



MAMA SEZ!

Volume 24, Issue 5

January, 2012



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

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2011 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 15th
- 🔊 February 19th
- 🔊 March 19th
- 🔊 April 23rd (4th Sat!)
- 🔊 May 21st
- 🔊 June 18th
- 🔊 July 16th
- 🔊 August 20th
- 🔊 September 17th
- 🔊 October 15th
- 🔊 November 19th
- 🔊 December 17th



Inclment weather phone number: (301) 474-5255. 📞

Barrett-Jackson Insanity Time!

The December meeting—what can I say? **WoW!** Not only a great member turnout, but also the food! If you went away hungry, then you need help (*Ha! Ha!*). **Thanks to everyone who helped out with food or cleanup!**

This month, **Rich Wilson** 'gets small' with his review of the *1/32nd scale Airfix Jag XKR9*

and *Aston Martin DBR9*, while yours truly checks out the *Revell '78 Firebird reissue* (*surprised?!).* **Thanks, Rich!**

Speakin' of Pontiacs, thanks to everyone who continues to display their pint-sized Pontiac Power.

The raffle raised **\$85.00**, while the door kicked in an additional **\$181.00**, while sales of

special edition MAMA stickers donated by Jeff Young netted **\$155.00**—**Thanks, Jeff! Tanks a bunch, guys!** Thanks to the raffle donors: **Brad, Ron Bradley, Steve M. Buter, Gary Frazee, Jerry Frazier, Dave Fuller, Matt Guilfoyle, Ron Hamilton, Steve Scott, Rex Turner, and Replicas & Miniatures Co. of MD.** 📺

Best Hot Wheels Track—EVER!!

<http://www.dailymail.co.uk/news/article-2084425/Miniature-racetrack-sculpture-inspired-cult-film-Metropolis-takes-artist-4-years-make.html#ixzz1jCfFDAXI>
(WITH VIDEO!!) 📺



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.

Jaguar XKR GT3 & Aston-Martin DBR9

[Airfix 1/32nd scale; 53 pieces & 52 pieces respectively]

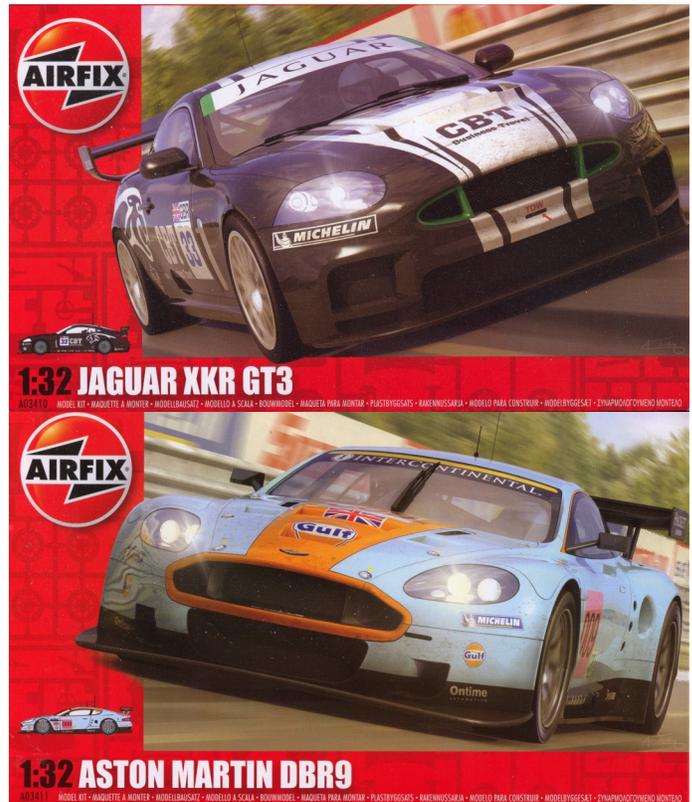
Yeah, yeah, I know—it's the wrong scale; you don't build this scale. And Airfix kits of the past have been marginal at best in scale fidelity. Well, you can blame this review on two of our most prominent 'alternative scale' modelers whose names I won't mention (*Br. and N - I didn't say anything about initials though!*). Both these kits are very well done and deserve a closer look. The parts count is low because they don't have engines.

In the past, Airfix automotive kits have been lucky to have like maybe a dozen parts, and then needed a great deal of work to build. The English have always been slow to embrace the future in anything, but these, to a large extent, change that.

Interior: Really the star of this kit, in that it's very detailed. It is platform style, but there are no sides since this is pure racecar, so it's probably more realistic without them. There is a six-piece roll cage that's in scale and very detailed. A modern style shifter with linkage mounts on the tunnel and a racing seat as good or better than any I've seen in 1/25th scale. It has seatbelt/shoulder harness detail cast to it, but I think an improvement would be in order. The interior floor has lots of detail cast into it that will need detail painting. The dash has a decal for the electronic gauge cluster and a 'center stack' of switches and knobs to attach, not to mention the steering wheel that has the proper

flat bottom. There are two decals for the seat. There are paint callouts, but they are very basic and in Humbrol code. They are represented on the decal placement card though. If anyone needs to decode Humbrol colors, let me know, as I have a color chart and could print them a copy.

Chassis: Like so many of the extreme high-end super cars of today, it's all bellypan, and in this kit there are no frame rails. For that matter, there is no suspension to speak of, other than a lower A-arm that glues to the chassis, to which a disc brake/caliper assembly attaches, and the tire/wheel to that. The tires won't turn—that's Airfix for ya, and the wheels are cast to the tires. But such as they are, they aren't bad; they'll just take a little extra effort to paint. If it wasn't obvious, the tires are plastic, **BUT** they are the same diameter on both sides which is a victory in itself. There is a flat ring that closes the back of the tire. I'm sure if you glue them together with a strong liquid glue, like tenax, and then work the seam with a sanding board, they should look great. They're a little too square edged anyway and there's no lettering either. The



wheels are cast open and very true to scale; the brake rotors that I believe would be carbon ceramic should be visible through the spokes. There are separate wheel houses for each corner and there are two exhaust tips that mount to the rear of the chassis that are drilled out, but it wouldn't hurt to replace them with polished aluminum tubing, either. Virtually all of the fastest racing cars have diffusers and this model has one cast to the chassis.

Body: While most of the parts are gray plastic, the one-piece body is white and cast very crisp and thin as well. The body shape is spot on and makes this a must have kit if you are a fan of the FIAs' GT3 championship racing. The windows are equally well

(Continued on page 11)

'78 Firebird

[Revell #85-4927; 106 pieces; white, chrome, clear, vinyl tires, and decals]

This one traces its' roots back to the *Warbird Trans Am*, a 3 'n 1 version of this kit from the 1985 time frame, and before that, to the stock single version kit from 1978-79. Sadly, in both of the earlier kits, the 'Trans Am' markings were included, while they are notably absent from the current kit—a victim of the current 'corporate greed' rampant today, no doubt.

Engine: The stock 400 cubic inch V-8 offers a good representation of the original. Mated to a four-speed, it features the longitudinal seam we are used to.

Chrome valve covers top off the engine, along with the trademark shaker hood scoop. The optional engine parts for the drag version include a seven-piece tunnel ram intake setup that is completely chrome, so, some work here to tone down this unit is a good idea. Strangely enough, it exhales through the stock, cast iron exhaust manifolds—go figure!

Chassis: The chassis is a simple, flat unit, with separate, one-piece rear end and exhaust molded together. Two shocks add a bit to the rear end detail level. The driveshaft is separate, and is molded with the upper half of the rear end pumpkin. The front inner fenderwells are molded to the body, so, some masking and painting to get a close approximation of the standard GM 60% gloss will be necessary. Add to this a simplified one-piece front suspension, and that's about it chassis-

wise. Oh, and let's not forget the twin turned down exhaust tips at the rear, either.

Wheels/

Tires: There is actually

THREE sets of rims included in this kit. A set of four Goodyear GT

Radials (*sans ANY sidewall lettering whatsoever*) mount the stock WS6 15" x 8" snowflake aluminum rims. The second set of rims are Centerline-style rims of equal size to be used on the SCCA Solo racer. Finally, the third set of rims are also Centerline-style rims, but this time, two of the rims have a deeper offset, to mount the no-name slicks.

Body: The body prominently features the T-tops pioneered by Pontiac (*originally by Hurst, then by Fisher Body*) on the T/A. These are separate, clear pieces. All wheelwell flares are molded in place, but lack depth. Front and rear bumpers, grilles, and taillights are included, as are separate outside mirrors. It also includes two hoods—one for the stock shaker, the other clearance a bit more for the tunnel ram setup. Another nice option is the CB radio antenna – thanks, Revell.

Interior: A tub-style interior mounts two two-piece bucket seats, a dashboard, Formula steering wheel, and, ironically, an automatic shifter! Won't work too well with the 4-speed mated to the rear of the engine!



A nice touch are the separate armrests for the door panel, not to mention the optional CB radio, radar detector, fire extinguisher, and roll bar.

Glass: Front and rear windows, T-tops, and headlight lenses are included. Also included are two clear covers for the twin Pontiac split grilles. The instructions depict a black band being painted along the base of the windshield, but there is no marking on the kit part to aid in this exercise.

Decals: The decals seem to offer up quite a bit, while at the same time, not quite enough to build a replica stock Trans Am. Included are two screaming eagle hood birds, one in the ubiquitous gold and black, and the other in an orange and black scheme, thereby allowing 'Birds to be built in colors other than black (*and take my word for it, they were!*). Sadly, as mentioned earlier, any 'Trans Am' lettering you might expect to see is MIA, likely due in large part to the deal that Pontiac had with the SCCA. Ironically, there are decals included to create a Solo

(Continued on page 11)

'Government Motors'

Ever heard of the *Chevy Stretch?! It's an electrified two-seat urban mobility vehicle and is meant to navigate congested streets of places like Mexico City in 2046. It looks sporty, can be expanded to seat four—hence the name—and was designed to be fun to drive.*

'GMC' execs have no plans to make the car, because until now, *they've probably never heard of it.*

That's because it's not even a concept, merely the creation of the imaginative mind of a young designer, whose sketch captured first place in the *Michelin Design Competition* for the *College for Creative Studies*. The contest features entries from aspiring, soon-to-graduate students, and is in its 23rd year.

Taylor Langhals, 22, of Sylvania, Ohio, penned Stretch, which earned him a \$1,250 prize. His creation was one of the more realistic of the entries, and he said it showcased his passion for cars.

Clad in a black shirt, silver tie and dark beard, he already looked the part of a designer, and he added a few stylistic flourishes to set the Stretch apart, including



wheels that extend at speed from five to 10 spokes (?!).

The judges were comprised of an A-list panel of designers from the car world: 'GMC' designer Bob Boniface, Peter Davis from Tata, Joe Dehner (*Chrysler*) and David Hall (*Michelin*).

Boniface, a CCS alumni and designer of the Chevy Volt, won the competition 20 years ago, and said it's refreshing to come back and view future ideas for design.

The winners will display their sketches this month at the Detroit auto show. The ceremony was held on the building that once was the base of 'GMC' design, and the site of style pioneer Harley Earl's office. The facility has been renovated and is now home to the A. Alfred Taubman Center for Design Education at CCS. *Wonder what he was smokin'?!*

'GMC' is recalling **15,627 2011-12 Chevrolet Captiva crossovers** because the power steering fluid could overheat under certain conditions, leading to an engine compartment fire.

The recall includes 3,150 vehicles sold to rental car fleets in the US. No fires have been reported in the US,



where it is available only for fleet sale. It is built in Ramos Arizpe, Mexico.

'GMC' spokesman Alan Adler said if it is inadvertently driven with the transmission in manual mode and left in first gear for a

prolonged period, the vehicle's power steering fluid may over-heat. This could cause the fluid reservoir to leak and start a fire if an

ignition source is present, the company said.

Dealers will replace the power steering fluid loop cooler with a more efficient cooler at no cost.

To no one's great surprise, **Saab** filed for bankruptcy receivership in Sweden last month, giving up on its scramble for a Chinese rescue after 'GMC' again said it would not sign off on needed technology transfers to new Chinese owners, Saab owner Swedish Automobile said.

Swedish Automobile (*formerly Spyker Cars*) has been working on a deal since June for a rescue by Chinese carmaker Youngman Lotus and distributor Pang Da Automotive in exchange

(Continued on page 5)

'Gov't' (contd)

(Continued from page 4)

for majority control. It has been operating since September under a court-protected attempt to reorganize and was continuing to try to devise a structure for the deal that would meet 'GMC's' objections.

'GMC' sold Saab in '10, but still holds preferred shares and owns much of the technology underlying Saab's current models. It has balked at licensing that technology to owners in China, where 'GMC' does substantial business with Chinese partner SAIC, saying it would not be in the interest of 'GMC' shareholders (*which still include the US Treasury, i.e. you and me!!*). **'GMC' does it again!**

'GMC' will add a structural reinforcement and devices to prevent overfilling of the battery cooling system in the *Chevy Volt* to **prevent the possibility of a fire after a side crash.**

The changes come seven months after a Volt caught fire three weeks after being crash-tested by the National Highway Traffic Safety Administration. The agency in November opened a defect investigation into the Volt because of the fire.

'GMC' recently said it will fix about 8,000 Volts now in customers' hands, along with about 4,400 cars that are on dealers' lots or in transit. Repair parts are expected to be available at dealerships in February.

Dealers will need up to three hours to make the fix, 'GMC' North America president Mark

MALLARD FILLMORE/Bruce Tinsley



Reuss said recently in a teleconference with media members. But Volt owners will be encouraged to leave their car with the dealer for the day and will be given a loaner car, Reuss said.

The changes will be added to the Volt production line in Detroit. The plant has been idle for the past few weeks as part of 'GMC's' holiday shutdown.

'GMC' said the fix will also be applied to Volts that have been exported and to the Opel Ampera, which is a rebadged and restyled version of the Volt for Europe.

The program is a customer-satisfaction effort, not a government-mandated recall, 'GMC' said. NHTSA has not said whether the effort will prompt it to close the Volt investigation.

'GMC' product chief Mary Barra, during a recent media teleconference, explained details of the cause of the Volt fire:

When the Volt was subjected to a side-impact crash-test, a minor intrusion into the side of the battery pack created an internal coolant leak. 'GMC' estimates about one-quarter cup of coolant leaked.

NHTSA then subjected the crashed Volt to a rollover test. The test slowly rolled the car for five minutes. When it was inverted during the test more coolant leaked—about 1 quart, 'GMC'



said. The coolant spilled onto electrical contacts on a circuit board on the top of the battery pack. It was that connection between contacts on the circuit board, along with not discharging the battery pack after the crash test, which led to the fire.

Barra said the structural reinforcement being added to the Volt will more evenly distribute crash forces in a side impact, which will help prevent the intrusion into the battery pack.

Changes to the battery cooling system are the addition of a sensor in the coolant reservoir and a tamper-resistant bracket to prevent the system from being overfilled. 🚗



A full-size surfboard on a *Spark* 'woodie'?! More like a **BOOGIE board!** Thanks to Ron Bradley!

This 'n That

Ferrari Mecca? “The Origins of the Myth” is the first exhibition scheduled for display when the **Museo Casa Enzo Ferrari** opens to the public on March 10th. The museum complex is dedicated to **Enzo Ferrari** and motorsport in Ferrari’s hometown of Modena, Italy. But celebrations in Modena will begin nearly a month earlier, marking the birth of the great car builder on Feb. 18th. Ferrari was born in 1898 and died in 1988. The museum started from the restoration of the house in which Enzo Ferrari was born in Modena, and that has preserved through the years to both the living quarters and the workshop. To this was added a new building in the form of the now famous yellow aluminum “bonnet” whose color is the symbol of the city of Modena and the color chosen by Enzo Ferrari as the background to the Prancing Horse, the trademark of the company that bears his name. The museum is located close to the historic city center of Modena and the Maserati plant, in the area outside the city walls that was the first in Modena to be developed and where, close to the railway, the first large industrial complexes

were built. The museum has 54,000 square feet of floor space including a teaching room with a digital archive, a conference room, a projection room, a shop and a coffee shop. Total cost for the project is **in excess of \$23 million**. The museum will be open 363 days a year. The founding bodies and sponsors of the **Fondazione Casa di Enzo Ferrari** are the Modena City Council, the Provincial Administration of Modena, the Modena Chamber of Commerce, Ferrari S.p.A. and the Italian Automobile Club... **Rent a Lambo!** For those who adore exotic sports cars but want to avoid the staggering depreciation, high maintenance costs and laughable insurance premiums required for ownership, there is a solution—exotic-car rental. At its new LA airport location, **Black & White Car Rental** recently displayed its latest acquisition, a **Lamborghini LP-700-4 Aventador** to be used in a fleet that includes **Ferrari 458s**, **Mercedes-Benzes** and even daily drivers

such as the Toyota Camry. Darvish continues, “With the cost of a new Aventador selling from anywhere between **\$50,000** and **\$75,000 OVER** sticker price (**\$387,000**), and with an **18-month**



wait, people don’t have to wait and can have this car tomorrow for a fraction of the cost.” Despite being a fraction of the

price of buying, renting the latest Lamborghini doesn’t come cheap, either. But even at **\$4,995 per day** (roughly 1 percent of total price), the Aventador apparently appeals

to enough high rollers to keep it in service. “We are looking to get a **Bugatti** soon,” Darvish said. “An overseas client of ours wants to have one for his summer in LA. I told him we have an Aventador, but he wants a Bugatti, so that’s what we’ll get him.”...**Speakin’ of**



Lambos! Didja hear about the 34-year-old Salt Lake City, UT Frito-Lay truck driver who **won the \$380,000 Lamborghini Murcielago roadster?** The Maverik convenience store chain sponsored a contest entitled “**Joe Schmo to Lambo**”. Approximately **SIX** hours after taking delivery, he **crashed it!!** He said that the damage isn’t **TOO** bad—a punctured oil pan, wheel, and a few dents—the guy, father of six kids—sez that he can’t afford to pay either the taxes or the insurance—**\$3,500 every six months**—on the car. **Wanna buy a Lambo—cheap?!? Doh!** ...**Big-Scale Pony!** **Danbury Mint** just announced a **1/12th scale ‘64 1/2 Mustang convertible!** Not only does it feature the ‘standard’ operable fea-

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T 'n T (contd)

(Continued from page 6)

tures of *opening doors, hood, and trunk, and steerable wheels*, the *center console door opens, the gearshift moves, the windows 'crank' up and down* (vent windows also pivot), *the fabric convertible top opens, the hubcap and wheel are removable to display brake and suspension detail, and finally, the headlights (high/low beams, too!), taillights, and turn signals illuminate* (via turn signal lever!). At over 15" long, featuring over 850 parts, this is one **BIG Pony!** If interested, ya better get your reservations in early. Contact 'em at **1-800-822-6133**, or www.danburymint.com. Oh, the price? It'll set you back **JUST \$499 plus \$15 shipping and service**, payable in five monthly installments of only \$102. Oh, and one more thing—it comes with a **Certificate of Authenticity** from none other than **Lee Iaccocca...** **Miller BOAT?!** Famed boat racer **Gar Wood's two-time Harmsworth Trophy-winning race boat, Miss America VIII**, was offered at Mecum's Kissimmee Auction on Jan. 28th in Kissimmee, Fla. Wood piloted the boat to the Harmsworth Trophy in 1929 and 1931, the latter event witnessed by more than 600,000 people gathered on the shores of the Detroit River to watch. The race was noted as the largest attended event in the world to that date. After being separated for



more than 70 years, Wood's favorite hull of the 10 Miss America racing boats and the two original Miller V16 engines are together again. Miss America VIII is fitted with its original one-off **Miller V16 1,113-cubic-inch-displacement engines**, specially built for the boat by the legendary Indy car and engine builder, Harry Miller, to break the World's Speed Record. Mecum says this is the most valuable wooden boat it has offered... **Dodge Dart Returns!**

(actually, half Dodge, half Alfa Romeo!). Dodge just pulled the covers off its new compact sedan, the Dart. With an official base price of **\$15,995**, it seems to be a bulls eye to the heart of the small car segment in the US. As far as styling is concerned, nobody is gonna to confuse the Dart with the **Alfa Romeo Giulietta** on which it's based. There's the expected crosshair front grille, though it's smaller and better integrated with the overall flowing design. Such im-

pressions are helped by the massaging done to Fiat's platform; the Dart is stretched in all directions compared to its Alfa-badged sibling. That enlarged platform means the Dart is rather well-endowed when it comes to interior space with a total of 97.2 cubic feet. Dodge has managed to squeeze in 35.3 inches of rear legroom, which it says is more than the mid-size Hyundai Sonata sedan. Buyers looking to customize their rides will be pleased to see **14 available interior and trim combinations**. Power will come from one of three powerplants, two of which are naturally aspirated—a 2.0-liter Tigershark inline-four producing 160 hp, and a 2.4-liter Tigershark four with 184 hp. Transmissions at launch will all have six speeds: one manual, one automatic and a dual-clutch gearbox with the turbo mill. A **nine-speed automatic** is in the works for

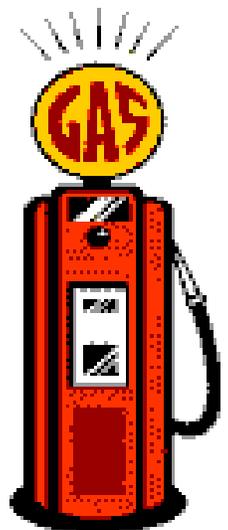
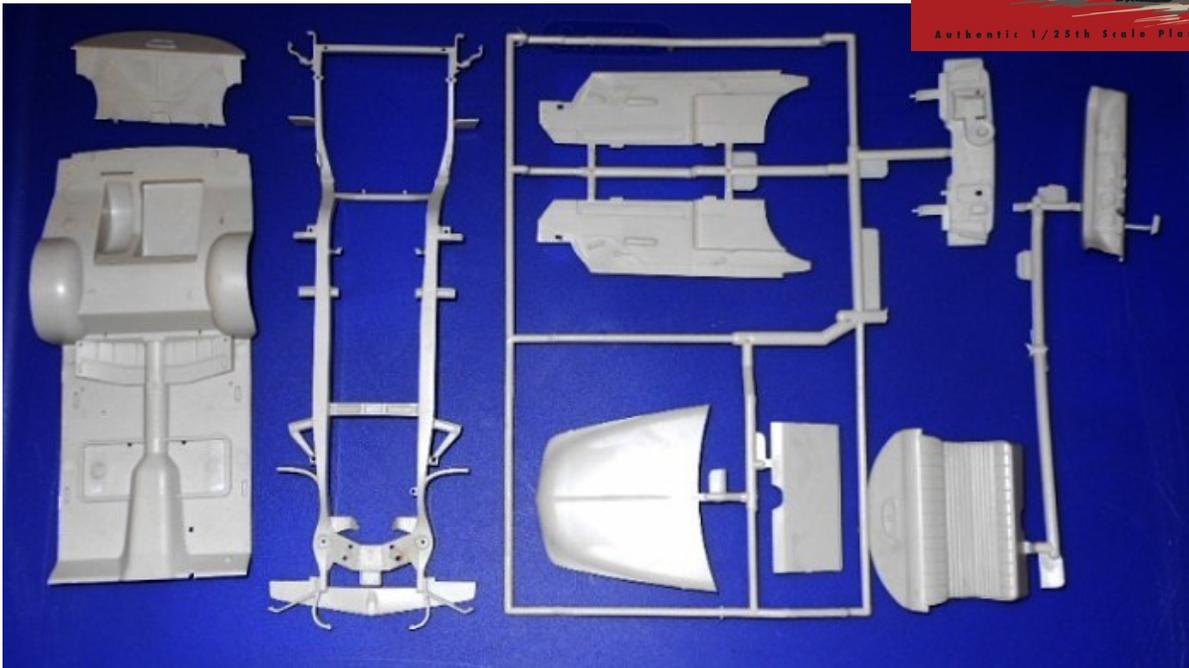
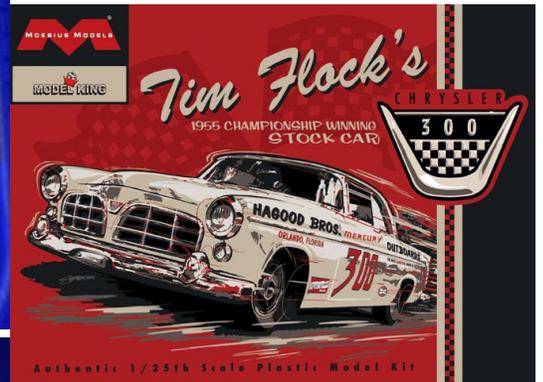
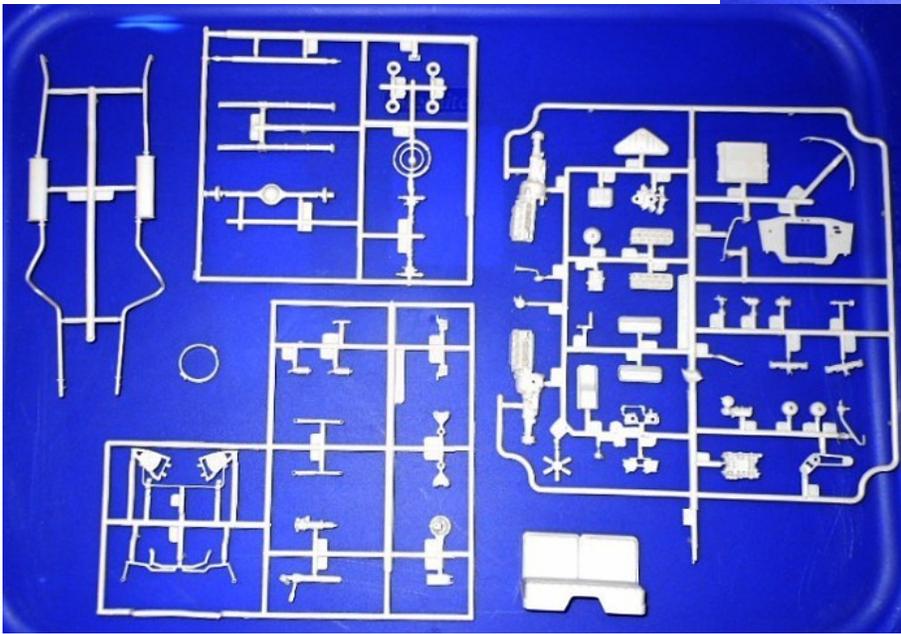
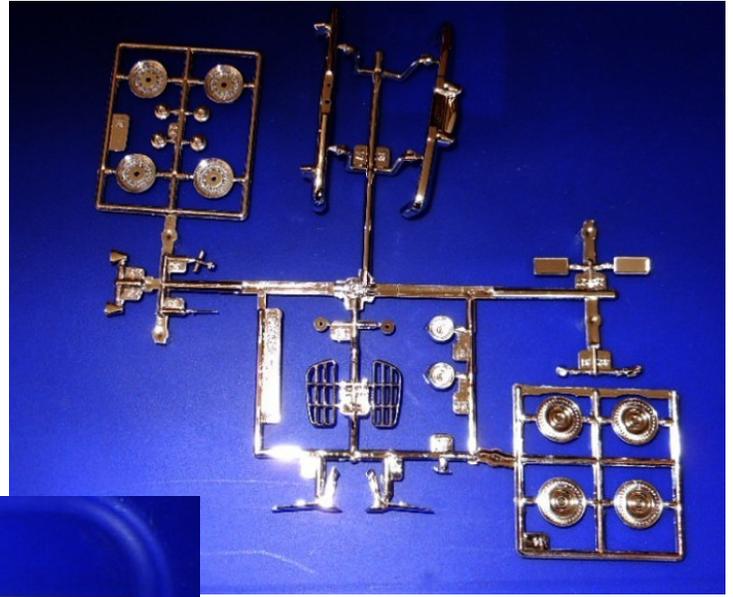


'13... **MAMA Art!** For the paltry sum of five bucks, you, too, can own this piece of adhesive-backed MAMA art to identify you as a MAMA's Boy. It was donated to the club by Jeff Young. Get 'em

while you can. **Thanks, Jeff!** (Thanks to autoweek.com, and other Internet sources for this insanity! Ya just can't make some of it up!! Thanks also to those of you in the Peanut Gallery who have helped me entertain y'all by sending stuff—I 'preciate it!) 🍌



Show 'n Tell! LOOK



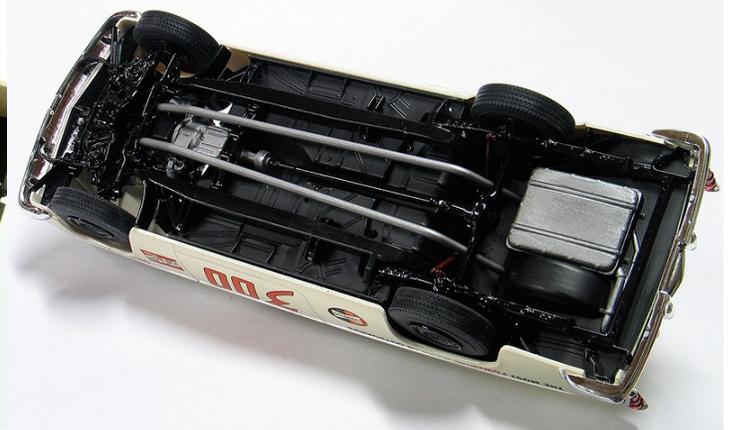
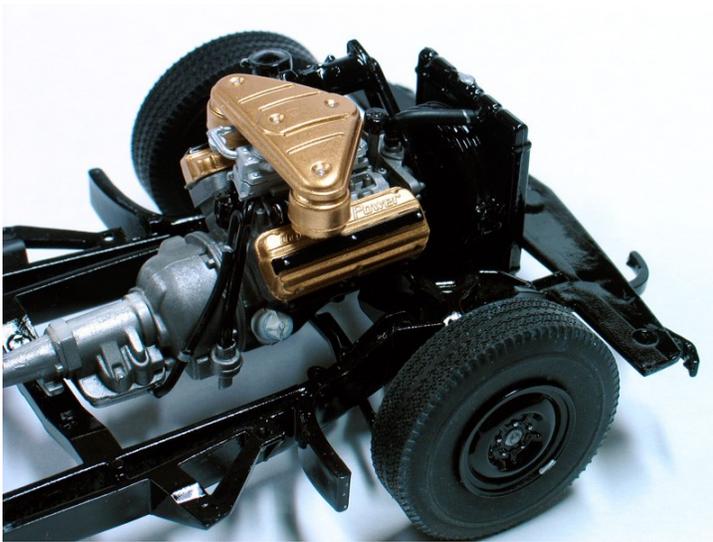
Show 'n Tell! LOOK



A few Teaser shots of the new stock Moebius 300...



...followed by the Tim Flock race version!



New Website, Old MAMA Member (!?)

Yeah, you read that headline right—another *‘Twofer!’*

Let’s start off with the website, **Right On! Replicas** (<http://www.rightonreplicas.com/blog/>).

The reason that Right On! Replicas (*RoR*) exists is to promote the scale model building hobby and its enthusiastic community of builders. Modeling projects and reviews along with positive support of the people and products that enable this pastime are what you’ll find here.

Ironically, the website came to the attention of **Tim Powers**, our illustrious website administrator by way of...are you ready for this...none other than long-time **MAMA’s Boy Marty** (AND **Stephanie!**) **Oberman!**

These communications were share with yours truly, and both Tim and I (*a.k.a. Tim²!!*) felt that

many of you might get a kick out of seein’ what Marty has been up to lately, while at the same time checking out another modeling website.

Reviews include not only recent and/or current kits, but also appear to include aftermarket as well.

A peek at the website yielded reviews on the following: *‘62 T-Bird convertible, The Munster Coach* (both from AMT), the newly reissued *‘78 Firebird, ‘66 El Camino, ‘48 Ford Custom Coupe, Lambo Diablo VT Roadster, ‘59 Impala convertible, ‘10 1/12th Shelby GT500* (all from



Revell), aftermarket **Decals by Lucas**, and something called a **Soviet Aerosan RF-8/GAZ-98 (1/35th Trumpeter)**—and this only goes back through December of last year!

Who knows? After checkin’ it out, some of you may even attempt a review or two? Stranger things have happened, y’know! **Thanks, Tim!** And thanks to you too **Marty** (and **Stephanie!**). 🍷

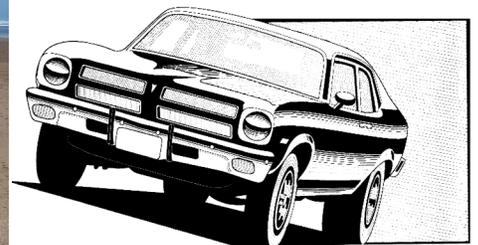
Restorable?!

Got the pix below from **MAMA’s Boy Charlie Magers** with the (*optimistic!*) statement that this one “...can be restored (!?)” It looks like it’ll just buff right out!! **Tanks, Charlie!** 🍷



Recognition!

Yipee!! According to the Nov. 11th edition of **The Washington Times** newspaper, **Hot Wheels** were enshrined in the **National Toy Hall of Fame**, in upstate New York, joining other great toys such as the **Jack-in-the-Box**, and **Mr. Potato Head**, to name just a few! 🍷



'Bird (contd)

(Continued from page 3)

race car. Beyond that, a few longitudinal stripes for the hood, roof, and trunk, wheel centers, a few sponsorship decals, yellow/orange/black stripes, and several nifty license plates—New Jersey, Pennsylvania 'FIREBIRD', 'PONTIAC,' SCCA Solo, a Firebird, and, not surprisingly, Georgia 'BAN ONE' and *rebel flag plates* to replicate the most famous black Trans Am in history—Bo 'Bandit' Darvil, of "Smokey and the Bandit" fame.

Instructions: The instruc-

tions are what we have been accustomed to receiving from Revell lately, with one notable exception: The first three pages include the paint guide and decal application instructions (*in THREE languages*), and an itemized parts breakdown (*again, in THREE languages!*). It is also somewhat ironic that the instructions refer to the cars' appearance in one of the most popular films of the decade involving a race across America, but **DO NOT NAME IT—come on!!**

Packaging: Everything is bagged for protection. An interesting addition was a piece of cardboard taped to the inside of

the bottom of the box, I believe, in an attempt to keep the parts from rattling around in the larger box.

In my humble opinion, the box art does nothing at all to entice someone to buy this kit. A black car with the gold eagle on the hood, lacking the 'Trans Am' identification, and even the engine callout on the shaker hood scoop. Nor does the gold trim around the windows help, either!

So, in closing, what we have here is a kit with the majority of the basics for a nice buildup. How much work you put into it is up to you. It is nice to see it back.

by: Tim Sickle 🇺🇸



1/32nd (contd)

(Continued from page 2)

done, thin and very clear and are in their own bag. Also included on the clear tree are the taillights and headlight covers. There are 40 decals for the various graphics needed to build this car. Airfix also included a separate, colored sheet with five views to show their placement. The wing reminds me of those that the younger set put on their "rice

burners," but is very accurate and well shaped. The side mirrors are equally well done. The body is topped off with not only windshield wipers, but an antenna, too.

The Aston-Martin kit is very similar to the Jag kit in parts count and accuracy of shapes. It's obvious that the same person or group mastered both kits. This kit represents the Gulf oil sponsored DBR9, while the Jag kit has CBT Business Travel sponsorship. The only part that I see that

is shared with the Jag kit is the seat, which would make sense if you think about it. This decal sheet has 44 well done decals.

Both of these kits are equally well done with the only parts that detract from them being the wheel and tire assemblies. At **\$17.00 apiece**, either of these kits are a good value and worth adding to your collection. They are not available from our usual plastic pusher Ron Bradley; you'll have to try The Squadron Shop.

by: Rich Wilson 🇺🇸



THE BIG SIT

FEBRUARY 25, 2012

MAINLINE HOBBIES

**Plymouth Meeting Mall
500 W Germantown Pike # 2085
Plymouth Meeting, PA.**

10:30 AM until,,,,,,,,,,,,,,,,,,,,,

AN INTERNATIONAL PLASTIC MODELERS SOCIETY SANCTIONED EVENT

IPMS Richmond Hosts the 2012 OLD DOMINION OPEN

We're back, we're hot, & we're packing heat!

February 25, 2012 8:30am-5:30pm
In Richmond International Raceway's
Henrico Hall (new building, same location)
600 E. Laburnum Avenue, Richmond VA 23222

Contest Theme: "Back to Basics"



Scale Model Show & Contest

67 Contest Categories, Including New Wood Construction Ship Models.
9 Special Awards. 144 Vendor Tables. "Make & Take" for Juniors, Great
Big Raffle, Modeling Technique Demonstrations, and More!

General Admission

Adults: \$5, Juniors (17 yrs. & under): \$2; Active Duty Military, & Scouts in uniform: Free!

Contest Registration

Adults: \$12 1st 3 entries & \$1 ea. additional, Juniors: 17 yrs. & under...Free!
Contest Registration: 9 A.M. to 12 Noon

Vendor Table Information: (\$30 1st 2 tables & \$23 ea. additional) contact Aaron Winer at: (804) 270-7898 or alw727@verizon.net; **To Sponsor Awards:** (\$25 category awards & \$40 ea. special award) contact Chazz Klanian at (804) 794-8020 or csklanian@verizon.net; **Great Big Raffle:** contact Mike Lyons at (804) 306-4517 & mlyons@richmondicezone.com

updates on ipmsrichmond.org



The **Tri-State Scale Model Car Club**

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

Presents:
THE 26th ANNUAL
NNLTM
East

*This Year's
Theme:*

**The Show
Must Go On**



Subtheme:

SHOWROOM STOCK

SATURDAY, APRIL 21st, 2012, 9:00am to 4:00pm
WAYNE PAL BUILDING, 1 PAL DRIVE, WAYNE, NJ 07470

For Show Information:

Tom Geiger (732) 687-8171 (7-10pm weekdays)

Write: NNLEast@aol.com

For the latest information, go to: www.nnleast.com



- Feb. 25th—*The Old Dominion Open*, in Richmond Int'l Raceway's Henrico Hall (see flyer on page 13).
- Feb. 25th—*The Big Sit*, at Mainline Hobbies (see flyer).

- April 21st—*26th Annual NNL East* in Wayne, NJ. Theme—*The Show Must Go On* (show rods!), with a sub-theme of *Showroom Stock*
- July 13th & 14th—*York US30 Reunion and Nostalgia Nationals* at the fairgrounds. This year, they pay tribute to,

- of all things, *Pontiac*!! Guess Nick and I better make plans now, eh?!
- May 12th - *Mid-Atlantic NNL* at the Columbian Center, in Severna Park, MD. Theme: *Indy cars—Front-, Rear-engined, and Pace cars*. Flyer forthcoming. 🇺🇸

Pontiacs on Parade!

All the really 'nice' Pontiacs musta been safely put away in their garages, so, I brought along a few older built-ups, and even managed to add a new purchase made at the December meeting!

Let's start off with the white '69 *Trans Am*, and from there we have a '72 *GTO hardtop*. The

new addition was a nice built-up of what appears to be a '78 *Trans Am* in a shade approximating *Firethorn Red* (actually, a '76 color). Nicely



built, and *VERY* affordable.

As I've said continuously—I'll bring the 'Reserved Parking' as long as interested par-

ties trot out their Pontiacs, thereby needing somewhere to park! So, c'mon—bring 'em and show 'em! **'PoP'** (*Pontiacs on Parade!*) *Sickle signing off for now! Don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!! Gotta get busy!!* 🇺🇸



The view looking South from 'Pontiac Alley'!

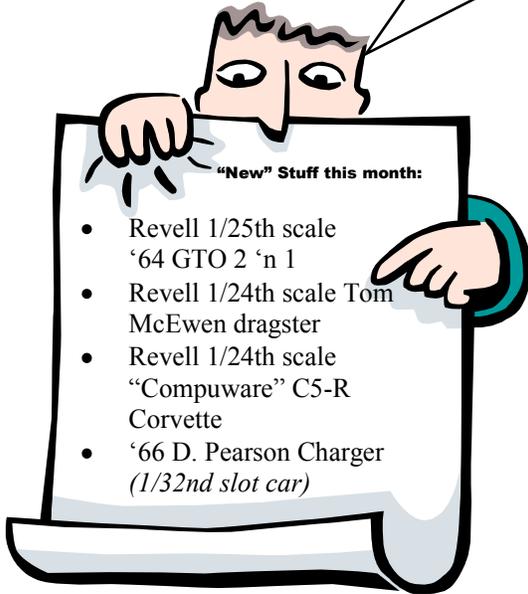


This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

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

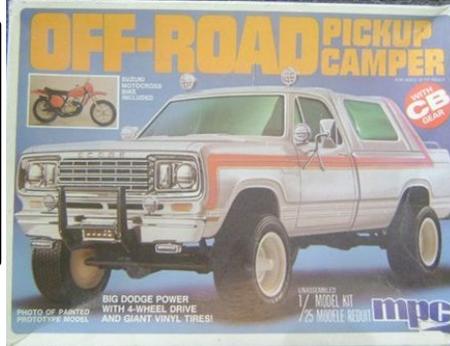
MAMA's BoyZ do it in scale!



"New" Stuff this month:

- Revell 1/25th scale '64 GTO 2 'n 1
- Revell 1/24th scale Tom McEwen dragster
- Revell 1/24th scale "Compuware" C5-R Corvette
- '66 D. Pearson Charger (1/32nd slot car)

Classifieds



WANTED: I need a favor, guys. I've got a modeling friend in the GTO hobby (*imagine that!*), and he is looking for this kit. Any leads on procuring one would be greatly appreciated! See me at a meeting, or e-mail me at gtoguy@verizon.net.

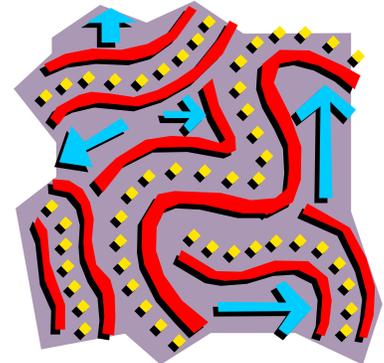
WANTED: I'm always on the hunt for unbuilt/rebuildable Pontiacs in general (*and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*), and have an extensive collection to trade from. Want Mickey Thompson Attempt I/Challenger I kits, 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69 to '72 Grand Prix, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70-'81 Firebirds, '82 KITT Firebirds, and empty *Pontiac kit boxes*.

We're 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. 🗺️

Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

Old Toyland Shows: <http://www.oldtoylandshows.com/>

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclegar Madness:

www.yorkus30.com 🗺️

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