

# MAMA Sez!

Volume 29, Issue 12

August, 2017

"Serving Delmarva Car Modelers for over 25 Years"



## LOOK

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

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## Car Shows Aplenty!

Last month's meeting included discussion about plans to 'ramp up' plans for our 2018 NNL show, and the club's appearance and outreach at shows **THIS** year. It will be discussed further in August.

This month, **Ron "Box Art" Roberts** is back with a flashback review of **Round2's '51 Chebby convertible**.

Meanwhile, **Rich Wilson** takes a peek at the new **Revell Suburban**. **Thanks, guys!**

After an absence, the **Pontiac Parade** was back with a vengeance, including something built by **YOURS TRULY!?!**

The raffle raised **\$84.00**, while the door kicked in **\$108.00**. Looks like we made the rent this month—**Thanks!**

Thanks also to the raffle donors as shown below: **Ed Brown, Steve M. Buter, Mike Costic, Matt Guilfoyle, Ron Hamilton, Ron Leedy, Rich Meany, Rex Turner, Lyle Willits, Bradley's Car Collectibles, 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
  - 📅 October 21st
  - 📅 November 18th
  - 📅 December 16th (10 - 3!)
- Inclement weather phone number: (301) 474-0646.** ☎️

## Condolences!

If there is one reader out there that didn't play with a **Hot Wheels car** as a kid, well...let's say that "suspicious" isn't the word needed to describe our feelings. Ever since their intro in '68, Hot Wheels were **THE** scale car to play with, going so far as to rip market share from Matchbox. Built as hot rods, not so much as real cars, and featuring things like mag wheels, blowers, trick paint and of course, redline tires in

the early days, Hot Wheels proved to be a wild success from the word "Go." But you don't get success with a new toy product without help, and the man who was instrumental in helping promote the new lineup has passed on.

You probably don't know the name **Otto Kuhni**, but you know his artwork. Up until the mid '90s and even later on rare occasions, he was the artist for Hot Wheels. He drew up the artwork for the packaging, the

lunch boxes, whatever was associated with Hot Wheels. He's also instrumental in creating the blue, generic all-makes muscledar on initial Hot Wheels packages (christened the "Custom Otto" in '08). His ability to incorporate a bit of fantasy, reality, and all of the promised speed of the cars was the reason why Hot Wheels is what it is today, and what it was (and still is, maybe) to you.

**Godspeed, Mr. Kuhni.** And, thank you! 🍷

## Round2 1951 Chevy

The *1951 Chevy convertible “Sun Cruiser”* (AMT1041/12, 1/25th scale customizing kit) is a re-issue originally introduced in about ‘76 as a Trophy Series kit. The Kats at AMT are cruisin’ to the drive-in in this classic convertible! This beautifully detailed kit of one of America’s iconic automobiles features accurately scaled parts for a spiffy stock replica or a mild custom with baby moon wheels, souped up “stovebolt” 6 cylinder and a sanitary grille. All new decals and vintage style packaging sweeten the deal—get one on your workbench today! Included are 137 parts, which include one clear window glass set. A really nice expanded decal sheet is also a highlight of the release. The box art is incredible!

**Engine:** Chevrolet inline six cylinder with stock single carburetor, valve cover, single exhaust and air cleaner. The authentic custom options for the “stovebolt six” include: twin Zenith carburetors, dual-coil ignition, split header and

full dual exhaust, finned valve cover and low resistance air cleaners.

**Chassis:** A true AMT 70’s chassis is included along with separate front and rear suspension. The front suspension has stock and lowering options. The exhaust systems are separate pieces. A fire wall, engine fender wells and radiator build off of the chassis frame. The chassis will respond nicely to detail painting.

**Tires/Wheels:** New tires that Round2 has been producing the last several years. Four Firestone full white walls and four pre-painted Goodyear wide track tires are included in this issue. Two wheel sets included:

- Stock ‘51 Chevy dog dish hubcaps on stock steel wheels
- Deep offset chrome wheels with baby moon chrome hub caps

### **Interior:**

Bucket style interior with separate stock front and rear seats, dashboard and steering wheel, side panels, package shelf and firewall. A custom steering wheel is also included.



The interior will respond very well to detail painting.

**Body:** The body and the kit have no flash and the tool is in very good condition. Fit and finish is quite good and what you would expect to find from Round2. There is a convertible up top and a boot cover if you choose to display the model without the up top.

**Summary:** This is an AMT classic that has been released many times over the past 40 years, and in my opinion, a welcome addition to the current line of Round2’s kits. I have built many over the years and I built two from this release, one as a drag car and one as a custom street cruiser! Go ahead and get yourself one or two, you won’t regret it. Highly recommended kit!

As always, here is the requisite photo link to the build progress and end product that Ron has been so kind to offer—<http://public.fotki.com/Modelpal/ron-roberts-models-/my-models-part-2/page38.html>. **Thanks, Ron!**

by: Ron “Box Art” Roberts 🏠



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!



# 1966 Suburban

At first glance this truck seems rather boring, but I would suggest you take a long look at Google images. The big “mod” seems to be slamming it to the weeds with air bags. The Suburbans’ first year of production was 1935 and while Ford and Mopar have made barely half-hearted attempts to duplicate it, neither ever have. Surprisingly finding info on it isn’t very easy. Oh yeah, you can find tons of sites ready to sell you a new or used one, but a ‘66 good luck! Historically, it has been one of Chevrol-ets’ more profitable vehicles. This kit replicates the 5th generation—1960-66. The first two years of this generation had a different hood that I never cared for. The windshield of the 1960-61 was more of a wraparound type as well. This generation was the first year for factory equipped four wheel drive. Engine options included two straight sixes (250 ci. & 292 ci.) and the small block (283 ci. & 327 ci.), but I was surprised to learn that a V-6 (305 ci./260) was also available in this generation. It was one that was used in the medium duty trucks. Suburbans were used almost exclusively in government service or businesses like surveying crews. It was extremely rare to see one in family use until recently. There were no “comfort” options available. It could be had with either a tailgate or two doors. It had an 1150 pound capacity. Transmissions included either a three or four speed manual or the trusty

power  
glide.  
There

was a C-30 1 ton panel truck with a 10’ body, but it was discontinued after ‘66.

This is a modified re-issue based on the 1964-66 Chevy pick up. I was surprised that the chassis is the same length as that in the short bed pick up. Actually, there are only 23 new parts and probably as many pick up parts eliminated. I counted 121 parts in total, with 83 white and 20 chrome.

**Engine:** It’s the same 17 piece small block two-barrel carb engine from before with no chrome parts. I think it has the three-speed manual tranny. As plain as it looks when it is built, it is very accurate.

**Chassis:** Counting the vinyl spare tire, there are 18 pieces with a four-piece front suspension and four-piece rear suspension; all very accurate with a one-piece single exhaust system and split drive shaft. The one obvious additional piece is the chassis mounted gas tank. And as I think about it, it should fit in the pick-up kit for a custom version.

**Tires/Wheels:** I’m sure they are the same tires we got in the pick-up kit and the white plastic white wall inserts are still out of place, but obviously can be painted flat black. I think I recognize them from the 1959-60 Impala. But they are of the right size (*in*



*outside diameter*) and cross section for a truck of this type which is the important thing. They measure out to 16.25 inches, which I guess is better than them being 14 inch. The wheels are the same steelies with chrome dog dish caps.

**Interior:** Ya think this is new! The real Suburbans were available with a third seat, but not so in this kit. The ones we get are two-piece with the front being a split type. The interior is of the platform type, but the rear of it glues to the inside of the body. The dash, steering wheel and column, pedals and decal gauges with clear plastic lens are all carryovers from the pick-up.

**Body/glass:** Really it’s a five-piece body. The roof and front grille piece are separate as before, as are the rear doors. Some very enterprising builder should try to use the pick-up tail gate to create the optional rear end. Six-pieces of very clear plastic (*in their own baggy*) fit in the body, but as before there is no glass for the front

(Continued on page 7)

'GMC' is recalling **55,068 2016-17 Chevy Spark mini hatch-backs** over an issue that could result in an injury for the front passenger, if said passenger is a child and is unbelted. The recall initially went into effect May 9<sup>th</sup> and has resulted in a **stop-sale** of the vehicles.

In the event of a crash, if a young child is seated improperly and not wearing a seat belt while in the front passenger seat, deployment of the front passenger air bag may injure the occupant's neck.

As such, these vehicles fail to comply with the requirements of Federal Motor Safety Standard (FMVSS) number 208, "Occupant Crash Protection."

'GMC' will notify owners, and dealers will replace the passenger air bag module, free of charge. The recall is expected to begin July 5<sup>th</sup>, 2017.



'GMC' is recalling **768 2016-17 Buick Envision compact crossovers** over an issue that could result in an increased risk of injury in a crash.

An accessory, the NSV Universal Tablet Holder, may have been installed incorrectly onto the front seat head restraints, preventing the head restraint posts from fully engaging in the seat back. If so, the head restraints would fail

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

If the head restraint posts are not fully engaging in the seat back, the head restraint may loosen or dislodge, increasing the risk of injury in a crash.

'GMC' will notify owners, and dealers will inspect the head restraints and tablet holders for the correct installation, reinstalling them as necessary, free of charge.

Customers looking to find out if their vehicle is included in these recalls should visit [recalls.gm.com](http://recalls.gm.com).

J.D. Power has released its latest initial quality study and 'GMC' brands didn't make out quite as well as previous years.

The initial quality study tallies problems reported by owners in the first 90 days of ownership. Problems can range from simple fixes to major issues. This year, Buick, Cadillac and GMC all fell in the rankings, while Chevy held tight.

Chevy tied with BMW and Hyundai for sixth place with 88 problems reported per 100 vehicles. Last year, Chevy remained at number six. However, Chevy sits **above** the industry average, which

## GOVERNMENT MOTORS

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AN AMERIKAN REVOLUTION™



is 97 problems per 100 vehicles.

Buick snuck past the industry average at 13th place with 95 problems reported and GMC fell to 16th place with 99 problems reported, a slip from 12th place. Buick took seventh place last year. **Cadillac** also **faltered** with a **20th place finish, down from 17th** last year.

Meanwhile, Ford made strides with a jump from 11th to fourth place in this year's initial quality study, and Kia took first place for

(Continued on page 5)

### 'GMC' Recall Ticker

# of Recalls

**143 (!)**

# of Vehicles Affected

**36,100,920**



## 'Gov't' (cont'd)

(Continued from page 4)

the second year in a row.

On May 19th, 'GMC's' Holden division, produced the final unit of **Chevy Caprice PPV**, or Police Pursuit Vehicle at the Holden Port Elizabeth factory. Yet with all the attention on the final Chevy SS on May 25th, no one seemed to notice. Order books for the Caprice PPV were closed earlier in the year.

A decontented Holden Caprice full-size sedan with police-specific features, the Chevy Caprice PPV was sold exclusively to law enforcement agencies. Not only did the model give 'GMC' a rear-drive police sedan to compete with the Charger, but it also revived the Caprice name in North America, which has been discontinued since '96. The vehicle reached its sales peak in '13, when it accounted for 3,899 deliveries.

Since the Caprice PPV wasn't available to retail customers, enthusiasts have been known to scoop up decommissioned Caprice PPVs and turn them into personal cars by adding wheels, grilles, and other features from either the Chevy SS sedan or the Holden Caprice.

The end of Caprice PPV production marks the final vehicle on the 'GMC' Zeta platform to be produced for export to the US, wrapping up Holden's North American export program, which traces its roots to the '04 **Pontiac GTO** and includes the **Pontiac G8** along with the **Chevy SS** (a rebadged G8).

With the Caprice PPV gone,

'GMC' will begin offering the **tenth-gen Impala** for law enforcement fleets.

Everyone's favorite topic, that is the mid-engine Corvette, has been spun on the rumor mill yet again. This time, **Wheels** has divulged potential details surrounding the C8 Corvette, which is poised to be the most revolutionary iteration of the sports car ever.

To start, the C8 Corvette is set to become a truly global car. That means Bowling Green, KY—which will suspend public tours to get ready for **something**—will be churning out right- and left-hand drive variants. More importantly, the C8 Corvette will make an appearance down under as Holden's long-rumored flagship sports car.

The report goes on to state the price tag will climb **higher than \$89,000** and debut as a '19 model year vehicle. The price is highly debatable, but sources claim the C8 Corvette will offer Ferrari-beating performance at one-third of the cost. The model year, though, falls in line with previous intel stating '19 will be the C8's time to shine.

The report divulges details on the powertrains as well. Specifically, a "base" C8 Corvette is rumored to arrive with a 502 hp small-block V8 engine with the latest lightweight and aerodynamic technology. Shaving weight from the car is said to be a high priority to help make the C8 Corvette the quickest, fastest iteration



of the nameplate ever. Interestingly, the report states the small-block V8 will retain an OHV configuration.

In regards to additional variants, an even hotter ZR1 model is said to arrive early next decade with a **DOHC V8 engine** producing around 670 hp, while a C8 Corvette E-Ray employs hybrid systems to push power even further. 'GMC' has already moved to trademark the "E-Ray" name and a Corvette mule has been spotted at 'GMC's' battery facility, too.

In the near term, the '18 C7 ZR1 will become the hottest Corvette ever produced, but 'GMC' is said to have been toying with a reveal of the mid-engine Corvette at the '17 LA Auto Show. The report states executives may have canned the plans in order to keep building hype closer to the car's launch. 🚗

## Attention!

Those of you intent upon attending this Fall's Super September Challenge, please note that the venue location has changed! It will still be held on Sept. 10th, but the new location is the Keystone Fire Hall, 240 N Walnut Street, Boyertown, PA 19512. 🚒

## Mecum!

The *Mecum Harrisburg auction* would not appear to be worth the sacrifice to ‘normal people’ (i.e., non-car guys!)—long days, and no pay. This is how it all began.

When it was evident that Mecum was coming to Harrisburg, the *Susquehanna Valley GTO club* approached them about cross-promotion. Mecum made a counter-offer: would the club members like to **DRIVE** cars across the action block?! *Is the Pope Catholic? Does a bear go #2 in the woods?! Hell, yeah!!*

Given its location, mine and “Enzo’s” (Nick—more on this in a bit!) days began early—like 5-ish, for the two hour drive up. We even managed to drag **MAMA’s Boy Matt Guilfoyle** this year.

The auction typically starts at 10 AM, to the tune of **AC/DC’s “Thunder”** (in order to get everybody “amped up!”). We had to check-in by 7:30 (with **SVGTO** organizers), followed by a driv-

er’s meeting at 8:30 (with *Mecum*), where we covered basic ground rules, i.e., where the cars go, based upon whether they sold or not, and special instructions on moving vehicles around (like the *MG* that, quite literally had no brakes!).

There are daily lists of sequentially numbered cars scheduled to be aired by **NBCSN**. The line leaders (car assigners) used ‘master copies’ of these to assign cars. So, if I wanted to drive a Ram Air IV Judge (EX: #S200—car number 200 on ‘Saturday’), and we were only at \$100, that would not happen, due to the necessity of keeping cars moving for the TV coverage. And with approximately 300 per day (1,000 total for three days), sometimes things were pretty rapid-fire.

Back to “Enzo.” He was able to drive an **F355** in the first year of this event, and liked it a lot. After moving it across the block, a “blue shirt” (Mecum employee) as we called them, said he needed another driver. Nick jumped up to find he was gonna drive a **360 Modena!** Hence, he earned the nickname! And **THIS** year, he cemented it—in spades! First off were his **Ferrari shoes** (red, of course!). But that’s not all. There was **ANOTHER F355** he wanted to drive, but he missed out. When they couldn’t start it, they came looking for Nick. He jumped in to



give it a try, and it fired right up! The driver came **BACK** over to Nick later, asking how to get it into reverse (*a feat he also accomplished!*). So, I think the drivers are ready to accept him as the “**Ferrari Master**” (!). *Oh, and Nick DID drive a 308GTSI.*

The staging tent is not big enough to hold a days’ worth of cars, so we were also pressed into service to bring cars down from the buildings when we drove auctioned cars up for storage.

I drove everything from an **all-steel “Old School” ‘32 Ford** (‘no sale’ @ \$70,000!), to a ‘99 **Viper GTS ACR coupe** (‘no sale’ @ \$50,000!), while Nick one-upped me by a car—ranging from a ‘30 **Model A Roadster** (‘no sale’ @ \$22,000) to a ‘16 **Hellcat Challenger** (‘no sale’ @ \$52,500).

There is so much more than just driving cars. Many backstories were happening everywhere. This year, we had a Dodge event adjacent to the staging tent where they had a short course set up and were giving rides in **Vipers** and **Hellcat Chargers** and **Challengers!** Obviously, we all took ad-

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## This 'n That

**Prius From HELL!?! Repeat after me:** “There is no such thing as too far.” Now, keep repeating it with me, because what I’m looking at might be the furthest thing from sanity I’ve ever seen. The outer skin of this machine is instantly recognizable: **Toyota Prius**, the rolling suppository and automotive savior to the section of the driving public that feels guilty whenever they get behind the wheel. No wonder gearheads

loathe it’s presence and celebrated when the Roadkill guys flattened one with a tank. The herds of self-righteous eco-dorks had to have had a fit over that bit of film. But if there is salvation for Toyota’s blight on the automotive world, American Racing Headers will be the guide for the path of enlightenment. For they...are shoving a **Hellcat Hemi** into a Prius. No, you can’t make that kind of story up, it seems too farfetched. Who would believe you? “I’m gonna get a Hellcat motor, shove it into a Prius, and \*\*\*\* your world up,

son!” You’d be laughing on the ground with tears in the corners of your eyes, right? Visit the link below at [bangshift.com](http://bangshift.com) if ya don’t believe me:

<https://bangshift.com/general-news/wtf-files-hellcat-powered-prius-yes-happening/>

(Thanks to [autoweek.com](http://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!) 🍷

## ‘Sub’ (cont’d)

(Continued from page 3)

doors. Not really a big deal to make your own. The hood is made up of four pieces as before with the turn signals and hinges cast in place. I’m sure it’s done that way to keep it as thin as possible. The grille and bumpers are chromed with clear headlight lenses. The reverse lights are two-piece chrome and clear. Since the roof is separate from the body, Revell cast the body with the roof beams in place. One small part I hadn’t noticed before in the pick-up kit

and is carried over here is the power brake booster. It would be an option in the pick-up, but very necessary for the heavy Suburban. The radiator and shroud, firewall, battery, heater, radiator hoses and water bottle are carry overs as well. Chrome trim includes two side mirrors, two door handles, C-10 badges and wiper blades.

**Decals:** I mentioned the gauge decal, but the dash has a radio



gauge decal and what I think is the heater controls. All the seats have plaid decals that look typical. The hub caps have decals and so do the front turn signals. There are two sets of decals for two

different Mom and Pop type stores located out in the south west. There is a small assortment of decals for the body and under the hood. Most of them need a magnifying glass to read, but they are very clear to read.

As plain as this kit seems, it ought to be very popular, but I’ll be surprised to see one built out of the box! I’ve seen pictures of two real Suburbans that have two rear axles, not to mention mud bidders. And there are Blazer kits floating around that could provide a front drive axle.

by: Rich Wilson 🍷



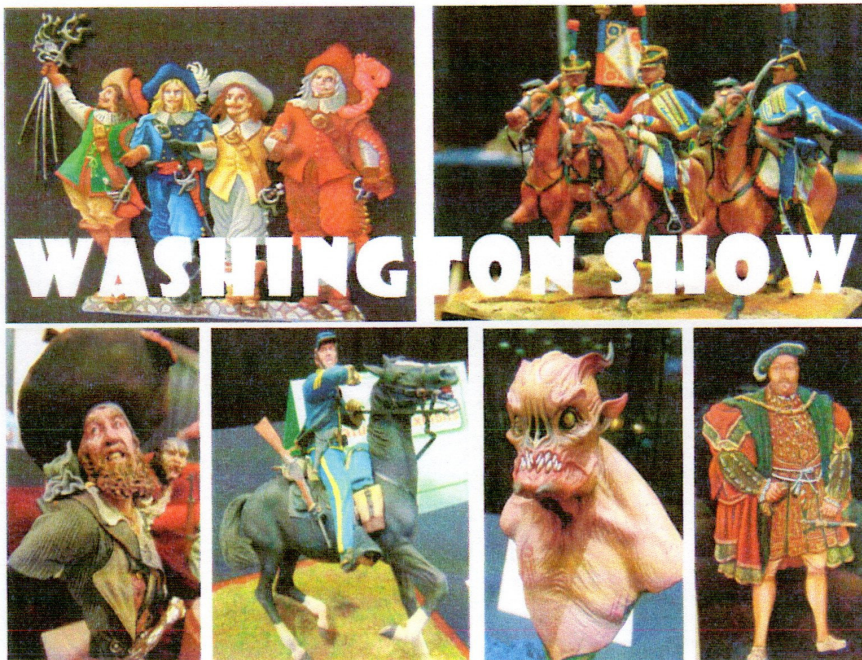


**56TH  
ANNUAL**

**National Capitol Model Soldier Society**  
*Honor History Through Art*

**September 9, 2017**

***Time: 9am—5pm***



### **Highlights**

- Professional Photographer taking pictures of every entry
- Great food provided all day by TEHS Booster Club
- Lots of vendors providing all your modeling needs

This is our third year at this venue

**Thomas Edison High School**  
5801 Franconia Road  
Alexandria, Virginia 22310

#### **Contacts**

##### **Show Chairman**

**Burt Thompson** 907.957.0607

thompsonnu84@gmail.com

##### **Vendor Chairman**

**Grant Berry** 301.829.6110

granthberry@aol.com

For more information visit our website at

**[www.NCMSSclub.org](http://www.NCMSSclub.org)**





# Pontiacs on Parade!

This month, the assortment of Pontiac Power was a bit limited (*even if in model only*), but nonetheless unique in its own right.

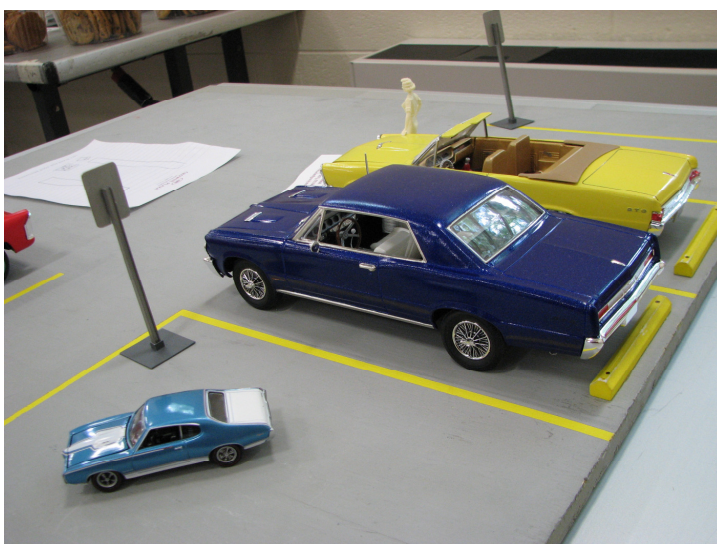
**Steve M. Buter:** Steve displayed a very well-built **AMT '65 GTO convertible/hardtop** (*sans roof, obviously!*). Not an easy kit to build, but I heard many positive comments on it!

**Ron "Box Art" Roberts:** Ron obviously believes in the old adage, *"Go big, or go home!"* He displayed the **'65 Bonneville** with a few custom mods, in his now-standard "Box art" mode.

As if to top these displays of Poncho Power off, I displayed a recently built **Polar Lights '64 GTO**, finished in Testor's Deja Blue with a Parchment interior. I also had a 1/64th scale diecast replica of the infamous Ram Air V Royal Bobcat tuned and driven by Milt Schornack.

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!**

**"New" Stuff this month:**

- Revell '92 Mazda Miata (1/24th)
- Revell '76 Ford Gran Torino
- Revell Maximum Destruction Monster Truck
- Revell US Police motorcycle (1/8th)

(1/25th scale unless noted)

## 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](http://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](http://www.yorkus30.com) 🚗

## Classifieds Mecum (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](mailto:gtoguy@verizon.net), or see me at a meeting. *Thanks!* 🚗



(Continued from page 6)

vantage before the auction kicked into high gear!

The work was not always over at 5 PM either—we drove until *ALL* the days' cars crossed the block, whether that was 5 or 9!

The great thing here is that the "\$6 Dollar Man" (me!) was on my *new knee* all day *BOTH* days, with no ill effects whatsoever! Long days, but no one complained. And we all come back every year for more—*Weird!* 🚗

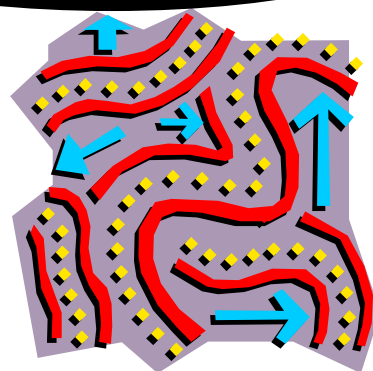
**We're on the web!**

<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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