

MAMA Sez!

Volume 29, Issue 7

March, 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

Big Go East Approaching!

Last month's meeting was **VERY** well attended, despite the fact that it was sunny with temps in the 60s (!). No car shows yet, I guess!

This month, **Rich Wilson** takes a peek at the **Heller E Type Jag cabriolet**, while yours truly provides some insight into the

recent **Round2 re-release** of the **1/16th scale 1982 Trans Am**. **Thanks, Rich.**

The **Pontiac Parade** was in attendance. **Thanks for the color, Danny!**

The raffle raised **\$97.00**, while the door kicked in **\$139.00**. **Made the rent—yipee!**

Thanks to the raffle donors: **Brad, Ed Brown, Steve Buter, Mike Costic, Ron Hamilton, Rich Meany, JC Reckner, Rex Turner, Bradley's Car Collectibles, Replicas & Miniatures Co. of MD** and yours truly. **Thanks guys—we appreciate it!** 🍷

'Un-Obituary'

Thankfully, **NOT** an obituary. Former **MAMA Prez Lyle Willits** was recently experiencing chest pains after working some stairs.

Not wanting to take any chances, and having already cheated death once, he was checked out by medical professionals. To make a long story short, **FIVE STENTS** later, Lyle is feeling better than ever!

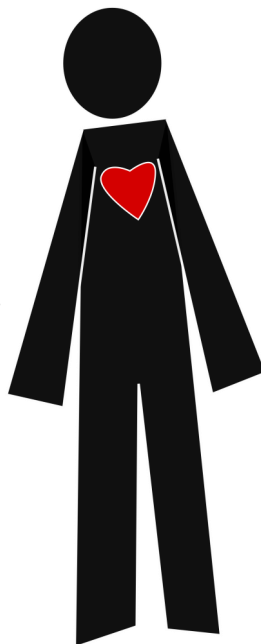
He will be following up with cardiac workouts.

Very good news, indeed Lyle!

In a somewhat related note, the 'heart' of Lee's beloved 16-year-old Jeep Liberty gave out on the way home from a road trip on I-95 in

North East, MD. Sadly, they were unable to save it as in Lyle's case.

As a result, Lee is now driving a 'new' 2012 Chevy Sonic, a car that **SHOULD** be 'unstealable' for millennials. Why? Because it is a **manual transmission—sad, ain't it?!** 🍷



MAMA Sez is the official monthly publication of the Maryland Automotive Modelers Association. Articles as attributed by author and source, and may be reprinted with proper credit given. Opinions expressed are those of nobody of any importance. Any correspondence or contributions should be sent to: Timothy Sickle, 15905 Ark Court, Bowie, Maryland 20716.

Type E Jaguar 3L8 OTS

Don't ask me what those letters mean—I haven't got a clue. As I understand it, during the later days of the second world war the Jaguar company started designing and testing engines to be ready for the post war car boom. They started with an "A" design and progressed through the alphabet until they got to the "K" engine and they were satisfied with it. Hence the "XK" designation of their cars. The world was put on their ears in '61 when this car first appeared. We've all heard Enzo Ferraris' comment about its' looks. When the cars were imported to this country they were incorrectly called "XKEs". Most car collectors prefer the series 1 which were the 3.8 liter cars, but personally I like all of the series (*1 through 3*). The E-type is so well known that non-car buffs know what it is when they see one. Given its' popularity I don't understand why there are so few kits of it. As attractive as the box art is, it really doesn't show what's in the box. I held off getting this kit until J.C. Reckner bought and opened one. Apparently this is an older kit from many years ago, but it's a very good kit despite that. The plastic is thin and very accurate in shape. I like the rear suspension that is made up of 17 pieces including the box sub-frame that mounts it to the chassis tub. The separate half-shafts and brake rotors are especially nice; so

"Don't ask me what those letters mean—I haven't got a clue."

nice that street rodders will want to use it. All the paint call outs are of Humbrol paints, but Heller was good enough to include a paint guide at the top of the page.

Engine: It's made up of 12 parts, but looks quite accurate despite the low count. The SU carbs are recognizable as such and cast with the intake and air cleaner box. The starter is cast to the block and the generator is part of the fan belt. The fan is driven by an electric motor mounted elsewhere with the front subframe. The cam covers are chrome, and nicely done.

Frame: The frames on these cars was a half-monocoque or very similar to a unit body. The front sub-frame is made up of six pieces with the lower part of the frame cast to the lower body. The rear axle assembly mentioned above mounts to the lower body. The front uprights, brake rotors and tie rod are made to be poseable. There are no brake calipers for any of the wheel assemblies.

Tires/wheels: The tires have very nice in scale tread and are of the correct size for a series 1-3 car, but there is no manufacturer name on the sidewall and white lettering would not be appropriate.



And **PLEASE** don't paint them as wide whitewalls. The chromed wire wheels are reasonably well done for the kits age and there are separate two-point knock-offs that are very well scaled.

Interior: It builds up on the lower body with two seats and a four-piece console. There is a separate pedal assembly that mounts on the firewall. The dash is kind of lacking in three dimensional detail, but is helped by four decals for the gauges and radio. I'm a bit surprised that a right hand dash was not included.

Body/glass: It has been captured dead on correct in shape; length to width. The mold seams are very minimal though the "Jaguar" script on the trunk lid is so small that it might be mistaken for a mold line. It certainly can't be highlighted in any way. Interestingly the door cards are cast with the side glass in clear. If you don't want the windows up you'll need to cut them off. The windshield has a ridge in the middle that the rear view mirror slides up and down on (*on the real car*) so

(Continued on page 5)

MPC '82 Firebird

“Your Time Has Come.” That was the ad tagline for the new Firebird. It was totally redesigned for the third-generation, *NEARLY* losing pure Pontiac power (*more on that in a minute*). It was available in three models—base, mid-level S/E, and the top of the food chain—the Trans Am (*T/A*).

This large-scale Round2 kit is a mildly modified reissue. It was originally released brand new in '82. Molded at the time in red (*to match the ad cars, I would assume*), for whatever reason, I never got around to building it. With this release, there is more of a chance it'll get built. Why? The white plastic of the current version versus the red plastic of the original. It would make painting it a nightmare, due to the chance of bleedthru. Obviously, it would not be a big issue if you painted it red. What about white?

Engine: There were four 'corporate' engine choices for the car: the 2.5-liter (*151 cu. in.*) LQ9 4-cylinder (*Pontiac*), the 2.8-liter (*173 cu. in.*) LC1 V-6 (*Chevy*), the 5.0-liter (*305 cu. in.*) LG4 145 hp. 4-bbl V-8 (*Chevy*), equipped with your choice of a **FOUR**-speed manual transmission or an automatic, and finally the top dog 5.0-liter (*305 cu. in.*) LU5, 165 hp. Cross-Fire Injection V-8 (*Chevy*), with an automatic transmission as the only choice, and **NOT** available in California—it could not meet their strict emissions.

That said, the kit is equipped with the Crossfire-injected small

block. It consists of 28 pieces, and the engine and transmission are split longitudinally.

The engine is topped off by the signature Crossfire Injection air cleaner, which is two pieces. There is an optional engine intake arrangement—a twin-turbocharger setup for the 'Competition' version. The transmission molded to the block looks much more like a manual than an automatic, thereby dropping this engine down the 'food chain' a notch to the four-barrel 305, where you **COULD** get a manual.

Chassis: We have no way of knowing if the kit is equipped with the available WS6 suspension. What I **CAN** tell you is that it features the new for '82 MacPherson strut front suspension, as a seven-piece unit. Meanwhile, bringing up the rear (*pun intended!*) we have a nine-piece rear suspension. The six-piece exhaust system and driveshaft complete this subassembly. The front wheels appear to be poseable. Before I forget, there is an optional sidepipe exhaust for the 'Competition' version.

A two-piece radiator and shroud will carry the engine coolant by way of upper and lower radiator hoses. The separate fire-wall mounts a two-piece master



cylinder and booster. A battery and washer bottle will add the final detail to the underhood area.

Wheels/tires: Two different wheels are included—the “bowling ball” stockers, and a pair of “Competition” BBS-style rims. They mount onto a set of Goodyear GT Radials. Kudos to Round2 for thoughtfully bagging them, reducing the risk of damaging and/or marking other plastic pieces. With the availability of four-wheel disc brakes, no brake detail is evident here, nor would it be seen with either wheel choice.

Interior: With the opening doors, the interior is ‘platform-style.’ The bucket seats are four pieces each, while the rear seat-back is two pieces (*the seat bottom is molded to the floorpan*). A separate console mounts what appears to be a manual transmission shifter and parking brake. The dash mounts a two-piece steering column and a three-spoke steering wheel. Sunvisors are even included—a rare sight in a kit. The front bulkhead and rear fenderwells are

(Continued on page 4)

Firebird (con't'd)

(Continued from page 3)

added, leaving only the gap for the doors. It is topped off with an inside rearview mirror.

Body: The brochure and ads of the day touted the new car's drag coefficient of .323, making it one of the slipperiest on the planet upon introduction. At the time (*and many years afterward*), it was **THE** body of choice for the NHRA.

It features an opening hood and doors. The doors include separate rearview mirrors, with chrome faces. In order to minimize warpage, there is what I would refer to as a "mini-door" in the openings which will be removed when ready.

There are two choices of hoods—the flat, non-scooped one, and the offset "Power Bulge" hood. Additionally, there is a rearward-facing twin scooped add-on, presumably for the 'Competition' version. They feature separate hinges to display the Crossfire V8.

A positive for this kit is that, as designed, it can be built either as a hardtop, or as a T-top. Simply following the instructions will remove the roof, to be replaced by the framework and glass hatches.

The front bumper holds separate grilles, while the lower valance mounts underneath. A three-piece custom air dam is yet another available 'Competition' option.

The taillight mounts into a recess in the rear, above the separate bumper.

Finally, there is a choice of a

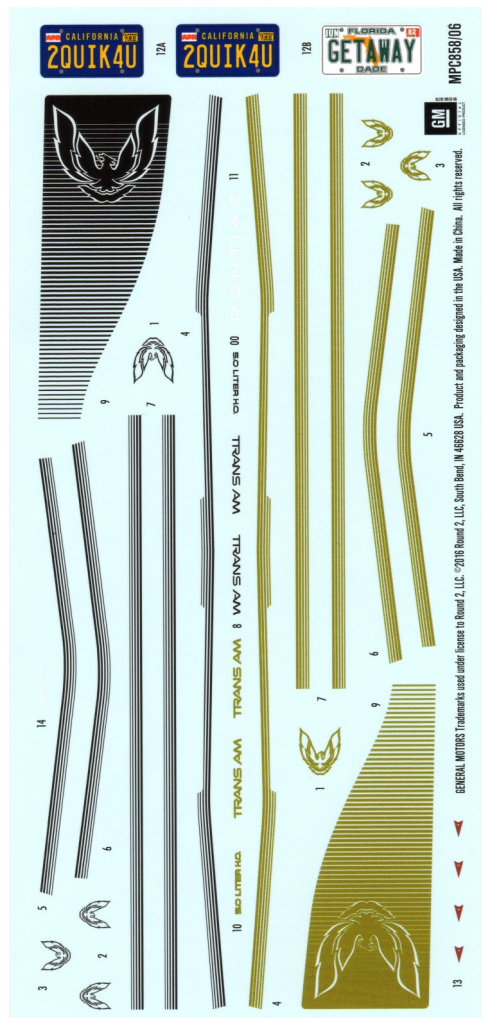
stock one-piece, or 'Competition' three-piece spoiler.

Glass: Front and rear windows are separate. Defroster lines are present in the rear. As noted earlier, the builder has the option of building a T-top version. The instructions note where to cut the roof in order to install the smoked glass T-tops. The tail light is molded in clear red. Again, as with the tires, these parts are bagged, eliminating chances of the glass being scratched by other pieces in the box.

Decals: Here is where there is a major difference between the original kit and this reissue. The new decal sheet is **THREE** times the size of the original issue. What's more, there are two colors available—black **AND** gold. It also features the striping which encircles the bottom of the car, and two '82 plates—California '2QUIK4U' and Florida 'GETAWAY.' Markings that I question are the strobe stripes and "5.0 Liter HO" for the offset "Power Bulge" hoodscope—if I recall correctly, the HO was an '83 engine option.

Upon closer inspection, the decal sheet identifies itself as an **official GM licensed product**. Interesting that the decals showcase 'Trans Am' while the box art and instructions refer to it as a "Firebird," much like the 1/25th scale '79 Firebird from the same company. OK by me, because it allows me to build it as a T/A, rather than a 'Firebird.'

Instructions: Nearly identical to the originals. Step by step, and



easy to follow. The majority of parts are not identified by name, only number. There is a small table noting paint color suggestions for the parts. They also include a simple decal placement guide on the last page.

In the end, you'll obviously end up paying substantially more for this kit than I did for the original, but with this kit you get the new decals with two possible versions, and, better yet, a kit molded in white, making it easier to paint. I've gotta go through my reference to see what color mine is gonna be. I'll have to scour my

(Continued on page 5)

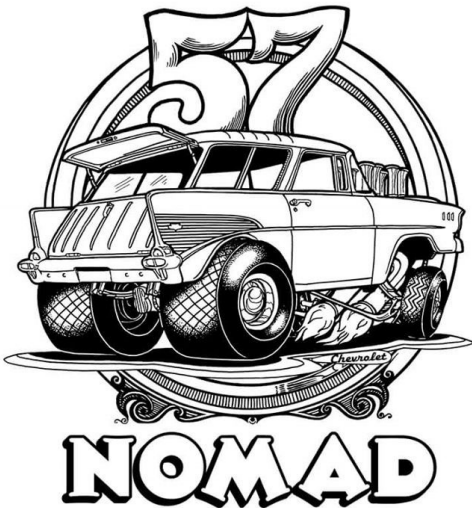
Jag (cont'd)

(Continued from page 2)

don't be dismayed or try to remove it. The headlights are smooth chrome discs that mount to the radiator support and the clear covers that go in front of them have the raised rim cast to them. You may want to add clear headlights with prismatic affect from your spares box over the kit chrome pieces to help them out.

All in all it's a very nice kit and the biggest problem will be which to get, the roadster or the coupe. And I gather there is a race version of the coupe coming later!

by: Rich Wilson 🍷



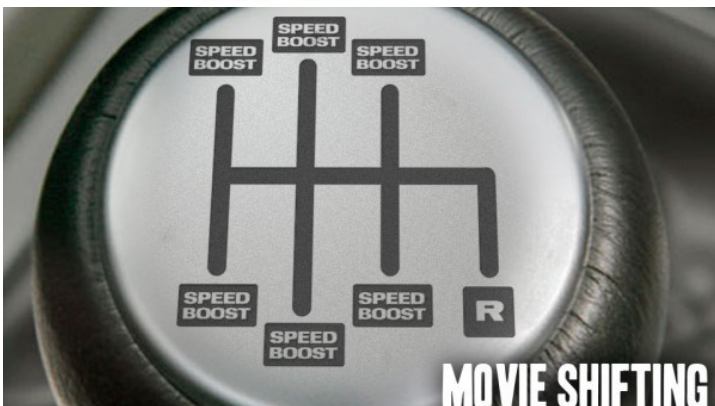
T/A (cont'd)

(Continued from page 4)

sources for a suitable four-speed transmission to 'swap' in, or consider trying to simply build the LG4 carbureted small block.

That's about it for this month, but I'm hearing rumors of another large-scale 'Bird from the gang at Round2 in the pipeline. Pontiac seems to be rising from the ashes, much like the legendary Phoenix (even if its just in scale).

by: Timothy Sickle 🍷



It should be noted here that with ongoing constraints on my time due to work and personal issues, I am unable to devote sufficient time as in the past to fine tune our monthly newsletters. Consequently, whatever appears herein is fully provided by the noted reviewer without undue attention from the editor (beyond simple formatting). This is, as I have said *MANY* times *YOUR* newsletter—I am simply the messenger. We all do what we are able to do in support of it. Thank you for your submission!

'Gov-a-mint Motors!'

'GMC' is recalling **214 2016-17 Chevy Suburbans** over a compliance issue with the right-hand outside mirror.

The vehicles were assembled with a convex right-hand outside mirror, instead of a non-convex (*flat*) right-hand outside mirror.

As such, they fail to comply with the requirements of Federal Motor Safety Standard (FMVSS) number 111, "Rearview Mirrors."

'GMC' will notify owners, and dealers will replace the convex mirror with a non-convex mirror and provide a new page for the owner's manual with the customer notification letter, free of charge.

'GMC' is recalling **17,197 2016-17 Chevy Cruzes** over an issue that may cause the head restraints not to function properly in the event of a crash.

A bracket used in the driver or front passenger seat-back recliner mechanism may have been incorrectly welded to the seat-back frame. As a result, in the event of a crash, the head-restraints may not function properly. As such,

these vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) number 202a, "Head Restraints."

In a crash, the



front seat-backs may break, increasing the risk of injury to the occupants.

'GMC' will notify owners, and dealers will inspect the front seats, replacing any seat-back frames that are incorrectly welded, free.

'GMC' is recalling **91,007 2006-10 Saturn Skys** and **Pontiac Solstices** over an issue that may cause the front passenger airbag not to deploy.

The Passenger Air Bag Suppression System (PPS) sensor may become bent or damaged within the front passenger seat, possibly disa-



bling the air bag.

In the even of a crash, if the front passenger airbag does not deploy as intended, the front passenger has an increased risk of injury.

The remedy for this recall is still under development.

Customers looking to find out if their vehicle is included in these recalls should visit recalls.gm.com.

When President Trump complains it is "impossible to sell cars in Japan" and promises action, it may be wise to remember a previous attempt to woo Japanese consumers.

Two words: ***Toyota Cavalier.***

Toyota execs—and many from 'GMC'—still cringe at the memory of the ill-conceived gambit to have Japan's biggest automaker

(Continued on page 7)



'GMC' Recall Ticker

of Recalls
140 (!)

of Vehicles Affected
36,045,084

'Gov't' (cont'd)

(Continued from page 6)

sell the rebadged Ohio-built Chevy small car through Toyota's domestic sales network some two decades ago.

Refitted with right-hand drive and other changes meant to appeal to the Japanese, the Cavalier wasn't the first American car to hit the Japanese market when it landed in October 1995, but it was one of the most-hyped ones of that era.

The symbolic deal was touted as the wedge that would finally pry open Japan's "closed" market for American imports. Instead, it reinforced Japanese preconceptions about American quality.

'GMC' funneled Japan-bound Cavaliers through a special finishing line at its Lordstown, Ohio, plant to ensure **"extra-rigorous quality."** That didn't stop Toyota inspectors from **rejecting droves of cars and sending them back for fixes before granting final approval for shipment to Japan.**

'GMC' and Toyota, erstwhile trans-Pacific rivals, had hoped to sell **20,000 Cavaliers** a year in Japan through 1,100 Toyota dealers. But annual sales peaked at **just 11,467** in 1996, the first full year of the experiment, even backed by a favorable dollar-yen exchange rate. 'GMC' fi-

nally canceled the deal in 2000.

The episode is instructive today because the Cavalier quest was widely sneered at as a transparent attempt by Toyota to defuse escalating US trade tensions.

How might Toyota react this time, as Trump pressures Japan again to open its market and criticizes Toyota for building Corollas in Mexico for export to the US?

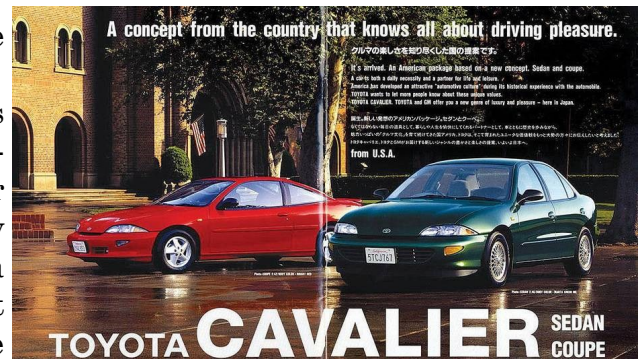
For now, Toyota seems to be highlighting its contributions to the US economy in the form of local production, now at levels unimaginable back in the mid-90s.

Investing in the US is one thing. Convincing Japan to buy more cars is another.

The quality and appeal of American cars have never been higher. But Japan's market has largely moved on. Many buyers still love American niche nameplates, like Camaro or Cadillac. Jeep has been selling reasonably well for more than a decade, cashing in on its rough-and-rugged Detroit DNA.

Pitching mass-market entries, though, is an uphill battle.

The Japanese market is already full of competitively priced cars from Japan's seven major au-



tomakers that are perfectly tailored to local needs. Ford, after trying to compete with the Focus and Fiesta, finally quit last year. Hyundai threw in the towel years earlier.

An image problem is as big a hurdle for Detroit as any "non-tariff barrier" in Japan. And as the Toyota Cavalier shows, even the backing of Japan Inc.'s favorite son can't overcome that.

And that's it for this month's 'GMC' soap opera. 🚗



This 'n That

Chrome pens! Our own **Ron Bradley** has convinced **Stevens International** to carry the new **Molotow chrome pens!** He will carry the 1mm, 2mm and 4mm sizes. Final pricing was unavailable at the time of publication. **Thanks, Ron...Fantasy Driving Death?!** A driver and instructor were killed at a fantasy driving experience track just outside Las Vegas when their car spun, hit a barrier and burst into flames in mid-February. Online photos showed thick black smoke pouring across Interstate 15 just south of town. The Las Vegas Review-Journal said the driver was a male customer in his 30s and the instructor was a male in his 50s. Further identification was awaiting notification of next of kin. Calls to the Las Vegas Metropolitan Police Department and to the company that operates the race-track had not been returned. The 11-turn, 1.5-mile track is called SpeedVegas and can be seen on the right side of the interstate as you near the city coming from Los Angeles. The track's promotional material promises guests they can, "Drive your dream car on a racetrack in Las Vegas." "Even if you've never driven on a racetrack, SPEEDVEGAS will feel natural the moment you arrive,"

the company's website reads. "SPEEDVEGAS brings your driving fantasies to life on the longest and fastest race-track in Las Vegas. And that's just the beginning." **Guess that may now change—let the lawsuits begin...Mexican Bullitt?!** The lost Bullitt Mustang recently found in a Mexican junkyard 50 years after it was last seen has been confirmed to be authentic by Ford historian Kevin Marti, reports the LA Times. The car was discovered in Baja California Sur by Hugo Sanchez with no drivetrain and under a few coats of new paint. But it did have reinforced shock towers, the sort of thing you would do for a stunt car, as well as a 9-inch rear end and special vent holes for other movie-

making magic. In an ironic twist, the owner was going to turn the car into an Eleanor clone, paying homage to "Gone in 60 Seconds." Wrong movie, buddy. "I'm 100 percent sure it's authentic," Marti says after traveling across the border to inspect the car last week. Marti says the VIN plate is original, and his company, Marti Auto Works, makes replacement tags, so he should know. Sanchez co-owns the Mustang with shop owner Ralph Garcia Jr., who had already started repairing the car -- it now wears a fresh coat of Highland green paint. It was displayed

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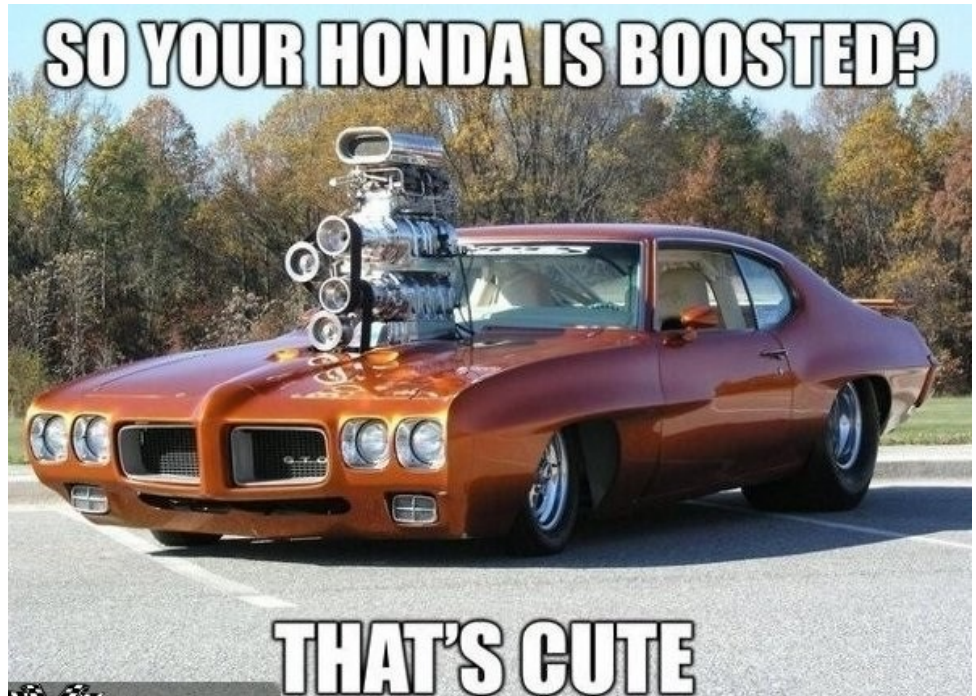
Where'd this picture of your garage come from, Gary (Ha! Ha!)?!

This 'n That

(Continued from page 8)

at the local Mexicali Ford dealership before being shipped back to California, where Garcia lives. Since then, he's been sourcing parts for a full restoration. People have already offered to buy it, obviously, but as of now, Garcia and Sanchez aren't selling. When finished, this car could go for well above any estimate, considering anything related to Steve McQueen is gold and next year is the 50th Anniversary of "Bullitt"

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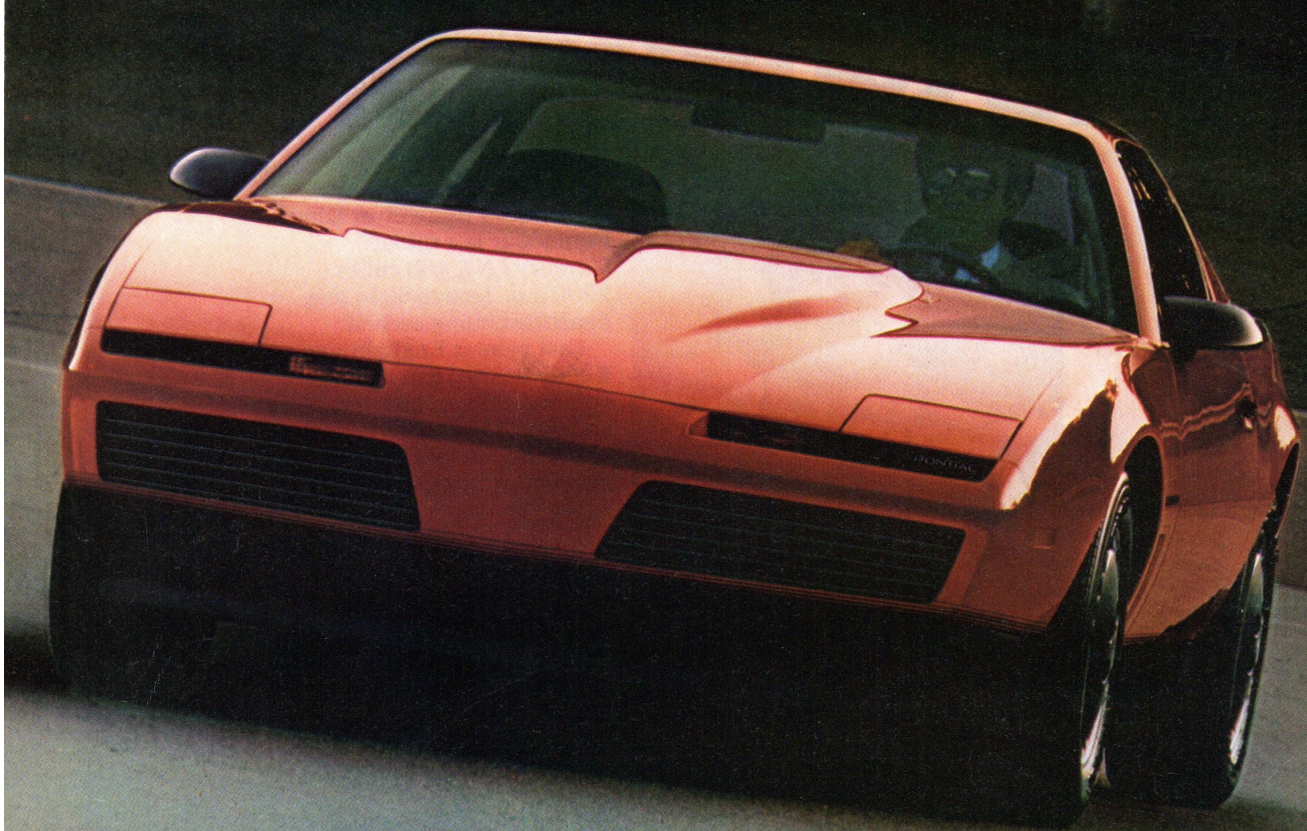


Some people like it for what it is. Some like it for what it can be.



**American Motors'
Javelin**

YOUR TIME HAS COME



PONTIAC TRANS AM

The excitement began 15 years ago when those electrifying "Birds" came down like rolling thunder to capture the hearts of enthusiasts everywhere. And a legend was born.

Now comes the road machine that will fire-up a new generation!

From saber-like nose to rakish tail, Trans Am is a brilliant orchestration of aerodynamic function. Its .31 drag coefficient is the best of any production car GM has ever tested.

But the new Trans Am is much more than a beautiful piece of automotive sculpture. It's a



THE DRIVER'S CAR

The makings of a legend:

- 5.0 liter 4-bbl. V-8 with dual free-flow resonator exhausts
- 4-speed manual transmission
- Quick-ratio power steering
- MacPherson front struts
- Front and rear stabilizer bars
- Torque arm rear suspension
- Turbo cast aluminum wheels
- P205/70R14 steel radials
- 14½" Formula steering wheel
- Reclining front bucket seats

driver's car that's totally engineered for serious roadwork.

Trans Am with options shown, \$9,897. Trans Am's base price? Only \$9,659! This is a manufacturer's suggested retail price including dealer prep. Taxes, license, destination charges and optional equipment additional.

One "hands-on" impression will convince you that Trans Am is a driving sensation!

The legend makers at Pontiac have done it again!

Some Pontiacs are equipped with engines produced by other GM divisions, subsidiaries, or affiliated companies worldwide. See your Pontiac dealer for details.



PONTIAC  **WE BUILD EXCITEMENT**

Pontiacs on Parade!

Looks like GTOs again took center stage in the display last month. A lone Bonneville kept it from bein' a GTO 'rout.'

Danny Whiting: Danny literally adlibbed last month, buying this tasty *Pontiac Gasser* from Rich Meany at the club meeting. He then sheepishly asked if he could 'park' it in the reserved parking area. " 'Course you can Danny—it *IS* a Pontiac! It should be noted that *SOME-*

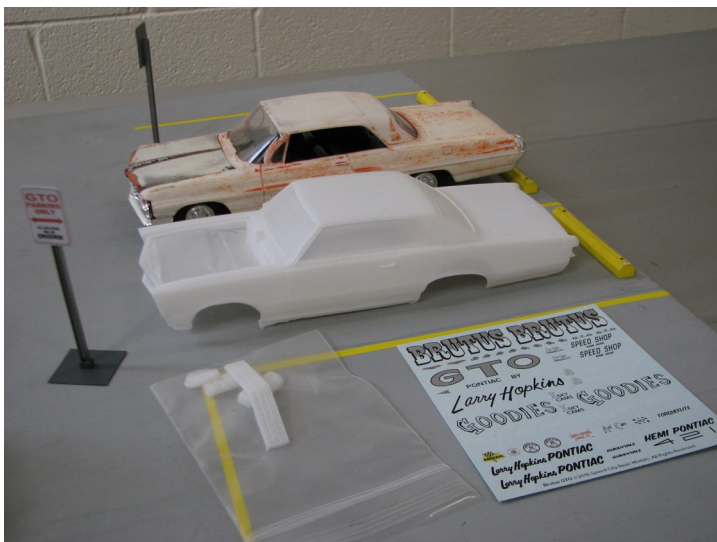
HOW my Pontiac radar didn't go off, and I missed this diecast 'Mint' offering.

I was grasping at straws for something to display, as I have been unable to find the time to work on the *Project '67 GTO* that I recently undertook. *MAMA's Boy Matt*

Guilfoyle and *Speed City Resin* to the rescue! Witness the buildup '62 Bonneville 'barn find (!)' project in the display, alongside the well-known '65 "Brutus" GTO—the

Hemi-headed *PONTIAC-powered* racer from *Speed City Resin*!

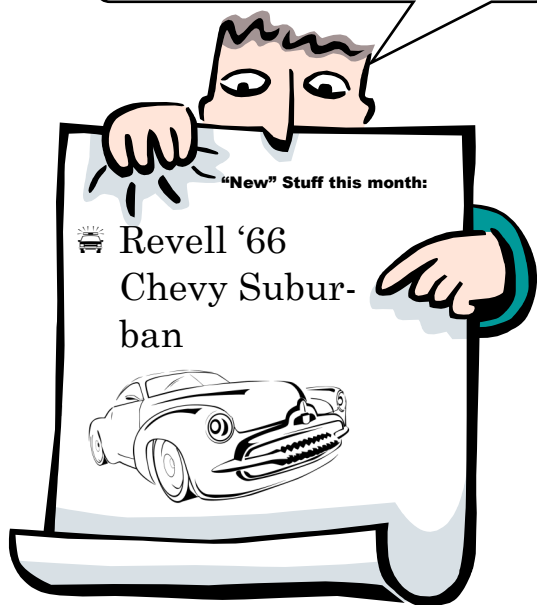
So, c'mon—bring 'em and show 'em! *'PoP'* (Pontiacs on Parade!) *Sickle signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!!* 🍷



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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/cp_mcc/

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>

Classifieds

WANTED: I'm on the hunt for unbuilt/rebuildable Ponchos (GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!). I have a collection to trade from. Want 1/8th scale Monogram '79 T/A and Red Baron, 1/25th scale '81 Firebird (snap), '66 Bonneville (MPC or Hasegawa), '69-'72 Grand Prixs, '70-'81 Firebirds, and empty *Pontiac kit boxes*. Would like to buy or borrow *old model car catalogs*. Contact me at gtoguy@verizon.net, or see me at a meeting. **Thanks!** 🍷

T 'n T (cont'd)

(Continued from page 9)

(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!) 🍷



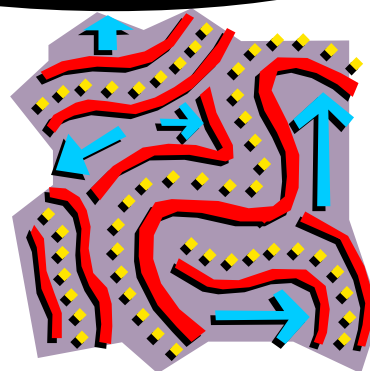
We're on the web!

<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

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