



Prez Tim P, Rockin' out ☺!



Volume 31, Issue 4

December, 2018

"Serving Delmarva Car Modelers for 30 Years!"



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

The Presidential Brief?	1
View From the Basement	2
VeePee Pick	3
Meeting Pix	4
Show Pix	5
Govt Motors	6
T 'n T	8
New Stuff!	10
Ron's Rant	10
Poncho Perfection Parade	11



2019 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 19th
- ☞ February 16th
- ☞ March 16th
- ☞ April 20th
- ☞ May **NONE (!)**
- ☞ June 15th
- ☞ July 20th
- ☞ August 17th
- ☞ September 21st
- ☞ October 19th
- ☞ November 16th
- ☞ December 21st (10 - 3!)

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

Merry Christmas, MAMA!

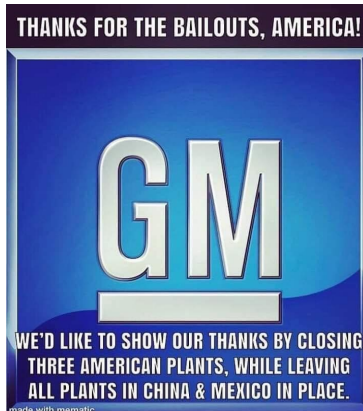
The hot topic of conversation last month was the announcement of a **full-detail Ford GT** from **Tamiya**, which **MAY** be out about the time you read this!!

I included some belated coverage of the **GTOAA Nats** from June, along with the Poncho Perfection Parade. After all, ya just can't get **TOO** many Pontiacs ☺!

The raffle raised **\$121.00**, while the door kicked in **\$99.00, PLUS \$5.00 in decal sales**, meaning we more than made the rent—thanks!

Thanks also to the following raffle donors: **Brad, Ed Brown, Steve M. Buter, Michael J Costic, Tom Faletti, Rich Meany, J.C. Reckner, Rex Turner, Bradley's Car Collectibles,**

and Replicas & Miniatures Co. of MD. Thanks guys—we 'preciate it! 🍷



The Presidential Brief?

Happy Chrisma-hanakwanzaka!

Welcome to the MAMA December Holiday Feast meeting. I hope you came hungry because we are always so fortunate as to have an abundance of food available.

Your Toys for Tots donations were the **high-light** of the November meeting! Give yourselves a pat on the back and a round of applause. All

the toys you donated more than filled two 8-foot long tables! That's nearly a quarter table more than last year (*I compared this year's photos with last year's*) and we had some stuff on the floor under one table. The generosity of MAMA members is always impressive and most appreciated and as usual you outdid yourselves again this year.

Let's give a special shout-out to **Mike Costic**

and his grandson for making a family event out of shopping for their donations and getting more than a little carried away with how much they donated! Also shout-outs to my wife for the use of her Honda CR-V to cleanly and securely haul the gifts to A.C. Moore in Severna Park, **Ron Dreschler** for helping load them into the Honda, and **Ron Bradley** for letting us use his cart to haul the gifts to the car – that made the job so

(Continued on page 12)

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.

View From the Basement

Back in the early 1980s, my friend Brian drove a red 1970 Dodge Dart with a black vinyl top and black interior. It was fitted with air shocks in the back and Keystone Klassic Wheels running E60-14 bias-ply tires on the front with G60-14 tires on the back. The car sat right, looked right, and thanks to a Thrush glass-pack muffler sounded right. It seemed like almost every hot car on the road wanted to race him everywhere he went, every time he went out. The thing was, his Dart was powered by a stone stock 225-CID slant six engine. He wasn't about to race anyone.

Brian was another guitar player I'd met in one of the many bands I'd played in during the early 80s. He joined a hard rock group I was in and we both got fed up with the other members at the same time. The last straw was one evening when everyone but the drummer showed up for practice. He was a really good drummer and fun to be around so we'd been putting up with some of his peculiarities. But on this particular evening, he'd gotten lost on his

way. I should mention that we practiced in the drummer's basement, and he had last been seen in his bedroom. He was known to smoke hashish now and then. Okay, he smoked it a lot.

So, independently of each other, Brian and I decided to go back to the drummer's house later that night to collect our amplifiers and effects pedals, and just quietly pull out of that band. Funny part was that we arrived at the same time. After a good laugh and loading our cars, we stopped at a nearby pizza shop and started forming our new band. We called it "Exit." We figured that would give us immediate advertising in every public building in the country and it wouldn't cost us a dime.

Brian's Dart became the prime mover for Exit. Many times the whole band would pile into it and we'd go to Pizza Hut after practice to get dinner. One night, dinner turned into a planning/strategy meeting that lasted three hours. The whole time we never got out of our seats, and pitchers of heady brew just kept coming. It was only when we finally paid our bill, stood up

to leave, and wobbled like Weebles that we'd realized how much we'd consumed. In retrospect, we shouldn't have done it, but we made it home that night in that Dart.

At one point, Brian and his girlfriend, Debbie, and my wife, Dawn, and I were motoring home from a weekend in Ocean City. That Sunday morning we were cruising in the right-hand lane of Route 50 West with Brian at the wheel and the rest of us half-way between the waking world and somnambulistic bliss. Traffic was light. All was calm and peaceful - just perfect for drifting off to sleep, when all of a sudden Brian screamed like a little girl and the Dart veered sharply onto the shoulder of the road and back a couple of times.

We were all wide awake then.

It seems that one of the coil springs in the base of the Dart's driver's seat had let go without



This car is similar to what Brian's Dart looked like.

(Continued on page 9)

“VeePee” Pick

This month's pick was **Leonard Harrod's** incredible **Olds Cutlass**, based on the recent Revell 1/25th scale tool. No mean feat, considering anyone who knows Leonard **KNOWS** he is a large-scale builder.

That said, here are some of the details provided by Leonard.

The chassis is 90% scratch built, while the rollcage is totally scratch built.

Much of the suspension is scratch built, utilizing numerous machined nuts and bolts.

All of the motors' components were scratch built (*I'm starting to sound like a broken record here!*).

Machined wheels were done by **Dancing Bear Scaled Components**.

Paint is **Tamiya Metallic Orange**, covered with Testor's Wet Look Clear.

Off and on, this project had a total build time of **14 months**.

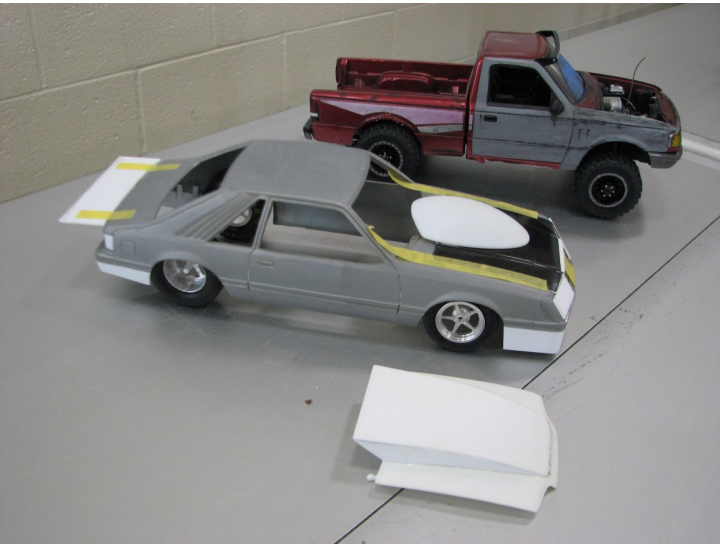
As you can see, his hard work was rewarded at this year's ACME Southern NNL show.

At this point, I think Leonard is ready to get back to some large-scale stuff!!

Great job Leonard, and kudos on your “**major award**”—shades of “**A Christmas Story (!)**”. 🏆



Meeting Pix!



Show Pix!

GTOAA National convention in Valley Forge, PA in June of this year. Check my Fotki site on the MAMA website for **MUCH** more! ☺



'GMC' in late November announced a major restructuring of its global business, saying it will shut production at five facilities in North America and slash its staff. 'GMC' will reduce its salaried workforce by 15%, including a quarter of the company's executives.

The moves are the first big steps in the century-old 'GMC's' transformation. The company is reinvesting money away from cars that once dominated America's roadways and putting it into technology it believes will power its future.

'GMC's' new motto is **"Zero Crashes, Zero Emissions, Zero Congestion,"** signaling a shift to self-driving, electric vehicles. But the restructuring is also about making cars people want now. Customers are increasingly shunning sedans in favor of SUVs and hatchbacks.

The company said the plan would make it more efficient, saving \$6 billion a year by the end of 2020. 'GMC' said its slimmed down production plan would allow it to share technology across all of its vehicles and reduce the

amount of time and workers it takes to build cars.

"The actions we are taking today continue our transformation to be highly agile, resilient and profitable, while giving us the flexibility to invest in the future," CEO Mary Barra said in a statement.

'GMC' said it would shut operations at plants in **Detroit, Oshawa, Ontario; Warren, Ohio; White Marsh, Maryland; and Warren, Michigan.** The plants made sedans that have waned in popularity, including the **Chevy Volt, Impala and Cruze,** the **Buick LaCrosse,** and the **Cadillac CT6 and XTS.** 'GMC' said it will no longer make those cars.

Two of the plants made engines and parts for those cars. The facilities made some trucks, but those trucks are also made in Mexico.

The company also said it would close three plants outside North America by the end of next year. One of those, in **South Korea,** had been previously announced.

The transition will come at the expense of about **8,000 salaried workers,** and **6,000 hourly workers** will either lose their jobs or be reassigned to other plants. The compa-

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ny last month offered voluntary buyouts for 18,000 salaried workers.

The company, which was incorporated in 1908, came back from the brink after its 2009 bankruptcy and federal bailout, returning to profitability in 2010. Today it is performing reasonably well—earnings are up and the balance sheet is healthy. But sales are starting to slip in China and North America, two of 'GMC's' biggest and most important markets.

Barra said in a conference call with reporters that she wanted to transition the company when times were good. That brought praise from Wall Street:

It is battling rival automakers to be first in line to mass-produce the cars of the future. Ford announced in April it would just

(Continued on page 7)



GMC Recall Ticker

of Recalls

156 (!)

of Vehicles Affected

41,638,965

Gov't (cont'd)

(Continued from page 6)

about end all production of sedans in North America.

But the next automaking leader may not be 'GMC' or one of its traditional rivals. Alphabet (GOOGL), Apple (AAPL), Uber and Tesla (TSLA) are leading Silicon Valley's push into self-driving cars. That's why 'GMC' bought Cruise, a separate company with big backing from SoftBank and Honda. 'GMC' expects to spend \$1 billion on Cruise this year to build the next gen cars.

In the meantime, 'GMC' is trying to reinvent how it makes vehicles. It will share more components across cars and make better use of computer models and virtual tools. It will integrate its vehicle and engine engineering teams, and it will bring more employees together, trimming the number of campuses for car developers.

The soon-to-be shuttered North American plants are the first to close since 2010.

The Oshawa plant, located just outside of Toronto, was built in 1953. But Chevy has been making cars there for more than half a century. Over the years, it has been responsible for producing cars from 'GMC's' most important brands, including Chevy, Buick and Pontiac, and it is equipped to make just about every model 'GMC' sells.

Canadian Prime Minister Justin Trudeau said he was "deeply disappointed" by the decision to shut the Oshawa, Ontario plant.

'GMC's' unions aren't happy.

The union that represents its Canadian workers said in a statement that 'GMC's' expected decision does not "live up to the spirit" of certain commitments the company made to union members during 2016 contract negotiations. Some workers at the Oshawa plant walked off the job.

The four American plants employ a combined 3,800 hourly and salaried staff, and the Oshawa facility employs 2,900. The Detroit-Hamtramck facility is 'GMC's' last in the city, and the Lordstown plant in Ohio was one of its biggest. The UAW union said it would fight the decision.

Is 'GMC' finally come to the realization that they can't build and market small cars (*Cruze*), electric cars (*Volt—even with the substantial subsidy?!*) and bread and butter sedans (*Impala and Lacrosse*)?! What does it say to the world when they kill their luxury brand's (*Cadillac*) "halo" car (*CT6*)?!

It seems as though the Colorado ZR2 might not be as trail-ready as its badge would suggest, as numerous owners are claiming to have experienced **unprovoked side-curtain airbag deployment** even in moderate off-road conditions. The problem appears to stem from the truck's rollover-detection system, which proactively triggers the side-curtain airbags to deploy if it senses that a vehicle rollover is imminent.

For instance, one of the affected ZR2 owners was denied his request that 'GMC' cover the expense of repair after his truck deployed its side airbags over some relatively gentle terrain. The man's insurer estimated the cost

of repairs at **\$6,512.74**, which 'GMC' refused to pay, allegedly because of existing damage to the truck and some aftermarket wiring. The wiring, the owner says, is related to LED head and fog lights, a winch (*connected directly to the battery*), and an electric lock for the tailgate—in other words, things that aren't at all likely to interfere with airbag operation so long as they're installed correctly.

The existing damage, he says, was limited to some superficial scrapes on the rear bumper resulting from driving up a steep hill, and some light fender damage allegedly incurred at the dealership.

Given the apparent prevalence of the airbag issue, it's unlikely that the particulars of this owner's ZR2 had anything to do with the side-curtain airbag deployment. Much more likely, it's a matter of software calibration, and even unmodified, factory-stock trucks have shown a certain propensity for the issue. Just ask ***Kelley Blue Book***, which tested a Z71 truck from 'GMC's' press fleet on a fire trail, allegedly while traveling "at breakneck speeds ranging from five to seven miles an hour."

Those are by no means the only two reported instances of the side-curtain airbags spontaneously deploying in the ZR2 yet as far as is known, 'GMC' has yet to take any sort of sweeping action to address the issue. The automaker even reportedly told one owner that they'd courteously fix his truck "just this once," before recommending that the owner not do any more off-roading with his ZR2. Like, ever.

(Continued on page 10)

This n That

Bondurant School Gone?! The Bob Bondurant School of High Performance Driving has closed its doors. The school traces its roots back to the world's first school for race car drivers and those who wanted to race. It filed for Chapter 11 bankruptcy Oct. 2 in Chandler, Arizona. Court filings listed total debts at between \$1 million and \$10 million, with between 50 and 99 creditors. In October, the school released a statement saying it would continue operating and serving its students and corporate groups "as usual." The school was started around 1961 and became an institution. It taught celebrities like **Tom Cruise, Tim Allen, Nicolas Cage and Clint Eastwood.** The number of professional racers who studied under Bondurant is staggering, including but not limited to **Tony Stewart, Jeff and Robby Gordon, Rick Mears, Kurt Busch, Buddy Rice, Johnny O'Connell, Darren Law, Jack Roush Jr., and Dale Earnhardt Jr.** It was also the official driving school for Dodge SRT...**50 YEARS of Hot Wheels Fun!** When the world's most successful automaker (*by volume, an-*

yway, and with the caveat that the autos in question are palm-size) turns 50, there's only one way to celebrate: You've gotta go big. **Hot**

Wheels started producing its highly detailed, irresistibly zoomable toys in '68, and Autoweek decided to celebrate its milestone birthday with something special. And so recently, they unveiled a massive display on the banked surface of the Lexus Velodrome, a state-of-the-art bicycle racing facility in the heart of Detroit. Part temporary art installation, part **miniature traffic jam**, their one-of-a-kind automotive sculpture is a dramatic representation of the outsize influence these toys have had on two generations and running. Everybody seems to have a Hot Wheels story; for many of us, a scale model car in a blister pack was our point of entry into what would become a lifelong obsession. Like the cars themselves, these stories might seem small individually. But add up the im-

impact of every car sold—a **mind-boggling 6 billion and counting**—and all the memories each of those cars created, and the impact of Hot Wheels becomes impossible to ignore. To create



their installation, they started with **10,000 new-in-package cars** graciously donated by Mattel. They ripped the vast majority of them out of their boxes and after countless man-hours spent sticking thousands of cars (*8,200 of them, in fact—and if you don't believe them, you can count 'em*) to the track, they invited Hot Wheels VeePee of design Ted Wu to check it out. And then—because Hot Wheels are, after all, for kids—they invited about six dozen local school kids too. The students brought sketches of their own dream cars for Wu and Autoweek publisher Rory Carroll to inspect (*they saw a rad rally racer, a transformable limo, exotics, hot rods and more*) and had a chance to watch College for Creative Studies student Calvin Kim and Danielle Ward, communications department art director at Crain Communications, create automotive sketches right before their eyes. There's no telling where the next Hot Wheels designer is going to come from, so it's good to get those young imaginations firing on all cylinders—and great design is, along with easy-rolling nylon wheels, one of the things they had nailed down

(Continued on page 9)



View (cont'd)

(Continued from page 2)

warning and goosed Brian royally.

I always wanted to build a model of Brian's Dart, but for a long time there wasn't any good starting point. Somewhere over the years I picked up a body from a wheelstander kit. It was molded in red. I think it was from an L.A. Dart kit, or some derivative. The grille and rear bumper/tail light detail was okay and there was no trunk lid (*that's where a blown Hemi stuck out.*). But that was all I had, just the body.

When Revell released their

excellent 1969 Dart kit I bought an extra one thinking, "This is it, I can graft on the front and rear ends of the wheelstander body to make Brian's car. Then all I'd have to do is represent the vinyl top. On further study it turned out it was not quite that simple, but it could be done.

Later Revell backdated their Dart kit to a 1968 model year and released it as Mr. Norm's Dart. Even better, this one already had the vinyl top detail molded on! Again, I bought an extra one, planning to build Brian's car.

Eventually, Dan Janssen at **Scale Coachworks** released his

1970 Dart Swinger resin conversion kit. Perfect! It has the vinyl top detail as well. According to the **Rocketfin** website (http://www.rocketfin.com/resin_product.cfm?id=4852), some amount of the initial work on the master was done by **Dean Milano** before being completed by Dan. I'm so glad I bought it when I saw it as I understand Dan closed down Scale Coachworks some years ago.

Whenever I finally get around to it, I now have what I'll need to build a reasonable replica of Brian's 1970 Dodge Dart – a car that gave me some good memories. 🍷

T 'n T (cont'd)

(Continued from page 8)

from the very beginning. "We pay special attention to the design and detail of the cars," Wu says. "Our team is made up of real designers, enthusiasts—there are guys that have worked in the industry or for actual manufacturers. All the details are correct, so you can go as deep as you want. Everything about say, a Datsun 510 wagon is going to be right. Or, if you just like the color and shape of a car, that's cool too." Before they left, they asked the students to help with cleanup by **grabbing as many of the cars as they could off the track to take home with them.** (*"I love Camaros!" one girl, clutching a handful of silver Dodge Chargers, told them excitedly.*) And in less than an hour, with the help of the kids, a display that took untold man-hours to set up was completely dismantled.

Worth it? Totally. Additionally, and with the help of Lexus, they brought **10 boxes** of unopened cars—720 in all—to the **Detroit Children's Hospital Snowpile charity.** They'll continue to share their toy car trove with good causes. The influence that Hot Wheels has had over the past half-century is undeniable. But what makes the brand so remarkable is that its strength doesn't seem to be waning—even as they're assured that kids don't care about cars anymore (*or anything that isn't on a screen, for that matter*). So why does Hot Wheels, a distinctly analog toy, continue to thrive in this increasingly digital era? "There's so many ways to get into (*Hot Wheels*) at a very young age," Wu says. "All kids go through the development phase of fun things that roll and of identifying the things around them. Cars will always be fascinating to kids as they grow up, and a lot of those kids, as they get older, will turn into car enthu-

siasts." If the looks on the school-kids' faces as they scooped up Hot Wheels by the handful were anything to go by, the future of fun things that roll both small and large looks very bright. Look for their Hot Wheels installation on the cover of the Jan. 14, 2019 issue of *Autoweek*. The issue will include a special feature on Hot Wheels and its ongoing significance on car culture with commentary from Bill Goldberg, Adrian Newey and more. Don't miss it...**Silver Fox Gone!** Finally, I would be remiss if I did not mention the passing of a NASCAR legend, **David Pearson**, who died on November 12th (*for those of you who may have missed it*). He was 83. Godspeed, David (*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!*) 🍷

New Stuff!

As you can see below, **Tamiya** is ready to release a **full-detail version** of the street Ford GT (*Revell of Germany is working on the race car, I believe, but don't quote me!*).

Meanwhile, somehow I missed the announcement of the **"Dyno Don" Nicholson Cyclone** from the gang over at **Moebius Models**. I guess this one was a no-brainer after the release of the Beswick Cyclone, eh?

And I should also mention that **Salvinos JR Models** has not one but **TWO Donnie Allison racers** coming—his **"final victory" '78 Monte Carlo**, and his **'79 442!**

Now, if **Revell** would get busy and cut some new stuff loose!

FORD GT

フォード GT 1/24 スポーツカーシリーズ



1/24 SPORTS CAR SERIES • DETAILED STATIC DISPLAY MODEL
• HONED AERODYNAMIC FORM • ACCURATELY REPRODUCED METALLIC PAINTS
• METAL TRANSFERS AND RACING STRIPE DECALS INCLUDED



Gov't (cont'd)

(Continued from page 7)

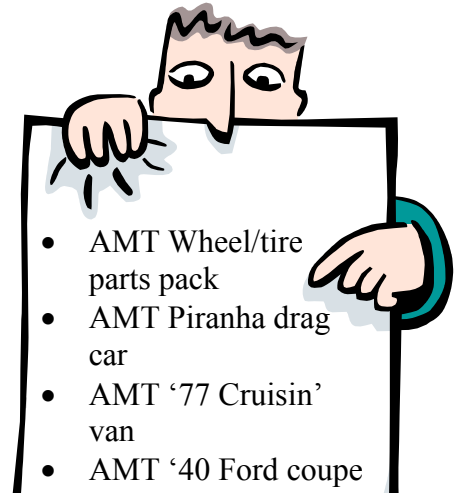
Owners might as well peel off those "ZR2" badges then, we reckon.

UPDATE: A recalibration has been announced, and Chevy says it's looking to cover the costs of repair, so long as there's some data available to confirm the truthfulness of the incident (*Chevy allegedly turned ZR2 owners away before closing its investigation on the matter*).

Strangely, this ZR2 phenomenon isn't the first time the airbags suddenly deployed when 'GMC' products were being put to use in their element. Readers may recall the sudden airbag deployments of a Cadillac CTS-V Wagon, and **BOTH** fifth-**AND** sixth-gen ZL1 Camaros.

And there you have this month's 'GMC' hi-jinks...and more to follow—**trust me!**

Ron's Rant



- AMT Wheel/tire parts pack
- AMT Piranha drag car
- AMT '77 Cruisin' van
- AMT '40 Ford coupe
- AMT '69 Chevelle
- AMT GMC Astro 95
- AMT '70 Chevelle
- AMT '72 "Old Pro" Nova
- MPC Army Jeep
- MPC '78 Dodge D100
- MPC "Ridge Runner" Pinto modified
- MPC '69 Firebird convert
- Polar Lights '66 Batmobile (*snap*)
- Revell Escalade
- Revell '70 Challenger
- Revell GMC w/snow plow

Diecast

- ACME '69 Allan Moffat Boss 302 Mustang (*1,000 pieces*)
- ACME '56 Chrysler New Yorker St. Regis (*Red/White/Black, 750 pieces*)
- Highway 61 '68 Sox & Martin Barracuda



Poncho Perfection Parade!



Last month, it was a *Ron Hamilton* kinda month—**big cars!** Except, of course, for the '61 Tempest!

Dave Schmitt: Dave “parked” an in-progress Poncho—a *Trumpeter* '60 Bonneville, being built for>NNL East '19.

Kevin Kovach: Kevin did it to me—**AGAIN!** He beat me to the punch on this '61 Tempest, sourced from Rich Meany, which he promises to bring back, refurbished!

Rich Wilson: Rich also “parked” the *burgundy* '65 Grand Prix in the Reserved Parking area.

To these I added the “*Harry Charon Special*” '62 Cat and a *Missing Link* '62 Grand Prix transkit, by way of *Don Keefe*.

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!! 🚗

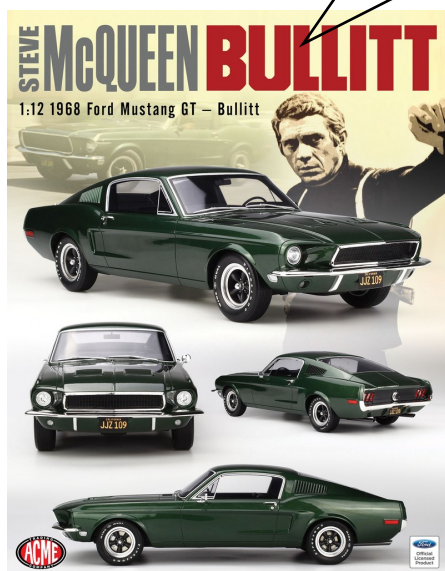


This is the newsletter of the
Maryland Automotive Modelers
Association

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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 🚗

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!* 🚗



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!)

Brief (cont'd)

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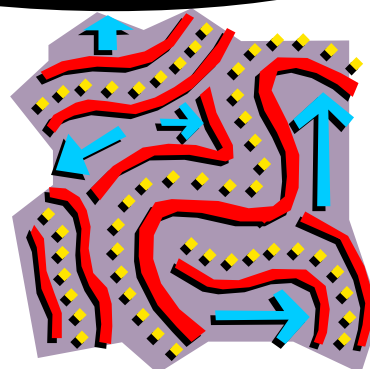
quick and easy. BTW, it was A.C. Moore's first day of Toys for Tots collections and John the manager was thrilled to have so many gifts come in to start them off!

by: Tim Powers 🚗



Were on the web!

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



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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