



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

All-Pontiac Final!	1
The Prez Brief	2
VeePee Pick	3
Meeting Pix	4
NCMSS Note	4
Moebius F-100 Service Truck	6
Gov't Motors	7
C8 Reveal	8
T 'n T	12
Ron's Rant	12
Pontiac Parade	13
Classifieds	14



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. ☎

MAMA Sez!

Volume 31, Issue 12

August, 2019

"Serving Delmarva Car Modelers for 30 Years!"



Dog Days of Summer!

Last month's meeting was a blur, 'specially since Nick and I were MIA—*sorry!* Thanks to everyone who filled me in on what happened.

Discussion ensued regarding the September Anniversary auction meeting. We are encouraging participants to bring items to be auctioned as well as bidding on items offered for sale. We ask that items sub-

mitted be complete, with no missing parts (*that includes kits, diecast, and completed models. Also, complete aftermarket items, no used paints or glues. Finally, no broken, damaged or incomplete tools*).

See inside for info about this years' National Capital Model Soldier Society show (*and MAMA's participation*) in September.

This month, **Rich Wilson** gives us a peek at the **new Moebius '65 F-100 Service truck**. **Thanks, Rich.**

The raffle raised **\$93.00**, while the door kicked in **\$134.00**, meaning we made the rent! Unfortunately, a list of raffle donors was not available. Apologies guys, but you know who you are. **Thanks, we 'preciate it!** 🍷



All-Pontiac Final!

Gary Riley squared off against his good friend Dwaine Davis in the Stock eliminator final round at the Mile High Nationals. Riley, a long-time competitor at Bandimere Speedway, earned the win after Davis was tardy off the line.

In the final, Riley grabbed a huge advantage at the tree with his .018 reaction. Davis missed the tree posting a .179 reaction time. This advantage allowed Riley to cruise to a .073 over 13.243 dial-in for his first

national event win.

Driving his N/SA station wagon, Riley was .018 or better on the tree in every one excluding the semifinals. His lights in the first three rounds were .010, .010, and .000.

To make the win even more impressive, Riley had to cope with drasti-

cally different weather throughout the event. The weekend started with 100 degree heat, then the density altitude dropped over 2,000 feet when storms blew through on Saturday.

Congrats to **BOTH** drivers, for the great showing! 🍷



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 Sickle, 15905 Ark Court, Bowie, Maryland 20716.

The Prez Brief

Well, next month (*September*) will be both our **31st Anniversary** and our fund-raising auction.

Thirty-one years. That's like Thirty years, but one better.

Thirty-one years is a long life for a hobby club and I am honored to be the club president at this point in its history. A lot of other clubs and organizations have official mission statements to describe their reason for existing to themselves and others. We've never needed one. It has always been inherently understood by every person who has ever walked through the door into a meeting that we have fun building, looking at, and talking about model cars. Sure, some of us talk about other things too and once in a while we do something nice for others. But the whole point has always been the model cars and it still is. We've never strayed and for that I am thankful.

When I got to thinking about the auction, I realized we hadn't set out ground rules for donated items to be auctioned so I put together my thoughts and shared them with the rest of the leadership team and some alumni to get a variety of perspectives. We all very quickly reached the following list of item types and caveats, based on the experiences of past auctions.

- First and foremost model car stuff: kits, nicely built models, die-casts, aftermarket items, tools, supplies, etc. Basically, no unfinished or incomplete projects, parts kits, or junk
- Then car-related items are okay: memorabilia, videos, books, pictures, posters, parts from famous race

cars
(documented, of course), etc.

The caveats are straightforward:

- Clean, good condition stuff
- No kits, built ups, or die-casts that are missing parts
- No incomplete aftermarket items, no used paint or glue
- No broken or damaged tools

If you feel compelled to explain your donation using any sentence that includes the phrase, "All someone's gotta do to use it is...", or anything similar, it would be better to leave it home.

So once all the donations are in, how will the auction work?

- Before it starts, everyone who wants to participate in the bidding will register with Matt and receive a numbered card
- During the auction one or two volunteers (*preferably young, energetic members*) will run kits from the display table to our VP, Dave Toups, and Lyle Willits
- Dave and Lyle will apply exacting technical methods (*e.g., looking up things in outdated value guides and making their best guesses*) to assign an opening bid of about half of what each item is really worth
- Those guys will hand the items to me and I'll do the auctioneer shtick. The best part of this is that when I point at you and laugh, you won't know if I think you



got a bargain or if I just think you're goofy

- To bid on an item, hold up your card, with the number facing the auctioneer, so he can acknowledge your bid
- When all bidding is done for an item, the winning bidder's number and bid amount will be acknowledged and Matt will record it
- All the winners will settle their accounts with Matt at the conclusion of the auction action. Be sure to bring your checkbook, because this is the point at which we all get to realize that we spent ten times more money than we brought

What happens to any unsold items?

Whatever doesn't sell at the auction will return at a later time on our monthly raffle table. All donated items will go to a good home, sooner or later.

With that, all that's left is a big "Thank You" in advance for all the generous donations you'll be bringing to our fund-raiser and good luck on your bidding!

See you in September! 🍷

VeePee Pick



Last month's pick was something that I think was again outside of Dave Toups' comfort zone—**ANOTHER** non-Ford model.

This time, he went totally to the "**Dark Side**" choosing, of all things, a **PONTIAC**! Specifically, **Dave Schmitt's '60 Catalina**.

Dave built his Trumpeter Bonneville hardtop because of his love of Pontiacs and the challenge of modifying the kit.

He opened the doors and made his own working hinges to replace the kit pieces. He plumbed the entire air conditioning system. He wanted to make the front wheels turn as well as the steering wheel. This required him to sleeve the column so the shifter doesn't move.

He wanted to use the **Model Car Garage** photo-etch side trim. In order to do so, he had to fill the depressions in the body (*the kit chrome trim is separate plated*

pieces) and then add the MCG plate.

The two-tone exterior is painted with custom mixed acrylic craft paint. It took him over ten hours to mask the three-tone interior for painting.

He used craft paper to print the headliner and trunk liner.

He recorded the time he spent building the Bonneville. In all, it was 360 hours over 26 weeks.

Congrats, Dave, and thanks for a job well done! 🏆



The NCMSS has a new location

this year, the Springfield Hilton, 6550 Loisdale Road, Springfield, VA. Show hours are from 9 AM to 5 PM. The show includes vendors and display tables. There are trophies, sponsored awards and raffles. The NCMSS is providing

display tables for MAMA as well as a table in the vendor area for members to sell items. This is a great show that includes all types of models, not just figures and scale soldiers. We encourage club members to come represent MAMA. Contact President Tim Powers for more information. 🏆

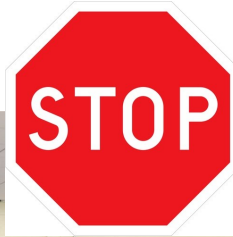
Note!

The
**National
Capital**

Model Soldier Society has invited MAMA back this year to participate in their 58th Annual show to be held on September 7, 2019.



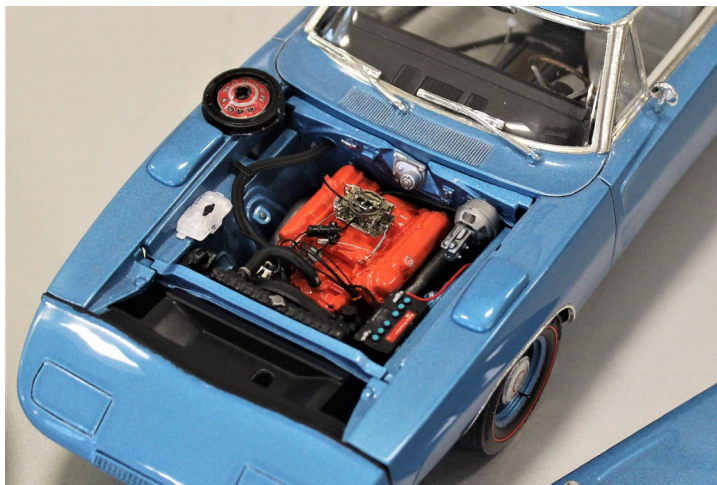
Meeting Pix



Decisions! Decisions!



A paper model—INCREDIBLE!



Izzat a 2 or 3-speed windshield wiper?!?



Topless Cruisin'!



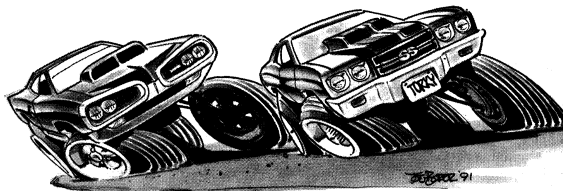
Mopar luxury, 50s style



Meeting Pix **LOOK**



Omigosh—I see Pontiacs on the table!



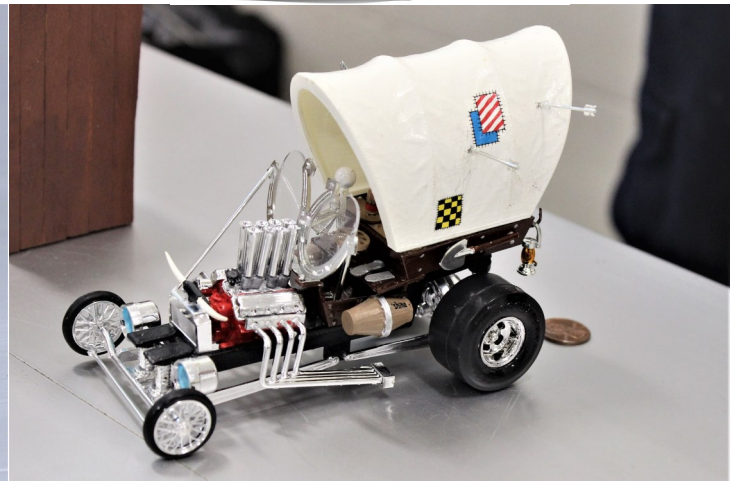
German luxury



Club Prez Tim Powers is amazed by the paper model



MORE Pontiacs on the table!



'65 F-100 Service Truck

As I said in my previous Moebius review, this kit, IMHO, is very late, but very welcome as well. In this “waste land” of new kits, almost anything is nice to see. This kit will fill a void in everybody’s pick up collection and it can do so in several ways. With 185 parts total, in a noticeably heavy box, with 41 chrome, it has more than any kit in my recent memory. Admittedly there are quite a few that are not used in this kit at all, like four drive shafts. And as with their other kits, swapping parts around can make a slew of neat variations. One such idea is to swap this kits’ bed with the step side bed for a different year utility truck. Maybe it would be easier to swap the grilles?! But a really wild version would be to swap in the 4x4 drive from the ‘70 pick up. With a jacked up suspension and big off-road tires, it could be a service truck for heavy construction equipment.

Engine: I count 29 pieces for a big block FE engine including a choice of either manual or automatic transmissions. There are valve covers that are chromed or unchromed, the latter being the correct, of course, for the stock version. The kit includes a very nicely done two-barrel carb and pcv hose, but the intake is only so-so. There are two air cleaners, but the one in the instructions is the right one to use.

Chassis: If you’ve built any one of these Moebius Ford pick ups, then you are familiar with it and I won’t go into it here. Only to point out that it uses the split

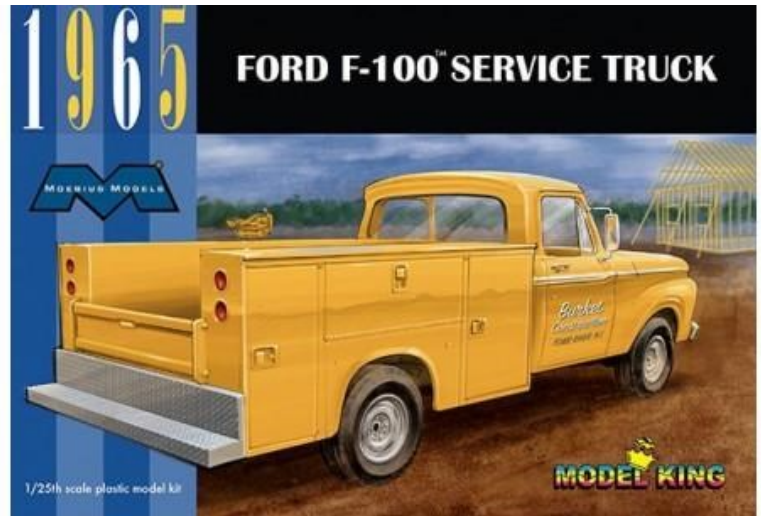
drive shaft.

Tires/wheels:

we’ve all seen the tires before; they are the very nicely done black-wall tires. It seems a little strange, but there are no mags in the kit. There are two sets of “dogdish” hub caps, only one set is correct.

Interior: Like the chassis, it’s the same as the one in the ‘66 stepside kit, so the only thing I’ll point out, again, is that the Ford emblem on the seat back needs to be toned down a bit or removed all together, IMHO.

Body/glass: Again this is the same assembly as that in the stepside kit, with the exception of the grille: DUH! I do notice that the floor texture is that of vinyl rubber. Included is a power brake booster, though welcome as it is, it may be out of place. I’m sure it was available, but rarely seen. There are chrome front and rear bumpers, step bumpers (*smooth and textured*), and the correct one for the utility box. There are two tailgates, both for the earlier versions. Counting the taillights, the utility box is made up of 13 pieces, but the tailgate does not pivot; something I think we can correct. Ron “the Plastic Pusher” pointed something rather small to me. The forward door on the utility box



goes down farther than the bed behind it. Just another small issue for us to fix.

Decals: As with other Model King-sponsored kits they are self-aggrandizing; yeah look that one up, I had to. There are a great deal of usable decals, such as emblems and gauges. And maybe you can combine these with one from your spares box.

Here’s a laugh on me. At the 2017 NNL East, our club Prez and I were wandering around looking at what was for sale. We came to the Moebius table and there were only two things there; the ‘66 stepside, all built up without paint and this kit’s utility box built and unpainted. I was so excited to see it I grabbed it without thinking. The man behind the table pointed out the “do not touch” sign and told me to put it down. Which I did, but asked him how many **YEARS** it would be before this kit would be available to us. He replied “3 or 4 months.” I laughed in disbelief, I guess I was right.

by: Rich Wilson 🍷

One of America's most beloved muscle cars could be headed to that great big junkyard in the sky.

'GMC' will not be making a *new Camaro*, and could be killing off the car by **2023**, according to a new report.

"Multiple sources within 'GMC'" speaking to *Muscle Cars and Trucks* said that plans for the seventh-gen Camaro have been indefinitely suspended. It sounds like the current generation-six Camaro could be the last.

As *Fox News* notes, the car sold less than 51,000 models in the US last year, well behind sales of competitors like the Mustang and Challenger.

Not all hope is lost for fans of the pony car...although the automaker didn't exactly deny the report when contacted for comment.

"While we will not engage in speculation, we will remind you of our recently announced updates coming to the Camaro lineup this fall. An all-new LT1 model will provide customers V8 power with the design and affordability of our LT trim."

"The award-winning SS model will feature a new front fascia from the Camaro Shock concept. All of our updates are customer-driven to improve the car and its driving experience."

Perhaps the car is just going on hiatus like it did from 2003-09.



In the meantime, Chevy die-hards can at least look forward to the first mid-engine Corvette.

Meanwhile, 'GMC' Korea has recalled 483 **2016-17 Camaros** and 191 **2016-17 Cadillac ATS** and **CTS sedans** for a faulty electronic power steering system. This is the same problem that plagued Alpha platform cars in North America, prompting the recall of **over 27,000 Camaro, Cadillac ATS and Cadillac CTS models**.

'GMC' says the Bosch electronic power steering rack in the cars may have faulty control boards, causing the power steering to fail. If it does fail, the driver will notice the steering become heavier, which may increase the risk of a crash. 'GMC' says the power steering may come back online if the car is restarted.

Korean 'GMC' dealerships will replace the entire front steering rack of the vehicle. This repair will of course be completed at no cost to the owner. Owners will be notified of the recall by mail or SMS, according to South Korea's Ministry of Transportation, Land and Infrastructure. Customers who may have already had their steering system replaced or repaired may also be eligible for compensation.

A 'GMC' truck recall has been issued in Canada for **more than 159,000 Silverado** and Si-

GOVERNMENT MOTORS

IN SOVIET AMERIKA, THE CAR DRIVES YOU... BANKRUPT!



© DESFAIR.COM

AN AMERIKAN REVOLUTION™



erra half-ton and heavy duty trucks equipped with the power sliding rear window.

Trucks equipped with the feature could have faulty rear defroster circuits, which could overheat and lead to a fire. GM Canada is currently unsure what will be done to repair the problem.

'GMC' says that if fires don't occur, the rear defroster circuits may melt and emit smoke. How-

(Continued on page 12)

GMC Recall Ticker

of Recalls

161 (!)

of Vehicles Affected

41,798,805

C8 Reveal

Now that Chevy has revealed *the mid-engined 2020 Corvette*, will the joy of playing with it exceed the 60 or so years of anticipation? Or will it be buried in the sandbox next week?

Any all-new Vette is significant. The really big fuss is that this one, the eighth-gen (C8), has its engine behind the passengers for the first time in history. It's mid-engined, like a Ferrari F8 Tributo or a McLaren 720S. While that change is obvious, there are subtler changes that are nearly as heretical.

First, there's *no manual transmission*. It's not even an option. Historians will note this isn't a first. A manual didn't appear until '55; the first Vette only had an automatic. For the C8, the automatic isn't a two-speed, it's an eight-speed dual-clutch made by Tremec. The DCT can be shifted manually, but shifts are done wholly by wire. By removing the mechanical connection, the center tunnel can be completely enclosed to increase structural strength.

Leaf springs, the spring type that suspended horse-drawn carriages and a Vette feature from the beginning are, finally, a thing of the past. The C8 isn't just the first Corvette without leaves, it's the

first to support all four corners on coil springs between control arms. The earliest Vettes used a pair of leafs to support the solid rear axle, the C2 and C3 used a transverse leaf in their independent rear suspensions, and the C4 through C7 models used composite transverse leafs both fore and aft. *(While detractors have long loved to use the term "leaf spring" to denigrate the Corvette, there's no denying the impressive capabilities Chevy managed with this design.)*

Although the engine is in an unfamiliar place, the V-8 is pretty familiar. Like its front-engined predecessor, its power comes from a 6.2-liter pushrod V-8 with the same bore spacing as the original small-block V-8 from '55. Dubbed the LT2, this engine's fundamental geometry and most of its internals remain the same as the LT1's. Its bore and stroke dimensions are unchanged, and the 11.5:1 compression ratio carries over. Sticking it in the middle of the car means the engine now breathes from the rear. Exhaust manifolds are stainless steel, and every C8 has a dry-sump lubrication system.

Total output with the Performance exhaust is now 495 horsepower. The rev limiter remains at 6600 rpm.

While there's no op-

tion to make the C8 sound like a '67 Corvette 427 with side pipes, the new car does have an active exhaust system (*Ed. Note: shades of Pontiac's VOE, from 1970!*) that tunes its note depending on drive mode. But changing exhaust modes has no effect on power.

The C8's stout center tunnel, like the rest of the structure, is aluminum. While a few special versions of the sixth-gen Vette and the entire seventh-gen used aluminum structures, they still had traditional frames with parallel rails running from fore to aft. The C8 does away with the rails in favor of an advanced backbone structure that hangs the front suspension off a subframe.

A mid-engine Vette, unlike many of its exotic competitors, needs to be affordable, both to purchase and to produce (*Pricing will not be released until later this year—expect its starting price to go up by several thousand bucks compared with today's base car, which starts at \$56,995*). Controlling costs is a Chevy hallmark, and the C8 is no different. It uses expensive carbon fiber only where it is the most efficient choice in terms of cost, weight, strength, and stiffness. Only two carbon pieces made the cut—a rear bumper beam and an underbody

(Continued on page 9)



C8 (cont'd)

(Continued from page 8)

close-out panel that runs along the bottom of the center tunnel, strengthening the backbone of the car. With the exception of the two carbon pieces, the remainder of the C8's structure is all aluminum.

The aluminum frame is bonded and screwed together and, without its top, the C8 is 19 percent torsionally stiffer than its predecessor, according to 'GMC's' numbers. It is also heavier: Chevy is quoting 3366 pounds, which means a likely curb weight of around 3600 pounds.

Initially, it will be offered in three distinct flavors. The FE1 is the base. It's built to be an everyday driver that's accessible to buyers who don't need a hero engineered into their shocks or the ultimate adhesion of summer-only tires. A step up is the FE3, which includes the Z51 Performance pack (*including an electronic limited-slip differential, larger brakes, and summer tires*) but retains conventional shocks. Above that is the FE4 which builds on the FE3 kit with the magic of magnetorheological adaptive dampers. Think of it as a ladder from easy-going to kind-of-awesome to gentlemen-start-your-engines.

'GMC' hopes that, even in the FE1, the C8 will be a 1.00-g car. The miracle workers here are the new Michelin Pilot Sport All Season 4ZP run-flat tires. Z51s running Pilot Sport 4S summer tires should orbit around 1.03g.

The base C8 is still being called a Stingray, and there are familiar elements on the exterior. The front fenders still come to a peak, there's a center spear across the nose, and the hind end swells out and then tucks in. A mid-

engined car has a different profile than a front-engined one, so it's the details of the C8 that communicate design continuity with previous Corvettes.

There's a lot of stuff shoe-horned into those wide flanks. Ginormous scoops gulp air for both engine breathing and the side-mounted radiators, and the C8 is the first production car with dual fuel tanks, riding like saddlebags just inboard of the side scoops. The most controversial element of the styling will surely be the tail, which looks like it has about 8 percent *too much Camaro in the rump*. A more elegant tail would be welcome.

A subtler change is that some of the engine-coolant heat exchangers on the C8 are mounted on each side of the nose, giving the car a unique face. All previous Vettes have had a centered radiator. And without it, the C8 has more room for a large "frunk," allowing it to uphold the Vette tradition of being an everyday usable, two-seat sports car. The rear cargo hold, between the engine and bumper, is large enough to swallow the removable roof panel of the targa models. A folding-top convertible is due later. Combine the "frunk" and the trunk, and you get a total cargo space of 13 cubic feet, two less than the C7's hatch.

With no engine in front, the C8's passenger cell has shifted forward 16.5 inches. Getting in and out is not difficult. The side sills are modest, doors generously sized, and the seats aren't so low that it seems like you've entered a dungeon.



Looking like it was ripped off a customized '77 Dodge van with the image of a Nordic goddess emerging from a lake airbrushed on the side, the *steering wheel* is a *weird hexagonal shape*. It may turn out that round steering wheels have been the wrong solution all these years, but there's still something disconcerting about this one. The thick downswept spokes pack the usual assortment of controls.

Don't look for a *conventional shifter*. Along the center tunnel, there's a set of buttons *Chevy calls the Electronic Transmission Range Selector, ETRS* for short. Should you want to shift for yourself, there are two large paddles behind the steering wheel.

Most Vettes will be used as daily drivers, so the cockpit is built to be user-friendly in a way that no mid-engined car has been, save perhaps for the two generations of the Acura NSX. Controls literally envelop the driver (*Ed. Note: much like the "Command Control" seating of Pontiac's 1969 Grand Prix, from 50 years ago. What's "old" is "new" again!*), with a long strip of buttons on the center console, and there's a large touchscreen angled toward him for easy access. Three different seat options—GT1, GT2, and Competition Sport—are proportioned for nearly the entire

(Continued on page 14)

Len Feinberg & The Central Pennsylvania Model
Car Club proudly present the:

Super September Showdown

#20

Model Contest & Vendor Show!
21 Class Trophies, PLUS Best in Show!

2019 Theme:

Mustang! Falcon! Nova!



ANY Style! ANY year! ANY scale! Honoring the memory of Mike Tate!

September 8th, 2019 / 9AM- 2PM

Keystone Fire Hall / 240 N Walnut St, Boyertown, PA 19512

Admission is STILL JUST \$5 and covers your registration!

Please limit your entries to 10 per class per person. Food will be available on site, and we'll be on TWO floors in 2019.

For vendor info, contact Len at 610-923-7534 or
fnplastics@aol.com. For trophy sponsorships &
contest information, e-mail
centralpmcc@hotmail.com or
go to www.cpmcc.org



DIVERSIFIED SCALERZ M.C.C.

8th Annual Model Car Meet & Contest



Domestics Only



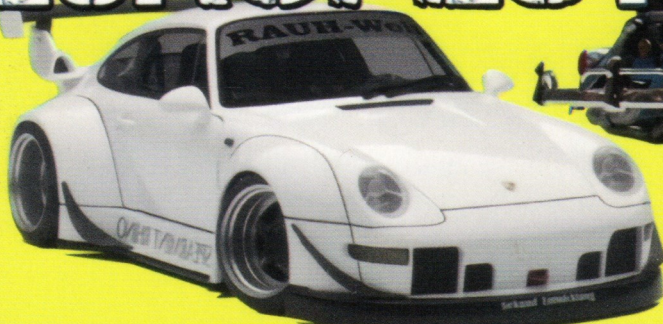
Time: 9am - 3pm

Date: Saturday September 28, 2019

Location: 1 Pal Drive, Wayne NJ

Sub Theme

EUROFEST



**Parking Lot:
Any European Cars
1/24 - 1/25
Scale Only**

Admin@DiversifiedScalerz.com

T 'n T

What's Old is New Again! The 2020 Hyundai Venue will be a mini-Ute without AWD, but it's what it **WILL** be that is of interest. It will be available in a color known as "**Denim**" which will feature a white roof and a **denim cloth and leatherette interior**. Shades of the **Levis Gremlins** from back in the day...**Monster Sale!!** On May 16, the following lot of 16 **Aurora monster/sci-fi related items** sold for \$7,200 during Heritage Auctions' Sunday Internet Comics, Animation, & Art Auction #121921. All models are in their original boxes; four in their original shrinkwrap: **The Amazing Spider-Man** (477100), **Lost in Space** (419-100), **The Creature (from the Black Lagoon)** (426-98) and **The Bride of Frankenstein** (482-149). Also included are the kits for **Lost in Space** (420198, missing part #33, the rear panel to the chariot), **Godzilla** (469-149), **King Kong** (468-149, still with the original shrink-wrap which has been taped on the ends), **The Hunchback of Notre Dame** (461-98), **The Phantom of the Opera** (428-98), **The Mummy** (427-98), **Wolf Man** (425-98), **Frankenstein** (42398), **Dracula** (424-98), **Dr. Jekyll and Mr. Hyde** (460-98), and **Customizing Monster Kit** (463-98). Also included is the Milton Bradley **The Outer Limits** jigsaw puzzle (4427-1). The boxes average Fine condition. An amazing group of hard-to-find fan-favorite Aurora models. Thanks to the **LIARS newsletter** for this item (Thanks to various 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 by sending stuff—I 'preciate it!)

When you accidentally step on a toy car and break the wheels



Gov't (cont'd)

(Continued from page 7)

ever, risk of a full-on fire are high which can lead to serious damage to the trucks and possible injuries to passengers.

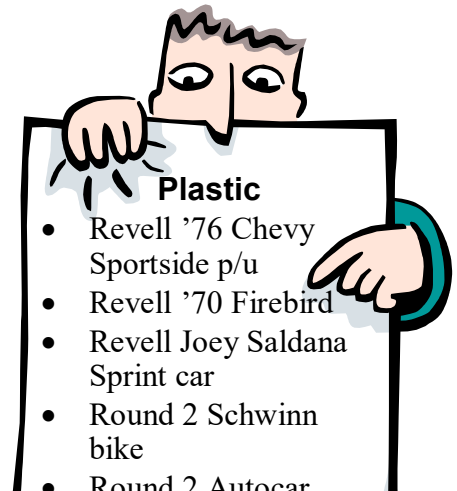
Affected vehicles include **2014-18 Silverado 1500, 2015-19 Silverado HD, 2014-18 Silverado LD, 2014-18 Sierra 1500, 2015-19 Sierra HD and 2014-18 Sierra LD.**

'GMC' is unsure how to fix the problem at this time and thus the recall has not yet officially begun—surprised?!. Interim repairs will be performed by removing the fuses for the rear window defroster. Then, truck owners will be sent a second notice when repairs details become available.

"GMC" - where the Recall is King!" 🐞



Ron's Rant



- Revell '76 Chevy Sportside p/u
- Revell '70 Firebird
- Revell Joey Saldana Sprint car
- Round 2 Schwinn bike
- Round 2 Autocar Dump
- Round 2 Nicholson '67 Comet f/c
- Salvino's '79 Petty Monte Carlo

Diecast

- '32 "Flamethrower" Ford Roadster (ACME, 750 pcs)
- '65 "Anvil" Chevelle (ACME, 750 pcs)
- '71 Stroppe Baja Bronco (ACME, limited)
- Greer/Black/Prudhomme rail (ACME, 996 pcs)
- '67 Blue "Sunoco" Chevy C-10 shop truck (ACME, 500 pcs)
- '71 Black Barracuda drag car (ACME, 500 pcs)
- '68 Fathom Green Z28 convertible (ACME 700 pcs)
- '93 Red/Black/Teal Mustang Cobras

(Continued on page 14)

(1/18th, unless noted)



Last month, we had a large assortment of Pontiac Power, and I was not there to see it!

I don't know who all these neat Ponchos belonged to—I can only hope that maybe they will return to future meetings to allow me to see them up close and personal.

Nick and I were in attendance at the annual Pontiac Oakland Club International convention in Gettysburg that day, and, boy, to say it was hot would be an understatement! I was literally overcome by the heat, and needed assistance! To top it off, Nick very nearly followed suit, before we were able to hydrate ourselves.

So, sorry I missed all these neat Ponchos, but I hope that you'll all continue to 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!!** 🍷



Chapter Contact:

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

MAMAs BoyZ do it in scale!

C8 (cont'd)

(Continued from page 9)

range of American body percentiles, from large to extremely large and on to vastly enormous.

Entering its 67th year of production, the new Vette is an engineering moonshot, a marketing leap of faith, and a statement about what an American sports car can truly be. *Time will tell as to whether 'GMC's' gamble has paid off or not.* 🚗

(Continued from page 12)

- (ACME, 750 pcs)
- '67 "Sunoco" C10 shop truck (ACME, 500 pcs)
- '91 Mustang GT "Home Improvement" TV series (GMP, 750 pcs)
- '74 "Bigfoot" monster truck (Greenlight)
- Black/chrome Bugatti Chiron (Kyosho) 🚗

(1/18th, unless noted)

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 Prix, '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/>

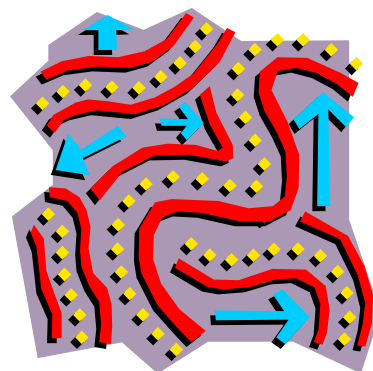
Directions

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. 🚗

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.nnleast.com/>

Carlisle Events:

<http://www.carlisleevents.com>

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

York US30 Musclecar Madness:

www.yorkus30.com

Online Event Calendar:

www.NortheastWheelsEvents.com

Club Contact Info

President: Tim Powers
partsbox@broadstripe.net
Vice President: Dave Touns
davetouns351@gmail.com

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