



MAMA SEZ!

Volume 24, Issue 11

July, 2012



Summer's Here—The Heat is ON!

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

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**I BRAKE FOR...
Oh Shit, No Brakes!**

2012 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 21st
- ☞ February 18th
- ☞ March 17th
- ☞ ~~April 29th~~
- ☞ **May 5th**
- ☞ June 16th
- ☞ July 21st
- ☞ August 18th
- ☞ September 15th
- ☞ October 20th
- ☞ November 17th
- ☞ December 15th



Inclément weather phone number: (301) 474-0646. ☎

Well, the June meeting was reasonably well attended.

If I recall correctly after my 'Rocky Mountain High' vacation, club Prez Lyle Willits discussed the possibility of manning a model display table at *Jalopyrama 9* on Oct. 27th—any volunteers?

This month, **Rich Wilson** checks out the

RoG London Bus. Thanks, Rich!

The Pontiac Parade featured a very good assortment of Pontiacs this month.

The raffle raised **\$72.00**, while the door kicked in an additional **\$122.00**. *Thanks, guys!*

Thanks to the raffle donors: **Brad, Ron Brad-**



ley, Steve M. Buter, Bob Foster III, Matt Guilfoyle, Kevin Kovach, Rich Meany, Steve Scott, Rich Wilson, and Replicas & Miniatures Co. of

MD. ☎



Condolences!

William J. "Bill" Lastovich, Revell/Monogram product development manager, died in early June.

Colleague **Ed Sexton** wrote: "It is with a heavy heart that I mention the passing of my co-worker and friend Bill Lastovich. I worked with Bill for many years and enjoyed every minute of our time together. He started with Revell a couple of years after I did and from that point on we worked to-

gether on almost every item."

"I'd like everyone know the valuable contribution he made to all the products during his time at R/M. Whether it was helping to establish the product line each year or making sure they were processed correctly, Bill was one who we could always depend on. He was a tremendous resource for us all."

"I had known him a few years before he started at R/M. I knew him because we both en-

joyed building 1/43rd scale kits. He worked in the industry most of his life and was a perfect fit at R/M. He had a great disposition, and I don't think I ever remember him raising his voice. In fact, he would normally calm me down when things got crazy."

"All of us at R/M are going to really miss him both for his steady hand and how he helped us all do a better job. Not only R/M, but our entire hobby has lost a friend."

Thanks to the GTR guys for the scoop. ☎

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

London Bus

[*Routemaster Lengthened!?* Revell]

The first thing you notice about this kit is its' huge size (16.5" by 23.5") and a price to go with it. It reminds me of the '63 Chrysler turbine car kit. Once you remove the contents from the box, it's darn near impossible to get them back in and the top on as well. At **391 parts**, I'd bet it beats all other kits in part count. Looking at the parts through the bags doesn't put the enormity of this kit in perspective. An old acquaintance of mine had a saying that 'nature abhors a flat surface' and if you're like most of us, you don't have a clear surface big enough to spread this kit out! You'll need the 'fancy eatin' table' for this. Its' actual name is **Associated Equipment Company Routemaster lengthened**, although the 'Routemaster' name is a registered trademark of Transport of London. The instruction sheet has an equally lengthy history of this bus and I recommend you read it. I was confused by the fact that there is room for 64 passengers but a maximum of 56 could be carried (*the new Brit math?!).* I guess because of weight considerations. The trees are lettered alphabetically to 'T' but two of the trees are duplicated and have the same letter designation.

Engines: Yes there are two of them, but some parts are shared. The early engine was built by Leyland. It is a 9.6 or 9.8 litre diesel straight 6 and stayed in service until 1996 when it was replaced



with a Scania-built engine due to emissions and fuel economy. The Leyland is a very well detailed assembly of 19 pieces, while the Scania builds up with 21 pieces. There are many coded callouts for paint colors, though pictures would be of great value. Amazon.com may be of help here since they sell a Haynes manual of this vehicle.

Chassis: The underside of the bus is one-piece from bumper to bumper including wheelhouses. The ladder chassis is two separate pieces separate from the bottom. The detail here comes up a little short. It reminds me of a promo car. There are no springs or shocks—the rear axle mounts directly to the chassis. But it is a separate piece. The center of it is off center to allow for a lower floor above. The gas tank and centrally located transmission are cast to the underside. The two drive-shafts are separate as is the exhaust system. The front suspension has poseable steering and there are simplistic mud flaps for

all six tires. The radiator is a bit under detailed on the engine side but is better on the other side.

Tires/wheels: The wheels are quite accurate looking on the money side but very plain on the other. The payoff is the tires that have to be the best heavy truck tires ever done in scale. Both the tread and the sidewalls are very accurate, but there is no lettering.

Interior: This is where the building really begins. The first floor is a separate piece that should help reinforce the chassis. Of special note are the heat vents that run the length of the interior (*both floors*). The interior detail more than makes up for the lack thereof earlier. The cockpit (*love that word*) and firewall build up at this point. There is a multi-piece seat that mounts to the back wall with what I guess is a suspension system for the driver. There are gas and brake pedals as well as a handbrake, steering column and wheel with what I would expect are turn signal levers and gear se-

(Continued on page 3)

Bus (contd)

(Continued from page 2)

lector. The dashboard is a multi-piece affair though as detailed as it seems doesn't look like what we usually see. There is what I would expect to be a speedometer decal as well as several others throughout the cockpit. Although there are numerous paint callouts I would want some pictures of the real thing for more accuracy. All of the surrounding walls are interior surfaces only and will need to be painted before assembly. From the pix I've seen, they need to be two-toned. Hey, you want this kit you'll have a tremendous amount of work on your hands and this is just the start!!

The upper half is a cream color while the lower is dark red. At this point, if you haven't decided on the engine, you'll need to because of the different pieces that mount on the cab/firewalls. This is where what my dad would call the 'giggling horrors' continue; the passenger seats! There are 32 of them, and each one consists of a pair of legs for the aisle end of the seat, a seat frame and the seat. **THEN** there are two decals for each seat assembly. I hope they sell decal softener in gallon cans. The seats mount to a block on the interior wall. But don't forget the two-tone wall paint. And don't forget the bench seats that mount over the wheels. Details continue like grab handles, handrails, fire extinguishers, first aid kits, decals. Oh, did I forget to mention there are no chromed parts in this kit? You'll need to Alclad the handrails and such. There are decals to

duplicate aluminum diamond plate kick panels under the bench seats. From here the stairway starts to wind upwards (*get it wind upwards!?*). More handrails and two-tone walls and there are toe kick protectors for the risers that have screw detail that is a little over done. The treads are separate pieces, they get two-tone painting. Somehow, storage areas are created under the steps.

Just to show how important detail pix of the real thing can be, I was looking at some online pix of the upper stairway and noticed a shape I had seen on one of the trees. At the time I didn't know what it was, but when I saw where it went it dawned on me—'it's a curved mirror you dope,' so people can see up or down the stairway. Hey man, there's even a 'stripper pole' at the bottom of the stairway. Then, the first floor ceiling mounts on interior walls and then the second floor and walls. And yup, you guessed it—more seats, **LOTS** more seats. After more handrails, the second floor gets installed on top of the first floor ceiling.

Body: This is where your previous workmanship (*or lack thereof*) will become obvious. If I didn't make it clear before, the interior walls are separate from the exterior walls. Both are very thin, but if the interior walls aren't aligned and glued together tightly the outer skin won't fit correctly. The body is made up of seven pieces counting the engine hood which is hinged. Needless to say, pre-assembly is not possible so extreme care will be vital when joining the various sections. The body panels will need to be

painted prior to assembly, but the good news is the glass fits from the outside. And whatever you use for gluing clear parts, you'll need lots of it. There are 59 windows counting those around the driver as well. I'm thinking the best procedure will be to paint the body panels with several coats being very careful about dust and dirt. These body panels are so detailed with raised panel lines and rivets/screws that color sanding and polishing will be impossible because of rub throughs. Once they are painted the window openings could be masked, the body assembled, then a final overcoat of paint and maybe some clear. But not too much clear since this isn't a Ridler contestant. When it's dry, you could remove the mask and install the glass, which are to be trimmed with the body color (*red*). A colored paint marker may be good for this but obviously, it would need to match. You're going to need plenty of clamps both big and small and lots of patience. The grille is filled in and has the correct texture, but it needs to be cut out and replaced with some diamond mesh. There is a grille frame to go in front of the mesh but it needs either foil or Alclad. After all that, there are various grab bars and sign frames, mirrors, lights, taillights. The taillights will need to be painted with clear red. The roof is pretty much the last item and the instructions say not to glue it for display. At this point, it just begs for passengers both sitting and standing. And the whole kit needs weathering all over inside and out. Apparently these buses were intended

(Continued on page 8)

'Government Motors'

Chevy has taken the wraps off the reborn Trailblazer SUV. The Trailblazer, which rides on the truck platform developed for the new Colorado pickup, debuted at the Bangkok motor show.

Will it come to the US? Chevy officials aren't saying yes, but they ain't saying no, either.

For foreign markets such as Thailand, it is set up with right-hand drive. Under the hood will be a choice of two turbodiesel four-cylinders. The 2.5-liter engine is rated at 150 hp, while the optional 2.8-liter unit is rated at 180 hp. Buyers have a choice of a five-speed manual or a six-speed automatic transmission.

'GMC' says it has developed other powertrains for it to be used in other markets, but gave no details.

It uses a body-on-frame construction with coil springs all around and a five-link rear suspension.

It is equipped with three rows of seats. The second and third rows fold flat to create a large cargo area.

Chevy dropped it from its US lineup in '08. It was replaced by the Traverse. So, now it reappears as a Traverse clone?!

Bankrupt automaker Saab has found a buyer. But instead of picking up where the Swedish firm left off, the buyer plans to use Saab's resources for the production of electric cars.

The new owners of Saab, a

Chinese-Swedish investment group with Japanese backing called National Electric Vehicle Sweden AB (NEVS), did not release details on how much it paid for Saab or how much it planned to invest in the company. Early in '12, Saab administrators reported that up to six parties had expressed interest in the firm, including Zhejiang Youngman Lotus Automobile, based in China. At last report, the bid from that company exceeded \$567 million.

NEVS did tell Reuters that the company would start a new operation in Trollhättan, Sweden, and that it expects to start selling its first model, based on the Saab 9-3, in early '14.

Initially, the sales and marketing of the car will be focused on China, but it will eventually expand to the rest of the world. What is being described as "a completely new model based on Japanese technology and a future Saab platform" is also promised by the company.

Not all of Saab's assets were transferred in the sale. The Swed-



ish state owns the spare-parts business, the rights to the 9-3 and the Phoenix development platform. 'GMC' retains the rights to and licenses for the 9-5 and 9-4X.

NEVS told Reuters that talks were ongoing regarding the fate of the Saab brand, currently controlled by the former carmaker and the aerospace and defense group of the same name. This means that while NEVS acquired Saab's assets, it can't yet brand any vehicles that it produces as Saabs.

Saab hasn't turned a profit in two decades and it hasn't produced any cars since halting production in March '11. 'GMC' acquired 50 percent of Saab in '90 and the remainder in 2000. Saab was sold to the Dutch supercar maker Spyker NV in February '10 before being declared insolvent at the end of '11.

'GMC' is recalling *ALL* Chevy Cruzes sold in the US for a fix aimed at preventing engine-compartment fires.

'GMC' said the recall covers 413,418 Cruzes, or all of the cars sold in the US since the model's launch in September '10 through May.

The automaker said the recall

(Continued on page 5)



'Govt' (contd)

(Continued from page 4)

is to modify an engine shield under the car to prevent liquids from being trapped in the engine compartment, where a fire could start.

'GMC' said it is not aware of any crashes, injuries or fatalities that resulted from the problem.

In April, the National Highway Traffic Safety Administration opened an investigation into the Cruze after two engine-compartment fires in model-year '11 cars, 'GMC' said. The agency later added the '12 model year to its probe, the automaker said.

'GMC' said the free fix should take about 30 minutes at any Chevy dealership.



The Pinto of the new millennium?! At least the Pinto had to be **HIT** before it would catch fire! I mean, c'mon! You **KNOW** (*most, but not all*) cars are gonna leak at some point, but knowing this and **NOT** giving the fluids someplace to go is just wrong!

For you race fans, looks as though the bulbous new Camaros **MAY** have begun their winning

ways. From what I gather, it has more to do with new technologies in weight reduction from the G6 bodies to the new Camaros than anything else, 'cuz that new Camaro sure ain't as aerodynamic as the 'old' G6 GXPs are! Since their debut, they have trophied once, with two runner-ups, while the G6s have won twice with three runner-ups in the same period. 🏆

Excommunication?!

The following letter was delivered in late June by certified mail to *ex-MAMA member Mike Hemp*. He will be billed **\$50 fee** for severing ties with the group! 🏠

Maryland Automotive Modelers Association

Michael Hemp:

This is to inform you that you are no longer a member of the Maryland Automotive Modelers Association. You shall not attend any club meetings and will not be permitted to enter or participate in any shows, contests or other functions conducted by the Maryland Automotive Modelers Association.

This action has been taken due to your constant slanderous remarks, lies, and unjustified complaints and comments of our organization, over several years. This action is the unanimous decision of the 47 MAMA members in attendance at the June 16, 2012 club meeting.

Lyle C. Willits,

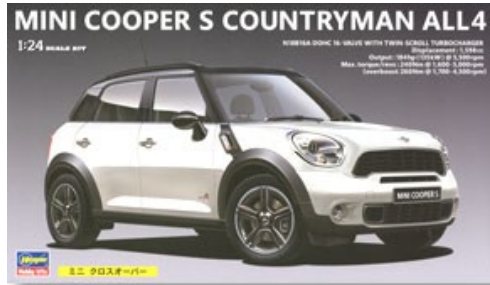
President,

Maryland Automotive Modelers Association



This 'n That

New Stuff! Recently available from *Hasegawa* is a 1/24th scale kit of the *Mini Cooper S Countryman ALL 4* (HSGS2412). The 104 piece kit can be built with either a left (*US*) or right hand (*wrong*) drive dash. Two different wheel options are also found in the box. For more info, go to <http://www.hasegawausa.com/>. Before you do, check with Ron Bradley before buying off the dreaded Interweb. Thanks to **Matt Guilfoyle...REAL Hot (Ferrari) Fiat!** If you saw the Fiat Abarth 659 Tributo Maserati car and thought to yourself, "That's just not enough razzle-dazzle," then maybe this will strike your speed-seeking fancy. It's a **Fiat 500 powered by one of the best engines in the world—the 4.5-liter V8 from the Ferrari Italia!** Lazzarini Design came up with the concept, and the company says it's waiting for an investor with **\$550,000** burnin' a hole in his or her pocket to give building one a shot. The Lazzarini web site shows white, blue, green and red versions of the proposed pasta rocket, along with what the com-



pany figures it would take to actually make the car work. On the outside, Lazzarini installs a wide-body kit, which adds an extra foot of width in the rear and a bit less than that in the front. A giant rear wing is affixed to the rear and a roof vent is added for cooling. The wheelbase is stretched a foot to allow for proper alignment of the engine and the transaxle. However, Lazzarini says the trans would still have to be shortened a bit. The boys at Lazzarini aren't totally crazy: They would detune the engine from 570 hp to a much more reasonable 550 hp. The engine would sit in the proper spot—the rear—behind what



looks to be a cleverly engineered roll cage. Tires on the provided photos look like moon covers. Lazzarini also hypothesizes that the car would

need two ballasts, one in the front and one in the middle of the chassis, presumably to balance the weight of the drivetrain. The company is pegging the car's total weight at a scant 2,200 pounds. Somewhere, Juke-R engineers are quietly contemplating their next move...**EXPENSIVE Fire!** In early May, a fire badly damaged the home of a **new Fisker Karma owner**, and authorities are saying that the electric car was the source of the blaze. According to Fort Bend County, Texas, chief fire investigator, the Fisker Karma started the fire that spread to the house. "Yes, the Karma was the origin of the fire, but what exactly caused that we don't know at this time," he said. The car was a complete loss. The driver arrived home in the Fisker, pulled into the garage, and **less than three minutes later**, the car was in flames. It reportedly was not plugged in at the time of the fire and the Karma's battery remains intact. Just before the fire, the owner reported a smell of burning rubber. "The car was brand-new." "He still had paper tags on it, so it was 60 days old at most." The Karma was a post-recall vehicle bought in April. There was substantial damage to the garage, which then spread to the second floor. No injuries were attributed to incident. Damages were estimated at roughly \$100,000, not including the other two vehicles in the garage, a **Mercedes-Benz SUV** and an **Acura NSX**. "This looks just like golf cart fires we have down here." The suburban Houston area

(Continued on page 7)

T 'n T (contd)



(Continued from page 6)

has approximately 50 golf cart fires a year. "I've worked homicide scenes with less secrecy." "There have to be about 15 engineers down here working on this one." While they seem certain of the conclusion, the incident is the subject of an ongoing investigation, and an official report is expected in the near future. When reached for comment, Fisker had

this to say: Last week, Fisker Automotive was made aware of a garage fire involving three vehicles, including a Karma sedan, that were parked at a newly-constructed residence in Texas. There were no injuries. There are conflicting reports and uncertainty surrounding this incident. The cause of the fire is not yet known and is being investigated. We have not yet seen any written report from the fire department and believe that their investigation is continuing. As of now, multiple insurance investigators are involved, and we have not ruled out possible fraud or malicious intent. We are aware that fireworks were found in the garage in or around the vehicles. Also, an electrical panel located in the garage next to

the vehicles is also being examined by the investigators as well as fire department officials. Based on initial observations and inspections, the Karma's lithium ion battery pack was not being charged at the

time and is still intact and does not appear to have been a contributing factor. Fisker will continue to participate in the investigation but will not be commenting further until all the facts are established. Time will tell...**High-Dollar Snake!** The first '13 **SRT Viper** sold for **\$300,000** at the Barrett-Jackson auction in Costa Mesa, CA, on June 23rd. The final price made it the event's top seller. Proceeds from the sale will go to the Austin Hatcher Foundation, which helps families and children affected by pediatric cancer. Bidding topped \$250,000, then a trip to the **SRT Track Experience** and to **Petit Le Mans tickets** were added, powering the car to sale price...**Doh!** News flash: Diesel exhaust is bad for you, particularly if you're a miner. Following eight days of deliberation, the World Health Organization's cancer-research board has named diesel exhaust a **Class 1 carcinogen**. The finding puts the fuel in the same category as asbestos. Unfortunately, as shopautoweek.com explains, the WHO findings are mainly based on decades-old environmental studies and don't take recent 'clean-diesel' technology into account. Instead, they examined the impact of the exhaust on miners, who are exposed to occupational levels of diesel particulates in tightly enclosed spaces. (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!) 🍷



The Viper is **BACK**—look out, Chevy!!

Please Note



Also remember: **NO** congregating in the halls (thereby creating a possible fire hazard!) prior to the meetings

NO admittance to the meeting room until 11 AM (NO exceptions unless otherwise noted)

Meetings are scheduled for 11 AM to 2 PM—**NO EXCEPTIONS!**

We **MUST** be out of the room by 2 PM, or we will be charged additional fees. Thanks! 🍷

Bus (contd)

(Continued from page 3)

for 17 years service, but most saw 50 years before retirement. Strangely enough, after the recent engine refit mentioned earlier, they were only taken out of service because of handicap access problems. Two remain in service today and both are depicted with the decal sheet.

Decals: They measure 13" by 17" and are numbered to 78 but the seat decals that are the same shape have the same number. So the count is really well over 100. Other than those already mentioned, there are various signage for inside and out, and advertising for the two different museum tours they service. When Transport of London designed this generation of bus, it had a shorter chassis length but over time it needed to be lengthened. Each bus

carried a different number referring to its' build order. This is represented by decals reading 'RML2273' or 'RML2757' which stands for 'Route Master Lengthened'; only the Brits. Amazon.com has the Haynes manual which can be invaluable for detailing; cost around \$30.00. Search under 'books' from the drop down list, then 'Haynes shop manual route master bus' then 'go.' Look down two lines, and there it is. I had no luck at Haynes' own web site which is just as well, since it would sell in British pounds anyway. Also, there are some color pix to be 'saved as' at www.themodelingnews.com/2012/02/build-review-revell-kit-no-07651-london.html.

This is a fabulous kit and I appreciate the time I had to go through it one tree at a time, I didn't purchase the review sample. At first I thought this kit would need a skill level of maybe 50, but

actually it's buildable by anyone of moderate skill. Detail freaks will bitch about the simplified chassis, but I'm sure Revell of Germany thought it through and realized detailed springs and shocks would never support the weight of the model over time. The most valuable asset the builder will need is patience and time. I should think this kit will keep the heavy truck builders happy for quite some time. Personally, I'd like to see someone (like maybe Ken H.) build this into a *diorama* of **James Bond driving it under the low bridge in "Live and Let Die."** A moment frozen in time just as the top floor is being sheared off about half way back. And what about modifying it as a racecar hauler? Both builds would be ballsy. Oh, by the way—Revell has just raised the retail price of this kit from **\$100.00** to **\$150.00**.

by: Rich Wilson 🚗

Miscellania!

Thanks to *MAMA's BoyZ Charlie Magers* and *Gary Sutherlin* for the 'Car Guy' jokes included below! 🚗



Old car guys at the rest home!



Getting old is easy—having fun at it is the real trick. I celebrated my birthday this year by buying an all terrain four wheeler. This is a picture of me playing with it in the back yard.

Jesus Christ DROVE a Grand Am?!

The worlds' best Craig's list ad (featuring a '95 Pontiac Grand Am)?!

I received this ad from *MAMA's Boy Matt Guilfoyle*.

This thing has gone positively viral on the Internet! From what I can ascertain, it kinda started out on Craig's list, and spread like wildfire from there.

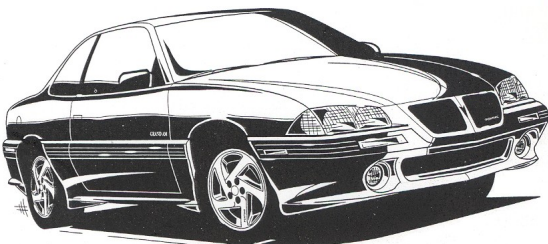
This is the product of two 23-year-old guys, the owner, Joe Strachilla, and his friend Kyle Miller. Joe is an aerospace engineer, while Kyle is in marketing (*surprised?!).*

Word is that the unicorn was used in the ad because they are impossible to come by, as if to draw a parallel to the car.

Last I heard, it had not been sold, but Joe and Kyle were still sifting through numerous voicemails, texts, and e-mails to weed out legitimate offers.

So, if you have some dough burnin' a hole in yer pocket, ya can't go wrong on this one, right?!?

Tanks, Matt! 🍷



~~\$199,999~~

\$700

WHAT?!

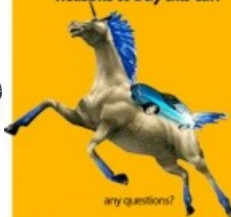


- ✓ TIRES!
- ✓ DOORS!
- ✓ STEERING WHEEL!
- ✓ SEATS!
- ✓ RADIO!

"There are three things I want in a guy: Tall, Dark, and drives a f*ing teal Grand Am."**

- EVERY WOMAN SINCE THE DAWN OF 1995

Reasons to Buy this Car:



any questions?

1995 PONTIAC GRAND AM GT

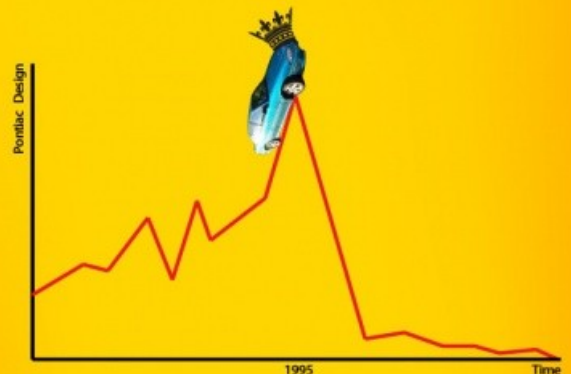
-AKA-

JESUS TAP-DANCING CHRIST

Never in your life has a car made you so appealing to the opposite sex. From its provocative curves to the paint job that says, "Screw you, I'm a car," this 5-speed '95 Pontiac emanates manliness from every loosely-coupled peice of sheet metal.

✓ **EVERY PREVIOUS OWNER HAS HAD A BEARD.**

This was the car that broke Pontiac. When it came off of the production line, each person in the company had a collective aneurysm from the visual masterpiece with which they had blessed humanity, and gave up entirely. Take a look at these figures:



I know what you're asking yourself, "Am I *man* enough to handle a car this flawless?" The short answer is no. I tried to be. I grew my beard to unreasonable lengths, trimmed my fingernails with belt sander, ate nothing but lumber for 6 straight days and knocked a polar bear unconscious. The car chuckled at my failed attempt at manliness, and became so bloated with testosterone that it literally blew a head gasket. Oh, right, you're definitely going to have to fix that...

✓ **DRIVING IT IS BETTER THAN YOUR LAST 4 ROMANTIC ENCOUNTERS... COMBINED.**

Look at you. You don't even know what to do with yourself right now. Well, take a deep, masculine breath, and pick up the phone. Once this car is taken, every woman on the planet will pile into it, and you'll be SOL. Call Joe.

360-391-8320

Airless Tires?!?

Prepare for the next wave of technology relating to tires for our cars.

They have been testing these for several years now. Resilient Tech was developing them for the military.

This radical new tire design by Michelin is absolutely **SCARY** looking.

Yes, those are 'spoke' like connections to the inner part of the tire from the outside tread 'wrap!' The next picture shows how odd it looks in motion. Makes you wonder how it rides, doesn't it?

These tires are (*obviously!*) airless and are scheduled to be out on the market as early as August?!

The bad news for law enforcement is that spike strips will not work on these.

Just think of the impact on existing technology:

- No more air valves
- No more air compressors at gas stations
- No more repair kits
- No more flats

These are actual pictures taken at the South Carolina plant of Michelin.

Stranger than truth, even if they DON'T happen! 🐅



Pontiacs on Parade!

It was a very good display last month, even though everything was not 'properly parked.'

Tracey Settle displayed his '*Under Construction*' '69 *GTO Pro Mod*. We discussed markings—watch for a well-known Pontiac 'tuner.'

Bob Foster displayed the '75 *Ventura*, complete with the 'little-known *GTO Option*.' Bob also aided my Pontiac museum (again!) with several diecast racers. **Tanks, Bob!**

Guess there's a case of '*SSJ Fever*' goin' around. If you'll recall, **Ron Hamilton** showcased two Grand Prix in May, one for an SSJ buildup. Well, **Rich Wilson** showed up with a complete

Missing Link SSJ GP, finished in Firefrost Gold and Cameo White.

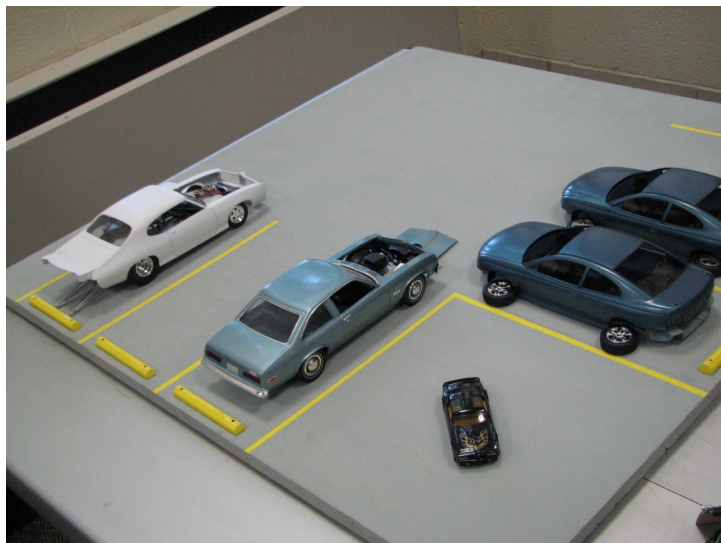
Malcolm Douglas reworked his '63 Tempest to for more 'attitude.'

Finally, **Kevin Kovach** added the latest *Hot Wheels Boulevard series Bandit T/A*.

I showed my current build of two *Barbados Blue Polar Lights '04 GTOs*. The one on the left sports an *SLP ram air hood*, and is slated for the owner of the real one, while the other car will return

completed—thanks for your interest and comments. **I TOLDJA I was workin' on somethin'!!**

'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!!** 🚗



This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

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

MAMA's BoyZ Do It In Scale!

"New" Stuff this month:

- AMT/Round2 '63 Studebaker Avanti
- AMT/Round2 White Western Star
- Monogram 1/25th '04 Corvette Z06
- Monogram 1/24th '70 Buick GSX
- Monogram 1/24th GMC Pickup w/Snow Plow

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>

Classifieds

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 Prixs, Revell 1/32nd scale '70 T/A kits, '84-'87 MPC Fieros, and '70 -'81 Firebirds, '82 KITT Firebirds, and empty **Pontiac kit boxes**.

Would also like to buy or borrow **old AMT/MPC/Monogram/Revell model car catalogs**. Contact Tim Sickle at gtoguy@verizon.net, or see me at a meeting. **Thanks!** 🍷



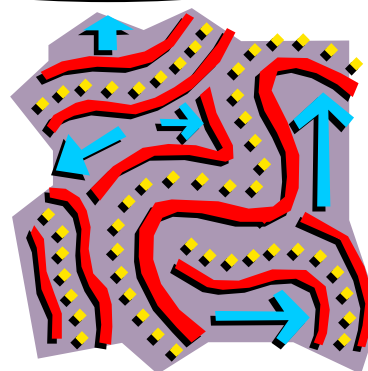
We're on the web!

<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 the Route 193 (Greenbelt Road) exit. Stay to the right on the off-ramp, 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 go west on Greenbelt road, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (*at the light*) onto Southway (*read on!*)



Once on Southway: Go straight to the second (2nd) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 🍷

Club Contact Info

President: Lyle Willits
mamaprez@aol.com
Vice President: Tim Powers
partsbox@verizon.net

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