



MAMA Sez!

Volume 31, Issue 7

March, 2019

“Serving Delmarva Car Modelers for 30 Years!”



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

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2019 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 20th
- ☞ May **NONE (!)**
- ☞ June 15th
- ☞ July 20th
- ☞ August 17th
- ☞ September 21st
- ☞ October 19th
- ☞ November 16th
- ☞ December 21st (10 - 3!)

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

Show Season's Here!

We discussed the aftermath of the rescheduled meeting last month. It was noted that **Catonsville Community College**, our old stompin' grounds, charges **\$250 for a room** for a 4-hour meeting!

This month, **Rich Wilson** looks at the new **Tamiya Ford GT**. **Thanks, Rich!**

Poncho Perfection

parking, while not filled, was well attended—and secure, thanks to **KITT**. **Thanks, guys!!**

The raffle raised **\$45.00**, while the door kicked in **\$172.25**, meaning, I believe, that we made the rent—thanks!

Thanks also to the following donors: **Irv Arter, Brad, Mike Cos-**

tic, Mal Douglas, J.C. Reckner, Rich Meany, Steve Scott, Rex Turner, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD. **Thanks guys—we 'preciate it!** 🍷



The Presidential Brief?!

“We’re here because we’re not all there.” Rich Wilson recently sent me that phrase with a suggestion that it might make for a good club motto. After enjoying the obvious humorous commentary on the state of our membership’s collective sanity and the implicit, yet subtle Cheshire Cat reference, it was also a tangential reminder of one of my favorite Abbot and Costello routines in which Bud Abbott em-

ploys a twisted logic to prove to Lou Costello that he isn’t there:

Abbott: “Are you in Chicago?”

Costello: “No.”

Abbott: “Are you in Philadelphia?”

Costello: “No.”

Abbott: “Are you in St. Louis?”

Costello: “No.”

Abbott: “Then if you’re not in Chicago, and you’re not in Philadelphia, and you’re not in St. Lou-

is, you must be somewhere else, right?”

Costello: “Right.”

Abbott: “And if you’re somewhere else, you can’t be here.”

Later, I thought about it some more and it rang true in a very different sense...

Tim Sickle recently updated our club roster. Did you know we have roughly 305 people on our roster? Granted a handful of those names are friends in the car

(Continued on page 2)

Brief (cont'd)



(Continued from page 1)

modeling community from way out of state, like Terry Jesse in Billings, Montana; Bill Coulter in Xenia, OH; or Pat Covert in Birmingham, Alabama. So it's probably realistic to say our roster is probably just a bit under 300 possible active members in Maryland, Virginia, Pennsylvania, and DC.

Out of those nearly 300 members, we typically see 30 to 35 attend meetings these days—clearly, we're not all there. Don't get me wrong, I am thankful for each and every MAMA member, whether they attend meetings or not. It's just that I recall times when we averaged around twice that number per meeting and wonder if we'll ever see that level of engagement again. Lots factors have contributed to the slow decline in attendance over the years, such as people's job and/or home life demands or hobby interests changed, some moved too far away (*like Larry Boothe who went to Texas*), for others our move from Catonsville to Greenbelt was a factor. Of those we've lost, some have been able to come back

after a while, others we are fortunate to see at shows here and there (*we just saw Frank Anderson at the ODO in Richmond on February 23rd*).

I'm not trying to say that the gradual change in attendance numbers is necessarily a bad thing, it is just a change that has happened over the course of our 30+ years together and we don't know if the trend will continue or take a new direction. If you have thoughts on how we might change this trend, please share them. We still always see a strong uptick in attendance for our Christmas/hanukwansika holiday feast meeting. For that, I am grateful.

Quite a few MAMA members attended the Old Dominion Open (ODO) in Richmond on February 24th. So did car modelers from the Richmond Automotive Modelers Society (RAMS), Long Island Auto Replica Society (L.I.A.R.S.) Club, and other model car clubs. Now, the ODO is a full-blown International Plastic Modelers Society (IPMS) regional contest. So why are so many model car builders going to an IPMS show with all those planes, trains, tanks, ships, figures, space craft, and sci-fi models?

The IPMS Richmond club that hosts the ODO has put forth great efforts to make sure that their show is all-encompassing and welcoming to all types of modelers. Over the past few years they have made very clear that they view model car building as being



every bit as legitimate a form of modeling as any other model category in their show. They exert the same painstaking effort in judging the model cars as they do all the other categories. And they work with members of the model car community to assure that the model car categories make sense to us and that their judging criteria represents what model car judges look for. In other words, they've worked hard to get us to go to their contest and it is paying off.

(Continued on page 14)



“VeePee” Pick

This month’s pick comes from MAMA member **Bill Stillwagon**.

Bill winning entry is Revell’s ‘68 Corvette roadster built to resemble an ECTA (*East coast Timing Association*) race car which usually runs on a 1 mile hard surface straight track. The current top speed events are held twice a year at an airport in Arkansas.

The body was stretched approximately 1" in front of the windshield, and the top from an AMT Digger was shortened and modified to fit. An old Pro stock scoop was cut down and smoothed in. The rear wing was built from sheet styrene and a parachute

mount was added to it. Parachutes were covered w/masking tape to resemble cloth and pull cords were added.

The interior has a cut down funny car cage and the rest was scratchbuilt again w/sheet plastic.

All Body work was done with Super Glue and finished off with Tamiya Basic Grey Putty.

The paint is Duplicolor light Blue Metallic over Duplicolor Gray Filler Primer and finished with Duplicolor Clear acrylic Lacquer.

Tires are from an old Cadillac ('56) kit by Revell. I sanded the tread off and added Goodyear decals and Parts By Parks salt flat discs.

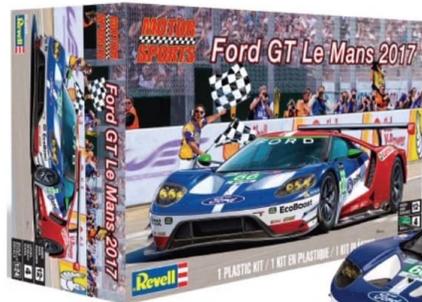


Chassis pan is also from the Digger dragster, and I think that’s about it.

Looks like an interesting “diversion” from your usual custom fare, Bill! 🍷



Flash!



Coming soon to Revell USA! No cost or release date 😊



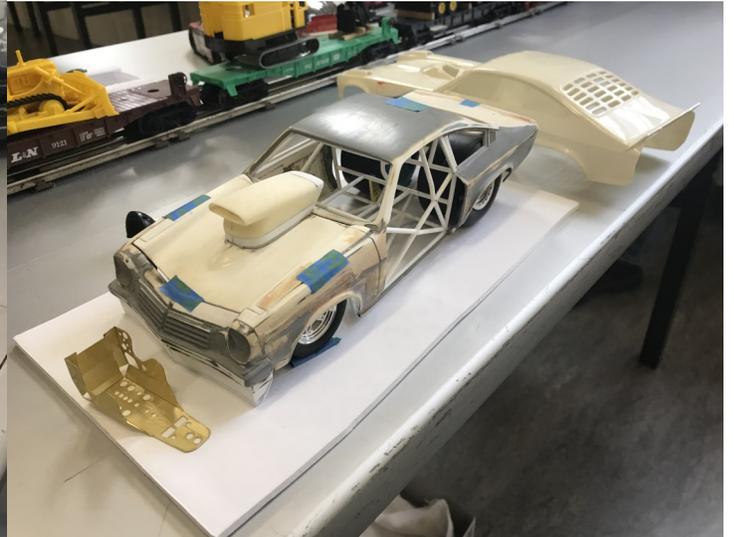
Thanks to the Atlanta gang for the scoop! 😊



Mid-Engine Corvette near to breaking cover!! Film at eleven 😊

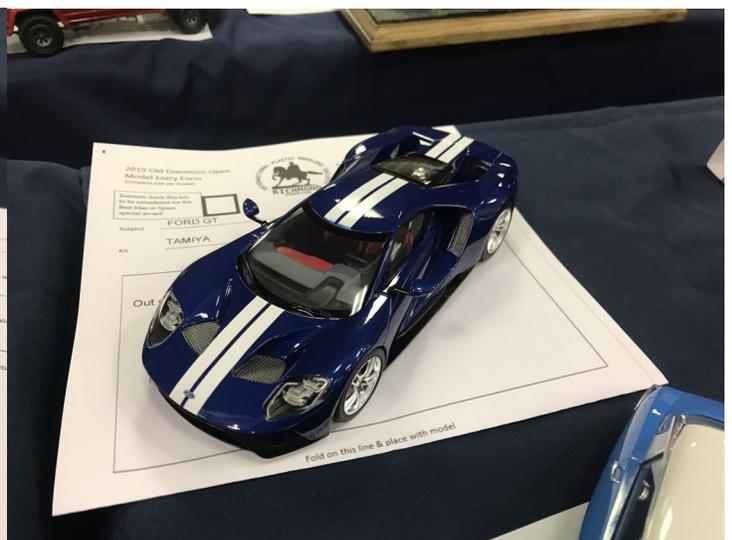
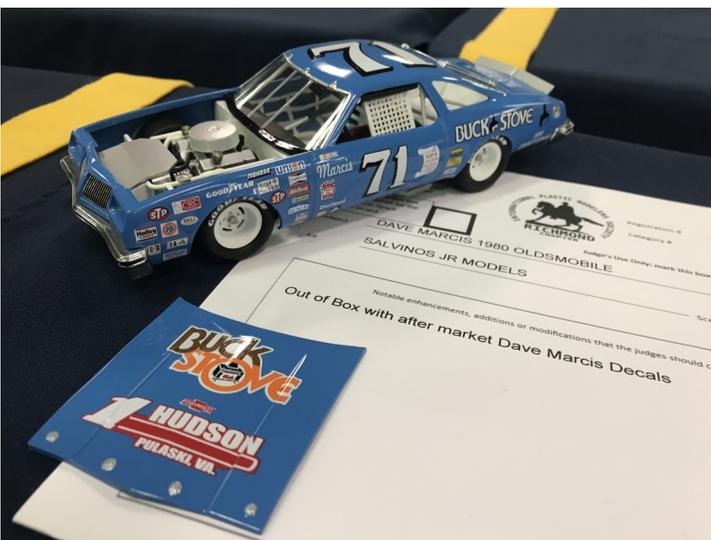
Meeting Pix

ATTENTION!



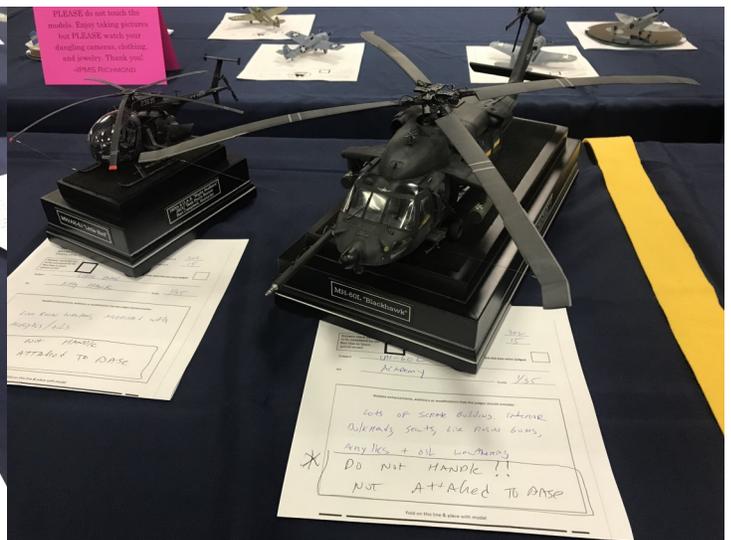
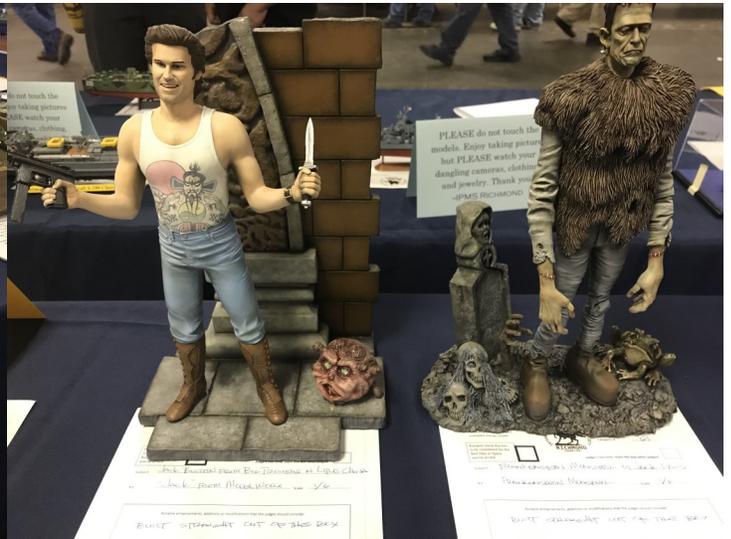
Richmond Pix—Cars

Models: 983, Entrants: 213, Gen. Admission: 707, Vendors: 60, Tables: 177 (with rainy weather, to boot!) ☺



Richmond Pix—Other

LOOK



Philly NNL

LOOK

Models: 494, Gen. Admission: 550, Vendors: 20 ☺



Ford GT

It's amazing what you can find out with a little research. This car has been out for several years and being a Ford fan (*primarily*) you'd think I'd have kept up with it from the start, but I haven't. I figured this kit would help me catch up. This kit is the full detail version that many of us seem to have wanted. This is the 50th anniversary of Ford's fourth consecutive victory at Le Mans; gad how time flies!

Ford decided to build 1,000 of these super cars between 2016-2020. 6,000 people put in orders almost right away. What a wonderful problem to have! Powered by a 647 horsepower V-6 with 550 lb/ft. of torque, it seems to have won Le Mans again; at least its' class! It uses a seven-speed dual dry clutch automatic trans-axle. It's built of a carbon fibre tub with aluminum sub-frames, but still weighs in at 3,054 pounds which seems rather heavy for a race car, but that might be the street version only. It's available in eight colors and fortunately for us, this kit is cast in white plastic for the body and interior. I counted 139 parts total with 26 white (*body*), 47 gray (*engine-suspension*), 28 black (*chassis*), 25 clear and nine chrome. The instructions seem to be reversed to me. They start with the body then glass, chassis and suspension, interior and finally the engine and tires. I'm sure there's a good reason for this.

Engine: I count a grand total

of seven parts! Only the top of the engine is present in Tamiya's exquisite detail. I wish they would call out the parts by name; there's a large chrome cylinder that mounts over the trans-axle. I see what I think is a single turbocharger on another piece. It all mounts down in the completed chassis/interior and then the completed body goes on top.

Interior: It's hard to be sure where the chassis stops and the interior begins, but I think there are 21 pieces to it and it's quite detailed. There are paint call-outs, but you may want to cruise the Internet for pictures of the version you want. The dash is three pieces with the steering wheel another three counting the column and paddle shifters. The seats are the type that are contoured down to your ankles. At **\$450,000**, this may be the most expensive bed ever. I don't see any seat belts or harnesses; you may want to check the Internet for that while you're looking for colors.

Chassis: I count 32 parts for this assembly, I think. It has steerable front wheels in typical Tamiya fashion with the poly caps to mount the wheels. For some reason, they instruct us to slice the poly caps. The cross-drilled disc brakes with Brembo decals are typical also.

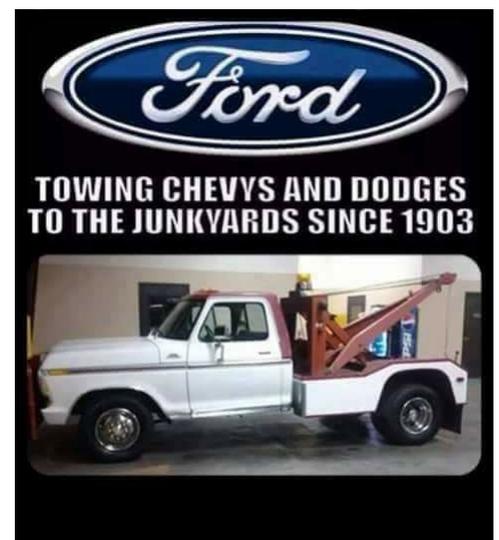
Body/glass: There are far too



many parts to count (*this late in the day*), but it takes 11 instruction windows to show where they go. The body pieces are shiny enough to shave your face with and the windows are just the same. There are window masks that other kit manufacturers would want to copy. And the mirrors have the now typical for Tamiya polished photoetch mirror faces.

Decals: The first sheet has four colors of stripes—red, white, black and silver, that should cover whatever body color you choose. A second sheet has 39 decals of scripts, screens and others for that extra detail.

by: Rich Wilson 🍷



‘GMC’ has confirmed what we already knew: the *Buick Cascada* will be phased out at the end of the ‘19 model year.

In a statement sent to *Automotive News*, ‘GMC’ said the Cascada was a success, attracting new buyers to the brand and outperforming other entries into the segment, but that it has now reached the end of its planned model lifecycle.

All is not lost if you still want a Cascada, however. The little Buick convertible doesn’t exactly fly off lots and ‘GMC’ says that many dealers “will have stock through the rest of this year.”

The framework for the Cascada’s death was laid late last year when Groupe PSA, which bought Opel from ‘GMC’ back in ‘17, announced it would be discontinuing the Cascada in ‘19. The Cascada is also sold as the Opel Cascada in parts of Europe, the Vauxhall Cascada in the United Kingdom and the Holden Cascada in Australia and New Zealand.

The Cascada went on sale in the US in ‘16 as a ‘16 model year vehicle. Its first year of sales was its strongest, when ‘GMC’ managed to move 7,153 examples of the droptop. It sold 5,595 Cascadas in ‘17 and 4,628 in ‘18.

With the demise of the Cascada, the *only passenger car in Buick’s lineup from 2020 onward will be the Regal*. The Buick LaCrosse will be discontinued when ‘GMC’s’ Detroit Hamtramck Assembly site closes down later this year, leaving only the Regal and its variants, along with the Encore, Enclave and Envision.

Back in January, ‘GMC’ CEO Mary Barra claimed that her com-

pany had sold *over 200,000 electric vehicles* without having to replace a single battery pack. It turns out not only was that *incredibly misleading and false*, but one unlucky Chevy Bolt owner even had to replace their battery not once, but *TWICE*.

Bolt owner and journalist over on *InsideEVs* Bradley Berman has extensively outlined a timeline of his troubles with his car’s battery, including an interview with ‘GMC’s’ chief engineer of electric propulsion systems about why his Bolt was having so much trouble.

A month after receiving the car in June of ‘17, Berman claims the car just stopped and left him stranded on the side of the road. Later that month, ‘GMC’ replaced the battery with just 1,746 miles on the clock due to a low-voltage problem with one of the pack’s cells.

‘GMC’ claims approximately 100 other Bolt owners could potentially face a similar issue, and that the company has altered the supply chain with LG Chem, the battery supplier, to prevent the issue from spreading to newer production cars.

In April of last year, ‘GMC’ issued a recall for ‘17 Bolt owners to come in and get a software patch that would improve the reporting of potential cell issues through the car to the driver earli-

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er, and allow the car to operate in a limp mode if an issue did occur to prevent people from being stranded dangerously. More software updates in May of ‘18 were implemented to better warn of issues and accurately report range.

Would you buy a used car (*or even a new one?!)* from ‘GMC’?



69' Malibu



09' Malibu

Why GM is Failing

IT'S NOT THAT DIFFICULT

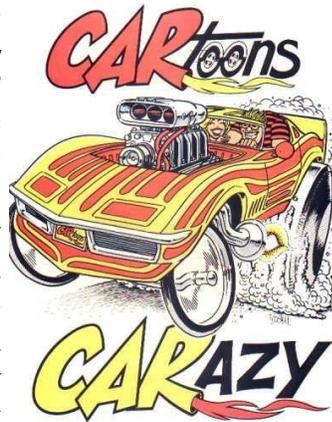
GMC Recall Ticker

of Recalls
158 (!)

of Vehicles Affected
41,639,131

This n That

New Pontiac kits enroute!! I was cruisin' Facebook the other night when I came across a post about the next stock car in the works from *Salvinos JR Models*—wouldja believe a *1986-87 Pontiac Grand Prix 2+2??!* The post depicted the early stages of the 3D file to create this kit. Think about it—a new kit of a car that raced over 30 years ago. Incredible!! The thread intimated that they would leverage using the *Revell tooling* that they purchased, meaning 1/24th scale, but I don't care and am gonna be on the hook for **THIS** one. **Thanks, JR!!...Car Toons Anniversary?** Many of us had subs to *Car Toons magazine* back in the day, before it disappeared. Did you know that it recently returned? The latest issue is touting the iconic mag's *60th Anniversary! Happy Anniversary Car Toons!...Hell Yeah!* Someone's Stuffing a '17 *Challenger Hellcat 707-hp* engine in a *Miata*—good for over **FIVE** times the power it had when it was new. The formula for infinite laughs is simple: take the powerful engine of the past

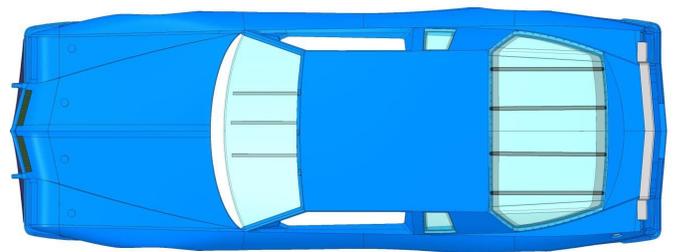
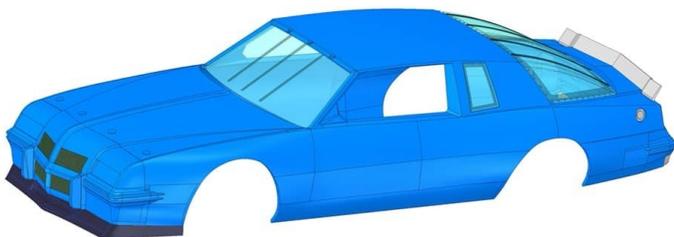


decade and shove it into a much lighter, smaller car. That's exactly what the YouTubers on KARR are doing with a '99 Mazda Miata courtesy of a super-charged 6.2-liter Hellcat V-8 swap. While they take a while to get to it in their vlogs (*we really don't need to see your Harbor Freight run on camera, guys*), they finally took the engine from a wrecked '17 Challenger Hellcat with some help from their friend Jose in a cool time lapse. Jose is currently rebuilding a burnt Hellcat on his own D.I.Y. Gang channel, so he's a good person to pitch in for this. They need to pluck out that golden Hellcat V-8, plus the Tremec TR-6060 six-speed manual transmission. Meanwhile, the NB-generation Miata came with a 1.8-liter engine that made just 140 horsepower from the factory and was paired to a five-speed manual transmission. The Hellcat swap is going to have over five times the horsepower—and that's stock, before they mess with the engine at all. *[Skip to about 4:30 in for the Miata disassembly.]* They also had to pluck out the rear end of



the Miata as well, since its teeny tiny differential wouldn't handle the extra power. The rear differential will get replaced with a Ford 8.8 later on in the swap and the axles will be tossed for larger ones, as those parts will have no issues handling the extra power. Being able to cart away the entire front axle—complete with the engine and transmission—on a pallet is pretty cool. They plan on upgrading the suspension to coil-overs and already ordered a few beefier parts to handle the extra weight of the Hellcat V-8, so they won't actually be reusing most of those parts. The KARR team picked up a new crossmember capable of holding the Hellcat engine from V8 Roadsters, a shop that specializes in Chevy V-8 swap parts but doesn't custom-make anything for the Hellcat as that swap hasn't blown up into a common thing yet. Next, the interior comes out so they can widen the transmission tunnel. This ain't as easy as the ubiquitous Miata LS

(Continued on page 11)



T 'n T (cont'd)

(Continued from page 10)

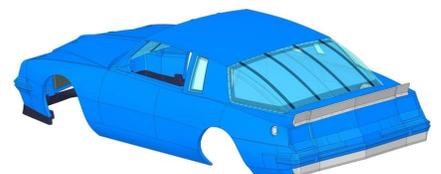
swap, as the Hellcat engine and trans are just a bit too wide to fit in the engine bay and trans tunnel as is. The rear end then comes out of the car to fit the engine and trans in place. Finally, the car gets lowered and, shockingly, it fits with seemingly little effort. The stock manifold is just a bit too large, though, so it has to come off for the engine to slide up into place. They're down to the nitty gritty of making the crossmembers and everything work together, so expect more action in their later videos. They're replacing the Miata steering rack with a manual rack, but using their existing one to test fit everything. The Hellcat engine sticks up a bit higher than the old Miata engine, so I don't think this will be too much of a covert sleeper once they're done. Either way, I love that it actually seems to fit and expect no less than fat burnouts all day soon... **Hot Rod TRACTOR?!** A farmer in England took the phrase *run what ya brung* to new heights when police recently busted him drag racing his **New Holland T6.175 tractor** against a group of motorcycles near the small town of Amesbury. No word on the outcome of the race, but chances are the unfortunate driver lost in more ways than one that night. Amesbury Police tweeted out a picture of the blue New Holland tractor with a giant sticker reading "Seized by Police" slapped across the side window. The tweet says the department received multiple reports about a street race between

a tractor and several motorcycles on a public road and arrived on scene to stop the show. The motorcyclists escaped, but officers were able to detain the farmer

since, you know, he was driving a tractor. Depending on which transmission is equipped, the 175-horsepower New Holland T6.175 has a stated top speed of around 30 mph and up to 24 forward gears (*really 8 speeds spread across low, mid, and high ranges*) for efficient acceleration. That's impressive for an 11,000-pound farm implement—less so in the high-stakes world of drag racing. Since police didn't actually catch the tortoise-and-hares group in the act, officers impounded the tractor when the unnamed driver failed to produce insurance paperwork for the vehicle. He was also given a ticket for the contents of the New Holland's fuel tank: **red diesel**, which is purchased at a lower tax rate in the UK for farming, construction, or certain marine purposes. Using it in a road vehicle, or for drag racing on a road in a farm vehicle, is akin to tax evasion. That's a heap of trouble for what couldn't have been a very exciting time. We at **The Drive** fully endorse unconventional drag races—provided they're taking place in a legal environment... **HOT Exotic!?!** Does anyone know a good mechanic in Birmingham? Because this guy really needs one. An online trader in England was driving home with his girlfriend in a Lamborghini



Gallardo that he'd just had worked on at a garage for **\$13,000** when the Lak Sira told SWNS that he smelled gas and called the mechanic, who told him that was normal after a service. He then pulled over to take the roof off and vent it out when he heard a loud bang as the vehicle burst into flames. "We nearly died, if I didn't pull over when I did, I dread to think of what could have happened. It was very frightening and my girlfriend is scared to get in any car with me now," Sira said. The fire spread from the rear engine compartment into the passenger cabin before it could be extinguished, totaling the vehicle. Siri said he is considering legal action against the garage. "I want answers because it clearly wasn't safe to drive and if it had burst into flames as I was going along then we could have been killed" (*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 entertain y'all by sending stuff—I appreciate it!*) 🙏

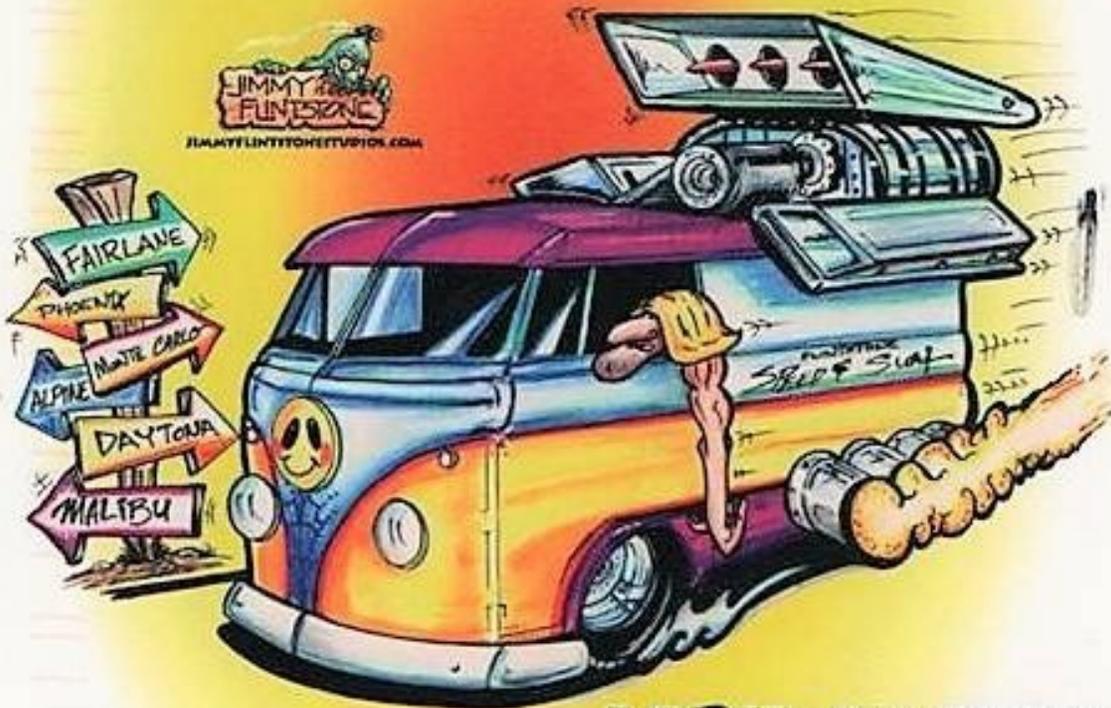


THE TRI - STATE SCALE MODEL CAR CLUB PRESENTS



THE 33RD NNLEAST

Theme The Summer of '69



JIMMY FUNTSZ
JIMMYFUNTSZ.COM

APRIL 27, 2019

Wayne, New Jersey USA

SubTheme *Going Places!*

- MODEL CAR SHOW
- SCALE MARKETPLACE
- COTTAGE INDUSTRY EXPO

SATURDAY, April 27 2019 9:00AM TO 4:00PM

WAYNE PAL BUILDING, 1 PAL DRIVE, WAYNE, NJ 07470

TOM GEIGER (732) 687-8171 (7-10PM WKDAYS)

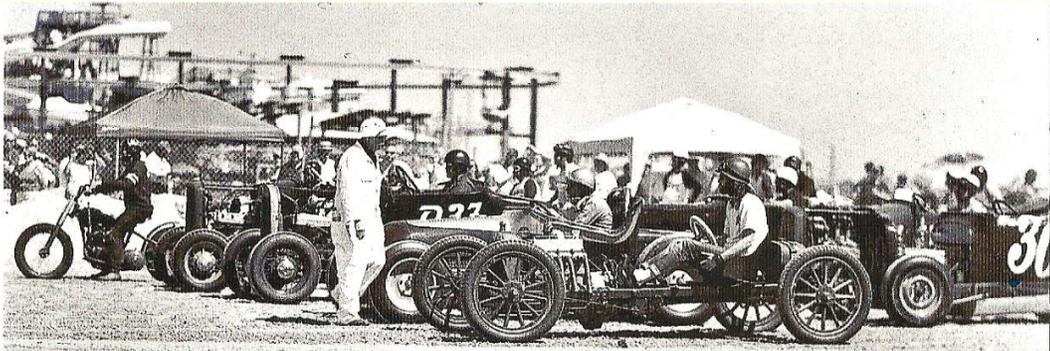
EMAIL: NNLEAST@AOL.COM

FOR THE LATEST SHOW INFORMATION, GO TO WWW.NNLEAST.COM

26th annual

MID-ATLANTIC NNL MAY 11, 2019

THEME: The Race Of Gentleman vehicles



Models must comply with The Race Of Gentlemen rules

<https://www.theraceofgentlemen.com/race-entry/>

SUB THEME: Ralley Cars



9AM - 3PM



COLUMBIAN CENTER



**335 N. RITCHIE HWY
SEVERNA PARK, MD.
21146**



<http://mamasboyz.org>

Brief (cont'd)

(Continued from page 2)

They are not stopping there, either. The team who organizes the ODO places great value in attracting and supporting all kinds of modelers. A relatively new facet in plastic models is something called Gundam/Gunpla. As best as I can tell Gundam started in 1979 and appears to be an animated science-fiction series about giant robots and Gunpla are the plastic model kits of those robots. The IPMS Richmond folks have been working every bit as hard to draw in the Gundam/Gunpla builders as they have for us model car builders. And the Gundam/Gunpla builders are responding big-time. Last year, there were about 27 Gunpla entered in the ODO. This year they had 99. That's a 266% increase over last year! What's more important is that these builders tend to be young and very enthusiastic about model building. The ODO folks see them as a very important part of keeping the model building hobby alive and active well into the future.

Email/contact information reminders. 1) Check with Tim Sickle to assure that your name and contact information, especially your email address, are included in our club roster. 2) Check with Tim Powers to assure that your email address is included in our club email alias. 3) Make sure that the email addresses that Tim and I have for you are current and not 6 or 7 years out of date. This is important as the main tools we have to notify our members of meeting cancellations or changes

are our email alias, our web page (<http://www.mamasboyz.org/>), and our Facebook page (<https://www.facebook.com/Maryland-Automotive-Modelers-Assoc-MAMA-177818688959913/>).

If you don't have email or computer access to check our website or FaceBook page, please find a buddy who does receive the club emails, give him your phone number, and ask him to call you whenever important announcements, like meeting cancellations or schedule changes are announced.

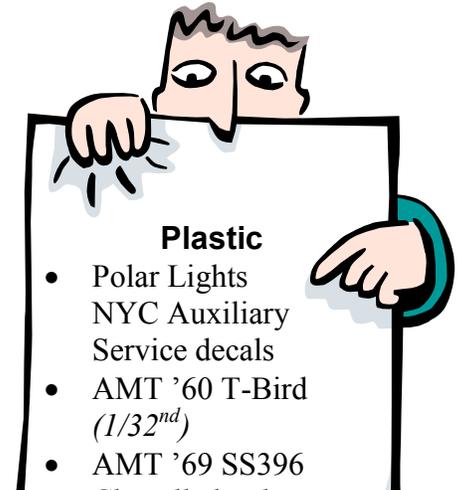
Auction reminder: Please search through your collections for kits, accessories, supplies, etc that you know you will never build or get around to using, and set them aside to donate to our fund-raising auction in September. This auction will raise money that will help us continue to pay the rent every month. The hall rental for our Mid-Atlantic NNL is increasing by 32% this year and that will eat the couple hundred dollars we would normally bank to help cover those months where our monthly raffle and door donations don't make the meeting room rent at Greenbelt. Your donations will be greatly appreciated. 🙏

Late-Breaking!

Due to a marketing decision by **BNL Resins**, **Ron Bradley** will be closing out his stock of their products. All motors will be marked down to cost and liquidated. This markdown sale will begin at the March MAMA meeting.

If interested, come to the meeting, and bring money! 🙏

Ron's Rant



Plastic

- Polar Lights NYC Auxiliary Service decals
- AMT '60 T-Bird (1/32nd)
- AMT '69 SS396 Chevelle hardtop
- AMT '59 Imperial
- AMT '69 GTX convertible
- MPC Clear Super Trailer
- Round 2 Ridge Runner Pinto Modified
- Revell '67 GTX
- Revell '90 Mustang drag car
- Atlantis Tom Daniels' Red Baron Skull Head

Diecast

- Red "Hooker Headers" '40 Willys Gasser (500 pieces)
- '19 Bullitt Mustang (999 pieces) (ONLY one available from ANY mfr in ANY scale!)





Don Keefer's
**PONCHO
PERFECTION**

Last month, the reserved parking was **JAMMED** (again!)—thanks, guys!!

Chris Whalley: Chris came “en masse” **AGAIN** (!) with **FOUR MORE** Ponchos—two ‘59 hardtops, a ‘63 convertible, and a “Sweathog” ‘71/’72 Grand Prix.

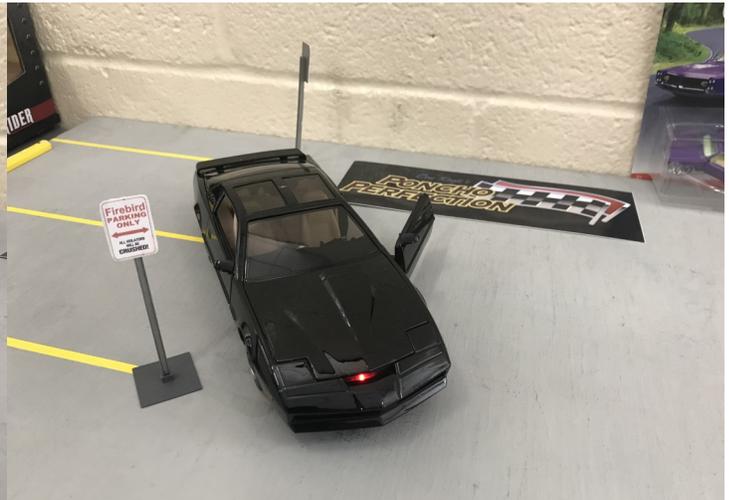
Dave Schmitt: Dave has been makin’ excellent progress on his ‘60 Pontiac project, as evidenced by the enclosed pic.

To these I added a cool diecast rendition of **KITT** (complete with functioning scanner!) to keep an eye on things!

So, c’mon—bring ‘em and show ‘em! ‘PoP’



(Pontiacs on Parade!) Sickle signin’ off! And don’t forget—MAMA may not need all these Ponchos, but I’m 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

MAMAs BoyZ do it in scale!

CrashFest!

"I recently went to a crash, and a race broke out!" Seems an accurate description of the NAS-CAR races at Daytona last month.

The Truck race at Daytona set a new record for the amount of caution periods/laps run in a single race. Just nine trucks finished the race, six of which were Chevies.

The race, which was won by the *Hattori Racing Toyota* driver

Websites

Central PA Model Car Club:

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

LIARS Model Car Club:

<http://www.liarsmodelcarbuilders.com/#>

Philly Area Car Modelers:

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

NNL East:

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

Carlisle Events:

<http://www.carlisleevents.com>

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

York US30 Muscleder Madness:

www.yorkus30.com 🗣️

Crash (cont'd)

Austin Hill, saw 11 separate cautions.

Not to be outdone, the Cup race had 12 cautions, including several over the last several laps, which brought about the dreaded "green/white/checkered flag". All told, I think there were *ONLY* 19 cars running at the end. Kinda pathetic, when you realize that 40 cars started the race!

Oh, and it was a *Toyota sweep* by *Joe Gibbs Racing—Hamlin, Busch* and *Jones*, meaning *Toyota* took *BOTH* races. Logano's Mustang was fourth.

NASCAR professionals hard at work



Classifieds

WANTED: Unbuilt/rebuildable Ponchos (*GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*). I have a collection to trade from. Want 1/8th scale Monogram '79 T/A and Red Baron, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69-'72 Grand Prixs, '70-'81 Firebirds, and empty *Pontiac kit boxes*. Would like to buy/borrow *old model car catalogs*. Contact me at gtoguy@verizon.net, or see me at a meeting. *Thanks!*

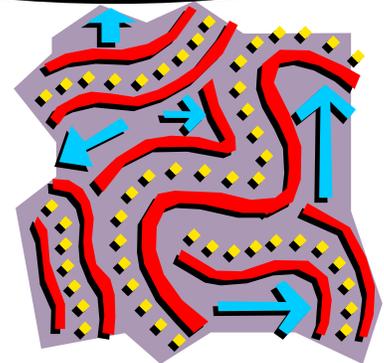
Were on the web!

<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

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