

MAMA Sez!

Volume 29, Issue 6

February, 2017

"Serving Delmarva Car Modelers for over 25 Years"



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

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2017 Meeting Schedule

Meetings are scheduled for the third Saturday of the month from **11 am to 2 pm** (unless noted otherwise). Do **NOT** assume meeting dates—confirm them with a club officer!

- ☞ January 21st
- ☞ February 18th
- ☞ March 18th
- ☞ April 15th
- ☞ May **NONE (!)**
- ☞ June 17th
- ☞ July 15th
- ☞ August 19th
- ☞ September 16th
- ☞ October 21st
- ☞ November 18th
- ☞ December 16th (10 - 3!)

Inclement weather phone

number: (301) 474-0646. ☎

Time Ta Go Racin'!

Last month's meeting was **VERY** well attended, due to the simple fact that it was our rescheduled **Christmas "Extravaganza"!** As such, a huge shout-out to the **"Ladies of MAMA"** for their help in setup (an *overwhelming task for the guys!*), and to all of you who contributed towards this not-to-be-missed event!

This month, **Rich Wilson** takes a peek at the **Moebius '65 Comet Cyclone**, as well as the **Round2 Fuzz Duster '80 Volare**. Thanks, Rich.

The **Pontiac Parade** was back, and almost filled to overflowing.

MAMA's Boy Ron Hamilton demo'd the **Motolow chrome pens** last month. Thanks, Ron!

The raffle raised **\$123.00 (!)**, while the door kicked in **\$116.00 (!!)** Thanks, guys!

Thanks to the raffle donors: **Brad, Steve Buter, Mike Costic, Ron Hamilton, Rich Meany, JC Reckner, Steve Scott, Lyle Willits, Bradley's Car Collectibles and Replicas & Miniatures Co. of MD.** Thanks guys—we 'preciate it! 🏆

Obituaries

Mike Connors, who starred as a hard-hitting private eye on the long-running television series **"Mannix,"** died late last month at an LA hospital from complications of leukemia that had been diagnosed a week earlier, said his son-in-law, Mike Condon. He was 91.

"Mannix" ran for eight years on CBS beginning in '67. Viewers were intrigued by the tall, smartly dressed, well-spoken detective who

could mix it up with the burliest of thugs and leap on the hood of a car to prevent an escape. Episodes normally climaxed with a brawl leaving the culprits bruised and beaten.

"Up until Mannix, most private investigators were hard-nosed, cynical guys who lived in a seedy area and had no emotions," Connors theorized in 1997. "Mannix got emotionally involved. He was not above being taken advantage of."

In the first season,

Joe Mannix was a self-employed LA private investigator hired by a firm that used computers and high-tech equipment to uncover crime. The ratings were lukewarm. Connors feared the series would be canceled but it was produced by Lucille Ball's Desilu studio, and CBS was reluctant to antagonize its biggest star.

In the second season, Mannix opened his own office and combated low-lives by himself. The ratings zoomed.

When "Mannix" was

(Continued on page 10)

'65 Comet Cyclone

If you look on the Internet, most of the '65 Cyclones you will find have a twin scooped hood, but from my short research, it was not available; at least from Mercury. Mercury did start selling a hood very much like the one on the '66 Cyclone in fiberglass during the '64 model year, but they are very rare today. It seems like we/I've been waiting for this kit for several years. There are still a few errors that should be addressed. The Cyclone came with the 289 ci engine in 200 hp, 225 hp, and 271 hp versions, but the vehicle ID tag did not differentiate which combo was in any particular car. What Ford/Mercury referred to as a fastback roof was exclusive to the Cyclone, as was the grille (*Comet-wise*). The wheel covers that looked like chrome versions of the steel wheel behind it always seemed a bit plain, but on the other hand they do seem to "make" the car.

This kit contains 118 parts with 21 that are chromed and 83 gray. The box art shows several pics of five-spoke mags, but I couldn't find them even after two searches. Then I turned over the bag of chrome parts and there they were—*Doh!*

Engine: It is made up of 22 pieces, though two of those are chromed and finned valve covers with no raised lettering. The block and three-speed transmission are split down the middle and the oil pan, heads, intake and front cover are all correctly shaped, but it's

the cast exhaust manifolds that just aren't right. There is a pair of stock valve covers with a separate oil cap, but they are on a different tree from the other engine parts which to me suggests another version (*hopefully a Dyno Don*). Other parts include a four blade fan, alternator, starter, upper and lower hoses, and a four-barrel carb. The top of the air cleaner is correct for the 289 V-8s up to the 225 hp version. The 271 hp version would get a factory type chrome air cleaner that's not in this kit. The one that's here is missing its' bottom and will need to be fabricated to look right. See included pic.

Chassis: The only part cast in is the lower front suspension. 11 pieces complete the front suspension, with backing plates, spindles, coil springs, tie rod, and axle pins. The height of the axle pins in the spindles *seems* to be correct so that the car isn't nose high as in past models. Eight pieces make up the rear suspension with backing plates, two-piece axle, leaf springs, drive shaft and shocks. The dual exhausts would confirm a four-barrel engine of at least the 289/225 hp variety. There are separate inner front fenders, radiator and support and firewall as well as the hood latch. The firewall gets an old fashioned manual master



cylinder. The battery, dual horns and windshield washer bag are separate pieces.

Interior: As we prefer, it builds up off the chassis with seats that have the correct upholstery patterns. The front bucket seats are two-piece and the rear seat is separate with the package shelf attached. A small console is included and the shifter mounts just ahead of it. The separate interior side panels are plain looking, but correct as is the dash and separate pedals. The steering wheel is three-spoke, and the column has the signal lever. But in my opinion, the seat belts are the big surprise! Decal gauges are provided, but good luck in using them; they are very little.

Tires/wheels: The tires have very fine tread patterns and no lettering, but they do have medium width white walls. They appear to be of the 14" diameter and may be 6.95, 7.00 or 7.25 size. The wheels, as I mentioned above, are correct for the Cyclone, but the mags seem to be attempts at Cragar S/S without the "S/S". I've

(Continued on page 8)

Round2/MPC Fuzz Duster

The Aspen/Volare platform went into production in 1976 and the two looked very similar. The box art calls it a **Road Runner**, but that name was dropped in '79 as was the 360 cu. in. engine with a four-barrel carb. Depending on the origin (*Spanish or Italian*) of the name, it means "I fly" (*or blow*) away. The platform (*Aspen-Volare*) was named "**Car of the Year**" by Motor Trend magazine for '76. MPC must have updated the body from previous years, but left all the other parts as they were since many of them don't apply to the '80 Volare. It's a shame Round 2 didn't restore the kit to an earlier year so that a legitimate Road Runner could be built, though it was so in name only. A 360 V-8 with a four-barrel carb was the most powerful option available through '79. Transmission-wise you could get a three-speed manual, a four-speed manual with overdrive or three-speed automatic; all with floor/console shift. Of the 114 parts in this kit, 32 are chromed.

Engine: Saying it's a 20-piece assembly would usually indicate a fairly decent engine, but for one thing, six of those pieces are a two-four intake manifold assembly. The side of the box mentions the kit has a V-6 and looking at what we get for a V-8 (*it's small*) I can understand where their confusion may come from. It's the block, heads, valve covers, and intake that are the prime culprits. The stock air cleaner is quite accurate

in size and shape. A torqueflite automatic transmission is attached to the block. I don't usually suggest this, but I would recommend replacing this engine with the one in the AMT '71 Duster kit (*AMT of course is a Round 2 company*) plus you get the six-barrel intake system as well as the single carb system. There are two custom air cleaners that look more like headlights, two chromed carbs, and a chromed intake.

Chassis: As you might guess, it is the usual MPC chassis with metal axle in the rear and two plastic pins for the front axles. The one-piece rear suspension gives you one more piece than there is for the front. The rear axle, leaf springs, and exhaust system with catalytic converter are cast together and separate slapper bars are available. There are the water bottles, battery, and radiator/support and two into one exhaust pipe.

Tires/wheels: There's actually three sets of tires; a set of two-piece plastic Goodyear Polyglas GT tires for the custom version. Round 2 saw fit to include a set of their Goodyear GT radials with gorgeous tampo printing and a set of tires for the custom version with rear tires from their old Indy car kits and the MPC NASCAR tires for the front. The rally wheels are probably left over from the earlier kits. Also included are a set of narrow/wide 18 spoke mags.

Interior: For a one-piece style

interior, it has bolder than usual upholstery lines and a cast in place console with a dash that has the usual engraving. The steering wheel is the upgrade wheel. The bucket seats seem a little better shaped than usual. A chromed shifter and firewall complete the assembly.

Body/glass: The glass is one-piece with side quarter windows. The body is nice and glossy and very accurate in shape. The odd part to me is the T-top roof panels. They are cast in place and marked for easy cutting and there is a separate center bar. The removable panels are cast separate in white, but why not clear plastic? But far and away, the custom parts are the silliest pieces I've seen in a long time, even given their age. The fender arches look like they are from an off-road four-wheel drive truck. A three-sided spoiler looks out of place, but there is a more normal spoiler for the Road Runner version that wasn't produced in 1980. The chromed side pipes and hood scoop are just as ridiculous as the rest of the custom parts. And there is a front air dam that flows into the arches.

Decals: There are three "Road Runner" decals, but all the rest are silly graphics for the custom version. I can only guess these are reproduced from the original kit.

With a bit of effort and some spare parts this could become a fairly decent model.

by: Rich Wilson 🍷

'Gov-a-mint Motors!'

With the inauguration of a new administration, you might expect to see this column disappear. Hardly. I believe I said it more than once that with 'GMC's' bankruptcy taking place on Obama's watch, costing the taxpayers somewhere in the area of **11 BILLION dollars**, the two of them will be forever connected. They are, in essence, the albatross around each other's necks. **Thank you, MISTER Obama.**

Chevy (and 'GMC' as a whole) has a well-documented history of poking fun at its rival Ford, especially when it comes to pickups. However, it seems that the brand (and automaker) may be caught with its foot in its mouth.

New patent filings, reported by *AutoGuide*, show that 'GMC' has patented a tailgate step similar to what Ford introduced in '09 as the **StepGate system**. At the time of its introduction, Chevy produced an ad mocking the "man step", but it looks like they are ready to introduce the feature itself.

The first patent, titled **"Multi-Panel Hinged Endgate Assembly With Edge Support For Step Panel"** (whatta mouthful!), shows a hinge-operated step folding

down from the tailgate to allow easier access into the bed of the truck, while the second patent filing shows a **"Step Assist Handle,"** allowing owners to help hoist themselves into the bed itself. Though Ford's solution utilizes a step that slides out of the tailgate, 'GMC's' patent and Ford's current solution are certainly very similar.

We'd expect the feature to debut on the next-generation of 'GMC' pickup trucks on the T1 platform, alongside an explanation as to why "The General" felt it was necessary to add the feature, rather than make fun of it years later.

'GMC' has announced that it has resolved a US Securities and Exchange Commission (SEC) investigation stemming from the company's **'14 ignition switch recalls** by consenting to an administrative SEC Cease and Desist Order and without admitting or denying any wrongdoing.

The SEC settlement does not call into question any of 'GMC's' current or prior financial statements or its disclosures. In addition, the SEC has not found any

material weakness or significant deficiency.

As 'GMC' notes in its announcement, it has been proactive and successful in resolving ignition

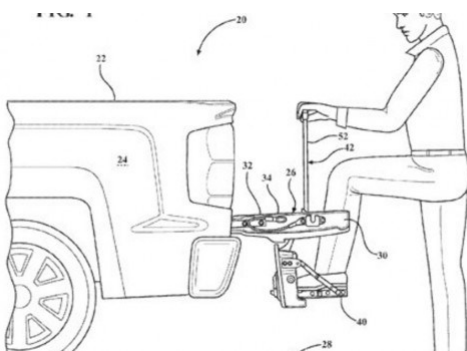


switch issues with customers and regulators at both the state and federal level. As part of the settlement, the company will pay a **civil penalty of \$1 million.**

'GMC' was proactive in the months immediately following the ignition switch recall by reorganizing its vehicle engineering teams for greater transparency, urgency and accountability. This reorganization included creating a new global vehicle safety organization that is focused on executing zero-defect safety systems for vehicles and customers.

The safety organization includes an industry-leading emerging issues and data analysis team and a re-engineered field investigation process. The company also created a "Speak Up For Safety" program that provides all employees and suppliers an opportunity to report or suggest any potential safety related items.

'GMC' "Man-step"—better late than never (Ha! Ha!)!



'GMC' Recall Ticker

of Recalls
135 (!)

of Vehicles Affected
35,934,495

“WTF” Department!

I present here, for your “entertainment” (*and I use that term LOOSELY!*), **SOMETHING** (*I have yet to figure out yet WHAT!*) that came to my attention via the Hemmings website (hemmings.com).

I include the seller’s description. Hopefully, you can hold down your lunch long enough to finish it! **THEN**, you can formulate an appropriate response when you get to the **PRICE!!**

Oh, if it makes any difference, it comes from sunny California.

“DreamRyder” Description:

This automobile is built as *‘functional art (!)’* on a stock 1984 Camaro convertible and is called “DreamRyder.” All the body panels fit over the Camaro body and can be removed if needed. It is a driver, and runs very well. It is very popular at shows, draws incredible attention and has won many trophies. It is really a work of art and should be in a museum (!). I have built a complete set of molds and tooling capable of reproducing this body (*Ed. Note: WHY?!).* I will sell the car and molds together or separately. There is a video on YouTube and you can search for it by entering: logandreamryder. **Price:** \$250,000 obo

Keep “Ridin’ Those Dreams,” dude. 🐾

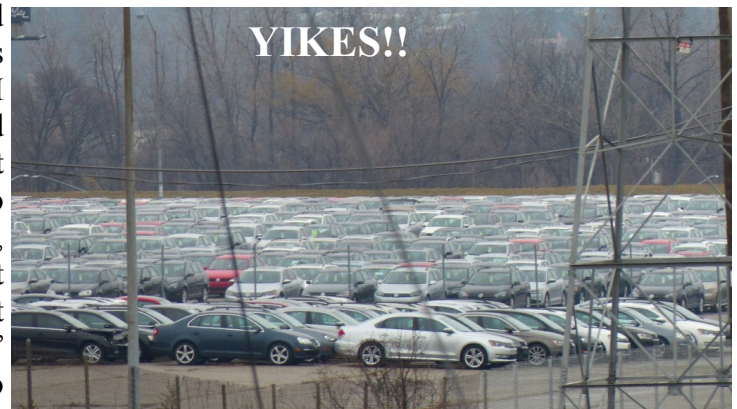


This 'n That

NASCAR Broken?! Either NASCAR attendance is down severely, or they simply felt the need to screw with their format in an attempt to further confuse what fans they have left. In an item in the paper late last month, they announced the format overhaul. They will start by breaking every race up into **three stages** that reward points. The top 10 drivers at the end of stages one and two will be awarded points on a 10-through-1 scale. The final portion of the race will be for the overall victory (*obviously!*), and although traditional scoring will be applied, the win will be worth 40 points. **Confused yet?!** This format starts with the Daytona 500. **Time will tell...Would you like a brochure?!** Steve Hayes was 9 when, after a death in the family, his parents sent him to Maine to visit a cousin. To keep him busy, relatives took him to the local car dealers to see the new models. It was the summer of '46, and America had gone car-crazy as vehicle production resumed after World War II. Pent-up demand for new cars far exceeded supplies, so many models were not available, but customers could at least drop by a dealership for a whiff of new-car smell and a sales brochure. "We visited half a dozen dealers in and around York, and picked up brochures," Mr. Hayes, who will soon turn **80**, recalled recently. "One for them and one for me." That diversion evolved into a casual childhood hobby, and then a grown-up obsession, with him amassing some **13,500 marketing**

brochures. Now, about 71 years after starting his collection, he will sell "99.9 percent of it" at an April 1st auction at the Nest Egg Gallery in Berlin, Conn. He kept his archive inside discreet file cabinets and storage drawers in his meticulous four-room high-rise apartment. Packed into **70 boxes**, the collection arrived last fall at **Automobilia Auctions** in Connecticut, where the owner, Jerry Lettieri, has spent months taking inventory and dividing the archive into auction lots with a common theme. "It is a very significant collection, starting in the early 1900s and covering the 20th century," Mr. Lettieri said. His earliest item is from **1899**, promoting **electric vehicles**, and he has some of the first **Olds catalogs, circa 1901**. Over time he came to treasure the elegant marketing materials for luxury autos of the '20s and '30s. He is keeping a boxed portfolio for coach-built models of the **'32 Packard V12**: It includes black and white photographic plates on heavy stock depicting each of the **30 available custom body styles**. When he moved on to foreign cars, he traded with collectors overseas. "I would send them a packet from an auto show," he said, "and I would get back a packet from them." With an eye to the rare and unusual, he started gathering literature for cars from the Soviet

Union, Eastern Europe and China. He bought a collector's entire inventory of eastern European brochures and added to it. He estimated that he has at least 1,000 such items, rattling off brands like **Chaika, Lada, Volga, ZiL** and **ZiS** from the Soviet Union; **Warszawa** and **Syrena** from Poland; **Tatra** and **Skoda** from Czechoslovakia; and **Trabant** and **Wartburg** from East Germany. He even has brochures for the **EMW**, a little-known car briefly produced in a BMW factory behind the Iron Curtain in Eisenach, East Germany. One oddity is an English-language brochure for the **'73 Skoda** that includes either an unfortunate typo or a disgruntled copywriter's small act of insurrection: "The Skoda does not change much," it reads. "It's a tired design that needs an annual facelift." (*Thanks to autoweek.com, and other Internet sources for this insanity! Ya just can't make some of it up!! Thanks also to those of you in the Peanut Gallery who have helped me entertain y'all by sending stuff—I 'preciate it!*) 🍷



VW is currently storing diesels at the Pontiac Silverdome stadium, a decommissioned Air base, and the port of Baltimore, according to Jalopnik. A VW spokesperson said they are being held "until it is determined whether an approved emissions modification becomes available."

Bad Ass?!

The second-gen '17 *Ford Raptor pickup* is **FINALLY** out in the real world. The brutish off-roader gets a new high-output version of Ford's 3.5-liter *EcoBoost twin-turbo V6* and a *new 10-speed transmission* while weight has dropped about 500 pounds from the last version.

The new Raptor will be available in SuperCrew size, with four full-size doors. Its 145-inch wheelbase is 12 inches longer than the standard SuperCab version. A high-strength aluminum body helps save weight and the fully boxed frame features more high-strength steel than the last model.

After 2011's issue with drivers bending the Raptor's frame tackling obstacles at high speed, this is probably a good idea, though at the time Ford looked at those problems and remained confident in its engineering.

Ford says the new truck will make more power than the previous model, which was rated at 411 hp, but didn't say exactly how much. It did say that the engine is a version of the 600-plus-hp mill that powers the Ford GT. It's paired with a 10-speed automatic transmission, four-wheel drive and a torque on demand transfer case, which distributes power between the front and rear wheels.

Its Terrain Management System has six driving modes:

- Normal mode for everyday driving
- Street mode for higher-performance, on-road driving
- Weather mode for rain, snow or ice

- Mud and sand mode for muddy and sandy trails and terrain
- Baja mode for high-speed desert running and
- Rock mode for low-speed rock crawling

A Torsen front limited-slip differential is optional, Fox Racing shocks are standard with a custom internal bypass technology that attempts to keep the truck from bottoming out during hard landings. The diameter of the shocks has grown from 2.5 to 3 inches and suspension travel is also improved.

Pricing hasn't been announced, but the last Raptor started at about \$45,000, so it'll probably be close to that.

Nick and I had the chance to crawl all over one at the recent DC Auto Show, and I'll tell ya, I'm not as taken with it as I was the first-gen model.

The biggest thing for me is the 'banishment' of the 400+ hp V8 in favor of the EcoBoost V6. I told Ford reps at last year's show that this was a mistake, that



pickup guys want a V8, **NOT** a V6, I don't care how much horsepower it has!

The Raptor we saw was in a color known as '*Avalanche*'—a very light gray. Not a very attractive (i.e., "*In yer face!*") color at all, for such a potent factory truck.

Finally, there's the price. The '17 version we saw was **\$66,000!** **That's a WHOLE LOTTA CHANGE!**

Time will tell if Ford shot themselves in the foot with this cool truck or not. 🚗



Comet (cont'd)

(Continued from page 2)

got a million sets like these and don't need any more, but they will fit the semi-hollow tires and look like a "Day Two" car.

Body/glass: The mold seam starts at the top of the headlights, goes down the fender tops, up to the roof and down the C-pillar to the taillights. Pretty normal and should be easy enough to sand off. The glass includes 10 parts with separate wing windows. The sun visors are separate items. The front and rear windows mount from the outside. The door han-

dles and wipers are separate and chromed. There are body panels for the front and rear that go between the bumpers and the body. Since Cyclone taillights have narrow chrome strips in front of them, the builder will need to apply clear red paint for them. The hood is smooth (*no scoops*) with good underside detail and a pair of hinges to help display the engine.

Decals: It's only 3" by 3.5", but it contains all the scripts, lettering, and trim detail you'll need as well as several for the engine.



It seems like a very nice start for this kit, but I can't wait to see the next versions of it. There are quite a few empty spots on the trees for what we can only hope will be super stock versions.

by: Rich Wilson 🍷

Reel Review

"xXx: Return of Xander Cage"

Almost immediately upon hearing of its' release (*January 20th*), Nick and I made plans to see it.

This is the latest in the xXx franchise. It tried very hard to recreate the magic from the first installment ('02), starring **Samuel L Jackson** and **Vin Diesel**, as opposed to the abomination of a second part "**xXx: State of the Union**" ('05) with **Ice Cube**.

They seemed to follow the proven recipe from the first installment. So, if you saw it, you'll have an idea what to expect.

A few stunts seemed extremely difficult (*if not impossible!*) to pull off, but of course, they did.

There was also a bit of CGI. I'm not normally against CGI, but it always seems to be choreographed a bit faster than real life,

making it difficult to follow.

A few notable quotes from the movie is this exchange between **Augustus Gibbons** (**Samuel L**) and **Xander Cage** (**Diesel**): "**Kick some ass, get the girl, and try to look dope while doing it**".

"**I could definitely make that work**" (**Xander Cage's response!**)

Let me just say here without

giving **TOO** much away that for the **MOST** part, we were not disappointed (*bearing in mind that the REAL star of the first movie was a '67 GTO!*). If you wanna just be entertained (*and maybe suspend belief, even for just a bit*), then give it a try. It pulled in over **\$20 million** it's inaugural weekend. **Expect a few surprises!** 🍷



Pontiacs on Parade!

Looks like GTOs took center stage in the display last month. Two Firebirds kept it from bein' a GTO 'rout.'

Kevin Kovach: Kevin finally unveiled his *"REbuilding Excitement"* project—his '67 Firebird. Starting with a Rich Meany buildup, and with parts help from Ron Hamilton and yours truly, coupled with hard work, the results speak for themselves. *Nice save, Kevin!*

Steve Buter: Steve was responsible for the *white Polar Lights* '64 GTO, and the *Pontiac Banshee* in the unique shade of green (*Testor's Lime Ice lacquer*).

I brought along my new project—"Project '67" again. I've finally been able to source the paint for the car, and attempting to document the project for a series of articles for the GTOAA publication. I need to get crackin'!

We even had someone sneak in two *poor 'ol GTOs*—a '66 and a '67 in need of a little TLC—I'll see what I can do!

So, c'mon—bring 'em and show 'em! *'PoP'* (*Pontiacs on Parade!*) *Sickle signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!!* 🍷



Chapter Contact:

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

MAMA's BoyZ do it in scale!



Websites

Philly Area Car Modelers:

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

Central PA Model Car Club:

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

NNL East:

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

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

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

Old Toyland Shows: <http://www.oldtoylandshows.com/>

Carlisle Events:

<http://www.carlisleevents.com>

York US30 Musclicar Madness:

www.yorkus30.com 🗣️

Classifieds Obit (cont'd)

WANTED: I'm on the hunt for unbuilt/rebuildable Pontiacs in general (and GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I also have an extensive collection to trade from. In search of 1/8th scale Monogram '79 T/A, 1/25th scale '81 Firebird (snap), '66 Bonneville (MPC or Hasegawa), '69-'72 Grand Prix, '70-'81 Formulas and T/As, and Monogram Red Baron. How about empty **Pontiac kit boxes**? Would also like to buy or borrow **old AMT/MPC/Monogram/Revell model car catalogs**. Contact Tim Sickie at gtoguy@verizon.net, or see me at a meeting.

(Continued from page 1)

revised, he got a secretary, **Peggy**, played by African-American actress **Gail Fisher**.

Connors also starred in the TV series "Tightrope!" and "Today's FBI." Each lasted one season.

His movie and TV career stretched from the 1950s to 2007, when he had a guest role on "Two and a Half Men."

In addition to his wife, daughter and son-in-law, he is survived by a granddaughter, Cooper Wills.

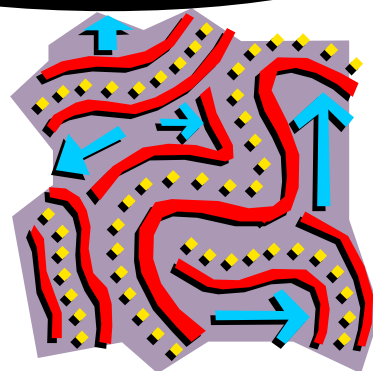
Godspeed, Mike. 🗣️

We're on the web!
<http://www.mamasboyz.org/>

Directions

From the Baltimore Beltway (RT 695): Take Exit 7, Route 295 (Baltimore-Washington Parkway) south towards Washington approx. 18 miles to Route 193 (Greenbelt Road), and exit. When on the off-ramp, stay to the right and merge right onto Southway (see below).

From the Washington Beltway (RT 495/95): Take Exit 22 north, towards Baltimore. Stay in the right lane and take the first exit onto Route 193 (Greenbelt Road). When on the off-ramp, bear to the right and take Greenbelt road west, towards College Park. Stay in the right lane and immediately after passing over the Parkway, make a right (at the light) onto Southway (read on!)



Once on Southway: Go straight to the second (2nd) STOP sign. Make a left onto Crescent road. Go to the STOP sign and make a right into the parking lot behind the Greenbelt Library. Once in parking lot, look to the right. The large, white building is the Greenbelt Community Center. Enter building using the doors near fenced tot lot. The multi-purpose room is on the second floor. There is an elevator to the left of the entrance. 🗣️

Club Contact Info

President: Marcos Cruz
cruz2123yb@yahoo.com
Vice President: Tim Powers
partsbox@verizon.net

Treasurer: Matt Guilfoyle
blackbuick1941@yahoo.com
Newsletter Editor: Tim Sickie
gtoguy@verizon.net