



# MAMA Sez!

Volume 31, Issue 1

September, 2018

“Serving Delmarva Car Modelers for over 25 Years”



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

Presidential Brief?	1
VeePee Pick	3
Meeting Pix!	4
Beswick Comet	5
Gov't Motors	6
T 'n T	7
Mecum Insanity!	8
Ron's Rant	10
Poncho Perfection Parade	11
Classifieds	12

**Thanks to Lyle and Gary for meeting pix!**

### 2018 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 20th
- 📅 February 17th
- 📅 March 17th
- 📅 April 28th
- 📅 May **NONE (!)**
- 📅 June 16th
- 📅 July 21st
- 📅 August 18th
- 📅 September 15th
- 📅 October 20th
- 📅 November 17th
- 📅 December 15th (10 - 3!)

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

## Happy Anniversary MAMA!

Prez Tim Powers again talked about staffing our show next year, along with the club display at the *Nat'l Capital Model Soldier Society* show in Alexandria, VA on Sept. 8th.

We mourn the passing of club members *Mike Brown* and *Jerry Flynn*. Sadly, Jerry died *last April* (!), but no one knew until now! *God-*

*speed, gentlemen!*

Kudos to *MAMA member Matt Guilfoyle* for the *ongoing appearance of cookies* at club meetings.

The raffle raised *\$103.00*, while the door kicked in *\$123.00, PLUS* another *\$5* from *MAMA decal sales*. Made the rent and then some—*Thanks!*

Thanks also to the

following raffle donors: *Bill Blair, Brad, Steve M. Buter, Michael J Costic, Mal Douglas, Matt Guilfoyle (in memory of Mike Brown), Rich Meany, Dave Murphy, Mark Parkhurst, Bradley's Car Collectibles, Replिकास & Miniatures Co. of MD, and Gopher decals.* Thanks guys—we *'preciate it!* 📞

## The Presidential Brief?

*Happy 30<sup>th</sup> Anniversary MAMA!* What a milestone to achieve, especially for a loosely knit hobby club like ours. I thank each and every member for helping MAMA remain an enjoyable and affordable happy place to distract us all from the rest of world for at least a few hours each month.

I also hope that everyone has gotten at least as much out of the club as I have. Over the years

I have learned so much about model car building techniques and methods and improved my skills well beyond what I'd have ever thought possible. If there's any downside, it is that I am no longer capable of building a model car straight out of the box—I *HAVE* to modify something.

One of the greatest things I have learned from 30 years of MAMA and model car hobby activities is that it's really

not about the models at all. Model cars are a shared interest among a wildly diverse set of people and it's those people who are what our hobby is all about. This point got driven home for me by the "View from the Basement" article series I recently started. I have nearly a dozen of them completed and ready for our newsletter editor to use when he needs some filler. From the start, I noticed that even though each edition was prompt-

*(Continued on page 2)*

# Prez (contd)

*(Continued from page 1)*

ed by a model or model event, there was a person or people in the story. Usually it was a modeler, but not always. Sometimes it was family, friends, or acquaintances, but always people.

So again, I thank you all for being the people who have made MAMA the club that it is.

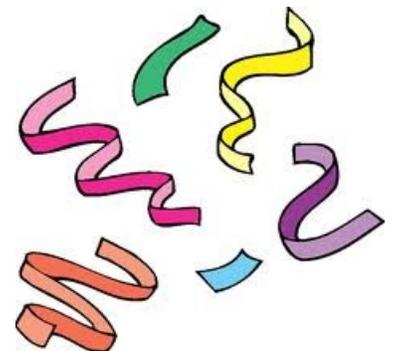
At the August meeting, I talked a bit about the July meeting's discussion for the 2019 Mid-Atlantic NNL Show. I shared that we published a list of the tasks that need to be done between now and the show as well as the tasks that need to be done at the show. I also asked everyone to look at the

takes to put on a show and will be looking at how he can help with MAMA's show. Thanks Jim!

Dave Murphy and Charlie Glass had previously signed up to run the raffle at our next show. From ticket sales to handing out prizes they will do it all. At the August meeting Dave mentioned the idea of getting some attractive young ladies to walk around the room and sell the raffle tickets. Just in case we're not able to make such arrangements, Dave and Charlie, I think we can borrow a couple of plus-size dresses for you guys. But

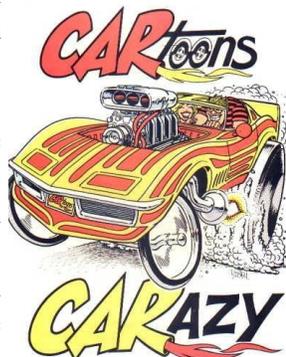
you'll have to bring your own wigs.

*by: Tim Powers* 🇺🇸



Whatta gaggle of Elksys! 😊

list and find something to sign up for, even if there is already a name assigned to it. In my view, the more people we have working the tasks, the less work there is to do for all of us. A few folks spoke with me that afternoon about signing up for something. Jim Maness told me that from working some shows for the metal forging organization he's in, he knows how much work it



Prez Tim P's sweet ride! 😊

# “VeePee” Pick

Neither Nick or I were in attendance last month, so Dave had to make his own pick. As a result, Dave had to fall back on something he knows very well—Fords!

He chose MAMA member **Gary Sutherlin’s jalopy**. Here are some of Gary’s notes on it.

He started with the “**DIRTRACK RACECARS Jalopy Stock Car**” version of the AMT ’32 Ford Vicky. The box art indicates it is the Fred Sudlow car. Fred did race cars, just not race this car. There are **NO** “jalopy parts” contained in the box. The “instructions” are AMT’s ’32 Ford Victoria. It is molded in white. The bagged plastic/tires would be right at home in an AMT ’32 Vicky box.

What **DIRTRACK RACECARS** added:

- Fred Sudlow added a one page write up on the basics of building one of these cars. Except his mentioned “accuracy mistake” of four headers on each side (*should only be three*), the rest of the suggestions provide a reasonable representation of a stock car. Fred

used parts from his now closed “Fred’s Res-in Workshop”. However **RMCM of MD (Norman Veber)** can supply the wheels and tires.

- Three decal sheets:

- \* sheet with Vicky flames and the decals for the box art model

- \* sheet for Jack McCorkell’s #102. I could not find a car on the web that Jack McCorkell raced with these decals. I have seen these decals used on contest tables but it’s modelers choice

- \* sheet for Vic Dicks #540. I could not find a car on the web for this one either

Basically a model builder has good durable/easy to transfer decals for the “fun build”.

What I did do to go from kit to what I put on the table: (*I do use a LOT of Evergreen .080 rod. Hobbytown/on-line*)



- The Vicky does not have a molded-in driveline, so I used what was in the kit. I did not use the interior tub, dash or seats
- Despite the suggestions, I did not cut out the floor. I did use thin sheet plastic for a smooth floor over top of the frame
- I used .080” Evergreen rod to make the roll cage. Since I cut out the “cloth insert” I used some Evergreen stock attached to the roll cage to support the body. I used two pieces of flat Evergreen between the bottom side bars to support the seat
- The seat is resin. In the past I have bought seats from

(Continued on page 10)



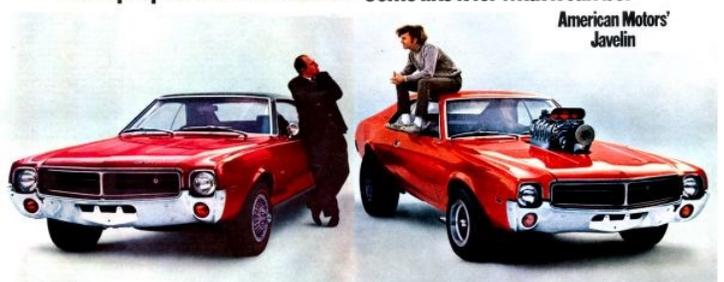
# Meeting Pix!



Guess the Poncho Perfection Parade was missed! 😊



Some people like it for what it is. Some like it for what it can be.



## Moebius/Model King Beswick '65 Comet

Well it's finally here; the version *I've* been waiting for. And what's the first thing I notice even before I open the box? Yes, the "*Arnie Beswick*" name. As you know he is known for driving Ponchos/GTOs. And our very own (*under-celebrated*) editor is a diehard Poncho fan (*Ed. Note: Thanks, Rich, and I GOT one, too!*). I had to chuckle! I can only hope this kit will be re-issued with other decal sets of drivers more known for driving this car. As you might guess it only builds up stock though there are a few parts from the stock Comet kit.

Oddly, I find it interesting to look over the parts trees for "stubs" where parts have been removed at the factory. Maybe parts for a future issue; what could they be? I notice eight parts missing on the new chrome tree all with the same number. Also I find it interesting to see how a particular vehicle was built or modified as is the case with the front suspension in this kit.

**Chassis:** To that end, if you are familiar with Ford intermediate front suspensions you know how the spring/shock tower is always in the way. As wide as the Ford FE series engine were, the SOHCs were even wider. The shock towers are completely removed and patched and then installed on the outside of the engine compartment. The spindles as well as the springs and shocks have been changed to give it the "nose in the air" attitude these A/

FX cars had. The only change to the chassis is a slight addition of a rubber snubber for the rear axle. The rear axle assembly is the same as before with the addition of traction bars.

**Engine:** We haven't gotten a new casting of the SOHC engine in decades and this one is quite well done with 27 pieces and two more with the bell housing/four-speed transmission. For those unfamiliar with this engine, it was sold only over the parts counter at Ford and their kit did not include an engine block. I believe, if memory serves me right, only 500 were ever produced at the time (1964-65). It was an attempt by Ford to counter the Mopar 426 hemi. But NASCAR ruled both illegal. The SOHC was computer designed to run only on two four-barrel carbs. When NASCAR made two carbs illegal, that killed the SOHC and made it useless in circle track competition and besides, it wasn't available in a street car per the rules. My only observation (*in 1/25th scale*) is the five quart oil pan *MAY* be too small for use in racing. I think I'd replace the velocity stacks with aftermarket turned aluminum pieces. Ford sold the SOHC kits without any exhaust headers of



any kind and the multi-piece headers in this kit are very nice. The Holley carbs have very nice throat detail. **BUT PLEASE** install the \*&^%\$# cam covers correctly! The square end goes forward and the sloped end to the rear. At least 50% of the models that I see with this engine have them backwards. Check out pictures if you don't know.

**Interior:** It's very basic with two racing bucket seats and rear seat filler and three-piece roll bar. The dash, inner door panels, pedals, and steering wheel/column are stock pieces, but that's the way they were raced in those days. A nice shifter with T-handle are it except for decals for the gauges. There are no seat belts or shoulder harness in the kit

**Tires/wheels:** There are six wheels trying desperately to look like Cragar SS without the lettering. Two are wide for the slicks and four are narrow for the front tires. But what are the two remain-

(Continued on page 9)

The refreshed '19 Camaro gains a host of new features, including some (*controversially*) restyled front and rear fascias, a revised hood extractor, rear camera mirror, Forward Collision Alert, new infotainment system, and a 10-speed automatic transmission. But in the process, it loses a feature likely to be missed by some—the Universal Garage Door Opener (*UGDO*), A.K.A. Universal Home Remote or Home Link.

**GM Authority** has uncovered that the UGDO is no longer available on any '19 Camaro model, trim level or equipment group—either as a standard feature or as an option. By comparison, the '18 Camaro featured the functionality standard on the 2LT, 2SS and ZL1 trim levels.

'GMC's' rationale behind this decision is unknown, but speculation is that it has something to do with decreasing the price of the '19 Camaro in order to reverse the model's downward sales trend.

Sales of the sixth-gen car have been distinctly lower compared to those of its predecessor, a circumstance Chevy officials have attributed to the current model being **more expensive** than the last one.

So, removing certain features across the board and undercutting the competition in price might improve sixth-gen sales during the second half of its lifecycle, which starts with the '19 Camaro.

Another perspective on the deletion of the UGDO is that of a balancing act in the name of profitability. Since the '19 car adds a few high-cost premium features like the Rear Camera Mirror and the new GM 10-speed automatic transmission as options on SS

models, it could very well be that deleting other features (*like the UGDO*) balances out the profit equation for 'GMC'/Chevy.

According to the "Godfather" of the F-Body Camaro, Mr. Scott Settlemyre, 'GMC' is presently working on both of the next two generations, meaning that by the time the seventh-gen car is launched three or four years from now, the eighth-gen car could already be half-formed.

More importantly, Settlemyre's statement suggests that the Camaro is here to stay—at least for a further two generations. Plans change and programs get canceled, of course, but as of right now, it looks like 'GMC' is planning to continue producing its hallmark pony car for some time. Settlemyre—a.k.a. the "**Fbodfather**"—made mention of the seventh- and eighth-gen models during a recent appearance on the Camaro Show podcast, recorded at CamaroFest VIII. He suggested that looking two generations ahead with the car had become necessary due to Corporate Average Fuel Economy regulations. It's uncertain whether the Trump administration's recent moves to freeze the federal fuel economy standards will have any effect on 'GMC's' development timeline for the Camaro and other vehicles.

## GOVERNMENT MOTORS

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



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### AN AMERICAN REVOLUTION™

Details are slowly, but surely, beginning to trickle out surrounding the 2020 Cadillac Escalade. The latest from our sister site, *Cadillac Society*, revolves around pricing.

According to a recent report, the next-gen luxury SUV will see a **\$10,000 price hike**. Recall, the 2018 Escalade starts at **\$74,695**, which will peg the next model to start around \$85,000. The long-wheelbase Escalade ESV should start around **\$88,000**, according to sources familiar with the knowledge.

The price increase will mean the most luxurious Escalade variants will likely encroach the **\$120,000 mark**. Currently, the most expensive Escalade tops out around \$100,000, as does its most direct rival, the *Lincoln Navigator*.

Look for the 2020 Escalade to debut sometime in 2019 as a 2020 model with greater differentiation from the Chevy Tahoe and GMC Yukon.

**'GMC' giveth, and 'GMC' taketh away!** 🇺🇸

## This n That

**Top Secret Snake Found!** Barn finds *DO* still exist, but there won't be very many with the historical significance of *Little Red*. Shelby's Little Red *GT500 EXP* is the only *GT500 coupe* built. It was just the second coupe to get a serial number and was rediscovered by **Craig Jackson** (*Barrett-Jackson*) in north Texas and verified last March. "Finding Little Red is the discovery of a lifetime," said Jackson. "This Shelby prototype has been one of the most sought-after and elusive vehicles in postwar history. Countless enthusiasts and experts have searched for it since it went missing in the 60s. Many believed it was destroyed when it was no longer needed. I'm excited to announce that was not the case. We've found it and we intend to meticulously restore it back to its original glory." The big-block Shelby was one of a pair of prototypes built by Ford and Shelby.



This one got a slightly restyled body and Paxton supercharger. It's also the only GT500 factory-equipped with dual-quads. Iacocca soon decided it would be the model for the '68 California Special, and after that it was presumed lost. "Locating Little Red was tantamount to finding the proverbial needle in a haystack," said classic car restoration specialist Jason Billups. "After our initial research, we realized that, like others before us, we were using the wrong search criteria. Everyone looked for it using the Shelby serial number, which would eventually lead to a dead end. We took a different approach and located the car's original Ford VIN, which wasn't easily discoverable. That led us to its original registration and eventually to its last owner." Billups and a few others met the owner in March and were given access to the property, which had a small handful of cars sinking into the dust. Kevin Marti, Ford Mustang historian, was with the crew and verified it's authenticity

using serial numbers, date codes and other documents. Shell and Pennzoil are helping fund the restoration, which promises to be a long and rusty road. All of it will be documented at [ShelbyPrototype-Coupes.com](http://ShelbyPrototype-Coupes.com)...007 **DB5s For Sale!** The follow-up to the crop of **Aston Martin DB4 GT continuation cars** was logical—and obvious: a run of painstakingly detailed DB5 re-creations. Probably a little *too* logical and obvious, if we're being honest. So Aston is giving

the project a twist: These cars will be built to the same spec as the car used in the '64 James Bond film "*Goldfinger*," complete with (*or so says Aston*) a slate of **working Q-Branch gadgetry**. Per the automaker: "***They will be authentic reproductions of the DB5 seen on screen, with some sympathetic modifications to ensure the highest levels of build quality and reliability. This authenticity will extend to include functioning gadgets such as revolving number plates and more, which were made famous in 'Goldfinger.'*** The gadgets will be co-developed with Oscar-winner Chris Corbould, special effects supervisor from several James Bond films. Officially sanctioned by Aston Martin and EON Productions, all the '*Goldfinger*' edition cars will be produced to one specification—Silver Birch paint—just like the original." Unlike the originals, however, Aston says these continuation cars **will not be road-legal**. Yep, you read that correctly: These picture-perfect replicas will not actually be drivable on public roads, unless you can pull some bureaucratic strings in your home jurisdiction. Which you should totally do if you buy it, because otherwise it's basically a very expensive four-wheel sculpture. This is actually par for the course of these continuation cars—Aston said the same thing about its DB4 GTs, and Jag makes identical claims about its E-Type Lightweight and XKSS continuations. There's a whole raft of safety and emissions regs that new road-legal cars have to comply with. Offering these as **not** road-

(Continued on page 9)

# Mecum Insanity!

The Mecum Harrisburg auction was, as usual, a blast. Nick, Matt and myself got to see and drive some unique machinery.

This year, there was a big focus on movie and TV cars. There were more than a dozen—*KITT*, *the Monkeemobile*, *xXx GTOs* (parts 1 and 2), *Speed Racer Mach V*, *TV Batmobile*, *Back to the Future DeLorean*, *Starsky & Hutch Torino*, *Dragula*, *Scooby Doo Mystery Machine*, *Flintmobile* (*Flintstones*), *Herbie the Love Bug*, and a '33 Chevy rat rod from "Mad Max Fury Road."

Enclosed are also pix of Matt, Nick and I "workin' hard (!?)"

Meanwhile, the rundown of the top sellers is as follows:

- 1: '96 Ford GT—\$302,500
- 2: '67 Shelby GT500—\$217,250
- 3: '78 Lincoln Batmobile replica (autographed by Adam West)—\$195,250
- 4: '69 Pro Touring Camaro—\$181,500
- 5: '72 Restomod Cuda—\$165,000
- 6: '18 Challenger Demon—\$145,200
- 7: '18 Challenger Demon—\$143,000
- 8: '67 Vette convertible—\$143,000



9: '69 Restomod Camaro — \$140,250

10: '07 Ferrari F430 Spyder— \$137,500



Not many surprises here. Top sellers included a Shelby, a big block Vette convertible, a Ferrari. The surprises come when you consider the late-model muscle—Ford GT and not one, but **TWO** Demon Challengers.

This show will actually be

(Continued on page 9)

## Comet (cont'd)

(Continued from page 5)

ing wheels for? You could pair them with the two in the earlier Comet kit. All four tires have no lettering which as nice as they are tends to detract from what could be very nice tires. The slicks seem to look a great deal like M&H slicks

**Body/glass:** The body is the same as before, but I just noticed two fluted trim pieces behind the rear window. They seem to be correct for upscale Comet models probably with the semi fastback rear window. They need to be chromed. The other big new item in the kit is of course, the twin

scooped hood which I think I mentioned in the previous review was available in the aftermarket. The scoops are molded open. And then there are the modified inner fender panels. I like the separate front bumper and grille with the separate sheet metal piece that go between them. The glass is unchanged and in a separate bag; thank you for that.

**Decals:** They look very well done with the carrier cut very close to the colors. The pinstriping looks great though it may be a little tedious to apply.

It's a great kit, buy several.

by: Rich Wilson 🍷

## Mecum (contd)



Nick & Matt, trying to figure a way to use this in their daily commute! ☺

(Continued from page 8)

adding a **FOURTH** day next year. I don't know if our participation will increase next year, but it could. It's a dirty job, but **SOMEONE'S** gotta do it!! 🍷

## T 'n T (cont'd)

(Continued from page 7)

legal sidesteps the whole mess; it's really the only way these could be built and offered. Still, having one parked in a garage and knowing you couldn't (*legally*) take it for a spin whenever you wanted to would really rankle. It's the principle of the thing. And no, these cars could not be built to meet the not-yet-implemented US replica car legislation. For one, replicas constructed under that legal framework still have to meet emissions regulations, which means the authentically vintage powertrains found in continuation cars like this are right out. Then there's the fact that the legislation as-written specifically proscribes the sale of replicas by automakers that build and sell a certain num-

ber of vehicles per year; basically, no mainstream automaker can build or sell replicas, limiting production to small, niche-market shops only. But we've always wondered: Couldn't Aston offer these sans-powertrain? They'd be "rollers," just like the Factory Five and Superformance Cobras; you could buy a crate motor separately from Aston and drop it in at home, or have your trusted mechanic do the work for you. What you'd end up with would be a kit car, technically, and maybe that's the stumbling block for these high-end automakers. But at least the resulting car would be road-legal. And if anyone starts getting sniffy about the kit car thing, well...if this DB5 really is true to movie spec, it should come equipped with an ejector seat. Maybe there's some legal obstacle to that route, or maybe Aston can't stom-

ach the idea of getting into the kit car business. In any case, **25 DB5 "Goldfinger" continuation cars will be built**, with deliveries to begin in 2020. The cost is **\$3.5 mil per**, which is more than double what a top-quality original DB5 goes for these days. Granted, the DB5 actually used in the filming of "Goldfinger" and "Thunderball" sold for a hefty **\$4.6 mil** eight years ago, but unless there is some arcane path to road-legality for these continuation cars that is not obvious to those in lower income brackets, the intent (*and pricing*) of this gadget-equipped replica is a bit of a puzzler to us (*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 appreciate it!*) 🍷

## Pick (cont'd)

(Continued from page 3)

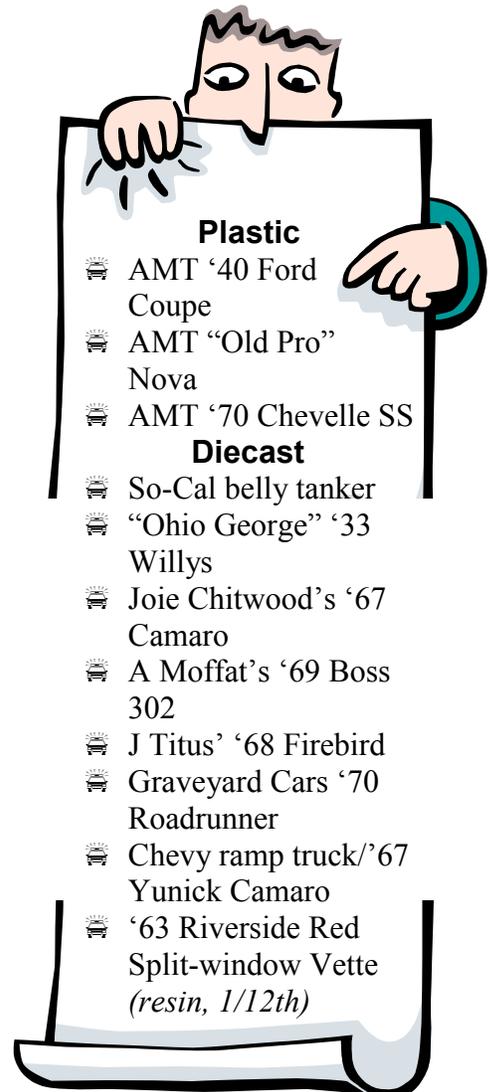
- RMCM, Fred's Resin Workshop and Big Donkey (*on line*)
- The "instruments" are on a shaped piece of flat plastic
- The seat belts are actually thin strips of "mending tape" used to patch clothes. The seat buckles are small pieces of Evergreen cut to size and shape. The belts are attached to the seat support with very small pins (*craft store*)
- The steering column is Evergreen rod and appears to go to a crude steering box of Evergreen pieces
- The fuel keg is resin. I think I bought this in a bag of misc. vintage fuel tanks. Beer kegs were sometimes used long before fuel cells
- The engine is the kit engine. The headers are K&N aluminum tube
- The side nerf bars are left over side nerf bars from modified kits that had multiple choices
- The rear bumper and nerf bar started as Evergreen rod and plastic stock

- As Fred suggested, I extended the front of the frame and built that section again using Evergreen
- The tires and wheels are from RMCM. The wheel backs are from the parts box/kits and if needed used various sizes of Evergreen tube to adapt to the Vicky's axles
- The rock/mud screens are black nylon window screen left over from a house screen I needed to fix
- Paint: I used Dupli-Color primer (*white/gray/black*) as needed for color top-coat. The white is Dupli-Color gloss White acrylic enamel. The blue is Rust-oleum Harbor Blue gloss enamel. The engine is Krylon green. Note on this Rust-oleum: Most aggravating paint, very thick, clogs the nozzle easily (*After spraying, put nozzle to soak in Castrol Super Clean/Purple stuff*). Allow at least 72 hours before you even think of touching the paint after you spray it

In hindsight. I should have made the roll cage higher and unchanneled the body. Even this slight channel created some fudging I won't mention. Although I do prefer how it looks.

The Rust-oleum blue was left over from two Jim Hendricks X-3 builds and I planned/started a 3rd. To finish this model, I had to buy an-

## Ron's Rant



### Plastic

- AMT '40 Ford Coupe
- AMT "Old Pro" Nova
- AMT '70 Chevelle SS

### Diecast

- So-Cal belly tanker
- "Ohio George" '33 Willys
- Joie Chitwood's '67 Camaro
- A Moffat's '69 Boss 302
- J Titus' '68 Firebird
- Graveyard Cars '70 Roadrunner
- Chevy ramp truck/'67 Yunick Camaro
- '63 Riverside Red Split-window Vette (*resin, 1/12th*)

other can when I couldn't get any more paint out of the can. No it wasn't empty. I don't know if it is just this color or Rust-oleum in general.

Unless you are building a "specific car", the bottom line for cars like this: There really is no "one way" to build these. Based on 'way too many pictures and sticking my head in vintage cars at Latimore Valley they really are different and when passed to other owners they do get changed.

**THANK YOU!!!**

Gary 🍷



# Poncho Perfection Parade!



It obviously didn't happen last month, as Nick and I were in PA for a full-size Pontiac show. Weather could have been better, but it turned out to be a nice, sunny day. Here are a few of the cars we saw that day.

So, c'mon—bring em and show em! **'PoP'** (Pontiacs on Parade!)

*Sickle signing off for now! And I'm diggin 'em!! 🍷*  
*don't forget—MAMA may not need all these Ponchos, but*

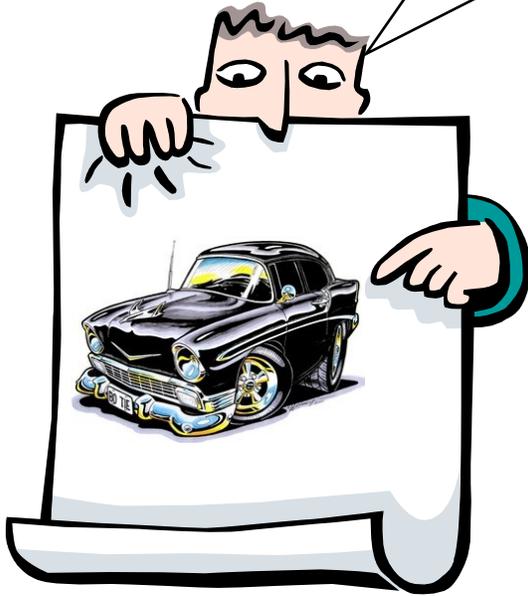


This is the newsletter of the  
Maryland Automotive Modelers  
Association

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**MAMAs BoyZ do it in scale!**



## Websites

**Philly Area Car Modelers:**

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

**Central PA Model Car Club:**

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

**NNL East:**

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

**East Coast Indoor Nationals:**

[www.eastcoastindoornats.com](http://www.eastcoastindoornats.com)

**Maryland Intl Raceway:**

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

**Old Toyland Shows:**

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

**Carlisle Events:**

<http://www.carlisleevents.com>

**York US30 Musclicar Madness:**

[www.yorkus30.com](http://www.yorkus30.com) 📺

## Classifieds

**WANTED:** Unbuilt/rebuildable Ponchos (*GTOs, specifically '68 MPC hardtops and convertibles, and '71 hardtops in particular!*). I have a collection to trade from. Want 1/8th scale Monogram '79 T/A, Red Baron, 1/25th scale '81 Firebird (*snap*), '66 Bonneville (*MPC or Hasegawa*), '69-'72 Grand Prix, '70-'81 Firebirds, and empty *Pontiac kit boxes*. Would like to buy or borrow *old model car catalogs*. Contact me at [gtoguy@verizon.net](mailto:gtoguy@verizon.net), or see me at a meeting. *Thanks!* 📺



We ALL wanted to drive THIS one! 😊

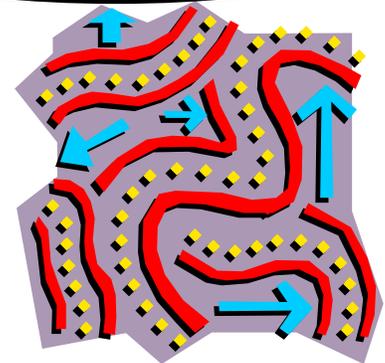
Were on the web!

<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

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