

MAMA Sez!

Volume 26, Issue 4

December, 2013



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

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2014 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 18th
- ☞ February 15th
- ☞ March 15th
- ☞ **April 19th (3rd Sat!)**
- ☞ May **NONE (!)**
- ☞ June 21st
- ☞ July 19th
- ☞ August 16th
- ☞ September 20th
- ☞ October 18th
- ☞ November 15th
- ☞ December 20th



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

Merry Christmas Everyone!

Thanks for yet another good turnout for our annual *Toys for Tots* drive. Hopefully, it got delivered without drama.

This month, **Rich Wilson** scopes out the **Revell '70 Shelby GT500 convertible**. *Thanks, Rich!*

Those of you who patronized **Dirk Johnson** last month will hopefully take delivery on your

new Oxman calendars—*thanks, Dirk!*

The raffle raised **\$88.00**, while the door kicked in an additional **\$97.00**, meanin' we more than made this month's rent.

Thanks to the raffle donors: **Ed Brown, Brad, Steve M. Buter, Chuck Glass, Matt Guilfoyle, Ron Hamilton, Rich Meany, George Open-**

hym, Rex Turner, Bradley's Car Collectibles, Replicas & Miniatures Company of MD, and the Tri-State Scale Model Car Club. Thanks! 🎁



Condolences!

Actor **Paul Walker**, the 40-year-old star of the **"Fast & Furious"** movie franchise, was killed in a single-car crash in California on Nov. 30th.

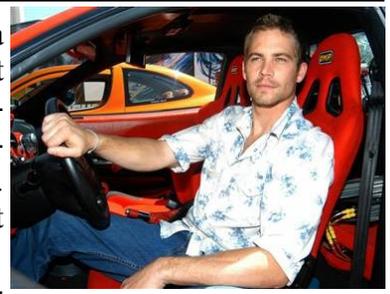
"We appreciate your patience as we too are stunned and saddened beyond belief by this news," according to a post on his official Facebook page.

Walker was a passenger in a friend's **Porsche Carrera GT**. They had

just attended a charity event for his organization Reach Out Worldwide, the post said. "Both lost their lives," it added.

"Sadly I must confirm that Paul did pass away today in a car accident," Walker's representative Ame Van Iden told NBC News.

Authorities responded to the wreck at about 3:30 p.m. local time (6:30 p.m. ET), the Santa Clarita Valley Sheriff's Station told NBCLosAngeles.com.



The vehicle was engulfed in flames and extinguished by the Los Angeles County Fire Department, KNBC reported. Authorities found two people inside the vehicle after the fire was put out, officials said.

Both of its occupants were pronounced dead at

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'69 Shelby GT500 Convertible



Imagine my surprise when I found out that Revell was doing this modified re-issue. I recently realized that I had multiples of the sportsroof version of this kit, the one this kit originates from. Having done several other 'roof chops,' I figured I'd do the same with one of my extra kits. If you've never done this type of conversion, it's not very difficult. Though, coming up with a boot to fit sometimes is more work than the body. In the case of my conversion, I found that the '65-'66 Mustang boot was an almost perfect match.

These cars were never very fast and didn't sell well at all. What they lacked in performance they made up for in looks. Even still, dealers couldn't give them away at the time. Leftover cars were taken back to the factory and given two stripes on the hood and called '70s. If you watch the auctions, you may have noticed that

they now sell in the six figure range. Go figure!!

Engine: This 20 piece assembly is one of the best 428 Cobra Jet engines we've ever gotten in scale. The valve covers are perfectly shaped, only needing a coat of black paint and then carefully wiping the tops of the fins and lettering clean. The fan belt has not only a place for the alternator but the power steering pump and an air conditioning compressor that looks like a General Motors type. It's on the right side, but Ford used York equipment and it was mounted on the left. The right side exhaust manifold has the correct sheet metal shroud that connects to the air cleaner to provide warmth for the cold idle. Also included are the tunnel ram manifold, carbs and velocity stacks from previous issues, though they seem out of place in this kit. The velocity stacks do have nice

carb butterfly detail in them.

Chassis: It's the same as in previous issues. The front suspension is cast to the chassis, while the rear is cast separately in one piece; axle, springs and driveshaft. The exhaust system is completely separate. There are staggered shocks for the rear suspension and coil springs for the front. Also out of place are the spacers to raise the rear suspension.

Interior: This is one of the modified pieces and the 'doglegs' are correct. They extend to the door edge to cover the lower portion of the roll bar. From the pictures I found, when I was building my convertible, Revell's roll bar seems a little narrow, but it's not bad. The seats are the standard version; for the deluxe you might try those found in the Revell '70 Mustang Mach 1/Boss 302 kit. The dash gets decals for all the gauges including the clock and console. There are decals for the wood appliques on the dash and doors. The ones for the doors have correct Cobra emblems. There are no seatbelts, but I'd recommend you put some in for that extra detail.

Tires and wheels: The wheels are the same as before with Centerline wheels optional. The tires are what used to be the Goodyear Polyglas GT F-70-15 but, of course they're just 'no names' now. Find some tire lettering in your old decal supply to cure this!

Body: It looks *JUST* like mine—what else is there to say?! Really though, they did get it

(Continued on page 3)

GT500 (contd)

(Continued from page 2)

right. The scoops on the convertibles differed from those of the sportsroof and Revell got those right too. It's very hard to find pictures of Mustang convertibles at a high enough angle to see the shape of the boot, but I believe they got that right too. The rather unusual part is the up top which we hardly ever get. The visors are

part of the windshield.

Decals: Besides those mentioned, there are three sets of side stripes, tan, black and white. New decals include four that are for the long NACA scoops on each side of the hood. Also included are three more decals for under the hood to go with the four from previous issues. Before you choose your body color, I recommend you do a Google or Bing search for images of this car. There is a plethora of vibrant 'Grabber' col-

ors that were available.

I've had at least three of these kits over the years, and all have had the chrome rubbed off right at the center of the front bumper, but this kit seems to be better. Despite the age of this kit, I'd recommend getting at least a couple of these. It could be the basis for converting a '69 or '70 to a convertible. Make sure you get yours quick as I understand they are selling fast.

by: Rich Wilson 🍷

Condolences (contd)

(Continued from page 1)

the scene, KNBC reported.

The cause of the crash is under investigation.

At the time of his death, Walker was working on the latest "Fast & Furious" movie.

The "Fast & Furious" franchise is a series of action films depicting street racing.

A statement released late Saturday by Universal Pictures read: "All of us at Universal are heartbroken. Paul was truly one of the most beloved and respected members of our studio family for 14 years, and this loss is devastating to us, to everyone involved with the Fast and Furious films, and to countless fans. We send our deepest and most sincere condolences to Paul's family."

As this is being written, production on *Fast and Furious 7* has been put on hold

with a decision on how to proceed currently under discussion.

Former **NHRA national event-winning funny car driver "240 Gordie" Bonin**, the world championship runner-up in 1977, died Nov. 29. He was 65.

According to a post on his Facebook page, Bonin had been admitted to a Las Vegas hospital recently, suffering from heat-stroke symptoms. He had been released from the hospital and was in a local hotel, where his body was discovered early Friday evening.

Bonin earned his famed nickname in the 1970s when his *Bubble Up Trans Am* was a steady performer in the rare 240-mph



zone. The Red Deer, Alta., driver first burst onto the national event scene in 1972 with a surprise runner-up at the U.S. Nationals in the Pacemaker Vega with Edmonton, Alta.-based partners Ron Hodgson and Gordon Jenner.

You will both be missed, gentlemen—Godspeed. 🍷



'Gov-a-mint Motors!'

Sak's Fifth Avenue Caddy?! There's been a measure of complaining about Caddy's pricing of its new **ELR**. **\$76,000 bucks** for what reads on paper like a *two-door Volt with CUE?!* What's more, the XLR, their last foray into unique-Chevy-platform sharing, didn't exactly set the world on fire. The world apparently wasn't ready for a Northstar-powered Vette. On the other hand, Cadillac-badged Avalanches seem to be *everywhere*. So are the 'affluent' now 'amped' for a Volt-based personal-luxury coupe? Saks Fifth Avenue bets *at least 100 well-heeled customers are*, and what's more, that they'll shell out *nearly 14 grand over a regular ELR's sticker*. As part of a collaboration including an Escalade window display at their Manhattan store, they are offering the *'14 Saks Fifth Avenue Special Edition ELR*. Included in the price is a charging station and installation. You get a snazzy coat of White Diamond paint and your choice of Jet Black or Light Cashmere interior treatments. For that, you'll shell out **\$89,500 (destination included)**, and you'll see it in March of '14. Federal tax credits knock the price down to an even **\$82K..** Still, that's a hefty loaf of Voltec; if the ELR wasn't in Tesla-price



territory before, it most definitely is now. If you're ready to pay, call 1-855-SAKS-CAD.

Is 'GMC' headed for another *subprime loan crisis?* They have sold vast numbers of vehicles to borrowers who have a *high chance of loan defaults*.

Right now, all seems well, at least on the surface. 'GMC' has posted net income of over \$1 billion in each of the past four quarters. Its US market share, though a mere shadow of what it was decades ago when the Department of Justice seriously considered breaking up the company, has stabilized at **18 percent**.

A review of their more recent SEC filings, though, indicates they have sold vast numbers of vehicles to borrowers who have a high chance of defaulting on loans. Additionally, the financial condition of many of its dealers has suddenly and seriously deteriorated.

'GMC' is hardly alone in lending money to consumers with low credit scores. Recent Bloomberg reports have indicated the subprime auto loan market is growing, and that the industry's underwriters are increasing loan-to-value thresholds. According to Bloomberg, "borrowers with imperfect credit account for more than 27% of new vehicle loans," up from 18% four years ago.

'GMC' is relying on subprime borrowers far more than its competitors, though. Their third-



quarter financial report informed investors that "88% of the consumer finance receivables in North America were consumers with FICO scores less than 620," which is the "less than perfect" credit threshold for the subprime market. Consumer receivables 31 or more days past due, at \$1.075 billion, were **34% higher than a year earlier**. By contrast, Ford's receivables in that same category **dropped by 20%** during this year's first nine months.

'GMC' appears to be cutting back its disclosure level just as things are getting worse. Its June 30th financial statement went into great detail about North American borrowers credit scores (*Table 1*).

In its report for the quarter ended Sept. 30th, 'GMC' removed these details, replacing them with the terse "under 620" sentence cited earlier.

Industry experience shows 51% of borrowers with credit scores between 550 and 599 will go 90 days or more delinquent. With scores from 500 to 549, that chance increases to 71%.

Almost 76% of 'GMC's' consumer loan portfolio at the end of June, up from 65% at the end of '11, consisted of borrowers who

(Continued on page 5)

A Car Guys' Night Before Christmas!

'Twas the night before Christmas
And all through the garage
Not a muscle car was stirring
Except a big red Le Mans

Santa's sleigh was short it's reindeer
Because they had all come down sick
So Santa called upon his Poncho
Because he knew it could do the trick

The elves all went straight to work
And loaded the trunk full with toys



So that Santa could drive to the homes
Of all the good girls and boys

He headed out on his drive
And put the 4-speed through it's paces
So that Christmas morning would bring
Lots of happy smiling faces

But when Santa's trip was done
The happiest person was truly he
Because a musclecar for Christmas
Is the best way to be! 🚗

'Gov't' (contd)

(Continued from page 4)

are more likely than not to go seriously delinquent. Though their reduced disclosure prevents one from knowing for certain, that percentage was probably higher in September.

History shows many delinquent borrowers will go from being behind on payments to not making them at all. 'GMC' is keeping assembly lines running on a huge gamble that their number won't be significant, and that its losses on repos which do occur will be immaterial. That bet, in turn, depends heavily on a belief that an economy with the worst post-recession recovery since

World War II won't flatten out or go back into the tank.

As if it needed more problems, many of GMC's dealers have begun showing troubling signs of financial weakness (Table 2).

'GMC' describes the dealer loan balances as "post-acquisition finance receivables" that "originated since the acquisitions of 'GMC' Financial and the Ally Financial international operations" in '10. 'GMC' expects this portfolio "to grow over time as 'GMC'

Financial originates new receivables."

These loans have apparently become a temporary refuge for seriously troubled dealers. In just nine months, "dealers with poor financial metrics" or worse have gone from owing the company **\$12 million** to being in hock for almost **\$1.6 billion**. The obvious question is whether dealers are good for it. If they aren't, another huge write-off looms. One also has to wonder how much these balances, especially their troubled components, will continue to grow in the coming months.

To be clear, 'GMC' had over \$28 billion in the bank in September, and isn't going bankrupt any time soon. But whether it can remain profitable is certainly anybody's guess! **And, no comment from 'GMC', either!** 🚗

Table 1

	June 30, 2013		December 31, 2012	
	Amount	%	Amount	%
FICO Score less than 540	\$ 3,338	29.3%	\$ 3,011	27.4%
FICO Score 540 to 599	5,301	46.6%	5,014	45.6%
FICO Score 600 to 659	2,397	21.1%	2,513	22.9%
FICO Score 660 and greater	343	3.0%	455	4.1%
Balance at end of period	\$11,379	100.0%	\$10,993	100.0%

Table 2

	September 30, 2013	December 31, 2012
Group I - Dealers with strong to superior financial metrics	\$ 394	\$ 99
Group II - Dealers with fair to favorable financial metrics	1,088	278
Group III - Dealers with marginal to weak financial metrics	1,543	171
Group IV - Dealers with poor financial metrics	1,058	12
Group V - Dealers warranting special mention due to potential weaknesses	360	
Group VI - Dealers with loans classified as substandard, doubtful or impaired	168	
	<u>\$ 4,611</u>	<u>\$ 560</u>

This n That

Innovation! A mere century ago, on Oct. 7th, 1913, Henry Ford rigged up a rope tow to get Model T chassis across the floor of his Highland Park assembly plant—essentially winching cars across the factory floor and adding a set schedule of parts at certain intervals. The implementation



may have been a bit primitive, but Ford was on the cusp something big: applying the concepts of the *moving assembly line* to the complicated, costly process of automobile production. Ford engineers continued to refine the concept, strategically breaking Model T production up into 84 distinct steps where each of the car's roughly 3,000 parts was bolted together. Before implementation of the assembly line, production time for a Model T was about **12 hours**. This breakthrough brought that time down to **about 90 minutes**—and that was just the beginning. By '27, cars were flying off the Highland Park lines at a rate of about one every 24 seconds. During its production, **15 million were sold worldwide**, accounting for half of all autos sold at the time. Ford's vision was to manufacture a car that would be affordable and have mass appeal. The assembly line was part of the formula to save manpower, as well as time, and it was ultimately responsible for lowering the price of the Model T from \$850 to as little as \$260. Ford Motor Co.—along with nearly every automak-

er on the planet—employs the same basic assembly line principles today, but much of the process is aided by fleets of robots, computers and other automated machinery. New tech enables greater flexibility—Ford is currently working toward a four-year

goal in which each of its factories will have the ability to produce four different models. But the drive for the sort of efficiency

Henry 'Any color so long as it's black' Ford would have appreciated is still there. Ford plans to have all vehicles built off of just nine platforms, down from the current 15, within four years...**High-Priced Ferrari** (*Are there any other kind?!*) A '64 **Ferrari 250 LM** by Carrozzeria Scaglietti has sold for **\$14.3 mil** at RM and Sotheby's collaborative "Art of the Automobile" sale (*a record for this model*), with the previous record auction price for a 250 LM going for \$6.9 million. This example was originally delivered as a road car before it was brought into racing by two Ecuadorian racing enthusiasts who prepped it for the 24 Hours of Daytona. After its racing days were over, it spent the last 30 years in a Japanese collection. This example's racing history at the '68 24 Hours of Daytona, where it finished first in class and eighth overall, likely played no small part in the auction result. The 250 LM is also famous for being the last Ferrari to win the 24 Hours of Le Mans in '65, though that win was achieved by another 250 LM. It was hammered at \$13



mil to an undisclosed phone bidder, with the buyer's premium pushing the final price to \$14.3 mil. It was estimated to bring between \$12 and \$15 mil, so it sold right on the money. Auction sales totaled \$62.8 million, with this one being the top sale of the event...**Fill 'Er Up, Mr. Roboto?!** Before self-serve gas became the norm, drivers pulled up to the pump and an attendant filled the tank. Someday soon that may again be the case—except **the attendant will be a robot**. At the 2013 Petroleum Equipment Institute convention in Atlanta last month, Husky and Fuelmatics revealed a joint venture between the two companies resulting in an **automatic fuel-filling system**. The system finds the fuel filling door and gas cap and uses suction to open them. Next, it inserts one of three nozzles into the vehicle's fuel neck through a capless system (*similar to the kind found on more cars these days*) and fills 'er up. After topping off, fueling stops via a vacuum-based shutoff system. **Next up—driverless cars...Airless Tires Are Here!** The first airless tires are finally available on a production vehicle, although you'll have to do without a windscreen or the legal right to drive on the road. Polaris, a Minnesota-based maker of high-performance ATVs, has a new

(Continued on page 7)

T 'n T (contd)



(Continued from page 6)

quad with what it calls 'Terrain Armor,' a wheel and tire combo that guarantees protection against railroad spikes, 50-cal bullets and just about anything else that would destroy a conventional radial tire. Underneath the tread, where solid rubber would normally seal a pressurized cushion of air for support, the TA tires have a hollow honeycomb structure designed to flex, bend and otherwise distort the tire's shape when riding over an obstacle. It's completely open and attached to a stiff inner hub in one piece. The idea, unlike run-flats that use stiffer sidewalls and can only withstand 50 or so miles after a puncture, is to eliminate air entirely so that objects can pierce the tread without the tire failing (*Polaris says that if up to 30 percent of the tire web is damaged, it can still function*). Polaris had been testing the tires, which it had helped engineer after buying a



small startup company in '12 that had originally designed the tire for lawnmowers, for military use. Next month, consumers will be able to try it on the company's Sportsman WV850 H.O., but it'll cost as much as a new compact car, starting at **\$14,999**. Polaris isn't the only company with an airless tire. **Bridgestone** and **Hankook** have revealed concepts, while **Michelin** has gone ahead to sell one for small construction equipment. Bicycle tire makers have also been experimenting. However, at high speeds, airless tires still pose problems with noise, stability and the fact that objects could get wedged inside the open tire's spokes. But the possibilities for improved fuel economy—and the ability of having a near-invincible set of wheels—could dramatically change the industry... **Fisker Done?!** A Delaware judge on recently kept the **bankruptcy case of electric carmaker Fisker Automotive** on the fast track, with a hearing scheduled for Jan.

3rd on its proposed sale. Anaheim, CA-based Fisker, which planned to build cars at a former 'GMC' plant in Delaware, filed for bankruptcy protection, ending a long, downward spiral that began after it received a **\$529 million loan commitment** from the US Department of Energy. Fisker drew \$192 million on the Obama administration's green-energy loan before DOE suspended funding in '11 after Fisker failed to meet several sales milestones for its Karma luxury vehicle. DOE recovered about

\$28 million before selling the remainder of its loan recently for \$25 million to Hybrid Technology LLC, resulting in a **loss to taxpayers of \$139 mil**. Delaware taxpayers are on the hook for about **\$20 mil in loans and grants** provided to Fisker in hopes of resurrecting vehicle production at the shuttered 'GMC' plant in Wilmington. Hybrid, owned by Hong Kong billionaire Richard Li, is seeking to buy Fisker in bankruptcy, using a \$75 million credit bid based on money it is owed as the company's senior secured lender. Hybrid is providing no-fee bankruptcy financing to Fisker as it works to finalize the sale... **Long-Distance Model A!** Rod Wade and Michael Flanders have set a **new modern record for a pre-war car**, driving their **Ford Model A from New York to LA in just 50 hours, 20 minutes and 6 seconds**. Right before departing Staten Island, NY, just past midnight,



Wade filled a bottle with water from the Atlantic, and emptied it into the Pacific when they reached Venice Beach in Marina Del Rey, CA, late Saturday night. Their first attempt five weeks ago ended in mechanical failure 38 hours into the drive, with the car suffering a broken crankshaft, but with a replacement 40-hp engine, the team was successful on the second attempt (*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!*) 🍷

Oldest Nissan in the USA?!

There are survivor cars, and then there are *survivor cars*. This is the latter.

The car—a 1964 *Cedric*—is rumored to be *one of two known remaining examples of this model on the continent*—and therefore the earliest surviving Nissan believed to exist in America.

While the first Datsuns we're familiar with were compacts, the Yokohama-based Nissan Motor Co. had been making passenger cars since the '30s, shortly before a series of mergers with other companies that united *DAT Motors* with *Jitsuyo Jidosha Co., Ltd.* But it didn't take Nissan long to come up with its own designs, and one of its first luxury cars was the *Nissan Cedric '30 Series.'* Launched in early '60, it was essentially an earlier version of this '64 example. It was facelifted for '62, gaining a front fascia that is perhaps more reminiscent of the Rambler than anything else, and that's the version of the Cedric you're seeing here.

Styled by *Pininfarina*, it seemed to combine American proportions and styling with European details, such as the Ferrari or MG-like taillights. It's overall appearance, especially given its wraparound windshield, still comes off as being influenced by American cars of the time.

The '30 Series' Cedric that premiered in '60 was available in various flavors, including a wagon, and boasted quite an impressive line of engines. The base engine was the 1.5-liter Nissan inline-four, though given the car's



size, the 1.9-liter inline-four was more popular. In addition to those two powerplants, it also offered a 2.8-liter inline-six in the Cedric Special—a long-wheelbase sedan variant—plus a 2.0-liter diesel.

Owner Walter Miller bought this example in northwestern PA a few months ago, and the speedometer just crested the 74,000 mile mark, after a 'road trip' of about 200 miles (*averaging 24 mpg, no less!*).

The guy he bought it from was the dealer who sold it new—he's 85 now. He sold it new, and then bought it back in the '80s. And owned it from the '80s on and gave it to his son. It then spent some time in a field in PA, before being stored in a garage and almost forgotten.

During the early '60s, Nissan Motor Co. began actively exporting its vehicles, opening up dealers in the US using the *Datsun* name. In fact, right until the opening of its first US dealers, Nissan had been selling most of its cars in Japan and elsewhere under the Datsun brand, Nissan being reserved for its truck range. Asia and Australia were the main export markets for the Cedric, but the US also received a few, be-

lieved to total *less than a hundred*. While most Datsun dealers at this time were west coast-based, a dealer in northwestern PA received a few cars, this being one of them.

"It was kind of weird 'cause they marketed it in the US as a Datsun Cedric," Miller says. "When I registered it, I could have registered it as a Datsun or as a Nissan, but the whole car is badged Nissan, so I thought historically it really is a Nissan. The VIN tag says Datsun, but the badges say Nissan."

Only one other first-gen Cedric is believed to be in North America: a '65 automatic-transmission version at the *Petersen Automotive Museum*. Miller is doubtful any other of the hundred-odd Cedrics sold in America survived to the present day (*or into the '80s, for that matter*). Given it's high price and the relative Japanese sedan novelty, the US market wouldn't see Nissans until the late '80s, badged as Infinitis. Even though Datsun achieved solid success in the '70s and '80s, it wasn't through luxury or full-size cars.

It's rare to find a survivor in this condition, and it's even rarer to find a true piece of *automotive history*. Finding *this* piece of Japanese automotive history in rural PA is something no one could expect. *How's THAT, Matt?! 🍷*



Wal-Mart Car Show?!

Here's the *FINAL* car show for the year, gang!
Didn't think you 'car guys' would mind—enjoy! 🍷



THE BIG SIT

February 22, 2014

MAIN LINE HOBBIES



**10:30 AM,,,,,,
PLYMOUTH MEETING MALL - SUITE 2085
500 W. GERMANTOWN PIKE
PLYMOUTH MEETING, PA. 19462**



- Feb. 22nd, 2014—The Big Sit (see flyer opposite).
- Feb. 22nd, 2014—The IPMS Old Dominion Open from 8:30 AM to 5:30 PM in Richmond Int'l Raceway's Hein-

rico building, in Richmond, VA.

- April 26th, 2014—28th Annual NNL East in Wayne, NJ. Theme—50th Anniversary of the Mustang, with a sub-theme of Station Wagons. So, y'all better get crackin' on those projects now!! 🍷



Pontiacs on Parade!

With no appreciable progress on the two Poncho projects that I recently debuted, I was forced to dig into my stash a bit.

The Unknown Stock Car Builder: SOMEBODY (I hope ya know who you are!) plunked down this neat older Grand Prix stock car driven by Ted Musgrave. If you come forward, I'll give you the credit you're due!

I dug through my stash to prove that I had Pontiacs other than GTOs, and came up with this pair of *Ventura buildups* awaiting restoration—a '75, and a '77.

Finally, to this, I added a diecast—an *Adriatic Blue GMP '72 455HO GTO*.

As I've said continuously—

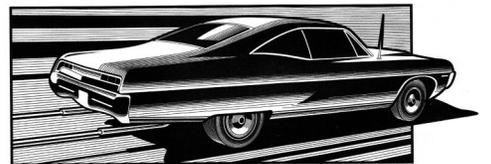
I'll bring the 'Reserved Parking' as long as interested parties trot out their Pontiacs, thereby needing somewhere to park! I am also *VERY* intent on 'ramping up' my own building schedule, no thanks to those of you who have fed my 'Pontiac Fever' since this display has come into existence. So, lemme just say—*"Thanks, I needed that!!"*

So, c'mon—bring 'em and show 'em!

'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

Chapter Contact:

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

MAMA's BoyZ do it in scale!

"New" Stuff this month:

- Round 2 '36 Ford Coupe
- Round 2 '60 "Ohio George" Ranchero
- Round 2 '40 Ford coupe
- Original Art series (dual color)
- Round 2 '75 Dodge Dart Sport
- Round 2 Spiderman Beetle
- Revell Foose '69 Camaro Z-28 (1/12th)
- Revell '53 Chevy Panel
- Revell '49 Merc Woody wagon
- Monogram Slingster Dragster

Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

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

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclegar Madness:

www.yorkus30.com 📧

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!). I also have an extensive collection to trade from. In search of 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, and '70-'81 Firebird Formulas and T/As, 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!** 📧

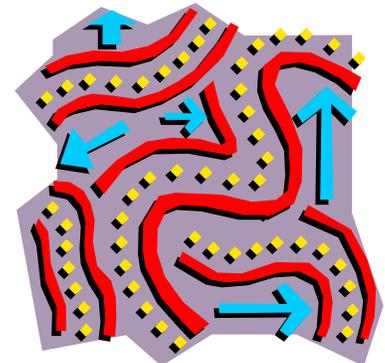


We're on the web!
<http://www.mamasboyz.org/>

Directions

From the Baltimore Beltway (RT 695): Take Exit 7, Route 295 (Baltimore-Washington Parkway) south towards Washington approx. 18 miles to Route 193 (Greenbelt Road), and exit. When on the off-ramp, stay to the right and merge right onto Southway (see below).

From the Washington Beltway (RT 495/95): Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (Greenbelt Road). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (at the light) onto Southway (read on!)



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

Club Contact Info

President: Marcos Cruz
cruz2123yb@yahoo.com
Vice President: Tim Powers
partsbox@verizon.net

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