



MAMA SEZ!

Volume 25, Issue 7

March, 2013



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

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2013 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 19th
- ☛ February 16th
- ☛ March 16th
- ☛ April 27th
- ☛ **May 18th (!?)**
- ☛ June 15th
- ☛ July 20th
- ☛ August 17th
- ☛ September 21st
- ☛ October 19th
- ☛ November 16th
- ☛ December 21st

NOTE!

Inclement weather phone number: (301) 474-0646. ☛

Spring has Sprung, Modelers!

Again, a pretty low-key meeting, except for the bombshell that *club Prez Lyle Willits will be resigning as club President as of Dec. 31st, 2013!!* He's given us plenty of time to elect his successor—*thanks Lyle, for your years of service to the club!*

After a few connectivity issues, this month, *Rich Wilson* gives us a

peek inside the box of the Revell '32 *Ford Rat Roaster*. *Thanks, Rich!*

The Pontiac Parade was present and accounted for, with a few more racin' Ponchos.

The raffle raised **\$81.00**, while the door kicked in an additional **\$93.00**.



Thanks to the raffle donors: *Ron Bradley, Brad, Bubba (!?), Steve M. Buter, Matt Guilfoyle, Ron Hamilton, Rich Meany, JC Reckner, Rex Turner, Rich Wilson, and Replicas and Miniatures Company of Maryland. Tanks again, guys!* ☛

NASCAR Hijinks!

According to espn.com and autoweek.com, *three NASCAR fans injured during the Feb. 23 Nationwide Series race*—when crash debris flew into the crowd at Daytona International Speedway—*have hired an Orlando law firm.*

Reports at Daytona said at least 28 fans were injured, with some treated at the track and others being taken to hospitals, when Kyle Larson's car

was launched into the front straight catch fence on the last lap. A tire and other debris cleared the fence and entered the grandstand. No fatalities were reported.

According to espn.com, "Morgan told them that no lawsuits have been filed, but he is gathering info for people to 'pursue claims for damages against the entities responsible for the injuries (*Ed. note: the CARS?!?*)'."

Two of his new clients "were near the fence (*Ed. Note: from a former NASCAR fan, a DEFINITE no-no!*) and hit by debris, while another suffered a major leg fracture and other injuries."

Apparently, winning five titles ain't enough to earn a driver the benefit of the doubt. NASCAR conspiracy theorists surmise that Jimmie Johnson *intentionally wrecked his Lowe's Chevy* after his Daytona win to hide some form of cheating. For the record, it successfully passed post-race inspection. ☛

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.

'32 Ford Rat Roaster

Before we start, I stand corrected, its' **ROASTER** not **ROAD-STER**. I could have sworn it was a roadster, but what do I know! At the time this kit was announced, I figured it would be a modified kit of the Revell Deuce we've come to know these many years. But I was advised it would be a new tool. Well its' not a new tool; its' the modified re-issue I expected. But for two and half years work, I think they could've done better and offered more new parts. But at a total of 148, that's about 30 more than before. To begin with, the most obvious mistake is the front axle. If you look at the box top art (*photograph*), it shows an I-beam axle (*painted*), but the one in the kit is the one that's been in the original kit from the beginning. That I-beam axle would have been a great swap item. I tried to follow the build as Stacey went along, but he is soooo slow at building anything, I lost interest. And then he had it painted that ghastly shade of green. In his partial defense, green is a hard color to get right.

Engine: To begin with, it's nice to have a small block Chevy engine that fits this frame. And it has a modern aluminum 5 or 6 speed transmission. For some reason, Revell finds it necessary to mold the oil pan of Chevy engines to the block, resulting in a seam. The Ford and Mopar engines had separate pieces. The 22-piece engine builds up as far as the carbs and then you have to choose either chromed air cleaners or velocity stacks. The velocity stacks won't

clear the ugly hood. The oil pan is a high capacity-low clearance type that would sure look good chromed and would be another swap item. The timing cover is cast into the block but the water pump is separate, as is the oil filter, fuel pump, and starter. There are two belts—one for the alternator that tucks in low at the frame rail and a second for the blower; It's a chromed piece with ribbing detail on the inside. But the super-charger is a four-piece affair and looks a bit small to me.



Chassis: It builds up just as in other issues of this kit with the exception of the front shocks and mounts. They have the headlights cast to the mounts and the chrome on mine was not scratched as in previous issues.

The front axle is the tube type, chromed, that is original to the kit. I suppose a lazy fix would be to paint this axle, but somehow, it needs to be replaced. The exhaust pipes are new in that they

connect to the new chromed, over the frame headers. In my opinion, the pipes are a little small in diameter. The power brake/master cylinder assembly is missing. The radiator hoses (*upper and lower*) are chromed pieces; I guess they are to duplicate the dress up ones available for 1:1 cars.

Interior: It's all new, of course. Stacey must have detailed his interior after I lost interest, so I'm not sure of its' correctness. All of the upholstery is diamond tufted. Decals are given for this with screw detail, though I think painting would be better. The seats match and there is a small console that gets decals as well. I was asked if the microphone shifter knob was included and can report that yes, it's there, and the pedals are cast to the floor. The dash is new with six gauges that have decals as well. The steering

(Continued on page 3)



Rat (contd)



(Continued from page 2)

column is a carryover, but the wheel is new. In all the pictures I've seen, the interior is spartan and bare, with large holes behind the seats that are painted body color. I've been told they are filled with black upholstery, but the decal sheet has decals for them.

Body: It's the same basic piece with hidden hinges and separate inner wheelhouses, but the firewall has been changed to one that is stock. The windshield frame is chopped in height and the electric fan is a new piece as well. Factory stock deuces had a chrome (*actually polished stainless steel*) piece that was at the top

of the radiator shell that was part of the cap. It curved down to the grille and had the Ford oval on it. That piece is now cast to the radiator shell and there is a decal for it. The taillights are a new item, they are round and semispherical. They probably have an origin I'm not aware of. The bobbed rear fenders are a welcome piece as are the

cycle fenders. The latter mount on brackets that are part of optional front disc rotors. Chromed Buick portholes install in the underside of the hood in pre-cut holes. The Moon tank is from the 5-window deuce kit (*four pieces*), doesn't look right, and should be replaced with one of turned aluminum. The kit includes his electric guitar with its' exhaust pipe, but the stand is cool.

Tires and wheels: It's nice to get these new age wheels that are patterned after Halibrands of the 60's, but the centers need to be slightly crowned and flat grey in color. But the tires are new items



for Revell, and they nailed them perfectly. My only complaint is both go together and would be difficult to use separately.

Decals: Most have been mentioned, but in addition there are decals for the pedals, taillight lenses, and Dzus fasteners for the hood, all seem dumb.

There's one simulating a removable plate around the shifter. The engine gets three on the blower, one for the belt, and one each (*Cherry bomb*) for the mufflers. The calipers get decals for Stainless Steel Brakes, and the mags get ET decals. I get the feeling Stacey is payin' off favors from part suppliers, don't you? There is a 'Hot Rod Institute' decal for the tag, a small 'Rat Roaster' for the gas tank, and a 'What Are You Working On' for the spreader bar. There's another that appears to be a web address but is too small to read even **WITH** a magnifying glass. I'm beginning to understand why this kit took so long to get to the hobby shelves! The best decal by far is the set that make the silver side accent stripe for those that want to build this out the box.



by: Rich Wilson 🍷

'Gov-a-mint Motors'

Japanese brands, led by Lexus, Subaru and Mazda, continue to dominate *Consumer Reports'* rankings of the best light vehicles on the market, claiming 'top pick' honors in seven out of 10 product segments and capturing the top seven spots for overall brand reliability and performance.

The brands that scored best on the magazine's report cards for '13 were Lexus, with a score of 79 out of 100, followed by Subaru and Mazda, which both scored a 76. Toyota, Acura, Honda and Scion rounded out the top seven.

Toyota landed three of the seven top spots with its Lexus, Toyota and Scion brands.

For the first time in several years, Detroit automakers did not claim the top spot in any vehicle segment, continuing their longstanding struggles in the magazine's rankings.

Consumer Reports, an influential shopping guide with eight million magazine subscribers, said

the six lowest-rated brands were **Buick, Chrysler, Ford, Lincoln, Jeep and Dodge.**

Dodge, the last-place brand, scored 46.

"Overall, we recommend fewer than half the domestic models we've tested," the magazine says in its April '13 auto issue.

US brands are also hurt by older models, subpar reliability and new technology such as Ford's MyTouch infotainment system, the magazine said.

Consumer Reports released the results of its '13 auto study recently during an event in Washington.

For '13, the magazine ranked individual brands rather than calculating a single score for each automaker, based on brands, as it has done in the past. Last year, the magazine's top picks among automakers were Subaru, Mazda, Toyota, Honda, Nissan, Volvo,



Hyundai, BMW, Volkswagen and Ford.

Cadillac—ranked **14th** with a score of 62—was the **top-scoring domestic brand** in the '13 study. **Buick** earned a higher test score than Cadillac but suffered from **weak reliability**, notably with the **Verano** and **LaCrosse**.

Among Japanese brands, Honda staged a comeback in the rankings for '13 models. Three of Honda's vehicles took top honors, up from zero last year. Honda's winners were the redesigned Accord, which unseated the Toyota Camry Hybrid in the mid-sized sedan category; the CR-V, which replaced the Toyota RAV4 as Consumer Reports' top pick among small SUVs; and the Odyssey minivan, which ranked first in its segment.

"For the last several years, Honda has let themselves go a little bit, resting on their laurels," Jake Fisher, head of automotive testing at Consumer Reports, said during a recent interview with *Automotive News*. Cabin quietness, steering feel and interior quality had gotten worse, he said, but Honda 'turned' itself "around with the Accord, which was much better than the outgoing model."

(Continued on page 5)



'Gov't (contd)

(Continued from page 4)

Consumer Reports has not tested the redesigned Toyota RAV4 or Subaru Forester to compare with the CR-V, Fisher noted.

The magazine said Honda continues to be dragged down by the low-scoring Insight and CR-Z hybrids.

Fiat, Jaguar, Land Rover, Mitsubishi, Porsche, Ram and Smart are not included in the '13 study because the magazine lacked sufficient reliability and test data for at least three models from each brand.

European brands—ranked mostly in the middle of the study—are differentiated more by reliability than test scores, with Audi and Mercedes-Benz cracking the top 10, the magazine said.

Consumer Reports ranks cars and light trucks on two measures: performance, which is scored during road testing at the magazine's proving grounds in Connecticut, and reliability, which is scored

based on feedback from subscribers who own the cars.

The magazine starts by driving a car for about 2,000 miles to break it in. It then conducts about 50 tests, covering performance in areas such as handling and braking. The entire testing process requires about 5,000 miles of driving over several weeks, the magazine says.

Pickup trucks, a segment in which American cars have historically dominated the Consumer Reports rankings as well as the marketplace, were not rated this year because the magazine has not yet tested the updated Ram 1500, Chevrolet Silverado and GMC Sierra, three chief competitors in the segment.

Toyota topped the Family SUV category with the Highlander, while its Prius won the green-car title for the *10th consecutive year* (take that Volt). The Scion FR-S and Subaru BR-Z, co-developed by Toyota and Subaru, shared sports-car honors, replacing the Ford Mustang, last year's top pick.

In the sports-sedan segment, the redesigned BMW 328i claimed top honors, unseating the Infiniti G37, which Consumer Reports had previously named its top pick six years running.

This year's list of top picks included the first appearance in a decade by German rivals Audi and BMW. Audi won top honors in the luxury-car category with the A6 sedan.

The winners

Mid-sized sedan: Honda Accord

Sports car: Scion FR-S and Subaru BR-Z

Budget car: Hyundai Elantra

Green car: Toyota Prius

Compact car: Subaru Impreza

Luxury car: Audi A6

Family SUV: Toyota Highlander

Minivan: Honda Odyssey

Small SUV: Honda CR-V

Sports sedan: BMW 328i

The magazine did not select a best overall vehicle or a top pick among family haulers or pickup trucks for '13. 🚗

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! 🚗



ON THE WAY!!

Special Edition 2'n1

'90 Mustang LX 5.0

Revell

1 PLASTIC KIT / 1 KIT EN PLASTIQUE / 1 KIT PLÁSTICO

3 Skill • Niveau • Niveau de difficulté

12+
1:25

This 'n That

Goofy Speed?!? For a concept car built to promote an animated movie about a snail that wants to go racing, this thing is **BEYOND** cartoonish! The outsized monster you see here started life as a Camaro ZL1, and then went through a big-time Hollywood makeover before being positioned on the Chevy stand at the Chicago auto show. This '13 'Turbo' Camaro is getting the promotion machine ratcheted up for a new DreamWorks tale by the name of, you guessed it, **Turbo**. Coming this summer, the movie will follow one snail's quest to become a race driver worthy of making the cut at the Indy 500. Like many DreamWorks vehicles before it, we're guessing that the petrolhead snail will star in a movie that adults (*especially racing fans*) will have no trouble watching with their kids. Check out the trailer below to see if you agree. As for the car, we're told that it is 'instrumental' in transforming Turbo from snail into racer. Helping the beastly pony car in this mighty task, is an **ankle-cracking front splitter** matched by an **ungodly huge rear wing out back**, a COPO hood and

a supercharged (yes, *super-charged*) V8 making 700+ horsepower.

24-inch wheels all the way around (*a.k.a. Dubs!*)—10-inches wide in front and 15-inches wide in back—should allow the car to hook up with ease. We'll see if they tear it up as much as Arnold did in **The Last Stand** (if it were NASCAR, that would be a given!)—http://www.autoblog.com/2013/02/07/turbo-chevrolet-camaro-dreamworks-video-chicago-2013/?a_dgi=aolshare_email...

From Goofy Speed to LUDICROUS Speed! This description of hyper-speed from the Mel Brooks' movie classic **Spaceballs** seems appropriate for the latest **Hennessey project**—the **1,000 hp '14 Stingray**. The car made its world debut at the Detroit auto show less than two months ago, but Texas tuner John Hennessey is already working on upgrades. Hennessey Performance plans to offer upgrades for both the C7 coupe and the convertible. Supercharged systems will bring output to 700 hp and **higher-priced twin-turbo setups** push power to **anywhere from 800 hp-1,000 hp**. Other bolt-on and performance



parts, which will probably be offered as standalone parts as well, include cold-air induction, cat-back exhaust, stainless steel long-tube headers, wheel and tire upgrades, braking improvements and suspension systems. Don't doubt for a minute that Hennessey can achieve these crazy numbers. This is the same guy who squeezed **800 hp** from the **Grand Cherokee SRT8** and **700 hp** from a **Dodge Challenger**. And of course, there's always the **Hennessey Venom GT**, a Lotus-bodied, Corvette-V8-powered supercar. Hennessey says he expects the first vehicle to be completed within six to nine months of receiving the first C7. The price for the **HPE1000 Twin Turbo upgrade** is **\$69,500**. Go to hennesseyperformance.com for

(Continued on page 7)



T 'n T (contd)

(Continued from page 6)

more info and to check out some of the company's other tuned supercars...***Finally...Oopsie!*** In keeping with our Bowtie/Vette theme this month, here's one for the record books—and, it didn't take long! As noted earlier, it's been less than a month since Chevy revealed the '14 *Stingray*, and already one has turned up wrecked. Since the new Corvette isn't on sale yet, chances are someone at 'GMC' will have a ***sizable expense report*** to fill out. Caught by a poster at ***Digital Corvettes***, the photo was supposedly snapped recently in Arizona, with the original shooter's commentary: ***"Cop had just arrived. Car is in worse shape than looks. Hit guardrail on left and bounced back to rocks."*** Automakers often run hot-weather and handling tests in Arizona, and this copy wears the Michigan manufacturer license plates that a 'GMC'-owned prototype would carry on public roads. While at first glance the Vette



looks OK, a closer look reveals serious damage; the front wheel looks too far askew, and there's long scrapes on the side of the body and the wheels. There may have been a side air bag deployed as well, but it's hard to tell under the tinted rear glass. It's rare but not unheard of for a factory pre-production test drive to end in a crash; at this stage of Corvette development, the engineers would be tweaking software settings or chasing down some final production issues before the launch later this year. Autoweek asked Chevy and, according to spokesman

Monte Doran, this was a 'GMC' test drive gone wrong: "During evaluation, the driver caught the inside tire caught the edge of the pavement during a tight corner, leading to the accident. Thankfully, no one was hurt, the car received only minor damage, and no citations were issued." ***THAT'LL buff right out!*** (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 Next ***BIG*** Thing!

The 'Wagon Wheel' Movement—Be first on ***YOUR*** block!



New Diecasts

What you see here gang, is a compilation of some newer diecast releases. They seem to be dominated by **Fords** (*Mustang IIs*, *of all things!?!), a few Pontiacs*, and a **Chevy** or two for good measure. This is not due to any inherent bias on my part (*what?! Me biased?!?*)—it is simply what appears to be hot at the moment. Unless otherwise specified, assume 1/18th scale. Without further ado, here we go.

Auto World

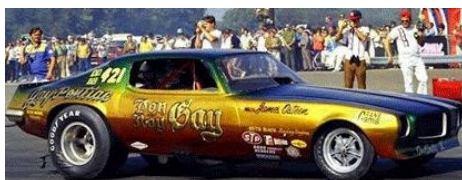
1972 Trans Am, #AMM998, \$72.95: Announced at the iHobby toy show, is this is **one-off** replica (*real car shown*), originally delivery to an SCCA Chief Steward. The story suggests that Pontiac gifted a '72 Trans Am to the SCCA president, and requested he drive it to SCCA events. Since the Trans Am was only available in Lucerne Blue or Cameo White that year, he refused the gift, saying he only drove red cars. Pontiac then produced this Cardinal Red car and the president drove it briefly before giving it to his vice president, who placed it in a private collection for several years. Never until now has anyone with firsthand knowledge been able to substantiate the Firebird's relationship with the SCCA. Other than a brief stay at the Volo muse-



um, the Trans Am has largely remained out of the public eye. It is due in June.



1962 Don Gay Pontiac Catalina, #AW201, \$72.95: This is the Ensign Blue A/Stock drag car driven by Don Gay (**NOTE: The hardtop body was used instead of the correct sedan**). The real car is still around, and is fully restored.



1970 "Infinity" Firebird funny car, #AW206, \$84.95: This funny car was announced at the iHobby toy show in October, and is expected in August.

Green Light Collectibles

1976 Mustang Mach I, #12868, \$64.95: Announced 1/09/13, this is a Mustang II Mach-I in Blue (*not sure what shade of Blue*)

1976 Mustang Cobra II, #12880, \$67.95: This is a white with blue graphics '**Charlie's Angels**' TV car (*real car shown w/Farrah Fawcett, a.k.a. Jill!*)

1977 Mustang Cobra II, #12865, \$64.95: This is a Cobra II in black with gold graphics



1977 Mustang Cobra II, #12866, \$64.95: This is a Cobra II in white with red graphics (*expected July*)



1978 Mustang King Cobra II, #12879, \$64.95: This is a King Cobra II in red with orange graphics (*expected October*)



1978 Mustang King Cobra II, #12878, \$64.95: This is a King Cobra II in black with gold graphics (*expected October*) (*real car shown*)



Hot Wheels

"Knight Rider" KITT Firebird, #X5469, \$159.99: It looks like the Knight Rider TV car (*KITT*) in all it's glory, a modified 1982 Ponti-

(Continued on page 9)

New (contd)

(Continued from page 8)

ac Trans Am, will be made by Mattel in their *Elite Cult Classics line* will be very detailed—it's supposed to have the working red scanner up front, and rotating license plate out back! It should be available as you read this.



Sun Star

1959 'Fireball' Roberts #3 Catalina: This is Fireball Roberts #3 Daytona 500-winning car (*real car photo shown*). Not much info on price or delivery right now.

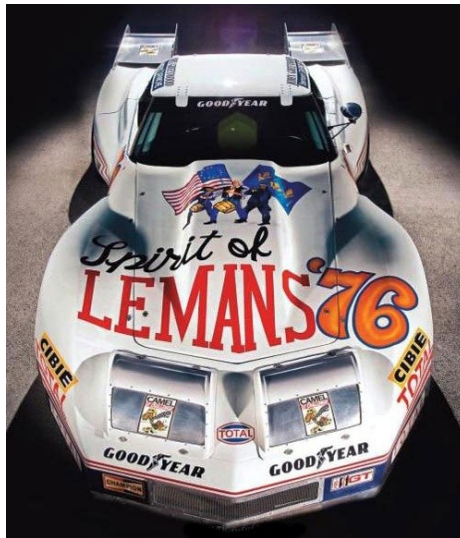
1959 Royal Pontiac Catalina: This is **Jim Wangers' ROYAL Pontiac racer** (*similar to photo*). Not much info on price or delivery right now.



True Scale Miniatures

1976 'Spirit of '76' Corvette LeMans race car, #11810R, \$209.95: During the fuel crisis of '76, the organizers of the 24 hours

endurance race at LeMans were truly worried. The number of competitors signed up for the race was 'way down compared to past years, and so were advanced spectator ticket sales. A call went out to **John Greenwood** to see if he would bring one of his crowd pleasing, brightly colored Corvettes, and he did...this car would eventually hit **215.6 mph** at LeMans, but retired early with a mechanical problem. This resin replica is expected in July.



Unknown

Linda Vaughn Figurine with HURST Shifter Platform, #1805601LV, \$29.95: This is the Linda Vaughn and the Hurst Shifter on platform **ONLY** (*no car*). No word on where these came from. Expected in April.

Unknown

1953 GM Firebird 1 Concept car, 121806r, \$215.95: By 1953, the GM research team had produced the Firebird XP-21 later referred to as the Firebird I, which was essentially a jet plane on wheels. It was the **first gas**



turbine-powered car tested in the US. It was entirely impractical, with a bubble top canopy over a single seat cockpit, a bullet shaped fuselage made entirely of fiberglass, with short wings, and a vertical tail fin. It had a 370 hp Whirlfire Turbo Power gas turbine engine, which has two speeds, and expels jet exhaust at some 1,250° F (677°C). The car weighed only 2,500 lb, and sat on a 100" wheelbase. This resin replica (*pre-production sample photos*) is expected in March.



Structo

Dean Jeffries Mantaray, #STR0801, \$1,999.00: This **BIG** product—22" long (*1/8th scale*), should be available as you read this.

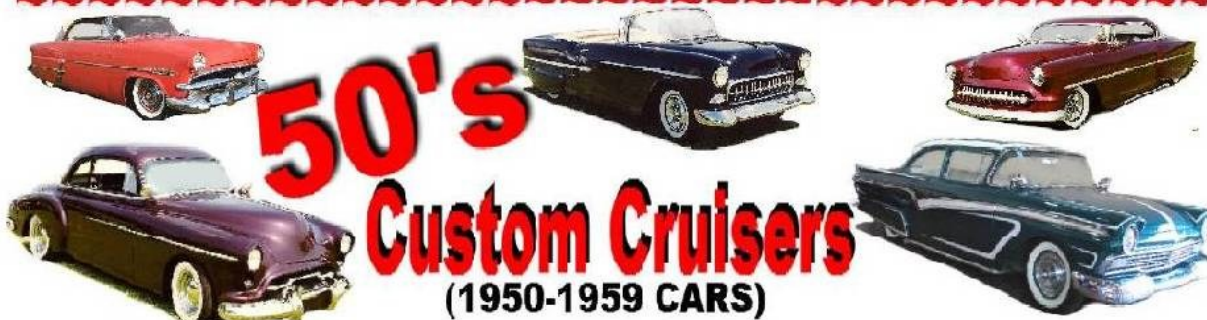
Go to your favorite website to order, or go where I did—**Supercar Collectibles** (<http://www.supercar1.com>), and be patient! 🐢



***** 20th ANNUAL *****
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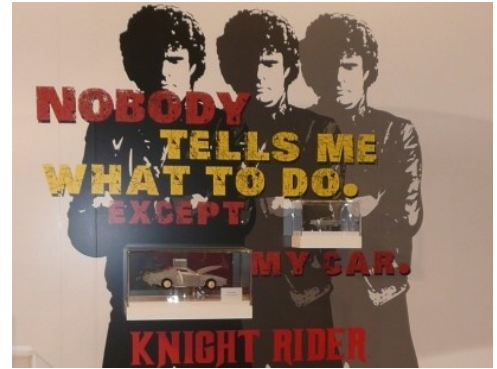
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- April 20th—27th *Annual NNL East* in Wayne, NJ. *Theme—Resin Rules*, with a *sub-theme* of *Vans*. So, let's get busy guys, for the 'Big Go East,' OK?! 🏠

- July 12th & 13th, 2013—*York US30 Reunion and Nostalgia Nationals* at the fairgrounds. This years' featured brand will be *Ford*. There will be a *special display* by the *Fairlane Club of America*. So, mark your calendars now—you *KNOW* how busy you get! 🏠



Pontiacs on Parade!

As you can see, there seemed to be an emphasis on *racing replicas* in the display at last month's meeting, with a *movie and TV-themed car* thrown in for good measure.

Doug Galinat: This month, Doug added an *AMT Starlight Black '65 GTO convertible*, with Parchment interior.

To this, I added four very nice diecasts—the *MAD Racing and Matco Tools Racing Firebirds* ('00 & '01, respectively), *Goodwrench Parts '03 Grand Am* and *Service Central '11 G6*

G X P .
T h a n k s
again to Bob Foster—keep 'em comin'!

Nick also got in the act with the *1/64th scale KITT Knight Rider Firebird*.

What isn't evident here is that, much like the TV car, this one talks, too! It rotates between four different sayings—very cool!

Malcolm Douglas: Malcolm again displayed his in-



progress *'63 Tempest* (tho, not in 'Reserved Parking').

'PoP' (Pontiacs on Parade!) *Sickle signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!!* 🏠

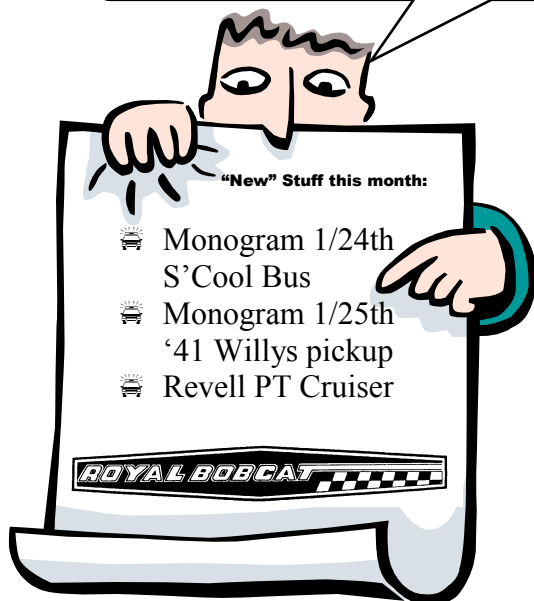


This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMA's BoyZ Do It In Scale!



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, 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, and instruction sheets.*

Would also like to buy or borrow *old AMT/MPC/Monogram/Revell model car catalogs*. Also interested in any Pontiac diecast racers. Contact Tim Sickie at gtoguy@verizon.net, or see me at a meeting. *Thanks!* 🍷



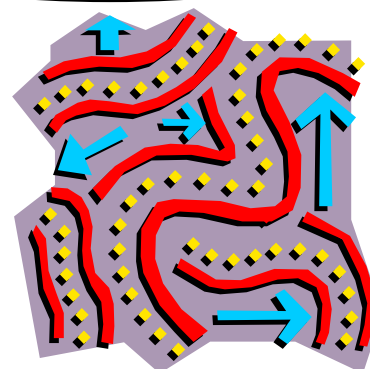
We're on the web!

<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. 🍷

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