



# MAMA SEZ!

Volume 24, Issue 11

August, 2012



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

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### 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 23rd
- 📅 **May 5th**
- 📅 June 16th
- 📅 July 21st
- 📅 August 18th
- 📅 September 15th
- 📅 October 20th
- 📅 November 17th
- 📅 December 15th



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

## Car Shows *EVERYWHERE!!*

Well, the July 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** gives us a

'builder's eye view' of the *Revell '72 Olds convertible*.

**Thanks, Rich!**

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

The raffle raised **\$64.00**, while the door kicked in

an additional **\$73.00**. **Thanks, guys!**



Thanks to the raffle donors: **Ron Bradley, Steve M. Buter, Pat Crittenden, Ron Hamilton, Rich Meany, Bill Riblett, and Replicas & Miniatures Co.**

of MD. 🏠

## Condolences!

**Alex Mair**, former group exec in charge of 'GMC's' technical staffs and *general manager* of the **Pontiac** and GMC divisions, died in late May in Orange City, FL. He was 91. He was named group exec of 'GMC's' technical staffs in November '78 and remained in that position until he retired in '86. He became general manager of GMC in '72 and general manager of **Pontiac** in '75.

Mair, a native of Flint, MI, had enrolled at the General Motors Institute under sponsorship from Chevrolet in October '39. After graduation, he became a detailer for Chevy in '43 and later served in various executive and engineering positions.

Last year, in an interview with Automotive News reporter Jesse Snyder, Mair recalled a race between him and former Chevy GM Pete Estes. Estes had asked his engineers to drag race two

experimental Chevelles with him. Mair, then Chevy's truck boss, was the only engineer that did not decline the invitation. Mair said he beat Estes twice; once in an initial race and again after switching cars with him. He credited the race for his promotion to chief engineer of passenger cars for Chevy in '65. The job allowed him to supervise the design of the '67 Camaro.

His son, Steve, said he received his driver's license the year Alex

*(Continued on page 7)*

## Builder's Review: '72 Olds Convertible

None of us will soon forget *Ron Hamilton's* huge, fantastic review of this kit 2 ½ years ago (*Ed. Note: has it been THAT long?!*). The amount of information was (*for me at least*) overwhelming. Recently when I decided to build this kit I knew I'd need to go back over Rons' review. I dug it out of my pile of "Mama Sez" newsletters; a bigger job than I thought. Turns out it was published in the Feb. '10 issue and I reasoned it would be easier to use a highlighter on the info that applied to my build up.

I decided to do it as a triple white car, though I'm not sure such a combo was available. The parts clean up was very easy with mold seams only on parts like the exhaust system. Even the body was easy, only needing a light sanding on the fender tops. The parts fit on everything was better than any kit Revell has yet produced.

This is the only kit I can remember that gives the builder the choice of two transmissions and remembers to include the correct console for each and wood decals for each.

The engine fit into its mounts perfectly as did the tranny mount. And bear in mind the trannies are different lengths and Revell remembered this and shows the builder the optional positions for the cross member.

The interior went together with fantastic precision. The dash fit so well it only needed a touch of liquid glue to bond it in. The fit into the body was just as tight.



The radiator hoses are always a marginal fit at best, but here they fit perfect as did the exhaust pipes to the manifolds. The air conditioning compressor even has the correct bracket. Be careful with the A/C hose so you don't get it inverted like I did. I checked a picture I have of the engine and it made a little more sense than the instructions. The only other problem I had was with the metal rivets that are supposed to hold the wheels on, but don't. I finally had to glue the rivets to the axles with instant glue. The front and rear ends of the chassis fit against the bumpers with incredible precision.

There is no positive mount for the bumpers so we're on our own to get them attached in such a way they don't fall off later. The separate windshield frame fits firmly, positively and at the right angle. I bought the second issue of this kit just to get the up top, but mine has a slight warp to it and doesn't fit as well as I'd like.

Getting the chassis/interior assembly into the body is not a big deal, just a light stretch of the front quarter panels. Don't forget

to open up the holes for the wing if you're using it. But holy crap was it ugly with all the white and black tires. The gold decals made a big difference. Use your finger to wet the body before you slide the Hurst decals on; it makes it easier to slide them around.

But the tires are the big problem; they have no lettering of any kind either raised or decal. The tread pattern is correct but the black sidewalls ruin the appearance of the model. The builder will absolutely need to search their spares box for tire lettering; any kind or brand will be a huge improvement.

It's amazing how much of a difference the smallest items like the mirrors, door handles, sun visors, hood locks, make to the final appearance. I really like the metal tubes that Revell includes in these new kits, they look very realistic but be careful you put the reamed end out. One item I think most of us missed is the thermometer that mounts next to the A-pillar.

Thankfully, there is very little foil work to do. Don't forget to

*(Continued on page 7)*

## Vette Found!

One of three '60 Corvettes campaigned by Briggs Cunningham at the 24 Hours of Le Mans—a car whose whereabouts have been unknown for more than 30 years—has been found.

The car, which wore the No. 1 for the race with drivers Cunningham and William Kimberley, will be shown publicly at the *Corvettes at Carlisle* this month.

Cunningham fielded three Corvettes for the '60 Le Mans race, the first time Chevy's sports car participated in the race. Cars No. 1 and 2 did not finish the race. The No. 3 car famously finished first in its class and in eighth overall after spending the last hours of the race pitting every lap to stuff the engine compartment full of ice to keep the engine from overheating. Le Mans rules prohibited the team from adding more liquid to the cooling system.

The owner and buyer of the No. 1 Corvette are not coming forward until the Carlisle event, says Larry Berman of Newton, Mass. Berman is a Cunningham motorsports historian who runs the Briggs Cunningham Web site. But the new owner is well known in the Corvette restoration community and plans to have the car restored to its racing configuration, Berman says. The new owner had been searching for the car for nearly 20 years, he adds.

Berman says he worked with Lance Miller, who owns the No. 3 Cunningham Corvette and whose family produces Corvettes at Carlisle, to match the buyer and seller for the No. 1 car. This helps ex-

plain the planned introduction for the car at the Carlisle event.

Cunningham Corvette No. 2 is owned by noted California car collector Bruce Meyer.

Berman says car No. 1, which has vehicle-identification number 00867S103535, was found sitting in the middle of one of two warehouses in Florida that were filled with cars, parts and furniture. Decades earlier, the car had been rescued from a Florida scrap yard by the warehouse owner's father.

When discovered, it was covered in dust—a real “barn find.” The new owner plans to display the car in this condition at the Carlisle event, Berman says, before launching the restoration.

Four Corvettes raced in the '60 24 Hours of Le Mans. None were sponsored by General Motors, which pulled out of racing in 1957 in response to a ban by the American Manufacturers Association. Cunningham fielded three cars, and the fourth was run by the Camoradi USA team. The Camoradi Corvette finished 21st.

Chevy, and in particular Corvette chief engineer Zora-Arkus Duntov, defied the racing ban as much as possible. A GM promotional film of the '60 Le Mans race, narrated by noted Corvette driver Dr. Dick Thompson, shows Duntov working with Cunningham and team drivers and mechanics.

The Le Mans Corvettes were



pulled off the assembly line in St. Louis. Each was equipped with a fuel-injected 283-cubic-inch V8 making 290 hp, mated to a four-speed manual transmission.

After buying the cars, Cunningham had them modified for racing. Changes included the addition of a 24-gallon fuel tank, a quick-release fuel filler, ducting for the brakes, competition shocks and an additional front sway bar. The exhaust was modified to exit in front of the rear wheels. Each car was painted white with blue stripes—the international paint scheme for American race cars.

At 3,000 pounds, the Corvettes were the heaviest cars entered in the race—leading some observers to give them slim chances of being competitive.

It began to rain as the race entered its second hour. With Kimberley behind the wheel, the No. 1 Corvette skidded off the course and rolled. Kimberley was not hurt, but gas spilled and caught fire in the engine compartment, burning the ignition wiring. Because the car could not drive back to the pits, it was out of the race.

After their racing careers, the Cunningham Corvettes were returned to their street configurations and sold. 🏠

## 'Government Motors'

Last month, the EPA let the cat out of the bag regarding fuel economy figures for Chevy's upcoming city car. The *Spark* will be the smallest Chevy ever sold in North America, meaning many were speculating that the new mini-car would achieve impressive fuel economy figures to justify its existence. Unfortunately, the EPA confirmed that few will be igniting any major amount of love over Spark's fuel economy. In fact, Spark's larger siblings do better on the highway.

According to the EPA website, they rated a manual trans Spark at 32 mpg city and 38 mpg highway, while the four-speed auto slushbox will get 28 mpg city and 37 mpg highway. It is powered by an Ecotec 1.2-liter four-cylinder that makes 83 horsepower.

Spark's main competition, the *Smart ForTwo*, has similar ratings with its 1.0-liter three-cylinder. Typically the size of a vehicle ultimately has diminishing returns with fuel economy. The smaller the vehicle, the less aerodynamic; meaning the Spark is immediately

disadvantaged because of the very thing most of the public associates with good fuel economy.

Since announcing the Spark for North America, Chevy has been coy about the car's fuel rating. The lack of comment from Chevy ultimately led to some speculation as to the range in which the final fuel economy numbers would fall—most assuming it would at least achieve 40 mpg highway.

While it's EPA figures are good for this new, growing segment in North America, it remains to be seen if 32/38 mpg will be enough to convince American car buyers to pick it over its larger Sonic and Cruze siblings. It launches later this summer as a '13 model. ***Guess it's just another instance of 'GMC' being unable to deliver the goods as promised.***

***Spyker***, the Dutch supercar firm and ***owner of Saab, hit 'GMC' with a \$3 billion lawsuit*** in early August, claiming 'GMC' forced Saab into bankruptcy and interfered with a potential deal with Chinese investors that could have saved the company.

Spyker is suing on behalf of Saab, assuming legal costs in exchange for a significant proportion of any potential award. Saab went into bankruptcy in December '11.

The lawsuit



also says 'GMC' interference prevented an agreement with Chinese investor Zhejiang Youngman Lotus Automobile Co. Ltd., which would have allowed Saab to restructure. In court papers, Spyker said 'GMC's' motivation was to avoid competition with Saab in the Chinese market.

'GMC' spokesman Dave Roman said: "We have reviewed the complaint, and it is completely without merit. We will vigorously defend the company against these baseless allegations."

'GMC' owned all or part of Saab from 1990 until 2010, before selling it to Spyker. Saab is now in receivership.

In a statement, Spyker CEO Victor Muller said: "Ever since we were forced to file for Saab Automobile's bankruptcy in December of last year, we have worked relentlessly on the preparation for this lawsuit which seeks to compensate Spyker and Saab for the massive damages we have incurred as a result of 'GMC's' unlawful actions.

"We owe it to our stakeholders and ourselves that justice is done, and we will pursue this lawsuit with the same tenacity and perseverance that we had when we tire-

(Continued on page 5)



# 'Govt' (contd)

(Continued from page 4)

lessly worked to save Saab Automobile, until 'GMC' destroyed those efforts and deliberately drove Saab into bankruptcy."

'GMC' is recalling *'only'* 36,413 Chevy Impala police vehicles from model years 2008 to 2012. The problem is with the front lower control arm, which may fracture. 'GMC' says it may cause tire chirping at low speeds and could result in loss of control of the vehicle at higher speeds, leading to a crash. For some strange reason, this recall *DOES-N'T* include the *consumer version* of the Impala.

'G M C' will notify owners this month and schedule replacement of the parts, free of charge. Owners can contact the Chevy owner center or call the National Highway Traffic Safety Administration hotline for more info.

For you NHRA race fans, looks like everyone's takin' potshots at those P/S Camaros. Since their win at the Supernationals in New Joisey in late May-early June, they have been beaten up on



by the Mopar boys in their Avengers, and even Erica Enders in an 'antique' Cobalt (*TWICE, beating BOTH Anderson AND Line at the same race!*). Guess the learning curve was a bit more than they expected, eh? They'll start winning *SOMETIME*, I guess. For a bit of news on another Camaro racer, refer to page 8. 🏆

ROYAL BOBCAT



Hi- I'm 'Sparky.'



YEARS OF CHEVROLET

## 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!



## This 'n That

**More 'Horseplay.'** Ford will donate a customized '13 *Mustang Boss 302 Laguna Seca* to the Cattle Baron's Ball auction on Sept. 29th at Joe Louis Arena in Detroit.

It has a one-of-a-kind candy red paint job made just for this car, for this event. The Ball is a yearly event that benefits the American Cancer Society. In its 39-year history—10th year in Detroit—the group has raised nearly \$48 mil for cancer research. The ball will have a Western theme, as always, feature Texas cuisine, dancing, the auction and a special concert by country star **Toby Keith**. Previous musical guests have included **Johnny Cash, Willie Nelson and Wynonna Judd...MORE Capable Raptor?!?** Ford will offer some unique upgrades for its off-road terror, the SVT Raptor, in the '13 model year. According to Ford, the truck will offer an industry-first—**beadlock wheels direct from the factory**. Beadlocks allow the driver to secure the edges of the tire to the wheel by clamping the tire between the wheel and a beadlock ring kit from Ford Racing. Once the wheels are locked to the tires, the driver is free to lower tire pressure for increased traction in certain conditions. Also available will be **HID headlamps** and a new **earth-tone, desert-camouflage-inspired exterior color called "Terrain."** No pricing on the options has been announced. A '12 SVT Raptor starts at 'only' **\$43,970** including the \$995 destination fee. Sales of the 6.2-liter, 411-hp truck increased 20 percent from January to May



this year. On the strength of that, Moody's Investors Service upgraded Ford's debt to investment grade, ending their six-year struggle to win back the Blue Oval and other assets mortgaged in 2006. Moody's is the second agency to upgrade Ford's debt from junk status, paving the way for the company to recover assets it mortgaged in '06 to stave off bankruptcy. The company raised **\$23.5 billion** in a move that allowed it to avoid government bailouts or bankruptcy when the industry collapsed in '08...**Aston Martin to Vanquish Ferrari?!?** Aston Martin is reviving the Vanquish name for the replacement of the DBS coupe, which will feature a **full carbon-fiber body, a 565-hp V12** and a mass of engineering revisions in an effort to eclipse **Ferrari's F12 Berlinetta**. The Vanquish name goes back to '01. Aston hopes that magic will rub off on its next flagship, a heavily revised version of the DBS made famous by its appearance in the Bond movie **Casino Royale**. It will debut in August at Pebble Beach, with a production reveal set for later this year. It won't arrive stateside until early '13, and the **Volante** variant is set for '14. Based on an update of the DBS's bonded-aluminum



underpinnings, the Vanquish adds a complete carbon-fiber chassis structure behind the rear axle, redesigned underbody components and a more muscular-looking body, all fashioned from lightweight carbon. The roof panel is also available in a raw carbon finish as an option. Its styling details, such as the boomerang rear lights and the exaggerated body-side Coke bottle outline, are inspired by the **limited-run One-77**. The interior gets the latest touch-sensitive switchgear for the center console, revised seats and improved headroom and legroom. Aston estimates curb weight is down by more than 100 pounds when compared with the outgoing DBS. The engine, muffler and torque tube are each about 20 pounds lighter. It gets a **Cosworth-designed 5.9-liter V12**, but it is mounted seven inches lower in the chassis and benefits from a significant power increase to **565 hp**. Today's DBS is rated at 510 hp. The torque peak is also lower in the band, making power more accessible in everyday driving. Behind the engine is an acoustic blanket lining the firewall, which is said to significantly reduce cabin noise. That fits in with Aston's description of the Vanquish as a "super grand tourer." The Vanquish is **STILL 165 hp shy** of the **730-hp sledgehammer F12**, but Aston claims a 0-to-60-mph sprint of about 4.0 seconds, an improvement from the DBS's 4.3-seconds. To reach that figure, grip off the line is im-

(Continued on page 7)

## T 'n T (contd)

(Continued from page 6)

proved by a launch-control program engaged by a cockpit-mounted button, the first time a series-production Aston has had the traction-enhancing gizmo. Aston isn't making any claims yet about handling, but it will benefit from a lower center of gravity and 50/50 weight distribution, thanks to a concentration of the main mass between the axles. The re-designed chassis gets 37 percent stiffer hub carriers, and a faster steering rack ought to improve responsiveness through the curves. Purists won't like the fact that the manual transmission has been dropped, but in reality, the

bulk of buyers opted for the six-speed ZF automatic, which continues with a faster shifting program. Prices are tipped to remain competitive and below the **\$300,000 barrier**, likely close to today's DBS, which comes in around **\$285K**, including destination. That will also maintain a gap with the **\$330K-plus F12**. It has only been about five years since the DBS debuted, but since then the competition has gotten **MUCH** stronger. It has the right 'stuff,' but is it enough to push it to the top? Time will tell...**Your Tax Dollars at Work!** Would you all like to know how things worked out for us, relating to the billions we gave to 'GMC' for their bailout? Well, 'GMC' closed several plants and moved 70 percent of

their business, including all their R&D (which included highly proprietary technical info). Watch this eye-opening video - [http://www.youtube.com/watch\\_popup?v=Lvl5Gan69Wo](http://www.youtube.com/watch_popup?v=Lvl5Gan69Wo). We Americans are awfully good to our enemies—it's a wonder we haven't been taken over before now. So you see our bailout only fed the Chinese not the Americans who still lost jobs that went to China. As you'll see though, the head honchos still pocketed their millions! **Thanks to Gary Sutherland** (Thanks to [autoweek.com](http://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!) 🍷

## Mair (contd)

(Continued from page 1)

Mair became director of engineering at Chevy, '66, which allowed him the pleasure of test driving company cars with his father. Steve Mair said he remembers his father coming home often and telling his family that he couldn't believe he was getting paid for "all the fun he was having" at work.

Steve Mair said his father was an outspoken critic of the **quality of 'GMC's' cars**, insisting that **the company would fail if it didn't improve reliability and durability**.

"He was very forward-looking on the product as far as making things people wanted and making good quality parts," Steve Mair said. "He was a great believer that quality reduces your costs, and he was right."



In '72, Mair told Automotive News that assembly line workers shouldn't be blamed for poor vehicle quality.

Instead of putting the blame on assembly line workers, Mair said engineers and executives must be held accountable for improving the manufacturing process.

"In the first place, 95 percent of the workers want to build up the company name for quality," Mair said. "And if you examine quality every day, you find that the root of poor quality is more often a faulty process than careless workmen and women." 🍷

## Olds (contd)

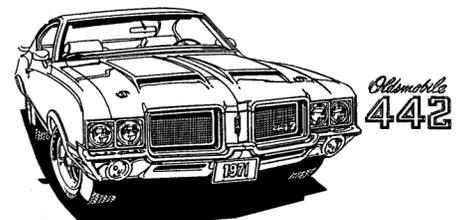
(Continued from page 2)

foil the upper grill trim on the hood or across the trunk lid. The decals seemed to have tiny grit on their backs; I feared they were too thin to try to get it off. I think it would have been better to have the side marker light decals as part of the Hurst decals.

All together, it's a relatively easy build and the final stance looks right.

This is another kit that an inexperienced builder could undertake with success.

by: Rich Wilson 🍷



## Dodge Bails on NASCAR!

*SRT Motorsports* announced that *Dodge will withdraw from NASCAR competition at the conclusion of the 2012 season.* Ralph Gilles, President and CEO of Street and Racing Technology Brand and Motorsports, Chrysler Group LLC, made the announcement during a media teleconference call. The decision affects current involvement in both the NASCAR Sprint Cup Series and NASCAR Nationwide Series. Penske Racing currently fields two Chargers in the Sprint Cup Series and two Challengers in the Nationwide Series. Penske Racing announced in February that it would end its partnership with Dodge, which started in 2003, at the end of the 2012 season.

“We’ve spent an intense five months working to identify and evaluate all options for our future involvement in NASCAR,” Gilles

said. “A number of opportunities emerged, and our team worked diligently to put a structure together to fit our overall business and competitive objectives. While we have been pleased and enthused with the amount of interest from teams and sponsors over that time, in the end, we simply couldn’t develop the right structure.”

Dodge has recorded 215 wins in the Sprint Cup series, including 55 since 2001, and has been represented in the NASCAR Chase for the Sprint Cup seven of the eight seasons. In 2010, Brad Keselowski captured the NASCAR Nationwide Series championship driving a Dodge from Penske Racing.

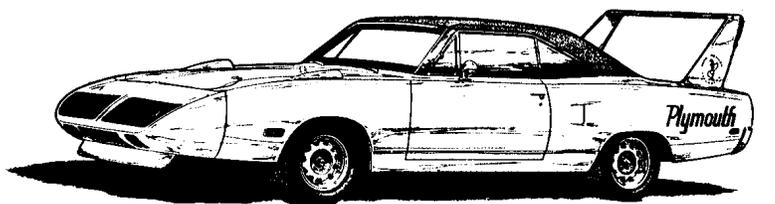
“It’s an extremely difficult decision to know that we won’t be there for our fans next season,” Gilles added. “It’s important to note that we have not lost focus on



2012 or the commitment to our partnership with Penske Racing in both the Sprint Cup series and Nationwide series this season.” Keselowski currently is seventh in the Sprint Cup series standings and has three wins in his quest to make the 12-driver Chase field for the second consecutive year. In Nationwide series competition, Sam Hornish Jr. is locked in a four-way battle for the season championship. Thanks to [Jay-ski.com](http://Jay-ski.com) for this bombshell.

In an ironic twist, Chevy **JUST** announced **THEIR** entry into the *Nationwide series* with, what else, the *Camaro*. The car will replace the Impala in the NASCAR Nationwide Series next year. The famous pony-car name will make its 2013 debut in the season-opening race at Daytona International Speedway in February.

Is it coincidence that their new car will compete with only the Mustang, as the Dodge Challenger will be history at the end of 2012? You be the judge. 🍷





A big shout-out to MAMA's Boy Charlie Magers for a few comical bus photos. Thanks, Charlie! 🍷



Why Are These Kids Screamin'?! Simply a picture of a new Pro Mod entry, submitted by our own Ron Bradley is all. Thanks, Ron! 🍷

# Separated at Birth? You Be the Judge!



# Pontiacs on Parade!

It was another very good display last month.'

**Ron Hamilton** displayed his *'Under Construction' '70 Bonneville convertible*. Said he has no idea right now as to color choices.

I showcased my completed build of a friend's *SLP-equipped Barbados Blue '04 GTO*. It should have been delivered as you read this (as a matter of fact, on the very day of the MAMA meeting, to be exact!).

I also displayed a built-up *'65 Bonneville hardtop* which I purchased from a club member, along

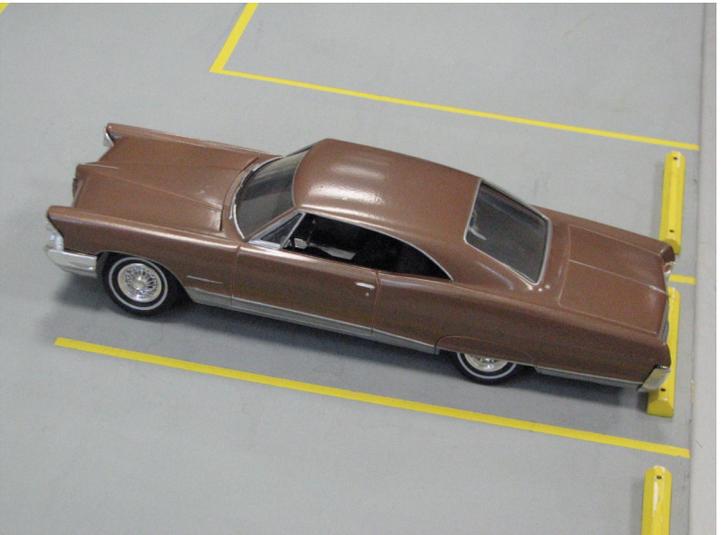
with the *'01 Matco Tools Firebird* funny car (diecast). **Thanks again, Bob!**

And let's not forget my headgear from the recent **GTOAA Nats** in Colorado—**thanks, Nick!!**

*'PoP' (Pontiacs on Parade!) Sickie signing off for now! Don't forget—MAMA may not*



*need all these Ponchos, but I'm sure diggin' 'em!! Thanks all of you guys who have displayed stuff—it helps motivate me! 🍷*

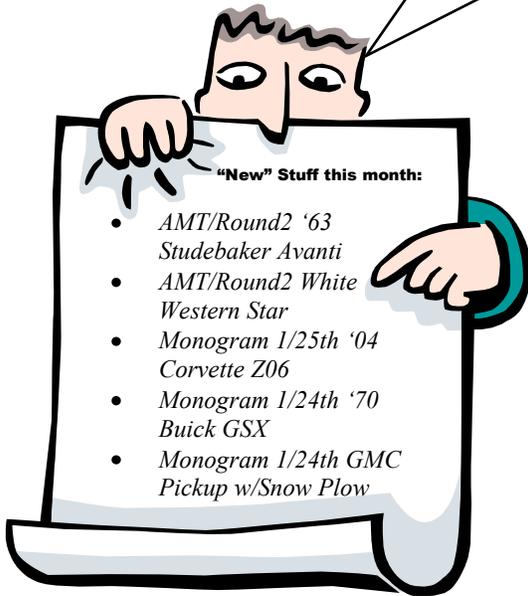


This is the newsletter of the  
Maryland Automotive Modelers  
Association

**Chapter Contact:**

Timothy Sickle  
15905 Ark Court  
Bowie, Maryland 20716  
Phone: (301) 249-3830  
E-mail: [gtoGuy@verizon.net](mailto: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](http://www.eastcoastindoornats.com)

**Maryland Intl Raceway:**

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

**Old Toyland Shows:**

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

**Carlisle Events:**

<http://www.carlisleevents.com>

## Club Contact Info

## 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 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.**

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



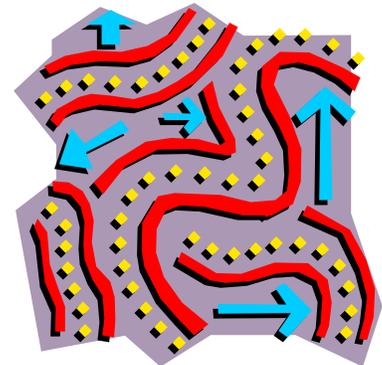
We're on the web!

<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. 🍷

President: Lyle Willits  
[mamaprez@aol.com](mailto:mamaprez@aol.com)  
Vice President: Tim Powers  
[partsbox@verizon.net](mailto:partsbox@verizon.net)

Treasurer: Matt Guilfoyle  
[blackbuick1941@yahoo.com](mailto:blackbuick1941@yahoo.com)  
Newsletter Editor: Tim Sickle  
[gtoGuy@verizon.net](mailto:gtoGuy@verizon.net)