



MAMA Sez!

Volume 33, Issue 3

November, 2020

"Serving Delmarva Car Modelers for 32 Years!"



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

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"Happy Thanksgiving!"

News flash! Something newsworthy actually happened since our last newsletter. Several modelers who just **HAPPENED** to be MAMA members attended a "get-together" at the Fire Hall in Lutherville, MD, on what would have been MAMA's normal meeting in Greenbelt! Read about it below, and check out the pix on page 2.

Meanwhile, Tim P is again MIA this month.

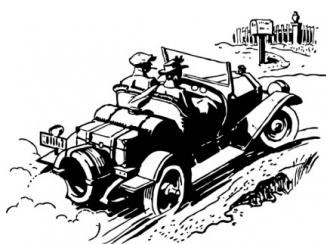
I am hopeful that you are all **STILL** doing what is necessary to ensure yours and your family's safety, given the current state of world affairs.

And speakin' of world affairs, I hope everyone did their civic duty and voted. It does not matter for whom, as long as you did, because our

very lifestyle could be at stake!

This month, you'll be reading about some **BIIIIIIG numbers** in the Pontiac column, as I talk a bit about some real-world high-hp Ponchos that'll knock your socks off!

Please be safe! Things MUST get back to some semblance of normal soon!"—Tim 🍷



2020 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 18th
- 📅 February 15th
- 📅 March 21st
- 📅 April 18th
- 📅 May **NONE (!)**
- 📅 June 20th
- 📅 July 18th
- 📅 August 15th
- 📅 September 19th
- 📅 October 17th
- 📅 November 21st
- 📅 December 19th (10 - 3!)

Modeler's "Get-together"?!

Numerous modelers answered a MAMA e-mail blast on October 17th (*ironically, a normal MAMA meeting day*) for a chance to gather in a "non-official" capacity as modelers first, and MAMA members second, at the Fire Museum in Lutherville, MD (<http://www.firemuseummd.org/>).

In an attempt to return to some semblance of normalcy, Matt Guilfoyle took it upon him-

self to rent space, bought and paid for entirely out of his pocket.

First and foremost, those in attendance adhered to all current COVID safety protocols. We had no issues of overloading the room, thereby greatly simplifying that concern.

Even then, this "get-together" (*NOT a meeting, and more importantly, NOT a sanctioned MAMA activity*) had the look and feel of a MAMA meeting—since

it was not a "meeting," there was no business to conduct, so attendees chatted with friends they hadn't seen in months and ogled models.

They were also able to buy RMCM of MD detail items from Norman Veber, new kits from Ron Shirey (*more on that elsewhere*), and used kits and parts from Rich Meany.

It seemed as though everyone enjoyed themselves, at least for a few

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“Get-together”



LOOK



The “calm” before the “Get-together” insanity



A vintage fire engine, providing “ride along” capability!



We appear to have room for some growth



Nice to see Norman Veber set up, with new goodies!



MAMA’s new “supplier” Ron Shirey’s setup



Rich Meany managed to show up with more goodies

"Get-together"



LOOK



Danny Whiting's "fantasy" Firebird build **WOULD** have been in the "Reserved Parking," if I had brought it

"Standing Room Only," but for cars



Looks a lot like Ron Roberts building style

Modelers making good use of the allotted space



Dave Schmitt's been a busy bee

I believe Cruz was well represented here

Virtual Meeting! LOOK



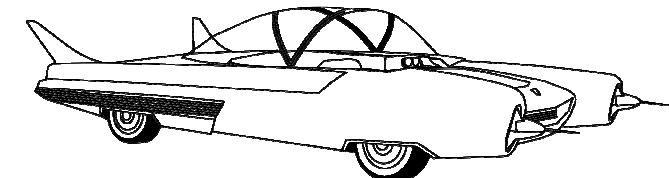
Paul Lee is an absolute MADMAN! This month, he knocked out FIVE builds...this NSX...



Steve Buter's Halloween-themed Ranchero...



...complete with Julie Newmar as Catwoman...his fave



Don Stone's resin Tyco HO slot car knockoffs—the Ritchie Evans Pinto, and a fantasy Gremlin modified



Rex Turner's Creature doin' the "Monster Mash"!

Virtual Meeting! LOOK



...and Paul's 240Z. Keep up the good work!



Rich Wilson's 2010 Ferrari California...



...and Rich Wilson's 1968 Z28



...and Don Stone's slightly larger T-Bird stocker



Steve Buter's "Mother/Daughter" '40 Fords



'GMC' and the National Highway Traffic Safety Administration (NHTSA) have issued a recall for **FIVE (5) 2020 Stingrays** over an issue with the mid-engine sports car's driver side seatbelt retractor. It is not clear why such a small number Corvettes left the Bowling Green Assembly plant with defective parts.

According to the NHTSA filing, the driver's side seat belt retractor in affected models "may not lock as intended during a crash," for undisclosed reasons.

'GMC' says there is an increased risk of injury to the driver if the seatbelt fails to properly lock in the event of a crash. The filing did not say if any injuries or accidents have been traced back to this problem.

'GMC' says dealers will replace the driver's side seat-belt retractor in affected Corvettes. These repairs will be done at no cost to the owner.

Owners are advised to wait for 'GMC' to get in contact with them, at which point they will be instructed to make an appointment at a dealership. The recall is expected to begin on November 9th, 2020. Owners with questions or concerns can contact Chevy customer service. Affected owners can also search all recall actions or campaigns that may be active on their vehicle by punching their VIN into the dedicated 'GMC' Owner Center landing page.

'GMC' is recalling **96 Buick Encore GXs** and **Chevy Trailblazers** due to an issue with the vehicles' catalytic converter.

Impacted vehicles may have received incorrect catalytic converter parts. Consequently, af-

ected vehicles do not meet all emission system requirements.

Dealers are to inspect the catalytic converter and replace if the correct part was not installed.

Owners are advised to wait for 'GMC' to get in contact with them, at which point they will be instructed to make an appointment at a dealership. The recall was announced on September 18th, 2020. Owners can contact Chevy or Buick customer service (*you likely have the number by now!*).

Yet **another class-action lawsuit** has been filed against "GMC" alleging the factory rims on **2015-19 Corvette Z06s** and **Grand Sports** are prone to pressure cracks and other damage.

According to **The Detroit Free Press**, a new class-action lawsuit has been filed seeking compensation for 18 separate C7 Corvette Z06 and Grand Sport owners and lessees, plus all others who either purchased or entered a lease agreement for either one of the vehicles in the US.

The lawsuit, like others that have been filed over this same issue, alleges the factory rims on certain C7 Corvette models were manufactured using either substandard materials or faulty methods, making them prone to cracking and warping. The suit also notes that 'GMC' used inferior

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material than usual to reduce the unsprung weight of the wheels on these high-performance vehicles, further contributing to their alleged fragility.

The suit goes on to note that the wheel material is "cast, rather than forged, and is of insufficient strength, and in an insufficient quantity, to withstand the torque and power input from the drivetrain." The C7 Corvette Z06 produces 650 horsepower from its supercharged 6.2L LT4 V8 engine, while the Grand Sport and its naturally aspirated 6.2L LT1 V8 make 460 horsepower.

'GMC' will not replace the damaged wheels under warranty, the lawsuit also states. 'GMC' did offer an optional wheel and tire protection package with the C7 Corvette Z06 and Grand Sport,

(Continued on page 7)

'GMC' Recall Ticker

of Recalls

186 (!)

of Vehicles Affected

46,134,154

Gov't (cont'd)

(Continued from page 6)

The Detroit Free Press points out, which cost an additional \$1,000.

"Consumers regularly paid over \$900 per wheel to replace one cracked wheel with an equally defective replacement wheel," the suit says.

Corvette chief engineer Tadge Juechter said in an online forum previously that the pressure cracks can form due if the driver hits potholes and other deformities on the road, which can weaken the wheel and cause it to bend and warp over time. "Since it is hundreds or thousands of miles after the damaging event, the driver often can't remember hitting anything that would justify a crack in the wheel," Juechter said in the post. "I have actually experienced this myself."

An affected owner that spoke to **The Detroit Free Press** said he took his case against to the Better Business Bureau and won, with 'GMC' forced to reimburse him the \$4,940 that he paid out of pocket to fix the car's cracked OEM wheels. The arbitrator in that judgment said 'GMC' admitted that "minor depressions" at "low speeds" could cause the

wheels to bend.

Vehicles included in this latest class action lawsuit span the 2015 to 2019 model years and include the C7 Corvette Z06 and Grand Sport

only. A lawsuit was previously filed over this exact same issue back in early 2019, while a second similar lawsuit was filed earlier this year.

NHTSA has launched an investigation over complaints alleging the ***Chevy Bolt EV is prone to catching fire***.

NHTSA has so far received three separate reports of fires that started under the rear seat of the Bolt EV while the vehicle was parked. According to a document the agency posted to its website, the fire damage in affected vehicles "appeared to be concentrated in the EV battery compartment area with penetration into the passenger compartment from under the rear seat." A person also reported suffering injuries related to smoke inhalation in one of the complaints.

The Office of Defects Investigation within NHTSA is now "opening a Preliminary Evaluation to assess the scope, frequency, circumstances, and safety consequences of the alleged fires," the safety watchdog says. A total of 78,000 Bolt EVs spanning the 2017-20 model years are included in the investigation.



In August, 'GMC' said it would launch its own internal investigation after a 2019 Bolt EV owner said their vehicle spontaneously combusted while it sat unattended in a parking lot. The vehicle involved in that fire had severe burn damage to the rear bench seat and rear passenger compartment area.

The owner of the vehicle in that case said they reached out to 'GMC' and demanded the automaker investigate the issue, but the company refused. 'GMC' only began to look into the matter after the owner took their story to a local news publication, the person said.

'GMC' is cooperating with the NHTSA investigation into the fires, reports **The Detroit News**. The agency is hoping to determine the cause of the fires, how often they may occur and the potential safety hazards they pose. The investigation could eventually lead to a recall, the newspaper also said.

'GMC' has issued a Technical Service Bulletin (TSB) to address problems with the driver information cluster display on certain 2020 model year GMC Acadia and Chevy Malibu.

The TSB indicates that these

(Continued on page 10)



C8 Watch

On the heels of a small recall for a seat belt-related issue as detailed in the Government Motors column on page 6, it appears as though **SOMEONE** does not like the interior of the C8.

‘GMC’ made some massive strides in material and build quality with the interior of the C8 Corvette when compared with the seventh-gen model that it replaces. These efforts didn’t go unnoticed, as customers and the media laid praise on the new sports car’s improved interior. The C8 Corvette even won a *Wards Auto 10 Best Interiors* award earlier this year, with the well-respected publication saying car is the comfiest ‘Vette yet and calling the cabin “handsomely configured” and “first rate.”

It seems not everyone agrees with this consensus, though. **Bloomberg** recently put together a list of the ‘*Worst Car Interiors of 2020*’ that included the C8 Corvette. Turns out the journalists over at **Bloomberg** really don’t appreciate the rather long row of buttons that occupies the C8 Corvette’s center console, as it splits up the cabin and takes away from the uniformity of the dashboard.

“Witness the massive, curved divider that runs straight through the middle of the car. Lined with buttons and covered in low-grade leather, it looks like a part of the command helm on the starship Enterprise,” **Bloomberg** claims.

“You’ll never be able to reach over and squeeze your driving partner’s knee or use the buttons on the angled center dashboard

screen while the car is being driven,” the article goes on to say. “Second, those dozens of buttons along the interior walls, dashboard, and dividers feel out of step with current themes and with much of the luxury segment, where brands like Mercedes-Benz and Rolls-Royce brag about how many interior knobs and switches they’re removing—at customer request.”

Bloomberg didn’t like the squared-off steering wheel that Chevy threw in the C8 Corvette, either, saying it “looks as if it were borrowed from Buick.” We’re not sure if any Buick vehicles currently in production can justify having a motorsports-inspired flat-bottom steering wheel with a 12 o’clock marker, to be honest, but we definitely wouldn’t complain if that were the case (*Ed Note: WTF?!).*

Lastly, **Bloomberg** dragged the C8 Corvette for its poor visibility, saying the “low, awkwardly designed cabin,” has poor visibility by the A- and B-pillar, which becomes particularly troublesome when taking corners. The writer points out that a blind spot alert system is standard, though it’s worth noting that the base-level 1LT trim doesn’t include Side Blind Side Zone Alert as standard—only the better-equipped 2LT and 3LT do.

It may seem like **Bloomberg** was a bit mean to the C8 Corvette,



but Chevy fans can take solace in the fact that two other high-end, mid-engine sports cars were also on the same list: the Lotus Evora and McLaren 570S. The newspaper justified its targeting of performance cars on the list by pointing out that Porsche, Ferrari, Audi and others all manage to produce sports and supercars with nice cabins, though offerings from those companies do not have the same horsepower-per-dollar value of the C8 Corvette.

At least there weren’t any engine failures or crashes this month—*Assorted sources* 🙄



You’ve come a long way, Baby?!?

Oops!

Note that last month’s “Kudos” column was submitted by Lyle Willits, and that Ron had sold his large **VAN**, **NOT** his trailer. The trailer was sold a few years ago. Sorry, Ron—*Tim* 🙄

New Kit Resource!

As a direct result of the No-Name Modelers "Get-together" chronicled elsewhere in this newsletter, I have news of an alternate source of model car kits, following Ron Bradley's retirement.

Before I go any further, let me say that **Ron Bradley** goes 'way back in MAMA history, having been our "plastic pusher" of choice for the majority of the club's thirty-plus year existence. It would be difficult to replace him. The goal here is to establish a connection to someone who could supply kits at somewhat less than hobby shop prices.

Enter **Ron Shirey**. Ron began building models in '64. He has been selling kits at weekend toy shows since '94, including our Mid-Atlantic NNL.

As the "**two Rons**" were such good friends, and Ron B had done him many favors over the years, Ron S did not vend new kit releases at shows where Ron B was vending. Ron S has been stocking new kits for over twenty years.

Ron S is looking forward to supplying MAMA with any new (*and some old*) model kit releases as we go forward with this great hobby, in this "brave new world."

He has over 2,000 kits in stock; auto, military, Sci-Fi, mon-

sters, superheroes, slot cars (*HO and 1/32nd*) and more!

So, in the short-term, we will likely display some sort of an ad in order to get the word out about Ron S. If you have wants/needs, Ron S says to hit him up, and he will do his best to help out. He can reserve kits, do mail order, or simply bring stuff to meetings and "Get-togethers."

I again want to wish Ron Bradley a Happy Retirement, and hope to see him at future meetings and shows.

In closing, thanks in advance Ron—I'm sure I speak for most (*if not all*) MAMA members to say that we are very anxious to work with you—*Tim* 🍷

Condolences

On the chance you have not heard, **Tommy Kortman** passed away on October 21st.

Tommy apparently had a kidney stone obstruction that caused him to go septic. He went in for a serious surgery, requiring an extended ICU stay for post-op observation. Before they could clear the obstruction, he passed away.

We also lost **Ted "Chopper" Lear** in early November. Sadly, I have no further details.

Prayers go out to Tommy, "Chopper," their families and friends—we'll miss you, both—*Tim* 🍷

This year has come to this...

- Dumbest thing I ever bought was a 2020 planner
- I was so bored I called Jake from State Farm just to talk to someone. He asked me what I was wearing
- 2019: Stay away from negative people. 2020: Stay away from positive people
- The world has been turned upside down. Old folks are sneaking out of the house & their kids are yelling at them to stay indoors!
- This morning I saw a neighbor talking to her dog.

It was obvious she thought her dog understood her. I came into my house and told my cat. We laughed

- Every few days try your jeans on just to make sure they fit. Pajamas will have you believe all is well in the kingdom
- Does anyone know if we can take showers yet or should we just keep washing our hands?
- This virus has done what no woman could do—cancel sports, shut down all bars & keep men at home!
- I never thought the comment, "I wouldn't touch him/her with a 6-foot pole" would become a national policy, but here we are!
- I need to practice social-distancing from the refrigerator
- I hope the weather is good tomorrow for my trip to the backyard. I'm getting tired of the living room
- Appropriate analogy. "The curve is flattening so we can start lifting restrictions now" is like saying "The parachute has slowed our rate of descent, so we can take it off now"
- Never in a million years could I have imagined I would go to a bank teller wearing a mask asking for money
- The spread of COVID-19 is based on 2 things:
 - ◆ How dense the population is
 - ◆ How dense the population is—*Charlie M* 🍷

Gov't (cont'd)

(Continued from page 7)

vehicles equipped with the optional eight-inch Diagonal Multi-Color Driver Information Center (RPO UHS) may change the radio station/audio track without customer input. In response, dealers will reprogram the instrument cluster, which will remedy this issue.

The eight-inch UHS Diagonal Multi-Color Driver Information Center is an optional, full digital driver's display that is available in certain 'GMC' vehicles, including these. The configurable, full color display incorporates the speedometer and tachometer and can also display warning messages and other vehicle information such as estimated mileage or oil life, for example. In the Acadia, the display is only offered on the Denali trim level, where it comes standard. Similarly, the only way to get the full color cluster display in the Malibu is to opt for the range-topping Premier trim.

'GMC' has had similar bugs with other in-vehicle display screens in recent months, as well. The automaker issued a fix over a bug pertaining to the favorites menu in certain Buicks, Cadillacs and GMCs last November and is also facing a class-action lawsuit over alleged problems with the IOR 7-inch radio in certain 2019 and 2020 vehicles. While not related to software, the automaker was also sued last year after customers complained the CUE infotainment screens in some Cadillac vehicles were prone to cracking.

Newer 'GMC' vehicles run-

ning the automaker's Global B Electric architecture can take advantage of over-the-air updates to address potential infotainment bugs like this. Neither the Acadia or Malibu run off of Global B, however, so customers affected by this issue will have to bring their vehicles into a dealership to have them repaired.

'GMC' has issued another Technical Service Bulletin (TSB) for the **Cadillac CT6 sedan**. The TSB addresses an issue affecting the 10-speed automatic transmission (MHS or MHW) in certain 2019 and 2020 vehicles wherein a momentary loss of park engagement could occur when shifting into park.

If a momentary loss of park engagement were to occur, one or more Diagnostic Trouble Codes may set and illuminate the Cadillac CT6 check engine light.

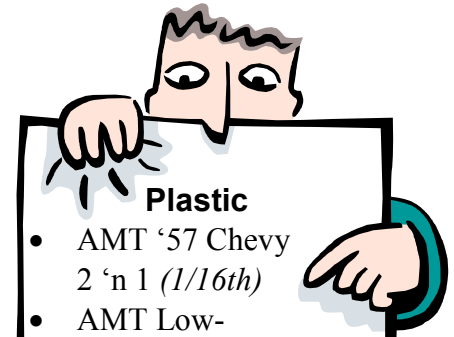
To correct this issue, a dealer will need to reprogram the Cadillac CT6 Engine Control Module (ECM).

This service update includes customer vehicles that return to the dealership for any reason, as well as vehicles still in vehicle inventory. This particular TSB will expire at the end of the involved vehicle's new limited vehicle warranty.

The Cadillac CT6 rides on the RWD-based 'GMC' Omega platform, and was the first model to adopt Cadillac's alpha-numeric naming convention, which designates crossovers with XT#, and cars with CT#. 'GMC' tried the "number thing" back in the eighties, and it didn't go over well then either. It's a "European" thing.

Production for the North

New Stuff!



Plastic

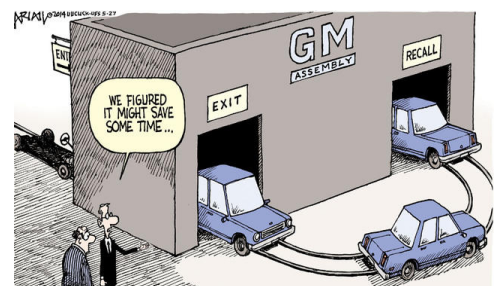
- AMT '57 Chevy 2 'n 1 (1/16th)
- AMT Low-boy/Bulldozer combo
- AMT '78 VW Golf GTI
- Polar Lights Speed Racer (snap)
- Revell Jaguar XKE
- Revell '56 Del Ray 2 'n 1

Diecast

- '65 "Tasca Ford" A/FX Mustang (996/pcs) 🚗

(1/18th, unless noted)

American markets originally took place at the 'GMC' Detroit Hamtramck facility in Michigan. North American production of the Cadillac CT6 was slated to end in January of 2020, but as **GM Authority** reported previously, production was extended to mid-February. The nameplate was officially discontinued in the North American markets earlier this year—Assorted sources 🚗





I will break with tradition here a bit, and talk about full-size Pontiac power (*and I do mean POWER!*).

In particular, there are two or three cars that I will focus on—**Justin “Big Chief” Shearer’s ‘70 “Crow” GTO** (actually LeMans), **Tony Youman’s ‘70 GTO**, and **Raven Racing’s ‘63 Pro Mod LeMans**.

The Crow: The smallest engine, a twin-turbo Butler Bros. motor displacing “only” 482 cu.

floating around on eBay. I guess I better get my bidding finger warmed up!

“Raven Racing” ‘63 LeMans Pro Mod: Running a 505 cu. in. Pontiac block (again, likely Kaufmann), this car, running a 128mm Pro Charger, dyno’ed at **2,000 hp**. They were gonna be bolting on a larger 132mm unit to see what kind of numbers that could get.

Youmans’ ‘70 GTO: Powered by a 505 cu. in. Kaufmann motor,

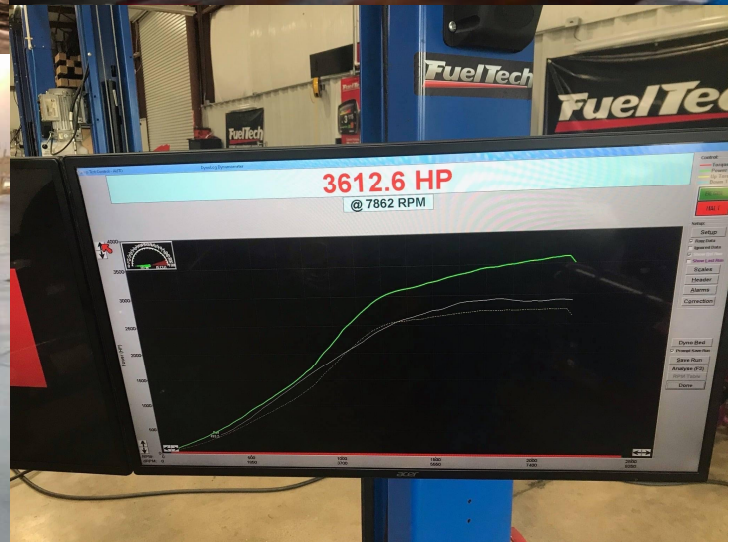
in. But he had had more than his share of success with it.

I have seen a resin “Crow” Pontiac

he currently holds the title of the **World’s Most Powerful Pontiac**, with figures of **3,612.6 hp @ 7862 rpm?!?** By comparison, the 959 cu. in. Pat Musi engine in the ‘68 “Warbird” Firebird cranked out “only” **3,410 hp**.

These numbers from a Pontiac are mind-boggling! Pontiacs are typically torque motors, and don’t like a lot of rpm. I guess we can put **THAT** old wives’ tale to bed!

So, despite our government-imposed quarantine, c’mon—let’s continue bringin’ ‘em and showin’ ‘em—virtually! **‘PoP’ (Pontiacs on Parade!) Sickie signin’ off! And don’t forget—MAMA may not need all these Ponchos, but I’m diggin’ ‘em—thanks—Tim 🍷**



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MAMAs BoyZ do it in scale!

Group (cont'd)

(Continued from page 1)

hours, making follow-on events a slam-dunk, in the short-term, with MAMA's return to Greenbelt far from clear.

The only reason this item shows up here is in order to provide info, should anyone else feel the need to feed their plastic "addiction," and come to our little "Get-together."

If the answer is yes, simply watch your e-mail Inboxes for a

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

York US30 Musclecar Madness:

www.yorkus30.com

Online Event Calendar:

www.NortheastWheelsEvents.com

Club Contact Info

Group (cont'd) Classifieds

notice of future events. Most importantly, if you receive the e-mail, ***NO RESPONSE IS NECESSARY***. If you wish to attend, please do, if you can't, that's okay, too.

Donations from attendees paid for the room rental, meaning that in the end, the "event" was bought and paid for by those who showed up, and not Matt. A nice outpouring of support. ***Thanks!***

Oh, I almost forgot to mention the fire truck rides (*for a small charge to support the museum*), complete with the ability to ring the bell! Well worth the small price of admission!"—Tim 🍷

WANTED: Unbuilt/rebuildable Ponchos (*GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*). I have a collection to trade from. Want a Red Baron, and 1/8th scale Monogram '79 T/A, '66 Bonneville (*MPC or Hasegawa*), '69-'72 Grand Prixs, '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!

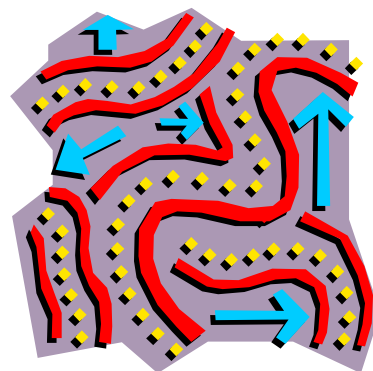
<http://www.mamasboyz.org/>

Directions

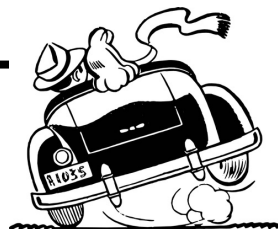
From the Baltimore Beltway (RT 695): Take Exit 7, Route 295 (*Baltimore-Washington Parkway*) south towards Washington approx. 18 miles to Route 193 (*Greenbelt Road*), and exit. When on the off-ramp, stay to the right and merge right onto Southway (*see below*).

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. 🍷



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