



MAMA Sez!

Volume 34, Issue 2

October, 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 📅

Time To Hit The Workshops

Another "*Get-together*" was held last month on the traditional MAMA meeting day at the MD Fire Museum. *Pix are inside.*

Meanwhile, I hope you all had a chance to observe the club's Anniversary in some way last month.

Thanks again to **Howard Weinstein** for another Ford Buyer's Di-

gest piece.

In an attempt to "guilt" some of you into providing some sort of content assistance, let me just say that my son Nick has provided several newsworthy items, and now my wife Debbie is responsible for **TWO** items this month alone—the "Squirrely" Chevy, and the Tesla Transit! So, how 'bout it, guys?! I

could sure use the content!

Poncho Parade this month harks back to the scale vein, with a mini-review of Ray's Decals.

I hope all of you are doing whatever is necessary to be safe, especially if you are in the target group—**Tim** 📅



Condolences

George Frayne, who as leader of **Commander Cody and his Lost Planet Airmen**, enjoyed a cult following in the 1970s with such party and concert favorites as "Hot Rod Lincoln" and "Smoke! Smoke! Smoke! (That Cigarette)," has died late last month (9/26).

Frayne died in Saratoga Springs, New York, according to his wife Sua Casanova, who did not immediately provide fur-

ther details. He was 77 and had been diagnosed with cancer several years ago.

Formed in 1967, Commander Cody and His Lost Planet Airmen drew upon influences ranging from Western swing to jump blues. They became a popular touring and recording act during the first half of the 1970s, getting around the country in a converted Greyhound bus. They specialized in uptempo remakes, notably the top 10 hit "Hot Rod Lin-

coln"; "Smoke! Smoke! Smoke! (That Cigarette)," a novelty song from the 1940s; "Beat Me Daddy, Eight to the Bar" and "Diggy Liggy Lo." The sound was country-rock boogie and the mood lighthearted and ready to get wild, as defined by Frayne's witty talking-blues vocals.

Frayne was a native of Boise, Idaho, who grew up in New York City and Long Island and had an early interest in piano and art and design. He attended the Univer-

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“Get-Together”



LOOK



Lookin' a bit crowded, there!



Virtual Meeting



LOOK



Mike McCloskey's SLR...



...and '34 Ford street rod, both "contest-bound"



Steve Buters' latest project



Paul Lee strikes again with this...



...and this!

Ford's Buyer's Digest 1959-67: Crystal Ball, 1963 Edition!

As a wise man (*yep, Yogi Berra*) once said, "The future ain't what it used to be."

Predicting the future often turns out to be a fool's errand—as we learn every time the stock market takes a dive. But that doesn't stop people from doing it. And, foolish or not, they leave behind an interesting record of mostly-wrong, occasionally-right, and often entertainingly creative guesses about what might lay ahead.

I know, I know—we're still waiting for those danged flying cars they promised us when we were kids, right? Still, it's apparently hard enough for drivers to pay attention in two dimensions, let alone three. Considering the

plague of distracted-driving accidents we already have today, we may consider ourselves fortunate that we *don't* also have flying cars crashing into each other and down onto our heads!

In our fourth look back at Ford's fascinating annual *Buyer's Digest* publications from almost 60 years ago, we share a 1963 article that makes some bold predictions about the future of cars, roads, and driving for what was then the far-off year of...1980!

While Ford's prognosticators missed the target with ideas like automated highways allowing cars to zip along at 200 MPH, some of their prophesies came mighty close to the bullseye, including such notions as "giant computers"

to guide us to our destinations; "electronic ears" to forewarn drivers of hazards ahead; and highway -shoulder rumble strips to wake up sleepy drivers.

Noting that there were then 63 million cars on American roads in '63, Ford's crystal ball projected 100 million cars by 1980. Today, we're approaching a whopping 300 million.

See which predictions came true, which didn't, which took longer than Ford's oracles expected—and which still might happen down the road.

by: Howard Weinstein

(Ed. Note: So, who wants to go next?!) 🚗

(Continued on page 5)

Funny Ha! Ha!

F u n n y story from my wife Debbie: We have a neighbor who apparently owns not one, but **TWO** Teslas (*AND A Leaf!?*). On a trip up past his house just prior to the September meeting, she noticed a "Tesla Mobile Service Vehicle" in front of his house. The funny part? The "vehicle" was a *small Ford Transit!* So much for carbon footprint, eh?!—Tim 🚗



Open for business, with the latest goodies!

"It wasn't THAT funny, Ron!"

Digest (cont'd)

America is the world's greatest automobile nation. Today there are about 63 million cars on our roads—but by 1980, U. S. cities alone will be bustling with 100 million vehicles! To handle this tremendous increase, radically different new roads and highway equipment will be urgently needed in the years ahead.

"Speedpikes" on which cars hurtle 200 mph in perfect safety . . . highway traffic controlled by "automatic pilots" that steer, brake and accelerate each automobile . . . giant computers that unerringly guide you to your destination . . . "electronic ears" that warn motorists of possible danger . . . remote control devices to speed up heavy city traffic . . . "instant parkways" built by atomic radiation . . . all these miracles and many more await American motorists on the highways of tomorrow—a tomorrow that in many cases is closer than you think.

According to U. S. government experts, auto engineers could, within 10 years, produce vehicles that travel 500 mph—and road engineers could build highways to carry them. But this \$10 trillion program would require a "new breed" of human beings who could drive cars at this speed.

A more plausible answer may be automatic toll highways that will transport cars at 200 mph—either on their own tires or automobile-size flatcars. On some of these "push-button highways," a "robot pilot" will take over control of the car. (Such systems already

have been built, but still require extravagantly expensive equipment.) On others, the motorist will file an advance "vehicle travel plan" with a computer, which then will guide the car to its destination.

Less fanciful—and closer to reality—is a plan calling for vehicle detection units imbedded in and alongside the road. Either by signs, radio voice or radio beeps, these electronic units will warn motorists of approaching vehicles or dangerous road conditions.

We're already taking the first strides toward these remarkable new roads. In the near future, several states and cities will conduct exciting new experiments with roads. Electronic devices in the pavement will steer cars by remote control. Detroit already has a three-mile stretch of expressway for experimental traffic surveillance. Strategically located television cameras continuously feed pictures of expressway traffic into a central monitor. Operators watch the traffic, control the speed, channel traffic from lanes blocked by accidents or breakdowns into clear lanes, open or close entrance and exit ramps, and dispatch emergency equipment when needed.

Chicago now has "reversible" middle-lane curbs that can be automatically raised or lowered to create maximum traffic flow *into* the city in the morning and *out* of it in the evening.

More emphasis will also be placed on the appearance of highways—to make them less monotonous. This can be done by building highways near scenic locations whenever possible, by varying the level of the opposing

OUR HIGHWAYS— WHAT THEY'LL BE LIKE IN 1980

Giant electronic computers will drive you at 200 mph—in perfect safety—over fantastic remote-control roads. All you'll do is push a button . . . and relax!



Digest (cont'd)

lanes and by beautifying the landscape. California, for example, is now paying \$4,000 a mile to plant oleander bushes to "prettify" its new highways, prevent median crossing and eliminate glare from oncoming headlights.

A serious effort will also be made to "safety-pave" tomorrow's highways. The shoulders of many roads may be paved with a special surface that creates a rumbling noise to awaken drowsy drivers, and the roads "textured" to create a variety of tire sounds and thus ward off monotony. Many of tomorrow's highways may be colored red, blue, yellow, green or white. (Road builders in such cities as Chicago and Detroit are now experimenting with colored paving materials.) The color variations will define routes, distinguish between high- and low-speed lanes, mark safety zones or provide more illumination in underpasses.

Someday, highway construction engineers hope to have an atomic machine that will level the ground and apply a dose of radiation to immediately fuse it into enduring rock pavement. For some time to come, however, U. S. motorists will drive over the 3.5 million miles of highways and streets now in existence or under construction.

Futuristic superhighways will require futuristic new supercars. One of the many advanced projects that Ford is experimenting with along this line is the electronically controlled Leva-

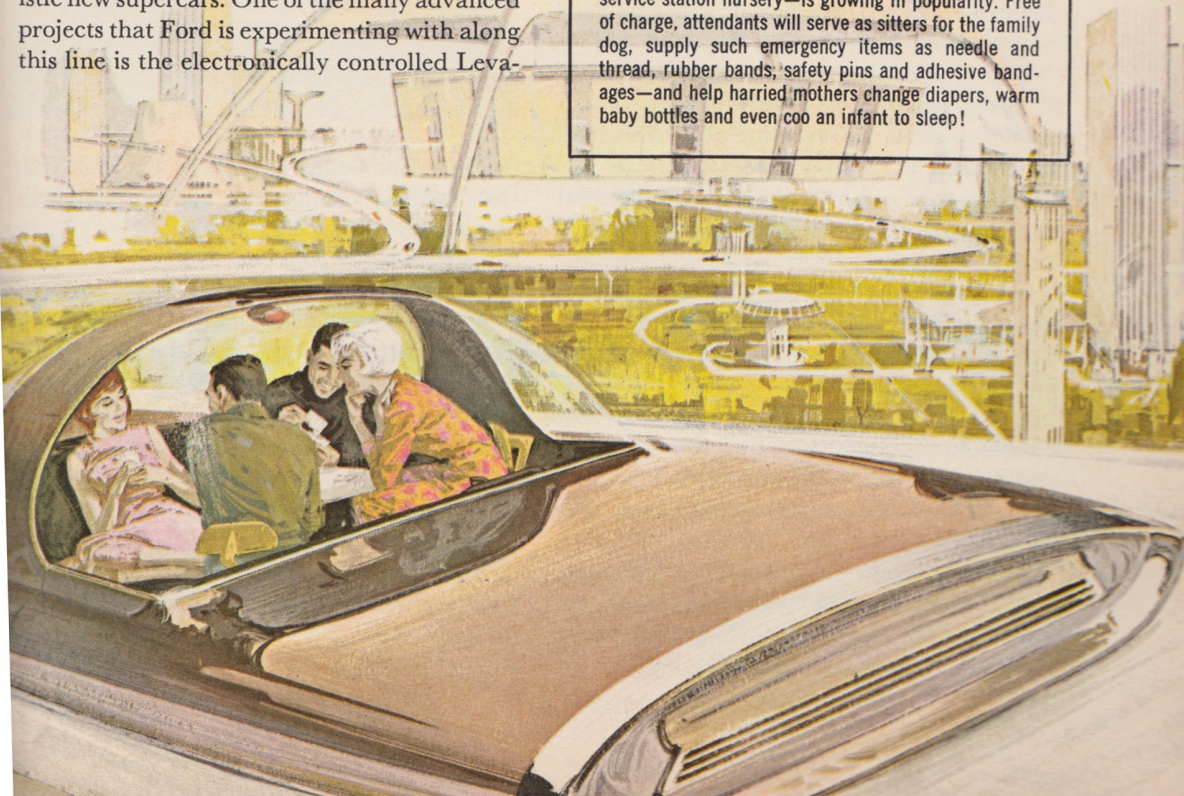
car—an amazing "car of tomorrow"—that has no wheels, but actually rides just above the ground at speeds of 100 to 500 mph, suspended on a thin cushion of air. The Levacar's rapid development indicates that when our "highways of tomorrow" do arrive, you'll be there—and maybe riding on air.

**AUTOMATED
ROADSIDE
SERVICES** Until recently, auto travelers were able to find fuel, food and lodging—but little else—right off the highway. Then roadside facilities gradually began to expand, offering everything from peat moss to transistor radio batteries.

But the latest wrinkle is the rapid rise of automatic roadside vending machines. Today, simply by popping coins into a slot, drivers can obtain many of the comforts and necessities of the road: getting clothes dry-cleaned automatically and buying such items as cosmetics, toothpaste, shampoo, shaving cream, sandwiches, cigarettes and soft drinks.

Almost every day an imaginative new vending service appears. In some states motorists can now find coin-operated gasoline vending machines that dispense fuel to the cars caught short on the highway at night when conventional gas stations often are closed. And in other states you can select from more than two dozen machine-vended, fresh-frozen meals. Pop the food into nearby infrared ovens, and it's ready to eat in from 6 to 90 seconds.

Nor is this the ultimate in roadside automation. A string of New Jersey service stations has a push-button machine that automatically tells you the fastest route to a given destination. And another innovation—the service station nursery—is growing in popularity. Free of charge, attendants will serve as sitters for the family dog, supply such emergency items as needle and thread, rubber bands, safety pins and adhesive bandages—and help harried mothers change diapers, warm baby bottles and even coo an infant to sleep!



'GMC' and NHTSA have issued a product safety recall for **437 2016-21 Chevy Malibus and 2019-21 Cadillac XT4s** over an issue related to the rear seat belt retractors.

The rear seat belt retractors may have been improperly secured with loose fasteners at the factory. The fasteners in certain vehicles may be missing altogether, as well.

An improperly secured seat-belt retractor may not perform properly in a crash, increasing the risk of injury to vehicle occupants. 'GMC' says it is not aware of any accidents or injuries associated with this condition.

Dealer techs will be instructed to inspect and tighten the rear seat belt retractors, as necessary, at no cost to the vehicle owner.

'GMC' and the NHTSA have issued a recall for **TWO 2022 GMC Acadias** over an issue related to the sensing diagnostic module.

The sensing diagnostic module may have been left in "manufacturing mode" and not activated at the assembly plant prior to shipment to the dealership. A sensing diagnostic module is used to detect when it is appropriate for the vehicle to deploy the airbags. It's not clear why the sensing diagnostic module was

not activated at the assembly plant.

Vehicles without a properly functioning sensing diagnostic module will not deploy the airbags in the event of a crash. As a result, vehicles with the condition mentioned above do not comply with the requirements of certain Federal Motor Vehicle Safety Standards relating to occupant crash protection.

The vehicles involved in this recall campaign are still in dealer inventory and therefore no owner notification letters will be mailed out.

They will be returned to the assembly plant to have the sensing diagnostic module activated. The GMC Acadia is produced exclusively at the Spring Hill Assembly plant in Tennessee.

'GMC' has issued a product safety recall for an **unknown number of 2021 Chevy Traverses** and **Buick Enclaves** due to a problem related to the calibration of the airbag sensing diagnostic module.

GOVERNMENT MOTORS

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



AN AMERICAN REVOLUTION™



They may have received incorrect sensing diagnostic module calibration software during service by a dealer technician that may affect the timing or level of frontal airbag deployment in certain crashes. It is unclear how these vehicles received the incorrect sensing module software.

'GMC' did not outline any specific hazards this problem presents, however an airbag that deploys on a delay or does not de-

(Continued on page 14)



'GMC' Recall Ticker

of Recalls
229 (!)

of Vehicles Affected
53,790,712

C8 Watch

A C8 owner that flipped the car into a ditch told police he was taking the vehicle out on a “last hurrah,” joy ride before he intended to sell it the next day.

Greenville, North Carolina news affiliate WITN reports the Corvette owner, Spencer Everette, was travelling on Highway 11 in the C8 on Monday when he decided to floor the mid-engine V8's throttle. He then lost control of it, rolling it into a ditch. Rescue crews were then called to Highway 11 and Staton Mill Road just before 2:00 PM local time, where they happened upon a wrecked C8 on its side.

Everette told police he was taking the car out on one last spirited drive before he intended to sell the vehicle to a new owner the next day. Video captured on the scene by WITN shows a Silver Flare Metallic Corvette with heavy damage. The vehicle also appears to feature the available High Wing Rear Spoiler and the Z51 Performance Package. Additionally, the removable Targa top roof panel is not installed on the vehicle in the images, suggesting Everette either crashed with the roof detached or the panel came off when he rolled the vehicle.

As if wrecking his C8 wasn't bad enough, Everette has also been charged with reckless driving by the North Carolina Highway Patrol. It's unclear how Everette lost control of the car in the first place, though it seems likely he did not have the traction control or any other electronic aids switched on at the time of the

accident. While we do feel for this (*now former*) Corvette owner, this accident was completely avoidable. He's also quite lucky he didn't wipe any other cars out when he lost control, considering the accident happened in the middle of the afternoon in broad daylight

Meanwhile, A Chevy salesman in Virginia was left dismayed after the customer they were serving got behind the wheel of a C8 display model and drove it off the lot without permission.

A video of the incident was uploaded to a Facebook fan page called C8 Corvette Owners and Friends. The video shows the customer starting up the C8 and attempting to drive away as the salesperson tries to stop them. The thief then proceeds to pull the C8 out of the showroom and drive away as the salesman and other dealership employees watch on in disbelief.

According to the original Facebook post, this harebrained car thief only drove about a mile or so before they were caught. The C8 was later returned to the dealership



without incident. It's not clear if the person was arrested after this little stunt. It's also not clear if the car had already been sold and the customer was waiting to take delivery, or if the dealership was still seeking a buyer for it.

Another commenter said the customer only wanted to get in the C8 to check out the interior and did not mention taking it for a test drive. The salesperson was about to join them in the passenger seat, but the thief then started the car up and began driving away—*Assorted sources* 🚗



T 'n T

Camaro Theft. The ZL1 Camaro is an impressive machine, offering world-beating performance with a muscle car attitude. With that in mind, it's understandable that a Massachusetts man sought to make a 2021 ZL1 Camaro his own. However, the way in which this individual went about acquiring his new ride may land him in prison. Per a recent report from The Telegram & Gazette, 27-year-old Brandon Brouillard has been charged with **two counts of bank fraud and one count of aggravated identity theft** after allegedly attempting to buy a 2021 ZL1 Camaro for **\$83,000**. According to US attorney's office prosecutors, Brouillard allegedly used a New Hampshire resident's identity to open a new account with Avidia Bank in February of 2021, after which he transferred \$108,000 from another individual's Bank of America account into the new Avidia bank account. Then in April, Brouillard reportedly visited a dealer in Norwood

to test drive a 2021 ZL1 Camaro, after which he agreed to purchase it. Brouillard provided the dealership with a cashier's check amounting to \$83,000, as well as the required paperwork, proof of insurance, and his Massachusetts driver's license. After Brouillard had picked up his new 2021 ZL1 Camaro, the dealership discovered that the bank account linked to the check was frozen, at which time the dealer contacted Brouillard, who said he would wire the money instead. A man in Arizona reported a fraudulent wire transfer amounting to \$83,000 roughly a week later, as well as a fake email from his email address to the bank requesting the money for his "brother-in-law's" new car. Police were subsequently contacted. According to the report, roughly \$500,000 was stolen from the victim since his accounts were compromised in September of last year, with the new ZL1 Camaro as the latest in a number of big



purchases.. ***He can't even drive it to prison...Musclecar Heaven Closed!*** Just in case you hadn't heard, ***Floyd Garrett's Musclecar Museum*** in Sevierville, TN closed ***FOREVER*** on October 31st! So, no more musclecars on display here, whether they are vintage or modern. Sad day (*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



Anybody missing a trashcan or two?!



“Squirrely” Chevy!

Squirrels are much like humans in that they are capable of forward planning to manage their food stores over a long period of time. However, the cute little mammals aren’t capable of real agriculture, nor building silos to store their harvest. Instead, one enterprising little rodent decided to stash its nuts for the winter in the engine bay of a truck, reports the [Grand Forks Herald](#).

North Dakota man Bill Fischer found his *Chevy Avalanche* overflowing with black walnuts after leaving it parked for just four days, according to the Herald. In photos posted to Facebook, Fischer shows off 5-gallon buckets filled to the brim with nuts. Apparently the work of a single industrious red squirrel, every nook and cranny of the engine bay and fenders had been stuffed full. Fischer ended up removing the entire front clip of the vehicle in order to clear everything out.

“I had to pull the fenders off and clean out all the walnuts out,” Fischer told the Herald, noting that his efforts were not 100% successful. “I have some rolling

around the frame, rails wells as well, that I can’t get at,” he added.

One photo posted by Fischer shows he was able to fill a total of seven buckets with the nuts pulled out of the truck. With each bucket apparently averaging 26 lbs, that one enterprising squirrel apparently managed to harvest well over 150 lbs of walnuts for the winter. It certainly would have made for good eating. Fischer later stated he had 42 gallons of nuts available, “Naturally grown” and “all hand (paw) picked by a squirrel.” The Drive reached out to Fischer who confirmed that he was able to get the job finished and the Chevy back on the road.

It’s something that’s happened before, too; a Kia Sorrento from Pittsburgh got absolutely loaded up with walnuts back in 2019. In that case, the engine bay was also stuffed with plenty of moss and branches too. Such situations can lead to disastrous results. Overheating likely due to a lack of airflow, and fires possible where combustible material is jammed up next to a hot exhaust. If driven in such a state, a vehicle could quickly be totaled if things go wrong.

If you live in an area with squirrels or other rodents that store food or nest, it bears checking

under the hood from time to time to make sure nothing is amiss. It’s particularly important for vehicles that are left to sit for extended periods of time. Sometimes though, even if the critters don’t leave anything behind, they’ll simply gnaw on the wiring instead. Headaches abound either way!—*Assorted sources* 🐿



70s Car Chases!

A topic like this could be debated until the cows come home. Here, in ascending order, is [Bangshift.com’s](#) take on the subject.

10. McQ – 1973 *Brewster Green Trans Am*
9. White Lightning – 1971 *Galaxie 500*, 4-speed, 429 cu. in.
8. Gone in 60 Seconds – 1973 *Mustang*
7. Duel – 1970-71 *Valiant 4-door sedan*
6. Dirty Mary, Crazy Larry – 1966 *Impala 4-door hardtop/1969 Charger*
5. Vanishing Point – 1970 *Challenger R/T*
4. The Driver – 1976 *Trans Am*
3. Smokey & the Bandit – 1977 *Trans Am/LeMans Enforcer*
2. The Seven Ups – 1973 *Ventura Sprint/1973 Grand Ville*
1. The French Connection – 1971 *Tempest 4-door hardtop*

And, no, I did not come up with this list, despite the fact that there are five Pontiacs on the list, including the top four! Thanks, guys—*Assorted sources* 🐿



Condolences (cont'd)

(Continued from page 1)

sity of Michigan as an undergraduate and graduate student and was still living in Ann Arbor when he helped form Commander Cody along with Billy C. Farlow, Bill Kirchen and others he would call “neo-radicals who specialized in a form of quasi-social mayhem.”

Their name was lifted from old movie serials—including a science fiction adventure from the 1950s featuring space fighter Commander Cody. They resettled in the Bay Area in California in 1969, when a trippy name like Commander Cody and His Lost Planet Airmen fit well with such local groups as the Charlatans, Quicksilver Messenger Service and (*more famously*), Jefferson Airplane and the Grateful Dead. They had success in the early 1970s with “Hot Rod Lincoln” and released six albums from

1971-75, including the acclaimed Live from Deep in the Heart of Texas, while resisting Warner Bros’ efforts to model themselves on the commercial country-rock of the Eagles. The band broke up in the mid-1970s, but Frayne (*still calling himself*

Commander Cody) continued to tour and record, performing with Jerry Garcia, Elvis Costello and Sammy Hagar among others and releasing such albums as Dopers,

Drunks and Everyday Losers and Worst Case Scenario. He also painted, made films, and taught at the University of Wisconsin-Oshkosh. In 2009, Commander Cody and His Lost Planet Airmen was voted into Michigan Rock and Roll Legends Hall of Fame—*Assorted sources* 🍷



The “Hot Rod Lincoln” was a hot rod built from a Lincoln V12; it was built by Charlie Ryan, a singer and songwriter who created the song of the same name in 1950, recorded it in 1955, and then released it three years later.

He was inspired by an earlier song called “Hot Rod race,” which was written and performed by Arkie Shibley. The earlier song told a story about two men racing and was later overtaken by someone in a “hopped up Model A.” The song was written about and was based on his 1948 V12 cylinder Lincoln chassis that was shortened by two feet and has the body of a 1930 Ford Model A fitted to it—*Assorted sources* 🍷

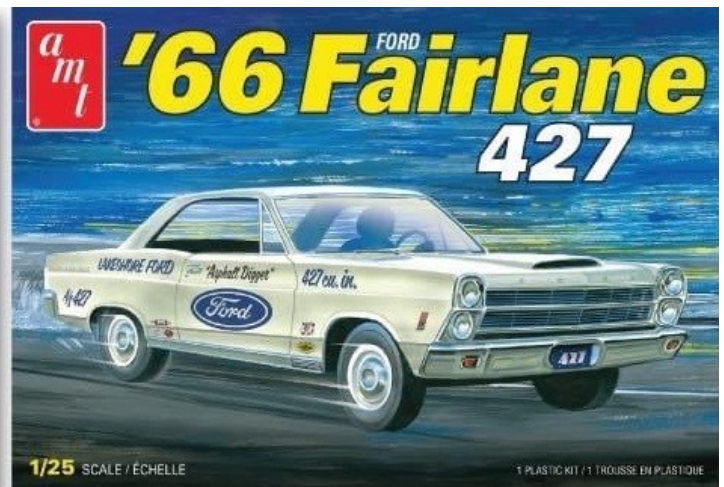
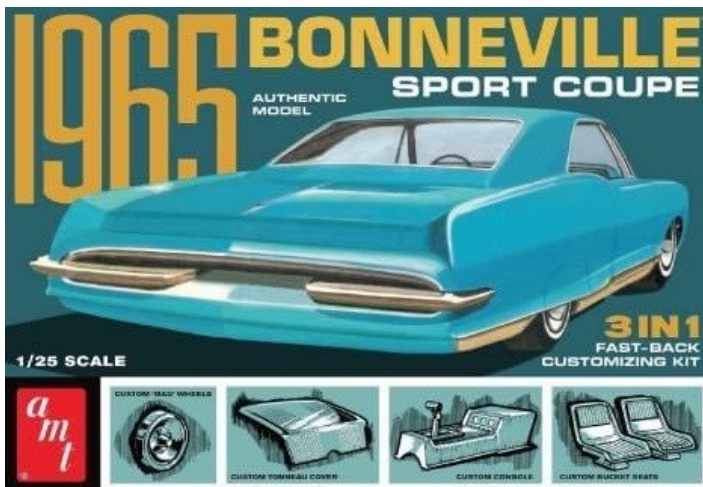


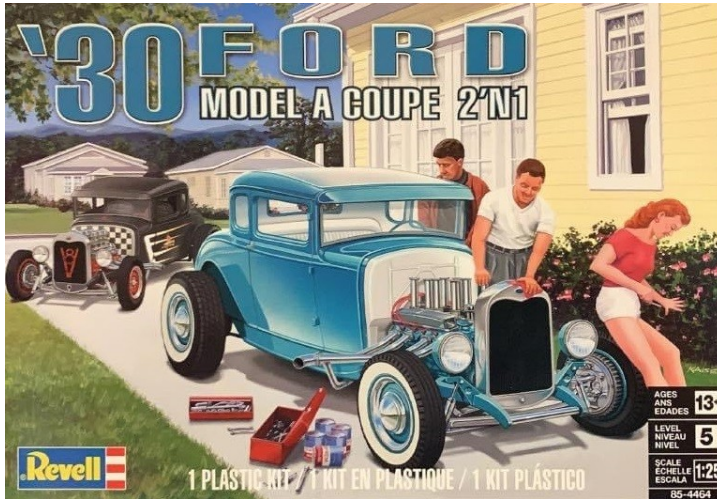
New Stuff!

Here, for your viewing pleasure, is an assortment of new items announced. Exactly WHEN to expect 'em is anybody's guess, but at least you can plan your purchases.—*Assorted sources* 🚗



Amish Challenger ☺





Salvinos
JR
Models

officially licensed by

Hendrick
MOTORSPORTS

and

NASCAR



#9 Chase Elliott



#5 Kyle Larson



#24 William Byron



#48 Alex Bowman

1/24th scale model car kits
expected delivery January / February 2022

Gov't (cont'd)

(Continued from page 7)

ploy properly could present obvious safety risks in the event of a crash. Customers with affected vehicles will therefore want to ensure this recall is addressed.

Dealers will update sensing diagnostic module calibration software to the correct one. These repairs will be performed at no cost to the vehicle owner.

'GMC' has issued a recall for **SIX 2016-17 Cadillac CT6 sedans** over the light intensity of the park/position lamps.

They fail to conform to Federal Motor Vehicle Safety Standard 108, which relates to the vehicle's "Lamp, Reflective Devices and Associated Equipment." The light output of the forward Park/Position lamps may exceed the maximum values permitted by Standard 108, causing them to be brighter than compliant lamps.

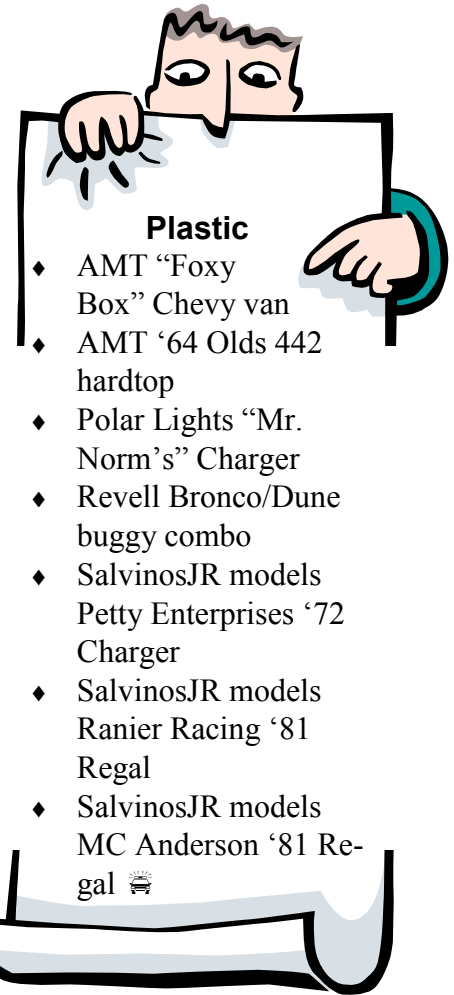
The forward-facing

Park/Position lamps that exceed the maximum allowed brightness may distract other drivers or make it difficult for them to see, increasing the risk of a crash.

Dealers will install replacement right and left-side in-line headlamp jumper harnesses, which should correct the condition. This repair will require two separate in-line headlamp jumper harnesses and should take about 40 minutes for a dealership technician to complete.

'GMC' will notify owners of affected vehicles and instruct them to make an appointment with their dealer. If owners are unsure whether or not their vehicle is affected by this recall, they can visit my.gm.com/recalls and type in their VIN to see any open recalls or other actions that may be active on it.

This "Recall Insanity" from 'GMC' is a bit hard to swallow. I can't believe their issues with screwing cars and trucks together lately—*Assorted sources* 🍷



FYI Redux

Regarding last month's item about price increases due to a combination of product and shipping container shortages—the other shoe just dropped. Recent online posts indicate *increases of anywhere from \$3.00 to \$7.00 per kit* will happen.

I have no doubt that our club supplier, **Ron Shirey**, will give us the best deal possible, but he can't be expected to eat this price increase any more than any other retailer.

So, we better resign ourselves to higher kit prices, or retreat to our respective "stash" and build from there—*Assorted sources* 🍷





This month, we finally get back to some scale Pontiac items.

This time, we are looking at Ray's Decals (<https://rayskits.com/decals/>).

I have a few sets of these decals, although I have yet to use them on anything. Apologize—the scans may not be easy to see.

Everything seems fairly simple as far as ordering goes. That is mildly amazing, as he is located in the Netherlands.

Strangely enough, even though I have several sets of his decals, I have not gotten any of them directly from him. I have been able to work through a fellow Pontiac builder who seems to be able to represent him stateside.

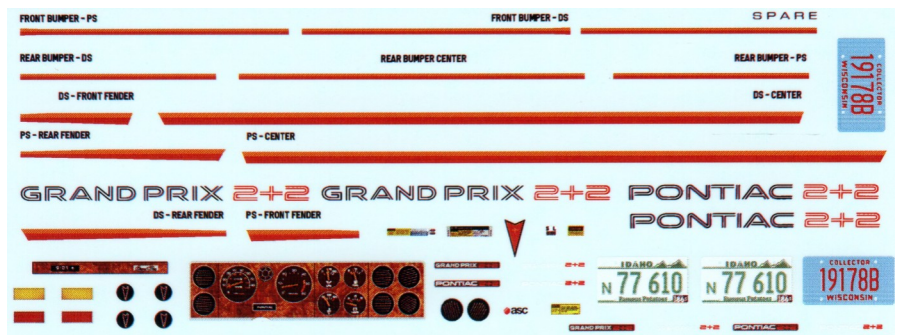
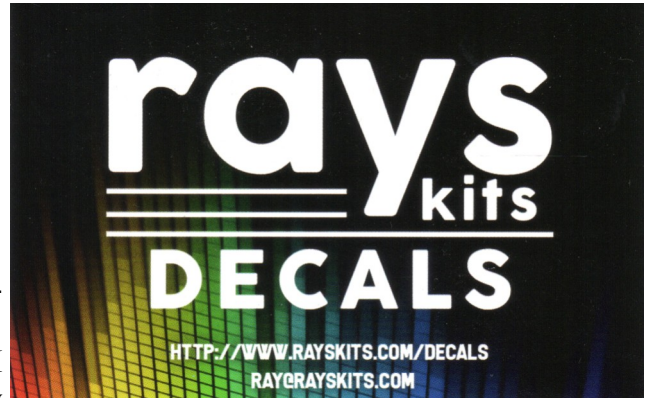
He has a large, and diverse selection of decals, and not just Pontiacs.

It sounds as though he does decal “runs” based upon customer orders, so it might take a little

while to get your decals.

The examples I have included below are for the **1986 Grand Prix 2+2**, **1972 GTO** with the WW5 stripe package (*black or white*) which runs the length of the car, and the **2002 Collector Edition Firebird**.

So, let's continue bringin' 'em and showin' 'em—virtually! **'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* 🍷

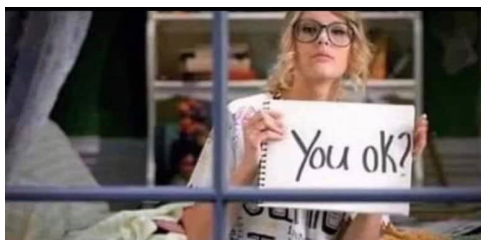


This is the newsletter of the
Maryland Automotive Modelers
Association

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MAMAs BoyZ do it in scale!



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/rebuildable Ponchos (GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I have a collection to trade from. Want a Red Baron, an 1/8th scale Monogram '79 T/A, '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
(R T
695):
Take
Exit
7 ,

Route
2 9 5

(Baltimore-
Washington
Parkway) south to-
wards Washington approx. 18



miles to
Route
1 9 3

(Greenbelt
Road), and
exit. When on
the off-ramp,
stay to the right
and merge right onto

South-
way (see be-

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