



MAMA Sez!

Volume 31, Issue 10

June, 2019

"Serving Delmarva Car Modelers for 30 Years!"



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

The Prez Brief?!	1
MAMA NNL	3
'65 Plymouth Notes	4
Govt Motors	5
C8 Vette	6
T 'n T	7
SSS	8
Diversified ScalerZ	9
Ron's Rant	10
New Stuff!	10
MAMA NNL Pix	11
Classifieds	12

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. ☎

MAMA NNL Is History!

Last month's meeting was a bad news/good news deal. The bad—there was **NO** meeting!! The good—any MAMA's Boy who is **ANYBODY** was at our annual show at the Columbian Center in Glen Burnie, workin'/playin' hard!

Between club Prez Tim Powers and I (otherwise known at Tim Squared!), we have tried

to recap the event between the covers of this newsletter.

So, obviously, if there was no meeting, then it stands to reason that there was also no raffle, and no Poncho Parade to report on.

There **IS** a contribution in this issue from Rich Wilson that I spoke briefly about at the April meeting (if my memory serves me correctly).

Check it out, and thanks, Rich.

The meeting raffle raised...zippo, as did the door, as noted earlier. **Thanks guys—we 'preciate it!** 🍷



The Presidential Brief?!

Who puts on the most fun model car show of the year? That's right, MAMA does!

We just did it again on May 11th. And something special happened: all the groundwork that our treasurer, Matt Guilfoyle, laid last year to begin reinvigorating our show sprouted its seeds. What I am talking about is that more folks took on more responsibilities, we sold every single vendor table (and had a wait list), and we had 10% more models on the dis-

play tables. We made some changes that generated positive feedback: people said our new floor plan helped them see the models better and move around the facility easier. Some of us swapped jobs: Lyle took over the official photography, Dave Toups and I focused on the main room operations, and Matt got to be a little bit more relaxed – I think he even got to enjoy the show some for a change.

The important part is that our guests, the peo-

ple who came from all over the Mid-Atlantic region, and other areas, enjoyed the show. That's what makes it a worthwhile endeavor. We had one builder, Keith Bailey, who travelled all the way from King, North Carolina to attend our show. Well, okay, he was coming to Maryland anyway for other reasons, but he did schedule his trip so that he could attend our show. What an impression we made on him! He met and talked with MAMA members and other builders who shared his sub-

(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.

Brief (cont'd)

(Continued from page 1)

ject interests all day long. Every time I saw him, he was talking with another person in front of another model. At the end of the day he told me he wished he could move to Maryland just so he could join the club and come to our meetings each month! That is the power of our show.

I want to take a few moments of your time to recognize some of our fellow MAMA members for their hard work and dedication in making our show the success that it was. Here they are in alphabetic order:

Steve Buter: Admissions Desk, Display Table Prep and Teardown

Mike Costic: Make and Take

Chuck Glass: Raffle Sales and Operation

Matt Guilfoyle: Admissions Desk, Clean Up After the Show, Facility Arrangements, Make and Take (*kit procurement*), Planning and Pre-Show activities, Vendor Solicitations, and name tags

Ron Hamilton: Admissions Desk

Jim Maness: Make and Take

Dave Murphy: Raffle Sales and Operation, General Announcements

Mark Parkhurst: Printing

Walt Rook: Award Presentation Preparation, Ballot Tabulations (*with help from his girl*)

Tim Sickle: Award Presentation, Planning and Pre-Show activities, Show Documents (fliers, registration sheets, placemats and ballots)

Dave Touns: Clean Up After the Show, Planning and Pre-Show activities, Vendor Solicitation and Liaison (*name tags, check-in, table assignments*)

Mark Wheeler: Door Security

Lyle Willits: Clean Up After the Show, Display Table Prep and Teardown, Facebook Advertising/Photos/Results Posting, Photography

I hope I didn't miss anyone, but that seems inevitable. If I have missed your contribution/participation all I do is ask your forgiveness and have you update me so I can acknowledge and show some appreciation for you in our next edition.

I'd also like to send a special thank you to **Frank Kern**, a friend and security professional, who gave up his day off to help



us keep things orderly and safe for everyone.

I also want to thank everyone who contributed parts to the free parts swap box. This was an idea borrowed from the Old Dominion Open (ODO) back in February. Unfortunately, I goofed up and forgot to make signage directing people to the box. Still, word of mouth was good and we had quite a few people sifting through neat parts and taking home some nice freebies. Who knows, maybe we'll see some of those parts gracing finished models on the display tables next year? What other model car show gives you free parts?

Auction reminder: We will hold a fund-raising auction at our September meeting and we need donated kits, aftermarket items, and model car related items to auction off. So please search through your collections for kits, accessories, supplies, tools, etc. that you know you will never build or get around to using, and donate them for our auction. This auction will raise money that will help us continue to pay the rent every month. The hall rental for our Mid-Atlantic NNL increased

(Continued on page 12)



MAMA NNL

LOOK

Well gang, our show is now relegated to the history books.

On an organizational level, things went very well. Adjustments have been made over the years after issues were noted requiring attention. As a result of these adjustments, it is my firm belief that we had no unusual issues to deal with on show day. Nor, did any seem to crop up. Kudos to everyone for their hard work to pull this off.

A list of our trophy sponsors appears elsewhere. MAMA would like to take this occasion to thank the Columbian Center, our trophy and show sponsors, all of you working behind the scenes, and,

most importantly, the **VENDORS** and people who patronized the show.

If it weren't for you, we wouldn't **HAVE** a show! So, thank you all—we sincerely hope that everyone enjoyed themselves.

For next years' show, the chosen themes will be "**Tri-Five vehicles**" (*ALL—not just Chevies*), and "**Vehicles of 1970.**" As some of you may remember, the Philly gang chose this theme for their 2020 NNL show (*drag racers is the other one*), making any 1970 vehicle builds "double threats," being able to enter not one, but **TWO** shows. So, what're you waiting for—get busy, and we will finalize details as soon as possible, in hopes of seeing you next year!! 🏆



TROPHY SPONSORS

- Bradley's Model Car Collectibles—People's Choice TROG
- Central Pennsylvania Model Car Club—Street Rod (*John Kester Memorial*) & Gary Burkey Memorial
- Historic Racing Miniatures—Truck/Light Commercial (*Arthur Enriques Memorial*), Competition (*Joel Chevery Memorial*) & People's Choice Adult
- IPMS/Richmond—Curbside, and People's Choice Junior
- Mark Parkhurst—Custom
- Dave Touns—Street Machine
- scaledworld.net—Tuner
- Chris Whalley—People's Choice Rally Cars
- Lyle Willits—Replica Stock (*Harry Charon Memorial*) 🏆

WINNERS

Competition: Hilton Zapata—'99 Ford Mustang

Curbside: Jack Bouman—1957 Vette

Replica Stock: Charles Glass—'48 Ford Coupe

Street Machine: Terry Adams—'69 Dodge Charger

Street Rod: Rick Martin—'33 Chevy 5 Window Coupe

Truck/Light Commercial: George Hood—'71 International Paystar

Tuner: Jorge Ramos—2010 Nissan LB Walk GTR

Gary Burkey Memorial Award: Eugene Harris—'32 Ford Roadster

Peoples Choice Race of Gentlemen: Tom Geiger—'29 Ford

Peoples Choice Rally Cars: JC Reckner—'79 Ford Escort

Peoples Choice Junior: Mandy Wheeler—'63 Chevy Vette

Peoples Choice Adult: Rick Martin—'33 Chevy 5 Window Coupe 🏆

Moebius '65 Plymouth Post-assembly kit review

In the recent past, I've built several kits that had engineering problems—some small, some big. The purpose of this column will be to point out those problems so that others can avoid them. Hopefully, this column won't be used very often. It's not for telling what I built or how great I think it is, but the problems that I encountered that couldn't be foreseen. Occasionally, I might encounter something that goes together unexpectedly well and it may need pointing out as well. If you have such a story, feel free to write about it and send it to our Editor, or tell me about it and I'll write it. I recently built a Toyota 2000 GT from an MPC kit, that was actually an Airfix kit. It was a pile of #%@^! from the word go. It wasn't difficult to build, just that everything was wrong or poorly engineered and had to be corrected or replaced.

Moebius has done a great deal of kits that others haven't seemed interested in doing and should be applauded for that. Personally, I think their instruction sheets are lacking a great deal of detail and explanation. I find Mopar confusing in that several of their models like the Satellite, Belvedere or Dart retain their names from year to year; but the general market that they are intended for changes radically. To make it more confusing, what other companies call a sedan roof Mopar calls a coupe roof and vice-versa. To add to the confusion, Moebius has done both roof types on the same lower body, one with high end chrome trim, and the other without. With

this kit we have the right body and roof, but all the chrome that shouldn't be there is there. I understand Moebius doesn't want to spend the tremendous amounts of money on four molds, but it would be handy if they would mention at the top of the instructions that all the chrome needs to be removed before painting.

Secondly, The side window glass has glue tabs on the top and bottom edges. The outside dimension of the interior from door to door is identical to the inside of the body at the same area. This is good—I like a tight fit, but there is no allowance for the glue tabs on the side glass. I forgot that the front and rear windows install from the outside and foiled those openings before glass installation. That was my fault, but I went ahead and installed all the glass and let it set for at least 15 hours. The next day I went to install the chassis/interior assembly and the side glass came loose. Then I noticed the front and rear glass had popped out completely. Nothing was damaged, but it was very aggravating. I ended up cutting the lower glue tabs from the side windows and re-gluing them. Fortunately, the front and rear windows were out of the way. The



solution is to remove all the chrome trim, prime and paint and then polish the paint. Then install the chassis/interior and modify the side glass, install them and then the front and rear windows and then do the chrome foil work or use the Molotow chrome pen.

The other minor thing I noticed was that the part numbers for the headlights seem to be reversed. This may seem very trivial, but if you put them in their way, the grid-work will be at a 45 degree angle. Just swap sides and they're fine.

Lastly, after the decals were set and done, a couple of spots needed repair. I found Testors Olds engine blue was a perfect match for the metallic blue areas.

by: Rich Wilson 🍷



The National Highway Traffic Safety Administration (*NHTSA*) is investigating whether or not 'GMC' included enough vehicles in a 2016 recall of the *Colorado* and *Canyon mid-size pickups*.

'GMC' recalled about 3,000 examples of the trucks in '16 over a wiring issue that could cause the power steering to fail while the vehicle is in motion. Trucks included in the recall were built from January 6, 2015 to March 19, 2015, but the safety watchdog is now trying to determine if more should be included. As many as 115,000 trucks could be swept up in the recall following the NHTSA's review.

One Canyon owner from California filed an online report with NHTSA claiming the power steering failure nearly caused him to crash, the *Associated Press* reports.

"I almost crashed when this happened, and I was caught by surprise and almost did not make a turn and hit the curb," they said.

The power steering will sometimes fail and then later return, with one owner claiming they experienced a power steering failure twice in a half hour. Owners have been left on the hook for expensive repairs over the problem as well due to their trucks not being part of the initial recall.

The report on the recall from '16 says a "poor electrical connection within the steering gear connector may cause a loss of power steering assist" in affected vehicles. Exactly 2,988 trucks were recalled, but that figure is for the US only. A fair number of these trucks are located in Mexico and Canada as well.

No crashes or injuries directly caused by the power steering problem has been reported to NHTSA. It's investigation is ongoing.

A lawsuit filed by a South Dakota man in state court alleges his '17 *Chevy Bolt EV*'s range dipped by as much as 100 miles in the midwestern state's cold winter months.

The plaintiff's legal team is seeking class-action status in South Dakota court to go after

'GMC's' on behalf of those who bought Bolts in North and South Dakota, Iowa, Minnesota and Montana, according to the *Des Moines Register*.

The lawsuit accuses 'GMC' of fraudulent misrepresentation and selling a vehicle with manufacturing and design defects, among other things. 'GMC' says the Bolt EV has a range of 238 miles, but the filing claims the range can dip by up to 100 miles in extremely cold temperatures.

'GMC' is seeking to have the lawsuit thrown out, as the vehicle was not sold to plaintiff by 'GMC' itself. The '17 model year vehicle was purchased from Billion Auto in Iowa City, Iowa (*Ed. Note: Semantics!*).

The automaker also says the official literature for the vehicle "repeatedly discloses that the vehicle's 'actual range may vary based on several factors including temperature, terrain and driving conditions.'"

"For example, on the Bolt's website, the language appears as a disclaimer that appears when a visitor clicks on any reference to charge or vehicle range," the automaker's motion to dismiss the suit said.

GOVERNMENT MOTORS

IN SOVIET AMERIKA, THE CAR DRIVES YOU... BANKRUPT!



AN AMERIKAN REVOLUTION™

A ruling on 'GMC's' motion to have the lawsuit thrown out is currently pending.

A study from AAA conducted this year found that in 20-degree Fahrenheit temperatures, electric vehicles could lose as much as 41 percent of their estimated range. This seems to vary from car to car, however, with some Bolt owners reporting large dips in range in winter months and others reporting a less dramatic effect.

Last month, the Toronto city council voted overwhelmingly in favor of **banning Mexican-made 'GMC' vehicles** from the city's municipal fleets.

This motion was proposed to show "solidarity" with workers at 'GMC's' Oshawa Assembly plant, which the automaker recently decided would close down before the end of '19.

Again, ya can't make this stuff up. 🚗

GMC Recall Ticker

of Recalls

158 (!)

of Vehicles Affected

41,639,131

C8 Vette

The front-engine Vette is dead. ‘GMC’ head honcho Mary Barra delivered the news in May that the final production C7 would be auctioned off this summer.

While the press skimmed the surface of this historic automotive event, the C7’s demise has received little coverage. Lasting just six model years, the C7 will match the C2 as one of the shortest generations in Vette history.

It also quashes the conventional wisdom that the Vette would be a two-platform lineup, at least for now. Let’s back up and review key events that led to the euthanization of the old-school Vette.

‘GMC’ invested almost two-thirds of a **BILLION** dollars in the expansion of Bowling Green. That would certainly accommodate two Vette models. Some thought it would be a Cadillac variant or at the very least, the C7 would live on for traditional Vette buyers.

Now that the C7 is dead, what’s going on in Bowling Green that required doubling the size of the factory? Is there a second model we don’t know about? In an SUV/CUV-crazy market, it seems unlikely that ‘GMC’ would field a high-zoot sports car as the crown jewel of Cadillac. A bigger, more profitable Escalade would make sense, but a low volume sports car? No way.

We know that high-performance engine assembly for Vette (and now Cadillac’s *Blackwing V8*) has been brought in-house, and the paint shop is completely new, but what exactly will ‘GMC’ do to fully allocate a mega-expanded Bowling Green is up for debate. As we’ve all seen in the past few months, ‘GMC’ isn’t shy about shuttering plants if they

aren’t running at darn near 100 percent capacity.

Especially risky for Bowling Green when you’re completely rewriting the rules of the brand and the jury is still deliberating if a mid-engine car will be warmly regarded by the Vette faithful.

We would have loved to have been a fly-on-the-wall when Vette Chief Engineer Tadge Juechter and gang pitched ‘GMC’ brass on the C8. It was probably the hardest sales job ever in the annals of automotive history.

As we know now, ‘GMC’ brass approved this strategy and we’ll have to see how it pans out when the C8 hits the market. If that weren’t enough change, there are most likely electric or electric-assisted versions of it waiting in the wings. Whether Chevy can maintain sales volume with a completely different car remains to be seen, which hints there could be more going on.

So if the C7 is dead, could a **Vette-branded SUV** be in the wings?! This would make the most sense. Before you dismiss this as heresy, one only needs to look to the Porsche line-up and note its **2.5 ton Cayenne SUV** accounts for the majority of Porsche sales and probably helped it survive and remain a semi-autonomous car company.

Chevy critics have long lobbied for a spin-off of the Vette because they think the Bow Tie image is damaged or not cool enough to attract younger, foreign-brand leaning customers. We say Vette and Chevy are intrinsically linked forever and busting them up is a long-shot, but still believe the Vette as a multi-platform brand has not been nixed.

We speculated the Camaro would replace the C7 as the front-engine, rear wheel drive “entry

level” Vette, and now feel vindicated. *For decades, “the pony can’t outrun the horse” was an unwritten rule at Chevy.* Vette was the performance king, period. That credo was obliterated in slow-motion starting almost 10 years ago with the introduction of the fifth-gen Camaro.

Chevy’s pony has since matched Vette tit-for-tat with shared engines, an equally sophisticated chassis, tuning and refinement (*thanks Al Oppenheiser*) ‘GMC’ can bring to life. Not only has the Camaro been groomed (*right before our eyes*) to take the Vette’s crown, it is one of the best performance cars on the market at any price. A fitting successor to our “old-fashioned” C7 and good news that we can all rejoice in.

You would think the announcement that the car is indeed coming would be heralded as the second automotive coming but sadly, that’s not the reaction on the internet. Social media forums are the latrine walls of our generation and feedback on the new car has been brutal.

“Oh look, a new Fiero,” is a common, fairly kind response. Another reader posts, *“If I wanted a Ferrari, I’d buy a Ferrari.”* Others are more blunt in their disdain for the car, *“It looks like sh*t...”*

Fair enough, but the hard-points of a mid-engine car design are fixed and unmovable, and lend itself to look-a-like styling. Cab-forward passenger compartment, short hood, the elimination of aft stowing, and a rear bulkhead in the cabin, are just a few of the aforementioned obstacles engineers face, not to mention stylists. Which leads us to um, the styling. Chazcron over at [MidEngineVetteForum](#) always has the most up to date renders.

(Continued on page 7)

This n That

Ford vs Chevy?! A Virginia man recently *shot his girlfriend five times*, after they argued whether Ford or Chevy makes the best vehicles. Mark Edwin Turner, 56, was arrested on April 23 in Bedford, Virginia after he barricaded himself into a house for more than two hours following the incident. Turner was having a family dinner with his girlfriend, her adult son, and the son's girlfriend, when he started arguing about which automaker was better. As the argument got more heated—fueled by what was reported as “heavy drinking” (as in, “hold my beer?!!”)—Turner first pulled out a knife, and then produced a gun. There was a scuffle, and Turner ended up stabbing his girl-



friend. He then shot her *five times*, and shot her son once. Both suffered serious but non-life-threatening injuries. It's also reported that the son's girlfriend was hit by bullets that ricocheted.

Turner then locked himself in the house, where he walked around with the gun while officers tried to get him to come out. He was eventually arrested, and his request for bond was denied by a judge. In addition to four charges already laid, including “possessing a firearm as a felon,” Turner may face additional charges. Unfortunately, we're not able to confirm which brand won, or even if Turner is a Ford guy or a Chevy guy...***Oopsie!!*** Comedian Tracy Morgan was involved in a minor traffic crash while driving his **'19 Bugatti** in midtown Manhattan. Police say the fender bender happened recently near Tenth Avenue

and 42nd Street. Police say the mishap involved the 50-year-old Morgan and his **white Bugatti**, reportedly worth around **\$2 million**, and a 61-year-old man driving a Honda CR-V. A representative for Morgan says the comedian bought the car **an hour before the minor crash**. Police say both vehicles sustained minor damage and all parties refused medical attention, although photos of the scene show Morgan sitting in an ambulance. In '14, the former “30 Rock” and “Saturday Night Live” star suffered severe head trauma when a truck slammed into the back of the limo van he was riding in. Comedian James McNair, his friend and collaborator, was killed. ***Hopefully, it'll buff out*** (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 entertain y'all by sending stuff—I appreciate it!) 🍷

C8 (cont'd)

(Continued from page 6)

Australian Michael Simcoe is the new big-wig of ‘GMC’ design and the new Vette will either gain him worldwide acclaim or he'll go down in history as the guy who mucked up the Vette.

According to the Richmond Times-Dispatch, “With the retirement of ‘GMC’ designer Ed Welburn after 44 years with the company, Simcoe, 58, from Australia, took over duties as the global styling chief for ‘GMC.’ He's only the seventh person and the first non-American in the history of the company to get the job.

“He inherits the largest design organization in the automotive

industry: 10 studios in seven countries and a staff of more than 2,500. His new job makes him the man in charge of designing and redesigning more than 100 car models from ‘GMC’s seven brands including Cadillac, Chevy, Buick and Holden.”

At first blush, we have to agree that his styling seems a tad bland. We also haven't seen it in person with all the details exposed. It could be a killer.

If he can instill meaningful Vette DNA into this persnickety, mid-engine blueprint (*a daunting task*) and pull it off, it will be a feather in his cap.

If it comes in at **\$75,000** (*with the anticipated exponential leap in performance*) it will put foreign exotics on the trailer—for a third the price—and forever change the

global sports car market.

It would do well to remember Zora Arkus-Duntov. He was convinced the mid-engine layout was the evolution the Vette was destined for. He tried in vain for years to get a mid-engine car approved and sadly, died without seeing the birth of such a car. We know he's watching from up above with a smile.

It's high time we adjourn from the Instagram/Facebook court of public approval and wait to see the new car in the flesh. Remember, it will be a vessel for over 100 years of aggregate ‘GMC’ automotive expertise and it would be a mistake to dismiss it because we didn't like the taillights. Remember how that went?

So, the Vette is dead. Long live the Vette. **Time will tell.** 🍷

Len Feinberg & The Central Pennsylvania Model
Car Club proudly present the:

Super September Showdown

#20

Model Contest & Vendor Show!
21 Class Trophies, PLUS Best in Show!

2019 Theme:

Mustang! Falcon! Nova!



ANY Style! ANY year! ANY scale! Honoring the memory of Mike Tate!

September 8th, 2019 / 9AM- 2PM

Keystone Fire Hall / 240 N Walnut St, Boyertown, PA 19512

Admission is STILL JUST \$5 and covers your registration!

Please limit your entries to 10 per class per person. Food will be available on site, and we'll be on TWO floors in 2019.

For vendor info, contact Len at 610-923-7534 or
fnplastics@aol.com. For trophy sponsorships &
contest information, e-mail
centralpmcc@hotmail.com or
go to www.cpmcc.org



DIVERSIFIED SCALERZ M.C.C.

8th Annual Model Car Meet & Contest



Domestics Only



Time: 9am - 3pm

Date: Saturday September 28, 2019

Location: 1 Pal Drive, Wayne NJ

Sub Theme

EUROFEST



**Parking Lot:
Any European Cars
1/24 - 1/25
Scale Only**

Admin@DiversifiedScalerz.com

New Stuff!



Based on the recent Hemi Cuda tool, or so I'm told ☺



No-brainer, right?! ☺



What do YOU all think?! ☺

Ron's Rant



Plastic

- AMT '77 Pinto
- Atlantis Red Baron
- Atlantis Tarantula
- MPC Godzilla Army Jeep
- Italeri Alfa Romeo Spyder
- Moebius "Dyno Don" Comet
- Revell '57 Ford sedan Gasser
- Revell Lightning McQueen (*snap*)

Diecast

- Blue/white & Green/black '70 Olds W30 442 (*ACME*, 500 pcs each)
- White/Green '67 Z28 Camaro Alan Green #7 (*ACME*)
- '71 Pos-ey/Adamowicz Ferrari 512M (*ACME Masterpiece Collection*, \$399.95)
- '69 Cortez Silver/Black Z28 Camaro 50th Anniv. (*ACME*, 750 pcs)
- '69 Baja 1000 Chevy C-10 (*Greenlight*)
- '19 Torch Red ZR1 Vette (*GT Spirit resin*, 1/12th scale, 350 pcs)
- Black Porsche 911 3.6 Turbo (*GT Spirit*)

(1/18th, unless noted)

MAMA>NNL Pix



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MAMAs BoyZ do it in scale!

Brief (cont'd)

(Continued from page 2)

by 32% this year and that ate the few hundred dollars we would normally bank to help cover those months where our monthly raffle and door donations don't make the meeting room rent at Greenbelt. Your donations will help ensure that we have a place to meet and will be greatly appreciated. 🍷



Websites

Central PA Model Car Club:

<http://www.freewebs.com/cpmcc/>

LIARS Model Car Club:

<http://www.liarsmodelcarbuilders.com/#>

Philly Area Car Modelers:

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

NNL East:

<http://www.nnleast.com/>

Carlisle Events:

<http://www.carlisleevents.com>

East Coast Indoor Nationals:

www.eastcoastindoornats.com

Maryland Intl Raceway:

<http://www.mirdrag.com/>

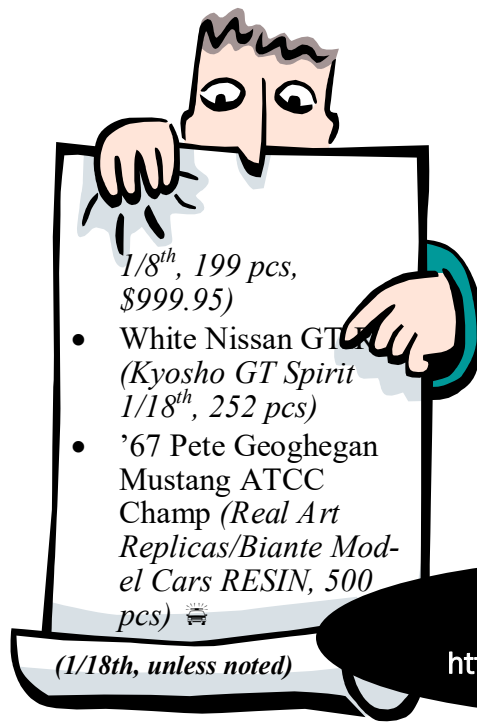
York US30 Musclecar Madness:

www.yorkus30.com

Online Event Calendar:

www.NortheastWheelsEvents.com

Rant (con'td)



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/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/>

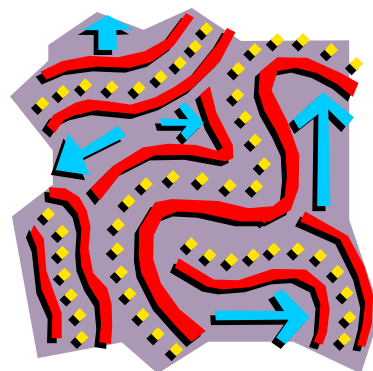
Directions

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
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