



MAMA SEZ!

Volume 19, Issue 10

June, 2006



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

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Here Come de Car Shows!

Last month's meeting was basically an exercise at putting our NNL show to bed for 2006. Some valuable lessons were learned for 2007. Jim Haught from Scale Auto was in attendance, merrily shooting pictures of almost anything put in front of him. It came out in conversations with him that he had a great time at the show. He also offered that our show may be bumped up into the contest annual, may

be given some space in a future issue Scale Auto, and several MAMA members had their models featured on Scale Auto's website from both last year and this year's shows. Thanks, Jim! Now remember, we're working on '07 with themes of *"Your Own Ride (a model of one of your cars)"*, and *"50s Customs,"* a.k.a. the *Bill Stillwagon* award.

The raffle raised **\$58.00**, and the door box

contributed **\$66.00**. Additionally, Norman Veber realized sales of approx. \$4.00 due to the sale of a set of photoetched MAMA license plates.

Kudos to the following: **Brad, Ron Bradley, Harry Charon, Bob Foster, Matt Guilfoyle, Charlie Magers, George Openhym, J.C. Reckner, Chad Repaal, Replicas & Miniatures Company of MD, and Model Car Garage. Thanks, y'all!**

2006 Meeting Schedule

Meetings are scheduled for the third Saturday of the month (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- 🔊 January 21st
- 🔊 February 18th
- 🔊 March 18th
- 🔊 April 15th
- 🔊 May 20th
- 🔊 June 17th
- 🔊 July 15th
- 🔊 August 19th
- 🔊 September 16th
- 🔊 October 21st
- 🔊 November 18th
- 🔊 December 16th



Inclement weather phone number: (301) 474-5255. 📞

An Enzo From Maserati?!

Want something more exclusive than the **Ferrari FXX**—the track-use-only version of the Enzo available only to the super rich with driving skills?! Or maybe you'd like to be able to ship your car home, instead of back to Modena, after a day on the race-track.

Whatever the reason, this Fall, Maserati will

offer up to 12 lucky buyers worldwide the **Enzo-based MC12 Corsa**, developed from the GT1 type that won the 2005 FIA GT Manufacturers Cup.

Available exclusively for track use, the built-to-



order \$1.3 million MC12 Corsa supercar will be geared more toward racing and "pleasure" driving

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2006 Corvette Z06

[Revell 1/25th scale; 99 pieces, plus decals – modified reissue]

The 2006 Chevrolet Z06 is the **most powerful, best all-around performing, street driven automobile ever available** from General Motors. **Period.** With a 7-Liter, 505 horsepower, aluminum V8 engine with a rear mounted 6-speed transaxle, carbon fiber body panels, and 1G cornering capabilities. As the manager at a Chevrolet Dealership, I have more than a passing interest in this car, as the one our dealership received last year, was sold in **ONE** day. I figured that Revell would get around to issuing the Corvette Z06 Coupe as a full-detail plastic kit in their line, and I am not disappointed. This kit is based on their excellent 2005 Corvette Coupe tool, and it shares quite a few of the same parts, but Revell has seen fit to include the Z06-specific parts, as well as the original 2005 C-6 Corvette kit parts, with the exception of the body shell.

Engine: This 17-piece unit is a well-engraved rendition of Chevrolet's 7.0 liter V8. The engine block halves are mated to the rear-mounted transaxle as a unit, as in the real car. The other well engraved parts complete the assembly. The Z06-specific dry sump oil pan, exhaust headers, and engine covers are present as replacement parts from the 2005 kit. Proper detail painting with various flats and metalizers will bring this assembly out.

Chassis: The front and rear

suspension units are simplified, with separate, well-engraved Z06-specific cross-drilled disc brake rotors and high-performance calipers at each corner. Poseable steering is not part of the equation. The larger diameter Z06-specific exhaust system has a nice set of chrome metal exhaust tips, which attach to the muffler unit. Shock absorbers are also included.

Interior: This unit consists of a tub which incorporates the underhood area, molded in a dark gray. The console, floorboards, and interior sides are engraved and textured properly, and are integral with this unit. The door panels, firewall, interior rear wall, pedals, master cylinder and firewall are separate, well engraved pieces. The shifter, handbrake lever, and under hood hoses are also separate, and well engraved. The dashboard is also well engraved, with a decal for the instruments, a separate glass panel, steering column and a new 3-spoke steering wheel, with decals for the hub emblem, as well as the Z06 "head rest embroidery." If you can, get some photographs of a Z06 Corvette interior, as there are some 'optional accent colors' for the Z06 interior, which are not called out in the instructions. The seats are also well done, but there is a resultant seam that must be taken care of for a more realistic appearance. Curiously, there is no seat belt detail in this interior. This assembly mounts to the chassis, which makes for a rigid, stable point to mount the body.



There is a three-piece radiator assembly, and intake air cleaner unit, which are hidden, once the body is mounted onto the chassis.

Wheels & Tires: The wheels are a very well engraved renditions of the current Corvette Z06 aluminum wheels with decals representing the emblems. The wheels should be refinished in the following manner if a replica stock build is desired:

- A. Standard Wheel-Silver Painted Aluminum
- B. Competition Gray-Dark Metallic Gray
- C. Polished Aluminum-Chrome finish dulled down with semi-gloss paint

For the 2006 model year, the Z06 aluminum wheels are not available in a chrome plated finish from the factory, but chrome plated aluminum wheels for the Z06 are available from the aftermarket. The rubber-like tires have a nice tread, but no manufacturer's trade name. The front wheels/tires mount to the chassis on metal stub axles with plastic retainers, while the rear wheels/tires mount on a metal axle, much like the attaching system utilized on the Chevrolet SSR from Revell.

Body: The body is a beautiful, well-proportioned rendition of the C6 edition of the Z06, molded in white plastic, exhibiting a little flash on the fender and down the

(Continued on page 3)

Z06 (contd)

(Continued from page 2)

front fenders, the roof sail panels, and around the rear spoiler. The windshield and rear window mount from the outside of the body, for a proper flush appearance, and the rearview mirror mounts inside. Follow the instructions and mount the hood after painting and finishing, allowing for glue. The roof panel is fixed, as on the real Z06, and the body also has the various scoops with screens and flares as the real car. The Z06 emblem for the front fender scoop is a well done decal. The various lenses for the lights, and the mirror “glass” are separate units.

Instructions: While the kit instructions call for painting the car in the new ‘Velocity Yellow’

exterior paint, with a Black leather interior, there are other interior/exterior color combos available, which are shown in the accompanying chart.

A good source for these paint colors is “Cobra Colors,” which is run by Leon Tefft. Leon is an extraordinary modeler, with a great portfolio of paint colors, clears, primers, and sealers for the latest model kits. Even though I have not used his product, I have personally seen models that were finished various paints from his line, and I am impressed. His company can be contacted on the web, at <http://cobracolors.com/>.

For the 2007 Model year, the Daytona Sunset Orange Metallic Exterior Paint will be discontinued, with a new color—“Atomic Orange” replacing it.

NOTE: The plastic used by Revell on this model kit is very

sensitive to certain types of ‘automotive grade’ paint. It has been reported by several modelers that the styrene is easily ‘crazed’ when a strong sealer is not used under these paints. I suggest that you talk with either an experienced modeler, or paint expert, as to what is compatible with this plastic, or at least practice on some scraps.

Decals: The sheet is impressive, complete with exterior emblems, wheel centers, dashboard gauges, speaker sections, and a full array of under-hood stickers.

While the kit provides excellent raw material, there is plenty of research material out there on this car (*i.e.* *manufacturer’s brochures*, *magazine articles*, *web photos*) to help the modeler. A beautiful

(Continued on page 10)

Interior/Exterior Color Schemes

Exterior Solid Paint	Color Code	Interior		
		Ebony w/Red Accents	Ebony	Ebony w/Titanium Accents
LeMans Blue Metallic	19U	A	A	A
Black	41U	A	A	A
Velocity Yellow Tintcoat	45U	—	A	A
Machine Silver Metallic	67U	A	A	A
Daytona Sunset Orange Metallic	71U	—	A	A
Victory Red	74U	A	A	A

This 'n That

Sad News. MAMA's Boy Bob Ege passed away late last month.

Matt Guilfoyle was speechless when he picked up the phone, in anticipation of talking to him, but it was his wife Martha bearing the sad news. He died of heart failure. Condolences to his family—he'll be missed...

Revell Choppers? The new RM Kustom Choppers. Mean, loud and low. Just as they should be. They're all 1/12th scale, so they're big, too. Over 8 inches long when completed. Each will have either a long or short style frame and fork. Plus extra parts so you can customize yours—each will have two sets of wheels, two fuel tanks, two drive chain covers, two air cleaner covers and two different sets of exhaust pipes. There will be two coming out in July—**"Crusader"** and **"Aces Wild."**

Then look for two more in August—**"Torch"** and **"Bone Daddy."** (Images shown were drawn from early prototypes. Final versions may vary. But they'll still be mean)...**Pontiac Going Rear Drive?** It looks as though after debating Pontiac's future this year, GM's leadership plans to revive the brand's heritage of performance with a product lineup of



exclusively rear-wheel-drive cars. There would be no trucks and - after the next generation of vehicles - no front-wheel-drive cars, either. GM is set to unveil a rwd sedan concept at January's Detroit auto show, according to company

sources. The Pontiac plan is not final, however. GM execs are still making their case. This proposal is a plan to save the brand, which has suffered declining sales. GM sold 437,806 Pontiacs in the United States last year, compared with 599,123 in 1995. One insider says it would take five years to convert the brand to rwd. That's why Pontiac will get one more generation of fwd and all-wheel-drive small cars. A Pontiac spokesman declined to comment on their plans. Sources inside GM and close to Pontiac say GM leaders are debating the future of the Grand Prix sedan, a possible GTO replacement based on the Chevrolet Camaro, and a Firebird

muscle car. GM will trim product lineups as it consolidates Buick, Pontiac and GMC into three-brand dealerships under its retail channel strategy. It is rumored that Pontiac and Buick will not carry trucks. This could mean that the new Torrent, a rebadged Chevrolet Equinox, would one day go to GMC. Again, rumor has it that GM is considering a new mid-sized rwd

sedan to replace the Grand Prix (after the 2008 model year)...

Sting Ray (a.k.a. Blue Devil) to Production? Production of the **\$100,000 Sting Ray**, equipped with a **supercharged 7.0-liter 600-hp V8** under its carbon fiber hood, could come as early as 2007...

More Venomous Viper?! American Specialty Cars displayed something referred to as the Diamondback Viper Coupe, with a **615-hp V10** tuned by **McLaren Performance Technologies**. It reportedly features a carbon fiber hood, roof, decklid, and rocker panels, thereby shaving 85 pounds off the concept's curb weight. Word is that this killer Viper is already producing 650 hp, making it good for 0 to 60 mph times of



3.5 seconds—or less...**Speakin' of Mopars...** It should come as no surprise that **noted designer/builder Chip Foose** will be building a **limited run of 'Dubbed'** (a.k.a. 'modernized') **Dodge Challengers**. They will be done in conjunction with **Texas-based Unique Performance**. Production begins in July to transform 1970 and 1971 Challengers into modern muscle cars equipped with V-8 engines (*Hemis, natch!!*), and five-speed manual transmissions, along with new wheels, tires, suspensions and interiors...**Suzuki by Nissan?! Nissan Motor Co.** plans to supply **Suzuki Motor Corp.** with a compact pickup for sale in North

(Continued on page 5)

T 'n T (contd)

(Continued from page 4)

America beginning in 2008. That is part of a collaboration in which the two companies will supply each other with vehicles in Japan, North America, Europe and emerging markets. Nissan did not specify which pickup would be rebadged as a Suzuki or whether it would be built in North America or elsewhere. Currently, Nissan's only compact pickup in North America is the Frontier, built in Smyrna, Tenn. Suzuki plans to supply Nissan with a new sub-compact car for sale mainly in Europe beginning in 2008. That car could be built in India. In Japan, Suzuki expects to supply Nissan with another 660cc minicar for sale as a Nissan. Nissan in turn is to supply Suzuki with a minivan. Both will go on sale at the end of 2006 in Japan. Japan's minivehicle segment climbed to over one-third of the entire market last year. Suzuki currently supplies

Nissan with two minicars for sale in Japan. Nissan also sells a rebadged Mitsubishi Motors Corp. minivehicle. Suzuki and Nissan did not

say when they would begin building vehicles for each other in emerging markets. Strange bedfellows...**Scirocco Returns?!** After months of internal struggles and arguments over its design, VW officials have finally given the low-slung **Scirocco** coupe the green light. Arguments over the car were heated: On one side were

penny-pinchers aiming to save cash; on the other, VW boss Wolfgang Bernhard and his plan to resurrect one of the most well-known models in the company's history. Info for the computer-generated illustration images came from VW's Wolfsburg-based design studio. The new Scirocco goes into production in early 2008 and on sale in North America by the end of that year as a 2009 model. The entry-level model will likely get the just-introduced supercharged and turbocharged 1.4-liter Twincharger four from the Golf GT. It pumps out 140 hp to 170 hp, depending on tuning. Above that, a turbocharged 2.0-liter like that in the GTI can be massaged to deliver in the region of 230 hp, as hinted at on Volkswagen's Edition 30 concept. Word in Wolfsburg says Scirocco may adopt some lightweight aluminum parts from the second-gen Audi TT. Steering assist is electrohydraulic, though drivers can expect sharper responses than those found in existing Volkswagens.....**Mini**



Wagon?!...Look for a slight evolution in Mini styling when the next-gen of BMW's little car debuts in the Fall.

The new car will be slightly larger than the current one, and have new front and rear ends. Both the head and taillights grow in size. The bigger engine bay makes room for a 1.6-liter engine in the base model, while a turbocharged version will power the Mini S. The larger front end also meets stricter pedestrian safety standards. But the biggest

Mini leap comes in Fall 2007 with the introduction of the Mini Traveller, a four-door station wagon version. It will be nearly eight inches longer than the regular car, has narrow rear access side doors, and offers split double doors out back. BMW has shown a string of Mini Traveller variants since revealing the first concept at the Frankfurt motor show in September 2005...**'Nother New Ferrari!** Italian coachbuilder **Zagato** showed a **1956 Ferrari 250 GTZ** at its stand at the Geneva motor show and now we know why. That car foreshadowed Zagato's intention to reveal its latest project, the **Zagato Ferrari 575 GTZ**, custom-built for a Japanese car collector. Zagato revealed the car at Villa d'Este Concours d'Elegance in Italy, on the 50th anniversary of the premiere of the 250 GTZ. 🚗



(Thanks to the Washington Times, autoweek.com, and the Internet for this insanity! Ya just can't make some of it up!! Thanks also to al of you in the 'Peanut Gallery' who have attempted to help me by sending along items for publication—I 'preciate it! Makes my job easier when I've got you guys wit' yer eyes peeled for interesting and entertaining items fit to print.) 🚗



Cars as Art, Part 1

Some millionaires decorate

their mansions with rare paintings. Richard Moriarty recently bolted a 1974 Lamborghini to the wall of his Newport Beach estate.

Because Home Depot doesn't sell kits to hang cars as artwork, Moriarty hired a 70-ton crane to lower the Italian sports car through a skylight in his living room.

Earlier, the car's engine was removed and transformed into a "200-mph coffee table" for guests who prefer their drinks

2.

"shaken not stirred," said Moriarty, an heir to the family that developed South Coast Plaza.

Getting the Lamborghini into the house took about an hour, but the project was conceived months ago, when architect Fleetwood Joiner began designing Moriarty's new home, \$2-million worth of steel-and-concrete that will overlook Newport's Back Bay when construction finishes later this year.

"This was one of the original ideas for the house," Joiner said. "The skylight was designed to fit the car."

Joiner has installed offbeat elements in previous mansion projects — including indoor rifle ranges, bowling alleys and a 28-foot-high interior waterfall — but the Lam-

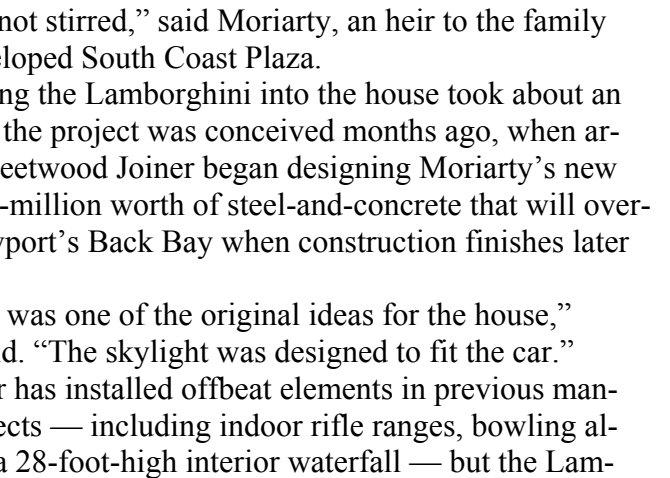
orghini is "one of a kind," he said.

The car will hang over a solid glass staircase leading to Moriarty's wine cellar. The car will also plug into the home's electrical system so its inside lights can be switched on.

Has gasoline gotten so expensive that it's cheaper to turn a Lamborghini into a wall sconce than to drive it?

Not quite. Moriarty, 58, is known for his irreverent tastes. In the 1980s, he organized exotic costume parties, such as his "Pimps, Hookers, Drug Dealers and Lawyers Ball," that drew about 3,000 revelers.

As a teen, he toiled in the lima bean fields that his uncle, Henry Segerstrom, transformed into South Coast Plaza.



More recently, he planted a small vineyard on his 3.5-acre estate and began bottling prize-winning wines under such labels as "Wretched Excess" and "The Idle Rich."

The fermented grapes are aged in a 75-foot-long cave locked with a former KGB prison key.

Outside the cave, catfish and koi swim in a lagoon fed by a 200-foot stream built by Moriarty, who owns an orchid nursery and landscaping business.

A pirate flag flaps nearby and chickens strut around a

(Continued on page 7)

Art (contd)

(Continued from page 6)

coop. The automotive addition to Moriarty's

cache of curiosities seemed only logical.

"I have a Lamborghini and I've got a big wall," he said.

Moriarty bought the car 10 years ago, paying a collector \$60,000. But the upkeep was a nightmare. The gas tank had rust damage, and the engine kept stalling.

"I got tired of having it towed," he said.

On Friday, the sleek black Countach—license plate "FAASST"—was officially retired.



5

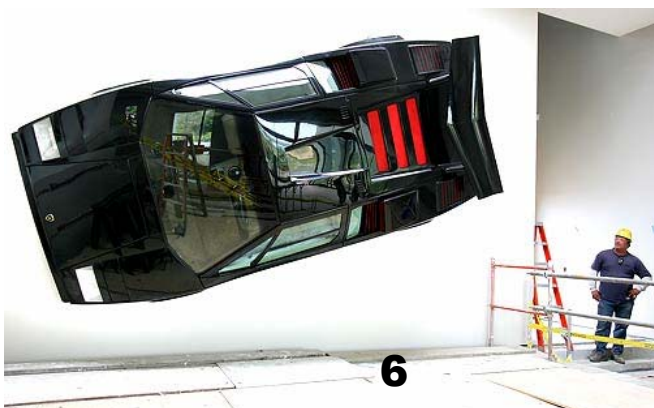
As Moriarty's fiancée, auto mechanic, architect and several friends snapped photos with cellphones and cameras, the car was hoisted 60 feet in the air by the crane.

Then a five-man crew maneuvered and hung the 1,000-pound, engineless vehicle through the skylight from a steel-reinforced wall with loops of half-inch-thick steel cable.

"It's a beautiful piece of art," Joiner said.

But Moriarty, in flip-flops, shorts and a T-shirt, wasn't quite satisfied. "I want to stencil some tire marks on the wall," he said. "Seriously."

(Reprinted from the May 13th edition of the *LA Times*, written by Roy Rivenburg) 📰



6

Cars as Art, Part 2

Remember Revell models? They were the plastic car kits we used to put together when we were young, with a little glue and a lot of patience. **Jellio Design** (<http://www.jellio.com/turbo/turbo.html#>) has taken inspiration from those classic toys to create **TURBO**, a one-of-a-kind wall sculpture. Based on the sprue element the model parts were attached to, TURBO is the first in a series of limited-edition pieces designed to evoke fond memories from childhood. They're only making ten of these, so you know you'll have something truly unique. It's guaranteed to become the topic of countless hours of conversation in any home. How much? Only **\$2,500.00** is all! So, go to their website and check out this future collectible.

Design: Mario Marsicano, Chris Lenox

Sculpting/casting: Kevin Champeny, Leonid Filitsyan

Manufacturer: Utley's Incorporated, 31-23 61st Street, Woodside, NY 11377,

<http://www.utleys.com/index.html>

Materials: Aluminum-filled polyurethane resin



Finishing: Metallic Silver

Mounting: 3 flush-mounted brackets (w/template)

Weight: Approx. 40 lbs

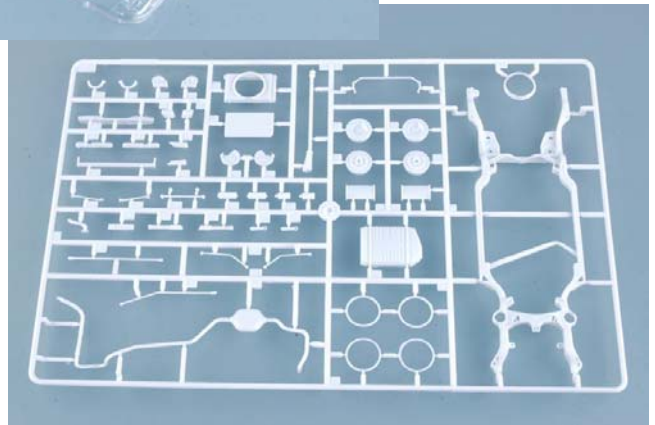
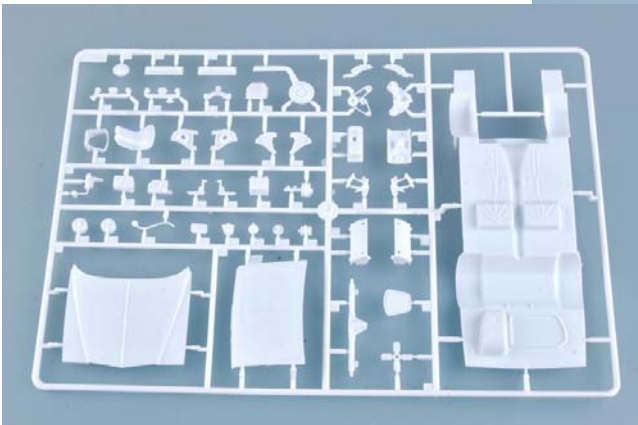
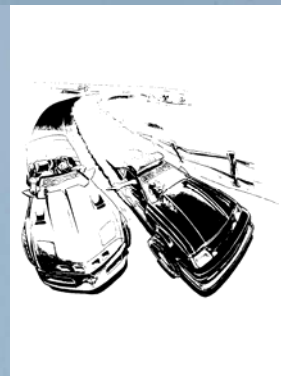
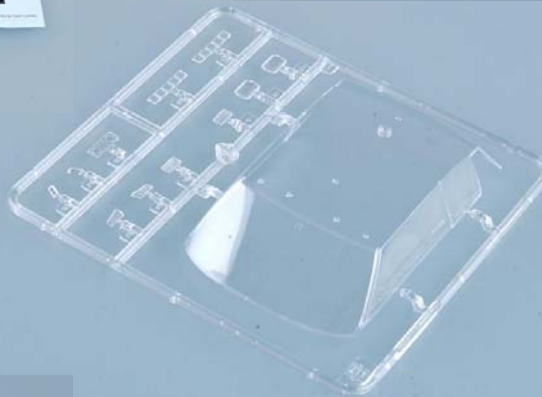
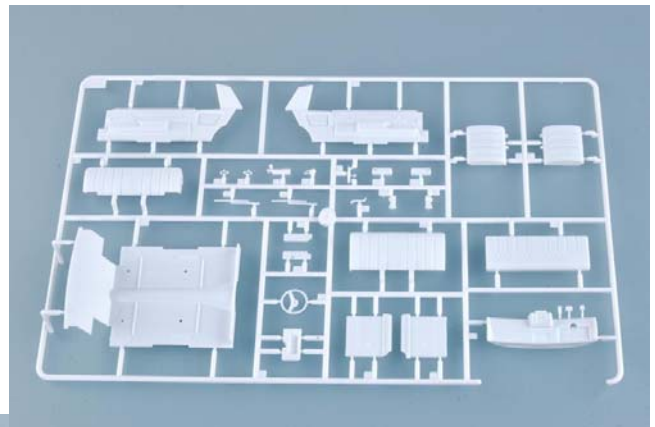
Size: 44" x 44", 3/4 inch off the wall 📰

Test Shots!

I'm quite sure *Matt Guilfoyle*, the supplier of this column month in and month out, won't mind its' suspension this month, so we can bring you breaking news on the Trumpeter '78 Monte Carlo!

The early buzz is in on the new Trumpeter '78 Monte Carlo kit. It appears as though it has some issues, but is workable. I guess you could build something other than a lowrider wit' it!

So, if this one is your cup 'o tea, get with your kit supplier and get one before its tool late. Watch for the return of Model Buffet in the near future. 🍽️



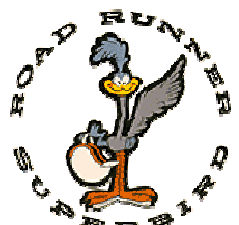
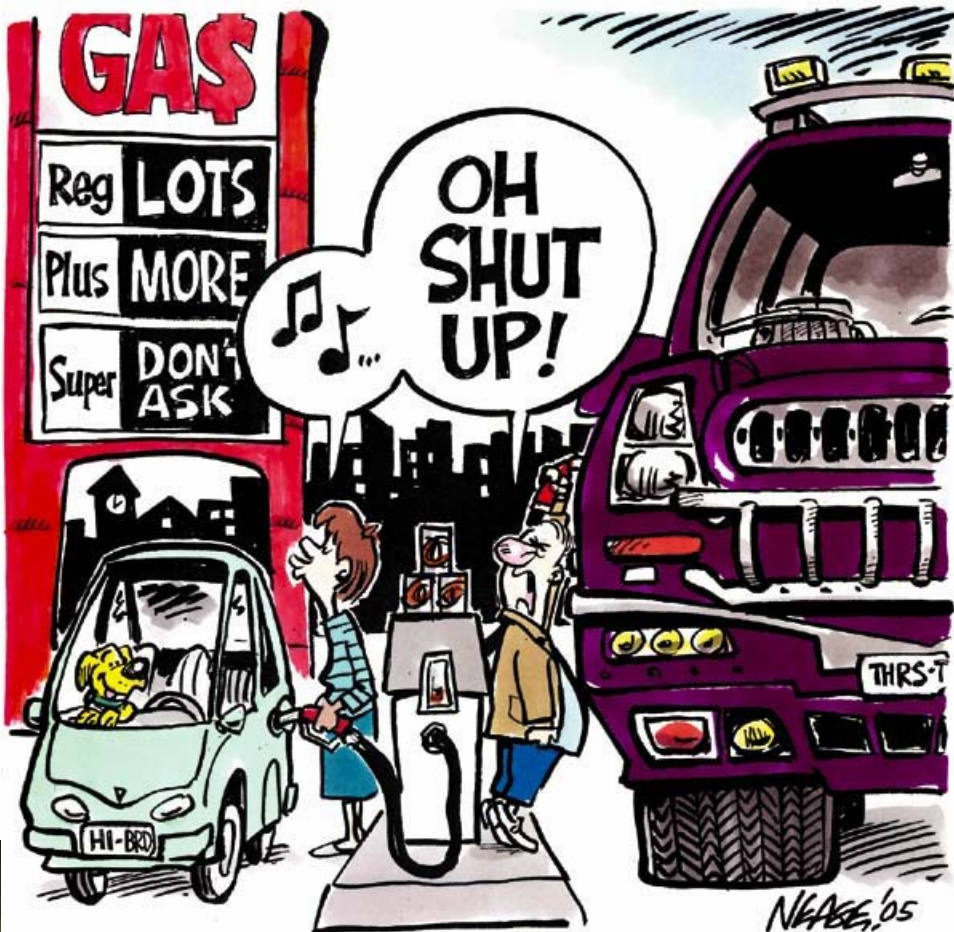
See You at the AUTO SHOW

June 30th to July 2nd—**SAAC**
(Shelby American Automobile
Club) 31 at VA International
Raceway, in Danville, VA.
Info: [http://www.saac.com/
eventsAndConventions/
saac31.html](http://www.saac.com/eventsAndConventions/saac31.html)

July 7th to 9th—**York US 30
Musclecar Madness**, at the
York Expo Center, York fair-
grounds, York, PA. Info: See
sidebar.

*Th, th, that's all for now
folks! Send stuff if you know
of an upcoming event, and
we'll get it listed!* 🍷

**How's THIS for an interesting,
eye-catching ad? Thanks, Matt!**



Websites

Carlisle Events: [http://
www.carlisleevents.com](http://www.carlisleevents.com)

East Coast Indoor Nationals
(Timonium, MD): [www/
eastcoastindoornats.com](http://www/eastcoastindoornats.com)

Kahunaville: [http://
www.kahunaville.com](http://www.kahunaville.com)

Maple Grove Raceway: [http://
www.maplegroveraceway.com/](http://www.maplegroveraceway.com/)

Maryland Chevelle club: [http://
www.chevelles.netmcc/mcc.htm](http://www.chevelles.netmcc/mcc.htm)

Maryland Intl Raceway: [http://
www.mirdrag.com/](http://www.mirdrag.com/)

Norwalk (Ohio) Raceway Park: <http://www.norwalkraceway.com/>

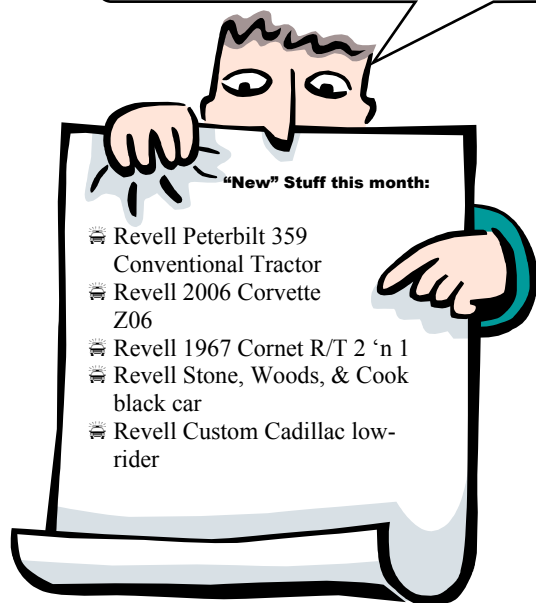
Old Toyland Shows: [http://
www.oldtoylandshows.com/](http://www.oldtoylandshows.com/)

York US30 Musclecar Madness:
www.yorkus30.com 🍷

Chapter Contact:

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

MAMA's BoyZ do it in scale!



- Revell Peterbilt 359
Conventional Tractor
- Revell 2006 Corvette
Z06
- Revell 1967 Cornet R/T 2 'n 1
- Revell Stone, Woods, & Cook
black car
- Revell Custom Cadillac low-
rider

Z06 (contd)

(Continued from page 3)

model can be built from this kit with care and proper painting. I recommend this kit to the modeler who has a lot of patience, and has built a few models, as this kit requires a lot of proper detail painting to get a pleasing result. It is fairly demanding and cries out for some extra detailing. I expect to see quite a few of these built up over the coming months, including my own.

By: Ron Hamilton 🚗



MC12 (contd)

(Continued from page 1)

ing than the track test sessions run for FXX owners. Like FXX, Maserati will house the cars in Modena if requested, but unlike FXX owners can also garage their cars wherever they choose.

So far, Maserati has no plans to run MC12 Corsa programs on tracks in the U.S., but assures that buyers will get their track time on some of Europe's best-known and most-fun racing circuits.

TECHNICAL SPECS

Chassis: Carbon-fiber monocoque

Gearbox: Cambiocorsa

Brakes: Brembo steel and carbon
(no ABS)

Front Rim: 18" race
version

Rear Rim: 18" race
version

Front Tires: 14x18

Rear Tires: 14x18

Interior: 2 seats – race version

Roll-bar: Yes

Engine: V12

Capacity: 6.0-liter

Power output: 755hp @ 8000 rpm

Dry weight (Kg): 1.150

Weight/power ratio (Kg/Hp): 1.52

Units: 12+3

Price: 1.000.000 euro (approx.

1.2 million US) + Tax

Road homologation: No 🚗



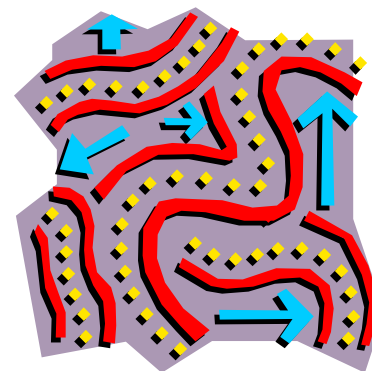
We're on the web!

<http://www.toadmail.com/~mama/>, or
<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. 🚗