

MAMA Sez!

Volume 29, Issue 9

May, 2017

"Serving Delmarva Car Modelers for over 25 Years"



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

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Big Go East Is OVER!

Last month's meeting included a discussion of *NNL themes* for our *2018 show*, with *Vintage SUVs* as the main theme, and *six-cylinders* as a sub-theme. Put on your thinking caps and get busy!

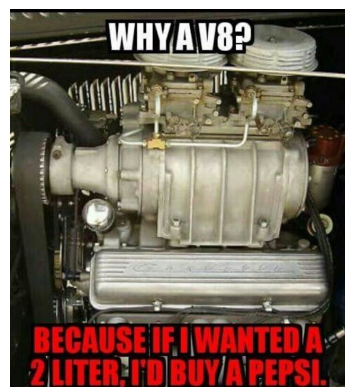
This month, *Rich Wilson* takes a peek at a "*Blast From the Past*"—a *Gunze Sangyo Lotus Elan*. Thanks, Rich.

The *Pontiac Parade* was in attendance (as usual!).

The raffle raised \$79.00, while the door kicked in \$45.00. Leaves us a bit shy on the rent—c'mon, guys!

Thanks to the raffle donors: *Brad, Ed Brown, Mike Costic, Mal Douglas, Ron Hamilton, Rich Meany, Rex Turner, Bradley's Car Collecti-*

bles, Replicas & Miniatures Co. of MD and yours truly. Thanks guys—we 'preciate it! 🙏



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

MOPAR (!?)



The stars of two cable shows—*Richard Rawlings of Gas Monkey Garage* & *Justin Shearer of Street Outlaws*, recently challenged each other to a '*Mega Race*.' The rules were simple—old school cars, and non-professional drivers. Apparently, the rules were too difficult for Rawlings to understand.

Justin showed up with his '*little*' 462 cu. in. *Butler Pontiac-*

powered GTO, while Richard showed up with a *late-model Challenger* with a *blown 526 Hemi* and Alex Laughlin, a professional driver!

Despite the **HUGE** imbalance here, '*David*' (Justin) slaughtered '*Goliath*' (Alex)!

While I can't bring myself to watch either

HEY RAWLINGS!

DO YOU KNOW WHAT MOPAR STANDS FOR?



show, Rawlings is one of the few people I've heard who can snatch defeat from the jaws of victory! It was likely scripted—I like the outcome ☺!

Pontiac—1, Mopar—0! Thanks, Justin (and Nick)! 🙏

Lotus Elan S3 fhc

Kind of an odd story with this kit. I've been An "*Avengers*" fan since the mid '60s. It's been on the Cozi cable channel for some time now. The shows with Emma Peel are my favorite, though with her "toothpick" figure I'm not sure why. But she could sure kick some ass when needed and still be a lady doing it. But while watching an episode recently with her driving her Elan, I wondered why some model company hadn't made a kit of it. When Lotus stopped production of it, fans from around the world complained bitterly. It was Mazda that listened and started building the Miata which is an almost exact copy of the Elan. I happened to mention this shortcoming, model wise, to Brad shortly after that episode and he corrected me by telling me Gunze made a kit of it. I looked it up on the internet which took me to "Ebay" and there they were, but at prices from \$40 to \$140. It's one of those kits that don't get imported to this country in very big numbers. I didn't think much more of it until I was at the Fairfax/IPMS show recently. I was cruising down an isle with 99% airplane, tank and ship models when I saw this kit and did a double take. It had a \$60 price on it which is a little north of my limit, but I knew I'd never have such a chance again. I had to admit to the vender that I wanted to offer him less, but I knew that was a waste of my time.

For those not familiar with

British cars, "fhc" stands for *fixed head coupe*. Emma drove a roadster, but I don't think I'll have a problem cutting the roof off. Production of this style of Elan stopped in 1973, but the name carried on with other versions. This kit is the "High Tech" version, so I think there *MAY* be a "Low Tech" version out there somewhere. Given that the roof, front and back windows are all one-piece, I wonder if there is a roadster version also. And if you think you are a big "Emma Peel" fan, tell me—what was her maiden name?

As a High Tech kit, of course, it has quite a few non-plastic parts. The list is diverse, so I'll just run it down for you:

- White plastic—13
- black rubber—16
- chrome—12
- clear—11
- photoetch—40
- white metal—53
- rivets—18
- straight pins—4
- small cable—12"
- tubing—3"
- pins—2
- metal springs—4

Engine: Consists of 10 parts that are all white metal and three photoetch pieces, two of which



are "Lotus" name plates for the cam covers. The third is a two-bladed fan blade that is fastened with a rivet. There are two nicely detailed weber carbs as well as a fuel pump, distributor and oil filter. The small cable is for the spark plug wires.

Frame: The frame is the "I" beam type with *only* seven pieces, but five are photoetch. That huge console you see in the interior is actually the frame. The other two are white metal that fasten with rivets. Drawings show how to fold the photoetch. The front and rear suspensions are built up with white metal parts mostly and metal springs, rivets, and pins. The rear axle is made up of two pieces with separate half-shafts. There are even drawings to detail the brake lines and parking brake cables. The disc brakes with calipers are included. More rivets fasten the tie rod to the spindles which I believe is intended to be steerable, but will require careful gluing. In a later step there are scale drawings to show you how to bend the provided aluminum rod for the exhaust system which is finished

(Continued on page 3)

Elan (cont'd)

(Continued from page 2)

off with a white metal muffler. In much the same way there is steel rod for the rear anti-sway bar. Strangely, the white metal radiator with upper and lower hoses is one of the last things to be installed.

Tires/wheels: The tires are comparatively small but then so is the car. They have no sidewall lettering, but the tread is very nice. There are four chrome plated three-point knock offs for the white metal rally type wheels.

Interior: The floor includes the front and rear wheel houses as well as the frame/transmission tunnel. The firewall is plastic, but there is a large photoetch piece that needs to be folded before you attach it. There are several pieces of either white metal or photoetch to detail the engine bay side. The seats and console top are rubber pieces and there are photoetch seat belt buckles provided, but you need to supply the belts best made of thin paper. That's more than we get in most kits. The dash is made up of two pieces of photoetch, plastic steering column and rim with photoetch spokes. The wheel is topped off with a plastic hub that gets a "Lotus" decal. It took me a few minutes to translate the "English" translation hint, but it boiled down to telling you to use clear gloss paint for the gauge faces. I predict the *real bitch* will be the white metal switch knobs. Cutting them off the tree will be the first challenge; keeping track of them and gluing them in place

will be the topper.

Like ah, hey kids, why don't you go to the movies or the park for the day!! Call before you return!! The English like to mount their rear view mirrors on a vertical rod for

height adjustment. There are parts and detail drawing for that. The door cards are more of the black rubber that attach to the inside of the body and get separate chromed door handles.

Body/glass: It's all one piece except for the hood which, given the level of detail here, I'm surprised that working hinges aren't included. The roof, windshield and back window are one piece of clear plastic that gets the side window frames that are photoetch. The headlights are in the closed position so there are no pieces for them, but the taillights are and they need paint. The front and rear bumpers are not chromed and shouldn't be; they need silver paint. From that point the radiator is glued in and the body is fastened down to the chassis. All of the body scripts, badges and handles are either photoetch or chromed plastic; all very realistic and to scale. The kids might have to go back out for a few hours when you glue the separate letters for the "Lotus" name on the trunk lid.

Don't let the white metal and



photoetch keep you from buying this or any of the "high tech" kits. If you haven't done a model of this type, work on one assembly at a time and take your time. Do as much as you can then set it aside for a day or two. It can give you a headache if you concentrate too long. It *will* be worth it in the end. Clean up the white metal parts as you would for plastic, but prime them with Eastwoods' metal etching primer. It's airbrushable right out of the can, lays down very smooth and will accept any finish paint over it with absolutely no problems. Step by step illustrations are provided to fold the photoetch when needed. Just be careful you do it right the first time.

Quiz answer: Emmas' maiden name was Knight. She came from a wealthy high placed family. Six months or so into her first year on the "Avengers" she discovered she was being paid about the same as the filming crew members; about 150 pounds. She protested vigorously and was raised to triple that amount.

by: Rich Wilson 🍷

'Gov-a-mint Motors!'

The '17 *Cadillac ATS-V* is beginning to show its age, we'd say. Not only has it missed the mark in many comparison tests lately, it's not nearly as quick as when it arrived years ago.

Since then, an Italian has been spoiling the party. Not just for Cadillac, either. The *Alfa Romeo Giulia Quadrifoglio* has been busy kicking butt and taking names since it arrived on scene. But, how about in a straight line?

In a video posted online, The Alfa lines up with a Cadillac ATS-V and BMW M3 Competition for good measure. The question is this: is the Alfa downright quick or does it make up its time in the corners? The answer is, yes, it's really quick and it's also quite good in the corners.

The Alfa pulls away after just a few seconds. The ATS-V becomes a defacto camera car for a reason: it sits pretty far back in the pack for the duration of the race. Taking down the ATS-V isn't much of a surprise, though, the Caddy is way down on power compared to the Alfa. Taking down the M3 Competition, though, that's impressive.

If you're keepin' score, that's Fiat-Chrysler - 1, 'GMC' - 0.

The US Supreme Court has made the final verdict: **ignition switch lawsuits against General Motors may proceed**, according to *The Detroit Free Press*.

The highest court rejected an appeal by 'GMC' from a previous hearing. Initially, a bankruptcy judge ruled the automaker's reorganization protected it from law-

suits against the old entity, or in this case, "Old GM."

'GMC' has long argued its Chapter 11 bankruptcy created a new company, leaving the old entity responsible for past wrongdoings. Legal claims predating "New GM" could not be filed.

However, the Supreme Court's final decision means 'GMC' (*a.k.a. New GM*) **WILL be responsible** for Old GM's actions and hundreds of new lawsuits are expected to move forward, some likely coming from those who did not settle with 'GMC' when it dished out millions of dollars via a victim compensation fund.

"Hundreds of death and injury cases have been frozen for years as 'GMC' wrongly tried to hide behind a fake bankruptcy," said Robert Hilliard, lead counsel for the victims killed and injured by 'GMC's' defective switches.

The ruling also sets an important precedent for companies that may find themselves in a similar situation.

"It's an important one, I think, for consumers and people hurt by defects and products," Carl Tobias, a law professor at the University of Richmond in Virginia said. "You can use these bankruptcy proceedings to shield yourself, as long as you don't do what 'GMC' did." That is, know about the defects while operating under the old entity.

"At minimum, Old GM knew about moving stalls and airbag



non-deployments in certain models, and should have revealed those facts in bankruptcy," the court said in its ruling. "New GM essentially asks that we reward debtors who conceal claims against potential creditors. We decline to do so."

The recall was responsible for **124 deaths** and **275 injuries**. 'GMC' recalled a total of **2.7 million vehicles** over the defect.

The first production '18 *Camaro ZL1 1LE* has found a home after selling at the B-J Palm Beach auction.

The most track-capable variant of the sixth-gen Camaro met the hammer with a selling price of **\$250,000**, with each dollar going to benefit *The United Way*. The *Camaro ZL1 1LE*, if you aren't aware, takes the Camaro ZL1 and adds a dose of track readiness in the form of DSSV dampers, larger tires (*capable of pulling 1.10 g*) and plenty of aero bits.

(Continued on page 5)

'GMC' Recall Ticker

of Recalls
140 (!)

of Vehicles Affected
36,045,084

'Gov't' (cont'd)

(Continued from page 4)

The Camaro ZL1 1LE was also three seconds faster around 'GMC's' Milford test course than a regular Camaro ZL1.

It's no Z/28, but it's the next best thing until the Camaro team sheds light on what a sixth-gen Z/28 will be capable of, whenever that may be.

Lemme get up on my soap box for just a minute. As the owner of a classic car credited with starting the modern performance movement, I feel qualified to speak on this subject. At some point, not only **'GMC,'** but **Fiat-Chrysler** and **Ford** will have run through all of their **great performance nameplates of the past** on all this warmed-over new stuff. What's next—the **Camaro RS/SS/ZL1/1LE?!**

Fake wood paneling is as timeless as it is fade-free, but if we had to narrow down Peak Woodgrain to just one year, that year would have to be '91.

The range of Desert Storm-era family haulers that came plastered with artificial timber was astounding by modern standards: You had the Chrysler Town & Country minivan, the Ford Country Squire and, of course, the Jeep Grand Wagoneer. Plus, there were probably a few extra-grainy Nissan Sentras, AMC Eagles and various K-cars lurking in the neighborhood. And the Vista Roof-crowned queen of the lot was the **Buick Roadmaster Estate Wagon**.

There have been other wagons since the Roadmaster Estate came and went, but it was in many ways

the apotheosis of old-school long-roof design: V8-powered, rear-wheel drive, built like a tank on an honest-to-goodness frame, it was the right combination of bigness, cushiness and quiet power.

On its flanks? Fake wood, and tons of it. Yes, the sustainable woodgrain harvesting and processing industry in Michigan's Upper Peninsula boomed in '91; thousands of blue-collar workers got fat bonus checks that year.

Then the bottom fell out of the market. The Grand Wagoneer got the axe in '91, and the smaller XJ-based non-Grand take on the theme couldn't quite fill its shoes. The Country Squire was gone, and Chrysler minivans shed their wood entirely.

The Roadmaster held out the longest; it made it to '96 with its acres of luxuriant 'grain proudly—defiantly—intact before finally succumbing to the SUV craze. The venerable 'GMC' B-platform died with it of, some maintain, a broken heart. We have to go back. We **can** go back. And **Buick** can lead us.

Some say woodgrain is tacky, and not entirely without reason. But some people also said wagons were dead; wagon-y offerings from Volvo to VW, to say nothing of the **'18 Buick Regal TourX**, have exposed them for the fools they are. We won't consider the wagon revival to be a success until we get another extra-cushy Roadmaster, though,



and it's something crossover-fatigued carbuyers should embrace wholeheartedly. There's a sort of easygoing confidence that comes from a V8, a rear-wheel-drive body-on-frame platform and dozens of board-feet of **old-growth woodgrain vinyl** to complement classic longroof lines.

There's a glaring flaw with this proposal, which you've probably already spotted: Even with some of that sweet stick-on timber on the sides, a Regal TourX-based Neo-Roadmaster would (*as an all-wheel-drive unibody car powered by a 2.0-liter turbo*) be missing a couple of the elements that made the 90s an instant classic.

But one out of three ain't bad. Besides, somebody has to give Jeep courage to do what it needs to do when it comes to styling the long-awaited Grand Wagoneer. 🚐



This 'n That

"The Devil Made Him Do It!"

It's not much of a surprise, but after **Hennessey Performance Engineering** went through all the trouble of undermining the **'18 Dodge Challenger SRT8 Demon** with the **Camaro ZL1 Exorcist**, a hotter Demon is coming, too. **Fiat-Chrysler Authority** reports HPE has plans to introduce an even more devilish Dodge Demon, taking power from 840 horsepower up to **1,500 hp**. Its Camaro Exorcist package makes *'only'* 1,000 hp. According to Hennessey's website, the Texas-based performance house will be offering "a line of high-performance and racing upgrades for the '18 Dodge Demon, including headers, engine tuning and an upgraded supercharger system that will boost output to **1,000 or 1,500 horsepower**. HPE will also give the Demon the green light for NHRA drag strips by fitting a **factory roll cage** and **parachute**. Currently, the Demon is banned from NHRA tracks because it's simply too fast for its regulations in factory form. Don't expect HPE to roll out its Demon upgrades right away, though. Dodge won't begin production until later this year. Hennessey likely won't get its hands on one until next year. Guess that means yet another high performance car that'll be wrecked by a low performance driver...**Case In Point!** In this month's installment of **dumbass with fast car does predictable thing**, a Chicago man was arrested and had his car impounded for reportedly bringing his **707-horsepower Challenger**

Hellcat to speeds upwards of **160 mph!**

According to a website that shares public-safety information, an **Indiana State Trooper** clocked 30 year-old Christopher Garza driving his Challenger Hellcat at a speed of **158 mph** on a **county road** with a speed limit of **70 mph**. The officer got another reading on his radar gun of 151 mph and pursued the vehicle. Garza pulled over and told the officer that he had just purchased the 707hp musclecar and wanted to show his two friends what it could do. The driver stated that he was well aware that he was approaching **160 mph**, but figured that this road was *"the safest place"* to show off his brand new muscle car. Our friends at **The Drive** point out that this particular road is not in the most ideal condition for high-speed runs. Had Garza lost control of his Hellcat at this speed, the likely results would have been tragic for him and his two friends. The trooper placed Garza under arrest and charged him with reckless driving. His two companions were taken to a local hotel, and the Hellcat sits in a police impound lot...**Oopsie!** Last month, I reported on the gang over at the **ACME diecast company** **APPARENTLY** releasing "TV



Tommy" Ivo's '64 Riviera and front-engine dragster! My mistake—they are releasing the Riv, but **NOT** the dragster (*at least, right now!*). Visit ACME's website for more possible details—<https://www.acmediecast.com...>

Ride From HELL!? I'm going out on a limb and say this has to be the absolute worst drive ever taken in a **Renault Megane convertible** that didn't result in fatalities. A 52-year-old father took his 14-year-old daughter out for a spin in the French drop-top near Munich, and by the end of it their car was completely **flooded** with **liquid animal shit**. That's a non-ideal outcome. They were parked alongside a road about 18 miles northeast of Munich when a farmer in a tractor pulling a trailer of liquid manure drove by. While driving, the tractor driver swung the trailer in the direction of the parked Renault, which sent the contents pouring right into the open top of the car, resulting in a mishap that's even worse than the best-known example of a car being filled with manure—**Biff** from **Back to the Future!** At least Biff's load of manure was still dry and solid. Liquid manure seems so, so much worse. Luckily, nobody was injured, though I suspect that for a few moments both occupants of the Renault wished



(Continued on page 10)



2017 SECOND/THIRD QUARTER NEW RELEASES

AGES
ANS
EDADES **6+**

LEVEL
NIVEAU
NIVEL **1**

HOURS
HEURES
HORAS **1/2**



85-1994 • Scooby-Doo™
The Mystery Machine™ • 1:20

AGES
ANS
EDADES **8+**

SKILL
NIVEAU
NIVEL **2**

HOURS
HEURES
HORAS **1**



85-1989 • MAX-D
Monster Truck • 1:25



85-1766 • HALO
UNSC Warthog • 1:32



85-1767 • HALO
UNSC Pelican • 1:100



85-1996 • 2018 Mustang GT • 1:25



MONSTER JAM™
TRUCK SOUNDS



AGES
ANS
EDADES **12+**

LEVEL
NIVEAU
NIVEL **4**

HOURS
HEURES
HORAS **5+**



85-4435 • Custom
Cadillac® Eldorado™ • 1:25



85-5331 • H-19 Rescue
Helicopter • 1:48



85-7864 • M-4 Sherman Tank • 1:35



85-4412 • '76 Ford
Gran Torino • 1:25



85-0318 • USS Oriskany • 1:530

AGES
ANS
EDADES **14+**

LEVEL
NIVEAU
NIVEL **5**

HOURS
HEURES
HORAS **7+**



85-2514 • Kenworth K-100 Aerodyne • 1:25

AGES
ANS
EDADES **18+**

LEVEL
NIVEAU
NIVEL **5**

HOURS
HEURES
HORAS **7+**



85-4218 • #4 Kevin Harvick
Jimmy John's Ford Fusion • 1:24



85-4219 • #10 Danica Patrick
Aspen Dental Ford Fusion • 1:24



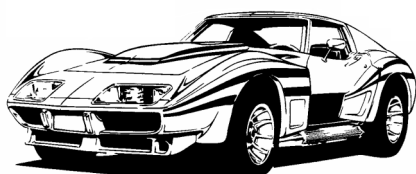
85-4381 • '70 Dodge
Charger R/T • 1:25



85-4408 • '64 Ford Fairlane
Thunderbolt 2'n1 • 1:25



85-6459 • Star Wars
Imperial Star Destroyer • 1/2700



Diesel Dumping!

The question of what to do with diesel VWs that have been repurchased has plagued the company from the early months of the TDI crisis, as it became clear regulators would force VW to buy back hundreds of thousands of vehicles. VW is using a number of large sites around the country to store thousands of TDI vehicles that customers have sold back, but VW can't store these cars forever.

The clock is ticking: VW has until June 30, 2019, to buy back or fix *some 482,000 2.0-liter diesel vehicles*; after that date, VW will once again face hefty fines totaling *tens of millions of dollars* for missed deadlines. Under the terms of the agreement with the US government, VW has to remove at least 85 percent of the affected diesel models from the road, repair the other 15 percent, then either crush or repair the majority of

diesels it bought back.

VW has been cleared by the EPA to repair new, unsold vehicles that have been gathering dust on dealership lots since '15, but the used TDIs will require different repairs based on the tech they need.

Bloomberg reports VW will only have to apply a software fix and install a new after-treatment system and particulate filter for all '15 model year cars, making them the easiest to fix. But 325,000 older diesels from the 2009-14 model years will require a different and more costly fix, one not likely to make economic sense for a sizable percentage

of these older diesels. Early cars with high mileage won't be worth fixing, so VW might have no choice but to scrap them.

As more time passes, the older cars continue to lose value. Even if a fix *IS* developed soon, it's a safe bet that tens of thousands of diesels will meet the crusher.

Would you buy a *NEW* diesel from this company?! 🚗



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Don Keefe Re-Invents the Pontiac Magazine

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Pontiacs on Parade!

This month, we had more assorted Pontiac Power.

Rich Wilson: Rich displayed a custom '65 Pontiac, using modified parts from the *Grand Prix* reissue.

Mike Costic: Mike plunked down the red Hot Wheels '69 Siz-zlers Firebird next to my son Nick's like-sized pieces.

Nick Sickie: Nick displayed two Hot Wheels GTO prototypes from his recent *Hot Wheels Nats trip* from the *Larry Woods Collection*—a '65 hardtop, and a '67 convertible (he has certificates of

authenticity to boot).

With time running out, I pulled out another project for the upcoming *GTOAA Nationals*, where I will be involved in a *Make 'N Take style build* on the *Round2 Polar Lights '64 GTO snap kit*. I also dropped a *Dale Earnhardt NASCAR Pontiac diecast* acquired from Rich

Meany.

Thanks!

An 'Oopsie' here, if you'll permit me. Last month, I misidentified *Ron Hamilton's large-scale Firebird* as an MPC kit. It was actually from Revell. Sorry, Ron!

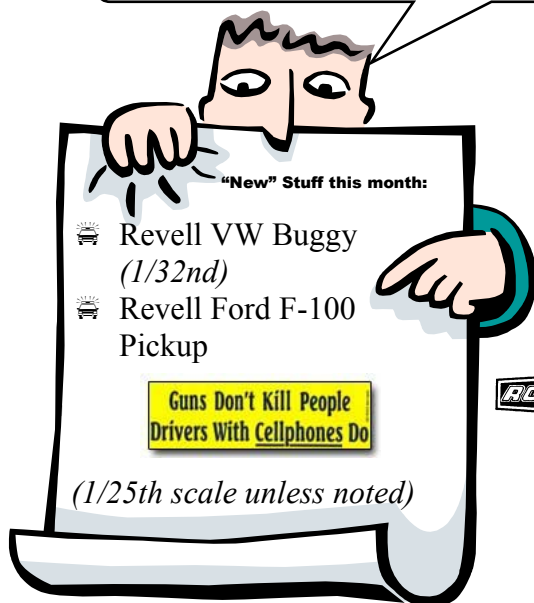
So, c'mon—bring 'em and show 'em! *'PoP'* (Pontiacs on Parade!) *Sickie signing off for now! And don't forget—MAMA may not need all these Ponchos, but I'm sure diggin' 'em!!* 🚗



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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/cpmcc/>

NNL East:

<http://www.nnleat.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 Musclecar Madness:

www.yorkus30.com 🚗

Classifieds

T 'n T (cont'd)

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 Prix, '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!* 🚗



(Continued from page 6)

they were dead. Police are calling the car a write-off. I think somebody is about to get an amazing deal on a used Renault convertible, with a *shitload* of complementary air fresheners! (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!) 🚗

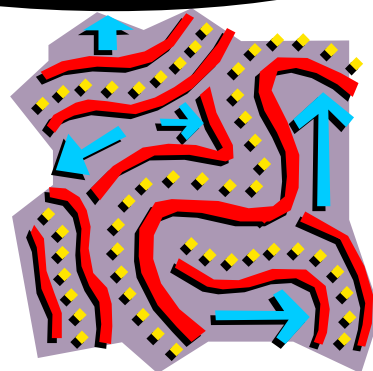
We're on the web!

<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. 🚗

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Vice President: Tim Powers

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Treasurer: Matt Guilfoyle
blackbuick1941@yahoo.com