



MAMA Sez!

Volume 35, Issue 9

May, 2023

"Serving Delmarva Car Modelers for 30+ Years!"



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

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2023 MAMA Schedule

For the foreseeable future, we will be meeting at our new location, the **Salaried Employees Association (SEA) Union Hall**, 1300 Hanover Road, Hanover, MD 21076, on the schedule listed below, from **10 am to 2 pm**:

- ☞ January 21st
- ☞ February 18th
- ☞ March 18th
- ☞ April 15th
- ☞ May—**No Meeting!**
- ☞ June 17th
- ☞ July 15th
- ☞ August 19th
- ☞ September 16th
- ☞ October 21st
- ☞ November 18th
- ☞ December 16th

Hope to see you there 🍷

"OK Folks, Show's Over!!"

May's meeting was our annual NNL show in Havre de Grace, MD! More on the show next month.

Ron Shirey was absent last month due to a recent surgery. Here's hoping it was a quick, easy recovery.

Dave Toups' VeePee pick was **Ken Kovachs' Camaro drag car**.

Three words for ya—Pontiac Reserved Parking.

The raffle raised **\$89.00**, while the door added **\$145.00**. Thanks to the following donors: **Steve M. Buter, Mike Costic, Matt Guilfoyle, Ron Hamilton, Dashon Jones, Rich Meany, George Openhym, Mark Parkhurst, Danny Whit-**

ing, yours truly, Historic Racing Miniatures (Brad) and Replicas & Miniatures Co. of MD (Norman). Thanks guys—we 'preciate it—**Tim** 🍷



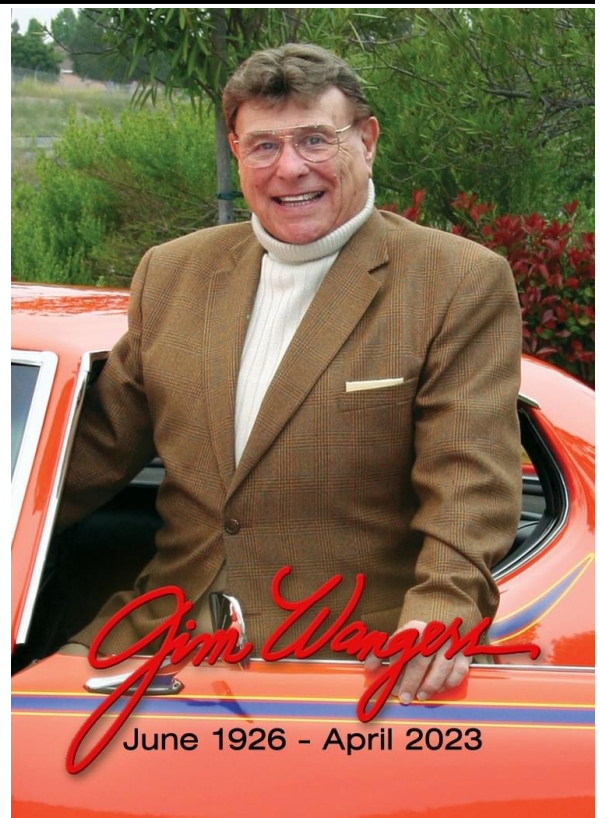
Condolences

Marketing guru **Jim Wangers**, known for being Pontiac's unsung hero, reportedly died in his sleep on April 27th. He was 96 years old.

His fame comes from being the "Godfather of the GTO", coined for his masterful marketing which uplifted the Pontiac brand's success.

By '58, he landed at McManus, John & Adams where he first began working on the agency's Pontiac account. It was there that Wangers began to test performance cars. He put the pedal to the metal in '60 and raced a new Catalina in the Top Stock Eliminator class, earning **Pontiac a NHRA National drag racing title at the 1960 Nationals in**

(Continued on page 12)

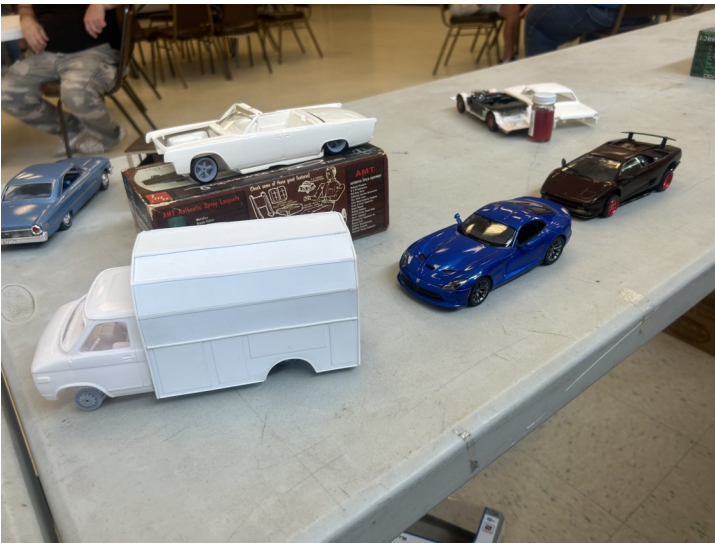


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MAMA Meeting LOOK



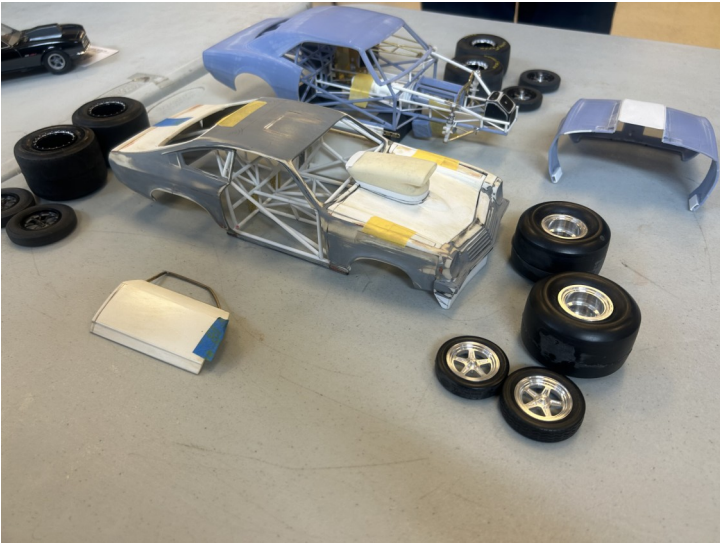
Congrats, Ken!



MAMA Meeting LOOK



Raffle Goodies!



M.O.M.*

This month, we will be featuring **Ken Kovach's 1968 Z/28 drag racer**.

The base kit for this build is the **AMT Muscle series Z/28 kit**.

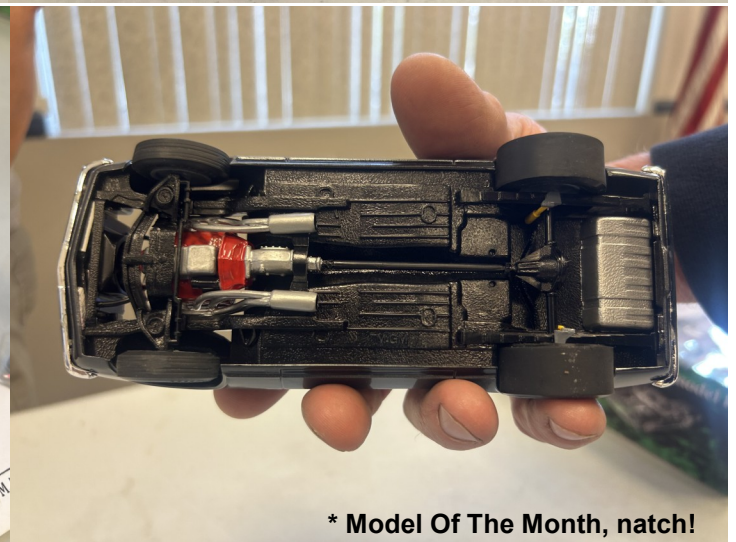
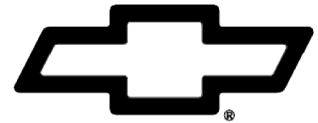
The 427 fat block, tunnel ram, Torque Thrust wheels, tires, tach & roll bar were all parts box pieces (*Ed. Note: Boy, that was easy!*). The carbs are from Fireball Modelworks. The hood scoop is from the old MPC "Fire Fighter" Mustang II Pro Stocker, with subtle modification to get the scale more accurate.

The paint is Testor's gloss black & the striping is Graphite Dust.

I built it to bring back some great memories of going to lots of drag races at the local tracks back in the day, usually Capitol Raceway.

T h a n k s again for choosing my car.

Nice work, Ken. Looks ready to jump off the table at ya!—Dave



* Model Of The Month, natch!

I sometimes wonder if 'GMC' will **EVER** get past the recalls?! Let's jump right into it. 'GMC' has issued product recalls for the following vehicles:

- ♦ **40,428 2019-23 Chevy Silverado 4500/5500/6500 HD trucks** due to a problem related to a faulty brake pressure switch.

They may have a condition where the brake pressure sensor assembly may leak brake fluid into the brake pressure switch and cause an electrical short-circuit.

If the brake fluid leak were to cause an electrical short-circuit, a fire could erupt. In fact, 'GMC' has advised owners to park outside and away from structures until the recall repair is complete.

Certified 'GMC' techs will be instructed to inspect the master cylinder pressure sensor and wiring harness and replace as necessary, free of charge. There is currently a stop-sale in effect.

- ♦ **293,143 2014-17 GMC Acadias** over an issue with the driver's side airbag inflator. The inflator may explode during deployment due to a manufacturing defect. Vehicles may be equipped with a driver's side airbag inflator that could rupture and explode when deployed.



If an airbag explodes during deployment, it may result in sharp metal fragments entering the cabin. These metal fragments may strike the driver or occupants and result in serious injury or death.

Certified 'GMC' techs are instructed to replace the front driver's airbag module. The replacement components do not include an airbag inflator that was manufactured during the same time period as the potentially faulty components being replaced. The replacement will be performed free of charge.

- ♦ **457,316 2014-17 Chevy Trailers** due to an issue with the driver's air bag inflator, which may explode during deployment as the result of a manufacturing defect.

Vehicles may be equipped with a driver's air bag inflator that could explode during deployment. If an airbag explodes during deployment, it could send metal shrapnel into the cabin, which may strike the driver or occu-

pants, resulting in serious injury or possibly even death. Certified 'GMC' techs are instructed to replace the front-driver airbag module. The remedy components do not contain an inflator that was manufactured during the same time period as the potentially faulty components. The airbag replacement will be performed free of charge for the vehicle owner.

The "sister car" to the Trailers

(Continued on page 12)

GOVERNMENT MOTORS

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



AN AMERIKAN REVOLUTION™



'GMC' Recall Ticker

of Recalls
285 (!)

of Vehicles Affected
57,060,162

C8 Watch

According to a recent newsletter, the National Council of Corvette Clubs (NCCC) has not banned the Chevy Corvette E-Ray from NCCC events, as was previously reported.

NCCC President Deb Murphy published a message at the start of May 2023 stating “hybrids are allowed at our competitions and E-Rays will be welcomed at our events,” specifically naming the C8 E-Ray as eligible to appear and compete.

The NCCC president went on to detail the reasons why the C8 E-Ray is now confirmed for full participation in NCCC events. She cited the greater than 1,500 laps successfully and safely completed by the C8 E-Ray during track testing.

The hybrid Vette proved durable and able to complete continuous lapping, Murphy said. It also met crash test standards set by the NHTSA, while ISO and SAE confirmed the C8 E-Ray battery’s central location in the vehicle protects it from damage during impacts. The battery self-disengages if its sensors determine it has been damaged as an additional safeguard.

Murphy claimed hybrid cars such as the C8 E-Ray are not in-

cluded in the NCCC’s rule limiting electric vehicles at their events and competitions. The NCCC issued the ruling against EVs in their competitions and parking areas out of concern about dangerous, difficult to extinguish EV battery fires.

Despite President Deb Murphy’s assurances, the NCCC rulebook states that ***“Electric Vehicles/Hybrids using lithium type battery packs are prohibited in Competitive events. If driven to NCCC events, they should be parked 30 feet minimum from structures or other vehicles.”*** The rule does not say the restrictions are limited to plug-in vehicles as Murphy claimed in her May message.

As a reminder, the C8 E-Ray is motivated by a pairing of the naturally aspirated 6.2L V8 LT2 gasoline engine, developing 495 horsepower, with an electric motor delivering 160 horsepower to the front axle. Total output is a whopping 655 horsepower. The E-Ray is also exclusively equipped with a new variant of the C8’s dual-clutch, eight speed automatic transmission (RPO code MLH).

For the first time in the history of the Indy 500, a C8 Z06 Convertible will serve as the pace car for the 107th running of “The Greatest Spectacle in Racing.”



This year’s C8 Z06 convertible pace car was designed by the Chevy Performance Design Studio. Special lighting elements have been integrated into the aggressive bodywork of the C8 Z06, most notably into the Carbon Flash-painted nacelles (RPO code D84) behind the passenger compartment. The intention was to give the pace car a tasteful and premium appearance while it fulfills its responsibilities both on-and-off the racetrack. Of course, this model is also equipped with the high-performance Z07 track package.

This particular pace car is finished in Red Mist Metallic Tint-coat (color code GPH) paint, paired with a two-tone Jet Black and Sky Cool Gray interior colorway with Torch Red accents and seat belts. Bespoke dual Black racing stripes with Bronze accenting run the length of the body, while spider-design forged aluminum wheels finished in Tech Bronze (RPO code 5DK) round out the design.

The last Vette to pace the race was another 2023 Corvette Z06 equipped with the 70th Anniversary Edition for the 106th running of the Indianapolis 500 (Ed. note: surprised?!).

The 107th Indy 500 will go green on Sunday, May 28th—Assorted sources 🍷



T 'n T

Reunited!! Oregon resident Cris-tin Elliott has been reunited with her **1971 Chevy Nova** after it was **stolen 13 years ago**. According to a report from Oregon Live, Elliott's Nova was stolen in September of 2010 in Gresham, where it was parked in front of a friend's home. Years later, in 2019, Elliott discovered her Nova in a Craigslist ad, and instantly knew it was hers. Elliott's Nova was located at a classic car dealer in Canby, but it would take another four years to regain ownership (*the Nova pictured is part of the GM Heritage Center collection*). As the story goes, the selling party, Jeremy Conroy, said that he found the Nova for sale on Facebook Marketplace, where it was listed for \$10,000. Conroy got in contact with the seller, Portland resident Andy Maes, and decided to put a deposit down. However, the Nova needed a new title. In the process of generating a new title, the DMV apparently ran a check on the VIN, but it didn't come back as stolen as the records

were deleted in 2015 per the FBI's National Crime Information Center policy, which clears stolen vehicle records if they are not recovered within four years. To complicate matters, Oregon police failed to resubmit to the state database following the record's deletion from the FBI database. Essentially, the paperwork behind the Nova wasn't in order, and when Conroy got the new title from Maes, he was surprised to see it listed as "Totaled, Reconstructed." Conroy attempted to contact Maes about the inconsistencies, but the latter failed to respond to follow-up calls. That's when Conroy decided to list it on Craigslist. Detectives ended up taking possession of the vehicle following Elliott's report, and criminal charges were filed against Maes. A series of legal wrangling lead to Maes' arrest, but due to statute of limitations and delays, the charges were



eventually dismissed. However, in April, Elliott and Conroy met in court, both expressing interest in the Nova. The judge eventually decided to give the car to Elliott. When she got it back, Elliott's Nova was equipped with new black seats, swapped in from the original red seats, while the interior chrome molding was missing. However, Elliott says she is just happy to have her car back, and that she'll clean it up and get it running again—this time with a GPS tracker installed. (*Thanks to GM Authority, Autoweek, 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 by sending stuff—I 'preciate it!*)—Assorted sources 🍷

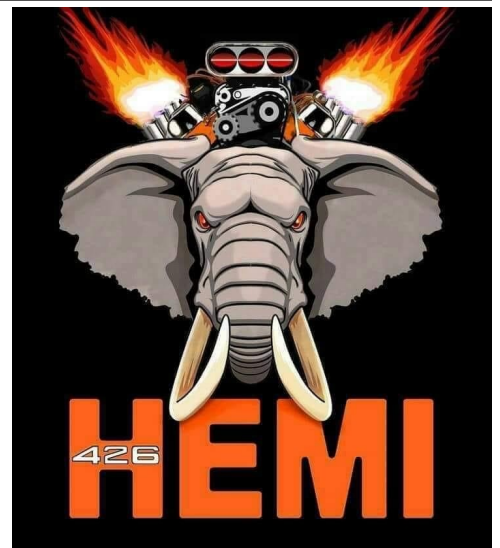
Please Note!

With the advent of computers the Internet and e-mail, scammers and spammers have exponentially multiplied.

A GTOAA friend of mine (*actually GTOAA President*), myself, and now MAMA club Prez Tim Powers have been contacted by e-mail spammers posing as club members who request help and support by sending gift cards in support of a good cause.

Please, don't **EVER** send **ANYTHING** in response to an e-mail. If you are unsure as to the legitimacy of the contact, please, by all means, contact the person in question to confirm the legitimacy of the e-mail!

I'm not saying that you shouldn't want to help out a club member, and/or a worthy cause, just please be smart about doing it. There are a lot of bad actors out there, that are looking to separate us from our hard-earned money—
Tim 🍷



Junkyard Or Jewel

that
dis-
mal

Here then, is part two of the Chevy engine article that I started last month, the “Go or No-Go” engines from Chevy, from the internet at [Chevrolet, Engine / By Car Engineer.](#)

So, this month, I guess we’re left with the “jewels.”

Jewel

1. ZZ632/1000 Big-Block Crate Engine: The new 632-cubic-inch monster that sits at the top of Chevy’s crate engine lineup churns out *over 1,000hp (1,004 to be precise)* and 876lb-ft of torque when running on 93-octane pump gas, making it the most powerful crate engine. Insane, right? And the fact that it achieves such figures without a turbo or nitrous makes it even more impressive. Another notable feature of the ZZ632 is the RS-X symmetrical port cylinder heads that ensure all cylinders produce equal amounts of power. And as you guessed, getting this 10.35-liter V8 won’t come cheap; the retail price is a *whopping \$37,758*

2. 2019 Chevrolet Corvette C7 ZR1 Supercharged 6.2-Liter LT5 Engine: General Motors pulled the plug on the supercharged 6.2-liter LT5 engine in 2021 for reasons unknown. Regardless, it is the most powerful engine in a Chevy production car, rated at 755hp. Based on the LT4 and LS9, the engine features a few improvements such as a larger supercharger, stronger crankshaft, larger throttle body, and an all-new dual-injection system. While it retailed for *\$19,995*, we think

sales were some of the reasons why General Motors discontinued the LT5 engine. However, it remains exclusive in the 2019 C7 Corvette ZR1. Its demise leaves the 670hp LT6 as Chevrolet’s most potent performance engine

3. Chevrolet Performance ZZ572/720R Deluxe Crate Engine: Chevrolet offers both small and big block engines, and the ZZ 572/720R crate engine is one of the most powerful big block engines from the American automaker. Produced to dominate the drag strip, this nasty monster churns out a resounding 720hp. General Motors engineers basically took the otherwise popular ZZ572/620 engine and added a hotter camshaft, 12:1 compression pistons, and aluminum Bowtie heads. Regarded as the king of Rat engines, the ZZ572/720R Deluxe crate engine is capable of rocketing your challenger or racer on the drag strip in under 9 seconds

4. 2023 Chevrolet Z06 5.5-liter Naturally Aspirated LT6 V8: While purists disregard the 5.5-liter naturally aspirated LT6 V8, a member of the small-block engine family, the team at General Motors insist that the Gemini carries the small-block badge besides featuring the trademark 4.400-inch bore spacing. And going by Cor-



vette standards, any engine with a 5.5-liter displacement is in the compact category. Dubbed the Gemini, the 5.5-liter flat-plane crank V8 engine produces 670hp without forced induction, making the Z06 the most powerful naturally aspirated V8 production car in the world. This bests the 622hp Mercedes-Benz SLS AMG Black Series’ 6.3-liter V8

5. 2009 Chevrolet Corvette ZR1 Supercharged 6.2-liter LS9 V8: In an attempt to surpass the performance of the Z06, GM needed something special in the C6 ZR1 Corvette. So, they developed the supercharged 6.2-liter LS9 V8 engine that puts out 638hp. This supercharged LS9 was General Motor’s most powerful production engine at its debut. Gearheads praised it for its remarkable tractability and civility. And thanks to the twin-rotor Eaton R2300 supercharger, the LS9 continues to set enviable performance benchmarks

Agree? Disagree?!—Assorted sources 🍷

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

SUPER SEPTEMBER SHOWDOWN

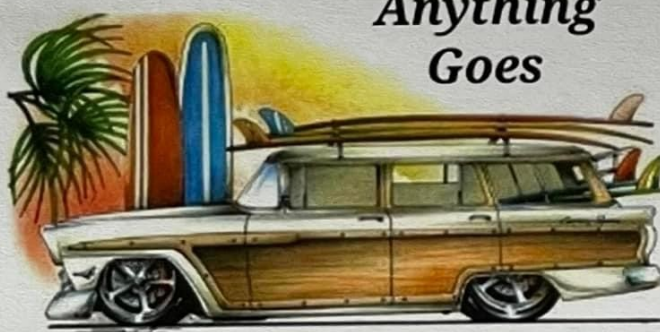
23RD
ANNUAL

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

2023
THEME

STATION WAGONS

Anything
Goes



Sunday, September 10th, 2023 * 9:00AM to 2:00PM
Keystone Fire Hall * 240 N. Walnut Street * Boyertown, PA 19512
Admission is **STILL JUST \$5.00** and covers your registration!

*Please limit your entries to 10 per class.
Food will be available on site.*

For vendor info, contact Len at 610-923-7934 or fnplastics@aol.com
For trophy sponsorships & contest information,
e-mail centralpmcc@hotmail.com or go to
www.cpmcc.org

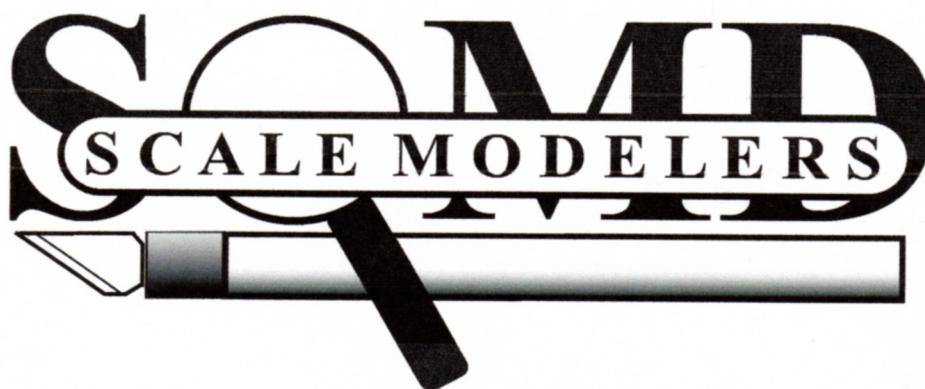


PAXCON 2023

Show and Contest

Presented By

The Southern Maryland Scale Modelers



Where?

Hollywood Volunteer Fire Department
24801 Three Notch Rd
Hollywood, MD 20636

When?

7th October 2023

To Register —

PaxCon2023.org



OCTOBER 27-28, 2023 • 10:00AM - 4:00PM • CLARENCE BROWN CONFERENCE CENTER • CARTERSVILLE GEORGIA

- The ACME Southern Nationals is a non-judged event organized to promote fellowship among model builders. However, special awards will be presented for Best in Show, Top Ten, Best Themes, etc.*
- The **Clarence Brown Convention Center** is located about 40 miles northwest of Atlanta, only 1 mile off I-75. The host hotel, **Courtyard Cartersville by Marriott**, is adjacent to the Center.
- A "Make It-Take It" event is scheduled for children 12 and under to learn modeling skills. A FREE kit is provided (one per child per paid admission).
- We offer an "Early Bird" admission pass (\$30) which will include entry to the contest.

Entry Fee to enter models into the show: \$12 unlimited entries

General admission: \$7 | Children under 12 free with paid adult | 6' vendor tables \$30 ea

**Previous ACME award-winning models are not eligible, models must be entirely built and painted by the entrant. Other restrictions may apply.*

VENDOR INFO:

ACME | P.O. BOX 4288 • ALPHARETTA, GA 30023-4288

VENDORINFO@ACME-IPMS.COM

www.acme-ipms.com

On the Move...



NEW LOCATION!

Clarence Brown Convention Center

5450 State Route 20
Cartersville GA 30121

NEW HOST HOTEL!

Courtyard Cartersville by Marriott

5460 Highway 20
Cartersville GA, 30121
Phone: 678-721-1660

ACME
ATLANTA CAR MODEL ENTHUSIASTS

Gov't (cont'd)

(Continued from page 5)

erse and Acadia, the **Buick Enclave** may very well be affected by this same issue, but no official word yet on its recall status.

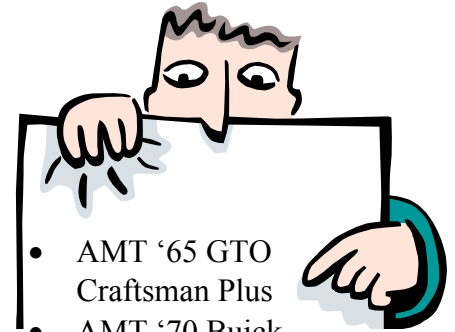
In all cases, 'GMC' will notify owners about these recalls. Owners of affected vehicles can also visit my.gm.com/recalls with their VIN to view any open recalls or other actions that may be active for their particular vehicle. Unsold vehicles affected by these recalls will be placed under a stop-sale order until the relevant repairs are

performed.

'GMC' has aptly demonstrated their problems with being able to screw together "Bread and Butter" vehicles like these. What does this say to customers about the quality of their six-figure Cadillac "halo" electric vehicle?!—*Assorted sources* 🍷



Ron's Rant



- AMT '65 GTO Craftsman Plus
- AMT '70 Buick Wildcat Craftsman Plus
- AMT Fiat Double Dragster
- AMT '51 Chevy Fleetline
- AMT '67 Chevelle SS396
- AMT '67 Comet Cyclone GT
- AMT Easy Build '96 Chevy C3500 extended cab dually
- Atlantis "Skorpion" Stude Gasser
- Atlantis Midget Racer (1/20th)
- Italeri Land Rover 109LWB (1/24th)
- MPC '82 Bronco
- MPC Golden Hawk Jeep CJ
- MPC '70 Superbee
- Polar Lights Batmobile "Bad Guy Get-away" Edition
- Tamiya GMA T.50 (1/24th) 🍷



(1/25th, unless noted)



Condolences (cont'd)

(Continued from page 1)

Detroit. The NHRA win led to Wangers' influence on performance Pontiac models like the GTO, Judge and Trans Am.

The successful **Thom McAn GTO sweepstakes** would never have happened without his genius. He had a hand in "**The Monkees**" **Monkeemobile** and was a respected voice in DeLorean's ad-hoc committee, which developed the '69 **Judge** and the marketing to follow. Wangers also gave the musclecar era a jumpstart when he got the GTO on the cover of **Car and Driver** magazine.

His list of accomplishments is seemingly endless. Lesser-known achievements date back to '59, when he helped with the creation of Detroit Dragway and brought the NHRA to town to host the Nationals. Pontiac began offering **Hurst shifters** as a retail option for '61 at his insistence. Or how

about when Wangers, with Hurst's Dave Landrith, approached AMC with bringing the '64 GTO concept up to '69 standards? That project evolved into the **SC/Rambler**, which was followed up with the **Rebel Machine** in '70. Yet another Hurst creation that Wangers had a hand in was the '70 **Chrysler 300H**, followed by the '76 **Volare Road Runner** and **Aspen R/T**. Even the Mustang received Wanger's attention when the Motortown Corporation designed the '76 **Cobra II package**. In '81, Wangers brought more success to Mopar with the **Charger 2.2**.

He left Pontiac in '69 and opened a Chevy dealer in Milwaukee, where he continued working. In '09, **Big Three Performance** teamed up with him to create the **Jim Wangers Signature Edition '69 Judge**, an orange restomod based on his favorite year.

Godspeed, Jim, and thank you—*Assorted sources* 🍷



This month, **George Openhym** lays claim to the gorgeous silver Grand Prix, a replica of a family members' 1:1 car that stoked his love of Pontiacs.

Kevin Kovach backed the Big Bad Blue 'Bird in next to George's GP.

This one is different from almost everything on display last month, in that it is a slot car. Kevin and his dad are branching out in this hobby of ours, to scale

stuff that screams! At least, that's what they tell me!!

Meanwhile, yours truly had my own little "Pow Wow" with my group of **Tempests**, a.k.a. "**Little Indians**." Rebuilders!!

Let's keep bringin' 'em and showin' 'em! '**PoP**' (Pontiacs on



Parade!) **Sickle** signin' off! And don't forget—MAMA may not need all these Ponchos, but I'm diggin' 'em—thanks!!—**Tim** 🏆



This is the newsletter of the
Maryland Automotive Modelers
Association

Chapter Contact:

Timothy Sickle
15905 Ark Court
Bowie, Maryland 20716
Phone: 301-249-3830
Email: gtoguy@verizon.net

MAMAs BoyZ do it in scale!



"It's not for speeding. It's for haulin' ass."

Websites

Central PA Model Car Club:

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

LIARS Model Car Club:

<https://www.liarsmodelcarbuilder.com/>

Philly Area Car Modelers:

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

NNL East:

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

Carlisle Events:

<https://www.carlisleevents.com>

East Coast Indoor Nationals:

<https://motoramaproductions.com/east-coast-indoor-nats>

Online Event Calendar:

www.NortheastWheelsEvents.com

Classifieds

FOR SALE: Downsizing/relocating, model and magazine collections available. Possibility of monthly MAMA meetings visits before relocation. Contact him for a list at pfxellis@verizon.net (Paul Ellis)

FOR SALE \$15.00 each, all new, still shrink-wrapped
AMT Rides Magazine '40 Ford Woodie

AMT '51 Bel Air convertible

AMT '53 Ford F-100 pickup

AMT '57 Chrysler 300-C

AMT '58 Plymouth Belvedere

AMT '62 Thunderbird

AMT "USA-1" '63 Corvette

AMT '65 2+2 Catalina

AMT '68 Z28 Camaro

AMT '70 1/2 Z28 Camaro

AMT '75 Gremlin X

AMT '90 Corvette

AMT '95 Stealth R/T Turbo

AMT Stealth Indy 500

Pace car

AMT VW Scirocco

AMT Raider's Coach

AMT "Tiger Shark" '06 Toy Fair exclusive

MPC "Spoiler" Vette

Lindberg '29 Mercedes SSK

Lindberg '31 Bugatti Royale Victoria

Lindberg '34 Ford Pickup

Lindberg '97 Ford F150 Flareside

Monogram '94 Mustang GT

Monogram '53 Corvette

Revell-Monogram Vette Agin

Contact Ron Shirey at 717-495-

5377, or shirey007@comcast.net

WANTED: Unbuilt/rebuildable Ponchos (*GTOs, esp. '68 MPC hardtops and convertibles, and '71 hardtops*). I have trade fodder. Want a Red Baron, 1/8th 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 (Tim Sickle) 🚗

Were on the web!

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

Directions

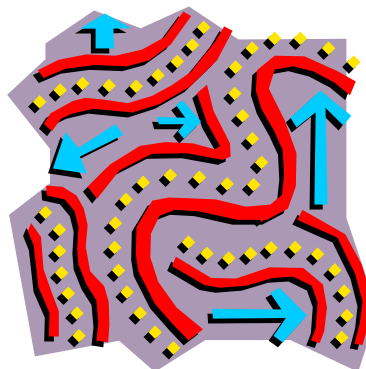


I ♥ MODEL CARS



From MD Route 29, I-95, MD Route 1, or I-295: Take MD Route-100 East, then take exit 10-B for MD-713 North (*New Ridge Road*). Turn left onto Ridge Road, then left onto Hanover Road.

From I-97 or MD Route-2: Take



MD Route-100 West, then take exit 10 for MD-713 North (*New Ridge Road*). Turn left onto Ridge Road, then left onto Hanover Road.

Free parking is available, and the building is handicap accessible. 🚗

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

Club Photog: Lyle Willits 📷

