



MAMA Sez!

Volume 30, Issue 12

August, 2018

"Serving Delmarva Car Modelers for over 25 Years"



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

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Dog Days of Summer!

Kudos to **MAMA member Matt Guilfoyle** for the *ongoing appearance of cookies* at club meetings. Thanks to Mark Parkhurst for the reams of show flyer cop-ies he has made!

The once-monthly MAMA NNL planning committee meeting has begun to nail down some of the nagging issues of shows in years past.

The raffle raised \$75.00, while the door kicked in \$91.00, **PLUS** another \$16 from the *special auction* of a pair of *1/24th scale guitars*—made the rent and then some!

Thanks also to the following raffle donors: **Bill Blair, Brad, Steve M. Buter, Michael J Costic, Matt Guilfoyle, Ron Hamilton, JC**

Reckner, Bradley's Car Collectibles, and Replicas & Miniatures Co. of MD. Thanks guys—we 'preciate it! 🍪



2018 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 20th
- ☞ February 17th
- ☞ March 17th
- ☞ April 28th
- ☞ May **NONE (!)**
- ☞ June 16th
- ☞ July 21st
- ☞ August 18th
- ☞ September 15th
- ☞ October 20th
- ☞ November 17th
- ☞ December 15th (10 - 3!)

Inclement weather phone number: (301) 474-0646. 📞

The Presidential Brief?

At the July meeting, we took a quick show-of-hands poll to see if the club wanted to continue conducting the Mid-Atlantic NNL. Not surprisingly, it was a pretty much unanimous vote to keep it going.

Following that vote, the club officers and a **very few** interested others met during the last hour of the meeting to start discussing the tasks that will need to be done before and during next

year's show. Here's what we have so far (*there will be more tasks identified later*) and the names of those who have volunteered so far:

Preparatory Tasks:

- Obtain Columbian Center contract commitment for May 11, 2019: **Matt Guilfoyle** – completed
- Measure Columbian Center Hall: **Tim Powers** – completed
- Design new floor plan for table layout:

Leadership Team – in progress

- Solicit feedback from IPMS Richmond and C4 Hot Wheels clubs: **Tim Powers** – IPMS Richmond, **Nick Sickle** – C4 Hot Wheels club

- Potential Vendor Contacts:
- Food Truck Arrangements: **Matt Guilfoyle**
- Solicit Award Sponsorships:
- Prepare interim show

(Continued on page 2)

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.

Prez (contd)

(Continued from page 1)

- flyer: **Tim Sickle** - completed
- Post interim show flyer: **Tim Powers** – web site, **Lyle Willits** – FaceBook page
- Post previous show photos, finalized flyers, registration sheets, Make-and-Take info on-line: **Tim Powers** – web site, **Lyle Willits** – FaceBook page
- Solicit Raffle Donations: **Tim Powers**
- Solicit Vendors: **Tim Powers** (by end of 2018)
- Solicit/Obtain Make-and-Take kits: **Matt Guilfoyle**
- Coordinate displays for other Model Car Clubs:
- Printing (2019 interim and final flyers, registration sheets, placemats, ballot forms, vendor name tags, interim flyers for 2020 show, etc.): **Mark Parkhurst**
- Create signs to post on all facility doors (*Vendor Access Only, No Entry, etc.*): **Tim Powers**
- Order trophies from Allogram: **Matt Guilfoyle**
- Finalized table layout, event insurance, and facility rental balance due to Columbian Center: **Matt Guilfoyle** (weeks prior to show)
- Vote on 2020 Mid-Atlantic NNL Themes at the March and April 2019 MAMA meetings: **All of us**
- Create 2020 Mid-Atlantic NNL interim show flyer: **Tim Sickle**

Day of Show Tasks:

- Model display table prep

(table wrap, category signs, club display assignments):
Tim Powers, Dave Toups, Lyle Willits, Ed Brown

- Vendor Table assignments: **Tim Powers, Dave Toups**
- Setup entrance/reception area:
- Food truck setup:
- Raffle Operations: **Dave Murphy** and **Charlie Glass**
- Raffle ticket sales:
- Photography: **Lyle Willits**
- Display Hall Operations: **Tim Powers, Dave Toups**
- Entrance/reception operations/intake: **Matt Guilfoyle, Ed Brown, Mike Costic**
- Door Security:
- Make and Take operation: **Mike Costic** (need others)
- Ballot Tally: (need at least three people)
- Awards Presentation: (need at least two)
- After show clean up: (everyone we can get, must be cleaned and out by 5pm)

Like I said, that's what we have so far. There will be more. If it looks like a lot already, it is. I really want you all to understand just how much work goes into putting on this show each year. I know I never had much insight before now.

Did you notice that some of the same names appeared again and again in that list above? The club's leadership team sure did. It really emphasizes the fact that we need more MAMA members to volunteer to take on some of the tasks for next year's show. So I am asking and challenging each and every one of you to join in on the planning, preparation, and operation of the 2019 and future

shows.

Please look at the tasks that are not yet assigned and volunteer to help. Like the door security. We had a big problem this year with people finding their way into the hall before the front door opened. We can really use several people to watch those doors and direct our participants to the front entrance. This task won't take a lot of your time, but it will be a **BIG** help.

Also, look at those tasks that already do have names by them and think about volunteering to be part of them too. Like Model display table prep. The more people we have doing it, the faster it'll get done. And again, it is one of those tasks that won't take a lot your time, but it will be a BIG help.

We will continue to hold Mid-Atlantic NNL planning meetings during the last hour of our monthly MAMA meetings. At the August meeting, we will again convene at the front corner of the room. Please join us. You will be a welcomed part of planning, prepping, and making next year's show happen.

by: *Tim Powers* 🍷



“VeePee” Pick

‘57 Chevy 150 ex-drag car

The purpose of the build was to make something to show my appreciation for the almost countless favors done for me by my friend, Keith. He is not a model car builder, but is very fond of old model cars and has quite a large showcase full of historic model collectables. Among his five collector or rodded cars is his prized, **Ohio George Montgomery-built ‘57 Chevy 150.**

I set out to build an **EXACT** replica of Keith’s 150 using, of course, the Revell “Black Widow” kit. No mods to the kit body were needed, other than to obtain a resin hood, with the “gun sites” filled and smoothed from Replicas & Miniatures Co. of MD. The body was prepped and primed with light gray primer and then the masking began. Following the 1:1 colors on the car, parts of the body were lightly sprayed with a Tamiya military gray-green color, slightly dirtied here and there. Rusted areas, large and small, were achieved with various colors of acrylic

paint applied with small brushes and even toothpicks. All of the kit chrome and BMF-covered trim received coats of semi-flat clear, flat clear and some grayish washes because all the 1:1 brightwork is in good shape, but not shiny. A Model Car Garage P.E. grille was “dirtied” in places and installed with a scratch built upper grille support and hood latch striker plate.

The chassis was straight from the box and heavily weathered. Convincing traction bars were added from the parts box. American 5-spokes on the front and steelies with pie crust slicks on the back finished the assembly.

Revell provided the correct 150 interior pattern decals for the seats and door panels. The decals were coated with flat clear to eliminate the...well...decal look. The “vinyl” areas were painted with Testors semi-gloss black. A radio block off plate was made and the ash tray removed from the dash. Arm rests

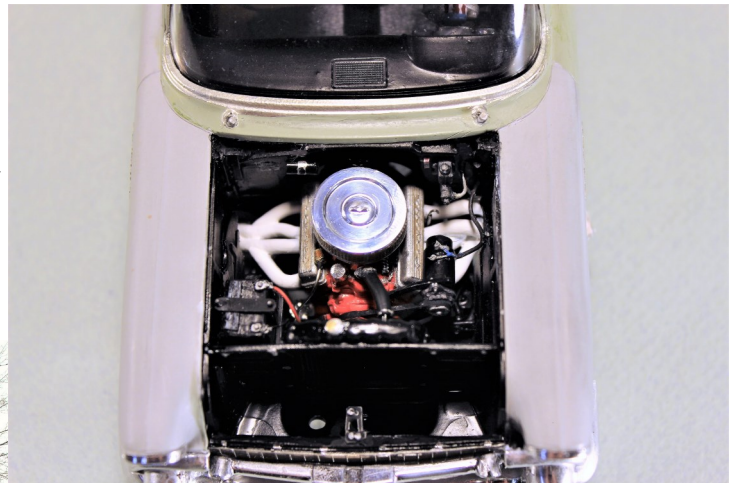
and back seat were deleted. A scratch built three-gauge panel was mounted to the steering column. Floor and seat shows worn areas, a Hurst shifter installed and a 60s type Bell helmet added to the seat.

The 350 engine was exactly duplicated from several photos. One-off headers and wheel well dumps with block off plates were made from solder and plastic. Several scratch built engine and under hood compartment items were made, including the oil dip stick and the battery with hold-down bar.

The model will now reside in Keith’s large model showcase in his mega garage.

THANKS, Dave, for picking this model at our July meeting.

Lyle 🍷



'GMC' took a risk when it re-introduced the Chevy Colorado and GMC Canyon, but that gamble paid off. Combined with sales of its full-size pickups, the GMC Sierra and Chevy Silverado, 'GMC' now tops Ford in pickup truck market share.

The latest data comes from a **Detroit Free Press** published recently, which combines full- **AND** mid-size pickup truck sales. Ford does not currently sell a mid-size pickup, but it will introduce the Ranger next year. For the first half of the year, 'GMC' sold 478,671 pickups to Ford's 451,138 pickups. The figure represents a 12 percent gain for 'GMC' year-over-year.

'GMC' and Ford were tied with 32 percent market share this time last year; 'GMC' now has 34 percent of the market as the numbers stand. Again, it's worth noting the figures include **ALL** of 'GMC's' trucks, while Ford's figures just feature the F-series line.

Part of the spike in sales of Chevy and GMC full-size trucks comes from **deep discounts** on '18 models. 'GMC' is busy clearing out inventory ahead of the '19 Chevy Silverado and '19 GMC Sierra, which launch later this year. As a result, dealerships have begun offering cranked up incentives to move pickups.

A 'GMC' spokesperson told the **Detroit Free Press** that the

booming sales are due to its three-truck strategy. Chevy and GMC offer a mid-size, full-size, and heavy-duty full-size truck, unlike Ford or Ram.

"Ford missed the market and they won't have the Ranger until sometime early next year," 'GMC' spokesman Jim Cain said.

Fiat-Chrysler Automobiles will also introduce a mid-size pickup under the Jeep brand, likely to be called the Scrambler.

Yeah, that's about the **ONLY** way 'GMC' would catch Ford in pickup sales—by throwin' **EVE-RY** pickup they make into the mix!!

The **'19 Blazer** is a new midsize crossover from Chevy that slots between the compact Equinox and full-size Traverse. Riding on the regular wheelbase C1 platform shared with the second-gen GMC Acadia and first-gen Cadillac XT5, the new Blazer features two rows of seating for five passengers.

It is conceptualized against attention-grabbing design, with Chevy saying that the all-new Blazer is "a contemporary

midsize SUV" that "is rooted in attention-grabbing design with seamlessly integrated customer-focused technologies and superb

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functionality."

Blazer production will take place at the 'GMC' Ramoz Arizpe plant operated by **'GMC' Mexico**, with the vehicle scheduled to arrive across dealerships in the beginning of 2019.

For the first time since the mid 60s, 'GMC' will use the **"Tripower" name on an engine**.

But today's Tripower setup—due in the next-gen Chevy Silverado and GMC Sierra pickups—means something very different than it did in '66, the last time a Tripower engine was offered in a Pontiac.

For the new **2.7-liter turbo four-cylinder** designed specifically for 'GMC's' full-size trucks (?!), Tripower will refer to a suite of technologies that boosts horse-

(Continued on page 5)



...NOT this!!



Govt (contd)

(Continued from page 4)

power and fuel economy, explained Mike Anderson, executive director of global transmission and electrification hardware engineering. The new Tripower will encompass:

- **Cylinder deactivation**, which shuts off two of the four cylinders at light-load cruising speeds
- **Active thermal management** that can increase or decrease heat in various parts of the engine to speed warm-ups or reduce temps in order to keep the engine running longer in its most thermally efficient range
- **Intake valve lift control**, a system that reduces the length the intake valve opens at certain speeds, which helps improve fuel economy under certain drive conditions

'GMC' expects deliveries of the new engine to start after the new trucks are launched this year. It is rated at 310 hp, one of the highest ever for a regular production four-cylinder engine. The new engine also uses an electric water pump, and a new, more efficient turbo from BorgWarner.

The original Tripower setup referred to the use of three two-barrels sitting atop Pontiac's V-8s, used in their muscle cars. The final version of the engine, a 389-cubic-inch V-8 used in the 1966 GTO, made 360 hp. Oh, and let's not forget the 421 in the full-size Catalina 2+2 and Bonneville, either!

Pontiac offered Tripower from 1957-66. Pontiac muscle cars with

Tripower from that era are now highly coveted by collectors, and the Tripower name is one of 'GMC's' most revered.

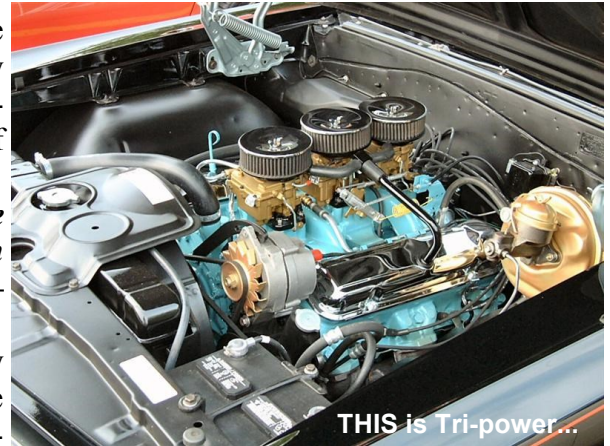
A great nameplate and a Pontiac institution BOTH bastardized—what's next?!

As excited as many were to see Chevy replace its SS stock car in NASCAR with the Camaro this year, the new race car has put in a pretty lackluster performance, earning no wins since February's season opener at Daytona. Chevy came close to clinching victory recently with Ganassi Racing driver Kyle Larson, who finished second after giving up the lead to Gibbs Racing driver Kyle Busch.

If you ask Darrell "Bubba" Wallace Jr., Chevy and its NASCAR drivers have only the car to blame.

"My car handles 'way worse than Harvick or Busch's car at 200 mph," he said at Daytona. "Just because the cars look the same and they go through tech and everything, they are damn sure not the same. My car is not the same as any other 18 or 4 car. It would be interesting to say, 'Let's swap and see how that goes.'"

Chevy, which won thirteen consecutive manufacturer titles in NASCAR's premier Cup racing series between 2003-15, is trailing well behind Ford and Toyota this season, with just **one win** to the other two manufacturers' **eight victories apiece**. According to **AP**



...NOT this!!



Sports, the issue is partly due to the fact that Chevy designed its new ZL1 stock car to excel under NASCAR's old template inspection system, while the sanctioning body switched to a newer, more precise scanning system for the '18 season, mitigating some of the design's advantages.

There's also the issue of NASCAR enforcing new rules regarding front splitters, requiring them to be perfectly flat. That alone might not make such a great difference on a road car, but racing around an oval track at 200 mph, it means that the Chevys have more of a tendency to push around corners than they previously did.

"A lot of people were pumped up about the Camaro, and we haven't delivered the wins that we thought our camp would this year

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This n That

“Cannonball Run” Returns! A new “Cannonball Run” film is in the works, and one year after the project was formally announced at a reunion of actual Cannonball and US Express veterans, Warner Brothers is reportedly negotiating with writers Robert Ben Garant and Thomas Lennon—best known for their work as scribes for “A Night at the Museum”—to pen the script. Deadline reports that Rawson Thurber, who directed “Dodgeball,” could direct the feature. It will be a relaunch rather than a sequel to its trio of predecessors from the early 80s, all three of which were released by different studios. According to Deadline, Andre Morgan and Alan Gasmer are currently listed as the producers of the feature, which is expected to stay in the comedy genre. The three original films featured impressive rosters of actors including **Burt Reynolds**, **Roger Moore**, **Farrah Fawcett**, **Frank Sinatra**, **Dom DeLuise**, **Dean Martin** and **Sammy Davis Jr.**, among others. “The Cannonball Run” debuted in ‘81, released by 20th Century Fox, and was followed by an ‘84 Warner Brothers-produced sequel “Cannonball Run II.” A third film titled “Speed Zone” opened in ‘89, produced by Orion Pictures. Brock Yates wrote the script for the original movie and later penned the nonfiction book “Cannonball!” (‘01) that documented the actual Cannonball Baker Sea-To-Shining-Sea Memorial Trophy Dashes of the 70s; the inaugural ‘71 race was won by Yates and Dan Gurney, driving a

Ferrari 365 GTB/4 Daytona. The actual Cannonball Runs lasted from ‘71 til ‘79, until publicity grew to a point where it became difficult to conduct the races in semi-secrecy from various law enforcement agencies along the route, whose start and end points varied each year. The most common route ran from New York City to the Portofino Inn in Redondo Beach, CA, and it’s these two endpoints that have been used by record setters in both the US Express Era of the early 80s and the modern era. Since the first modern record was set in a 2000 BMW M5 in ‘06 by drivers Alex Roy and Dave Maher and filmmaker Cory Welles, the classes of cars in record attempts have stratified into numerous subcategories including modern cars, classic cars, electric cars and motorcycles, among others. No cast has been announced for the relaunch—it’s a little too early for that—expect something in the vein of a “Dodgeball” and “Beerfest” type of adventure comedy, perhaps with a hint of mockumentary flavor. The expected release date is not known...**Ford vs. Ferrari on the Big Screen!** Ford’s classic battle against Ferrari will finally get the major motion picture treatment with **Matt Damon** positioned to play **Carroll Shelby**. Some might remember rumblings of



this movie getting made in ‘13 with **Tom Cruise** taking Shelby’s spot, but movie making sometimes isn’t exactly a seamless process. “Logan” director James Mangold is currently tapped to direct the currently untitled Ford versus Ferrari biopic. Mangold isn’t the only superhero star to cross over to reality—**Christian Bale**, of “Batman” fame, and **Jon Bernthal** from “The Punisher” TV series will also be involved. Bale will play racer and GT40 test driver **Ken Miles**, with Bernthal playing **Lee Iacocca**. The screenplay was originally based on A.J. Baime’s book “Go Like Hell,” but, like the movie’s stars, that has changed. Now, the screenplay will be penned by Jez and John-Henry Butterworth, with different source material. According to Variety, Baime’s book will still see life as a TV series. We’re curious how this will pan out—it seems to be full of A-List talent and in capable

(Continued on page 7)



This n That

(Continued from page 6)

hands. Until it hits theaters, you can brush up on your Ford and Ferrari history by reading Baime's book, or by watching "The 24 Hour War."...**New Stuff!** Word reaches me recently that AMT is set to reissue a few more "Blasts From the Past"—the **'40 Ford Coupe**, **'72 "Old Pro" Nova**, and **the '70 Chevelle SS**. No word on release dates. Thanks to **Ron Bradley** for the scoop... **"Hot Rod Music."** There are plenty of great songs about racing, but for every track to achieve the stature of "Shut Down" or "Hot Rod Lincoln," there are dozens—maybe hundreds—that history has forgotten. Usually for good reason. There's nobody reading this who hasn't heard **"Hot Rod Lincoln,"** especially the **manic Commander Cody version**—the insanely catchy rockabilly classic, which was penned by Charlie Ryan and first released in '55, is one of the 40 or so approved songs for Cruise-ins and car shows, and Hawaiian shirt-wearing show-and-shine DJs will be spinning it until the sun goes cold. It's an inescapable part of car culture, but it's actually a riff on an earlier song: 50's **"Hot Rod Race,"** which was written by George Wilson and became a hit single for **Arkie Shibley and His Mountain Dew Boys**. Western swing aficionados no doubt know this story inside and out, but the rest of us might appreciate a refresher. It turns out the initial release of "Hot Rod Race" was not without moderate controversy: The Shibley version

of the song included the verse "Now along about the middle of the night/We were ripping along like while folks might," which was (depending on how deeply you wanted to read into it) either an unexpected bit of Jim Crow-era Night Riding racism or a just plain clunky lyric. Consequently, eastern radio stations refused to give the song any airtime, at least until versions recorded by **Red Foley**, **Ramblin' Jimmie Dolan** and **Tiny Hill** in '51 changed the lyrics removing the offending line. Other versions followed, and the lyrics—and road-racing plot—evolved. The car's engine and body style, as well as the race's location, seemed to change with the times. But the idea of stringing together a fairly detailed, and plausible, list of mechanical bits and pieces in a song intended for mass-market consumption remained the same. And the same idea was carried over to "Hot Rod Lincoln." There's a whole generation that can rattle off the hypothetical specs for the cars at the center of these songs (and others!), even if they've never turned a wrench on a real car. Comparing "Hot Rod Race" to "Hot Rod Lincoln" is a little like looking at a concept or early prototype next to a production car: The basic elements of the better-known version are all there, but they're expressed in a slightly more raw, elemental form. And the later song seems

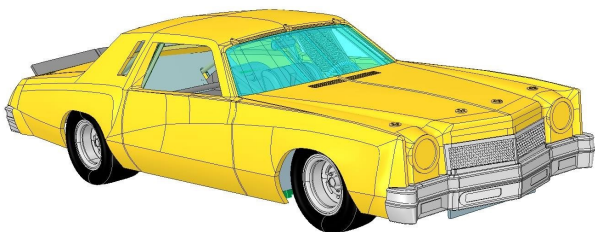
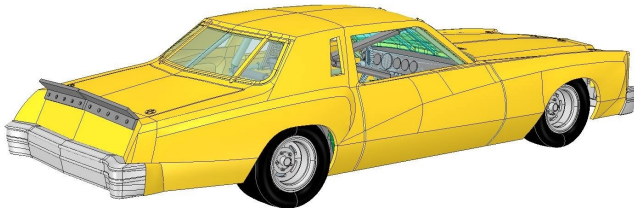
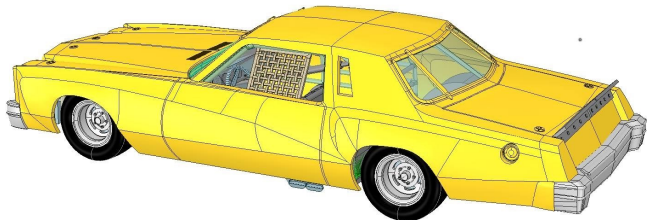
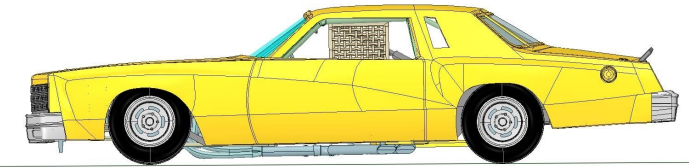
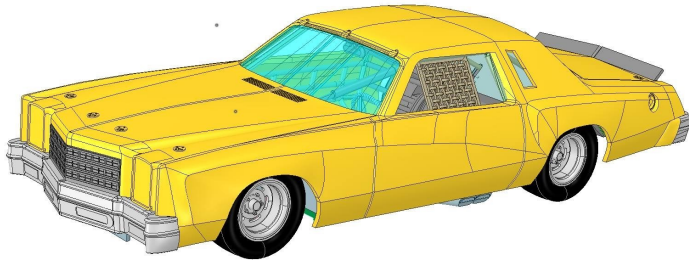
to pick up lyrically where "Hot Rod Race" leaves off (*the earlier song ends with the hero getting smoked by a Model A, which is the car being driven in "Hot Rod Lincoln"*)...**Mucho Mustangs!** Ford is celebrating production of its **10 millionth Mustang**—America's best-selling sports car of the last 50 years and the world's best-selling sports car three years straight. The 10 millionth Mustang is a high-tech, 460 hp '19 Wimbledon White GT V8 six-speed manual convertible equipped with the latest driver assist technology and built at the Flat Rock Assembly Plant in MI. The first serialized Mustang (**VIN 001**) produced in '64 was the same color and model with a three-speed manual trans and 164 hp V8. Ford is commemorating it with employee celebrations at its Dearborn HQ and Flat Rock plant, including flyovers from three **WWII-era P-51 Mustang fighter planes** and Mustangs produced for more than five decades parading from Dearborn to Flat Rock (*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 appreciate it!*) 🍌



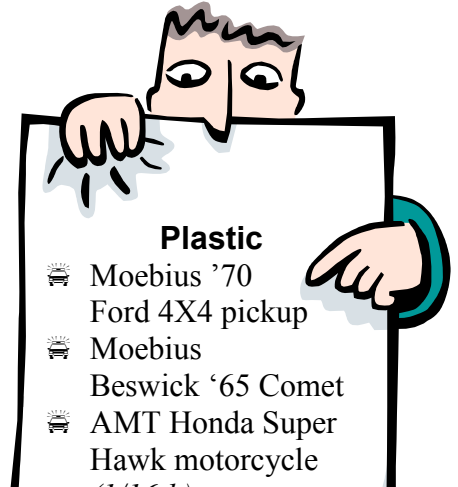
Salvino's Next!

Sorry gang, no meeting pix this month. So, I thought some of you might like this in their place.

Next up from *Salvino's*, the folks who brought you *Buddy Baker's "Gray Ghost" Olds*, is this *"Blast From the Past" Monte Carlo*. No details available at this time, nor is a timeframe relating to its release. 🚗



Ron's Rant

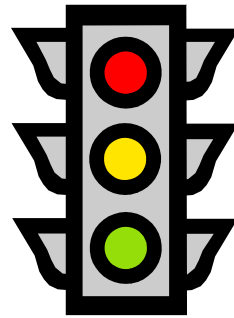


Plastic

- 🚗 Moebius '70 Ford 4X4 pickup
- 🚗 Moebius Beswick '65 Comet
- 🚗 AMT Honda Super Hawk motorcycle (1/16th)
- 🚗 AMT Wild Wheels/Wide Ovals parts pack

Diecast

- 🚗 Zilch!



Late Breaking!

Beginning the weekend of August 11th and 12th, Salvino's JR models will be taking orders for the *'79 Olds of Donnie Allison*. These are reportedly very limited to only 2,500 kits, so, if you want one, you better make plans now. They will reportedly ship the week of September 10th. Thanks to Facebook for the preceding. 🚗



Poncho Perfection Parade!



Things seemed to be “*Great One-related,*” in the Pontiac reserved parking area last month, and it was all me. I displayed several recent acquisitions, along with a recent project.

The acquisitions include an original **AMT ‘64 GTO** from a very good Pontiac modeling friend.

The two red cars were sourced from the GTO Nationals swap meet (*due in large part to Nick’s eagle eye!*)—original issues of the **MPC ‘67** and **‘68 GTOs**. I will now be able to more easily build a

replica of my full-size Goat (*trust me, it DOES exist!*).

The “**Little GTOs**” are Hot Wheels cars re-finished and given away at the convention, except for these two. The white one is mine, and the gold/white one is slated for prize duty at a show next month.



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 diggin ‘em!!**



Yours truly, & son Nick, muggin’! ☺



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MAMAs 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 🏠

Govt (contd)

(Continued from page 5)

as far as that goes," says Richard Childress Racing driver Austin Dillon, who secured the manufacturer's sole win of the '18 season so far. "We're working, though, as a group to get closer. Larson had a great shot at Chicago. That's positive. And hopefully we can figure out how to get the speed that his Camaro has shown all year."

Better go back to the drawing board, I guess! 🏠



Classifieds

WANTED: 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!* 🏠

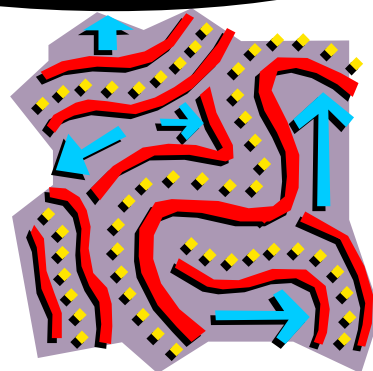
Were on the web!

<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: Tim Powers
partsbox@broadstripe.net
Vice President: Dave Toups
davetoups351@gmail.com

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