

MAMA Sez!

Volume 33, Issue 11

July, 2021

"Serving Delmarva Car Modelers for 30+ Years!"



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

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2021 Get-Together Schedule

In the near-term, with our Greenbelt location unavailable (alternate locations are being considered, including the Fire museum), interested modelers may "show up" at the Fire museum on the schedule listed below (based on their comfort level), from **10 am to 2 pm:**

- July 17th
- August 21st
- September 18th
- October 16th
- November 20th
- December 18th

Hope to see you there 🚗

SWELTERING In Place—Summer is Here!

Another "Get-together" was held last month on the traditional MAMA meeting day at the MD Fire Museum, with no response from MAMA's "old" meeting place. The big difference was that masks were conspicuously absent, meaning you could **SEE** people's entire faces in conversation—a definite change for the better!

While I did not hear it, I am told that our governor officially opened MD up for business on July first. With nothing from Greenbelt, alternate avenues are being pursued. Meanwhile, we have the Get-togethers on the third Saturday through December. For info, refer to the schedule below and the last page.

MAMA's Boy **How-**

ard Weinstein provides yet another chapter from the Ford Buyers' Guides. Check it out. Howard is still hoping for Scale Auto article donations. So, c'mon, guys—let's not disappoint him!

Poncho Parade this month is an extension of the Virtual Meeting, highlighting **Don Krone's '68 GTO**. **Thanks, Don!** —Tim 🚗

After a staff meeting at work one day, my supervisor, our office manager, and one of our branch chiefs were informally chatting. In chats like these, the subjects we discuss often take lots of twists and turns. This particular chat worked its way around to the subject of Alzheimer's disease. I shared with the group a little bit about the last few times I saw a now long departed friend, Tony Meeker.

Tony was one of the nicest people I have ever met in my life and he

was very well-known to a lot of us Maryland model car builders, even though he was actually a toy guy. He bought and sold toys and toy collections from all over the country. I don't know how he did it in those days—before EBay, before the internet, before home computers. I think

he was tapped into a vast network of toy traders for selling, but I have no idea how he found all the toys for sale that he ran across. Maybe he worked with lots of people who ran estate sales or auctions. I don't know.

I do know that Tony had a wonderful collec-

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"Get-Together"



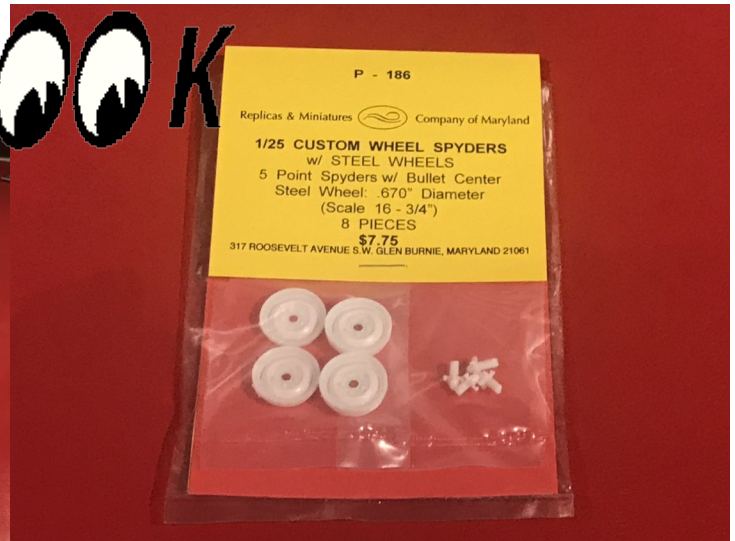
Don Krone's late arrival yielded a tasty build assortment



A pair from Danny Whiting



Unsure as to who displayed this unique subject



..And the hits keep comin' from Norman Veber!



Matt Guilfoyle displayed this impressive "tribute" car



SA's "swan song" - it seemed to be very popular

Virtual Meeting



LOOK



Lyle Willits' latest—"Plywood." REALLY!



Don Stone's '81 flat nose Monte Carlo



Paul Lee built another handful, this month 30s Fords!



Kevin Buter's '32 Alfa Romeo Grand Sport!



Marcos Cruz's "Killer" '09 ZR1

Virtual Meeting



LOOK



A '68 Camaro from Cruz, for a friend!



Steve Buter's "Hot Rod Lincoln"



Paul Lee—what can I say?!



Cary Buter's '66 Fleetside



Hope y'all had a cookie—'specially you dads out there!

VFTB (cont'd)

(Continued from page 1)

tion of rare and antique toys in his personal collection. He was a retired Baltimore City paramedic and he made some good coin on the side custom-building doll houses. I remember a time he was contracted to build a replica of a Baltimore City Firehouse that was a landmark building. The model was so large that he had to design it as a three piece assembly so that he could a) get it out of his basement when it was finished, and b) fit it in his truck to deliver it.

I'll always remember Tony as an affable and avuncular fellow, ready to talk with anyone. I think he knew someone everywhere he went. You know the type, you could send him all alone on a rocket to Mars, and within 10 minutes of landing he'd be surrounded by a bunch of new friends and talking with them as if he'd known them for decades.

In the course of buying toy collections, Tony often bought model car collections, too. Usually big collections of built-ups, with a few unbuilt kits here and there. He had a large bar in his basement, just outside his utility room. Whenever he bought models he would display the built-up model cars on the bar along with any complete kits. He had a cabinet in his utility room where he kept all the random, loose model car parts he'd collected over the years. He also kept air boxes in the utility room too, usually up in the rafters.

As someone who traded in toys, Tony knew what things were

worth and that included the model cars. His prices were always fair. I don't recall anyone ever haggling with him. It wasn't often that anyone got over on him, but I did—once. Not intentionally, the deal just sorta fell into place.

On one visit back in the late 90's Tony had some built-ups that he'd just gotten a day or two before. I might have been the first to see them. One that caught my attention right away was a built '70 Mercury Cyclone that had been painted yellow with a black interior and black chin spoiler. It was missing its hood and the windows, but everything else was there. Tony offered me a great price on it because of the missing parts. After going through all the new stuff, I went to the utility room to search the parts bins. That's when I found a flat black hood for the Cyclone. Tony asked next to nothing for it. I didn't realize that he had not recognized it as the hood for the Cyclone until I sat it in place.

Almost immediately I scanned the air boxes he had and spotted—you guessed it—a box for the Cyclone. It was in bad shape. It looked like someone tried to stab it to death with an X-Acto knife.

When the visit was over I had gotten a built-up model in a box for a good bit less than Tony would have normally charged. He



even quipped as I was leaving that if he'd known that he had the model, hood, and box, he'd have put them all together himself and charged a lot more.

Sadly, we lost Tony to Alzheimer's on January 1, 2011. He used to be a regular vendor at our Mid-Atlantic NNLs when we held them at the Ruhl Armory in Towson. I hated watching his decline. One year he was having trouble remembering people's names, but he recognized everyone and knew us as model car builders. The next year he knew he was at a show and helping his wife, Mary Ellen, sell stuff, but he didn't really recognize any of us. It was like he was meeting most of us for the first time. Then there was the last show he attended with us. He sat there watching everything that was going on, but was not able to interact with anyone for sales or conversation. But he did seem happy to be wherever it was he was at.

Another now departed MAMA member, Jerry Flynn, once wrote of Tony that "...he always knew what his friends were looking for

(Continued on page 14)


Ford's Buyer's Digest 1959-67: Carefree Highways!

This month's look back at the *Ford Buyer's Digests* of yester-year reminds us how much effort the car companies poured into encouraging Americans to get on the road again. The more we drove, the more cars they'd sell, and the more consumers would want the newest models, features, and gadgets.

TV commercials beckoned us to "See the USA—in your Chevrolet!" And Ford's annual *Buyer's Digest* devoted many articles to promoting the interstates and all the places we could now go at 65 MPH instead of 35. And with more cars came more and better roads.

From behind the wheel in 2021, after decades driving on highways that always seem to be crumbling and undergoing endless repairs and expansion, it's easy to forget that some of us were born before the Interstate Highway System, which didn't even exist until the Federal Aid Highway Act of 1956 (*also known as the National Interstate and Defense Highways Act*).

Signed into law by President Eisenhower on June 29, 1956, the bill established the Highway Trust Fund to bankroll construction of a national highway network. Ike considered vital to national defense. As a young Army lieutenant, he'd been part of a 1919 convoy that took two months to drive and march across the country. As a result, Eisenhower long believed we needed better roads so troops and equipment could be transported quickly in case of invasion



COMPLETED INTERSTATE
MAJOR TOLL ROADS
UNDER CONSTRUCTION
PRELIMINARY STATUS

Let the New Interstates Stretch Your Vacation

How would you like to get to your favorite vacation spot in two days instead of the usual three? That means on a round trip basis you'd have two extra days to spend on the beach or at that trout stream. It's easy and it doesn't mean pre-dawn starts or driving half the night. Nor does this trip shortening mean that you have to break speed limits and drive all day at 90 miles per hour.

What's the trick? Well, it's simple and it's free . . . all you do is route your trip over the Interstates. That's the one-word name for the series of new freeways known as The National System of Interstate and Defense Highways.

Well over half finished, with 22,000 miles now open, this 41,000-mile system of superhighways will soon join every major city in the United States and reach to every vacation area.

Right now the Interstates will get you from Chicago to the Rocky Mountains a day earlier than you could have made it only a few years ago. When Interstates 75, 70 and 55 are completed it will take you a day less time to drive from Detroit to New Orleans. Legal speed limits permit speeds of up to 80 mph.


Using the Interstates cuts your travel time by about 30 percent as compared with driving on "open" highways. Not only will driving the Interstates save you time, it will save you money. Your car will use less gas because you can cruise economically at set speeds. You'll spend less for meals and lodgings en route too. What's more, the Interstates are truly freeways with never a toll stop.

There's a big safety plus on the Interstates too. Statistics have proved that they are nearly three times safer than ordinary highways. You enter via the access roads which are designed to let you get up to cruising speeds before you blend into the mainstream of traffic.

Interstates have a wide, often park-like, median strip that guards you against head-on collision. All shoulders are smooth and wide, offering a haven for emergency stops.

All crossroads are above or below the through traffic lanes, and there is no entering or leaving except at the interchange ramps. Grades are easy and curves are gentle, making the Interstates ideal for vacationists who haul trailers.

So, check the map above before you plan your next vacation. You'll be amazed at how much you can reduce your travel time and how much you can increase your total fun time.



by a foreign enemy.

By the early '60s, even as the new highways were still being built, ever-increasing numbers of Americans embarked on vacation

(Continued on page 7)

In the '67 edition, "Let the New Interstates Stretch Your Vacation" helped us plan road trips with a map showing how the new highway system literally stretched from coast to coast, even noting where sections were still under construction (*Buyers Digest* 67 4)

Digest (cont'd)

(Continued from page 6)

road trips on those fresh concrete ribbons. Throughout the first half of the 20th century, as more people bought cars, more intrepid explorers ventured out every year on the first generation of two-lane byways that crisscrossed the country and linked both cities and small towns. And to provide all those travelers with things to do and places to eat and sleep, eclectic and eccentric roadside attractions, motels, diners, and amusement parks sprouted everywhere.

Well into the 1960s and '70s, many family vacations included stops at such quirky regional attractions as the Old West theme park Frontier Town and Mother Goose-based Storytown. I still remember from family trips to up-state New York. Locally, the Enchanted Forest out on Route 40 comes to mind.

Sadly, progress (*as it often does*) came with unintended consequences—the bypassing of so much Roadside Americana. Even legendary Route 66, the Mother Road herself, would be among the eventual casualties of the new highway network. And since those innocent, optimistic days of the early '60s, traffic has grown so exponentially that driving on Eisenhower's dream highways often feels more like a nightmare.

Still, as presented in the pages of the *Buyer's Digest*, those broad high-speed interstates with their impossibly complex interchanges were the future. And, even today, if we listen closely, we might still be able to hear the faint echoes of



MUSTANG

FASTBACK 2+2

Optional Interior Decor Group includes special trim, special lighting, and many other luxury extras. Available on all Mustangs \$108.06.* (\$94.36* on Conv.)



Here's a very special new Mustang with a unique fastback that slopes all the way aft. Those functional louvers on the sides of the top are controlled from inside by sliding levers and provide efficient Silent-Flo ventilation. The big rear window has tinted glass as standard equipment. The sporty interior seats two in bucket seats up front, and you still have room for two more passengers back aft.

In other respects, these 2+2's share the same features as other Mustangs. The list of standard equipment just won't stop (see preceding page). Included are all the standard Ford Motor Company Lifeguard-Design Safety Features . . . and you get Ford Motor Company's "3-Point Warranty Plan."

Whatever transmission you choose—including the standard fully synchronized 3-speed job—has its shift lever floor-mounted. The standard engine is a zippy 120-hp Six and there are four optional V-8's to choose from—up to 320 hp. Transmission options include the sporty 4-speed stick shift and the new SelectShift Cruise-O-Matic which is both an automatic and a manual transmission. And other optional choices are available to put exactly your kind of personality into this car.

New options for 1967 include the convenient Tilt-Away Steering Wheel, Front Power Disc Brakes, AM/FM Radio, Select-Aire Conditioner, Two Tone Paint, Wide-Oval Sports Tires, Shoulder Harnesses, Automatic Speed Control, and a Competition Handling Package. And there's a Sports Rear Deck option which converts the entire rear of the car to usable luggage space with an access door from the trunk. And that's only part of the story. Other options are shown on the following page . . . and there's a more complete listing on page 60.

Mustang Fastback 2+2 in Wimbledon White. Prices start as low as \$2592.17.* Optional equipment on model shown includes: GT Equipment Group, Exterior Decor Group, Styled Steel Wheels, Lower Back Panel Grille, 320-hp V-8, Heavy-Duty 3-Speed Manual Transmission. Price of model equipped as shown: \$3292.31.*



And while we're imagining blasting down those new, not-yet-congested interstates, why not hit the open road powered by 320 V-8 horses under the hood of this 2nd generation '67 Mustang 2 + 2 GT, with a sticker price of under \$3300?

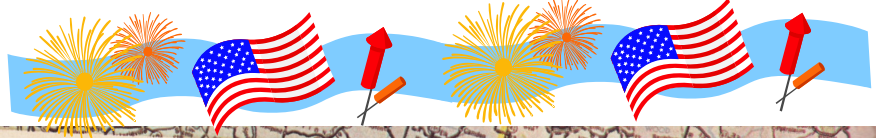
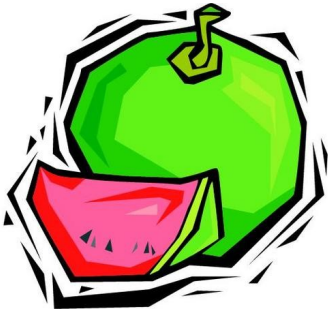
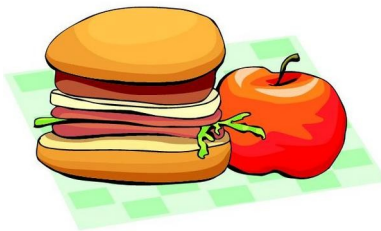
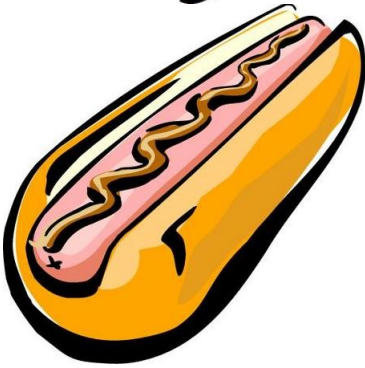
(Buyers Digest 67 2)

the call of the open road—
Howard Weinstein

Thanks, Howard! 🍷



Digest (cont'd)



ANSWER THE CALL OF THE WILDS

Northern Minnesota's Arrowhead region is one of the most remote — yet easily accessible — forest areas in North America. Driving along Lake Superior from Duluth on the North Shore Drive, turn left at Grand Marais and plunge into primeval Superior National Forest via the Gunflint Trail. Your route leads through a wilderness dotted by clear lakes, rivers and streams. Outfitters will equip parties for canoe, hunting and Virginia — hometowns of the Mesabi Range's open pit iron mines. There are daily tours of the Rouchleau Mine in Virginia, Minn. Then drive northwest along the Rainy River, visiting International Falls, Minn., cross into Ft. Francis, Canada, follow the Rainy to the next border crossing — and finally bear north along scenic Lake of the Woods to Kenora. The country is magnificent, picnic areas and campsites frequent. Two weeks, 600 miles.



5 Recipes for Fun

Here are some wonderful ways to live it up this spring, summer or fall. Five low cost trips you can take in the family car!

"Where can we go that's new and exciting?" It's a question many families are asking themselves as they look forward to next summer's automobile vacation. Here are five highway itineraries you may not have considered before—each packed with adventure and fun and designed for low-cost vacations of one or two weeks. No matter where you live, there's a vacation route practically around the corner.

"GORGE" YOURSELF ON THE WILD WEST

A 1,250-mile trek beginning and ending in Phoenix, Ariz., with Albuquerque, N.M., your farthest point east. It's a trip that will delight the kids. Among the high spots: the ghost town of Jerome, gradually slipping down the side of a hill; Oak Creek Canyon, a fantastic red-rock gorge that spans summer and winter in a few minutes; the Grand Canyon's south rim; Navajo, Apache, Hopi and other Indian reservations; Gallup, N.M., where 30 Indian tribes gather annually for rituals and dances; Acoma, a Pueblo village pre-dating the arrival of Coronado in 1540; Aztec Ruins National Monument; the old gun-fighting town of Tombstone, Ariz., with its O.K. Corral and Boot Hill Graveyard; "Old Tucson," an 1860 replica town often used in the movies; and the legendary Apache Trail, where warriors made their last stand.



In the 1963 issue, Ford offered "5 Recipes for Fun," describing affordable car trips to different parts of the country, including the estimated miles each adventure would cover (*Buyer's Digest* 63 3)



Digest (cont'd)

A guide to the WORLD'S FAIR

Here are a map, some highlights and other helpful information to make your visit to the New York World's Fair a wonderful one. It's going to be the biggest and best Fair—ever!

Everyone wants an unforgettable, once-in-a-lifetime vacation for all the family. Then come to the Fair! Just slip behind the wheel of your car and follow the happy high road to fun and adventure. Because this year and next, almost all roads lead to New York City, scene of the spectacular and exciting \$500 million New York World's Fair.

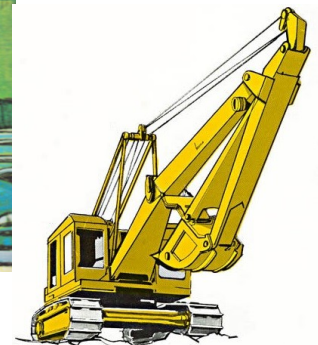
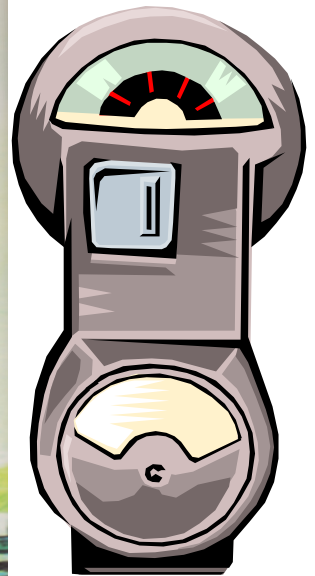
The New York festival is the most irresistible vacation magnet of 1964-65. The New York World's Fair will open April 22, 1964, and run through October 18 . . . reopen on April 21, 1965, and continue until October 17. The gala occasion for the exposition is the 300th anniversary of New York, the nation's biggest, most exciting city.

Officials estimate that more than 70 million visitors will pass through the gates of the Fair, which occupies a 646-acre site in Flushing Meadow Park—where the 1939 New York World's Fair was also held. The Fairgrounds are accessible by parkways, expressways, bridges, tunnels, railroads, subways, buses, boats, planes—even helicopter. But most Americans will come by the nation's most popular means of transportation: the automobile. And New York is going all-out to make getting to and from the Fair as pleasant as possible for motorists—spending about \$124 million dollars to expand and revamp its already excellent metropolitan road network and tie it in snugly with the nation's modern system of interlocking superhighways. (See opposite page for map of access roads to the Fair.)

What's waiting for you and your family at the New York World's Fair? Everything—almost! It's impossible to describe all the many fun-packed entertainment and educational features you can enjoy. But the following pages will give you a good idea. There's enough to dazzle you for a day, a week, two weeks, a month—as long as you care to spend.

For the inside story of one of the highlights of the Fair—lift opposite page

© 1960-1961-1962-1963 NEW YORK WORLD'S FAIR 1964-1965 CORPORATION



The 1964 issue included a multi-page feature on the 1964-65 New York World's Fair, complete with details of the Ford Pavilion and navigating NYC's complex network of local highways (*Buyer's Digest* 64 2)

'GMC' has issued a product safety recall to fix a problem related to the fuel line in an **unknown number of 2021 Cadillac XT5s/XT6s** as well as **GMC Acadia crossovers**.

Certain fuel supply lines may have been manufactured outside of the dimensional specifications set by 'GMC.' Cadillacs affected by this problem will have the 3.6L V6 gas engine, while Acadia models may have either the 3.6L V6 or the 2.5L four-cylinder.

If a fuel supply line is out of spec, the clips that secure the line in place may not have been completely seated during the assembly process. This could make the lines prone to coming loose from the clips.

Dealers will inspect the fuel lines and replace them if necessary. These repairs will be performed at no cost to the vehicle owner.

The National Highway Traffic Safety Administration (NHTSA) has issued a safety recall for **285,622 2021 Buick Envisions, Cadillac CT4s/CT5s/Escalades/Escalade ESVs, Chevy Tahoes/Corvettes, Suburbans, GMC Yukons and Yukon XLs** that may have a faulty

airbag malfunction warning light.

The vehicles may have a communications gateway module that incorrectly processes a loss of communication with the sensing diagnostic module (SDM), causing the air bag malfunction indicator light to inconsistently illuminate.

The airbag malfunction warning light comes on when there is no actual problem with the airbag, the user could be led to believe the vehicle airbag has malfunctioned when in reality, it hasn't. Conversely, if the user observes the warning light flickering on and off intermittently, seemingly without reason, they may no longer see it as a valid identifier of an airbag malfunction.

Dealers will be instructed to update the software in the communications gateway module. These repairs will be performed at no cost to the vehicle owner.

GOVERNMENT MOTORS

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



AN AMERIKAN REVOLUTION™



fying owners of the recall are expected to be mailed beginning on July 19, 2021.

'GMC' has issued a recall for an **unknown number of 2020-22 Buick Encore GXs and 2021-22 Chevy Trailblazers** over an issue related to the factory emergency jack.

(Continued on page 11)

'GMC' Recall Ticker

of Recalls

217 (!)

of Vehicles Affected

53,740,173

Letters noti-

Gov't (cont'd)

(Continued from page 10)

Vehicles left the factory with an emergency jack that, if not positioned exactly as directed in the vehicle owner's manual, could fracture and fail to support the vehicle.?

If the driver suffers a roadside flat, they may need to rely on the emergency jack. If the jack fractures while under load, the vehicle could collapse, potentially injuring people near or under the vehicle.?

Dealers will be instructed to replace the recalled jack with a jack with a different design. Additionally, undelivered vehicles will have the emergency jack removed prior to delivery. These owners will be provided with a replacement jack through a customer satisfaction campaign at a later date.

Owners will be contacted by their dealership to have the faulty emergency jack replaced. Buyers of vehicles that had the emergency removed prior to delivery will be provided with a replacement jack via a customer satisfaction campaign.

In August 2020, 'GMC' announced an ambitious plan to roll out its latest electrification technologies in China, the world's largest automotive market. This includes the adoption of the BEV3 electrical architecture and the innovative Ultium battery system, which will support 40 percent of the company's product launches by 2025. Now, 'GMC' is taking an important step to manufacture the new Ultium EV platform in the Asian country.

SAIC - GM, 'GMC's' main joint venture in China, recently signed a strategic cooperation agreement with the municipal government to build the Ultium platform at the automaker's facility in Wuhan.

This agreement will start the investment plan for the Wuhan complex to host the production of future electric vehicles for the Chinese market.

In addition to being one of 'GMC's' newest vehicle manufacturing centers in China, the Wuhan industrial complex is primarily responsible for the production of the company's new electrified products and powertrains sold in that market. The plant currently builds the Buick Velite 6 PHEV, the Buick Velite 6 Plus and the Chevy Menlo EV, which are all exclusive vehicles for that country.

The heart of 'GMC's' upcoming all-electric vehicle portfolio, the Ultium platform integrates the company's 26-plus years of electrification expertise and its forward-thinking technology advantages. Local Chinese media report that SAIC-GM and the Pan Asia Technical Automotive Center (PATAC) participated in the design process of the Ultium platform's underlying architecture.

According to sources familiar with the matter, SAIC-GM expects 95 percent of parts used in the fully electric vehi-



cles based on the Ultium platform to be locally sourced in China. With this, the arrival of the next-gen EV architecture will help Wuhan's automotive industry accelerate the transition to electrification envisioned by 'GMC,' especially for models destined for the Buick and Chevy brands.

'GMC' is expected to make an official announcement shortly on the agreement reached with Wuhan authorities and reveal more details of the investment plan to manufacture the upcoming Ultium-based vehicles in China. The all-new Cadillac Lyriq, which will launch early next year in the Chinese market, is the first of more than 10 locally made vehicles with the new EV platform that 'GMC' will release in China.

So, the company that taxpayers bailed out is rolling all this out in China—traitors!—*Assorted sources* 🌞



T 'n T

“Squatter’s Rights”?! In mid-June, the North Carolina House of Representatives passed a bill that seeks to make the *Carolina Squat illegal*. For those who may be unaware, this is a new trend in vehicle modification whereby a vehicle is raised in front and lowered in the rear, giving it a negative rake angle. Also known as the *Dover Dip*, the *Tennessee Tilt*, and the *Cali Lean*, it is popular among some truck and SUV owners, but now, North Carolina is seeking to ban the trend outright. The bill, sponsored by Reps B. Jones, Bell, Saine, and Hardister, states that “a private passenger automobile shall not be modified or altered by elevating the automobile more than 3 inches from the manufacturer’s specified height in the front and lowering the automobile more than 2 inches from the manufacturer’s specified height in the rear. A private passenger automobile modified or altered in violation of this subsection shall not be operated upon any highway or public vehicular area.” Critics argue that the mods make them unsafe, affecting handling and braking, while also reducing forward visibility. The mods are also believed to cause undue stress on mechanical components. The bill passed the North Carolina House of Rep-

resentatives on May 6th. If the bill passes the North Carolina Senate, the ban will be made effective on December 1st. Penalties for breaking the law could include a fine or license revocation. In response to the new bill, proponents of the Carolina Squat have launched a change.org petition to keep the mods legal. “People made a petition to get squatted [*sic*] trucks illegal ‘cause they don’t like it or think it looks dumb but us Carolina boys made this petition to keep it legal ‘cause we like it and if it a tooted up we don’t want it,” the petition reads. It has collected at least 22,237 signatures...**ZL1 Charity Cars.** The current **Camaro ZL1** is the most powerful factory Camaro ever built. It is propelled by a 650-hp supercharged 6.2-liter V8 backed by a standard six-speed manual transmission or available ten-speed automatic. Performance is staggering, with 60 mph coming in just three-and-a-half seconds from a dead stop. The car boasts supercar performance for less than the cost of a new loaded full-size pickup. The car is the result of a partnership between **Hendrick Motorsports** and **Hertz Car Rental**. It is the **Hertz/Hendrick Motorsports Edition Camaro**, of which just **twenty-four copies** were built. This one is the first of



cooler System, bumping output to an eye-watering 750 hp. The new supercharger needed more room under the hood, so a special carbon fiber hood insert was hand crafted. A data plate with the 001 production number is mounted in the engine bay. The exterior of the car has an appearance package that includes Hertz Yellow stripes and graphics, matching painted brake calipers, Forgeline custom wheels with the Hertz logo and number 24 center caps, and Hertz badges on the front fenders. The interior has its own custom touches. The door cards have yellow inserts, black leather seats with yellow stitching, embroidered head rests, Hertz logo lighted door sills, a unique dash plate, and embroidered floor mats. For decades, **Barrett-Jackson** has done a super job of promoting the sale of charity cars, and wringing the most from them for their respective charities. One hundred percent of the sale proceeds of this car will benefit the **Jack & Jill Late Stage Cancer Foundation**. It was sold on June 19th at the B-J Las Vegas event for **\$250,000**—(Thanks to GM Authority Autoweek, 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 ‘preciate it!)—Assorted sources 🙏



the run, production number 001. Using a standard ZL1, the car was transformed by swapping the stock supercharger for a Callaway Gen Three Supercharger, and a Callaway Triple Cooled Inter-

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

Super September Showdown

#21

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

2021 Theme

Military Themed Cars & Trucks!



ANY Service Branch! ANY Style! ANY year! ANY scale!

September 12th, 2021 / 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.

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



VFTB (cont'd)

(Continued from page 5)

in the way of parts and/or models. Tony never tried to overcharge anybody because he had too much respect for people and enjoyed being able to help someone's dream become a reality that they

could afford."

I'd give back every model I ever bought from him, if he could still be here with us and in good health, even that Cyclone. Until that's possible, the Cyclone and all the other models I ever bought from Tony will serve as physical reminders of one the best people I ever knew—*Tim Powers* 🙏



MAVERICK



(1/25th, unless noted)

I ♥ MODEL CARS



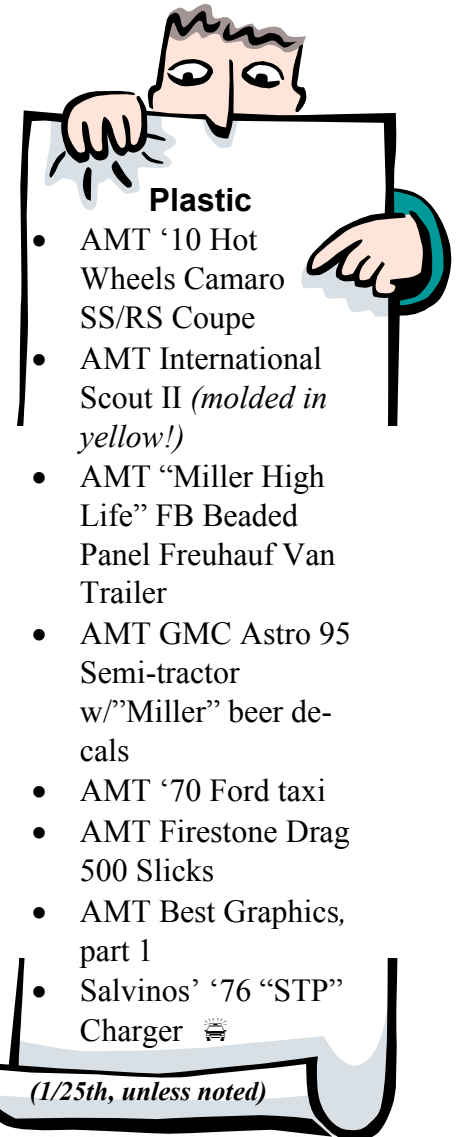
2022 Maverick compact pickup...



This is NOT a Maverick...



... THIS is (Thanks to Don Krone!) ☺



Plastic

- AMT '10 Hot Wheels Camaro SS/RS Coupe
- AMT International Scout II (*molded in yellow!*)
- AMT "Miller High Life" FB Beaded Panel Freuhauf Van Trailer
- AMT GMC Astro 95 Semi-tractor w/"Miller" beer decals
- AMT '70 Ford taxi
- AMT Firestone Drag 500 Slicks
- AMT Best Graphics, part 1
- Salvino's '76 "STP" Charger 🚗



Again, with so many great models vying for space in the few pages dedicated to the “Get-together” in this newsletter, I thought that maybe I could expand a bit here in my column, on something near and dear to me—Pontiacs. And, more specifically, GTOs!

With that said, and without further ado, let me present to you a late arrival that was the highlight of the meeting for me.

The “Get-together” typically runs from 10 AM to 2 PM. Late in the meeting (*second half?*), there was a knock on the side door. I opened it to find MAMA member **Don Krone**.

He asked me if there was a “meeting” going on. I corrected him, that it was a “Get-together,” at which point he went to his car to retrieve his latest works.

He returned and laid down a quartet of very cool builds (*as*

seen in the Get-together section), including this GTO., a ‘69, in Verdoro Green (*a new for ‘68 color*).

While we did not have a conversation about build details, I am aware of bits and pieces.

I recall an e-mail that Don and I exchanged some time ago about the very cool “poverty caps” taking the place of the ubiquitous Rally II stamped steel mag wheel. In this e-mail, I recall telling Don that they were available from Fireball Model Works. He also scratchbuilt a dual snorkel air cleaner.

The neat thing is that back in the day, my second car was, in fact, a ‘68 GTO in the exact same shade! Mine differed from Don’s in that it had a black interior, as



opposed to the green which Don chose. **Great work, Don!**

The other “highlight” if you will, was the absolute lack of masks on those in attendance, meaning, that for the first time in over a year, that we were actually able to see numerous “smiling faces” - a pleasant change of pace!

So, let’s continue buildin’, bringin’ and showin’ ‘em—virtually, OK?! **‘PoP’** (*Pontiacs on Parade!*) **Sickle** signin’ off! And don’t forget—MAMA may not need all these Ponchos, but I’m diggin’ ‘em—thanks!! Here’s looking for a better year in ‘21—**Tim** 🍷



This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMAs BoyZ do it in scale!



See Classified at right

Websites

Central PA Model Car Club:

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

LIARS Model Car Club:

<https://www.liarsmodelcarbuilders.com/>

Philly Area Car Modelers:

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

NNL East:

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

Carlisle Events:

<https://www.carlisleevents.com>

East Coast Indoor Nationals:

<https://motoramaproductions.com/east-coast-indoor-nats>

Online Event Calendar:

www.NortheastWheelsEvents.com

If you would like to attend the monthly "Get-together," here is the necessary info:

The Maryland Fire Museum is located off York Road (1301) at the Beltway I-695, Exit 26B, in Lutherville, 410-321-7500. Go north on York Road and make the first right to go behind the Heaver Plaza Office Building. Free parking is available, and it is handicap accessible. No RSVP is required.

FYI—current Maryland COVID-19 guidelines will be respected and enforced.

Come join the fun! 🍷



Classifieds

WANTED: Unbuilt Monogram '66 Chevelle Malibu (*molded in black plastic*). There were **TWO** versions of this kit, and either **MAY** be acceptable, depending on the deal. Please contact MAMA member Russ Kirkpatrick at (410) 721-5439 📞



RON SHIREY

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We're on the web!

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

Directions

From the Baltimore Beltway
(RT 695):
Take Exit
7, Route
2 9 5

(Baltimore-Washington Parkway) south towards Washington approx. 18 miles to Route

to the right and

(Greenbelt Road), and exit. When on the off-ramp, stay



1 9 3

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