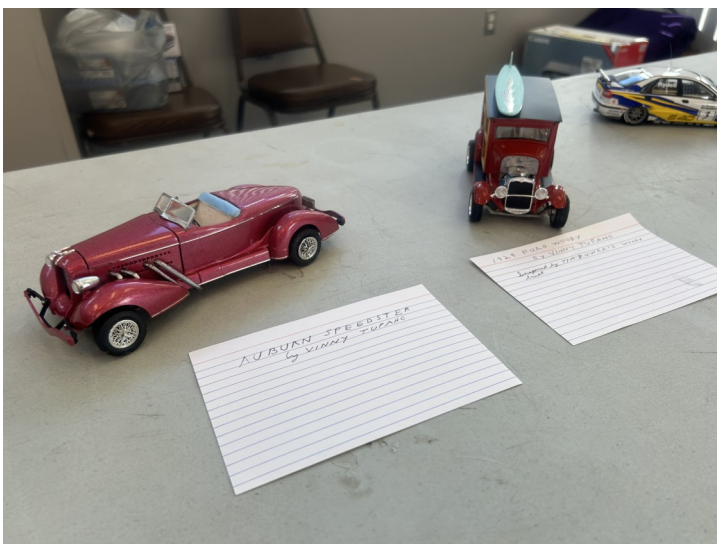
# MAMA Meeting



# LOOK



## Toys For Tots Haul!!





## Modelers' Showcase!

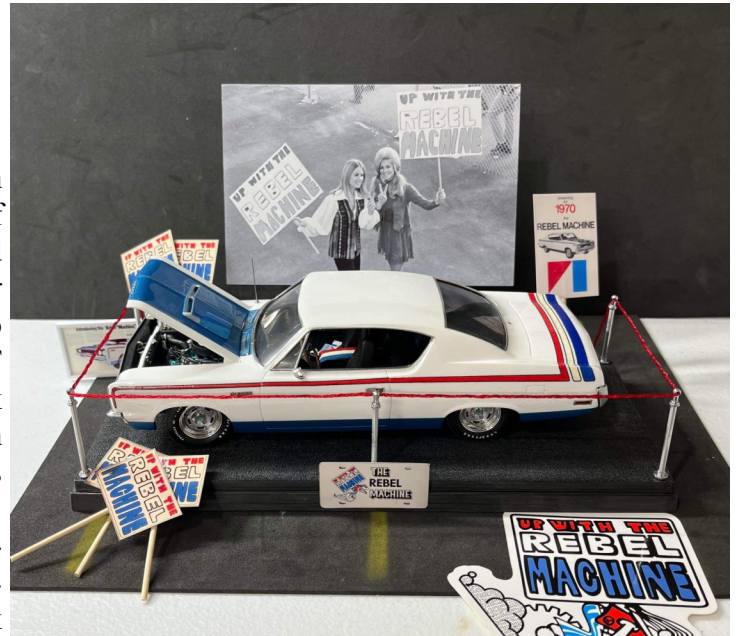
This month, the column will be featuring a recent completion by **Irv Arter**, his "patriotic" **JoHan '70 AMC Machine**.

A few details follow:

- ♦ Added fuel lines, heater hoses, brake lines, battery cables, and other underhood wiring
- ♦ Added intake, carb and air cleaner from JoHan '69 S/C Rambler
- ♦ Windshield washer bag from parts box, with a custom made STS decal
- ♦ Underhood fresh air intake is scratchbuilt
- ♦ Shock towers (*with resin nuts!*), wire looms and hood latch mechanism are

scratchbuilt

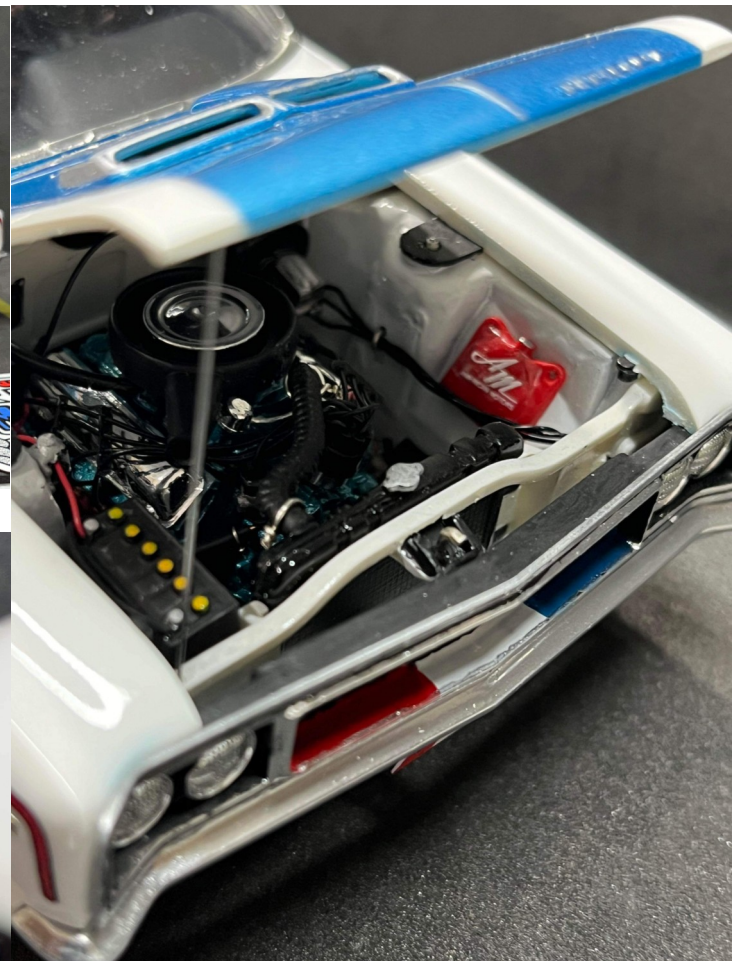
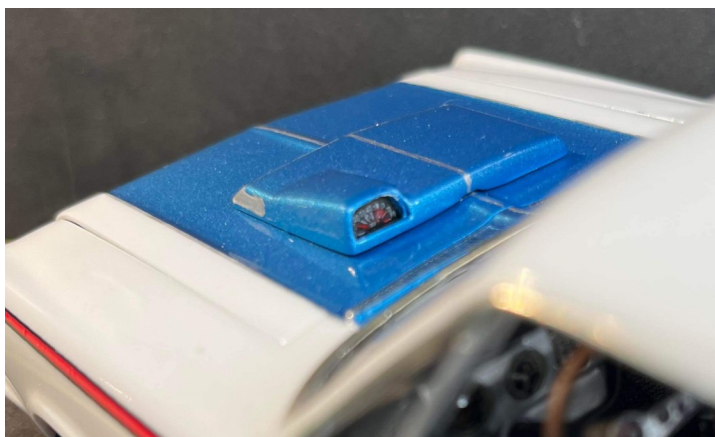
- ♦ Cut JoHan rims off wheels and added larger trim rings to fit AMT parts pack tires, with valve stems added. Added Moebius '64 Nova stock tires inside hollow AMT tires for added stability,
- ♦ Paint is correct Frost White & Electric Blue Poly, with AMC



blue engine paint

- ♦ Keith Marks decals top off the body work, along with '71 Duster outside mirrors

(Continued on page 14)





## T 'n T

**Short Circuit!** ‘GMC’s’ cross-town rival, Ford Motor Company, says it will restart construction of its **new Blue Oval Battery Park Michigan plant** in Marshall, but adds that the final plant size will be scaled down from what was initially announced. Ford halted construction in September as a result of local political wrangling and fallout from the UAW labor strike. The scale-down follows an announcement from ‘GMC’ that The General was delaying new EV production at its Lake Orion Assembly facility. According to a recent report from Crain’s Detroit Business, which cites statements from Ford’s chief communications officer, Mark Truby, Ford says the upcoming Blue Oval Battery Park plant is now expected to create roughly 1,700 jobs, **32 percent fewer new jobs than the 2,500 new jobs originally anticipated.** Production capacity is also expected to be **reduced by 40 percent** to 20 gigawatt hours, while total investment is likely to be \$2.2 billion, down from an initial estimate of \$3.5 billion. Battery production is still expected to begin in 2026. “We’ve been studying this project for the past couple of months, and I think we’re all aware that EV adoption is growing, and we expect that to continue actually, but it’s not growing at the pace that I think ourselves and the industry had expected,” Truby said. Ford was set to receive roughly \$1.7 billion in state subsidies for the project. Truby said Ford now expects incentives for the project to be reduced in

light of the lower job creation estimates. The new plant will produce lithium ion phosphate batteries, with the automaker licensing the battery technology from **Chinese battery manufacturer** and technology company, CATL. The Blue Oval brand is now navigating future investments in light of higher labor costs negotiated during the six-month UAW strike, which affected numerous production facilities across the Big Three Detroit automakers (GM, Ford, and Stellantis). Ford’s licensing agreement with CATL has also raised concerns regarding eligibility for federal tax credits. Nevertheless, Truby indicated that the new battery plant could be expanded if demand warrants. “We want to be really disciplined about how we allocate capital and think about matching production and future capacity based on demand,” Truby



said *(Thanks to numerous 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

**If your grandma got  
run over by a reindeer**

**you may be entitled  
to compensation**



‘GMC’ has issued product recalls for the following vehicles:

- ♦ **43 2023-24 Cadillac Lyriqs** which are believed to have an improperly welded rear seat belt anchor bracket, leading to potential failure under stress. No remedy is currently available, though the problem can be avoided by not using certain seating positions until the fix goes live. According to ‘GMC,’ the seat belt buckle bracket that serves as an anchor point for the seat belts of the rear center and left rear seats. The supplier of the part misaligned the bracket during production, leading to poor quality, weaker welds between the bracket and the seat frame. Because of this issue, sudden application of force, such as during a collision, could cause the bracket to fail. This leads to a risk of injuries or fatalities among those using the seat belts in the affected positions. As of this time, no such injuries are known to have been caused by the defect. ‘GMC’ does not currently have the components necessary to complete the repair of this defect. However, the risks associated with it can be avoided by leaving the left

rear and center rear seating positions unoccupied until the fix is available and applied. The right rear seating position’s seatbelt is correctly welded and safe to use.

Once the remedy is available, ‘GMC’ will notify owners of the fix in a separate bulletin. The General will also mail letters containing a notification to owners of record for affected vehicles. Owner notification will start on January 8th, 2024.

The fix, once available, will involve replacement of the existing seat frame with new seat frames equipped with correctly welded seat belt brackets, carried out by ‘GMC’ techs. It will be offered to owners free of charge.

- ♦ **7,738 Canadian Cadillac XT4s, Chevy Blazers, Chevy Malibus, Chevy Colorados and GMC Canyons** due to an issue with the automatic head-

lamps. These vehicles equipped with automatic headlights may have a condition where the headlights don’t illuminate soon enough when it

## GOVERNMENT MOTORS

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



### AN AMERIKAN REVOLUTION™

becomes dark outside. Notably, Canadian regulations require automatic headlights to turn on when the ambient light level drops below 1000 lux. If the headlamps were to illuminate too late, visibility could be reduced, which could lead to an increased risk of a crash or serious injury. Certified ‘GMC’ techs will be instructed to inspect affected vehicles and update the body control module (BCM) software, as needed.

- ♦ An **unknown number** of **2023 Chevy Tahoe PPV** regarding an issue with the full-size SUV’s surveillance mode. On these units, surveillance mode may not be enabled. As such, certified ‘GMC’ techs are tasked with reprogram-

(Continued on page 10)



#### ‘GMC’ Recall Ticker

# of Recalls

**293 (!)**

# of Vehicles Affected

**57,114,352**



## C8 Watch

A 23-year-old driver in Canada was recently caught traveling at *more than three times the speed limit* in their father's C8 Stingray, resulting in a series of punishments, including confiscation of the car.

The Peel Regional Police, which serves three municipalities west of Toronto, posted a series of images on social media detailing the incident and condemning the young driver.

The post was made by the official Peel Regional Police account on X (*formerly Twitter*), and includes a quote from the Prince song, "Little Red Corvette". The C8 Stingray featured in the photos appears as though it's actually Elkhart Lake Blue, but that's besides the point.

According to Peel Regional Police, the driver was caught around Humber West Parkway and Queen Street in Brampton, traveling at **116 mph** (186 km/h). The speed limit in that area is apparently 37 mph (60 km/h), which means the C8 Stingray was more than tripling the speed limit.

The post goes on to say that the driver was hit with a **stunt driving charge** and **30-day license suspension**. In addition, the blue C8 was **impounded for 14 days**.

Police posted photos showing the C8 Stingray loaded onto a flatbed, as well as a laser gun readout showing a recorded speed of 186 km/h.

A stunt driving charge is considered in instances where the offender is caught traveling 25 mph (40 km/h) or more over the speed limit on roads with a speed limit of less than 50 mph (80 km/h). Any drivers caught traveling at 93 mph (150 km/h) or above is also subject to a stunt driving charge. Penalties include six demerit points on the driver's license, hefty fines up to **\$7,283 US** (\$10,000 Canadian at current exchange rates), and possible jail time up to six months, not to mention a mandatory driver improvement course.

Naturally, the driver's father likely has his own list of penalties, as well.

The C8 offers mid-engine thrills and exciting V8 performance, but underneath all that go-fast fun, the new Vette is also surprisingly safe. Evidence of that safety was made readily apparent after a recent accident in Thornton, Colorado left a **Silverado parked directly on top of an unfortunate C8**,

but luckily, no one inside the C8 was hurt, despite the full weight of the pickup resting on top of car.

Images of



the accident's aftermath were published to social media by the Thornton Fire Department.

According to the post, the accident occurred near the intersection of 168th and Colorado Boulevard in late September. Although the manner in which the accident occurred was not stated, it certainly looks like a head-on collision caused the high-riding Silverado to climb over the top of the low-slung C8, wedging the orange C8 underneath the Silverado and resting the pickup's weight directly on the A-pillars and over the top of the roof structure.

According to the fire department, there were no injuries and no one was transported to the hospital, which is somewhat remarkable given the dramatic aftermath pictured in these photos.

In an interview, Corvette Chief Engineer Tadge Juechter explained why the C8 does not need additional rollover protection (*such as with a deployable bar*):

"We designed the windshield pillars to hold 2.25 times the weight of the entire car," Juechter told GMA. "So you can turn the car upside down, and you can put another car on top of that, and still have room to spare. So it's essentially a super strong roll bar."

Apparently, the pillars can hold a Chevy Silverado, as well—*Assorted sources* 🚒





## Ugly Cars: The All-Time Definitive List of Eye-Busting Design

Design is a fundamental part of vehicle engineering: A good-looking car can send the human spirit soaring. The cars you are about to see are those that sent us soaring...specifically to the nearest bathroom so we could lose our lunch. Prepare yourselves for visual horror as we present, in chronological order, an unrivaled selection of ugly cars (*Thanks to Motor Trend magazine, <https://www.motortrend.com/features/ugly-cars>*)

1. **1932 Stout Scarab:** The Stout Scarab is believed to be the world's first minivan, possibly the world's first aluminum unibody, and definitely the world's first truly ugly car. The Scarab's oddball shape comes courtesy of a rear-mounted Ford V8 and a wide body that lacked then-de-rigueur running boards—notable innovations, but no excuse for the Scarab's ridiculous flattened face. The fact that it was named for an Egyptian dung beetle certainly didn't broaden the car's appeal, and it's no surprise to learn that only nine were ever built.
2. **1946 Crosley CC:** Crosley's miniature cars proved popular during the gas rationing of World War II, and when peace resumed Crosley was ready with a new car called the CC. It was one of the first production cars to use a slab-sided design without running boards, and one look makes you wonder how the trend ever caught on. With its squashed visage and under-sized wheels, the Crosley looked more like a toy than a car. Under the toilet-seat-cover hood sat a new stamped-steel overhead camshaft engine which proved to be every bit as troublesome as its container was ugly. Fortunately, post-war prosperity meant that most Americans didn't need to buy cars that weren't as stingy as the Crosley CC—or as ugly.
3. **1951 Allard P2 Safari:** There are a few things in life we simply cannot wrap our heads around, and the P2 Safari is one of them: Who thought it was a good idea to graft the front of a sports car onto the back of a woody wagon? British automaker Allard did, and the results are every bit as revolting as one might expect. Production estimates for this Ford-powered eyesore range between 10 and 13, some five of which are known to exist. We imagine the rest were destroyed by mobs with torches and pitchforks.
4. **1958 Ford Thunderbird:** The year 1958 was a bad one for styling at FoMoCo, and the Thunderbird is possibly the most aggrieved victim. Ford's original 1955 Thunderbird was a design icon, a cleanly-styled two-seat roadster refreshingly free of chrome gee-gaws. Ford put a hard stop to that with the '58 T-bird, an over-sized, over-adorned, four-seat schlockmobile that practically dripped with 1950s excess. Sales soared, which only proves that tastelessness knows no temporal bounds. Fortunately, sanity was restored with the elegant lines of the third- and fourth-gen Thunderbirds, which were truly beautiful cars.
5. **1958 Lincoln Continental:** With its canted headlights, near-vertical body sides, and the ridiculous concave treatment given to the front fenders, the 1958 Lincoln gave the impression of taking up as much space as possible for no good reason at all, and it managed the dubious feat of being considered hideous even by the questionable aesthetic standards of the time. If you really want a laugh, check out this short video comparing Lincoln's styling to the '58 Cadillac, which is itself no prize. (*We love the disdain in the announcer's voice every time he talks about the Caddy*). Lincoln tweaked the styling in 1959 and '60, managing the seemingly impossible task of making it slightly worse each year. As with the '58 Thunderbird, there was a happy ending: The 1961 Lincoln that eventually replaced this monstrosity was one of the prettiest cars the division ever made.
6. **1958 Subaru 360:** The Subaru 360 (*check out the test drive!*) was built to meet strict Japanese kei car standards that lim-

(Continued on page 11)



**30th Annual**



# Mid-Atlantic NNL

**Door  
Prizes**

**May 11, 2024**

**Theme #1**

**Vendors**

[www.mamasboyz.org](http://www.mamasboyz.org)

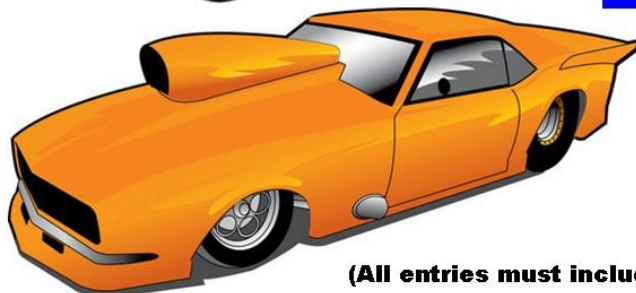
## Longroofs

(a.k.a. car-based station wagons, woodies and sedan deliveries!)



**Theme #2**

## “Drag & Drive”



(All entries must include:  
head/taillights, wipers, treaded tires, mufflers and  
trailers—a.k.a. “street legal” drag cars)

**Level Volunteer Fire Company**

**3633 Level Village Rd**

**Havre De Grace, MD 21078**

**Vendor/Show Info—Contact Dave Toups**

**E-mail: [davetoups351@gmail.com](mailto:davetoups351@gmail.com)**

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



## Gov't (cont'd)

(Continued from page 6)

ming the body control module to address this issue, which should take them under an hour to perform.

- ♦ An **unknown number** of **2021 Chevy Tahoe Police Vehicles (PPV)** whose emergency flashers may not be enabled. The vehicles are equipped with the Sales Package—Police Vehicle (*SEO code 9C1*), which Chevy classifies as a fleet vehicle option with a Special Equipment Options code rather than a passenger vehicle RPO code.

Affected vehicles will have non-functional emergency light flashers.

Once involvement in the service bulletin is confirmed, the fix consists of reprogramming two modules—the Body Control and the Lighting Control Modules must be reprogrammed with the correct calibration to make the emergency light flashers properly functional again.

This process takes about 48 minutes to complete on average. Reprogramming of the module software is the only step required. No physical

parts are needed to complete the repair.

It should be applied both to Police Vehicle units cur-

rently in dealership inventory and to vehicles that are brought back to the dealer for any reason, such as servicing or repair.

A new study by [iSeeCars](#), based on data collected from more than 1.1 million vehicle sales, found that the **Cadillac Escalade** and **XT5** are the **worst vehicles in their respective segments** when it comes to holding their value over a five-year period. The analysis notes that, generally speaking, vehicles in the luxury segment were among the worst with regard to holding value. That said, overall five-year depreciation has improved across multiple auto segments compared to 2019.

The sales were recorded between November of 2022 and October of 2023 calendar years and used to determine average five-year depreciation rates.

In the list of the top 25 vehicles with the highest five-year depreciation rates, the extended-length **Cadillac**



**Escalade ESV** was ranked **fifth**, losing on average 58.5 percent of its value, or \$63,885. The standard-length **Cadillac Escalade** was **twelfth** on the list, losing on average of 56.5 percent of its value, or \$59,093. The top models in the list were the **Maserati Quattroporte** (64.5 percent, \$90,588), the **BMW 7 Series** (61.8 percent, \$72,444), and the **Maserati Ghibli** (61.3 percent, \$58,623).

Meanwhile, the **Cadillac XT5** topped the list of the top five small SUVs with the highest five-year depreciation rate, losing an average of 53.9 percent of its value during the given time period. The average small SUV depreciation rate was recorded at 38 percent. Second on the list was the **Alfa Romeo Stelvio** at 52.3 percent, followed by the **Jaguar F-Pace** at 51.8 percent, the **Audi Q5** at 51.6 percent, and the **Audi SQ5** at 50.2 percent—Assorted sources





## Ugly (cont'd)

(Continued from page 8)

ited its dimensions and engine size. We can't find anything in the regulations dictating that kei cars must be excruciating to look at, but to be fair, our Japanese is a bit rusty. Few kei cars of the late '50s and early '60s are lookers, but the 360 is one of the homliest ever made, looking rather like a rare form of sea life plagued by multiple congenital deformities. When Subaru began importing the car to the US in '68—its styling unchanged—it ran commercials that called the 360 “cheap and ugly.” (*Seriously—watch for yourself*). Truth in advertising is always nice to see, even if the Subaru 360 isn't.

7. **1961 Citroen Ami 6:** We expect weird designs from France, but the Ami (“friend”) might be a step too far. The Ami 6 was the first car to use headlights that weren't round, and we can kind-of dig the wavy front-end treatment. The reverse-raked rear window certainly wasn't unique to Cit-

roen; Mercury, Lincoln, and the Ford Anglia used it as well—but combined with the angled B-pillar, the Ami looks as if its entire greenhouse is being blown back in a stiff breeze. Even the French considered the Ami to be an enemy: 1962 the Ami 6 was outsold two-to-one by the ancient 2CV on which it was based.

8. **1965 Rambler/AMC Marlin:** Many people dismiss the Marlin as a badly-executed rip-off of the fastback Dodge Charger; the truth is that the Marlin beat the Charger to market by a year, but while the Charger got the proportions right, American Motors' Marlin got them regrettably wrong. What's remarkable about the Marlin is not just that it's ugly, but that it's ugly from every angle. There is simply no viewpoint from which this car looks good. Sales of the fastback Charger were bad, but Marlin sales were even worse.
9. **1968 Lombardi Grand Prix:** The idea that the Italians could come up with a poorly-proportioned pig like the

Lombardi Grand Prix still blows our minds, but it's true: This dumpy little number really does come from the same country that gave us Battista Farina, Giorgetto Giugiaro, and Gina Lollobri-

gida. Called the Grand Prix—we think Booby Prix is a more suitable moniker—this (*alleged*) sports car was (*under*)powered by a rear-mounted 843-cc 47-hp Fiat engine. Abarth built a version called the 1300 Scorpione, and while the company did nothing to alleviate its dreadful looks, it did double the horsepower, enabling the car to evacuate itself from our field of vision that much quicker—and for that we are thankful.

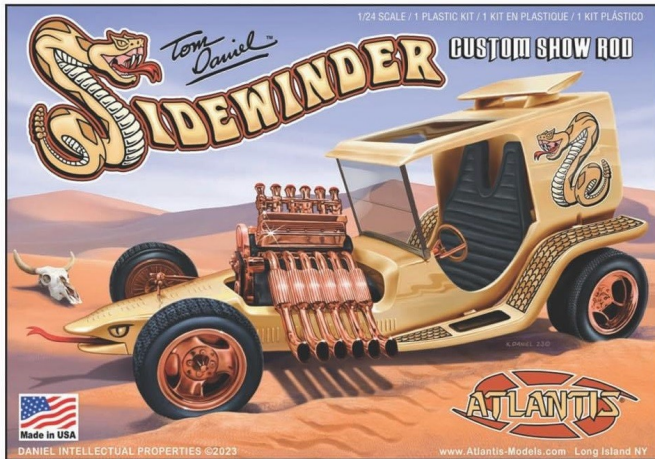
10. **1970 Marcos Mantis M70:** If we had to nominate one vehicle as the ugliest car in the world, it would have to be the visual crime scene you see here. Few of Marcos Engineering's cars are particularly attractive, but the Mantis achieves a level of hideousness rarely seen on four wheels. Everything about this car is wrong, from the lumpy lines to the poor proportions to the disconcerting details. We can't even accuse the designers of being blind, because you can practically smell how ugly the Mantis is. Amazingly, Marcos managed to sell 32 of these monstrosities in a two-year period. We're pretty sure the sales contracts include the phrase “Buy this car or we send the photos to the media.” Had enough? But wait—there's more!! Watch for part two in a future issue—*Assorted sources* 🍷



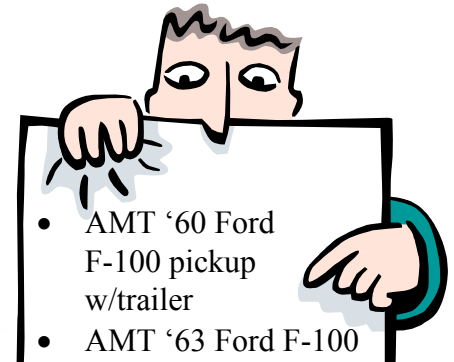
Car Picture World.com





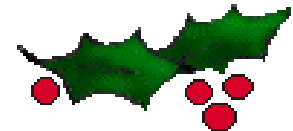


## Ron's Rant



- AMT '60 Ford F-100 pickup w/trailer
- AMT '63 Ford F-100 pickup w/camper
- AMT '64 Galaxie Mod Stocker
- AMT '66 Dodge L-700 truck w/trailer
- AMT "USPS" '70 Challenger
- AMT '70 "Mach Won" Mustang f/c
- AMT '71 Demon
- AMT Ford Louisville "Morton Salt" short hauler
- Atlantis Tom Daniel "Sidewinder"
- MPC '86 Shelby Charger 🏎️

(1/25th, unless noted)



## Intro (cont'd)

(Continued from page 1)

**Jim, Maness, Rich Meany, Mark Parkhurst, Lyle Willits, yours truly, Historic Racing Miniatures (Brad), Replicas & Miniatures Co. of MD (Norman), and Ron Shirey.** Thanks guys—we appreciate it—Tim 🏎️





This month's "reserved parking" was well attended, with what seemed to be "Winter projects."

MAMA's Boy **Mal Douglas** returned with a recent purchase—an *in-progress* '64 *Tempest convertible*.

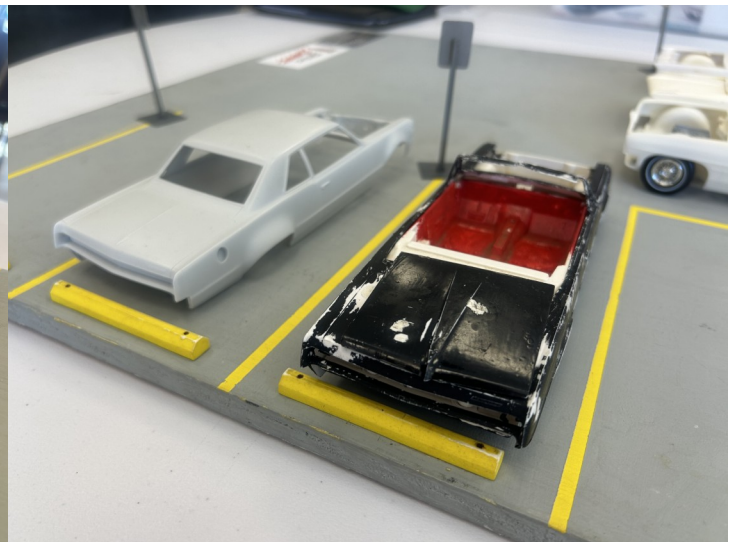
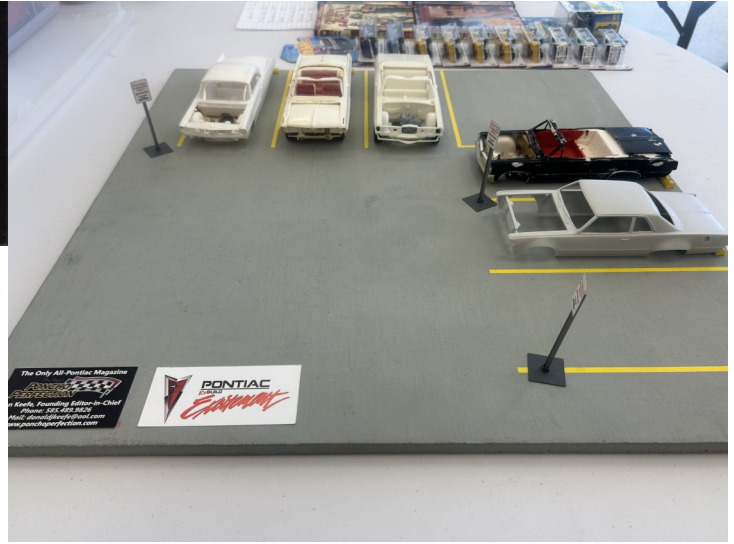
My seemingly endless "**Big Muscle**" '70 *Bonnie convertible project* returned yet again to show that there *IS* actual progress, just very minor right now!

I also added two recent purchases—an un-built '63 *Bonneville hardtop*, and a '62 *Bonnie convertible*.

These were joined by a resin '64 *Tempest road racer* from Scale Motorsports (*IIRC*).

Here's hoping that you all will keep bringin' 'em and

showin' 'em! '**PoP**' (*Pontiacs on Parade!*) *Sickle* signin' off! And don't forget—MAMA may not need all these Ponchos, but I'm diggin' 'em—thanks!!—*Tim* 🍷





This is the newsletter of the  
Maryland Automotive Modelers  
Association

**Chapter Contact:**

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15905 Ark Court  
Bowie, Maryland 20716  
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Email: [gtoGuy@verizon.net](mailto:gtoGuy@verizon.net)

**MAMAs BoyZ do it in scale!**

## Show (cont'd)

(Continued from page 4)

- ♦ Signs and background display sourced from the Internet and photo prints top off this "throwback" display!

As always, great job, Irv. I can't wait to see what's next—Tim 🍷



## Websites

**Central PA Model Car Club:**

<https://www.cpmcc.org>

**LIARS Model Car Club:**

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

**NNL East:**

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

**Carlisle Events:**

<https://www.carlisleevents.com>

**East Coast Indoor Nationals:**

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

**Online Event Calendar:**

[www.NortheastWheelsEvents.com](http://www.NortheastWheelsEvents.com)

## Classifieds

### FOR SALE:

All new, still shrink-wrapped, \$15.00 each:  
AMT '51 Bel Air convertible  
Revell SnapTite '57 Chevy  
AMT '57 Chrysler 300-C  
AMT '58 Plymouth Belvedere  
AMT '62 Thunderbird  
AMT "USA-1" '63 Corvette  
AMT '65 2+2 Catalina  
AMT '68 Shelby GT500  
AMT '75 Gremlin X  
AMT '90 Corvette  
AMT '95 Stealth R/T Turbo  
AMT Stealth Indy 500 Pace car  
AMT VW Scirocco  
Lindberg '29 Mercedes SSK  
Lindberg '31 Bugatti Royale Victoria  
Lindberg '34 Ford Pickup  
Lindberg '97 Ford F150 Flareside  
Monogram Fink Speedwagon  
Monogram Goodwrench Monte Carlo  
Monogram Mac Tools T-Bird  
Revell '65 Shelby GT350H

Revell '68 VW Beetle

Revell '71 Cuda

Revell Porsche 911 Targa

Revell Jaguar XKH

Revell Enzo Ferrari

Revell Super America Ferrari

Revell 2 'n 1 Caddy Escalade

Revell/Monogram Cheerios Taurus

Revell/Monogram Vette Agin

Contact Ron Shirey at 717-495-

5377, or [shirey007@comcast.net](mailto:shirey007@comcast.net)

**WANTED:** Unbuilt/rebuildable Tempests, GTOs (*esp. '70 and '71 MPC hardtops and convertibles, in particular*), Catalinas/Bonnevilles/Grand Prix (*esp. '66 MPC or Hasegawa*), '67-'00 Firebirds, 1/8th scale Monogram '79 T/A, Red Baron and empty **Pontiac kit boxes**. Contact me at [gtoGuy@verizon.net](mailto:gtoGuy@verizon.net), or see me at a meeting. Thanks! (Tim Sickle) 🍷



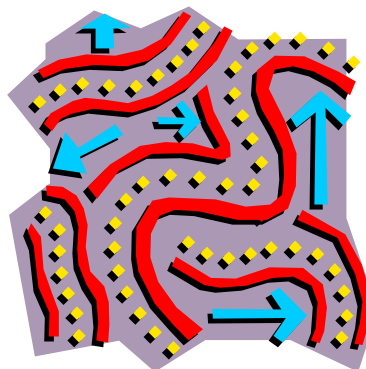
Were on the web!

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

## Directions

**From MD Route 29, I-95, MD Route 1, or I-295:** Take MD Route-100 East, then take exit 10-B for MD-713 North (*New Ridge Road*). Turn left onto Ridge Road, then left onto Hanover Road.

**From I-97 or MD Route-2:** Take



MD Route-100 West, then take exit 10 for MD-713 North (*New Ridge Road*). Turn left onto Ridge Road, then left onto Hanover Road.

Free parking is available, and the building is handicap accessible. 🍷

## Club Contact Info

**President:** Tim Powers, [partsbox@broadstripe.net](mailto:partsbox@broadstripe.net)

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