

MAMA Sez!

Volume 29, Issue 11

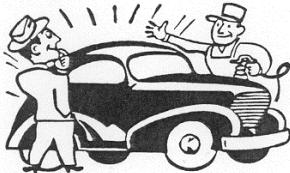
July, 2017

"Serving Delmarva Car Modelers for over 25 Years"



This is the newsletter
of the Maryland
Automotive Modelers
Association

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2017 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!

- 1 January 21st
- 1 February 18th
- 1 March 18th
- 1 April 15th
- 1 May **NONE (!)**
- 1 June 17th
- 1 July 15th
- 1 August 19th
- 1 September 16th
- 1 October 21st
- 1 November 18th
- 1 December 16th (10 - 3)
Inclement weather phone number: (301) 474-0646.

Summertime's Here!!

Last month's meeting included I know not what, as Nick and I were MIA. We had a good excuse, though—as I write this in early June, we have again 'volunteered' to staff the annual **Miracle Mile car show and GTOAA Regionals** in Hatfield, PA—a show that typically hosts about 400 vehicles of **ALL** varieties, with a focus on

Pontiacs.

This month, **Ron "Box Art" Roberts** resurfaces with a flashback review of **Round2's "Flashback" '57 Ford**. **Thanks, Ron!** **Thanks also to Rich Wilson**, for something a bit different. Obviously, the **Pontiac Parade** was MIA. In its place, how about some full-size Poncho Power from Hatfield?!!

The raffle raised **\$73.00**, while the door kicked in **\$88.00**. **Thanks Matt for the info, and thanks for the monetary support, guys!**

Thanks to the raffle donors—hopefully you know who you are, since I was not there to make copious notes! 🚗



Condolences!

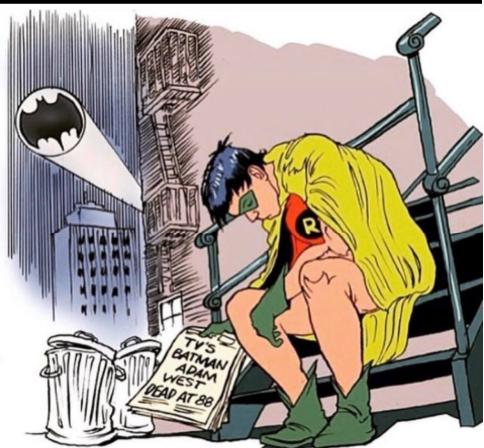
Adam West died on June 9th, after a battle with leukemia. He was 88 years old.

Born and raised in Walla Walla, Washington, William West Anderson moved to Hawaii to pursue his acting career. His first television gig was on a children's show with a chimp. In 1959, the young married man moved to Hollywood. He then changed his name to Adam West.

Warner Bros. signed

him to a contract, paying him \$150 a week. He later landed his first regular TV role on **The Detectives** (1959–62).

But West will forever be known as Batman — and the dapper Bruce Wayne, of course. He found his big break in a chocolate milk commercial, of all places. He played a spoof of James Bond named



Captain Q in a series of lighthearted ads for Nestlé Quik. William Dozer, the producer and developer of the groundbreaking 1966 **Batman** series, saw these com-

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Round2 1957 Ford

The 1957 Ford hardtop (*AMT1010/12, 1/25 scale customizing kit*) is a re-issue originally introduced in 1964 as a Trophy Series kit. Another perennial favorite is back! The Kats at AMT have been working hard to again make the 1957 Ford hardtop an irresistible, value packed kit! Over 30 original parts have been restored in the tooling and 11 more have been retooled! Add in pad-printed whitewall tires and pre-lettered drag slicks, an expanded “Flashback” decal sheet with beautiful scallops and irresistible packaging and you’ll be racing to your workbench to build this beauty. This release has the box art from the “Flashback” drag car that was painted blue and yellow and was released in about 1970. Included are 204 parts, which include one clear window glass.

Engine: Ford Y block Thunderbird V-8 with stock single carb and air cleaner or a custom Paxton centrifugal supercharger option. The drag race setup is a Hilborn Ram-Tube fuel injection system

with tube style exhaust headers. There is also a Thunderbird custom air cleaner and valve covers to dress up the stock single carb engine. This makes a total of four options included in this kit.

Chassis: A true AMT early 60’s chassis is included along with separate front and rear suspensions. The front suspension is moveable and the exhaust system is molded into the chassis. Therefore, you will need to detail paint the chassis to add some life to your build.

Tires/Wheels: New tires that Round2 has been producing the last several years. Four Firestone full whitewalls and two pre-painted Goodyear Blue Streak drag slicks are included in this issue. Four wheel sets included:

- Stock ‘57 Ford wheel covers, which respond very nicely to a black wash
- Stock steel wheels
- Chrome deep set custom wheels
- Deep offset steel wheels with baby moon chrome hubcaps

Interior: Standard AMT tub style with separate stock front and rear seats, dashboard and steering wheel.



Separate front door panels are included as the kit has opening doors. There are two custom interior options, an old school diamond cut interior with four bucket seats and long console, and new modern style front bucket and rear seats with steering wheel.

Body: The body and the kit have minimal flash and the tool has withstood the test of time for a kit of this vintage. Fit and finish is quite good and what you would expect to find in a tool this old. It is molded in white, and the two doors open in this kit.

Summary: This is an AMT classic that has been released many times over the past 50 years. In my opinion it is a welcome addition to the current line of Round2’s kits. I have built many over the years and built two from this release, one as a drag car and one as a custom street cruiser! Go ahead and get yourself one or two, you won’t regret it.

As always, here is the requisite photo link to the build progress and end product that Ron has been

(Continued on page 7)



It should be noted here that with ongoing constraints on my time due to work and personal issues, I am unable to devote sufficient time as in the past to fine tune our monthly newsletters. Consequently, whatever appears herein is fully provided by the noted reviewer without undue attention from the editor (*beyond simple formatting*). This is, as I have said *MANY* times *YOUR* newsletter—I am simply the messenger. We all do what we are able to do in support of it. Thank you for your submission!

“I Met “THE Man”

I've always been a car buff and not had much interest in bikes. In almost 60 years of building I've built less than six bikes. But the "*What's in the Barn*" show on *Velocity* peaked my interest. It was on two or three seasons and I found it fascinating that in this age of custom bikes that this guy would chase down and buy such obscure ones. For those who haven't seen the show, he brings them back to a shop run by his son at another location other than the museum. Their only goal is to get them running and operating; not restored. His willingness to drop what he's doing and drive 12-15 hours on a slight chance is incredible. If you haven't seen the show, it's still on occasionally and well worth watching. For quite some time I've wanted to go to his museum in Maggie Valley not only to see his "one of a kind" collection but hopefully to meet him. I know that may sound like a "*school girl crush*," but meeting him was 50% of my goal.

Apparently, he grew up outside of Chicago and later when he decided to build a museum he looked for inexpensive land on which to build. Maggie Valley fit the bill plus it's right off a main bikers' route. I told my son about all this and he offered to drive us there over a two day period. What I didn't know at the time was that the museum is closed on Tuesday and Wednesday. David and his family currently live in Raleigh, NC which is due east of the Great

Smoky mountains. We left on a Wednesday morning expecting a 350 mile trip give or take. It turns out that Level Cross is at most a 45 minute side trip to the north of our route. That's where **Richard Petty** lives and has his shop and we needed to kill some time anyway. After maybe two hours we continued our journey. I had to chuckle when I noticed a fire house maybe two or three miles from his museum that was "Firehouse #43"! The trip seems long, boring and uneventful and then the Smoky mountains, and their up and down made it worse.

My son is about $\frac{1}{2}$ my age and was just as worn out as I was. We had dinner at a 'mom & pop' Bar-B-Que place called **Butts by the Stream**, I think. It had a picture on the front of three pigs sitting by a stream. It was very good. The next day, we got to the museum a $\frac{1}{2}$ hour early. We noticed a few employees arriving at the gate which blocks a short narrow bridge that goes over the same steam from our dinner locale. We were invited in 15 minutes early. We paid \$17 for the two of us, between my senior and his military discounts.

Oddly, the first thing you see is an early dirt sprint car with a Model T engine and aftermarket race parts. As we were standing there looking, somebody walked right up behind me. David called my attention to him, I turned and looked and said "Dale" (*Walksler*). He stopped and responded and we had a short talk that he had to cut short because of a meeting. If you might



expect roped off displays all organized like the Smithsonian you'd be wrong on both counts. Everything can be walked up to and touched. I had to wonder if one would dare sit on a bike and start it; if you knew how. Could I get away with it?! There are only two roped off displays of bike shops made to look in use. I think one was in use from time to time. A sign at the entrance stated that if you take five minutes to look at each bike you'd be there for three days; it's that crammed with bikes and parts. There are collections of old leather saddle bags, Springer front forks and tons of stuff that looks like junk, but I got the feeling that most of it was being stored in open view for future use. So many of the bikes have home-made side cars; still just as Dale bought them. Unexpectedly, there are several cars on display that just seem out of place and all have

(Continued on page 8)

Last year, the *2016 Chevy SS* was plagued by a *summer-long stop sale order* by ‘GMC’ as the automaker worked to remedy a seatbelt tensioner issue. Now, potential buyers may be in for *another lengthy stop sale*.

‘GMC’ has officially issued a stop sale for the Chevy SS performance sedan in regard to an upcoming safety recall. The recall, in particular, is for power steering failure in 2014-16 Chevy SS sedans. Note, this does not apply to the 2017 model year.

The 2014-16 SS may experience loss of electric power steering at idle or while driving, which will result in the need for extra input from the driver suddenly. Manual functionality is retained, but it may increase the risk of a crash. Corrosion between the EPS module and torque sensor are to blame.

Many SS owners have already experienced the power steering failure and have had the vehicles fixed under warranty.

Currently, ‘GMC’ is in the process of sorting through which vehicles will be recalled and a remedy is not yet available. ‘GMC’ will notify dealers when the proper replacement parts (*in sufficient quantities*) are available to begin repairing the cars.

‘GMC’s’ Holden subsidiary, is recalling an unspecified number of replacement vehicle jacks for the *Holden Colorado, Colorado 7* and *Trailblazer*.

Certain vehicle jacks sold by Holden Service Vehicle Parts Organization (*HSPO*) as service replacements for the Colorado, Colorado 7 and TrailBlazer may not have been fitted with the required

label (AS/NZS2693), which describes the safe and correct usage of the jack.

Incorrect use of the vehicle jack may result in an increased injury risk to the consumer.

Customers are invited to contact either Holden Customer Care or their nearest Holden Dealer to arrange a label to be fitted to the vehicle jack assembly.

Scores of *Z06 Corvette owners* have all signed on with a *class-action lawsuit* against ‘GMC’—a suit which alleges that the 650-horsepower track machine is *woefully incapable of keeping cool at the race track*. Filed in mid-June by Hagens Berman (*the same firm representing owners of the Shelby GT350 Mustang in their pending case regarding overheating gearboxes*), the lawsuit specifies that a defect with the Z06’s cooling system can cause the car to overheat and enter “limp mode” after as little as 15 minutes of spirited track driving.

That’s problematic because limp mode limits the vehicle speed drastically, often without warning, in an attempt to prevent further damage to the engine, which can be dangerous when there are other vehicles about. Nonetheless, the complaint claims that the Z06’s alleged cooling defect causes extensive motor damage, warping components due to

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above-normal temperatures. What’s more, the complaint says the issue has reared its head even on public roads.

Hagens Berman says there are as many as *30,000 affected Z06 Corvette examples*, and asserts that ‘GMC’ knew about the defect and yet sold the car as a track-ready vehicle without ever disclosing this critical weakness. The class-action lawsuit brings charges of *fraudulent concealment, breach of warranty, unjust enrichment*, and more.

“‘GMC’ enticed race enthusiasts with bells and whistles, promising a car that could maintain safe speeds and power when tracked, but we believe what it sold them was far from what it promised,” says Hagens Berman Managing Partner Steve Berman.

(Continued on page 5)

‘GMC’ Recall Ticker

of Recalls

141 (!)

of Vehicles Affected

36,045,084

'Gov't' (cont'd)

(Continued from page 4)

"This defect not only damages the Z06 engine, but endangers drivers."

Those following 'GMC' coverage by **GM Authority** may have seen these funny-looking vans made by 'GMC's' **Chinese joint venture partner Wuling**. Well, one model is now being sold under the Chevy brand as the N300 in select markets around the world, including most markets across South America and parts of Africa (such as Egypt).

In Colombia, for example, the **Wuling Hongtu** (pictured) is sold as the **Chevy N300 Cargo** and **N300 Pasajeros** (for passengers)—a compact, inexpensive van with two sliding side doors. The passenger version starts at roughly \$16,400 US based on current exchange rates, while the cargo variant is slightly more expensive at approximately \$18,500.

The same vehicle is available as the **N300 Max** in Chile and **N300 Cargo** in Ecuador. Egypt gets a variant called the Chevy Move. For its part, Wuling sells these by the boatload in the Chinese domestic market.



The vans are made in China by Shanghai GM Wuling (SGMW) and exported to the markets in which they're sold. **Since the vehicles were developed by Wuling, they have no official Chevy or 'GMC' "DNA" in their design, engineering, powertrain, or technologies.**

The move appears to be a way to grow Chevy sales volume and market share in the region, as the vehicles enable it to compete in a new segment not covered by the "traditional" Chevy lineup. The strategy appears to be working, as the van holds roughly half of the market share in Colombia. However, it is a shame that 'GMC' is using Wuling vans rather than develop its own direct competitor to the likes of the Ford Transit Connect, which is enjoying market success globally.

So, I guess their ad tagline should be "**Chevy, by China**"?!

How long before EVERYTHING 'GMC' makes is produced in China??

It's not much of a surprise, but it's a milestone for 'GMC' and

Cadillac nonetheless: China is now Cadillac's number one market globally.

Last month, Cadillac sold more cars in China than it did in the US. In China, the brand sold 13,903. Back home, 12,300 new Cadillac found homes.



Cadillac has been on a streak in China for some time. The brand carries zero baggage in the market as it does in the US regarding perceptions and poor quality from some time ago. However, Caddy President Johan de Nysschen has also stated the success in China allows flexibility for the US market, buying the brand precious time to get its product mix just right.

The luxury marque now accounts for 10 percent of 'GMC's' total profits globally.

In North America, Cadillac is riding 2017 out as best it can. The XT5 and Escalade continue to be best sellers, while sedans sit stagnant on dealer lots. Beginning next year, Cadillac will bring a new vehicle to market every six months for two years. That starts with the XT4 crossover, which is slated for an early 2018 debut.

As I said last month, the mind boggles when 'GMC' can't tell you how many vehicles are affected by a recall, doesn't know when a fix will be available, or even be counted on to be able to install a proper label to avoid a recall—Amazing! 🚗



Condolences (cont'd)

(Continued from page 1)

mercials and found his perfect lead. He could deliver camp with the ideal straight face. His performance was winking without ever resorting to literally winking.

Upon its premiere in January 1966, **Batman** revolutionized television. Color TV sets were still on the rise, but here was a series that exploded in bold colors. With this tilted camera angles and bursts of "BLAM!", Batman was the visual equivalent to the psychedelic pop sweeping through rock & roll. It's no wonder the theme song became a staple for garage bands.

Over the years, West reunited here and there with his "Robin" costar Burt Ward. The two worked on a game show together which sadly never made it to air. They slipped back into their costumes for a variety show in the late 70s. Just last year, he returned again to his role as the Caped Crusader for a wonderful animated film, working with Ward and Yvonne Craig.

He was honored recently with a lighting of the iconic **bat signal** in LA, with Mayor Eric Garcetti and LA Police Department Chief Charlie Beck doing the honors.

The public was invited to the event, which took place at City Hall. Tributes have poured in, including from the TV show's **Robin**, actor **Burt Ward**, who wrote in a guest column for **The Hollywood Reporter** that the star never felt like he'd been held back by playing the superhero.

For fans who couldn't make it to the ceremony, West's family is

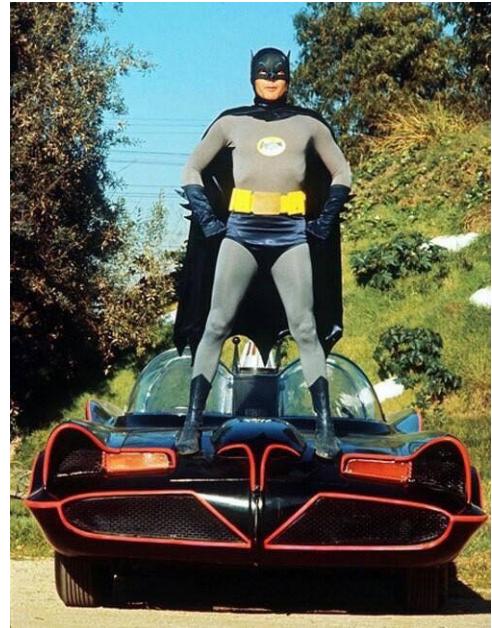
encouraging donations to the **Adam West Memorial Fund** for St. Jude Children's Research Hospital. Donations can also be made to **Camp Rainbow Gold**, an Idaho-based charity for children battling cancer.

Drag racer "**Akron**" **Arlen Vanke** passed away June 15th, at the age of 80.

For all his drag racing victories, most behind the wheel of a Pontiac or a Plymouth in the Stock, Super Stock and Pro Stock classes, Vanke should have been a better-known driver. His talent as a mechanic was equally noteworthy, and his improvements to the dual-quad intake on Chrysler's Hemi gave rise to the term "Vanked," or tuned to extract maximum power at a specific RPM range.

With supportive parents and still in his teens, Vanke soon progressed to racing his own 1956 Chevy before moving on to Pontiacs. In late 1961, Vanke purchased a '**62 Super Duty 421 Pontiac**' from Bill Knafeh Pontiac in Akron, Ohio, then proceeded to set an NHRA record in A/Stock behind the wheel. Sensing that the winning driver could be very good for business, Knafeh hired Vanke to work as the dealership's service manager during the week, representing the dealership at the strip on weekends.

He seemed set with the arrangement, but then GM issued its 1963 edict withdrawing all divisions from any form of motorsport. His career path (*temporarily*) blocked, Vanke purchased a pair of Plymouth Belve-



deres, one powered by a Max Wedge V-8, and the second by a Hemi. In short order, he proved to be faster than many factory-backed drivers, but despite his demonstrated talent, couldn't seem to get backing from Chrysler.

Frustrated, Vanke returned to Pontiac in 1966, running the "**Tin Indian GTO**" sponsored by **Knafeh Pontiac**. His performance soon came to the attention of Chrysler execs, who offered him a contract if he'd return to Plymouth. He did, and his calls to the factory, where he always identified himself as "Arlen Vanke from Akron, Ohio," gave rise to his "Akron" Arlen Vanke nickname.

Vanke received cars and limited spares from Chrysler, but still wasn't a Mopar A-lister. By choosing to race at tracks with the highest purse, he made enough money to quit his day job and race full time by the late 60s. Ultimately, he made more from winnings than from his sponsorships, and to further supplement his income, he

(Continued on page 7)

This 'n That

Diecast Corvette?!! Man, if that don't make you scratch your head!! **ACME Trading Company** is expected to release a 1/18th scale '**17 Corvette Grand Sport**' in October of this year. It'll set you back **\$149.95** (plus S+H)...**VW Crooks on the Lam!** In late June, US authorities issued **international arrest warrants** for **five of six indicted VW engineers and managers**, the German daily *Sueddeutsche Zeitung* reported. The five individuals were named in a US Department of Justice indictment earlier this year for their alleged roles in the VW diesel scandal. FBI agents already arrested one exec, Oliver Schmidt, early in 2017 when he was visiting Florida. Those being sought are former engine development boss

Heinz-Jakob Neusser, quality management chief Bernd Gottweiss, regulatory manager Jurgen Peter, engine development manager Jens Hadler and engineer Richard Dorenkamp. A seventh VW employee, engineer James Liang, accepted a plea deal last year in which he pleaded guilty to conspiring to defraud the US, and he has cooperated with prosecutors on the case. Liang was claimed to have taken part in creating the so-called "defeat devices" while at VW, where he worked for over 25 years. Out of the six, former engine development boss Neusser is the most senior figure, though several industry observers and sources close to the automaker have raised doubts about the roles all six have played in the actual emissions-cheating effort. Several reports suggested that

the six represent neither a complete list of individuals involved, nor the most responsible for the emissions-cheating efforts in the first place. Doubts have been raised about the extent of Schmidt's own involvement and the extent of his responsibility, given his position in the company (*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!*) ☻



WTF ☺?!

Condolences (cont'd) *LOOK*

(Continued from page 6)
built engines and even complete cars for other racers.

Throughout his career, Vanke earned a reputation as a blue-collar racer, building cars in his backyard and working without amenities that bigger teams took for granted. Later in life, he moved from Ohio to Michigan, and ultimately, New Mexico. In 2016, Vanke was inducted into the Michigan Motor Sports Hall of Fame, and also honored (*along with the Arfons brothers and Otis "Otie" Smith*) with an Ohio Historical Marker, recognizing the contributions of Akron residents to the sport of drag racing.

Last but certainly not least, **Vic Edelbrock Jr.** passed away the same day (June 9th), at the age of 80 after complications from a cold.

Vic Edelbrock Jr. took over the aftermarket performance parts company that bears his name after the untimely passing of his father, Vic Edelbrock Sr. Vic Jr. was just 26 when his father died in 1962. With a small but dedicated band of 10 employees, Vic Jr. not only kept the company growing but made it into one of the largest performance parts entities in the world.

Godspeed to all of you. You will all be missed. ☻

Attention!

Those of you intent upon attending this Fall's **Super September Challenge**, please note that the **venue location has changed!** It will still be held on Sept. 10th, but the new location is the **Keystone Fire Hall, 240 N Walnut Street, Boyertown, PA 19512.** ☻

1957 (cont'd)

(Continued from page 2)
so kind to offer—
<http://public.fotki.com/Modelpal/ron-roberts-models-1957-ford-hardtop-a/>.

by: Ron "Box Art" Roberts ☻

“The Man” (cont’d)

(Continued from page 3)

keys in the ignition! I was glad to see the wing tank car that *Mike* and *Frank* of “*American Pickers*” sold him. And that big butt ugly Veritas car built on a BMW chassis that Dale bought from under *Wayne Carini* of “*Chasing Classic Cars*.[®]” There’s a second floor crammed with more stuff, racing bikes, board track racers, and to my surprise pro-stock bikes. An old gray Cadillac once owned by *Steve McQueen* is on display in the same area. Maybe the most out of place items are

two small air-

planes, both powered by motorcycle engines. One was made to actually fly, but the other was really a road car made to look like a jet.

On our way out we stopped at the gift shop for a few items and I was surprised to see prices weren’t exaggerated as you might expect. At the cash register, Dale was just standing there like he had



nothing to do and I struck up another conversation with him. There was a bike club in the mu-

(Continued on page 10)



Pontiacs on Parade!

This month, we had more assorted Pontiac Power, this time of

Mile/GTOAA East Coast Regional event in nearby PA. Weather

the full-size variety, courtesy of the *Miracle* count was down. But it did dry up around noon, and we still had a good time.

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 sure diggin' 'em!!*

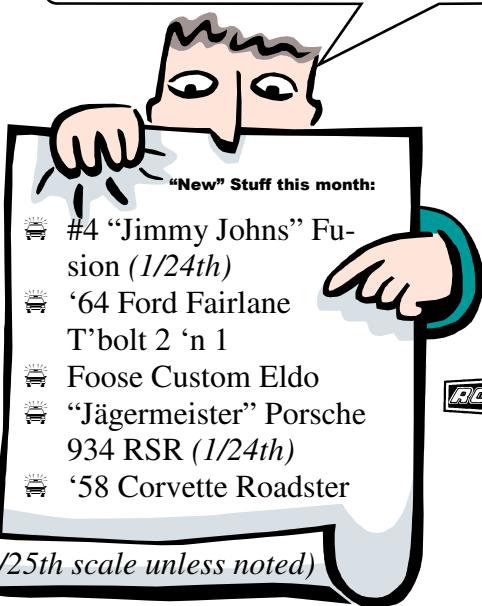


Classifieds "Man" (cont'd)

Chapter Contact:

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

MAMA's BoyZ do it in scale!



(1/25th scale unless noted)

WANTED: I'm on the hunt for 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 Prixs, '70-'81 Firebirds, and empty *Pontiac kit boxes*. Would like to buy or borrow *old model car catalogs*. Contact me at g toguy@verizon.net, or see me at a meeting. *Thanks!*



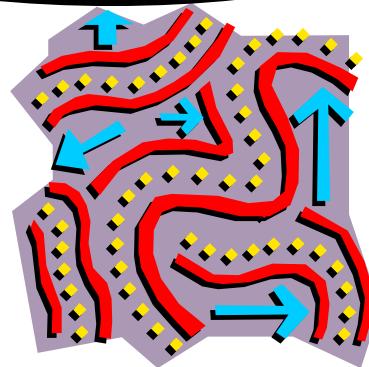
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seum, maybe 30 members as well as a dozen other people. I'm not sure if they were afraid to approach him or what, but it was just the two of us chatting like old friends. From his conversation I am guessing he is finished with his TV show. He told us of his website (daleschannel.com) that cost \$3.95/month and is full of videos of him and his bikes. The drive there and back is arduous at best, but well worth it.

by: Rich Wilson

We're 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: Marcos Cruz
cruz2123yb@yahoo.com

Vice President: Tim Powers
partsbox@verizon.net

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